

Realistic appearance has recently become a point of issue in r/c car racing. With the emerging popularity of rallycross and the outlawing of the now dated Can-Am body shells in favour of the enclosed cockpit bodyshells in 1/10th circuit racing, it would seem that the bias is shifting towards a more realistic and modern appearance.

In line with this Kyosho have launched their new range of electric 1/10th on-road cars. The Nissan 300ZX is just one of the range, based on the full size car.

Kyosho's Nissan 300ZX is a conventional two wheel drive car, incorporating fully independent suspension. The kit utilises some of the

proven Ultima parts, such as the gearbox and suspension arms. Power is supplied as standard with a Mabuchi 540 motor, and speed control is provided by a Kyosho mechanical speed controller. As we have come to expect from Kyosho, the quality of packaging, presentation and instructions is excellent, with all parts for each stage of construction clearly labelled and stored in separate plastic bags.

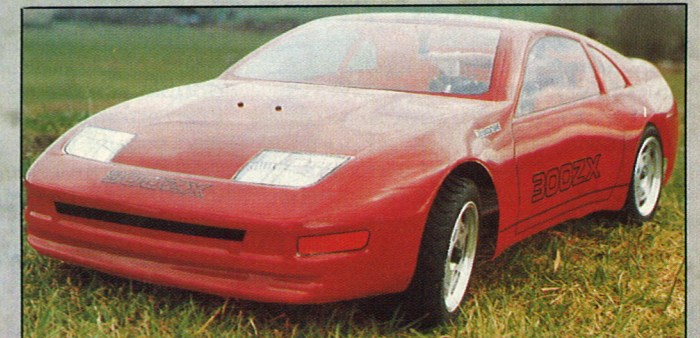
### Construction

Construction begins with the shock absorbers. These are plastic, and are of the oil filled coil over type. Only having built the Kyosho Option House 'Gold' shock absorbers in the past, we were interested to see how these would compare.

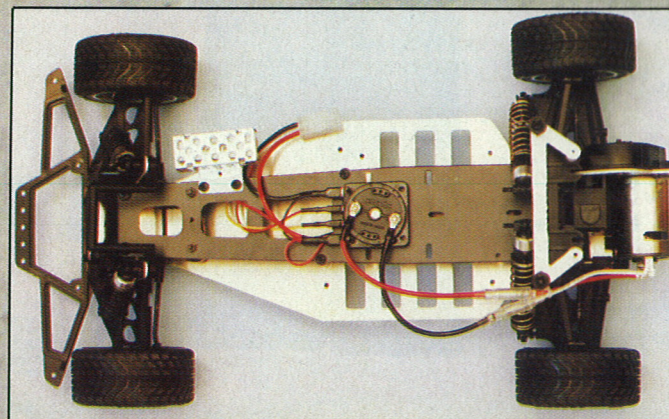
The shockers incorporate a double 'O' ring system which is moulded into the body of the damper. This greatly enhanced ease of construction and, once assembled, they proved to be

# NISSAN 300ZX

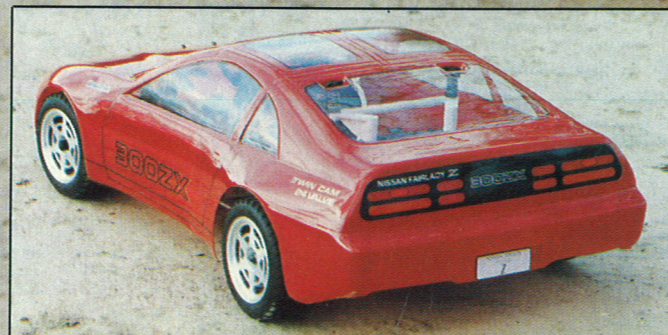
Kyosho's Nissan 300ZX is reviewed by Radio Race Car.



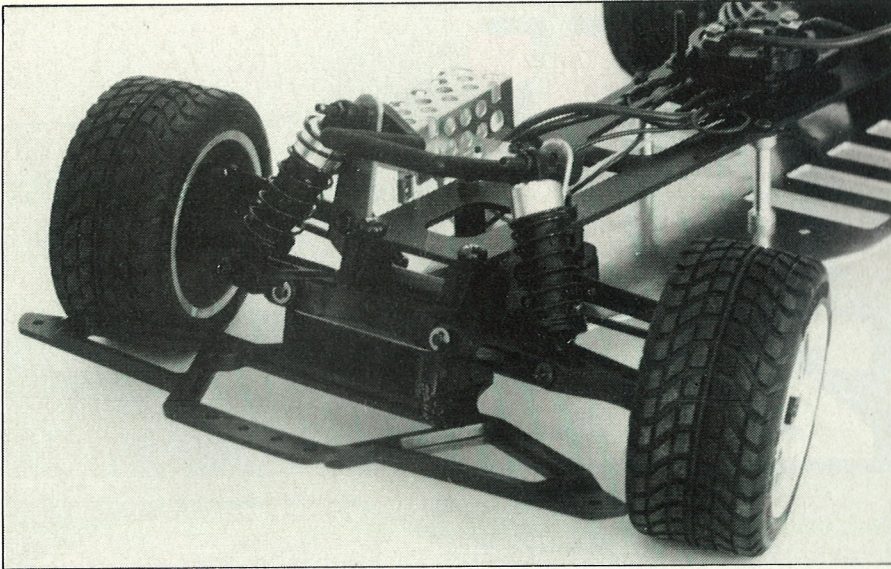
Chassis details, showing rotary speed control and 540 motor.



Overall view, with care a realistic looking car can be achieved.







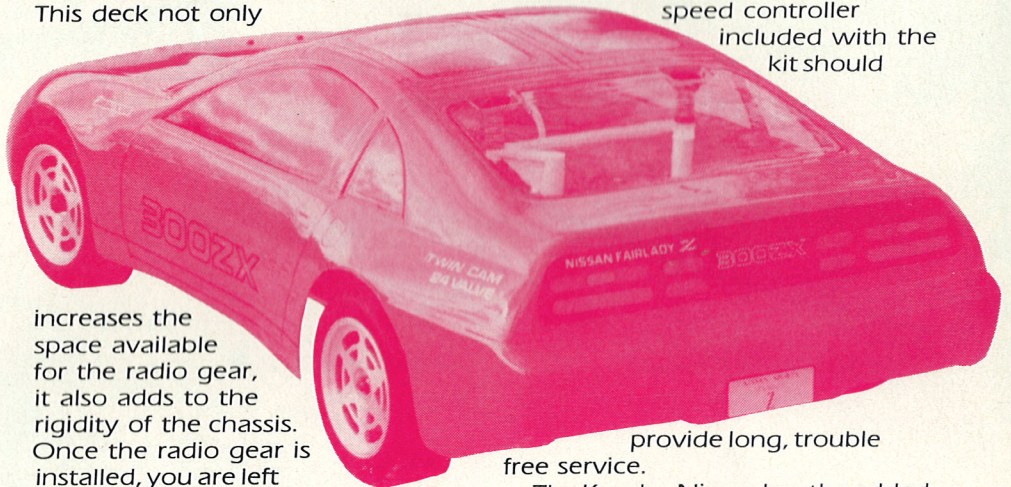
exceptionally smooth. As always with shock absorbers, it is most important to get equal amounts of oil into each unit and eliminate all the air bubbles, thus keeping their damping action as smooth and uniform as possible.

The differential is one of Kyosho's tried and tested 'gear' types, and should be generously coated in the silicone grease supplied. The gearbox output shafts are then fitted to either side of the differential unit. The kit uses plain metal bearings all round and, should you consider racing the car competitively at a later date, you may wish to replace these with ballraces to optimise the car's performance.

The alloy chassis is a flat pan type, and has castor angle built in to the front. Suspension arms, as previously mentioned, appear to be very similar to those used on the Ultima, and are very robust. A

double servo saver system is used in an attempt to reduce bump steer, and should work well.

There is more than enough room to fit most types of radio gear. The throttle servo, resistor and speed controller sit on the upper deck. This deck not only



increases the space available for the radio gear, it also adds to the rigidity of the chassis. Once the radio gear is installed, you are left with very little more to do to the rolling chassis, before turning your attention to the body shell.

The kit received for review was one of the first in the country and consequently was not supplied with English instructions. This was not a problem however, as it proved possible to build the kit without any difficulty, guided purely by the clear illustrations in the instruction manual.

The body included in this kit is both realistic and attractive. Constructed from polycarbonite, it should prove to be durable. The body shell itself is a one piece moulding and, for those who may wish to enter the car in any concours d'elegance, a separate rear wing and headlamps are supplied. If you want to do some serious racing, however, it may be prudent to omit these items as they could be vulnerable on the track. So as not to detract from the cars pleasing appearance, Kyosho have

kept the body mounting to a minimum. The front end is retained by a single clip, leaving only the heads of the two 2 x 15mm screws showing through the bonnet. The rear of the bodyshell is held in place by two sprung body posts, that simply require tilting through 90 degrees to secure the shell. These are inset and are barely visible.

Once trimmed and painted in your desired colour scheme, the car is complete and really does look good, especially with the aluminium styled nylon wheels and patterned road tyres.

The Nissan was tested on a flat, dry, tarmac surface. It handled well, partly due to the excellent shock absorbers and to the ease with which the car can be set up. Acceleration and top end speed were both good. The motor and speed controller included with the kit should

provide long, trouble free service.

The Kyosho Nissan has the added bonus of its great looks, as well as its realistic handling, adding greatly to the pleasure of driving the car.

The Nissan 300ZX is an excellent r/c model car. The quality of design and engineering is up to Kyosho's usual high standard. The kit is a pleasure to build, and with time and imagination (particularly on the body) a very realistic looking car can be achieved, that is aesthetically pleasing and a good performer. At a price of around £125.00 the car should create a lot interest. Available from your local Ripmax stockist. ●

