

# On TEST

## KYOSHO CITI-RIDER MOTORCYCLE

The re-introduction of Kyosho's electric motorcycle kit coincides with renewed interest in two-wheeled racing

**W**hen I was asked to review the new Kyosho 'Citi-Rider' Electric Motorcycle I was to say the least, highly delighted. I have been running the earlier version, the 'Elec Rider' with varying degrees of success ever since it came out about four or five years ago. Since then I have been keenly awaiting an updated version of this machine.

Upon opening the kit you will find that it is almost completely pre-assembled. The frame, steering, swinging arm rear suspension, tele forks, gearbox and wheels are already together. This leaves only the Mabuchi 360 motor, speed controller (which incorporates progressive braking), dummy engine cowls, seat tank unit, fairing and front mudguard to be fitted along with the two-channel radio and it is a going concern.

I forget to mention the 5-cell battery pack and charger which are the only extras required apart from the radio.

I followed the building instructions implicitly except for one small modification which I will describe shortly. Following the traditional method of painting the lexan body parts on the inside I ended up with a very respectable looking model.

Fortunately a separate receiver battery is not needed as provision has been made to run the receiver off the main battery drive via a couple of diodes. This keeps the centre of gravity much lower. The only real care that needs to be taken during the assembly is when super-gluing the tyres to make sure they are fitted evenly and neatly round the rim. An extra pair of hands comes in handy here.

The modification I mentioned earlier is not imperative, but I have found it very useful when riding over small bumps. Dismantle the front forks and cut four turns off the springs, then reassemble with the bottom lock nuts upside down and only screwed on about 5mm. This gives a softer fork with more

travel and makes a significant difference in the handling.

The best way to start running the model is to enlist the help of a friend and find a playground or car park with plenty of open spaces. Pavement kerbs are absolutely fatal to this sort of model, it is like running into a four-foot high brick wall at 30m.p.h. despite the fact that this model is surprisingly robust and will take quite a hammering.

Get your friend to launch the model (preferably in a forward direction) and progressively open the throttle. If you have done everything correctly it will run in a straight line, balancing itself beautifully, ease back on throttle, 'ease' it into a left or right turn and accelerate to straighten back up and there you have it, you are on two wheels.

To sum up, this model runs much better than the earlier version and is very easy to control, I do not know if it is the lower centre of gravity or the semi-pneumatic tyres which make the difference, but is great fun and the possibilities are endless.

**P.S.:** It will also jump ramps, but do be careful.

Available through Ripmax stockists. Approximate price: £84.95.

Reviewed by Paul Jeffries.



Above: getting the Citi-Rider round corners is a simple question of leaning the bike over just like the real thing. Below: the Citi-Rider will even perform ramp-jumps, although practice in general driving is needed to ensure a two-wheeled landing.

