

A kitten in tiger's clothing? Jason Dearden finds out...

Ⓞ The Kyosho RS 500, "probably the best looking car in the world".

The RS500 Cosworth is one of Kyosho's new 'scale car series' 1/10 model racing cars. This series also includes a Nissan 200ZX, Porsche 911 and Lamborghini Countach.

KYOSHO
THE FINEST RADIO CONTROL MODELS



RS500

Cosworth

History

Kyosho are a long-established company from Korea who have an excellent reputation for the production of top level model racing cars, as has the Ford Sierra Cosworth in the touring car championship.

Although both Kyosho and the Ford Sierra now portray an image of market leading performance it hasn't always been so easy.

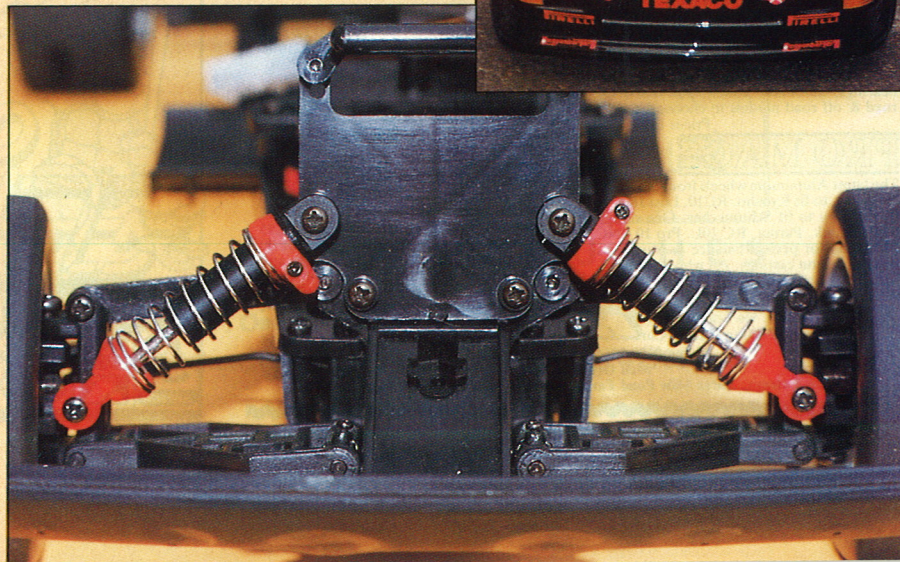
In the early '80s Ford launched the Sierra, the first of the now vogue 'jelly mould' saloon cars. The public received the car with reservations and the competition benefitted from their less radical appearance. At this time Kyosho were producing very successful model cars aimed at the mass markets around the world. In this market Kyosho were competing head-on with the more established Tamiya organisation also from the far east. Both Ford and Kyosho recognized the potential or need for improved sales and so devised their

strategies in order to expand.

The mid '80s saw Kyosho and Ford with their Sierra, direct their products towards the high performance end of the market in order to change the image of the company and its products.

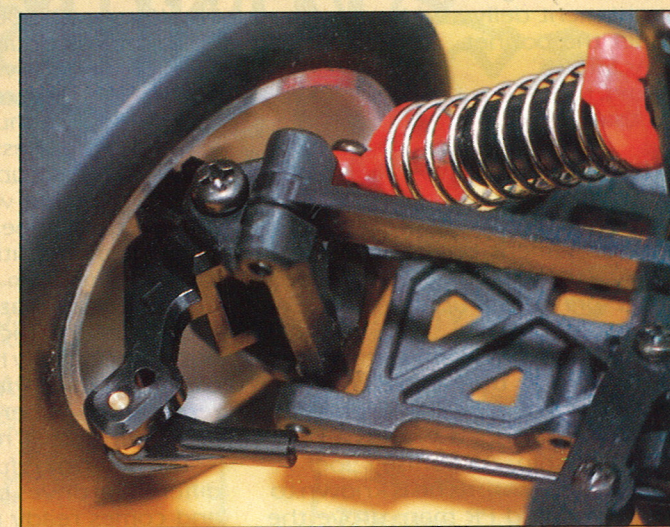
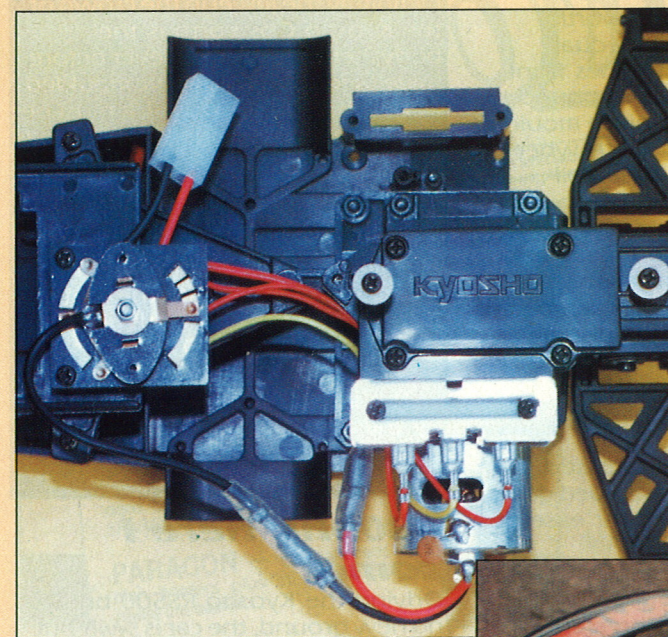
1987

This was a year to remember in the history of Kyosho and the Ford Sierra and was probably the turning



Ⓞ The stick pack battery will sit in front of the 540 size motor.

Ⓞ Front end suspension detail.

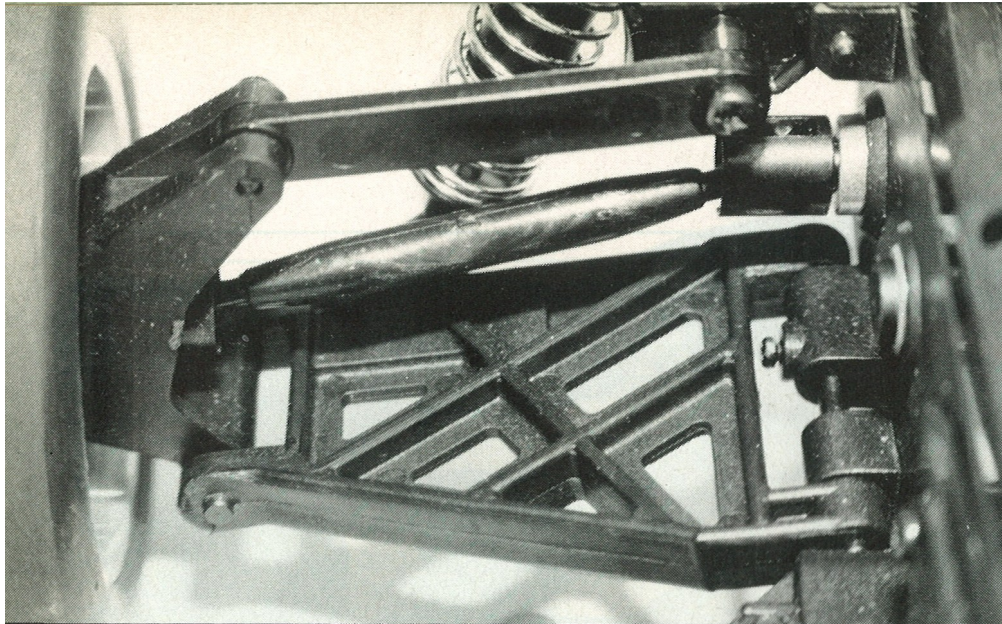


point for both companies.

This was also the year when the Ford Sierra Cosworth began to dominate the touring car championship. Cosworth? Well, Cosworth is a small company in

Ⓞ Plastic shock absorbers provide adequate damping for road use.





Ⓞ **Plastic upper link, driveshaft and lower suspension arm.**

Northampton which was given the job of revamping the Sierra. Cosworth's came up with a 480bhp two-litre twin turbo Sierra which could out-perform all but a fistfull of supercars (0-60mph), and just nudge past 1½ tons top end (that's a maximum speed of 150mph!).

Such performance in those days was strictly reserved for mega bucks, Italian, two-seater, four-litre monsters... real sports cars. The milestone was well and truly set in the history books, the Sierra RS Cosworth will be remembered as a classic. The jewel in the Cosworth crown is definitely the engine but they also did an impressive job on the chassis styling and aerodynamics. The chassis speaks for itself, being able to accept the punishment delivered by the jewel under the bonnet.

As for the styling, to say that the whale-tail fin was radical for its time is an

understatement, but it had the effect of totally changing the image of the previously unaccepted jelly mould saloon.

1987 was also an important year for Kyosho as they were finally rewarded with the finest prize in model car racing, a world championship. At Romsey Joel 'Magic' Johnson, as he is known to his friends and PR man, drove the Kyosho Ultima to victory in the 2WD world championships. Since that memorable summer Kyosho have proven their pedigree by achieving a number of other world championship victories in several classes.

Expectations

When I heard that I was being given the job of reviewing the Kyosho RS500 Cosworth my expectations were high. I hoped for

a full-blown 1/10 racing version, especially after seeing the pics of its beautiful lines. Upon further investigation I found that the Kyosho car was aimed at a much broader market with a very affordable price tag. I must admit that I was disappointed as I was hoping to race the RS500 in rallycross at the highest level.

This selfish approach soon wore off as I realised that even though I am a 'racer' I am in the minority, and with the RS500's very reasonable price tag we should see many new faces introduced to the sport via this attractive car.

Nitty, Gritty!! (Specification)

The Kyosho RS500 Cosworth features double unequal length wishbones front and rear, supported by a multi-piece moulded chassis. Each wheel is sprung by a coil spring which sits over a crude damper arrangement.

These dampers utilise grease as a damping medium rather than oil. I don't believe that these dampers would be up to racing punishment but they certainly help to keep the car affordable. They may be replaced by superior oil-filled items at a later date if required.

The gearbox is fully enclosed, the differential drives by moulded gears and comes ready built for ease of construction.

All shafts run in phosphor-bronze bushes which will require regular oiling. A mechanical three-speed

speed controller is included as are all servo fitting equipment, posts, servo saver, etc.

There is nothing really revolutionary in the Cosworth's construction and I believe that it is based on the established Kyosho Raider. This should make spares easily obtainable through a wide range of model shops stocking Kyosho cars. The Cosworth features some rather neat body posts/clips/holders and an RS540 motor to get you moving.

Building the RS500

The instructions included are comprehensive but not the best I have focused on. If you are over 15 you shouldn't have any problems except brief head scratching at some of the less than clear diagrams. If you are under 15 you will probably need assistance from an adult within shouting distance.

Tools required (the usual) include Philips screwdriver, knife, pliers, scissors, wire cutters, sandpaper, Superglue and paint.

Body Beautiful

Definitely the jewel in the crown of the Kyosho Cosworth is the bodyshell and decals. Never before have I seen such a realistic moulded polycarbonate bodyshell. It must be the closest any model car shell has come to being a true scale model. Kyosho even supply the twin level rear wings, wing mirrors and windscreen wipers moulded in ABS plastic. When a splash of black paint is applied together with the Texaco decals the car looks exactly like the real Cosworth RS500 driven by Steve Soper.

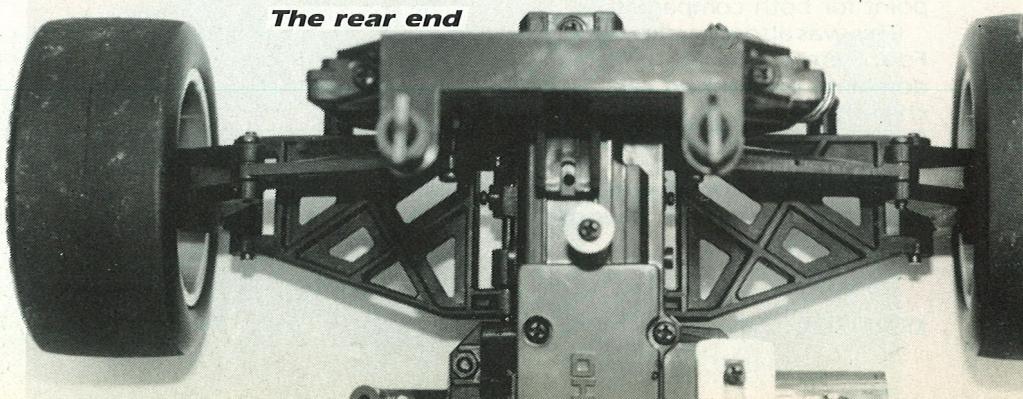
The bodyshell is set off perfectly by the alloy look one-piece moulded wheels and moulded slick tyres, which are superb.

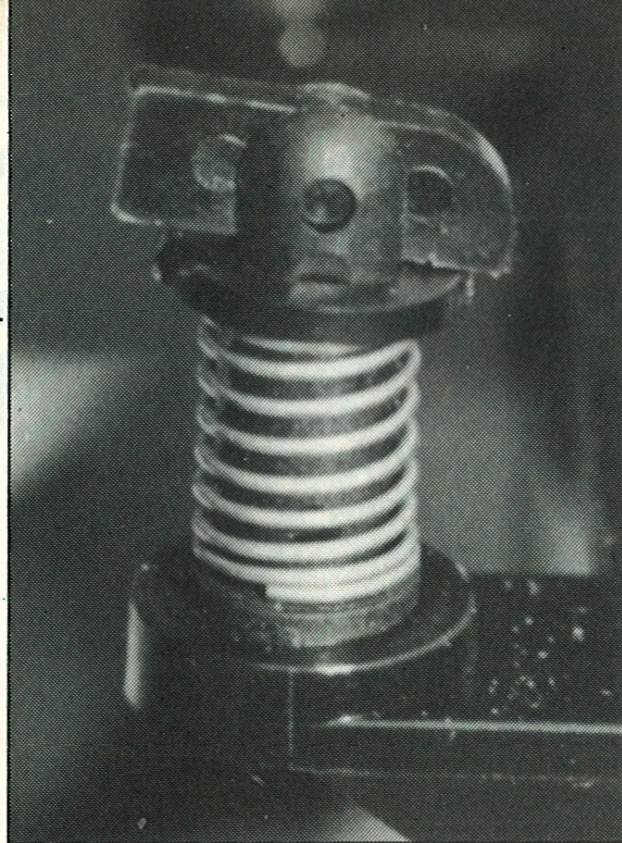
480bhp here I come

Driving the Kyosho RS500 breaks no new ground, the car is swift but



The rear end





⓪ **A small plastic moulding clips onto this retainer under the front of the bodyshell.**

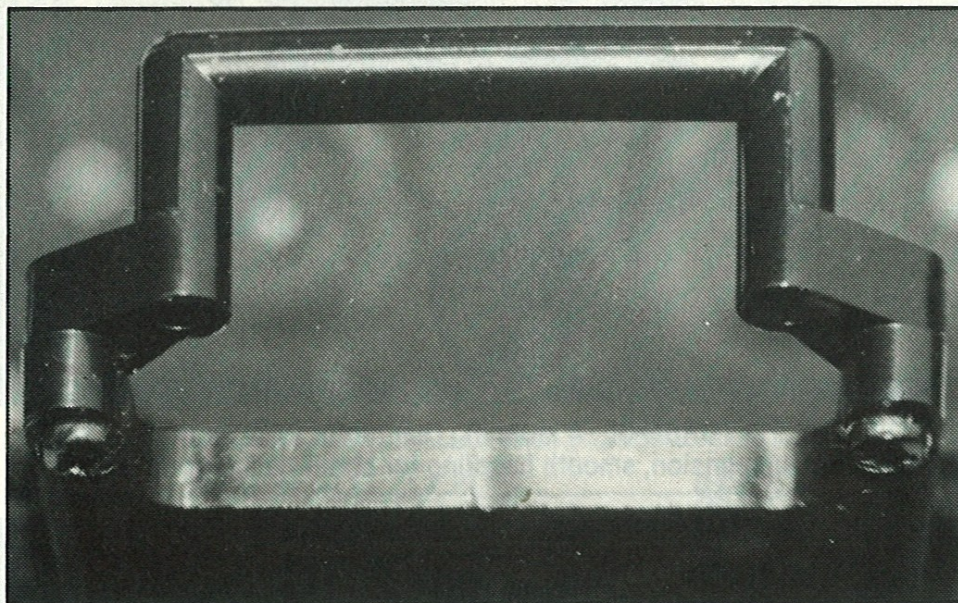
is not in the same league when compared to cars much heavier on the bank balance. The handling is competent but nothing to write home about. The best feature about driving the little Cosworth is its appearance as it achieves scale speeds which would embarrass its big daddy.

⓪ **Quick change, sprung bodyposts are used in the kit.**

Conclusion

It isn't aimed at the competition side of the market as the performance proves, but as a beginner's scale R/C model car it is one of the best.

Available from your nearest Ripmax stockist. ●



Quick Reference Star Rating

Appearance	★★★★★★★	— Fantastic
Durability	★★★★★	— There's a lot worse
Performance	★★★★	— Average for price
Handling	★★★	— Compromised for looks
Value	★★★★	— Above average
Turtle Power	★★★★★★★	— Lots!
Back-up (spares)	★★★★★★★	— Second to none
Build Quality	★★★	— Dated

Additional Parts Required

2 channel radio control unit with two servos.

7.2 volt battery pack.

Charger (fast preferably).

Market

Competition	— Nope!!
Beginner	— Enthusiast/Beginner
Street Racer	— Will impress friends, neighbours and girls
Off-road	— Not really
On-road	— Sensible option