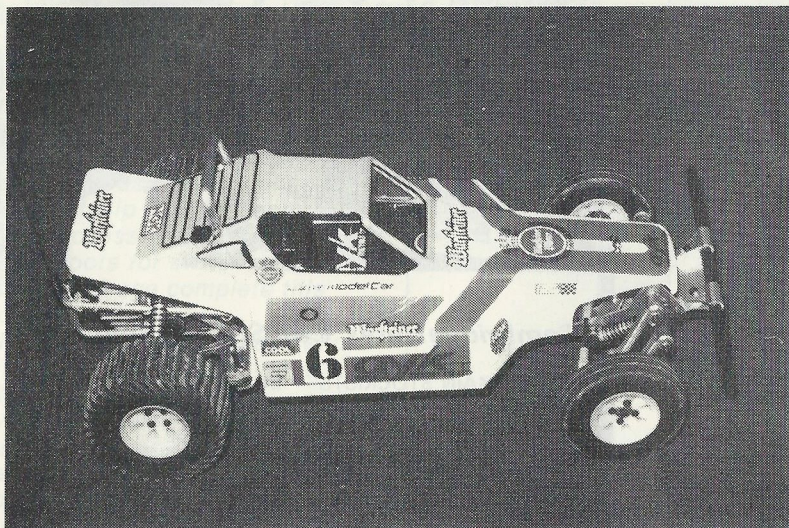


AYK 566B Super Trail

Kit Review by Colin Spinner



AYK 566B Trail Blazer – smart and attractive and ready to go.

FOLLOWING a call from Mick Langridge at the newly established Langtune Racing, I duly received one of the AYK 566B's to put through a kit review feature.

Initially I thought that something must be missing as the box size is very compact compared with the other oriental offerings. Upon opening the colourful box one is confronted with an assortment of polythene bags crammed with aluminium and turned parts and a multitude of nuts and bolts. Eight bags in total together with a boxed set of wheels and tyres, lexan bodyshell (our version is known as the Baja Bison), whip aerial and the usual sticker set. A comprehensive 32 step building booklet completed the package.

CHASSIS

This is similar in appearance to last issues' Scorpion. Two square aluminium rails are joined with aluminium spacers and form the carrier for the radio box, front axle and rear wheel drive components. If you fancy a 'pretty' model then a short amount of time with some Duraglit puts an amazing shine to the alloy sections (it won't stay like it for long, so hurry up and take the photos).

FRONT SUSPENSION

Trailing arm front suspension features miniature rose joints in both components. Make sure you assemble the right way round. Identification marks are cast into the alloy arms, so it's easy to find a pair.

Coil over shocks are fitted giving positive damper control. The

complete front axle assemblies are supported on aluminium side plates.

The well proven AYK servo saver features on a fi-glass mounting plate, but I didn't like the plastic track rod ends – a pity they did not fit those magnificent miniature rose joints found on their 1/12th expert racers.

REAR SUSPENSION

Following several other buggies again, the trailing arms are used together with coil over shockers. The castings used to support the rear drive shafts and wheels bear an uncanny resemblance to the Kyosho type, even method of mounting. I'm told reliably that the industry in Japan relies heavily on

sub-contract work so it seems reasonable that manufacturers have similar casting supplies.

FINAL DRIVE

An inline gear box features a superbly ribbed casting with easy access to gear ratios. Two alternatives are supplied, an 18/27 for high speed use and 16/29 for low speed/acceleration.

The gear material is of mazak cast type but machined brass alternatives are available. For the purpose of our test the standard gears were fitted although brass versions had been supplied.

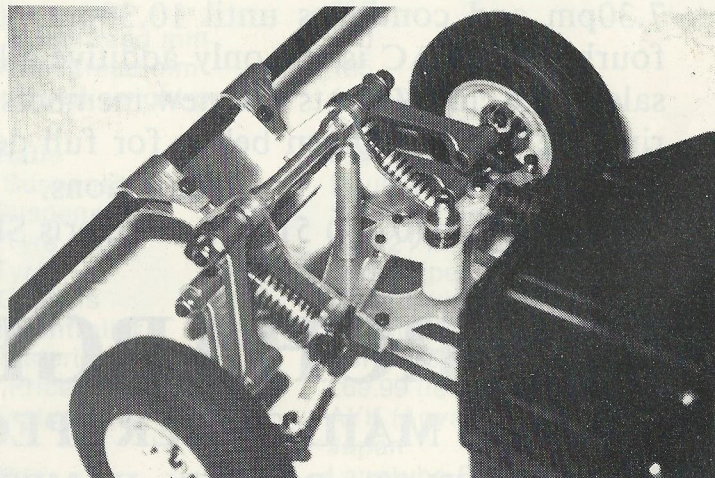
Having learnt my lesson in the past with the AYK Team, with regard to security of driving components, I disassembled the gearbox parts and reassembled with the usual Loctite deposit all over the place. Although the instructions recommended oiling, I filled the gearbox with a light grease to ensure maximum running-in of the cast components.

Drive shafts are of the 'pegged type' and run in oilite bushes although bearings are available if required.

WHEELS AND TYRES

Ribbed front tyres run on three piece rims. These are fitted to the front hubs by four 2mm nuts – rather fiddly. A simple solution for the serious competitor would be spare sets of hubs that can be relieved easily by means of a C clip.

The rear tyres are of an unusual paddle design – similar to the Sand Scorcher but more defined. It will be interesting to see how they



Front suspension detail coil over shocks (short movement) and a nice adjustable servo saver.

work. Again a three piece wheel assembly secured to the hubs with those fiddly four nuts.

RADIO BOX

A moulded ABS unit featuring the usual protection to your beloved radio gear. A neoprene gasket ensures a reasonable seal and body post/clip fixings means simple access. Weatherproof rubber boots for switch and steering linkage complete this section.

Batteries can be six pack sticks or side by side packs of three cells.

A three speed servo mounted speed controller fits neatly in the crate as does the integrally mounted heat sink resistors. Plenty of room for most makes of radio gear (mine is the trusty Acoms MkII) and there is plenty of room for a receiver/nicad pack if desired.

BODYSHELL

Two versions available – the will known shape of the Mears, here called a Baja Bison, or the Ford 4x4 Pick Up body. A separate driver figure is supplied and can be permanently fixed to the top of the radio crate. Also supplied are two lexan spotlamps for attaching to the roof – having seen other drivers attempting to slice them off my Rough Rider, I decided against fitting them! An aluminium roll-over bar protrudes through the slatted rear screen to give positive action.

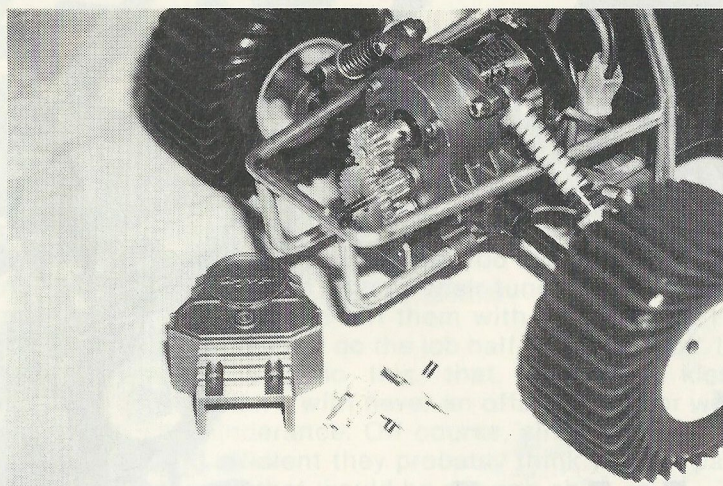
The slightly duck tailed appearance lends to an attractive custom finish. This will probably be done during the next few weeks (possibly in shocking pink!).

TRACK TEST

As access to our Worlds End circuit has been difficult during the past few weeks the Track Test impressions will follow in issue 14. However, a comparison is printed which was obtained from Japan and was performed against two other well known buggies (names have been changed to protect the totally innocent) and we make no apologies for the Japanese/English translations!

CONCLUSION

Here is an extremely well engineered buggy chasing hard at



Showing rear suspension detail, nice coil over shockers and alternative gears supplied in the kit, very simple to change.

an established market. Full credit to Langtune Racing for taking the plunge by making another electric buggy available to British off roaders. Let's hope that the team that they are fielding in 1983 (Barry and Mark Scholey and Malcolm

Biltcliffe) secure some of the results and success the 566B enjoyed at the 82 ORCCA World Champs. Competitively priced £69.99 (no motor included but otherwise comparable with major competitors).

Japanese Comparison

Just on last month, we introduced how feverish American drivers were at the electric buggy races; in Japan, too some change in the air is sensed that full-fledged races of the type of the models will be going one after a circuit exclusively for the use has been constructed. In this genre of the models, there were so many types of cars sold in the market hitherto, but most of them were not fast enough to reach the minimum requirements of competition. However, new models have been introduced into the market lately, which are so powerful as to be able to go over a rough terrain. We feel the opportunity is now ripe with the necessary tools coming out.

SPECIFICATION

Length mm	380
Width mm	222
Wheelbase mm	255
Front Wheel tread mm	170
Rear Wheel tread mm	185
All equipped weight gms	1,1750
Motor	GZ240 (not included)
Gear Ratio	6.0/7.5:1
Front Suspension	Double Trailing
Rear Suspension	Semi Trailing
Front Tyre	Rib (21 mm wide)
Rear Tyre	Terra type (51 mm wide)
Main Chassis	Aluminium Alloy Ladder Type
Speed Controller	Direct PC Board
Body Material	Polycarbonate
Retail Price	£69.99 (less motor)
Manufacturer	AYK (Aoyagi Metals Co. Ltd.), Toyko, Japan
Importer	Langtune Racing, 17 Cooks Lane, Southbourne, Emsworth, Hants.
Availability	From all good Model Shops