



*I*t's dark outside and there's a breeze blowing from the south west. There's a knock at the door - I open it to a young man, dark hair, casual dress. He has a bulging plastic carrier bag. I let him in.

He heads for the table, puts down the bag, I wait with bated breath. He reaches inside and starts pulling at something. Two very large rear wheels appear, but the rest of the thing is caught up in the plastic. Suddenly, with a jerk, it's free. He places it on the table and moves back.

Something in my memory stirs. Haven't I seen this somewhere before?

Then it comes to me; it's a . . .

"What is it?" I ask.

"It's a sprint car," he replies, before adding, "like in America."

"What's that big thing on top?"

"It's a wing."

"Why's it got one side bigger than the other?"

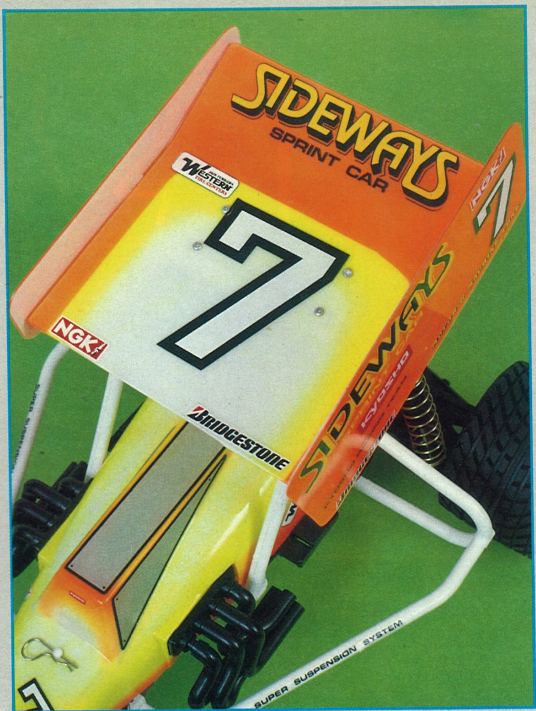
"So it goes round the corners easier."

"What."

SIDEWAYS !

Lewis Eckett goes round in circles with Kyosho's ovaler!





"It only goes round in circles."
 "Oh, like a stock car."
 "Well sort of, but you race them on a dirt oval track."
 "Yeah?"
 "Yeah."
 "That's good is it?"
 "Sure, some people love it."
 "Who?"
 "Well, Americans for a start."
 "So this comes from America does it?"
 "Er, no. It's Japanese actually - from Kyosho."
 "So it's a standard Ultima with a funny body on it, big wing and wide wheels is it?"
 "I knew you'd understand," he says.
 Now I know where I've



SIDEWAYS !

Kyosho's Sideways is built with fun in mind, enormous wing keeps the car securely on the ground. Below: Sideways is built around the Ultima chassis.

seen this thing before. A little while ago Puma Racing imported some conversion kits for the Associated RC10 to turn them into sprint oval racers.

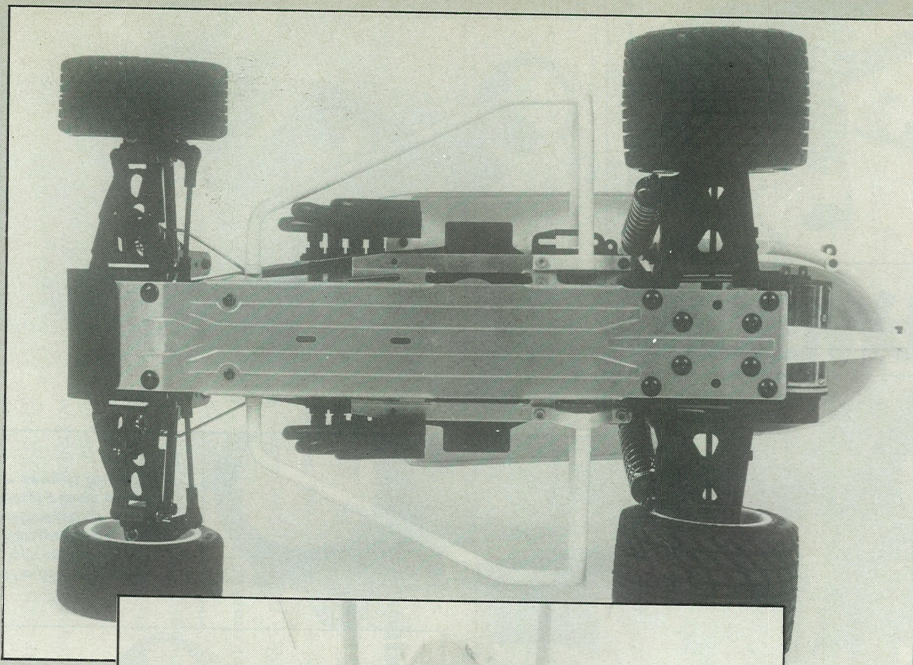
It didn't really catch on, mainly because the kits were expensive and I suspect nobody could see why they should convert a perfectly good RC10 into a funny looking stock car.

No doubt stock car enthusiasts would disagree - they would, wouldn't they - even though the majority of R/C car racers in this country think standing around in overalls getting dizzy is somehow daft. Then Parma came up with a simple sprint car kit. But unlike their Pro-Panther 1/10th scale on-road racers, the sprint car hasn't really taken off.

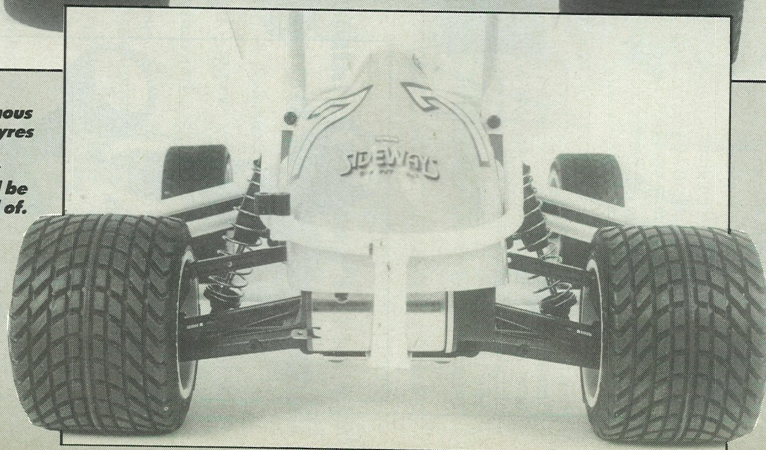
At the beginning of the year, during the Model Engineer Exhibition demonstrations of sprint car racing were made - but even then the shop stands were not stamped by sprint-crazed customers.

Now Kyosho have leapt in the arena with their own version of the sprint car, perhaps with their awesome marketing muscle they can turn the tide of apathy which has greeted this type of racing in this country.

In the States this is not a factor, because over there they have the real thing to look at. What's more, the Yanks are barmy about anything that looks ugly, has four wheels (sometimes more) and makes a lot of noise.



Enormous rear tyres 1/8th racers would be proud of.



I mean, look at that drag racing business.

Wassallthatabout huh? They're mad, pal, that's wat; RAVING MAD PAL! (Sorry, just lost my mind for a minute there).

Anyway, back to the point. Some Kyosho bod goes on holiday to America - sees some real sprint car racing and thinks... what to do with all the old Ultima bits lying around the factory.

Back he goes, tells Mr. K all about it and the next thing you know Kyosho have produced a sprint car kit.

It is an Ultima, there's no getting away from it. The only differences are the body, which is quite nice, the wing (which is totally stupid) and the wheels.

The latter are pretty interesting. Not only are they wide, but the tyres are low-ish profile and feature a chevron tread pattern. I can't be sure but they could be quite useful for 1/10th scale on-road racing when the track gets wet.

On a dusty, slippery dirt oval track, such tyres should make it easy to hang the back of the car out round the bends. This is where all the skill of sprint car racing is necessary, balancing the car on the throttle, a touch of opposite lock and catching it before it heads into a spin. Bit like a trip down the shops in a 2 litre Ford Cortina. I suppose if dirt oval racing is all about massive four wheel drifts, dirt spraying off the rear wheels and outrageous

straight line speed then it might be quite interesting after all.

The problem is getting a bunch of other people to think the same way so that you can have a race. It shouldn't be too difficult to produce a track - any bit of fairly smooth dirt will do.

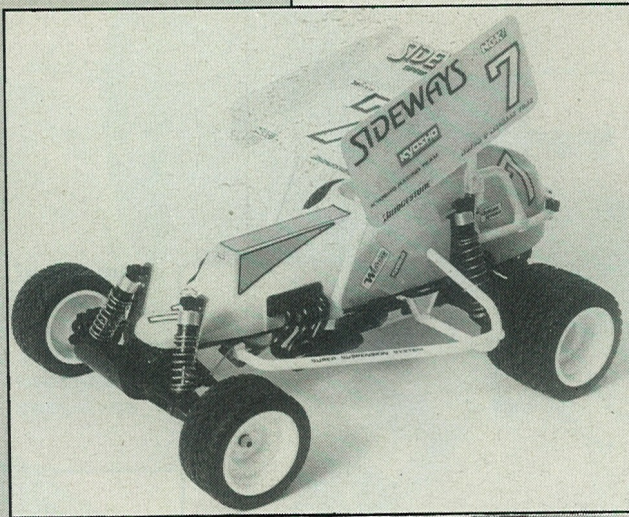
Kyosho's car - called the Sideways - has all the usual standard Ultima features: single wishbone suspension front and rear with non-adjustable upper arm links; pressed alloy channel chassis; rear gearbox with geared differential and coil over shock oil-filled dampers.

The sprint car body is the standard American single seater type and sits quite well on the Ultima chassis. The body has a moulded-in driver figure, although if this is anything close to the real thing, how on earth does the driver see out from underneath that ruddy great wing.

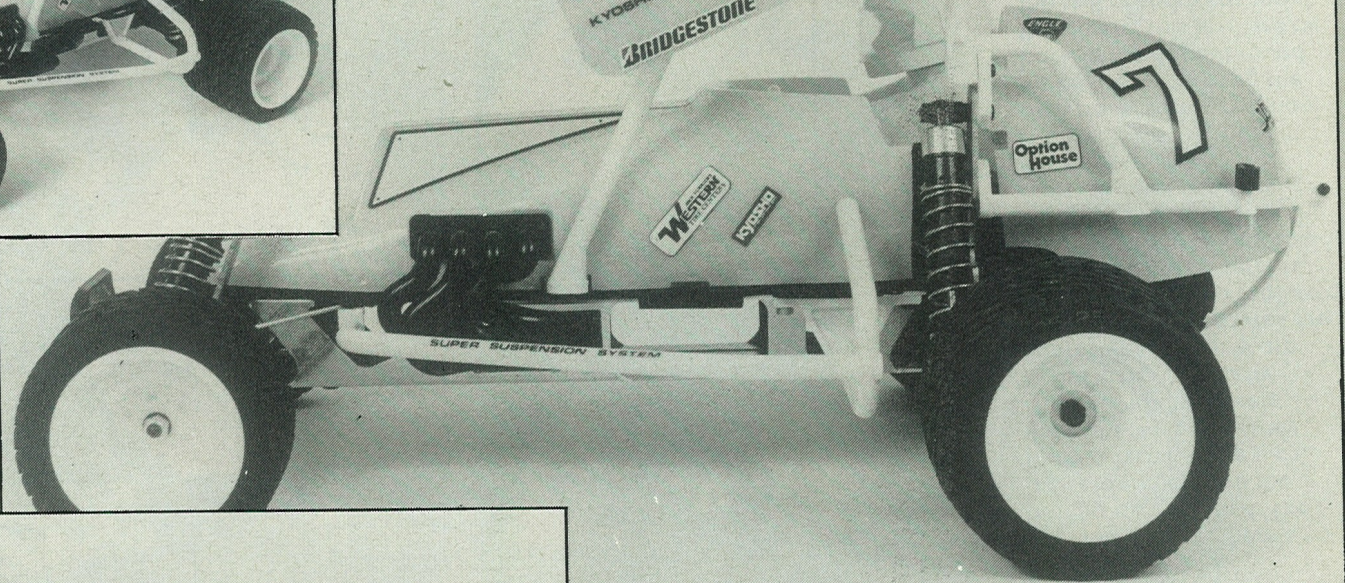
The wing, of course, is absolutely OTT, but so are the ones on the real cars.

On looks alone, the Sideways is the sort of car that will instantly appeal to the younger market. It has the outlandish looks that appeal to kids, unfortunately it only has a very basic 2-wheel drive chassis underneath.

Two-wheel drive cars are quite easy to pick up second hand these days and if you really wanted to try your hand at oval racing it would be easier and cheaper to buy the body, wheels, tyres and wing and make your own.



The Sideways has four oil filled dampers, a geared differential and a angry look about it - sounds like fun!



SIDEWAYS!

