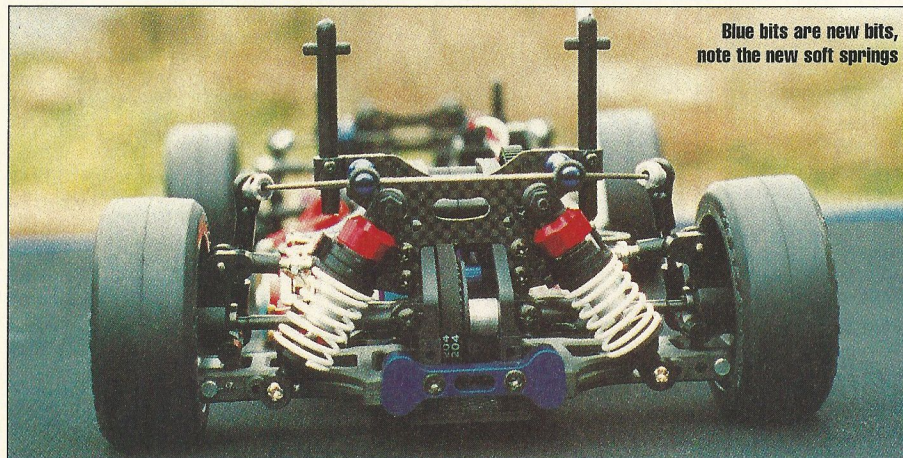


drive in

catching up on cars we have built

Kyosho EP Spider TF-3
Type - R '99

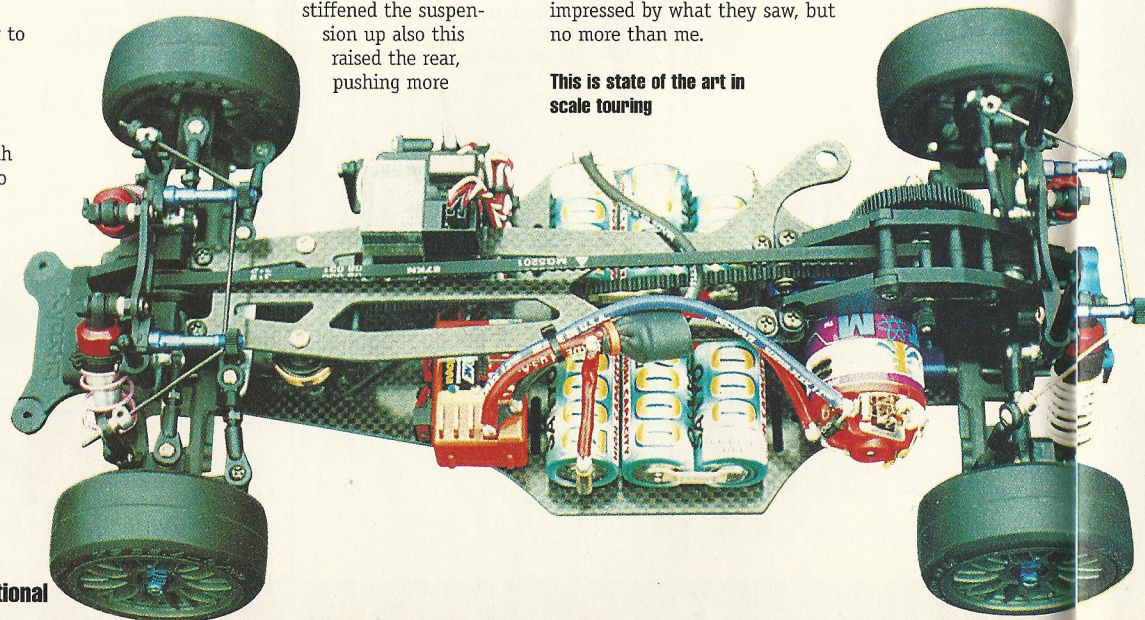


Blue bits are new bits, note the new soft springs

As I write this in the last weeks of '98 the weather was far from kind, so the first running of the '99 would have to be indoors. A local club meeting being visited, the track was carpet and fairly short. Prior to the meeting a set of Schumacher Scale Saloon mini-pin tyres were purchased, this being the clubs favoured tyre. Also just before the test a second ball diff arrived from Ripmax, thanks Andy. Armed with all of this kit Sunday arrived. With the Kyosho motor geared on 33 mpr the test began. The combination of chassis and minipin tyres generated a huge amount of grip. Almost like a 1/12 car. Traction away from slow

'Warp factor nine, Mr Data, engage'

corners was stunning, requiring some very heavy braking into the tighter corners, a little 'iffy' with the front one-way. To reduce the rear traction slightly I moved the rear shocks more upright (bottom in). This stiffened the suspension up also this raised the rear, pushing more



This is state of the art in scale touring



Volvo shell looks good

weight to the front, and improving the turn in. This was all that was needed. The rest of the evening was spent just feeling the limits of the car. It really flowed, it seemed to carry so much speed into and through the corners. The only grey area being heavy braking, a common problem with all one-way drives. After one practice round and 4 qualifying heats the TF3 R left me third in the "A" final. The Kyosho motor was just soft enough for the track being very smooth, but not that punchy, after all it was a mass produced budget motor. For the final I decided to go for some real belt stretching power and fitted the LRP on the same mpr. Warp factor nine, Mr Data, engage. What a hooligan. The car leapt from the line into the hoses, dead last. The next 5 minutes were just so much fun, I was really racing. Eyes down the Kyosho was pushed to the limit and beyond. Eight cars were overtaken, inside, outside, out of the corners. After the final several people came up and the car disappeared for around 1/2 an hour. All were totally impressed by what they saw, but no more than me.

Run no2

When a break in the weather came just after New Year I took the car to Bedworth for an outdoor test. I was greeted by a drying if cold track. For those who don't know Bedworth is quite a fast track with three quick straights, three hairpin bends, a very fast sweeper and a tight chicane. So good traction would be needed under braking and on exit from the bends. Also a lot of high speed steering. Tyres for the day were Take-Off HS Winters and HSA's, the motor being the LRP, geared on the same 33mpr The first run proved that the one-way drive was giving too much front-end, just not enough grip. Ten minutes later I had fitted the ball diff. Straight away the car was 100% better. Now I had great brakes, mega traction, but a little too much understeer. Once again I moved the rear shocks more upright, bottom in again. Same result, turn-in was sharper, but mid corner it still understeered. Next I added anti-squat to the rear suspension by moving the front beam on the rear suspension up. That was it, the car found that magic groove Kon Kazee keeps talking about, must be ideal for slot car drivers. At that point the heavens opened, time for home. Shame I was having a great time, the car was so easy to drive, it just went where you wanted it to go. Quick as well.

Last Lap

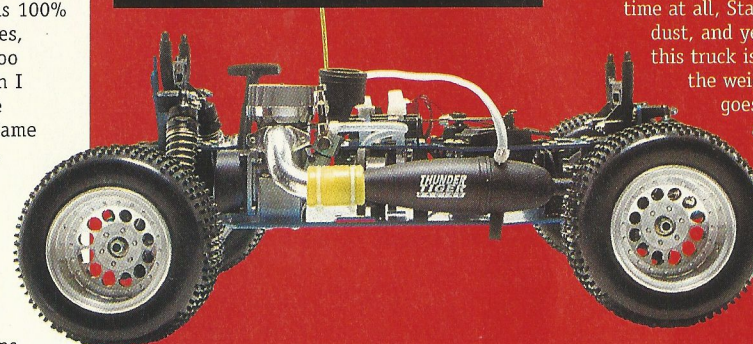
With the TF3 R '99 Kyosho have at long last got a real racer on their books. The specification is about as good as it gets. It's strong, builds well, drives even better and of course it has Kyosho's legendary quality. Although there are a few anomalies in the instructions and a general lack of information I think the car can be built and raced by most. In kit form it's very fast, with the addition of a ball diff and maybe some springs and roll bars, the car will be totally competitive with any scale saloon out there at present. Ripmax will be running a UK 'works' team on behalf of Kyosho such is their faith in the product. For my part I think the car will indeed be a winner, I was impressed with every aspect of the kit, so much so that the '99 has got me back scaling. At both tracks I ran at only small adjustments were required to make the car work. The ingredients are all there for a great future.

Post Script

With thanks to Ripmax a tuning kit for the TF3 has just bounced onto my carpet. This included the new soft spring set, front and rear roll bars and some very tasty alloy beams which replace the kit ones. These beams I think will be a major tool in the TF3's armoury as they can change toe-in and squat angle, with these fitted I think the car will be very hard to beat, with the commitment of Ripmax to the '99 all these parts and a full back-up service will be available by the time this review goes to print. As time is pressing I'll test the parts and will report back. See you track side. **RRCI**

drive in

The
Multiplex
Stampede 4WD
IC Truck



'Go Stam-pede, Go Stam-pede, Go Stam-pede'

Hello fellow enthusiasts, as promised this is the report on the maiden run of Multiplex Stampede that I reviewed last month. The inclement weather having finally given way to dry days, my co-driver and I picked up the Stampede and headed off for a local car park. We were to meet Nigel McStay who had a Multiplex Bandit (2WD IC), one wonders if my challenge has worried him, he being so keen to see her run! The wind was howling, daylight was fading fast, would we be testing under the floodlights of our cars? Stampede fuelled up, but where was the Bandit? This was all new for me having previously only run electric cars. I needed guidance on the final set up to get the car running. Thanks to Nigel this only took a few minutes and Stampede took her first breath. Although I was keen and excited at the prospect of giving this beast a blast, I suggested Nigel give her a run first.

We were on the move, this isn't a car it's a missile! Inside this proud beast is a wild heart! My co-driver was leaping up a down at my side Go Stampede, Go Stampede, Go Stampede, and go she did! But there seemed to be little response on the steering, she flew across the car park, bang on the kerbstone and Oh dear - off side suspension broken.

Stampede proud no more. This must be the shortest test drive EVER - 15 seconds, possibly less.

Neither my co-driver or I had got a drive! Although rather down and out, I was pleased that we were able to get a replacement part within 24 hours from CML.

Whilst fitting the replacement part it became obvious how the earlier mishap had occurred. There was not enough steering lock available. This was due to part of the pre-built steering mechanism being incorrectly assembled. The ball joints on the steering arms had been fitted upside down.

The 'real' drive finally took place on a Saturday morning at a more suitable venue. Again with Nigel, but no light problems, no kerb stones and I hasten to add no Bandit! In no time at all, Stampede was kicking up the dust, and yes I was driving. The power of this truck is quite amazing. With most of the weight at the rear as the power goes on it sits down at the back and the front lifts. Even though it is four wheel drive use too much power on cornering, understeer can be a problem - Stampede then goes off on a bit of cross country! Well it is meant to be off road.

Back on the dusty trail, front lifting, wheels spinning, this was total enjoyment and pure satisfaction, until Oh dear not again! This time she picked a fight with the tyre wall of my car, and yes you have guessed, another broken suspension. What is more the co-driver still has not had a go! Did I get some grief!

Seriously though, my co-driver and I are looking forward to many hours of complete fun, and you never know, maybe, just maybe, I will come across the Nigel and the Bandit, and he will wish I hadn't! **RRCI**

