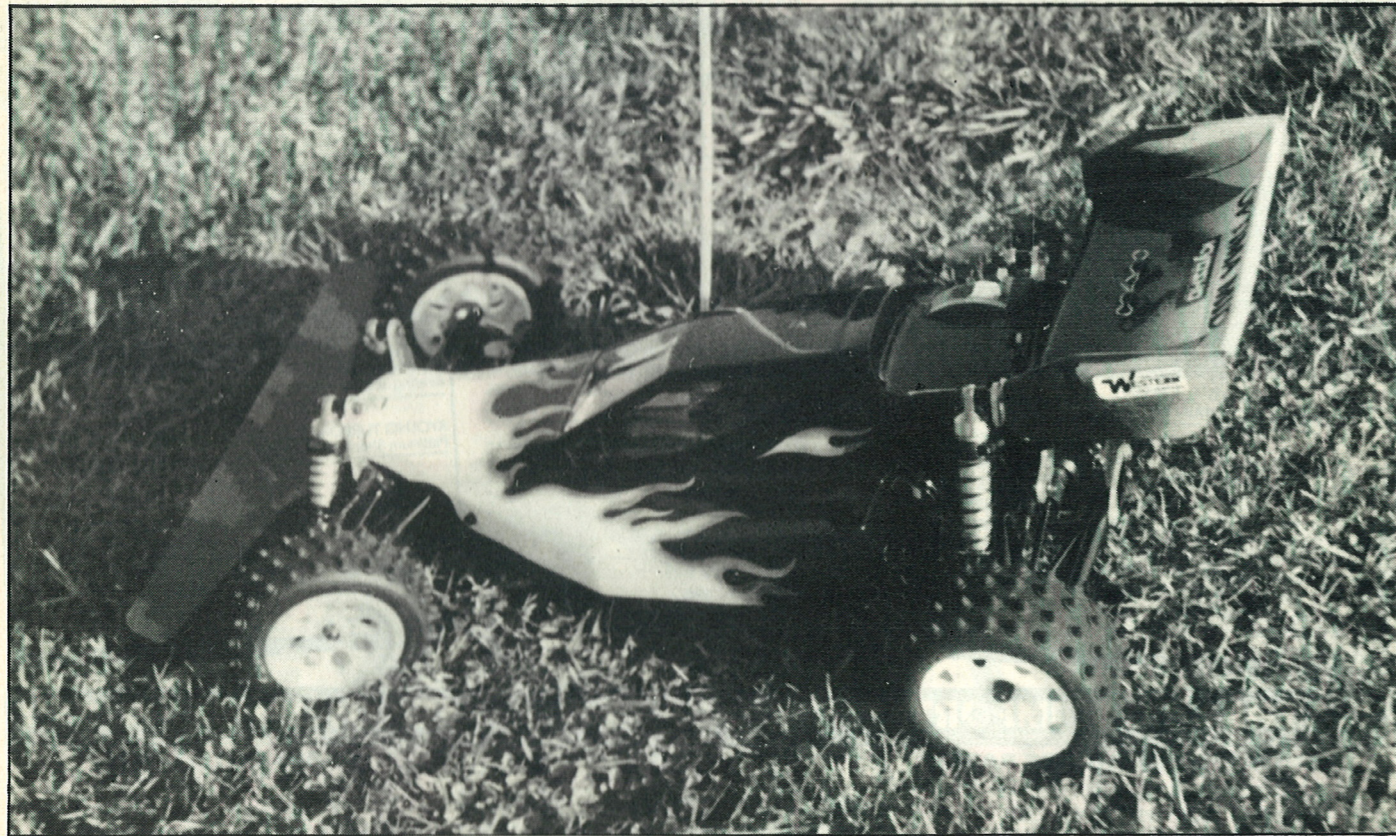


# optima mid

# conversion kit



## RRC looks at Kyosho's LWB Conversion Kit and track tests the car.

Kyosho's Optima Mid has, without doubt, been one of the most successful 1/10 4WD cars yet. Since its introduction thousands of drivers have either converted to, or learned to drive and race using the Mid.

Sales of the car, were no doubt helped in their ascent, by the publicity that surrounded the dozen or so prototype cars that were specially hand built for the attempt on the World Championships, at Romsey in 1987. Bearing in mind that these cars were only prototypes, the results spoke for themselves 2nd, 5th, 6th, 8th and 9th in the Worlds A Final is some feat for an established, developed machine, for a prototype it was quite remarkable!

Meanwhile, some months passed before the finished model made its way into the

U.K. Kyosho probably underestimated their own cars ability to succeed and certainly underestimated the worlds demand for the machine, consequently you did not hold your breath until a Mid became available. When availability finally kept up with demand race meetings nationwide became places to "spot the driver not racing a Mid Optima". At one stage race meetings almost became a one horse race! Since that time the Mid has continued to be a popular and competitive car however, fads and fashions have moved on and other cars have taken a little of the Mids glory.

Having realised a slight change in the fashion of things, Kyosho's design team were quick to adapt and renew the often forgotten and singularly most important factor of any car, the chassis.

This years Eurochamps were raced and won by Denis Blandin on one of the, let us say more uneven, tracks yet used for this event, the car he used to gain the European title was the Mid Optima only this car was a long wheel base version.

### The Long Mid.

After a visit to Kyosho's importer and main agent in the U.K. Ripmax, one of the new items that we couldn't wait to review was the L.W.B. conversion for the Mid Optima. This neatly packaged, well presented conversion kit is the one to get for should you be thinking of following in Mr. Blandin's footsteps.

On opening the box you are confronted by two obvious things, one the finish of all parts is well up to Kyosho's usual standard,

two, the chassis itself could be framed and hung on the wall its so good to look at. The Kit comprises of a main chassis constructed from a carbon glass/carbon epoxy sandwich which gives incredible strength whilst retaining lightness, a radio plate, posts, extra long drive belt, battery clamps for the saddle pack configuration, stick cells can also be used, belt covers and the only thing that created some annoyance rather than problems the body fixing posts.

There is no need to go into stripping and rebuilding blow by blow, as the whole process is easy and the rebuild to L.W.B. spec. can be carried out whilst regular strip down and clean up is being done, you do strip and clean regularly don't you? Instructions in the formal sense are not included, however an exploded diagram with all the replacement parts highlighted is included. Generally the conversion looks good, works well and should be first choice for anyone considering lengthening their Mid. One point of frustration though are the new body posts, situated on the chassis they are both awkward to use and situated so close to the edge of the shell that under racing conditions, thats another term for other cars driving over your car, tend to pull through and ruin the body. Velcro is a good alternative and does far less damage!

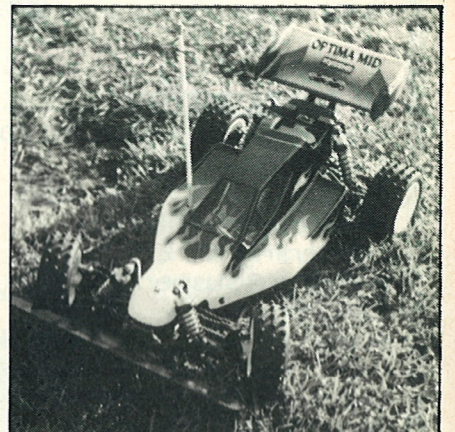
### On The Track

Track tests by their very nature are critical, they have to be otherwise no opinions can be formed, understand that criticism is not complaint, just an observation put into words.

Adding the L.W.B. chassis does improve the overall handling making the Mid appear much more stable on choppy surfaces floating, rather than skipping over undulating ground. The Mid could under certain circumstances suffer from a strong will, hit-



Above, the package you will get, neatly packed and well presented, the usual Kyosho standard. Right, the RRC test car, with LWB conversion and super paint job ready for the track. Below, back of the box gives you a parts/check list and a little labelled photo JUST in case you're not so sure ...



ting ruts and taking off in a direction all of its own again the L.W.B. version doesn't suffer this trait. Suspension set up especially at the front is critical in order to avoid understeer which can be more pronounced with the L.W.B. fitted if the car is not set up correctly, however if it is, no problems should occur.

All in all then the L.W.B. is worth adding to the Mid but you must set the car up to suit, don't believe your old settings work because they don't, experiment and you will find it pays off. Remember don't blame the car if you think its not working, think about it, alter suspension to suit the ground you are racing on and you will see a difference in your Mid.

キット内容	CONTENTS
1. メインシャーシ OTW-507800	2. フタパーツ FITTING KIT OTW-90300
3. アッパーシャーシプレート OTW-60300	4. フタパーツ OT-120400
5. ロングドライブベルト OTW-70900	6. エキスパンションベルト OTW-81000

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