# Kyosho Pure Ten GP der McLaren Freview

## **Three Quarter** (Million Dollar) Big Mac

### **By Peter Emery**

#### To Be The Best

When the mighty McLaren Formula 1 constructors launched their entry into the Supercar club the motoring journalists ran out of superlatives. The McLaren F1 was designed by Gordon Murray, ex-Formula 1 designer, to be the fastest, purest driver's car available. Here was a road car that had been built literally without compromise. To give some examples, no existing engine was available which met Gordon Murray's specification so Gordon had BMW design a V12, 6 litre power plant, just for the F1, this engine is fitted to no other car. The best heat insulator for the rear bulkhead was gold, so the rear bulkhead on every F1 is covered in gold foil. The weight was critical in the F1 so the CD (Not the Editor) and hi-fi system were designed especially for this, and only this car by Kenwood. And so it goes on, this is no ordinary supercar. Oh and in answer to the "how fast does she go mister?" try 231 MPH and 0-60 mph in around 3.2 seconds....

Lease Plant

#### And then it became a racer

were creating a serious GT championship firstly in Europe for 1995 and then in 1996 as a Worldwide series, and the question was asked - could the ultimate road car cut it as a racer?...... Well is sugar sweet? So the F1 GTR, GT Racer variant, was born. I will remember for the rest of my natural born days the noise made by five rudimentary looking disk brake racing GTR's, in a nose to tail bunch, changing down for the Adelaide hairpin at the 1995 BPR round at Donnington before unleashing 60 cylinders, 240 valves and around 3,600 BHP and blasting back up the hill behind the paddock. Eric "God" Clapton couldn't make better music if he tried! Oh and as if just to prove it was world class the Big Mac won at LeMans the very first time it appeared there, a feat only previously delicious little 166MM Barchetta in 1949....

#### Is it Christmas?

So by now you have probably guessed that I have lusted after one of these, preferably a yellow "Harrods" McLaren F1 GTR racer, but so far the lottery has ignored my plea for a couple of million, that's around £750,000 for a fully optioned racer plus £50,000 for the spares deposit and a bit put by for running costs!! So this

This Big Mac'as the Kyosho will be known as for the rest of this article is a Kyosho Pure 10,

GP Spider 4WD, McLaren F1 GTR ..... Wow, is that a snappy name or what? The car is a 1/10th scale replica designed as a fun car and for competition in the Kyosho Cup race series. The power unit is the GS11X pull start glow engine of .11cu.ins (2 cc) capacity and the chassis is a twin deck design with fully independent suspension all round and a belt driven four wheel drive system. A fairly well suited to the fun/race role for newcomers to I/C complete novice: moi! When the hairy one,

CD the Ed, passed me the box I really did think that Christmas had gorgeous and the sticker

sheet promised a very faithful replica of the "Harrods" Big Mac driven by Wallace and Grouillard in the BPR GT series. But I do intend to make a change straight away, sorry I just can't resist it I will be putting a new sticker on the Mac's window to show that "my" car is being driven by Wallace and Grommet!

I had a quick browse through the instruction manual and then sorted out my work bench with files, emery paper, various tools, grease etc. etc. I can't think why as I have not (supplied), Allen keys (supplied), grease (supplied), a pair of pliers and an electric electric screwdriver has a lot of power and can strip threads cut in plastic

> very easily) - oh and my the instructions almost gave

Above: Paint by Tony.

year old son to build as it looked so simple. CD the Ed also passed me a few "hop up" options with the car, probably the most important was the full ball race kit, but I also had a tuned pipe and manifold, the two speed racing transmission and the anti-roll bar set.

One thing I did decide to do differently from the instructions was that I used threadlock throughout, this follows a recent experience with an electric 1/10 R/C model which would insist upon returning to component form at the most awkward moments, like at around 30 mph, close to a wall! Now this tended to make steering and therefore control a tad tricky as the front

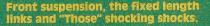
suspension collapsed.

My first job was to assemble the front and rear differentials, these are bevel gear jobs and were assembled with the ball race bearings (x2) at either end and using the grease (supplied) before I moved onto fitting the diff cases to the chassis

Now for my excuse , because it was late I managed to put said diff cases onto the wrong side of the chassis base plate. Oh hum, thank goodness for electric screwdrivers... On the subject of the chassis plate and the radio plate, these are aluminium stampings of around 2-2.5mm thick and are

Big Mac, no cheese, no pickle, no special sauce. Price £750,000.

















#### Front roll-bar installation Emery style.

reasonably well finished although they did benefit from a bit of finishing work, but why leave them as raw aluminium? If Kyosho had them anodised in black or red or midnight blue maybe?) the chassis would

have looked a million dollars when completed. Next up is to put the main gear and brake assembly together, this is just a bit fiddly and I cheated and used some threadlock to help

## illoy casting at the rear of the engine s the standard silencer.

locate the small pins on the shafts. I fitted the front and rear diff cases and the centre mount before moving onto the suspension which is very straightforward, don't forget to install the Allen screws onto the lower suspension arms as these are used for adjusting the front and rear ride height at the track side. If you have purchased all of the items from the comprehensive options list you will be: 1) considerably poorer and 2) installing the adjustable suspension links around now but for cheapskates, like me, the standard links supplied are all of a fixed length making life very simple.

#### **Totally shocking**

Now it was time to install the track control arms and the servo saver before moving onto building and

penny pinching, it is extremely good quality, particularly if you consider the relatively low cost, for an I/C car, but the shockers are a shocker! They are friction based and the best thing you can say is that they are very simple to build and fit and you don't have to make a decision on which grade of shock oil to use, as they don't use any. The same goes for adjusting the spring rates and fitting the spacers for varying the spring tension, as none are supplied - you can't. This car deserves better than this and better is certainly available from the options list but at a price.

installed, again I would recommend the use of a threadlock. I initially installed the standard silencer for the photographs as I was waiting for the wacky yellow silicone connector for my

optional tuned pipe.

The next job is to install the radio, taking care to make sure that all cables are tidy and that the pathway for the drive belt is clear underneath the radio plate, Editor CD kindly pointed out to me that the main belt could easily have removed my on/off switch wiring in the heat of battle. The fuel tank is also fitted at this time along with the

A bit of a moan here as the instructions suggest in section 31 that a fuel filter is installed at this point (pt.no 39308). The possibility of having your engine damaged from dirty fuel is an aggravation you don't need, come on Kyosho if it needs a filter, and it does, then include one in the

Once the radio plate, fuel tank and linkages are installed it is time to adjust the throttle, brake and steering for full travel, check over all the screws, bolts etc. for tightness and enter the final lap. Just one thing to look out for when fitting the side bumpers in section 37 of the instructions. if you use the 3 x 8mm screw as indicated on the right hand side it will foul the drive belt and probably write it off: use a shorter screw or grind down the supplied one so that it clears the belt.
Fitting the tyres, body mounts and shell completes the model. I will skip the gory details of preparing the Lexan shell as Editor CD plans a "how to" article on



Engine with Two-speed fitted.

reason for skipping this is that Editor CD clearly did not trust me to make a good enough job of the shell for the cover shot as he got an experienced "Shell artist" to sort it out. Thanks to Tony Evdoka the car looks absolutely stunning!

#### Now you tell me!

As I had been fitting ball races to all the critical points of the chassis as I went along I was amused by the comment on page 21, at the completion of the construction instructions, which suggested that: "for enjoying even racier performance, install ball bearings (not included)"!!!! what a

#### Breaking in the motor and first test runs

Having acquired some glow plugs, jungle juice and a glow starter it was time to fire up the beastie,



Rear roll-bar.



Editor CD used his powers of gentle persuasion (!) to fire the GS11X. The motor was run for a few minutes at a time and it quickly began to free up and rev higher as the tightness receded. CD noted that the 2 speed tranny needed adjusting, as it was spending almost all its time in high gear. But at this we decided that I would take Big Mac' away and fit the tuned pipe before we ran the car any more. I also managed to fit the front and rear anti-roll bars (anti-sway/stabiliser bars in the US), no great achievement you might think but who athere, according to Ripmax HQ (Kyosho's UK distributor) the front bar cannot be fitted to Big Mac' as the front shock stay is lower on the Mac' than the other Pure 10 models.

Now I decided that these bars were

A) A GOOD THING and that

B) Installing only the rear roll bar could result in some fairly strange handling sooo.....

I overcame this by using some of the parts on the

plastic sprues that were not used on the Mac'. With a little bit of work, removing excess material. opening out the hole for the fixing screws and finding some suitable bushings on the sprue, my solution worked out just fine, the part numbers are that: "for enjoying even racier performance, install ball bearings (not included)"!!!! what a cracking time to suggest that.... just as you have completed the whole chassis they suggest you take it apart and fit ballraces, don't you just love it.

solution worked out just line, the part numbers are 75, from bag No5, plus the bushings - part number 73, from bag No5. Have a look at the pix to see how they fitted together but basically the "pip" on the back of Part 75 is removed and the lower mounting hole area removed before opening up the remaining mounting hole for the 4x8mm screw to pass through it into the radio/top chassis plate, part 81, and then into the front diff case, part 10. Thread the yellow stabiliser bar through the bushing (part 73) and then assemble as per the instructions. Easy huld!

#### Tricky trickly track test

Well now for the track test, Ed CD and myself journeyed up to the rather nice Ashby circuit on a day when the forecasters promised that the weather would be "Brightening up and drying out as the day progressed". Oh Yeah! well they got

Ed CD gave the car a thorough check over then adjusted the mixture, be aware the carb is a wee bit sensitive so make your adjustments a little at a time otherwise if you are as inexperienced as I am you could get well lost! With the track thoroughly

switch and took to the track. With so much standing water I did not expect CD to find any grip whatsoever but the car slithered around in fine style. After a couple of tanks of fuel the engine started to come "onto the pipe" a bit better and we then adjusted the 2 speed tranny to change into high gear around about two thirds of the way along the main straight. What a great noise, engine at full chat and bang, up a gear and accelerating again. I eventually managed to wrestle the controls off the hairy one and have a play. Now my experience of R/C cars is VERY limited, and on the basis of this test so is my driving ability, but this is a very forgiving car. I found that after a little while I could use the disc brake to help the turn in and reduce the power on understeer I was getting. The track continued to get wetter and wetter and my driving got hairier and hairier as a result but I think that with a bit more practice I will be able to hustle this car around at a very respectable rate of knots. I will ask Ed CD for some help to change the suspension settings to reduce the power-on-understeer if it persists in the dry, but it may be that the conditions were to blame, certainly Ed CD was making very complimentary noises about the car once the engine was loosened up and he was lapping Ashby pretty quickly. All I want now is LOTS of practice, the Kyosho options list, some spare cash and an entry form for the 1997 Kyosho Cup! Oh and another body shell so I can keep this one in pristine condition. See you on the track, I will be the one with the "L" plates on......

Kit fit and finish - it goes together extremely well Excellent clear instructions Nicely detailed shell and sticker set Very forgiving handling
Very long list of optional performance parts

#### Cons

Shiny alloy chassis plates Lack of fuel filter Carb very sensitive to adjustments

#### OUICK SPEC

4WD. Twin Belt Drive. Bushings. Twin Gear Diffs. Dog Bone Drive Shafts. Pressed Alloy Chassis & Radio Plate. Kyosho GS 11X Engine. Integral Pull Start. Centrifugal Clutch, Plastic Disc Brake.

Independent Suspension. Top Link & Bottom Wishbone. Front & Rear. Coil-over Friction Dampers. 5 Spoke Wheels. Slick Tyres.

#### TESTERS KIT

Transmitter:- JR X756 Servos:- Futaba 3001 Receiver:- Futaba 40 Mhz Mini Fuel:- Penn Models 25% Nitro Red Special Glow Plug:- Model Technics F4 Tyres:- Kit Bodyshell:- Kit F1 H.P.I. Viper GTS

#### DPTIONS FITTED

- 1. Ballrace Kit.
- 2. Two-Speed Gearbox. 3. Tuned Pipe.
- 4. Anti-roll Bars.