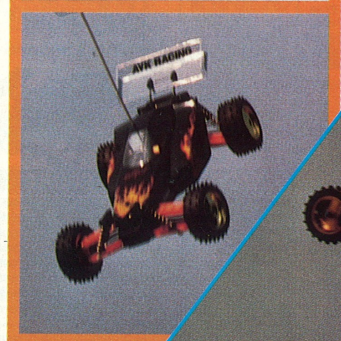
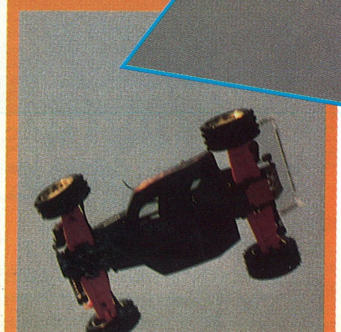
PRO RADIANT

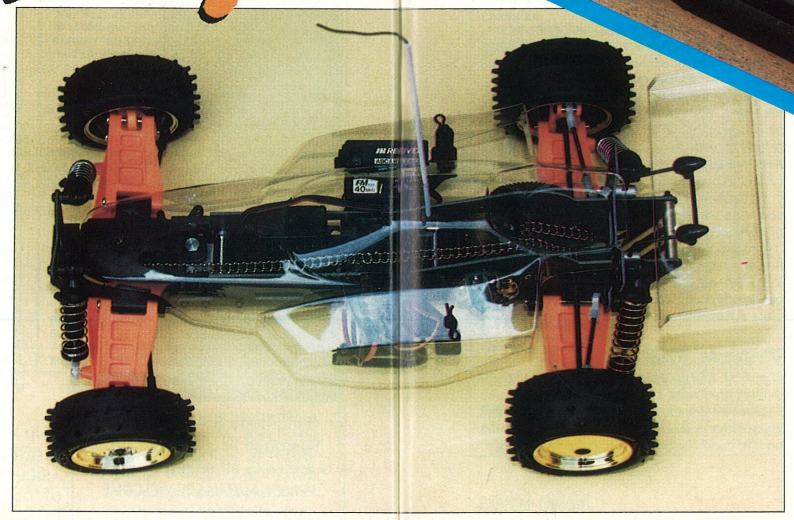
AYK RACING

RADIANT ENERGY





Only the bodyshell needs painting.



The AYK Pro Radiant was the car used by Steve Dunn to win the recent, prestigious, Team Losi/Florida Winter Champs, reported on by Gene Husting in the June issue of Radio Race Car International.

The car won against some of the very best competition in the USA, and beat a multitude of Cat's, Lazer's and Yokomo's. It was definitely a very impressive performance.

The Car

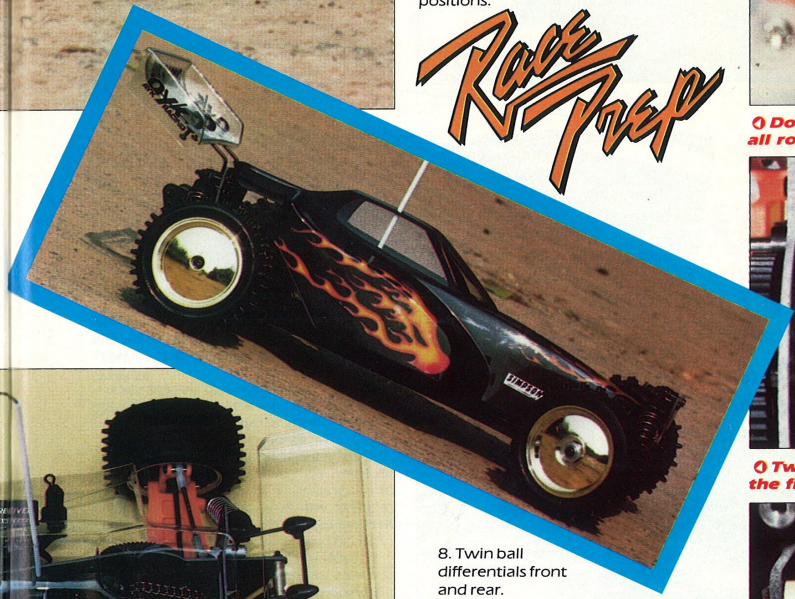
The Pro Radiant features a host of unusual features!

1. Chain driven four wheel drive.
2. One way rollers on the front hub carriers, instead of in the differential or driveshafts.
3. Three piece FRP box section chassis.
4. Orange suspension arms!!!

The Pro also features some more traditional features found on other racing type kits.

5. Oil filled coil over shock absorbers for all four wheels.
6. Mid mounted motor.
7. Adjustable shock mounting positions.

Race Prep



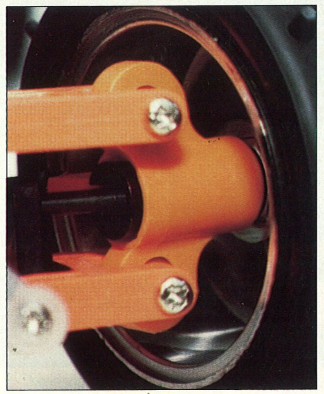
8. Twin ball differentials front and rear.
9. Polycarbonate bodyshell and wing.

The Build

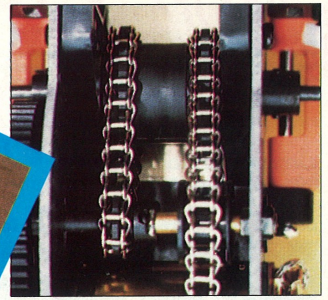
Building the Pro Radiant was not difficult at all, few problems were encountered. All the bits and pieces are in separate bags and are not particularly well listed so if you think you have lost a part, or something is missing, the chances are

Gold anodised rear chassis stiffener/brace.

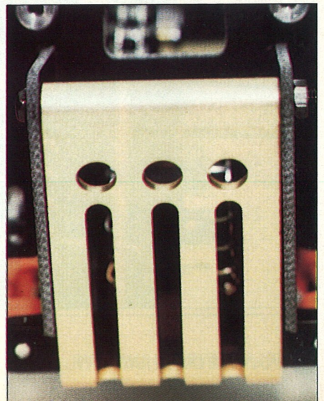
Steve Dunn's winning AYK Pro Radiant (notice the modifications).

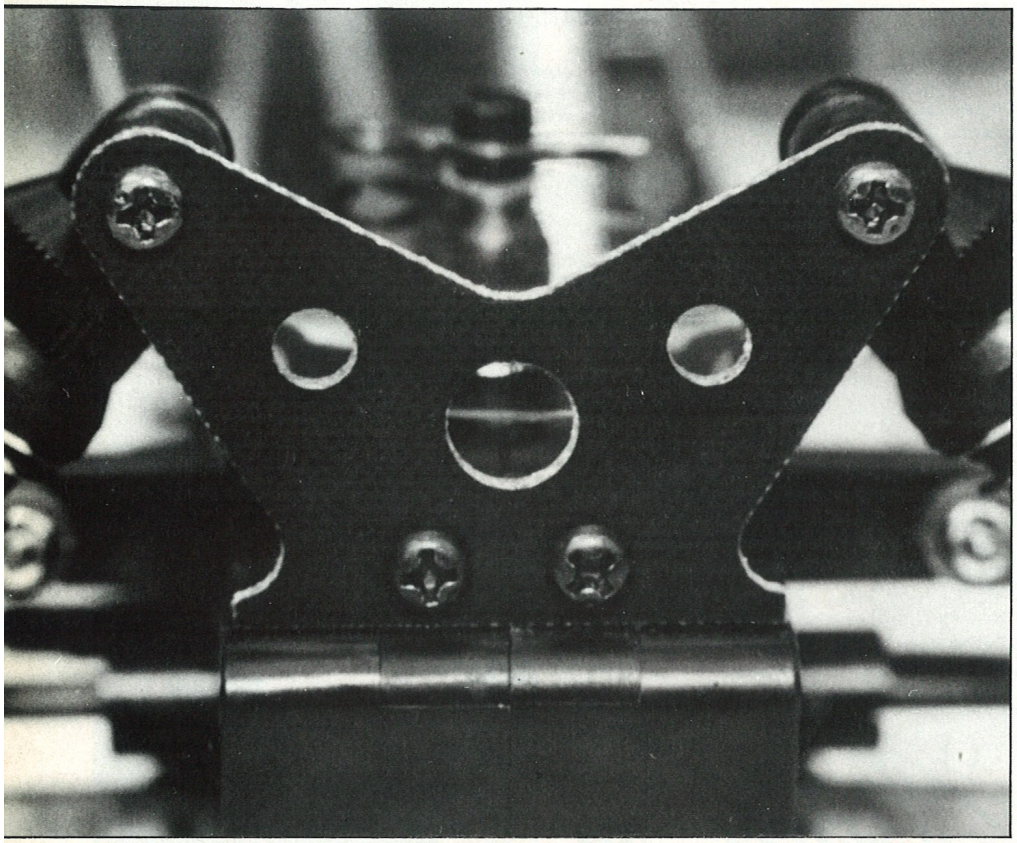


Dogbone driveshafts are used all round on the Radiant.



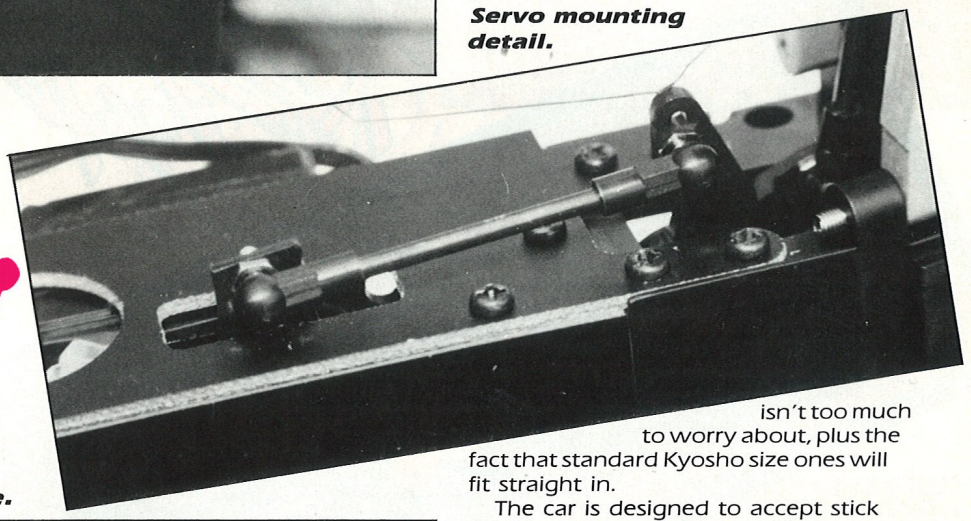
Two chains transmit power to the front and rear differentials.





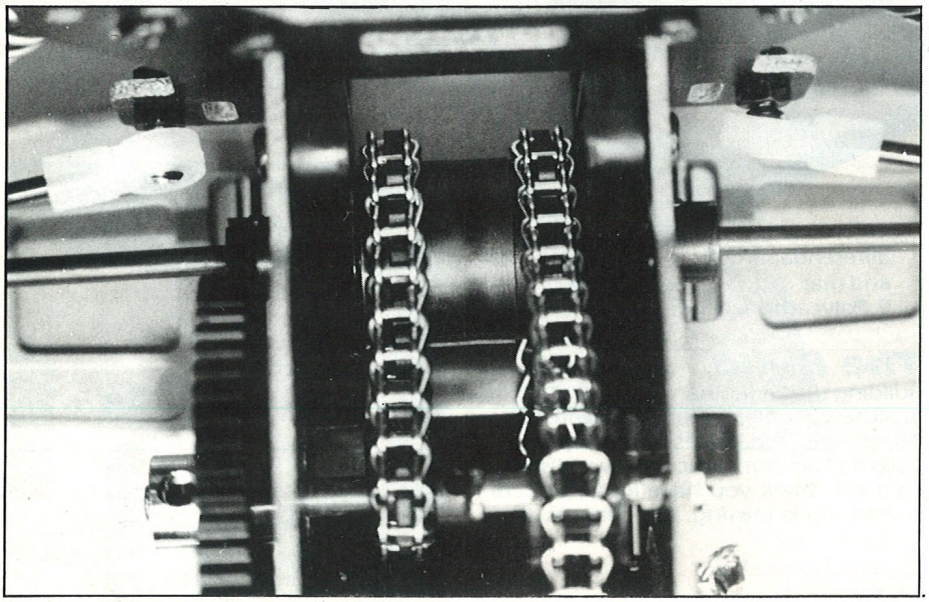
Small front FRP shock tower.

RADIANT ENERGY



Servo mounting detail.

The rear ball differential can be seen in the centre of the picture.



you haven't or it isn't. Just take your time and look carefully through all the bags and you are sure to find the item you are looking for.

What we did like was the fact that all the nuts in the kit are of the same size, so you don't have to rummage through five different parts bags to find the size you need. This speeded up the building process of the Pro Radiant considerably, and made the car a lot more enjoyable to construct.

Initially we were concerned about the chassis because it is made from FRP and appeared to be quite flexible. However after a couple of alloy support posts and a lower chassis plate were put in place the whole thing became acceptably rigid, when compared to other racing kits.

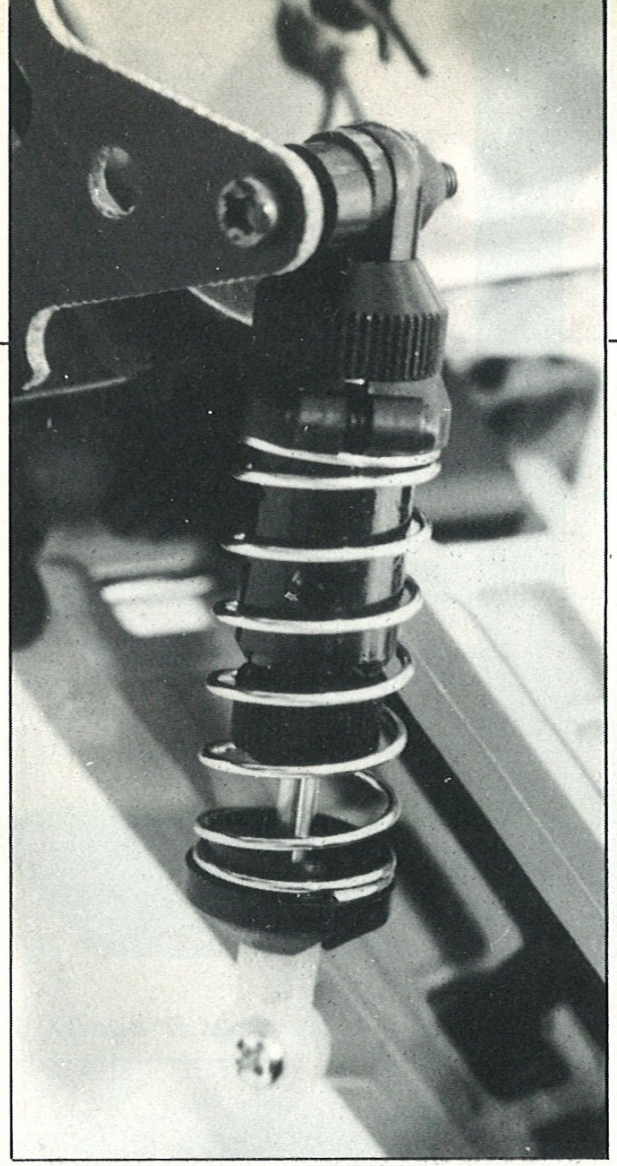
All the mouldings are of a high standard, and are very thick, so breakages should be kept to a minimum. Unfortunately only the differentials are supported by ballraces in the kit, everything else is supported or retained by plastic bushes. At first this seems to be a bad point of the kit, but when you consider the price of just £129.95, an extra £15 for the necessary ballraces isn't too much to worry about, plus the fact that standard Kyosho size ones will fit straight in.

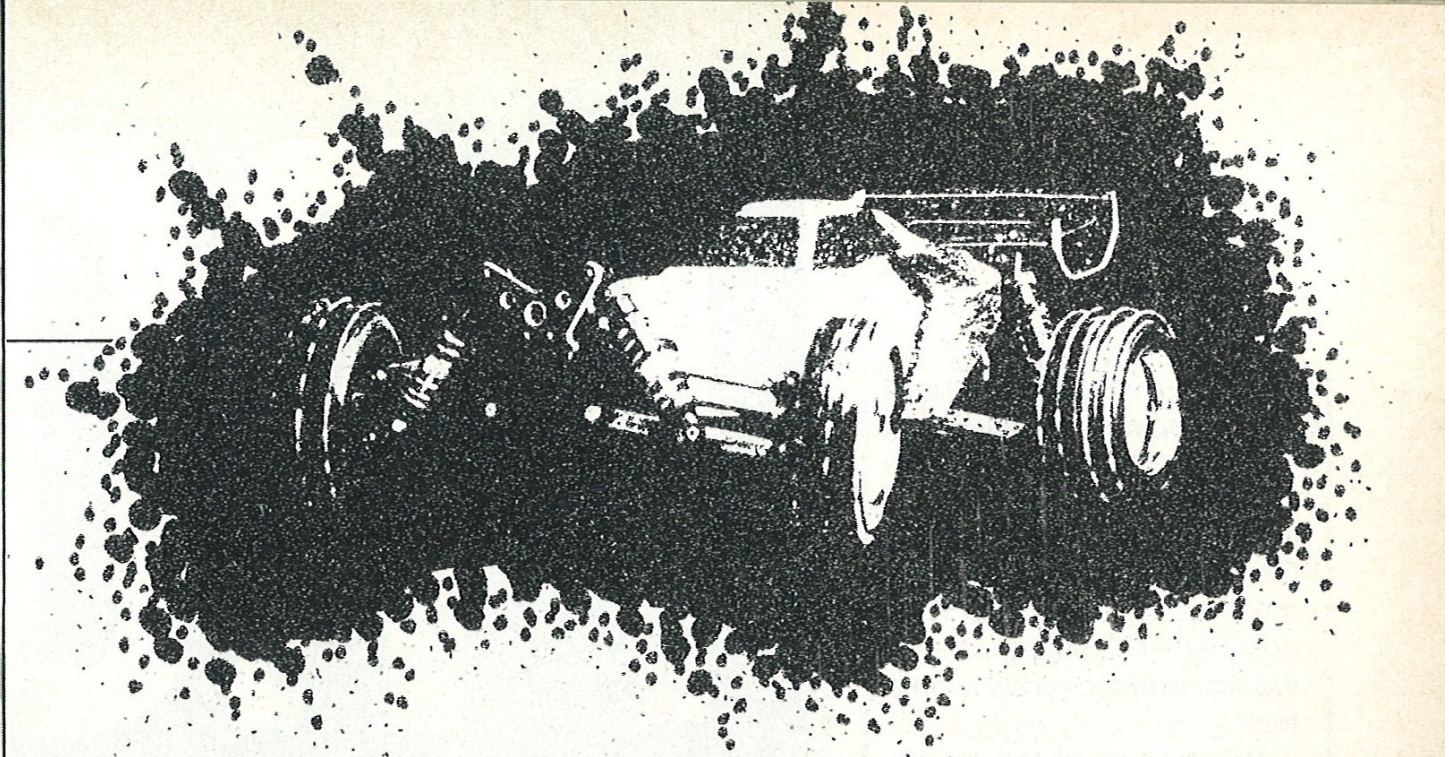
The car is designed to accept stick pack batteries, which are held in place by two plastic straps attached to an upper chassis brace/radio tray, which houses your speed controller and receiver. As you can see from the photographs, a JR Apex three channel receiver will fit in, and as this is one of the largest on the market, most other types should fit with no problems at all.

It took about six hours to build the car, not including spraying the bodyshell. Fully constructed, with all of the radio gear, motor and batteries fitted (ie race ready) the Pro Radiant weighed in at 54 oz, so a small lead weight will be needed to comply with BRCA weight limit rules.

Track Test

The first thing you notice about the PR is that the rear chain is too tight. However we expected this because the instructions warned us that this would be the case for the first four to five runs.



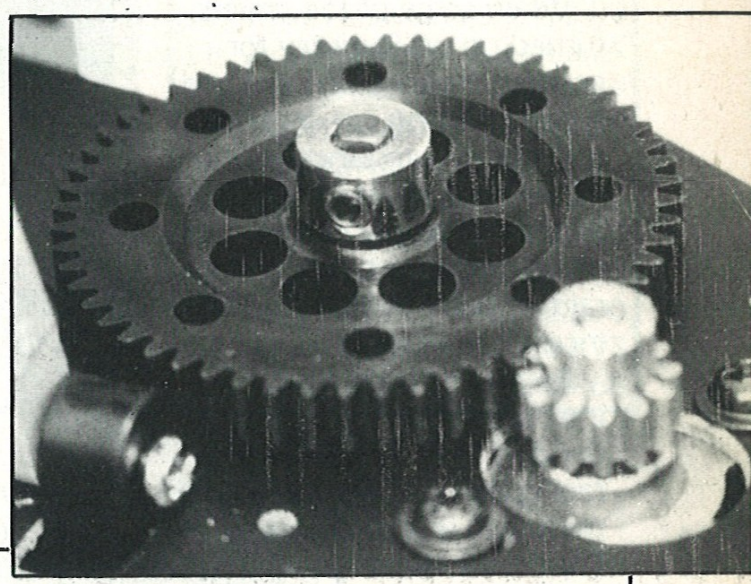


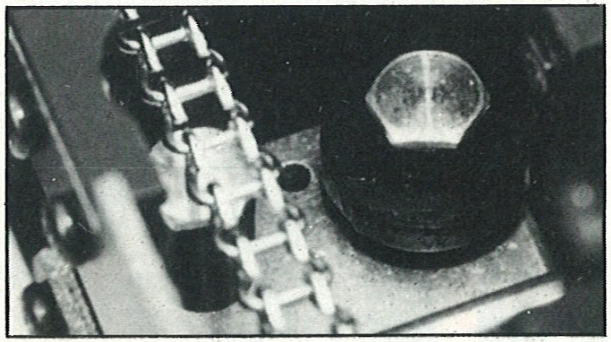
The shock absorbers work very well.

As it turned out the instructions proved to be very accurate for after five runs the chain freed up and the car had a noticeable increase in speed and duration.

The shock absorbers worked well and the car rode the bumps really well. It was becoming apparent why the car had won the winter champs, it handled really well out of the box.

Check your mesh for smooth running.





Servo saver is excellent.

Conclusions

Two things became obvious during the short time we ran the car. First, ballraces are needed, especially if you are going racing, but they are cheap. Secondly, you need to keep an eye on the tension of the chain. Make sure it is OK after every ten or so runs. It probably won't need any adjustment, but it is best to check it just in case.

The car is good for the price, and it has an awful lot of potential. We will just have to wait and see how popular it becomes in the UK.