

By Chris Wilkinson

Looks aren't everything ²



Ludwig would have enjoyed driving this Calibra.

The latest car to come from Kyosho is the four wheel drive TF-2 Spider Racing Chassis kit (note the kit comes without bodyshell), this car is aimed directly at what has become the hottest class in model car racing, Scale Touring Cars. From the moment you open the box the normal Kyosho quality screams at you, from the carbon reinforced chassis plate to the purple anodised racing shocks. At first glances the TF-2 looks very similar to several of the other scale racers, but with very little work this little beast will be very competitive.

A Pleasure to Build

As with all Kyosho products, the TF-2 is a pleasure to build, the instructions manual could not be any more concise. A total beginner will have no problem in building a good performing racer straight from the box. As the car is a breeze to build I'm not going to go through the build piecemeal, however I will make a few comments, within the basic spec is a full set of ballraces, this guarantees a smooth, low loss

1:10 Kyosho TF-2 Racing Chassis B

drive train, so all your battery power can go to the motor, not in lost friction. This smoothness is also found in the twin belt transmission, also the alignment of the belts and diff housings is perfect, often a problem with car that have a stick pack nicad layout. Although not recommend in the instructions, both the gear diffs require filling with a stiff grease, this will help with any wheelspin that may be generated.

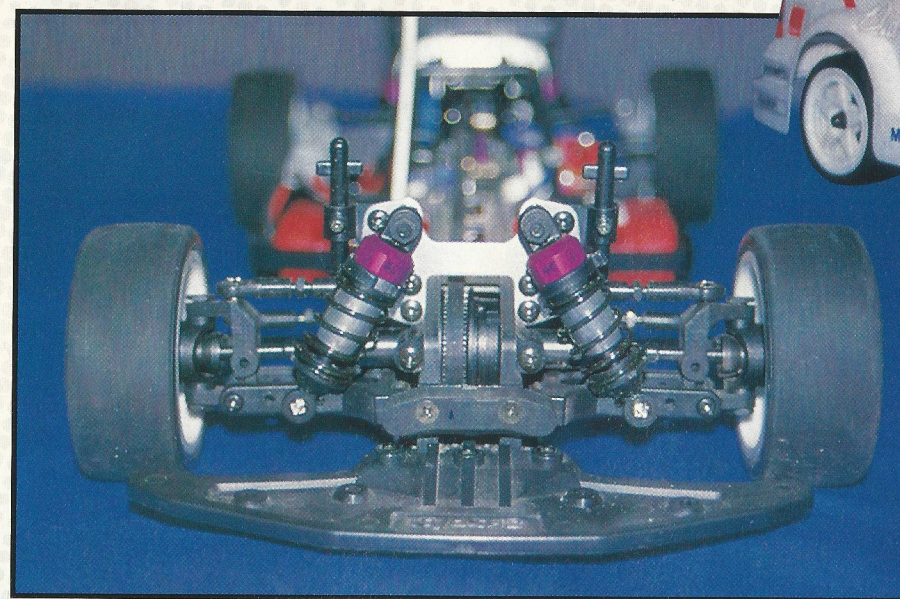
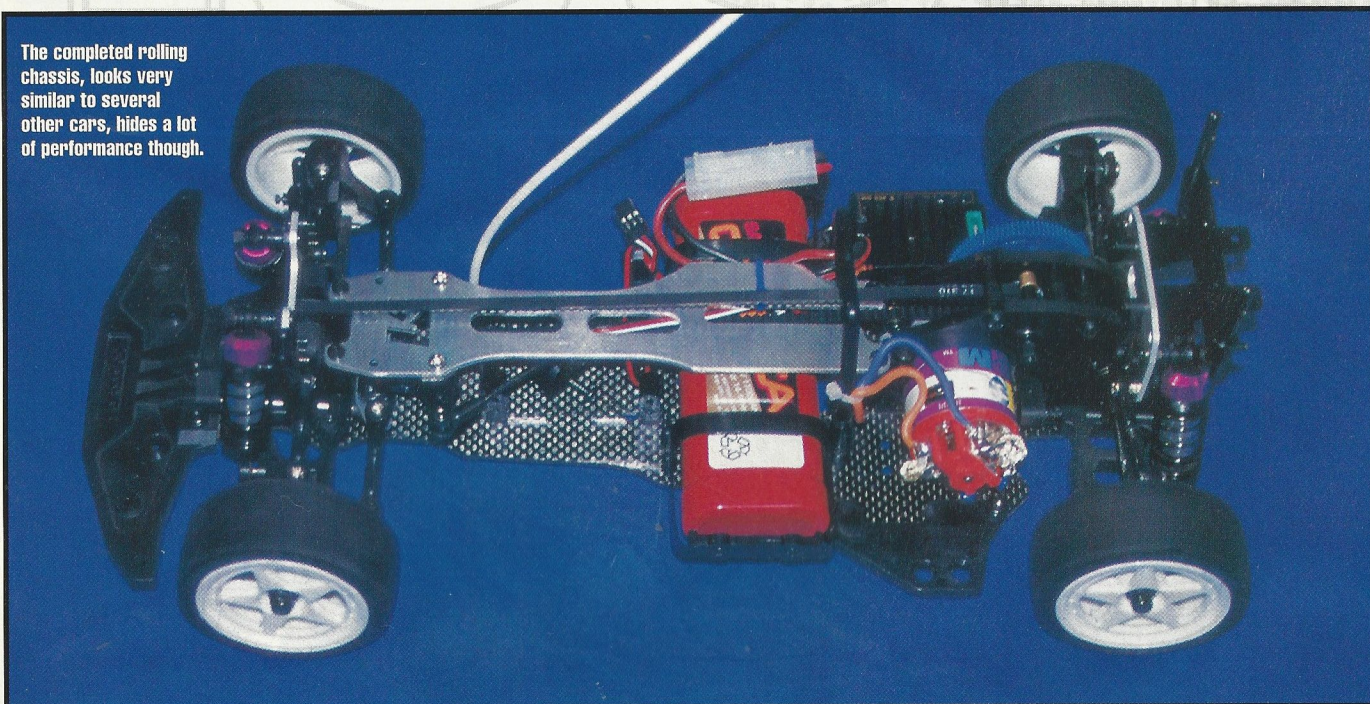
However, for the ultimate level of performance Kyosho do list adjustable ball diffs. When building the shocks I did add a little diff grease to the seals prior to assembly, this will help too keep them smooth. Once built I did find the kit supplied shock oil a little on the thin side, so I drained the shocks and added Schumacher 40wt oil, along with the kit supplied pistons. Once built and fitted with their diaphragms these shocks must be close to the ultimate.

The rest of the car just fell together, all the suspension fits well with no binding or drag all the assembled "corners" dropped under their

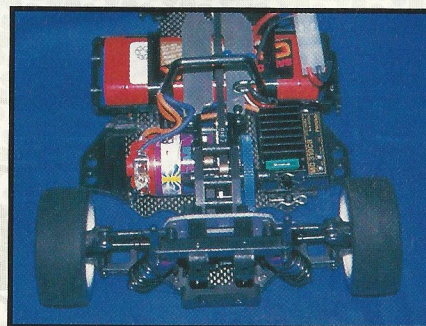


A carbon reinforced chassis come with the kit.

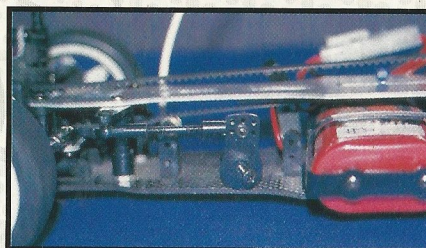
The completed rolling chassis, looks very similar to several other cars, hides a lot of performance though.



Some very good alloy shock absorbers come with the kit.

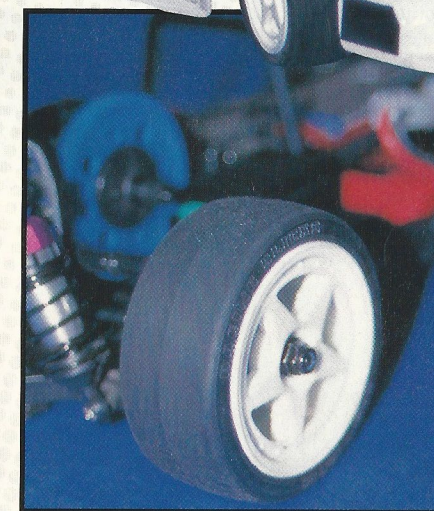


Note the position of the speed controller, mount it on velcro if you want to make pinion changes.



The stick pack nicads are well located in the chassis.

own weight, so the shocks can do their job properly. With the steel turnbuckles setting up the car couldn't be made any simpler. Now for the only negative part of the build, because the main chassis plate is quite narrow the only place to mount the electronic speed controller is on the right hand "nerf" wing, alright this position does help to balance out the weight distribution, but it does mean if you need to make a pinion change you have to remove the motor or mount the speedo on velcro, in fact I found that with the size of pinions now run on Scale Saloons you had to remove the speedo and remove the pinion as it, which is not very easy, as it wouldn't pass through the cut out in the alloy motor mount. The only other gripe was the lack of thread-lock which is recommended several times in the kit.



The kit supplied tyres aren't bad, and will last quite well.

Track Test

For the track test I fitted a KO1001 steering servo, a Futaba speed controller and a Kyosho 12D Touring car motor, this was topped off with one of Kyosho's bodyshells, an ITC spec Calibra, I must say this shell is more "scale" than "racer" and had quite a small rear wing, although it was EFRA legal. Also it did feel a little on the thin side.

The track test location was a cold and rather damp Aldershot. Straight from the box the performance was more than acceptable, although the lack of rear downforce was very noticeable on Aldershot's high speed sweeper. Replacing the supplied wing with a larger, adjustable Kawada wing cured this trait. Also another minor problem came to light, in standard spec the TF-2 has quite a lot of "bump-steer" (tracking changes as cars suspension rises or falls), this made the straight line running a little unstable. The cure was quick and simple, the inboard "pillow" ball was raised 2mm and three thin washers were inserted below the pivot point on the front upright.

the front suspension it was clear that by trimming a little plastic from the wishbones more steering throw could be achieved. Once done the TF-2 was more than a match for its more developed brothers.

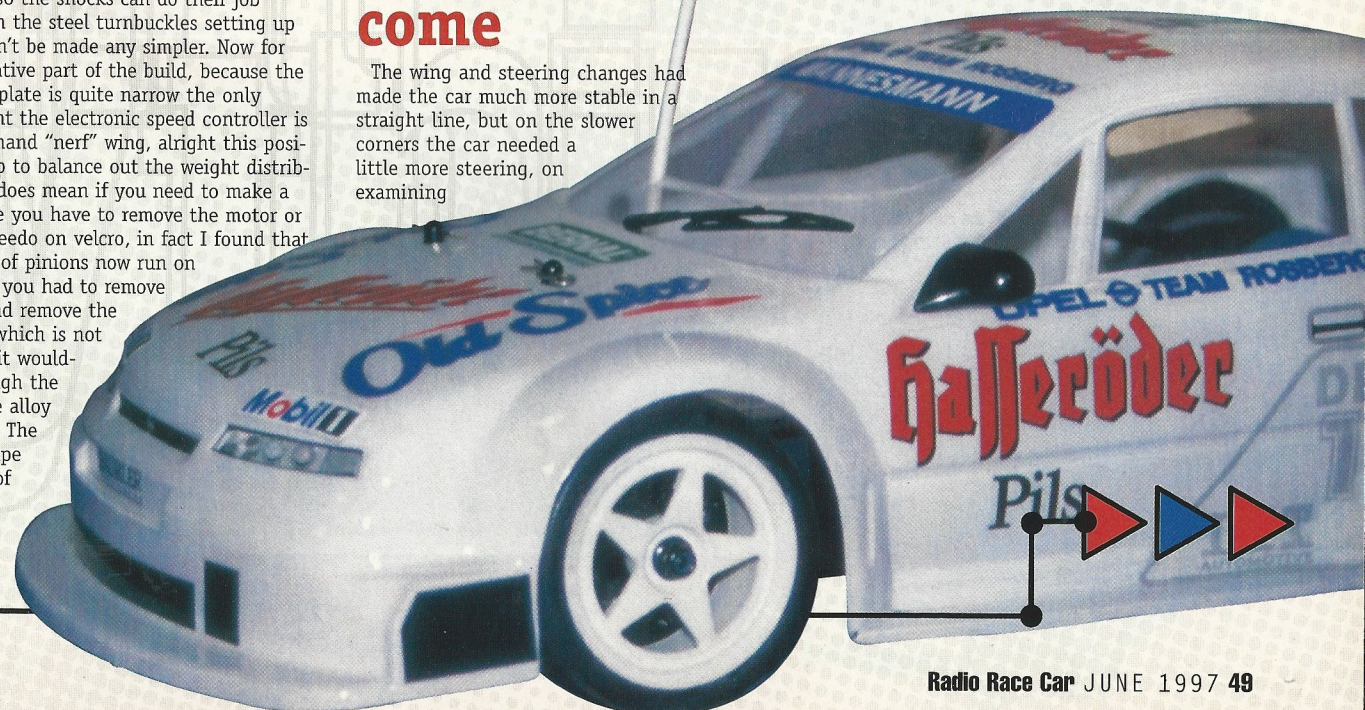
But it got even better, with thanks to Lesro a set of Ride GS tyres were fitted and also some small changes were made to the dampers (front 2 hole pistons, 50wt oil, rear 3 hole pistons 50wt oil). In this form the car was a real stormer, traction was good, turn in sharp and with the range of "Hop-ups" available there is no reason why a beginner could start with a "tuned" standard car, then progress with a few "hop ups" to the top level of competition.

In Conclusion

Kyosho seem to have come up with a good package with the TF2, by selling it without a bodyshell the car can be ballraced and have

Even more to come

The wing and steering changes had made the car much more stable in a straight line, but on the slower corners the car needed a little more steering, on examining



good shock absorbers as standard. Also with good shock absorbers as standard meaning you get a much better handling car. With the wealth of touring car shells now available a value for money shell can be bought, as the shell will undoubtedly take most of the punishment that beginners will mete out.

For the pure racer I think the TF-2s big brother the type (R) could be a wise buy as it comes, with more carbon, ball diffs and a one way drive unit as standard.

But for £160.00 the TF-2 is going to take a lot of beating. The TF-2 should be available from all Ripmax stockists, more information from Ripmax, tel no (0181) 804 8272. **RRCI**

Testers Kit

Radio: KO Esprit II
Receiver: KO Mini
Servo: KO 1001
Speedo: Futaba MC 103
Nicads: Ripmax 1700 SCRC SP
Motor: Kyosho Atom Smasher 12D
Bodyshell: Kyosho Calibra, Kawada Wing (max setting)
Tyres: Kit
 Ride GS

Final Set Up

Front
Springs kit
Shocks 0 2 hole 0 50wt oil
Caster kit
Camber 11/2°N
Tracking 1mm toe-out
Ride height 5mm
Tyres Ride GS
Rear
Springs kit
Shocks 3 hole - 50wt oil
Caster 0°
Tracking kit
Ride height 6mm
Tyres Ride GS
 * Increased steering lock. 0° bump steer *

Quick Spec

4WD, Dual Belt Drive, Ballraced, Carbon Reinforced FRP Chassis, Alloy Top Plate, Stick Pack Nicads, Twin Gear Diffs, Independent Suspension, Top Link & Bottom Wishbone All Round, Turnbuckles, Alloy Coil Over Shock Absorbers, Five Spoke Wheels, Moulded Rubber Slicks.

Although the Calibra shell is one of the most popular shells at the moment, Kyosho's "Scale" version really needs a larger rear wing.

