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**Model Cars  
 builds Kyosho's  
 mini  
 Rally car**

**B**umping into fellow model car racers is normally pretty rare. Whilst going about our normal lives at work or school, we may know of, or see a few other car racers but normally it's Sunday and race meetings where we obviously come face to

RADIO CONTROL MODEL CARS

face with others interested in our hobby. And from my experience enter into long conversations about suspension set-ups on 'CATS' to whether Ayrton Senna should have attempted to pass Jean-Louis Schlesser at Monza. It is in connection with this review of Kyosho's latest

offering - the 'RS200' that I mention. For the past couple of years I have visited the Rallycross Grand Prix held towards the end of the year at Brands Hatch. In the icy conditions whilst manoeuvring through the crowds to get a good view I have bumped into endless numbers of model racers. Obviously full size rallycross has an attraction to model car racers as I'm

sure most of us (funds permitting) would prefer to be doing the real thing. But it is the large number of people at these meetings which has prompted me to forecast that this - the 'RS200' will be an enormous success in the U.K. for Kyosho. The car seems to have an awful lot going for it. Apart from being 1/10th scale - the most popular by far, being I.C. powered it offers an introduction into this side of the sport with a simplification not offered by either of the 1/8th scale sections. Added to this that

it utilises lots of 'MID' parts, is extremely reliable, and with its 'RS200' bodyshell looks good, it fills a hole in the market between 1/10th electric and 1/8th I.C. which until now has been uncovered. **What you get** For normal 1/8th I.C. operation buying the kit is just the beginning. After that the engine, manifold, air cleaner, glowplug, fuel tube/filter and all the other accessories need to be purchased separately. Also once the car is finished, fuel, a fuel bottle, 2-volt glow supply and lead and a

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12-volt hand-held starter are the minimum requirements to getting it started.

Kyosho have made this whole task very simple by virtually including all these items in the kit. Fuel needs to be purchased - 5% Model Technics is a good starting point but a clever recoil pull start system is fitted to the engine and a lead and battery box is included for supplying the glowplug its two volts.

Some of the first starting problems have also been solved by a small priming button fitted on the fuel tank - this allows fuel to be pumped to the carburettor - making for easy and quick starting.

#### How it comes

The answer to how it comes is - virtually ready built. The main chassis engine and drive train as well as the front and rear gearboxes are factory assembled as is the fuel tank, fuel lines and filter.

First for assembly are the dampers. These are new - What's wrong with the

original Kyosho dampers I hear you ask - nothing in my opinion but these new dampers are formed mainly from plastic. This obviously means lower manufacturing costs which allows the 'RS200' to have an overall cost of £225 - not bad as this is a full blown 4WD car complete with engine. The dampers go together as easily as the excellent gold aluminium ones and as expected give a very smooth action.

Next up on the assembly line are the front knuckles, these are handed and need to be correctly placed on the right side of the car. Plain bearings are used on the car, but obviously ball races can be easily fitted. Also ball and pin driveshafts - from the 'Optima' are used at the front and rear - these can restrict steering movement so maybe the Kyosho 'UJs' could be fitted on the front.

The suspension arms are to the usual high standard and fit neatly onto the chassis. The top links of the suspension incorporates the

excellent Kyosho ball joints with standard rods - not the 'option House' left and right hand threaded - more room for modification!

The wheels and tyres on the 'RS' are also quite new. The wheels are the same as used on the 'Ultima Pro' and are moulded in white. The tyres though are new, supposedly for on- or off-road. The tyres have a deep chunky cut but do resemble road tyres rather than rally.

#### Radio-Active

The radio installation is pretty straightforward. The steering servo bolts in quickly and caused no problems. I would advise that a reasonably good quality servo is used on the steering as apart from slightly higher stresses in this car than a 1/10th electric car, also the better servos are protected via 'O' rings from water and of course, fuel.

The throttle servo installation is slightly tricky as

it involves the carburettor movement as well as the brake. A mid point should be set where there is no throttle on and also no brakes - so that the car can be allowed to roll freely.

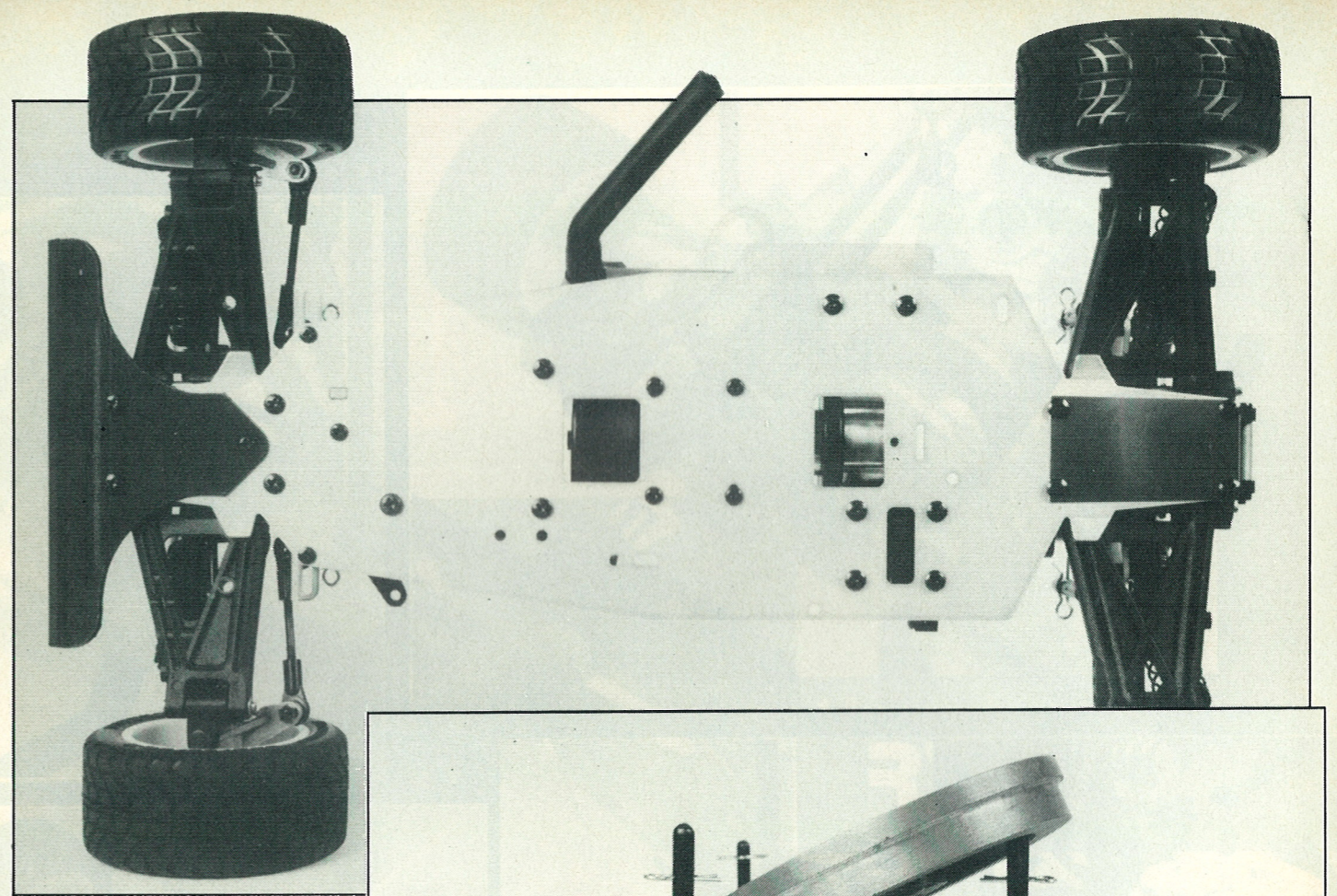
Unlike most electric cars since 'BEC', the 'RS200' requires a battery pack exclusively for the radio. This is tie-wrapped into the car.

The receiver sits on top of a small radio tray. Kyosho advise that it is tie-wrapped in. I would strongly advise that the receiver is placed into a balloon before installation. As with fuel dirt and grease about, it is advisable to keep the receiver clean.

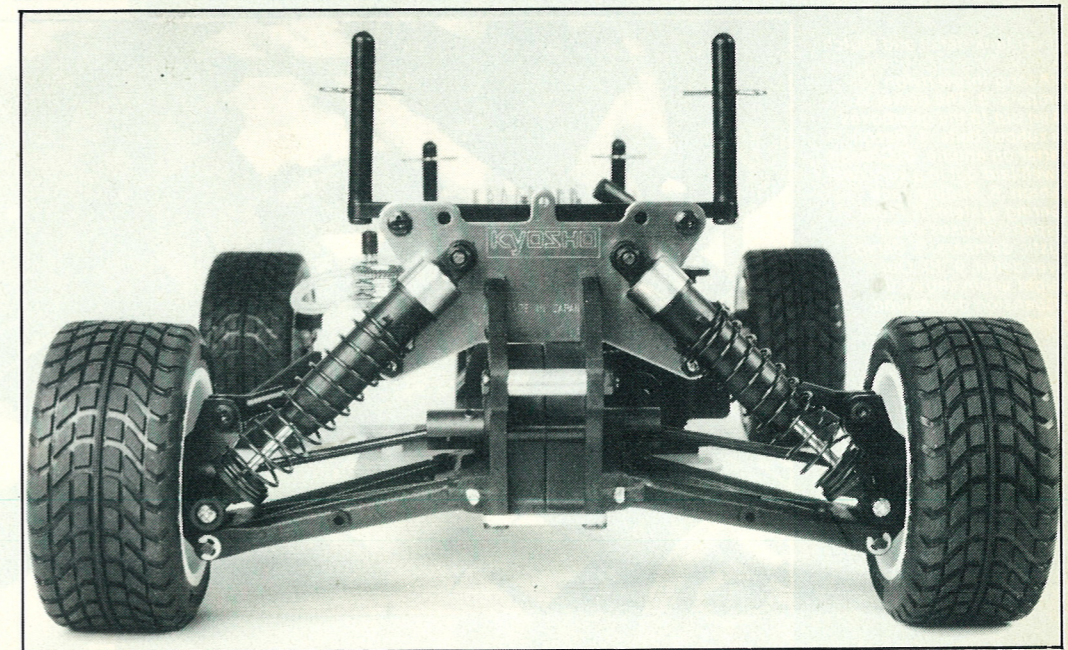
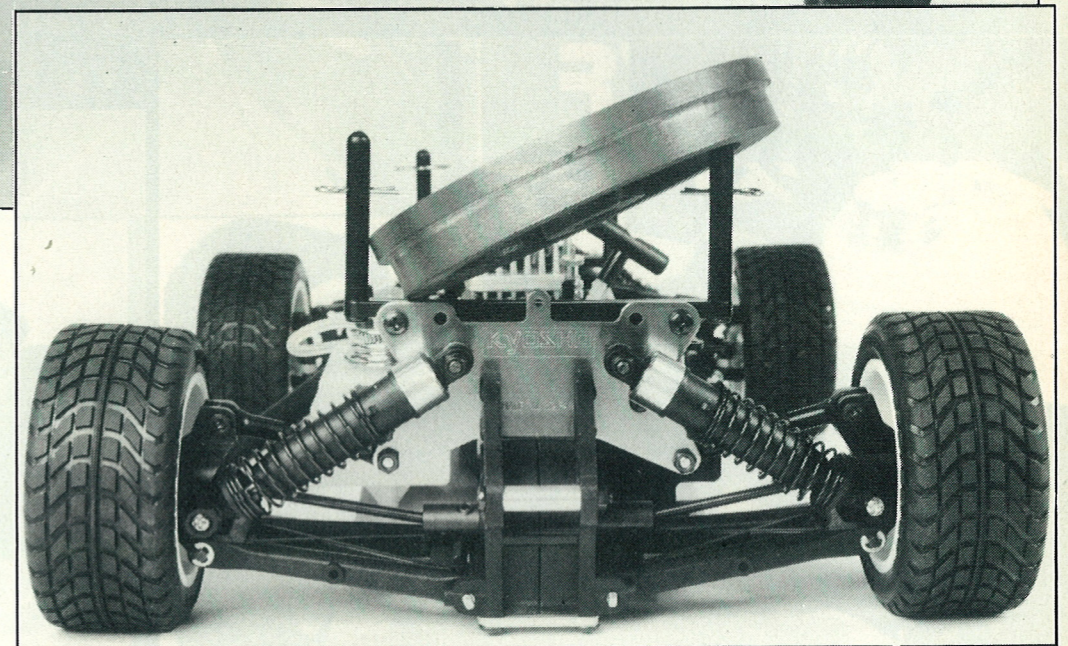
#### Conclusion

Whether a class of racing for this type of car will appear I'm not sure. The cars are well engineered, not too expensive and give an extra dimension to 1/10th off-road with the added speed, noise and smoke.

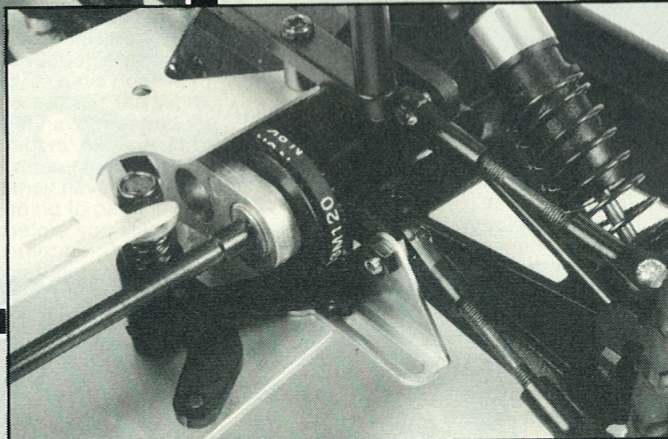
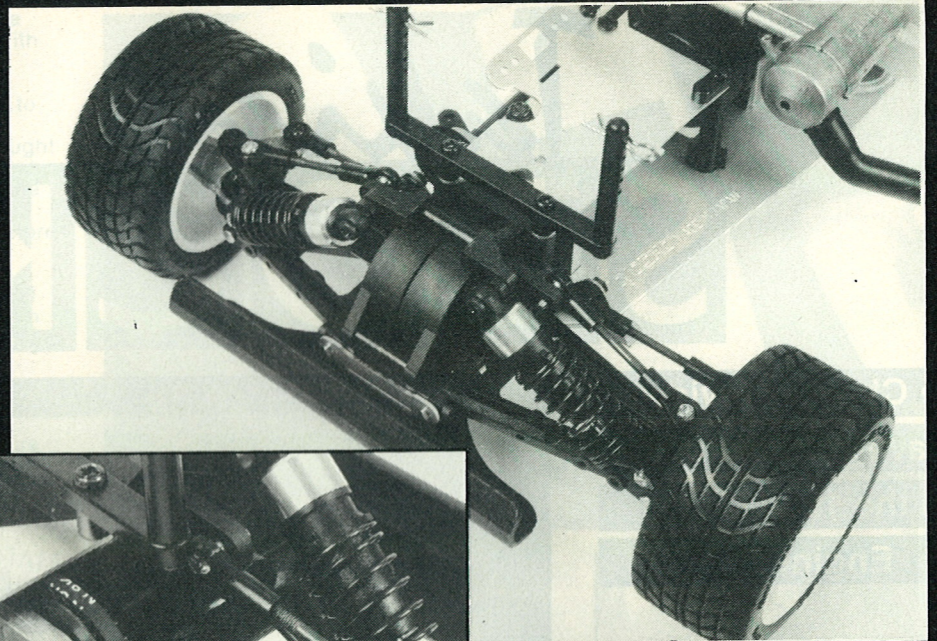
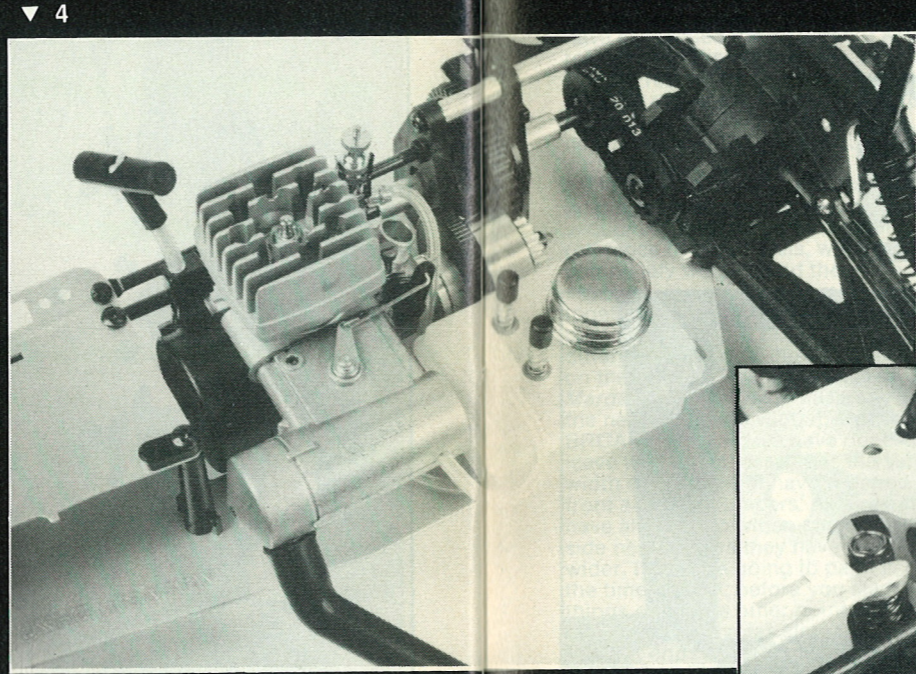
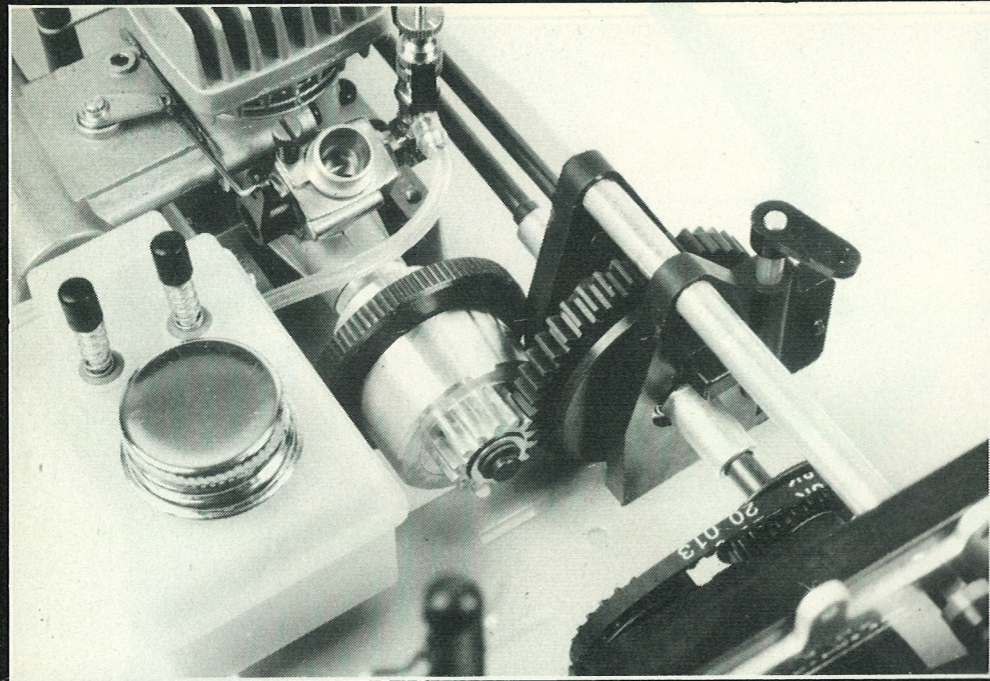
But with all this it is still difficult to judge how



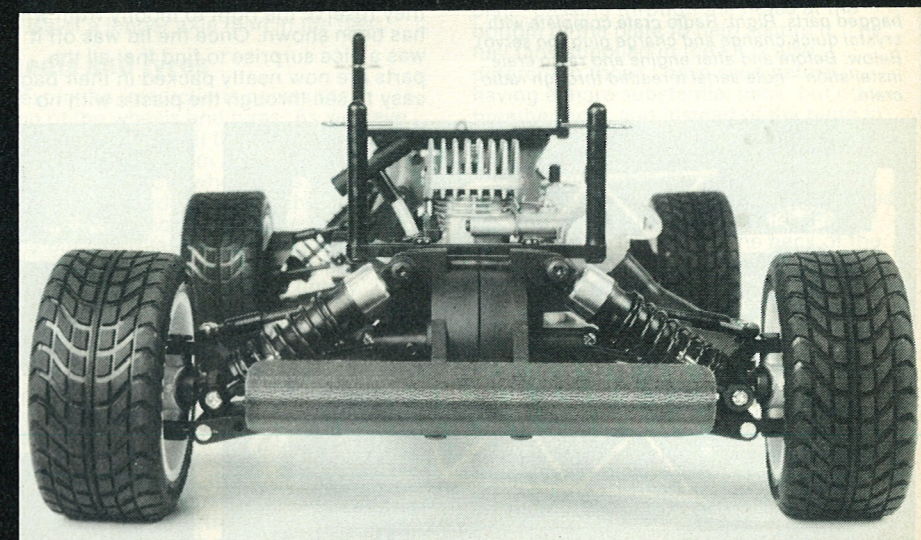
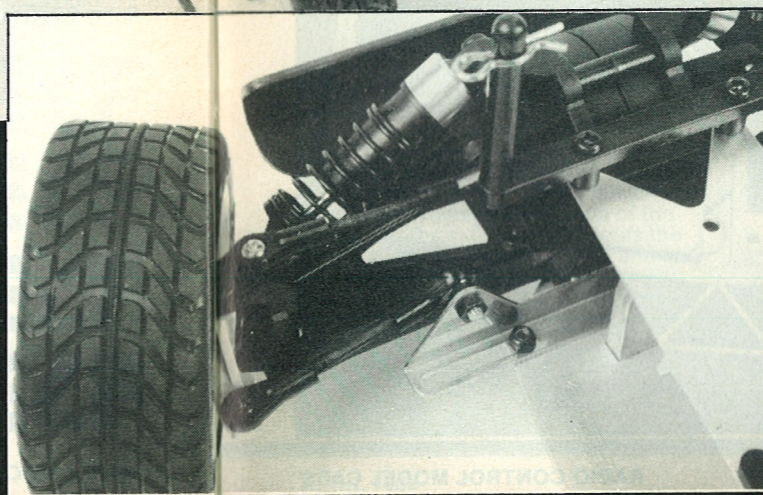
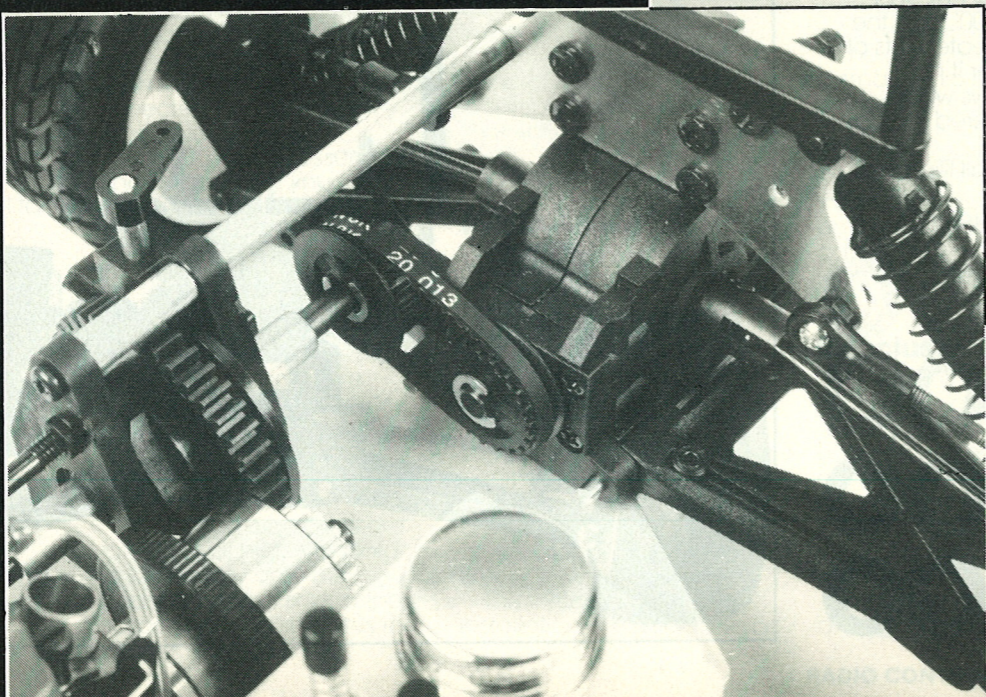
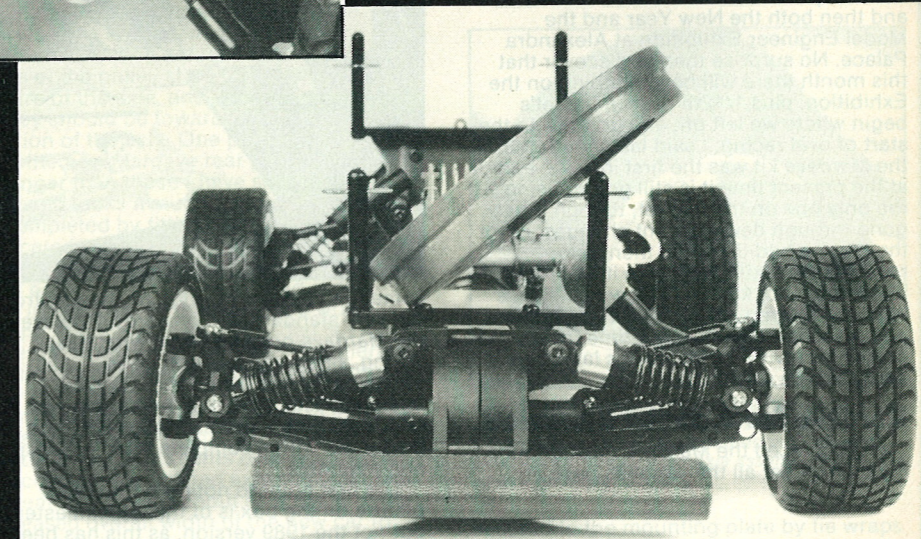
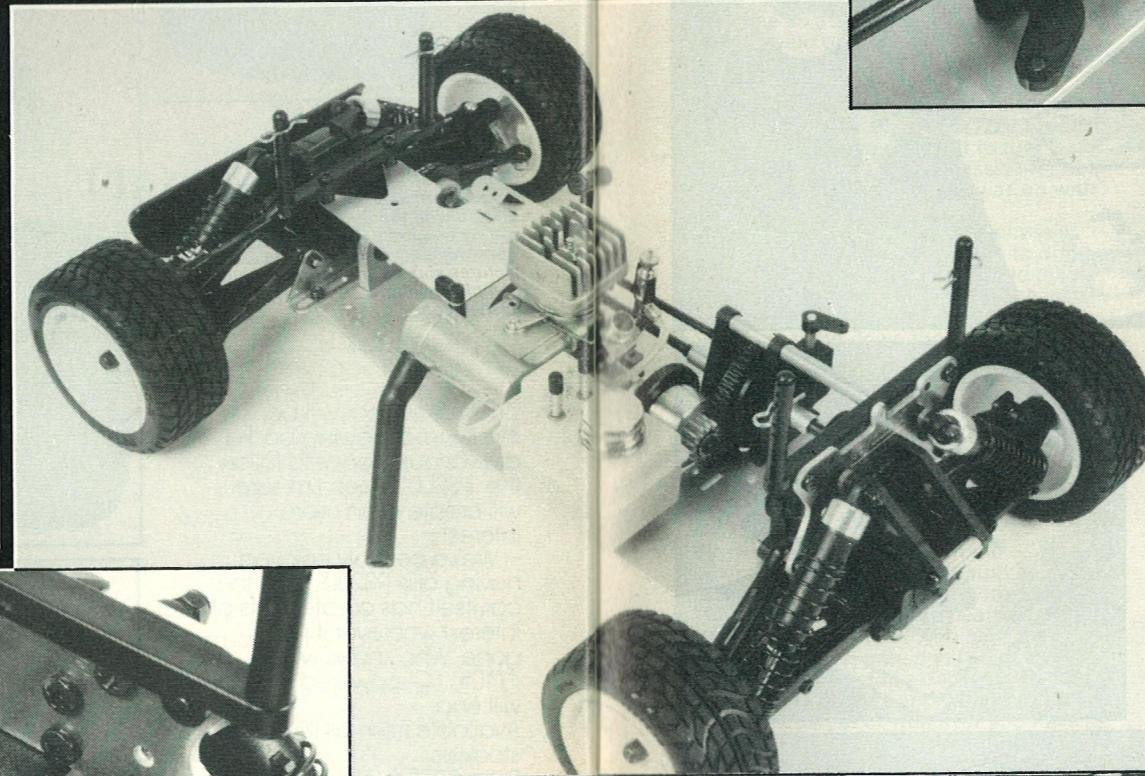
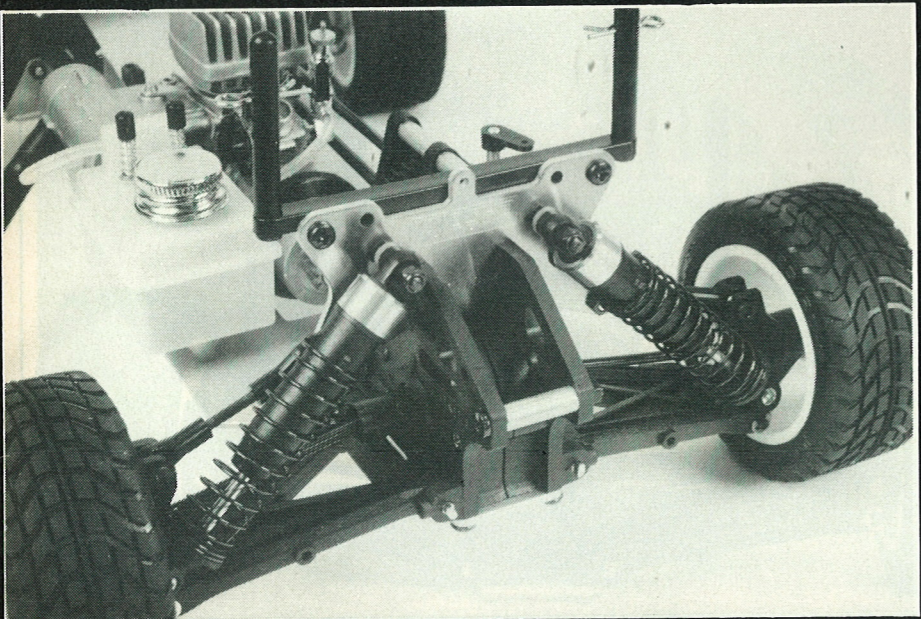
Above: The clean, uncluttered chassis on the RS200 - rear gearbox has a tin plate covering the gears. Right and below: The RS200 is fitted with the Kyosho black nylon dampers - these are light, work well and don't leak. Our pictures show a 2lb weight - which completely depressed the rear suspension.



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1. Fuel tank detail and clutch drum. 2. Rear suspension with long throw nylon dampers. 3. The power is taken out to the gearboxes via rubber belts. 4. Recoil starter on engine. 5. Chassis is well laid out in a very neat fashion. 6. Sliding 'rack' steering system. 7. Front suspension uses short plastic dampers. 8. Servo saver detail. 9, 10. Our weight again shows the suspension depression (front).

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