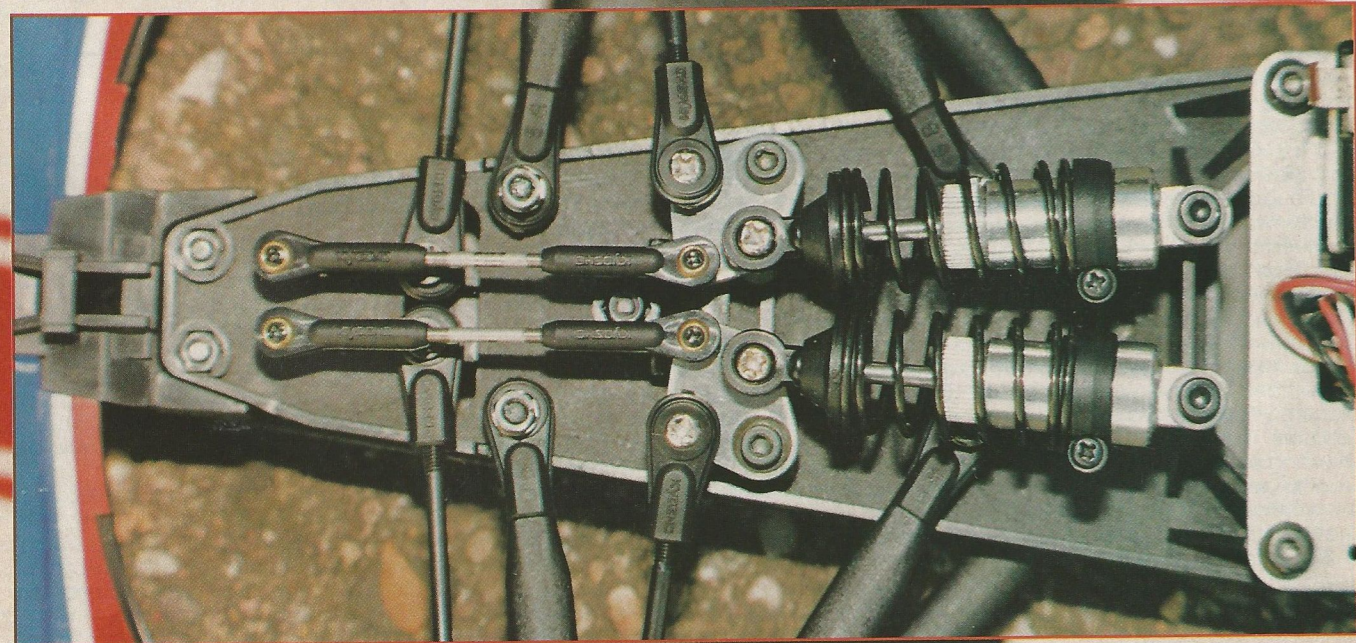
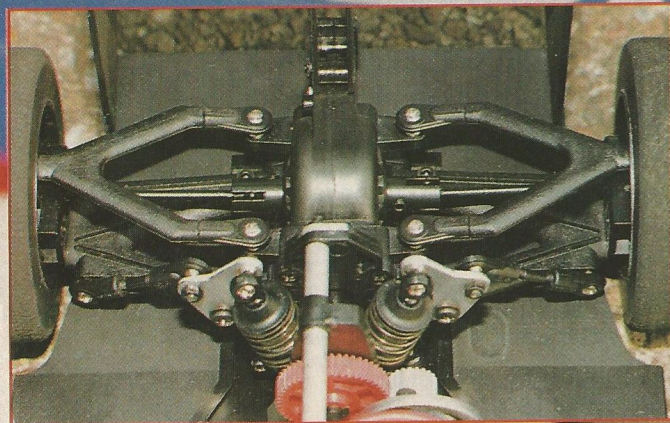


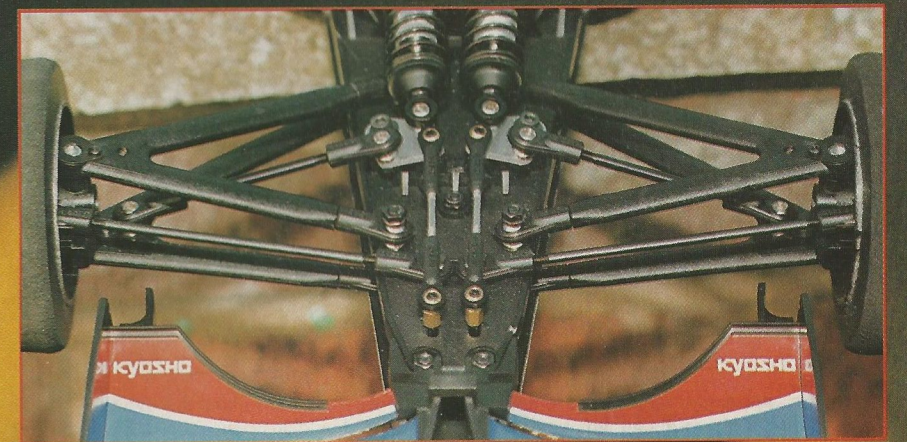
KYOSHO JORDAN YAMAHA 192

**1/8 scale
Formula 1
flier!**

**WITH A
DIFFERENCE**

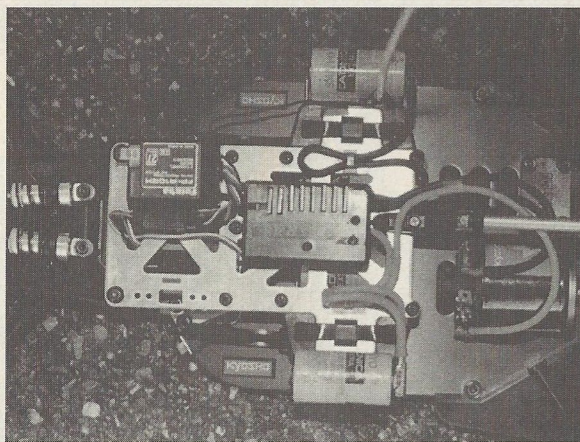


The Kyosho Jordan Yamaha 192 is a fairly unique model in that it is 1/8 scale, has full independent suspension, as per usual 1/8 practice, but is powered not by an i/c engine but by an electric motor (or motors, as it offers the facility of mounting two motors together). The realism factor should make this car a winner with buyers that are really into full-size Formula 1, as the scale like features make this machine into a display-case candidate as well as an actual cut and thrust racing machine.



The recent bad weather has effectively curtailed my cycling in the evenings, so a nice model to build was just what I needed to keep the old grey matter alive, although this didn't help matters when it came to taking photos! The presentation of the kit was good, with all the parts neatly bagged. Each bag was marked and numbered to coincide with each stage of the construction booklet, which was clear and well laid out. The main chassis is formed from aluminium, with front and rear extensions in a rigid plastic. At the rear this allowed the reproduction of the diffuser section, thus making the model even more realistic (I'm trying to talk myself out of running it now for fear of bending it!). The main chassis was presented ready built, so no problem there. In fact, the complete build went really well and not a single problem reared its ugly head to complicate matters.

The front suspension was the first stage in the construction, and is designed along the same lines as the full size Jordan F1 in that it uses pushrod operated inboard shocks and springs, with a pushrod operated anti-roll bar. The pushrods are connected to the lower wishbones, then via a bellcrank, the coil over shock provides the suspension and damping action. The springs supplied are very firm, with the end result that the front end is virtually rock solid, which I suppose could be said to follow the full-size practice! The wishbones themselves are strengthened by steel rods, and are

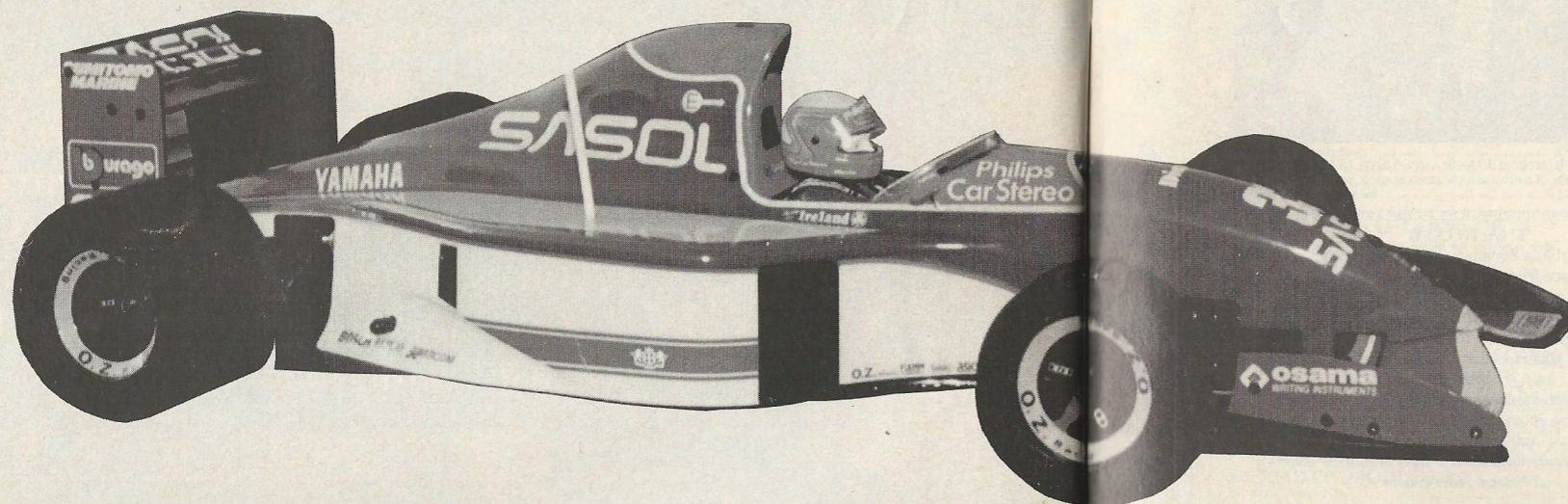


tendency for the subframe to flex instead of allowing the dampers to do their job. The front suspension certainly looks the part, and I dare say despite the flexing in the subframe will actually work alright on the track.

The rear suspension was very easy to assemble. The method of connecting the wishbones to the coil over shocks is more direct, so the suspension actually works in the manner for which it was designed. Again inboard, the shockers are mounted upright rather than horizontal. Building the shockers and filling them with the oil supplied was easy, and didn't present any problems. The kit was supplied with a ready assembled differential. This was of the geared type which dispensed with the sometimes finicky and delicate job of building a ball-diff.

Having installed the transmission and motor it was time to think about the radio installation.

The finished car, having been photographed, was taken to the local pub car park to give it a shakedown. The weather wasn't too kind, so the tarmac was rather damp, but from a very tentative application of the throttle I soon progressed to giving it great handfuls of go, as the grip was really quite good which allowed some fast lappery around the parking space markings (I must make it clear at this point that the pub was shut, and that the car park was empty!). With 8 cells on-board, the Jordan was really quite nippy and put the power down quite well. After a minute or so of running the acceleration dropped off, accompanied by a sound akin to that of a slipping diff. Funny I thought, how can a geared diff slip? It turned out, on examination, that the off-side rear wheel had become loose and as it is driven by a tapered insert the result was the loss of drive. Tightening the retaining nut cured the



KYOSHO JORDAN YAMAHA 192

moulded in the same aerodynamic shape as the full size. The shorter top wishbones are mounted firmly to a front subframe whilst the longer lower wishbones are mounted with the rear balljoint utilising a spring and pivot system which absorbs

some of the force transmitted through the suspension should an accident occur e.g. hitting a kerb or someone's ankles. The front suspension assembly is extremely realistic, but with the springs being so firm this gives rise to the

There is plenty of room on the radio mounting plate for any electronic speed controller on the market. My choice was a Futaba 131SH servo for steering, a mini Futaba Rx and a Nosram International forward only speed controller. It certainly made a nice change not to have to squeeze all the electronics in around bits of car! In fact, everything looked rather lost. The option is available to utilise two drive motors, but not having two identical motors to hand I opted to use the 22-turn single in the kit, but to use 8-cells with which to power it!

The body shell certainly demanded a nice paint job, so with this part of the build I took a bit of extra care. The decals supplied are certainly very helpful in helping you achieve a scale like finish, and I would not have liked to have had to paint the pinstripes myself! Mounting the shell is interesting, as negotiating the rear suspension wishbones, the body posts and the hook at the front certainly requires a bit of a knack, but practice certainly helps. The finished car is so realistic that it could easily, for some people, stay on the shelf but there was no way, for me at least, that this was going to be its future.

problem immediately. The combination of independent suspension and a tyre compound that looked very similar to a Yokomo Pro Ten tyre, which is widely known to be good in the damp, worked well and led me to think that this particular car park might be useful in the future for some serious racing. After 5 minutes, I really began to wish there was another F1 to race with!

I must admit that I was rather sceptical about the concept of a 1/8 scale electric car, but the fact is that they really do work well. The review Jordan was quite nippy with the kit motor, albeit with 8 x 1700 SCE cells, the next step is to take the Jordan to a 1/8 scale track with two motors installed, gear it up and watch it fly! The model was a lot of fun to build, as every part was in the appropriate bag and fitted as it should, with nothing requiring 'helping' along the way. With the current interest in all things Formula 1, this beautiful machine should find a market with not only the racing fraternity, but with full size enthusiasts that want a realistic replica that can be taken for a run on a nice day.

Distributed by Ripmax and available from good model shops.

