

This all started back at the 1/10th scale World Championships at Romsey. Walking through the car park we came across a well-loaded Volvo estate, under all the 1/10th scale paraphernalia was the new pre-production Kyosho 'Burns' off-road car.

We asked for a closer look and 'hey presto' out of the Volvo it appeared. This all-new buggy from Kyosho looked very impressive so a few strings were pulled and arrangements were made for us to receive the first kit. After a few false starts over shipping arrangements, a quick drive down the A1 and around the M25 to Ripmax the Kyosho importer to collect the kit and a few of the 'Option House' up-rate parts.

The kit's presentation is very good from a marketing point of view, in typical Japanese style some of the parts were shrink filmed into place with the other parts bagged separately under the fancy inner box. The instruction book is well laid out and very easy to follow. Starting with the 'Option House' shocks, they went together well with the oil provided, surprisingly, however they were no 'Option' springs available, more on this in our track test report.

The front and rear gearboxes together with the centre diff are all fitted with the same internal and external parts, this will help with running costs. The diffs units are pre-assembled out of the box, but I had a look inside just in case the little man in Japan had forgotten something. But alas, all was well. The finish of all the diff items were most outstanding, they ran free. The diff units fit together lego style, all parts are marked left and right looking from the back of the car. Shimming proved simple as illustrated and the whole thing is held together with self-tapping screws, these can be very easily over-tightened, so be careful.

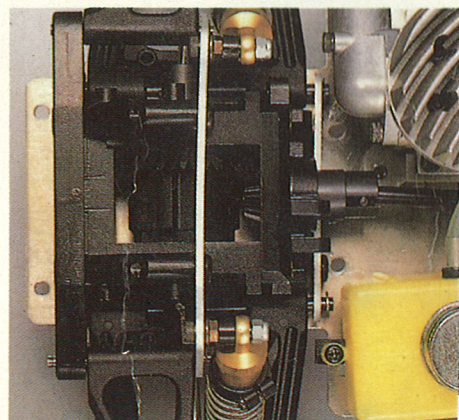
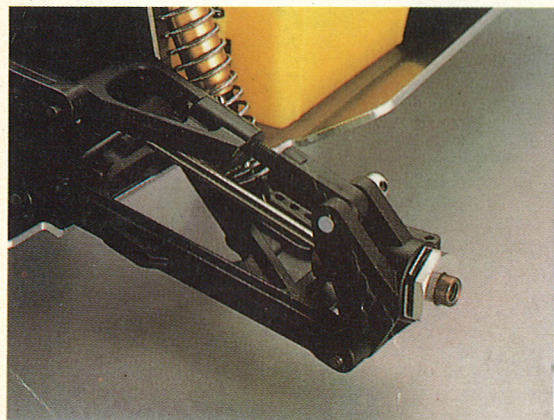
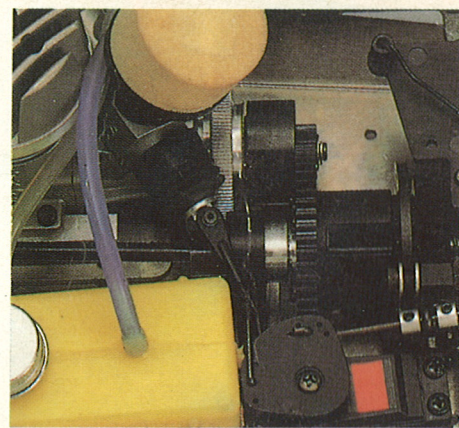
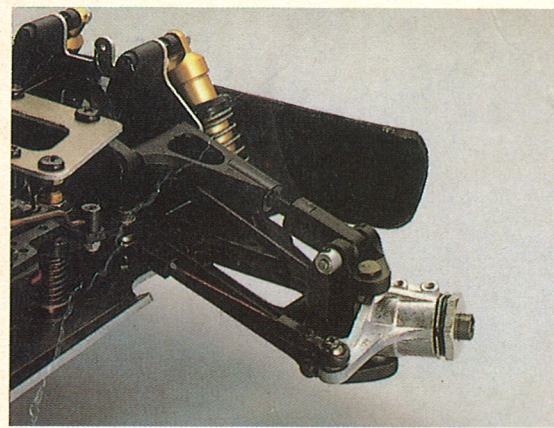
The fully assembled diffs are a dream with virtually no run out, to complete this area they even provide rubber seals to go between the diffs and chassis plates!

The centre diff unit, is held together by two small self-tapping screws which have to be removed before fitting the spur gear onto it. Longer screws must be used, if you miss this, you will strip the diff carrier.

Loctite and grease is provided in the kit. The Loctite is only required on the drive shaft coupling joints and the steering retaining pins. However, the grease I thought was a little too soft, so on our car I used open gear grease

BURN UP!

Ray Wilcox reviews
the latest Rallycross
4WD contender from
Kyosho



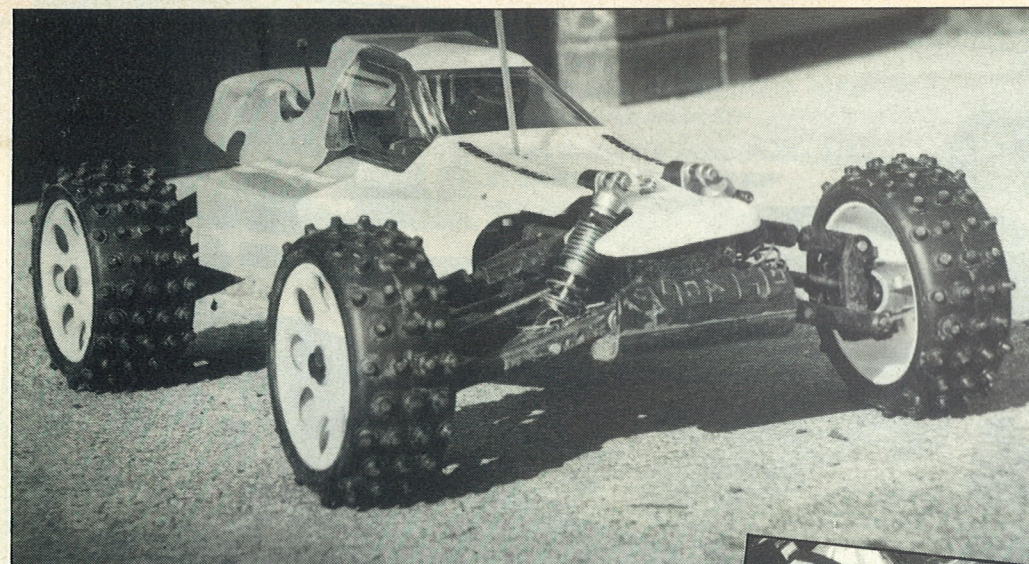
Top left: front suspension is via plastic wishbones - front uprights are aluminium. Top right: standard fuel tank has screw-on top which is not suitable for competition. Left: rear end is neat using ball and pin drivshafts. Right: diffs are easily got at through plastic removable covers.



which I have used in the past with no problems. It really holds on to the grown wheels at speed. While fitting the rear diffs together we slipped in the 'Option House' part no. BSW 1 & 2. Harder crown wheel and pinion as this will be taking most of the punishment during racing.

The Up and Down Bits

The suspension assembly is simple if you follow the instruction book. The wishbones are well designed with all the stress areas either fluted or rounded off to give extra strength. Assembly can be made on to the diff units before fitting to the chassis, this will mean that at trackside the diff and suspension units can be changed by just removing four self-tapping screws. A helpful point in a long A final. We found on fitting the suspension pins, they were a little long, especially the lower wishbone ones, so we made 2 small 'O' rings out of fuel tuning and placed over their ends to stop them moving back on to the steering arms, a small point but if they moved back too far the steering would become locked.



too grippy on grass, so down a size we went and a smaller stud with a softer mix or rubber (sounds like F1 racing) but it worked. Testing the car in the dry the harder mix type was better with small studding but in the wet the narrow type with

Below to bottom: front suspension uses 'Option House' dampers. The correct manifold is available to suit any engine to be fitted to the burns. Bottom: Engine sits well back in car - note long stroke shock absorbers.

Surprisingly there are no flats on the suspension pins which are held in place by collets, this I would have thought would be done in a kit which is so high in detail. This also goes for the brake rods.

Turning Bits

The steering servo savers are again pre-assembled and with the rods go together easily, as with the centre brake assembly. The disc brake fits over the centre diff with the calipers mounted on the bearing pillar. A very easy to understand assembly with all holes lining up without any problem.

Radio Installation

The radio plate even has a little top on it for the battery carrier and well placed holes for the straps, good ah! The steering servo also fits into this plate, together with the on-off switch and aerial holder. A very neat assembly which if required can be removed by four screws.

The round black bits

After assembly on the car we looked at the optional parts list and found that *Kyosho* offer 3 tyre options for dirt-sand and grass running in two widths. This also goes for the front. This just shows how provisional the *Kyosho* back up will be.

The kit comes complete with a silencer which cannot be used here in the UK due to noise level restrictions. Also supplied are universal engine mountings for OS and OPS motors with a 2 pin clutch to fit. For users of this later engine you will require the 'Option House' manifold, part No. BSW16 this also comes with the flywheel for the motor.

The fuel tank which comes also, will be only suitable for clubman levels, if you were to enter the car in BRCA events then an alternative competition tank top must be fitted with a quick-flip top. This high quality kit will make quite an impact in the forthcoming BRCA National meeting, and is expected to be very competitive as its weight is well under 7lb fully assembled.

With the 'Option House' parts which include competition chassis plates and many other little goodies available it's going to be quite a car. A full setting up and track test report to follow.

Track Tests

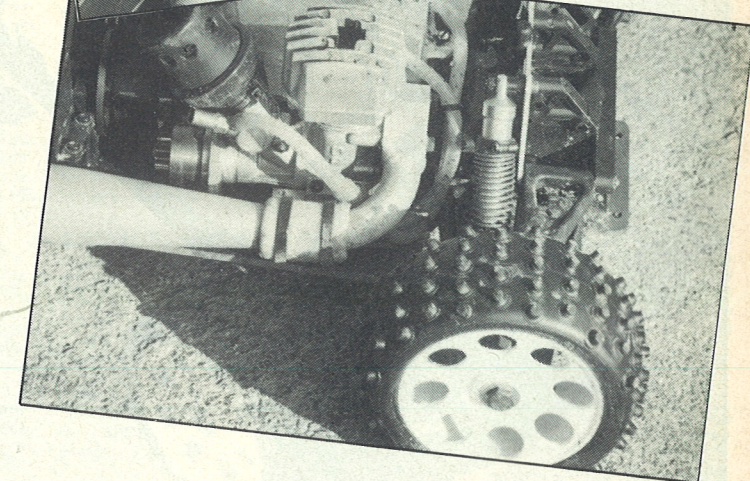
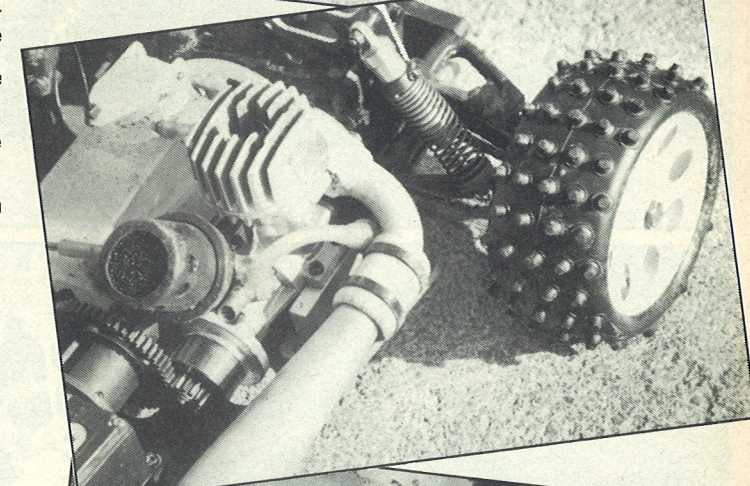
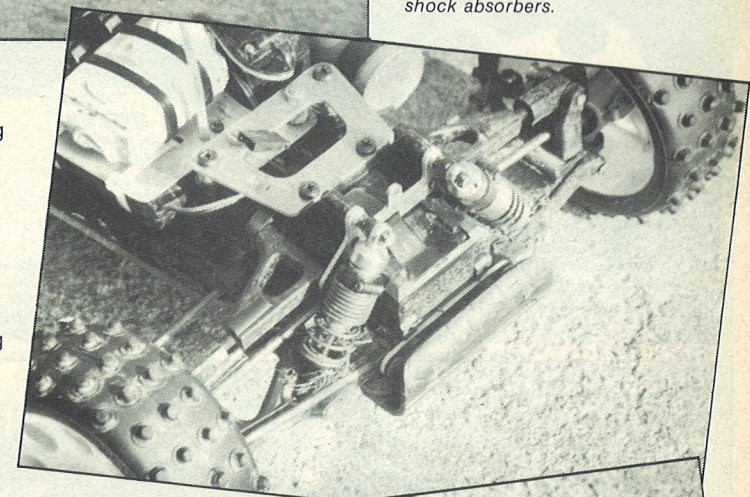
Down in the depths of Bedfordshire complaints have been received about a car going round and round a private track with fully protected from the cold, gallons of fuel and wheels and tyres of all colours and sizes piled high. A doctor was called and pronounced them as totally insane.

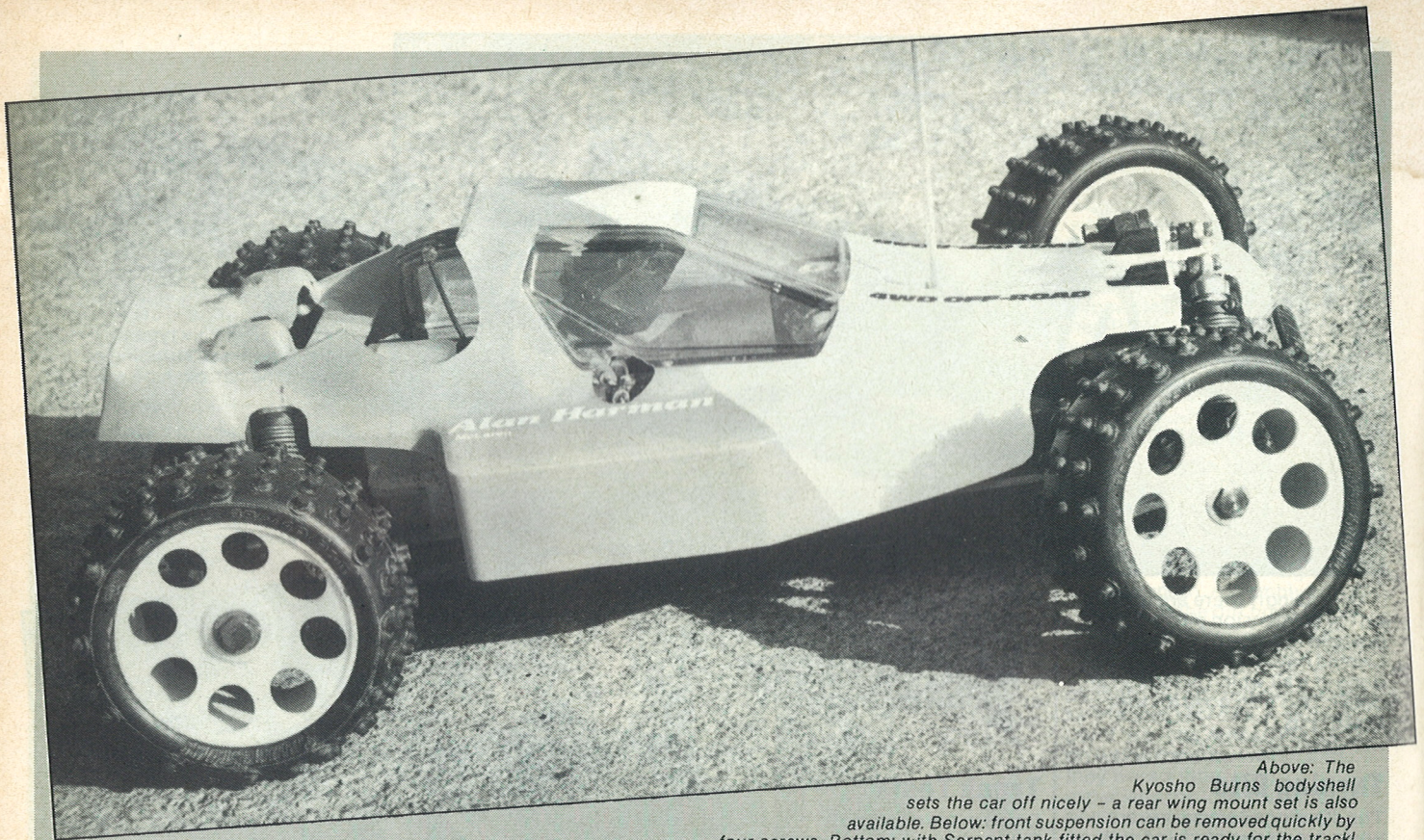
Straight out of the box the car was very very quick indeed. The power to weight ratio is very good, under 7lbs with fuel in the tank, it has to go well.

After a few high speed roll overs which any ie. dance judge would have given 5.9 for artistic impression, we set the car up with more negative camber than stated in the book. Also increased the toe out a little on the front wheels, that's better, we were now lapping well. However, the springs seem to be a bit hard so around to my spring supplier and some progressive types were made up. After fitting them to the car it seemed to be more stable at high speed.

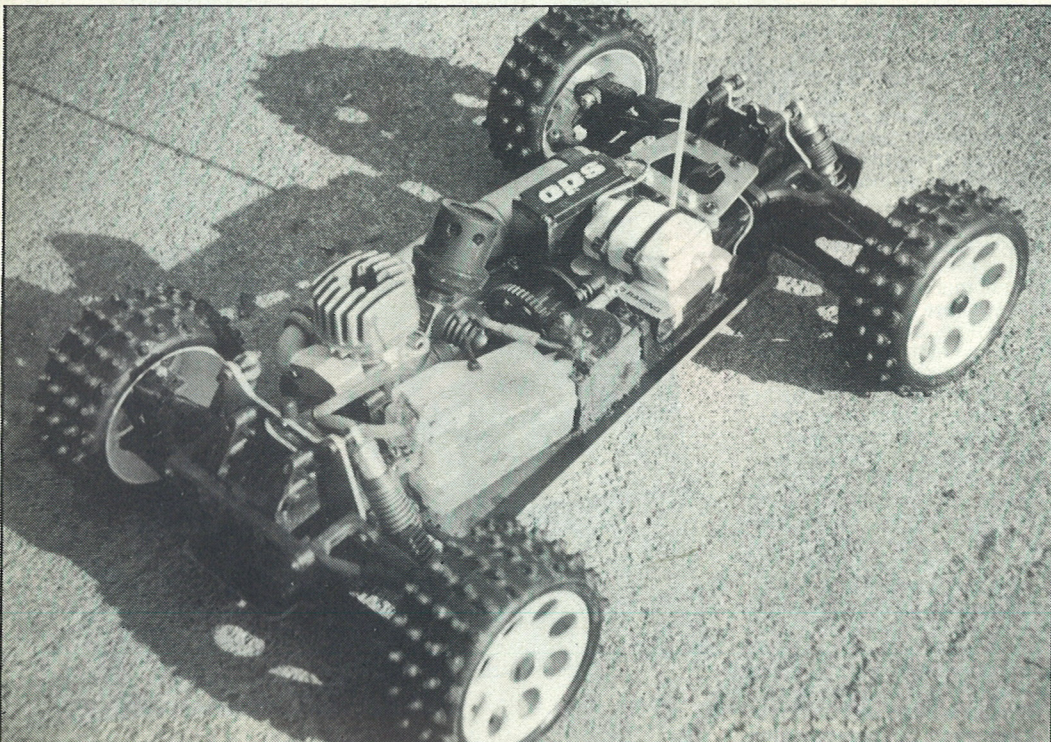
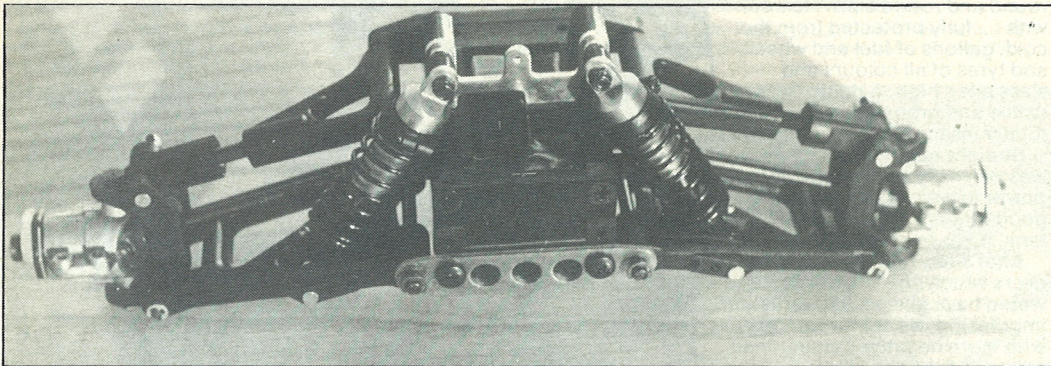
Out of the box came the wing kit (optional part) this improved things even more, but set flat, if not set this way, the front wheels were in the air for most of the time. On and off went the front and rear roll bars (further option parts). My fingers were getting colder but what the hell we were enjoying ourselves.

On hard driving we were lifting inside front wheels and with the centre diff loose this was proving a problem. So into the centre diff went some hard oil from *Kyosho* and further 'E' clips fitted to tighten the diff unit up. This more or less stopped the problem. Now the tyres, well where do you start with 3 options and 3 sizes to choose from. The standard stud on wide rims fitted similar to the PB type worked well on none grass areas, but proved a little





Above: The Kyosho Burns bodyshell sets the car off nicely - a rear wing mount set is also available. Below: front suspension can be removed quickly by four screws. Bottom: with Serpent tank fitted the car is ready for the track!



soft studs made the car handle very well indeed.

I must write down all these points or I will forget. Then came race day. At one time it was only gearing you had to record for each track, now it's wheels and type and size of tyre. All in all after 3 weeks of solid testing we were impressed only stripping one centre gear, because the engine came loose. Better than I ever thought possible and quick, very quick indeed.

Team News

From all that you have read you must have guessed that I am involved somewhere, yes, I have been talked into running the Kyosho 'Burns' team. More grey hairs!!!

T Tests

The team will consist of three full members. Leading with your Editor, Alan Harman and pro man for the BRCA. The second driver is unknown to me. His name is Stewart Wilcox who has been running the SKF Bearing car for the last two years. Then we have the old man of the drivers from the south west Mick Harney ex-Serpent man, who during recent testing in Bedfordshire was heard to say: 'I'm not used to using full throttle and it's a bit quick! The first reserve to the team, glamour boy of racing Tony Miller (ha ha).

So with hours of testing behind us I must say no breakages on the cars to talk about, I am looking forward to the 1988 season starting 20th March at Slough. See you there.

