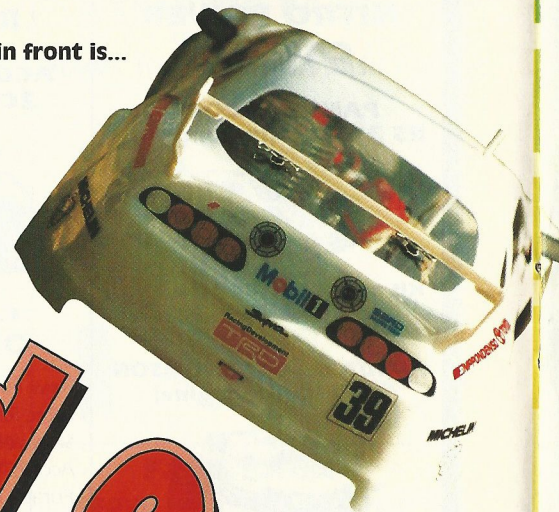




It's a fun car.

# The Car In Front Is!!!

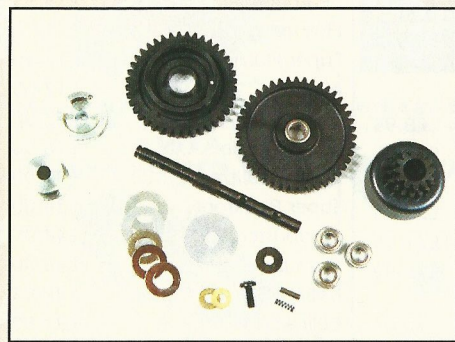
The car in front is...



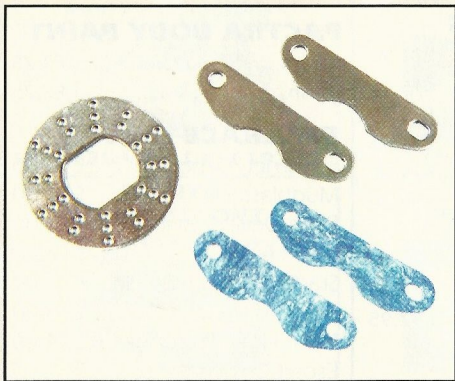
Look's fast standing still



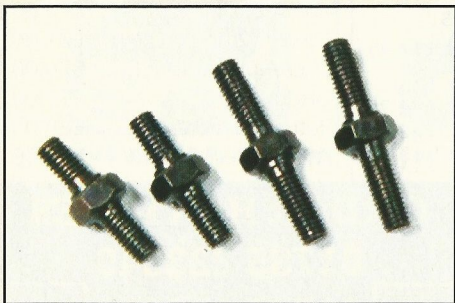
# Kyosho Sard Supra



Two speed, ball raced gear box. Guaranteed extra top speed



Metal Brake Disk: Increased braking power and durability



Adjustable Rods: Allows setting up of camber and toe in/out to get the best performance from the tyres.

When I was offered the chance of reviewing one of the new Kyosho 1/10 scale gas cars, I jumped at the chance. The Kyosho Sard Supra is a beautiful model that really looks the part, but the main reason that I wanted to look at it was that so I could see why for many people, the Kyosho cars are the entry-level to 1/10 IC. Also another good reason is the planned Kyosho World Cup series for the GP Spider Pure10 range of cars, about to be announced very soon (Watch out in RRC for details)

### It's a fun car

So what has the Kyosho 1/10 IC got going for it? Well the particular model that was sent to me is really intended as a fun model, for maybe thrashing around a suitable safe area such as the local supermarket parking-lot. But that's not to say that the Kyosho couldn't be an out-and-out racer, there is a complete range of optional racing parts that will turn this car into one that is fast and capable of handling everything that racing can throw at it.

### HERE IS A LIST OF THE MAIN FEATURES:

- BEAUTIFUL SARD TOYOTA SUPRA BODY
- 10 CU IN PULL-START ENGINE
- 3-BELT 4WD TRANSMISSION
- ALUMINIUM 2-LAYER CHASSIS
- 75 CC FUEL TANK

### Gem of an engine

The engine supplied in the kit is Kyosho's own GS 11x pull-start. This engine is a real little gem, it started up after about 20 seconds on the pull-start. It would have started quicker, but I think that I overdid it on the fuel-primer and flooded the engine. The carburettor settings as they came out of the box were set slightly rich, which is probably good from a safety point of view, i.e. the setting are good for running-in, but the engine is much more powerful when the mixture is set correctly. Of, course the engine should not be leaned out until you have had around half a dozen tanks of fuel through it. After that you will find that the engine is a very free-

revving. Alas, this is one of the potential areas of weakness, because the car is single-speed it would be far too easy to over-rev the engine on the wide-open expanses of a race-circuit. As it turns out, one of the optional parts that Kyosho produce is a two-speed gearbox, if you intend racing then one of these is probably a very good idea. If having a good thrash around the car-park is all you want to do then a single-speed is more than good enough.

### 3-belt 4wd system

The next most striking feature of the Kyosho Sard Supra (apart from that beautiful body) is that it is driven by a 3-belt four-wheel drive system. The fact that the car is four-wheel drive will appeal to the newcomer to IC cars, as the car is much more manageable on the low grip surfaces that you will find on the typical car park. If you wish to run the car in two-wheel drive form then it is a simple matter to remove the belt that transfers drive to the front. I think that most drivers will opt to run the car in 4wd form, because driving it is so much easier. If the car gets out of shape just point the wheels in

# Gp Spider Pure 10 review



Complete GP 10 rolling chassis 'Fully Loaded'



The car is fitted with plastic and metal bushes, which actually ran quite free, but I would replace these as soon as is practicable with ball-bearings, which run free for a much greater period of time

### Driving Impressions

So what does the car run like? Great! The power is transferred from the engine to the transmission by a conventional two-shoe clutch. This clutch ensures that the take-up of power is not too fierce, but it is entirely reliable and trouble free. The car reaches mind-boggling speeds on the street, actually it might be around 30 mph, but the street soon disappears at this speed! I think that the Kyosho Sard Supra is definitely one for the car park. This is where the braking system earns its keep. The brakes are surprisingly good. It is a disk brake system where a plastic disk is gripped between two metal pads. I predicted that the plastic would melt after five minutes of use, but the disk is still in good condition at the moment. However if you are going to race the car then I would still purchase the optional Ferodo disk-pad like the one used in the Serpent Impact 1.

What is the handling like? Well, it is fairly predictable. There is plenty of power in the GS11X, and four-wheel power slides are easy on a dusty surface. The rubber slicks, however, are absolutely no use in the wet!

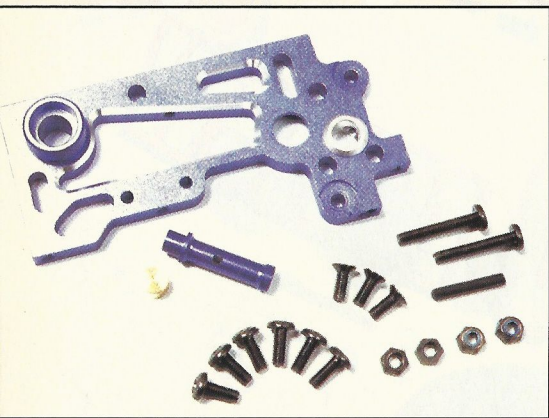
### Buy one now!

Overall, this is an excellent car, and I would highly recommend it to anyone who is looking for a car for fun. The car is capable of being raced and I will report back to you when RIPMAX (the distributors) have supplied the racing upgrade parts.

### Options Parts List

Shown within this article are just some of GP10 Option Parts which can be used to convert your GP10 to a "Racing" spec, and will also be legal for The Kyosho World Cup, a complete list can be found in the RIPMAX Modellers Handbook which should be available from the shop were you bought your car from.

"A real little gem of an engine"



**Metal Centre Mount:** Replaces the standard kit part, improves rigidity and belt wear

the desired direction and apply the power and the car will gradually pull itself straight, after sliding for about 10 yards. Very impressive stuff!

### Safe suspension set-up

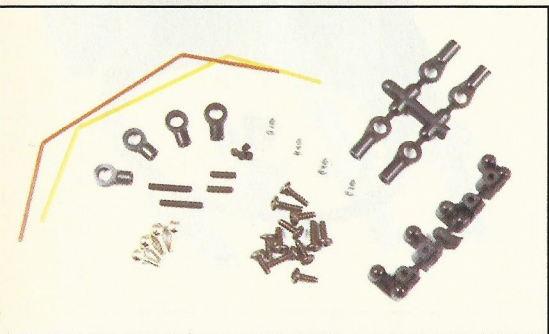
The suspension geometry of the car in the standard kit is fixed. All the usual adjustments like toe-in, camber, caster etc. are set at conservative values to make the car friendly to the beginner. Part of the options list includes turn-buckle links to replace the fixed linkages and adjustable toe-in plates. If you are new to the car I would recommend that you run first of all with the fixed links in place until you are used to the handling of the car.

The only part of the car that I didn't like too much were the dampers. The dampers look like normal dampers, but the damping action comes from the shock shaft being pulled through some tight-fitting rubber "o" rings. Pretty soon, however, the fit of the rubber goes loose and then you are left with no damping action at all. Luckily you can replace these non-damping shocks with the Kyosho 'Ultimate' Shocks which are pretty good.



**Centre Belt Tensioner:** Ball-raced, adjustable for optimum belt tension. Fits standard and option centre mount

### Belt drive for the 4WD system from the middle layshaft and also the disk brake.



**Stabiliser Parts Kit:** Stops the roll, gives more grip and looks good.

