

GOR-VETTE!



Lewis Eckett

keeps his eye on

the crushing

scene

It shouldn't happen to a Vette

Now didn't I say, just a month or two ago that monster truck racing just wasn't happening here in the UK? Did I say that? Did I? Really?

Well I suppose I should have guessed that somebody, somewhere out there would be having the time of their lives thrashing the big-wheelers round a track, over bumps and obstacles most ordinary buggies couldn't even raise a wheel to.

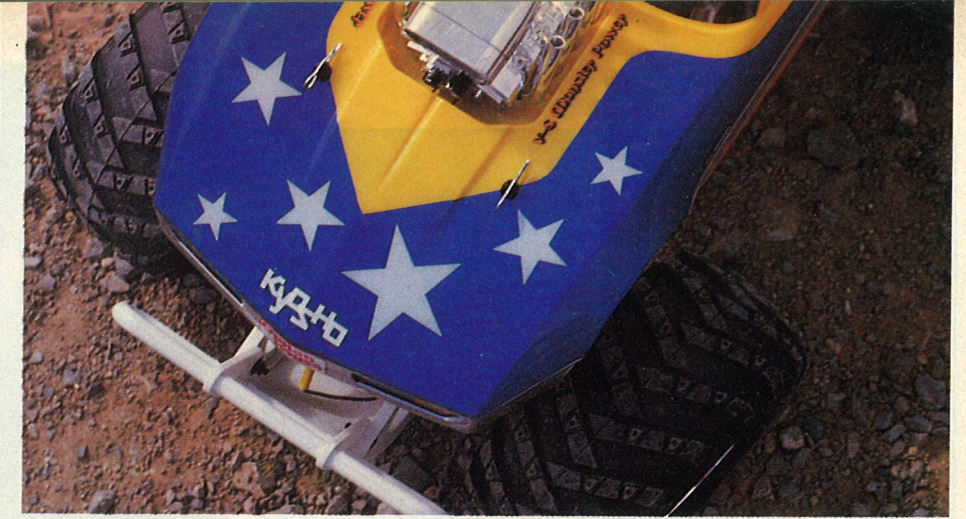
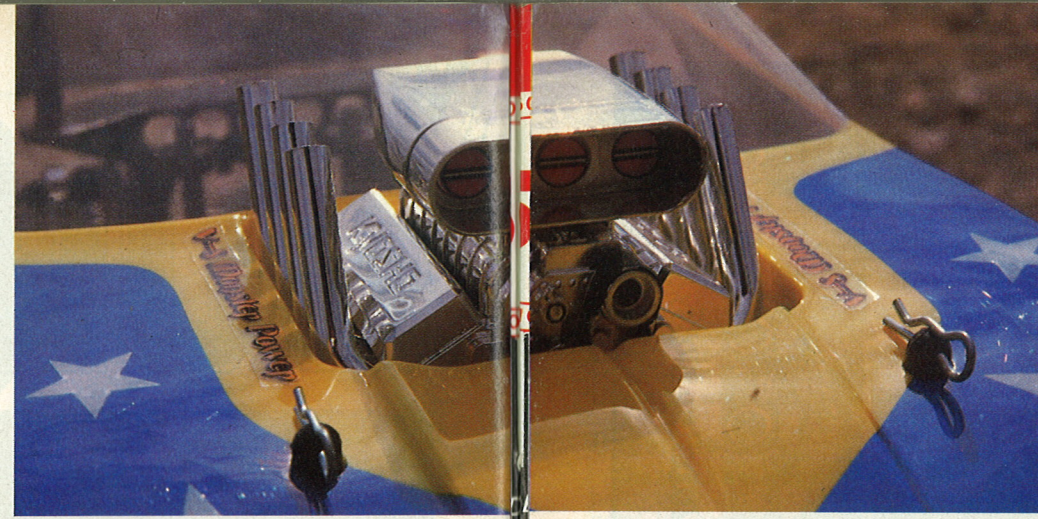
Well it appears there are quite a few nuts out there, tearing up the joint and generally enjoying their cars instead of worrying about raising a mortgage for the next hi-tech-super-turbo-mega-blast-racing-thingy.

You see these monster-bugs are fun, in fact the best fun you can have in years. They require very little effort to make them go well, have pretty good performance and generally look totally outrageous when they blast around a circuit. What more could you want?

The Wings and Wheels Show, which is held every year at the North Weald Aerodrome near Harlow in Essex once again hosted a racing car meet for racing cockroaches (sorry I mean buggies don't I) and more importantly a race for the big boys, car crushers, monster trucks and the like.

The organisers at Wings and Wheels built a special obstacle course with jumps and so on. Instead of an actual race the cars were timed around the course with the winner having the quickest time - obviously.

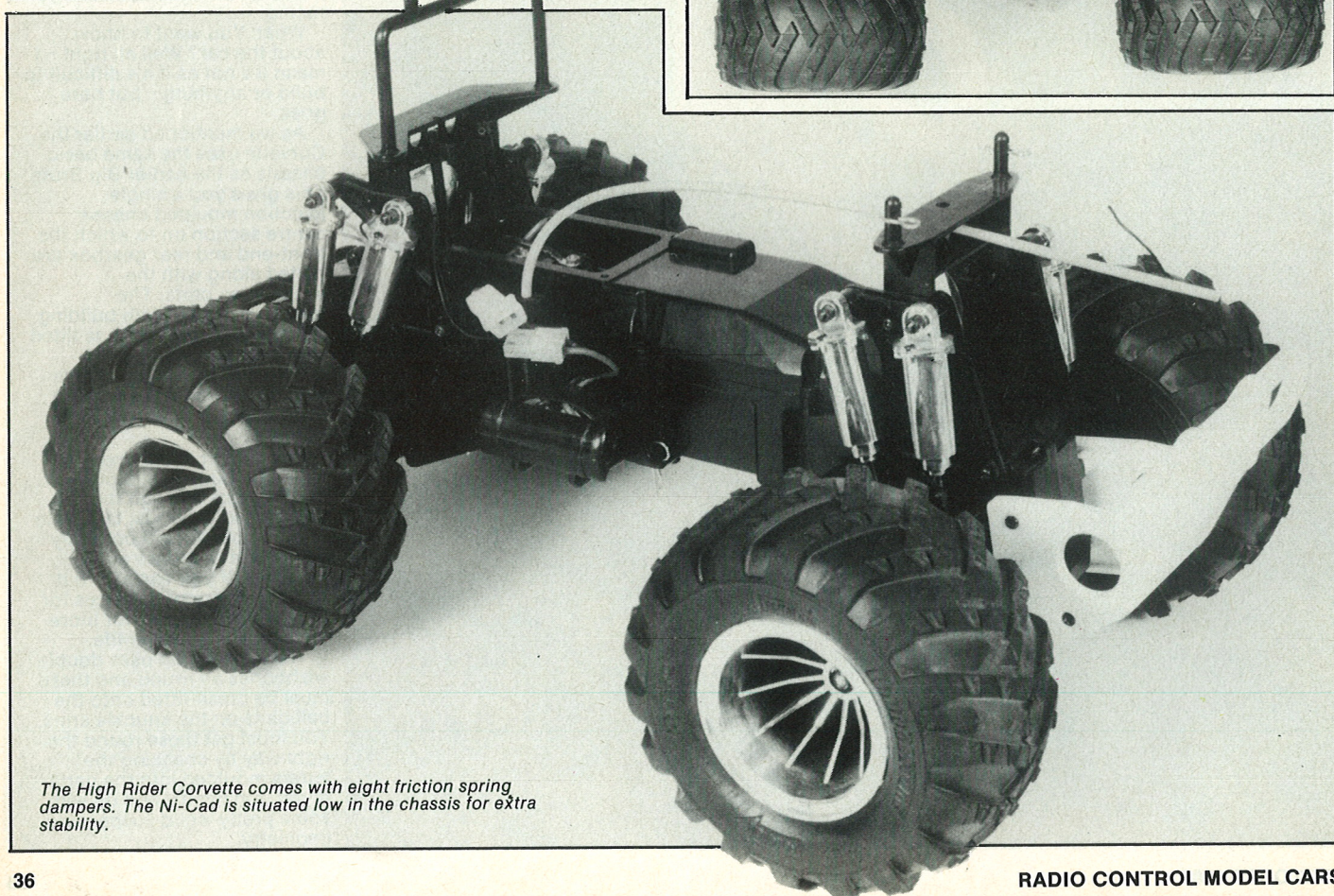
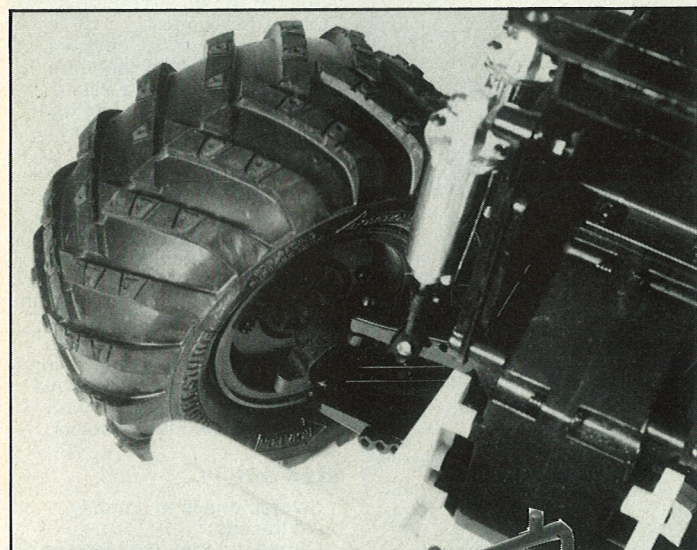
Just before the race the RCMC office received a kit from Kyosho that just had the editor reaching for his screwdriver. The Hi-Rider Corvette is the latest version of Kyosho's Big Brute using the same basic chassis but with a



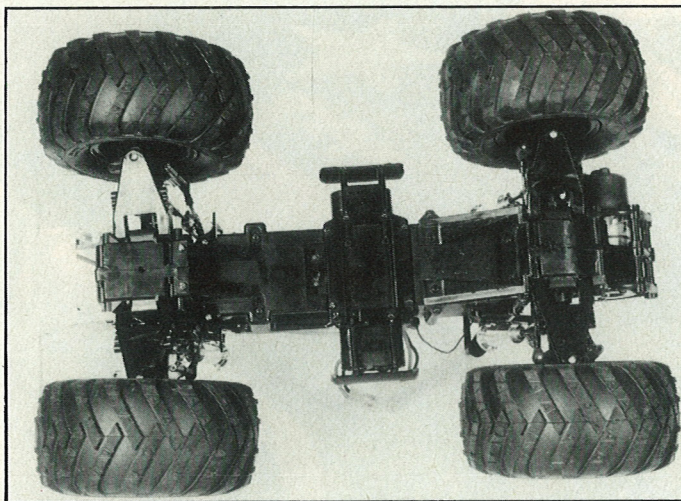
totally wicked looking customised Corvette body perched atop the chassis. "That's it," said the ed. "This is the car we will be racing at Wings and Wheels." Now when the editor says we - he doesn't actually mean him, it means somebody else has to get their hands dirty building it, somebody else has to write the review and somebody else often enough has to even drive the car. This is what is known as delegating the responsibility. Usually when all the work has been done the ed might decide to have a drive, or then he might not. We'll be over at the start line ready with the car, waiting to see if he wants to have a go. He'll wander over, think about, maybe scratch his head and then - if we're lucky - start to twiddle the old sticks.

Step one

So step one is to actually build the car.
 OK we did that, now let's go racing.
 What! You want to know about the car? Well all right - I mean it's not as if it's difficult to build or anything - but here goes.
 As we mentioned earlier the Corvette uses the same basic chassis as the earlier Big Brute. This gives you a single injection moulded chassis centre section on to which the front-end and rear gearbox are bolted along with the suspension parts. The instructions deal with building the rear gearbox which is fitted with a geared, limited slip differential, an essential item with the size of wheels being used to get the car round the corners.
 I would think that there would be quite a load placed on the gears through the gearbox so you must take time to assemble the diff correctly using a lot of grease as lubricant. If you can afford it buy some proper ballraces for the gearbox outputs for more efficiency and longer life.
 The suspension uses double wishbones all round and these must be press-fitted onto the balljoints on the knuckle arms. You must get these round the right way by checking the letters moulded into the parts. If you don't you'll end up with some pretty weird suspension geometry.



The High Rider Corvette comes with eight friction spring dampers. The Ni-Cad is situated low in the chassis for extra stability.



When the wishbones have been fitted to the pivot points on the chassis and the rear gearbox and front-end have been fitted you almost have a rolling chassis. The radio gear sits inside the chassis well out of harm's way and is not difficult to fit because there is plenty of room. The steering servo is fitted with a servo saver, again essential with the size of the wheels involved.

Under pressure

The shock absorbers are pretty basic but look absolutely great. Instead of being oil-filled the damper barrel has a small spring inside which acts on the piston. The damper barrels are chrome plated and you get eight of them all told, two for each corner.

The only other noteworthy aspects of the assembly is the fitting of the wheels and tyres (which is when you realise what a monster this is) and the painting and fitting of the bodyshell.

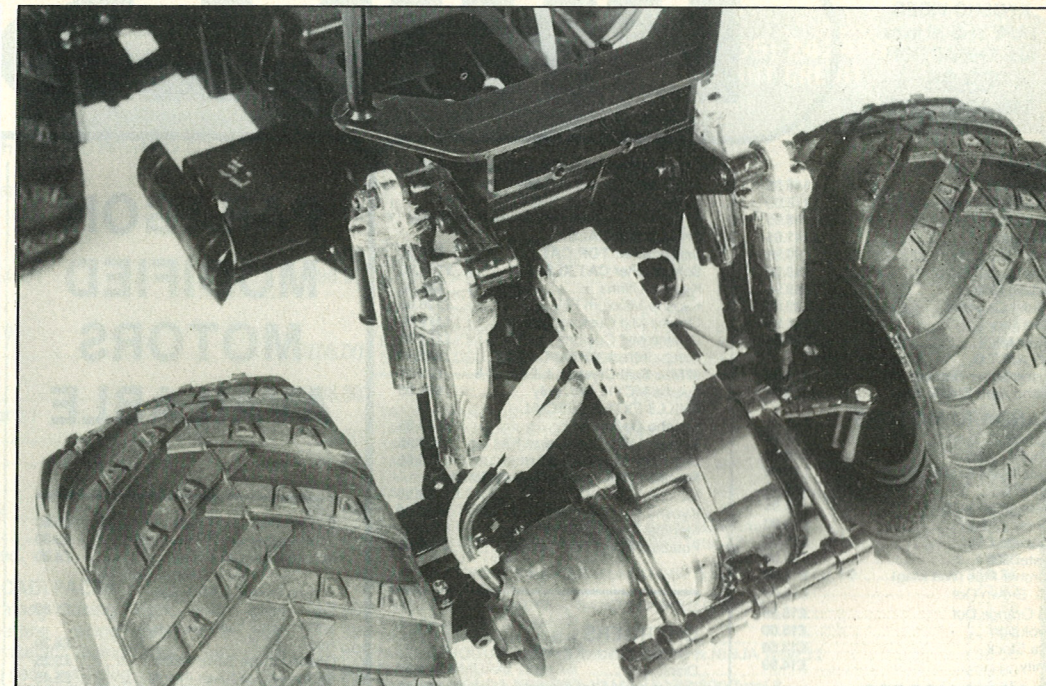
In fact the body, in my humble opinion, is the most important bit and as much time, if not more, should be spent on painting it than it takes to build the car.

There is massive scope for a full-blown custom job on this shell, bearing in mind the Corvette is one of the all-time classic American muscle cars. So it's worthwhile taking the time to produce a real custom job that does the car justice. Kyosho must also agree because the kit is supplied with a neat chromed engine stack moulding to stick on the bonnet, complete with air scoop and exhaust pipes.

The Corvette kit is supplied with a standard Le Mans 05 motor which should give more than enough poke. There will be plenty of time later to mess around with hot modified motors when we know the gearbox can take it. Because the Vette is rear wheel drive there will be a lot of power going through the rear wheels. The only thing that worries me is the plastic drive shafts which take the drive to the wheels. They don't look particularly strong and might wear out quickly - we will have to wait and see.

So we were ready. Ready to take on the other monsters at the Wings and Wheels show. As expected the editor didn't turn up - some European cockroach championship or something! Anyway Dave Shepherd, stout fellow that he is, was told to go and race the Vette at the show. "And don't come back unless you win," shouted the editor over his shoulder as he headed for the airport.

Well Dave is the sort of chap who does what he is told and around the obstacles and over the bumps, against the clock the RCMC Vette was quickest by a mile (well almost). What's more he even beat the number one boss Parma driver, George



The resistor sits at the rear above the Le Mans motor. Right: centre 'Tub' houses the radio equipment and three speed controller.

Land who is also an extremely stout fellow.

Actually Dave drove a very controlled time-trial with a car that had been well built straight from the box. The only minor modification carried out to the standard car was the fitting of ball races to the wheels because with the standard bearings the wheels do have an excess of 'slop.'

The RCMC Vette will be campaigned in future monster-bug race meetings - if we can find enough to go to that is. If you're planning a race - let us know.

