

Track Report

Kyosho

4 WD

Javelin

From Great Planes Model Distributors



photos by LOUIS V DeFRANCESCO JR.

by STEVE POND

Savage!



MANY YEARS AGO, a javelin was a long, thin wooden spear. It was used as a weapon to bring home the day's meal or to defend the humble home against a would-be attacker. During recent years the use of the javelin has evolved into a civilized sporting event. The competition revolves around who can throw this spear the farthest. Today the javelin has taken on a whole new form; it has sprouted four spiked, knobby tires, two differentials, and a chain-drive with an electric motor. Although it's competitive like the latter of its two brothers, it still retains a barbaric streak inherited from its oldest brother. This latest Javelin is a killer 1/10-scale, 4WD off-road racer from Kyosho and it's distributed by Great Planes Model Distributors Company*.

THE KIT. The Javelin comes with all running hardware necessary to complete the car, except the radio, battery pack, and charger. The car features a super-strong aluminum ladder frame, oil-filled coil-over shocks on each corner, a fully enclosed chain-drive system, ball-bearing

differentials, and a host of other dynamite features. You'll need a Phillips-head screwdriver, needle-nose pliers, and a sharp hobby knife to put together the Javelin. Other supplies, such as Allen wrenches, lube, and screw-locking adhesive, are included in the kit.

CONSTRUCTION. It isn't necessary to go through a construction treatise on the Javelin because the instruction manual explains each step in such detail that it's virtually impossible to make a mistake. Also, there's a review on the Kyosho Optima in the Spring '86 issue of *Radio Control Car Action* and the Javelin uses almost the same instructions.

Although the instructions are great, I'll give you a few pointers to make the operation go a little more smoothly. Follow the instructions very carefully because if you miss a step you could find yourself taking apart the car to fix it.

I chose the Kyosho 7.2-volt, 6-cell racing pack battery and the Kyosho auto charger with Delta peak shut-off to charge the battery to 100% capacity. For radio transmission, I chose the economical Futaba* FP-T2L

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two-channel digital proportional radio. It comes equipped with S28 servos and a lightweight two-channel receiver.

Once the Javelin is finished, there are some other things to take into consideration. The Javelin has adjustable toe-in/out and camber, which could make a very big difference in overall performance. The instructions give you approximate length, but it won't be the same on every car. When the car is complete and the battery is installed, adjust the camber on the front and rear so the wheels are straight up and down when you look at the car from the front.

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Adjust the toe-in (only on the front) so the wheels are parallel to each other when looking from the top. If you're not sure about the toe-in/out, give it some toe-in so it has more directional stability.

Kyosho offers a full line of accessories for the Javelin if you want to squeeze more performance out of it. Great Planes included a LeMans 480T high-performance motor with my Javelin, which is a tremendous improvement in itself. Although the RS-540 included with the Javelin is no slouch, the Le Mans 480T will have you waltzing past the competition. Another must for your list of accessories is a ball bearing kit. Bearings reduce the rolling resistance of the car, giving you more running time and reduced wear. Just remember to perform routine inspections and to keep everything well lubricated and you'll find yourself in the winner's circle.

PERFORMANCE. After witnessing the wrath of the Optima, I had a little insight about what to expect from the Javelin. I decided to see how the Javelin would fair with a little competition so I had some friends run worthy competitors from previous reviews. When the flag dropped I gave the Javelin the "lead finger" and it took off like the projectile it really is. Cruising around the track at nearly top speed, the Javelin handled every bump, jump, and turn with no problem except coming into the last turn. I swung a little too wide in the loose dirt, but with the aid of the four-wheel-drive and some hard left rudder, the Javelin gnawed its way back into the groove and shot across the finish line. When the dust settled, the Javelin had a 10-foot lead on its nearest competitor. I guess you could say that the Javelin is capable of turning away the unfriendly visitors and it can also bring home the gold!

**The following are the addresses of the companies mentioned in this article:*

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