



The 'Double Dare' chassis is basically a plastic tub with identical front and rear gearboxes - radio and battery are both mounted in the tub.

of the chassis might be an accurate representation, but if there is a real 1:1 monster about it most be HUGE! It's the wheels of course, 146mm diameter in this case, that help make the DD look so big. Even so the chassis is over a foot long whilst the ground clearance is a full four inches.

On the box top and instruction sheet, *Kyosho* describe the 'Double Dare' as an Off-Road 'recreational' vehicle. This seems to imply the DD is not for racing, which having witnessed a monster truck race is obviously not true. I haven't seen drivers having so much fun as when I watched six various makes of crusher racing around a specially-constructed obstacle course. Over the course, over the other cars, around the bend and all at a reasonable speed too. What a difference compared to the mean, boss-eyed look of 1/10th scale buggy racers.

Building the 'Double Dare' however is not for the faint-hearted because with a specification like this there is bound to be some complication. Instead of the usual single motor and gearbox, the DD of course has two. The four-wheel steering system is another fiddly bit and instead of just four dampers there are eight to assemble and fit.

During the construction I found the sheer number of self-tapping screws a pain - mostly in my right hand - which was sore from continually turning a screwdriver. I don't think even *Kyosho* would recommend this car for a beginner or child to build on their own. Some experience of putting a radio control car kit together is a

It's incredible - and possibly true - but somewhere in America full-size versions of this beast actually exist.

Don't ask me how or why the craze for monster trucks started (Americans always have to be bigger and better I suppose) but one thing is for certain, Japanese model car manufacturers have got a serious thing about monster trucks, Cadillac crushers, big

feet or whatever you want to call them.

It started with *Tamiya's* 'Blackfoot' of course then came the 'Monster Beetle' and then *Kyosho* weighing in with their monster truck range until the big daddy arrived - the *Tamiya* 'Clodbuster'. An awesome beast with twin motors, four-wheel drive and four-wheel steering.

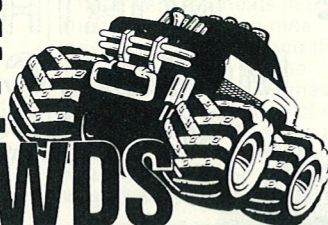
Surely it couldn't be beat.

Don't bet on it because lumbering across the horizon is a challenger for the all-pro, mega wheels title, this time from *Kyosho*, known as the 'Double Dare' 4WDs.

Comparisons with the 'Clodbuster' are inevitable because of the DD's specification. In the *Kyosho* car twin motors are also used, along with 4WD and 4WS to give ultimate car crushing ability although what sort of cars will be crushed is not clear (*Tamtech* perhaps).

Theoretically the DD is 1/10th scale and I guess the 'Datsun' body perched on top

## CAR CRUSHER DOUBLE DARE 4WDS



Model Cars builds

Kyosho's Kar Krusher

# DOUBLE TROUBLE

major advantage, either that or a large dose of self-confidence.

Logically though, the assembly is just the same as a conventional fun vehicle, you just need to repeat several key steps.

Because the DD is twin motor drive with one either end there is no four wheel drive system to contend with. The really important thing to remember in this case is to make sure both motors are wired up correctly. If not there could be some interesting handling characteristics!

The assembly begins with the gearboxes, both of which contain a geared differential unit. Only plain bearings are provided in the kit, so a generous application of grease to all the moving parts is essential.

You don't need to be a genius to discover there is an 'Option House' package of ball races available as an extra.

All the gears are beautifully moulded and the fit of the gearbox halves is perfect. On each side of the casing is a marking to denote left (B) or right (A) to make sure you get it the right way around.

You make two of these which means a lot of grease - you may need to lay in a supply of a lightweight type to back up the small amount you get in the kit.

The assembly of the suspension arms comes next which are complicated because both sets must carry drive to the wheels and steer them at the same time. Again look for the letter 'A' or 'B' moulded into the plastic to make sure each



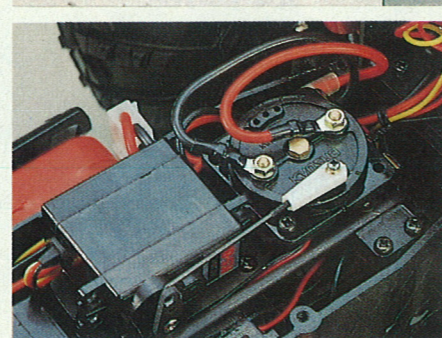
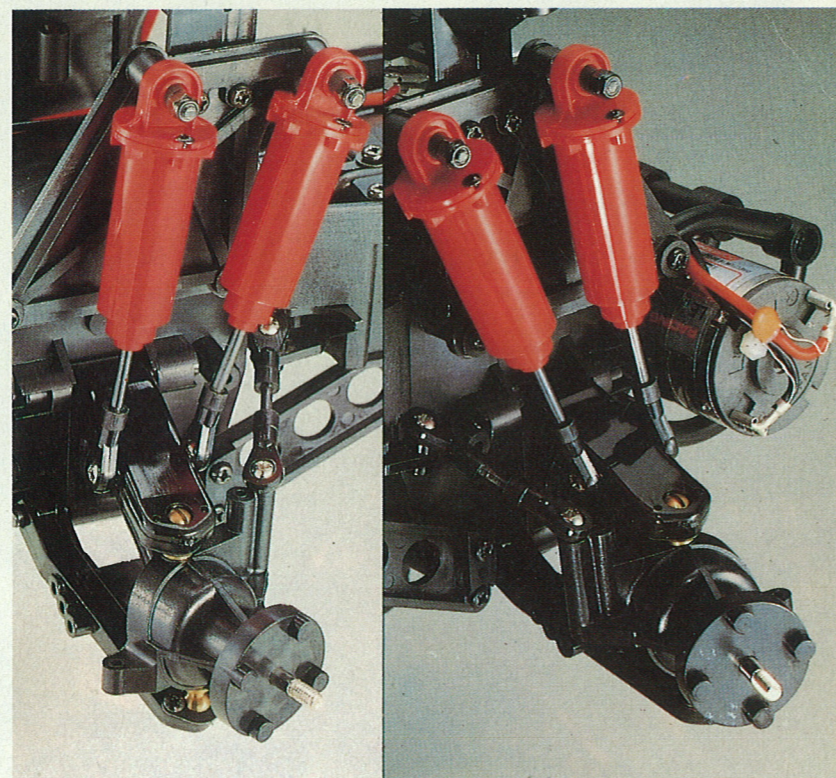
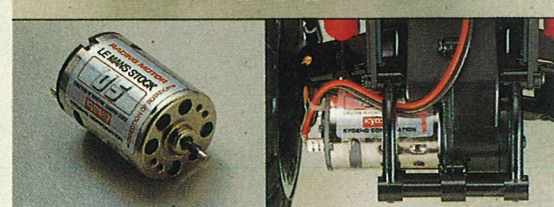
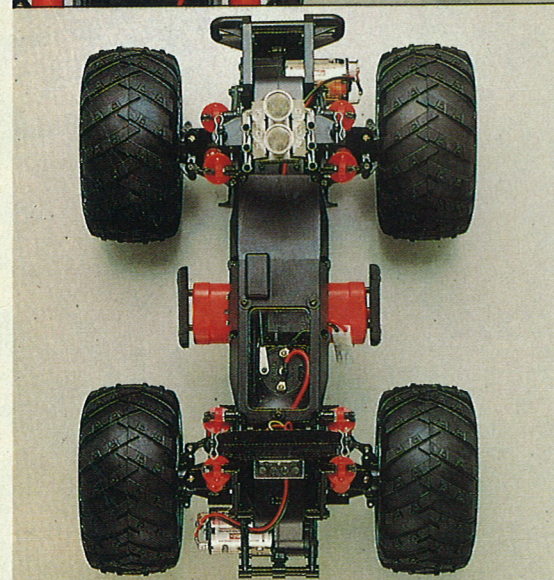
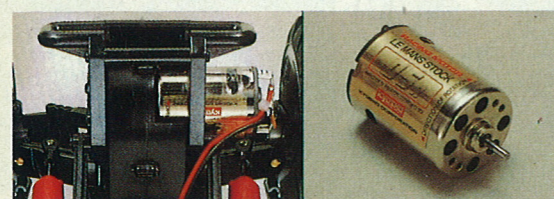
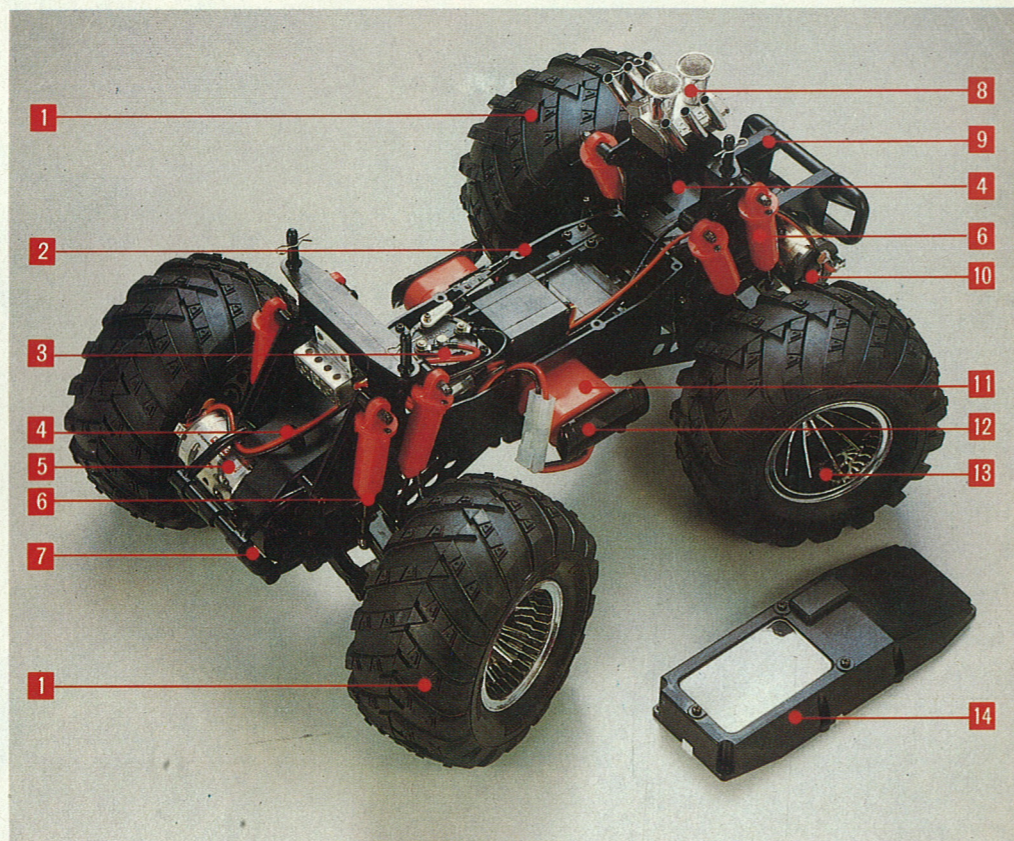


**MODEL  
CARS**

**CAR CRUSHER**  
1:24 SCALE  
1980-1985

**NISSAN**

1. The giant Double Dare tyres.
2. ABS plastic lightweight tub chassis.
3. Kyosho's high quality rotary speed controller.
4. Front and rear identical gearboxes.
5. The two powerful 05 stock Le Mans motors.
6. The Double Dare uses eight red shock absorbers which include the springs.
7. The rear of the car is protected by a motor guard.
8. Just for fun - a chrome V6 is included.
9. Front bumper moulded from tough nylon.
10. Second 05 Le Mans Motor.
11. 7.2 volt Ni-cad battery.
12. Battery clamp holder.
13. Nylon 3-piece chromed wheels.
14. Cover which protects the radio equipment complete with clear lexan window.



The various bits and pieces which go together to make up the Double Dare - including close up of the Le Mans two 05 stock motors.

side has the right parts, facing in the right direction.

Each of the knuckle arms has a ball-joint top and bottom which fits into the upper and lower wishbones. Although the instructions don't show it I feel a small blob of grease in each joint will make things work more smoothly. The wishbones are big, chunky affairs which look strong. The ball-joints on the other hand look quite small and not nearly big enough to deal with the weight and force generated by those massive wheels and tyres.

The ball-joints simply self-tap into the plastic of the knuckle joint and in the unhappy event of a major collision could rip right out. There isn't really an answer, except to be extra careful when screwing in the ball joints so that they go in straight and do not mess up the threads. Both gearboxes bolt onto the chassis next with yet more self-tapping screws. To add strength and rigidity, support bars fit in between the gearbox and chassis.

In a nice touch Kyosho have the plastic chrome silver. Next on are the four sides of the steering and suspension system which pivot on the sides of the gearboxes. Make sure the suspension shafts run smoothly in their pivot holes. Again make sure you get each side fitted to the chassis correctly, facing in the right direction and up the right way.

Now that the basic chassis is ready the radio equipment can be fitted. The throttle servo and speed controller is fairly straight-forward but the steering servo and linkages requires a bit more thought.

The steering system uses a sort of rack and pinion style set-up either end linked by a single piano wire rod. Through slots in the chassis, two plastic bars or rods slide in or out. Either end of the bars there are ball-joint pivots fitted, onto which fit the steering track rods.

The steering servo is fitted with a heavyweight servo saver which for this type of car is essential. On the front of the saver is a metal stud which slots into the front steering bar so that when the servo output rotates it pushes the steering rack from side to side.

The front to rear steering link transmits the movement to the rear wheels which turn in the opposite direction. This is correct so don't try to get both sets of wheels pointing in the same direction because if you did - and I don't think you can anyway - then the car would move sideways like a crab.

The steering track rods must be adjusted so that they are all the same length otherwise the DD will not run straight. Fitting the drive shafts comes next which requires the top wishbone to be unhinged so that the shafts can be inserted. Next up are the dampers - all eight of them.

You can thank your lucky

stars that they are not oil-filled because the mess and confusion in trying to get them all filled properly and working identically would be horrific.

Having said that there are oil-filled dampers on the Option House list, but rather you than me mate!

Four of the dampers have shock springs fitted inside them to provide the suspension movement. The others have rubber tubing inside them which must be cut to the correct size from a single length. These act as suspension 'stops' and stop the car from bottoming out. The four dampers with the springs are longer than the others so pay attention and don't get them mixed up. The dampers are moulded in bright red and are extremely chunky. Two each side look really over the top!

The shocks bolt to suspension mounts with the long type fitted inside. Make sure they are not bolted on too tightly otherwise the suspension will be stiff.

The instructions carry a warning telling you the motors are not identical and must not be fitted incorrectly. Actually it is quite easy to get them right because the motor at the front has a gold label, the one at the rear is silver.

Getting the gear mesh right is also very important because with two motors revving away there must be as little conflict between the two ends as possible. If the gears are not meshed smoothly then the teeth on the differential gear will wear out quickly or even break off.

The last two major areas of the assembly are fitting the wheels and the bodyshell.

The wheels are also plated chrome silver and really look 'custom-built'. The tyre tread pattern is different from side to side, but fortunately a big arrow on the outside of the tyre points in the correct direction of travel. When put together the wheels and tyres are massive - which is exactly how they are supposed to be.

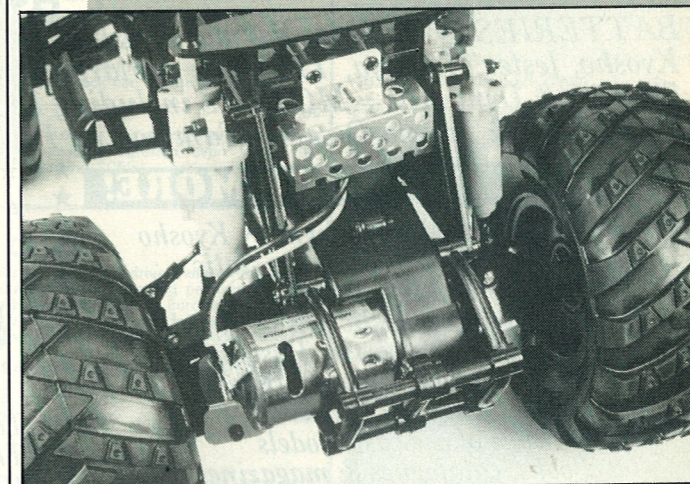
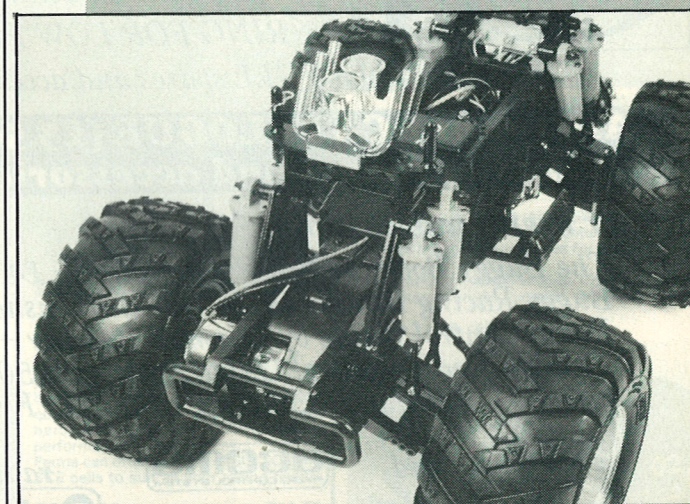
The bodyshell is the only 'standard' size thing about this car and sits on top of the chassis like a hat. The 'Nissan' truck body is quite nicely moulded, although from fairly thin lexan, and is fitted with front and rear bumpers (chrome), roll-over bars and lights.

A smart decal sheet will add to a really nice paint job, so why not try a custom spray job to really set the DD off.

Another neat touch is the chrome silver engine cylinder head which pokes through the front bonnet.

Before you actually run the car make sure you go through the spot check shown in the instructions. This is to make sure the throttle and steering is working properly.

Finally charge up the battery and let it rip! But move a few things out of the way first



Top - Ready for the off - a nice paint job is easy with the very good decals supplied. Above and centre: Close up details of the mechanics - lexan covers are provided (not shown) to protect the motors.

otherwise they will either get climbed over or crushed.

Despite the increased weight against a conventional 1/10th scale buggy, the 'Double Dare' is pretty rapid because of the twin motor drive. Going around corners required rather less speed because if taken too fast the car tips over. The weight of the Ni-Cad battery packs is set

low down and this helps a lot. The 'Double Dare' goes over anything (well almost) and the best idea is to set up an obstacle course to test its performance and your skill. RCMC will be bringing you an update report on the 'Double Dare' in a future issue. LOOK OUT!