

# Slick SIERRA!

Model Cars builds the scale  
like Kyosho Sierra RS500

The Kyosho Scale Series now amounts to quite a number of models. The first signs of the Scale Range were the early Japanese shots of the Ferrari F40 and Porsche 911 Flatnose, at that time we felt the kits were probably introduced to help use up the excess of "Mid" parts from the Kyosho spares department. Now though, the picture is becoming clear that Kyosho had a much bigger plan in mind, hoping to capture a whole new market of buyers with slick looking models of cars the world recognises.

## Sound Thinking

The Ferrari and Porsche were just the beginning, a whole host of other cars were soon available and some of these seemed aimed mainly at the Japanese market, after all who knows what a Nissan Saurus is?

What was needed for us Brits and Europeans were kits we recognised.

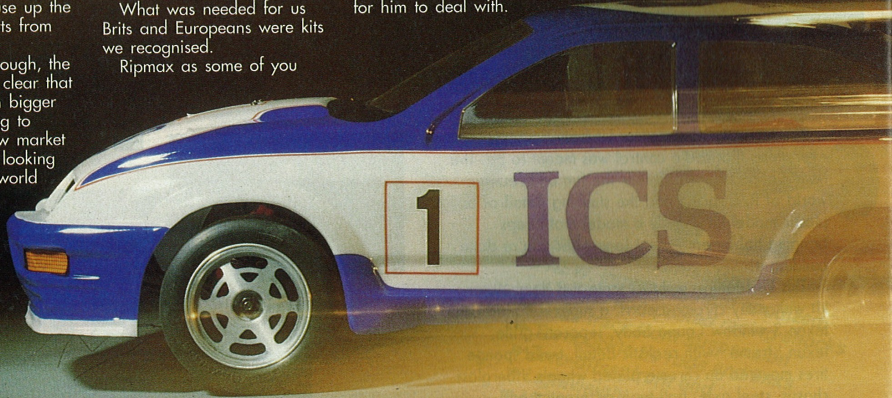
Ripmax as some of you

may know are the Kyosho importers for the UK, this means they bring the kits over here and distribute them to the model shops, this is often where the involvement ends. This time though Ripmax decided to ask Kyosho to make a specific kit, the idea originally coming from Andrew Nicolson of Ripmax - the answer from the big "K" was yes and the development and negotiations were handed over to Andrew for him to deal with.

The final product you can see on these pages, the bodyshell is certainly the best of a Sierra so far, and the chassis has been kept simple to keep the price down.

## Kit Form

When we picked up the kit the first comment that came to mind was "what an enormous box!" On opening the lid the usual contents were laid out with the





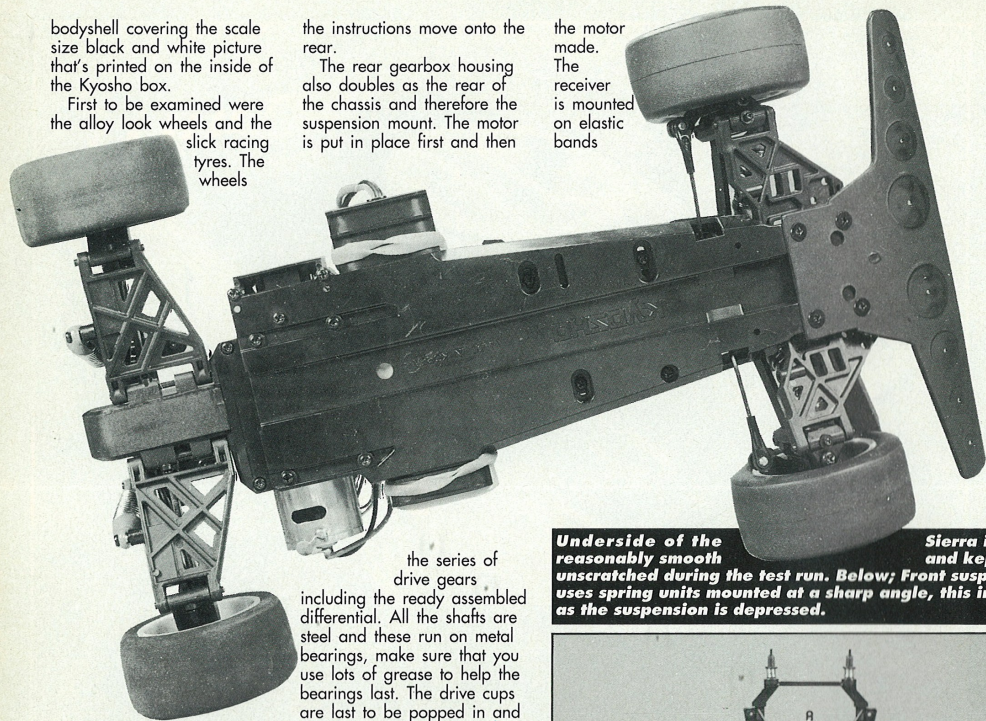
bodyshell covering the scale size black and white picture that's printed on the inside of the Kyosho box.

First to be examined were the alloy look wheels and the slick racing tyres. The wheels

the instructions move onto the rear.

The rear gearbox housing also doubles as the rear of the chassis and therefore the suspension mount. The motor is put in place first and then

the motor made. The receiver is mounted on elastic bands



**Underside of the reasonably smooth Sierra is and kept unscratched during the test run. Below; Front suspension uses spring units mounted at a sharp angle, this increases as the suspension is depressed.**

the series of drive gears

including the ready assembled differential. All the shafts are steel and these run on metal bearings, make sure that you use lots of grease to help the bearings last. The drive cups are last to be popped in and then the gearbox cover is screwed down, the gearbox is reasonably smooth but requires a run to be really free.

have been seen before on the aforementioned Saurus and are moulded in plastic although really do look to be aluminium. The tyres are new, slicks are the order of the day and they are neatly moulded in a soft rubber which seems grippy.

Assembly starts with the shocks, these are not oil filled but create some friction or resistance by means of the shaft running on a rubber "O" ring. The shocks are a snap fit together and of course also hold the springs in place which are adjustable via a standard plastic collar.

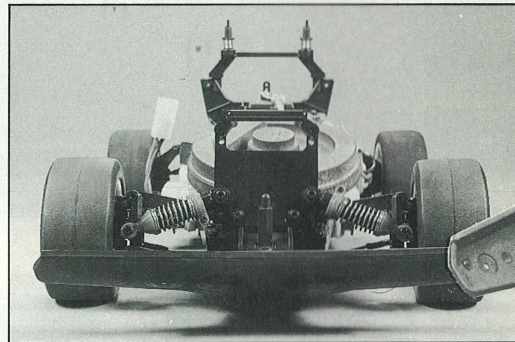
The rear suspension arms and shocks are next and again are fitted using steel pins. This time drive shafts need to be fitted at the same time as the arms so don't forget!

The rear gearbox is then slotted onto the chassis and the car starts to take real shape.

#### New Direction

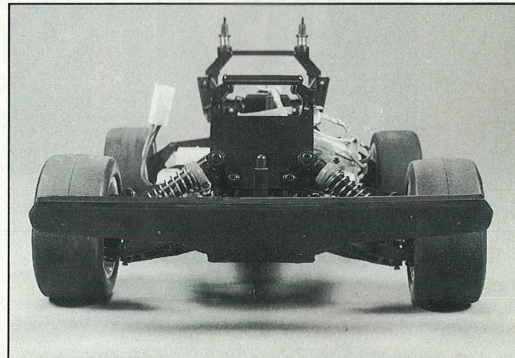
The radio installation starts with the steering servo, the kit has a servo saver included that fits most servos, the track rods are made to length and just require the ball joints to be screwed on the end. The servo is bolted into place and the tie-rods connected.

The speed controller and servo are a little more tricky to install. A small tray houses the servo and controller board, the original servo horn and a supplied link is used to control the wiper arm on the board. This whole unit is installed into the chassis and the wires and connections to



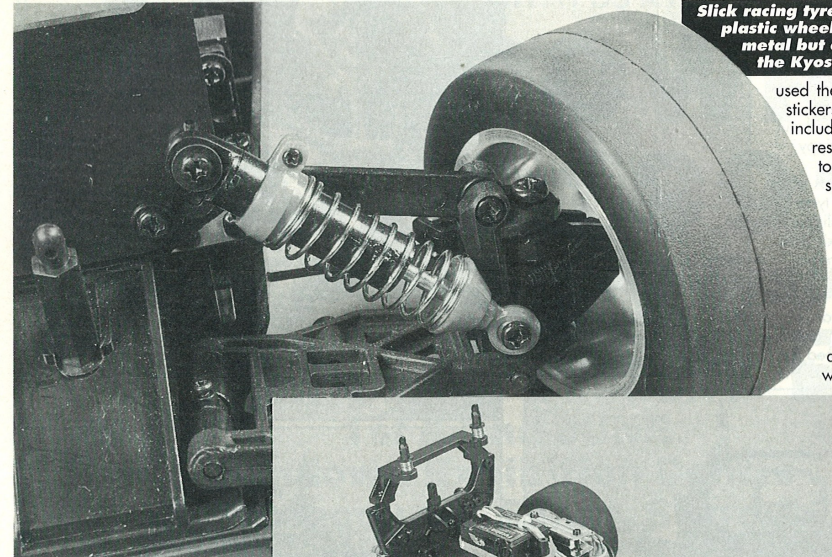
to give it a flexible fixing. The body mounts fix from the front and rear shock brackets, the mounts use the

clever "sprung" mounts which are quick and easy to release and give the body some protection from knocks.



#### Tub Time

The next few stages of assembly come together very quickly, the suspension arms are joint to the chassis via steel pins as are the outer hubs, the top suspension links are a solid plastic joint and are held in place with 3mm screws, the front end of the tub is then joint to the main tub via six self tapers, the front dampers are added and so is the full width front bumper. This leaves the front of the car nearly finished and



**Slick racing tyres mount to alloy look plastic wheels. Wheel bearings are metal but can be easily changed for the Kyosho updated ball races.**

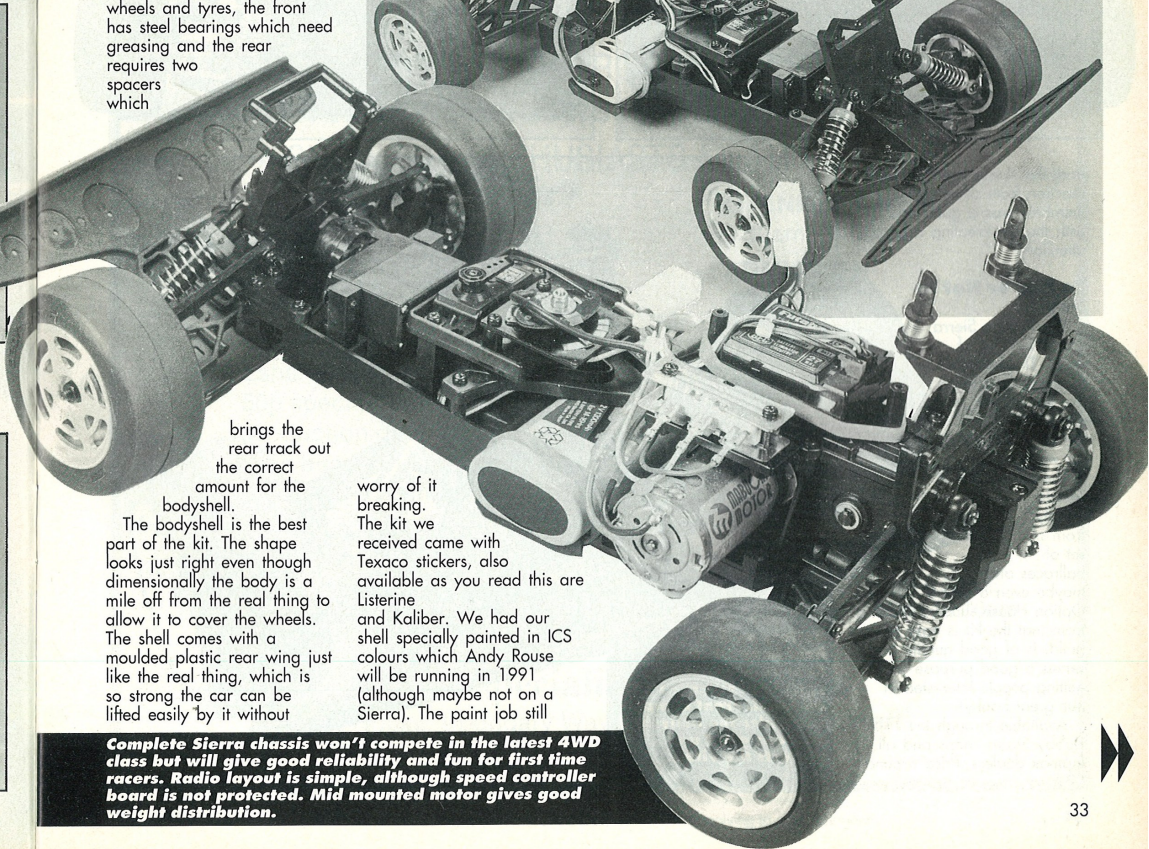
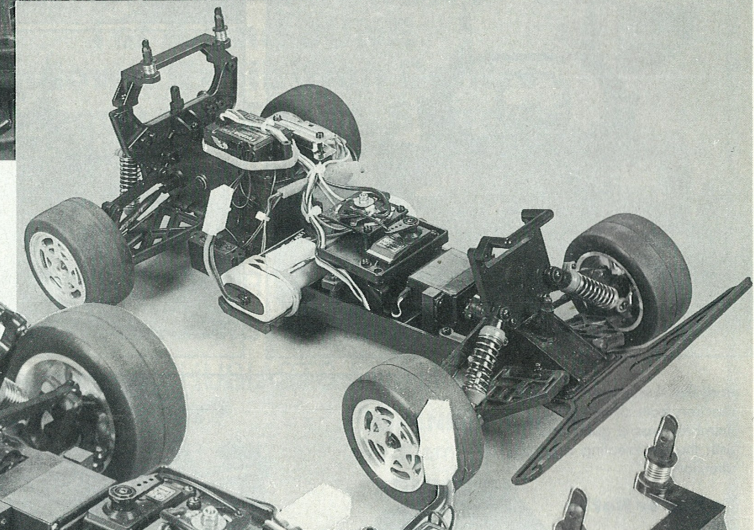
used the excellent light stickers which are included in the kit and the rest of the stickers are to the same high standard.

#### Runaround

The RCMC Sierra was run at a local indoor buggy club. The floor was polished wood and a small ramp was in the

#### Bolt On Goodies

Next to get bolted on are the wheels and tyres, the front has steel bearings which need greasing and the rear requires two spacers which



brings the rear track out the correct amount for the bodyshell.

The bodyshell is the best part of the kit. The shape looks just right even though dimensionally the body is a mile off from the real thing to allow it to cover the wheels. The shell comes with a moulded plastic rear wing just like the real thing, which is so strong the car can be lifted easily by it without

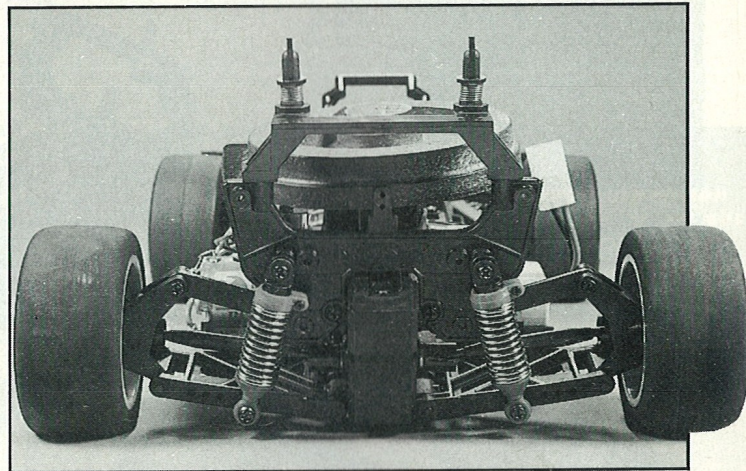
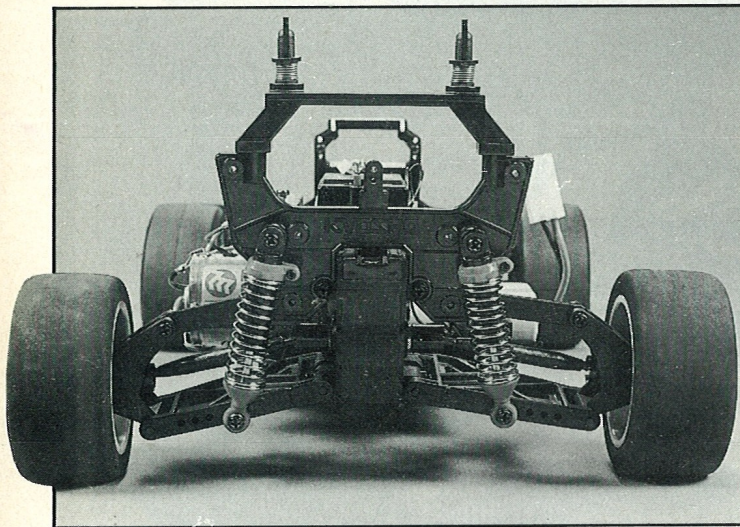
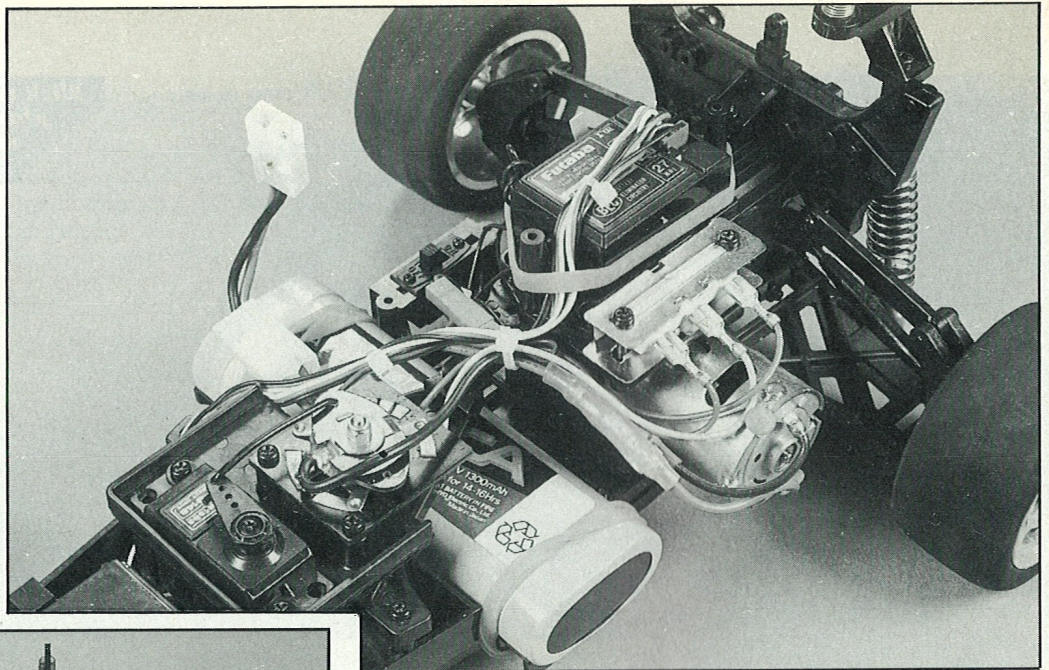
worry of it breaking. The kit we received came with Texaco stickers, also available as you read this are Listerine and Kaliber. We had our shell specially painted in ICS colours which Andy Rouse will be running in 1991 (although maybe not on a Sierra). The paint job still

**Complete Sierra chassis won't compete in the latest 4WD class but will give good reliability and fun for first time racers. Radio layout is simple, although speed controller board is not protected. Mid mounted motor gives good weight distribution.**



middle of the straight. This would be a good test for the grip of the tyres and the suspension, also most beginners take their first steps into club racing in halls just like this. The tyres turned out to be a little under grippy, the car had loads of understeer and then lots of wheel spin! Off road tyres may be better for a slippery surface although the kit tyres are very good on Tarmac.

The handling and suspension on the car is quite docile, basically the car is easy to drive and has a reasonable turn of speed for the standard 540 motor. The



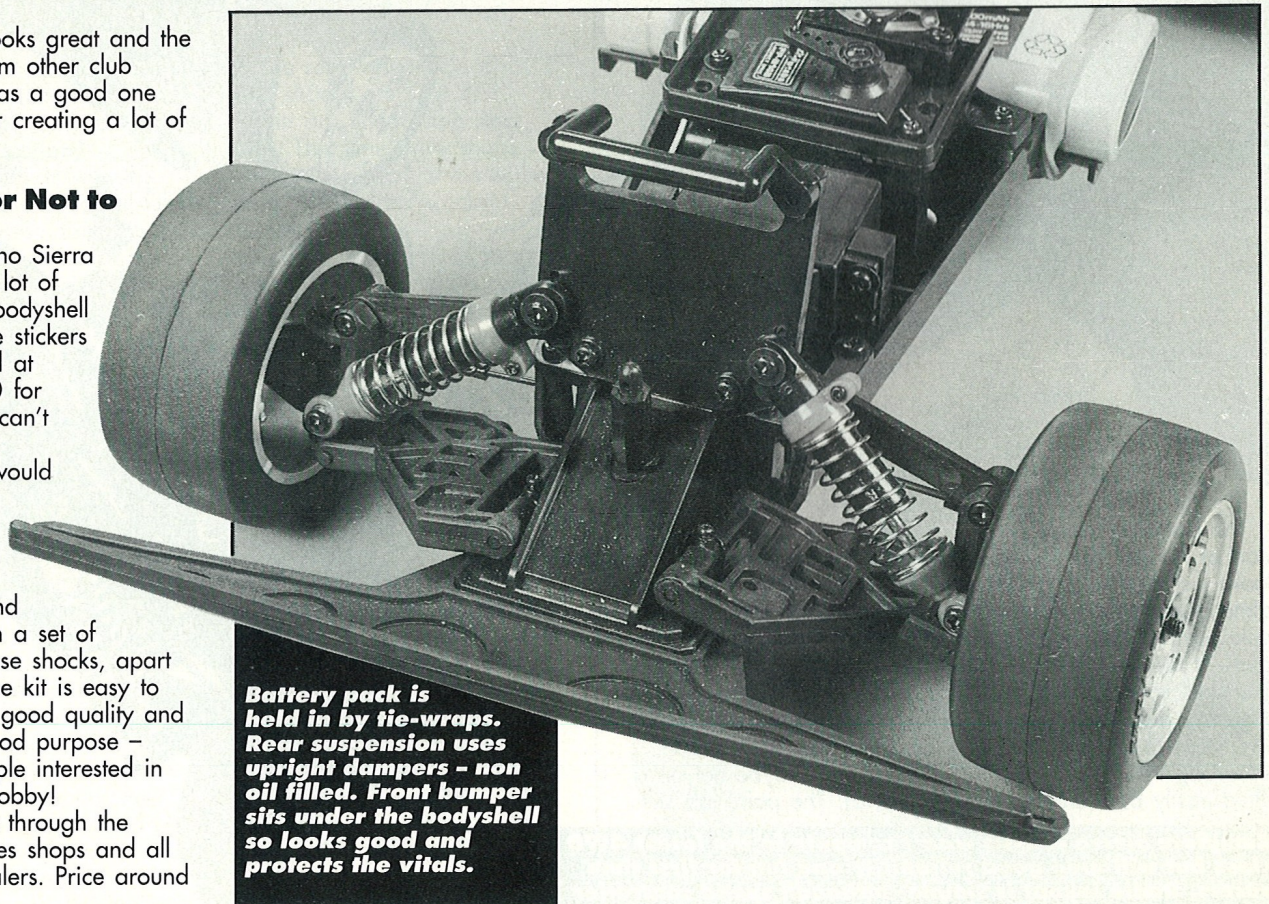
bodyshell looks great and the reaction from other club members was a good one with the car creating a lot of attention.

### **To Buy or Not to Buy....**

The Kyosho Sierra scores in a lot of ways. The bodyshell is great, the stickers are too and at around £70 for the kit you can't go wrong.

The car would benefit greatly from a set of balltraces and maybe even a set of Option House shocks, apart from that the kit is easy to build, is of good quality and serves a good purpose – getting people interested in our great hobby!

Available through the Hobby Stores shops and all Ripmax dealers. Price around £70.



**Battery pack is held in by tie-wraps. Rear suspension uses upright dampers - non oil filled. Front bumper sits under the bodyshell so looks good and protects the vitals.**