

KYOSHO

BIG BRUTE

R.R.C. look at the latest new car crusher the Big Brute

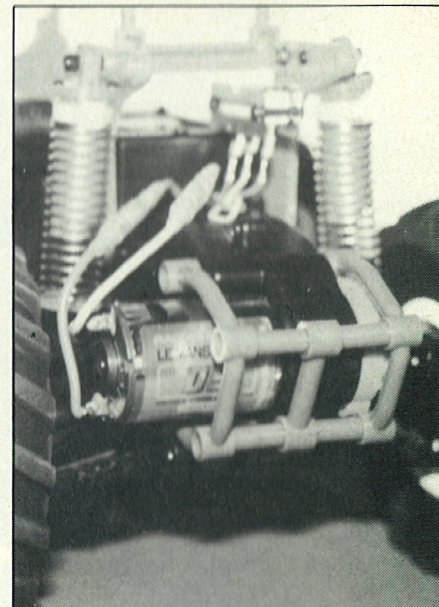


It's not very often I answer the phone and there is a television director on the other end wishing to make a TV programme about toy cars. I am very vulnerable and quick to rise to the bait when my hobby is referred to as toy cars, so I naturally thought it was some kind of joke or 'wind up'. When the person on the other end of the phone also asked if any of our (Med-way) members between the ages of 17-25 drove either a Porsche or preferably a Ferrari I knew it was a 'wind up'. At our club we have no yuppies so therefore no Porsches although with the recent stock market crash I suppose those would have gone anyway, one member does drive a Ferrari but his age is nearer the addition of the two age groups not between them!

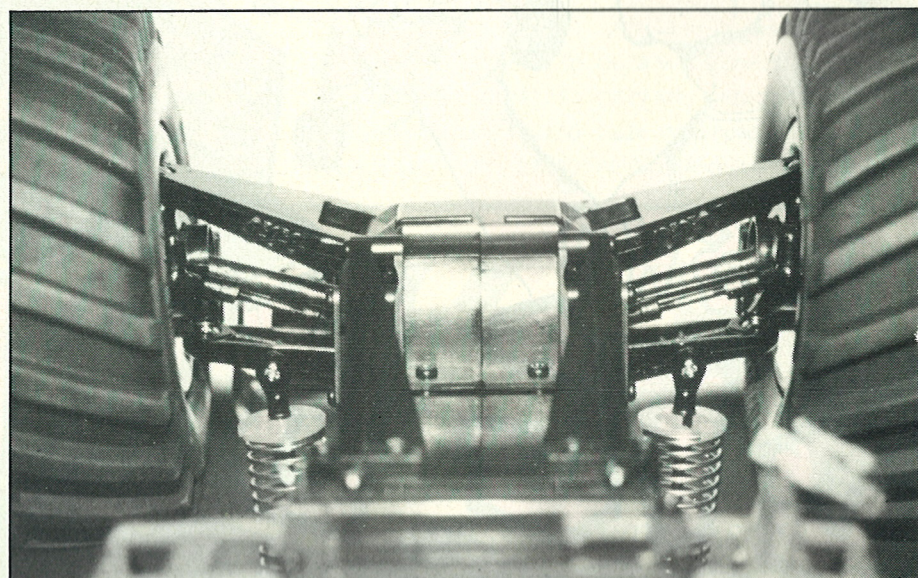
The call turned out to be genuine and there is a programme going out in the New Year on ITV specifically aimed at the 17-25 year age group and one of the programmes will deal with motoring, that's where the model not toy cars come in. Model car racing' be shown as will real car crushing trucks



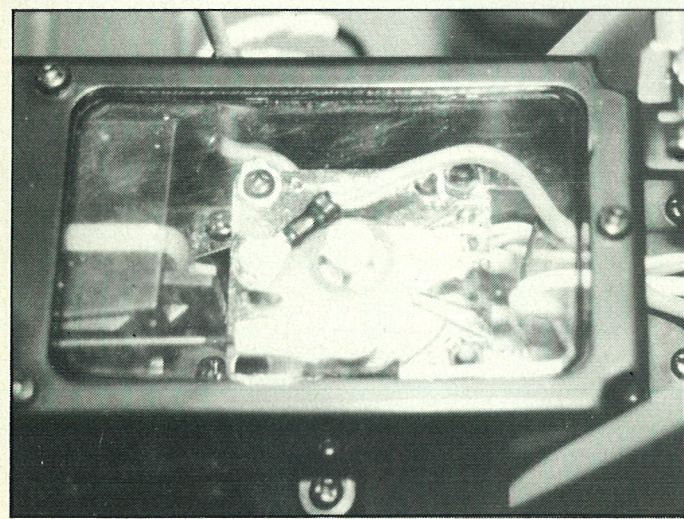
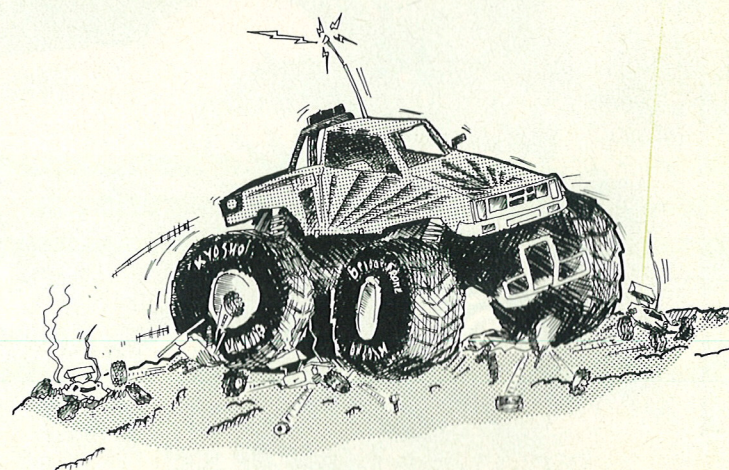
A thoroughly marvellous paint job by Mr Airbrush Darwell.



The motor is well protected against knocks and bangs by this sturdy guard.



Upper and lower wishbones make sure the Big Brute goes where you point it and nowhere else.



Speed controller is well protected from the elements by shrouding inside its own waterproof container.



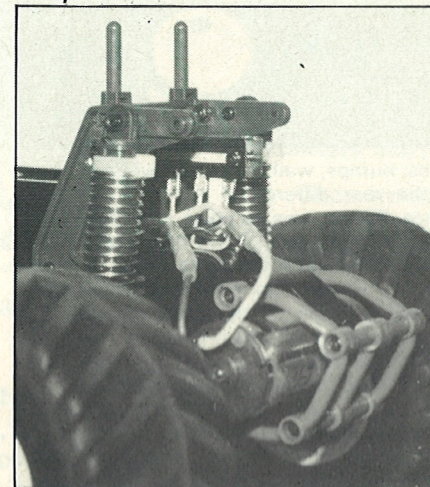
The Big Brute poses, showing off its body beautiful.

tion, the body by a large white front bumper and black anti-roll bar, the motor by a plastic cage.

'How Do We Build It To Last The Distance Henry'.

Building is straightforward and should present no problem to the first time buyer, all the parts are large and a small cartoon

Rear body mounts, note spring tension is adjusted using cable ties. The motor is well protected.



similar to those we have seen on TV from the States, where a standard pick up truck is customised by raising the chassis to such a height that a ladder is needed to get into the cab and fitting the largest and widest wheels possible. The latest phase of the craze is to fit wheels so large that the car crusher can float and be driven on water. The producer when he learnt that there were model versions of the car available was most interested and asked for as many as possible to be at the TV studio.

Phone calls were made to importers and model shops to borrow any model car that could be classed as a 'crusher' when I phoned Ripmax who's range of cars tend to be aimed at the competition end of the market I was surprised at their reply to my enquiry, it was 'How would you like a Big Brute', I am sure Benny Hill would have made much more of a reply than my 'Thanks, what is it?'

'Nice One Henry'. 'I Think So Too Kevin'.

Big is beautiful so they say, we certainly have the biggest Kyosho car yet and with their race pedigree we may have the fastest crusher as well. Even with beauty being in the eyes of the beholder I cannot say it is the most beautiful Kyosho car, but I can say it's the most impressive with the sheer size of the wheels and tyres dwarfing anything I have seen before.

'Open The Box Henry'

The packaging and presentation would do justice to Henry and Kevin's favourite body deodorant and the box thankfully does reflect the size of the model because if it did your local model shop would need a warehouse built adjacent to it. On opening the box it is completely dominated by the four huge wheels which are 138mm in diameter and 80mm wide. The rest of the car is either packed in labelled bags to simplify construction or in bubble packs with each item individually labelled.

'Is It Going To Score Kevin'.

It's bound to score with a specification that gives fully independent suspension, four large friction shock absorbers, a powerful Le Mans Stock Motor and a three forward and full power reverse speed controller. The ABS box-beam chassis fully protects the radio gear and gives the car a massive ground clearance. Both the body and motor are provided with adequate protec-

Handling, despite the enormous tyres is quite good.



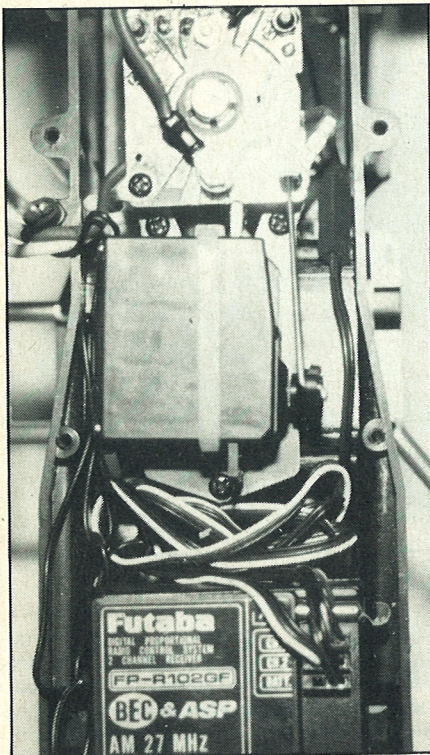
View from a position of dubious safety!



character in the instruction manual points out the important steps. Grease and an allen key are supplied but a small Phillips and slot screwdriver is needed along with pliers to build the kit. The Brute's speed controller is the well proven Optima unit and is equipped to be used with a B.E.C. receiver. If you do not have a B.E.C. radio receiver there is a dropping diode on the controller to power your receiver and servos.

'Will Building Take Us Into Extra Time Kevin'.

Although the car is large it is quite quick to build, taking only a couple of evenings, there are no tricky parts. As with any plastic car, care must be taken not to overtighten the screws and also that the screws used are the correct length. The one part of construction which is different to all other cars that I have seen is in the positioning of the motor pinion. The pinion is fitted with the teeth nearest the can with 1mm of clearance between the teeth and the can. The box of the pinion (the part with the locking screw in it) is outermost, convention is that the pinion is normally fitted the other way. One part of the construction was time consuming and that was putting a thread in the plastic track rod ends. I found the easiest way was to first of all screw in one of the self tapping screws and then a 3mm screw. This has to be repeated for all sixteen of the



Top cover removed to show speed controller, servo and receiver, notice how the battery holder swings for easy access.

track rod ends. Tie rods with the track rod ends are used to locate the rear suspension, the instructions could be clearer, so to save you working it out, the lengths of the two required are 55mm and 39mm respectively. Two 53mm track rods are used for the steering.

'A Body Like That Will Need A Lot Of Spray Henry'.

A car which is so outrageous and is customised in real life needed a paint job to match so real life custom sprayer extraordinaire Pete Darwell once again came up trumps. He has made such a beautiful job of the body I will keep it for display purposes and not drive with it on and risk damaging it. I obtained a second body to use when running the car. Prior to painting a modicum of preparation is required, first of all wash the shell thoroughly with a little detergent to remove any greasy finger marks or smears and then allow the shell to dry. When the shell is dry mask off the windows and spray the inside of the body, let the first coat dry before applying subsequent coats. Once you are satisfied with the result remove the window masking and apply the transfers. Position the transfers prior to removing the backing so you know exactly where they are to go. When you are happy peel back just one end of the backing and then remove it slowly, this should ensure there are no air bubbles underneath. Fit the roll over bar, spot lights, wing mirrors and radiator grill and you will have a body you have prepared yourself and feel proud of.

'Lets Splash It About Kevin'.

Track testing or should I say track destruction took place at a South of Watford meeting on the South Coast. A test drive of the car was offered to any driver who had a charged set of cells. The interest and

number of people who wanted to drive the car once my son Robert had given it a couple of laps was surprising since the meeting was a competitive race meeting and drivers should have been preparing their cars for the finals as we were using the break whilst the finals were being sorted for the test.

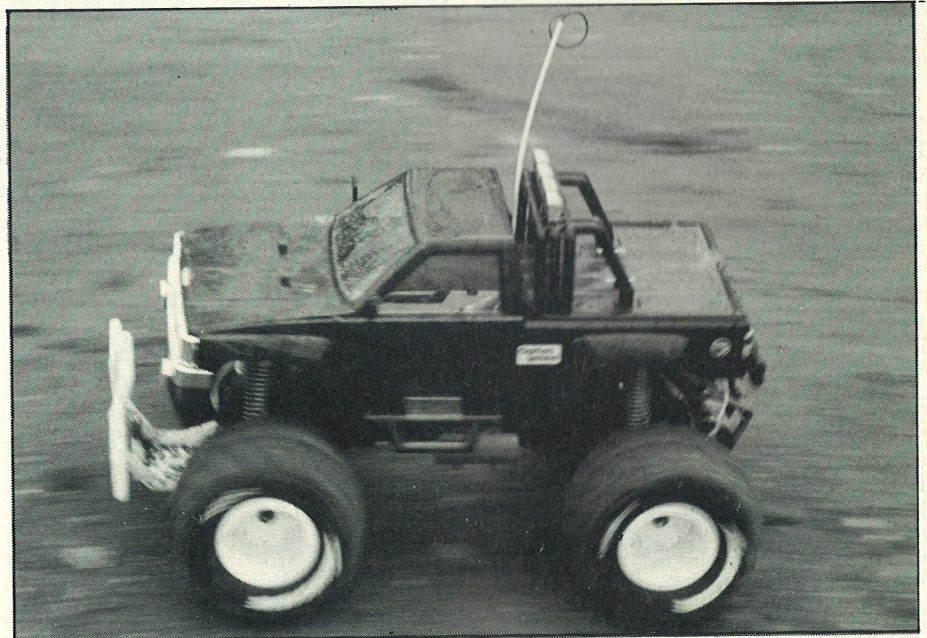
We were disappointed at the slow speed of the car until a very observant ten year old noticed it only had two speeds, adjustment of the trim gave the car its third and top speed. The turn of speed was then very impressive and the four inch track markers proved to be no obstacle for the large wheels.

The two wheel drive system coped with

would be happy if the finals were cancelled as the Brute had been the most enjoyable part of the day for him. This action by the father of a boy who allowed his expensive racer to be driven over by a crusher shows that a lot of us have forgotten what fun can be had from R.C. cars. The Brute with its large soft tyres does no damage when it is driven over another car. The car each time it has been driven has caused interest and continues to be the centre of attraction every time we give it a run.

'Looks A Heavyweight To Me Henry'.

Weighing in at nearly 6lbs., and the speed at which it can travel means it possesses a



holes, bumps, wall bricks and with the help of the rear differential turned on a six-pence. Robert was so taken with the Brute he challenged one of the finalists to race his Optima against the Brute. It was no contest until Robert took a short cut across the in field clearing all the track markers by either going over them, through them, or just smashing them out of the way and then waited for the Optima, crushed it flat, and then swore blind that the Optima driver crashed when trying to overtake!

Body jumping proved a popular test where the Brute was driven up the ramp to see how many juniors laying flat on their backs it would clear. It cleared the first youngster, landed on the seconds stomach and drove on over the next two bodies. Rather than put people off, the queue to be driven over got larger, what a peculiar lot of people model car enthusiasts are!

By now we had got carried away with all the things we could do with the car and Robert had another set of cells charged and was enjoying playing to the audience by putting it in reverse and then into forward speed to pull wheelies down the straight, he then went over the top literally. A junior final was being lined up and Robert asked the drivers if he could drive his crusher over the line up of eight cars, they all agree, (I told you what a peculiar lot racers are) he then drove over all eight cars and was told if he pulled that stunt again he would be banned from the meeting.

One of the fathers of a finalist sprang to his defence and said in his opinion he

lot of kinetic energy when driven on full throttle, so make sure it does not hit anyone. If you decide to do body jumping like we did when testing be careful where you land it. 6lbs., of Big Brute falling onto certain parts of the body can be very painful and do a lot of damage, so take care. I would suggest that this type of fun should be attempted when you are an experienced driver. What a pity there is no formal type of competition for this type of model as the formula could be limitless if sufficient imagination was to be used. A very interesting circuit could be constructed with obstacles such as ramps, mud, water filled gullies and hill climbs. Five minutes of spectacular racing would be provided for both drivers and spectators alike. How about it, secretaries of car clubs, is there sufficient interest, are there cars in numbers enough for competition of this type of will these cars just remain fun vehicles which will only be seen in back gardens or occasionally at the local park?

'What's The Result Kevin'.

'The cars knock out Henry'. For the racer who has some spare cash it will give him a different kind of enjoyment to that of racing. For the person who is not interested in the competitive side of model cars it will provide hours of fun be it in the garden or local park. To sum it up it's strong, it's big, it's fast, it's easy and quick to build and above all its fun.

Available from Kyosho dealers and Ripmax stockists everywhere.