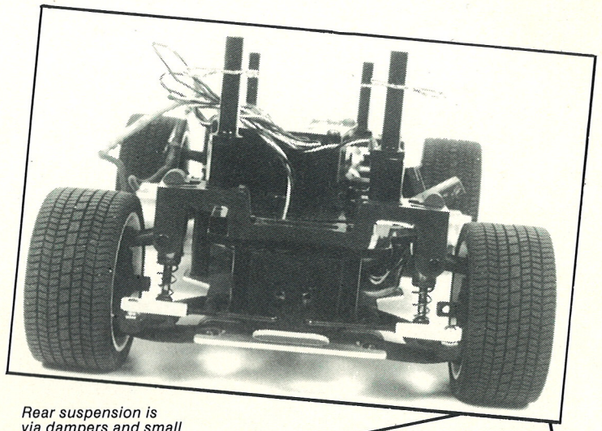
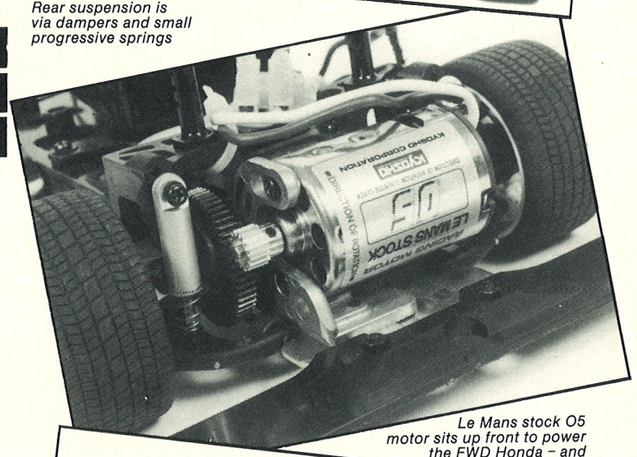
HONDA C.R.X KYOSHO

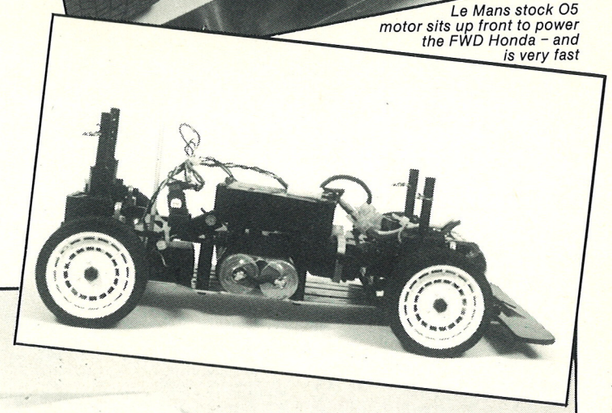
Jeff Driver has been building the front wheel drive Honda from Kyosho



Rear suspension is via dampers and small progressive springs



Le Mans stock O5 motor sits up front to power the FWD Honda – and is very fast



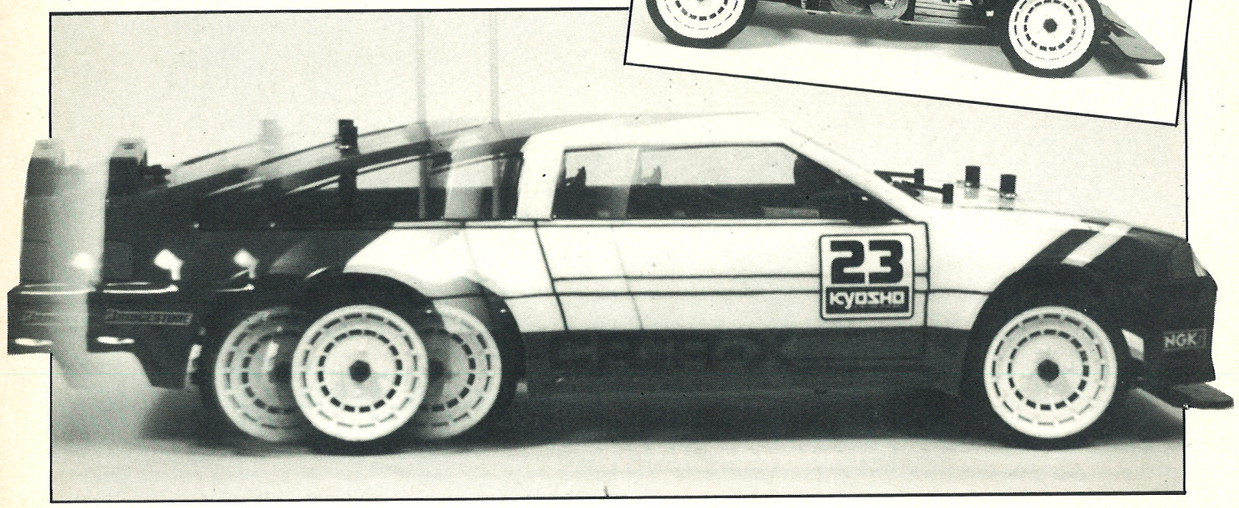
Every now and again the opportunity occurs to review something just a little different. From a personal point of view I like the chance to look at something other than pure 1/10th off road racers. From the buyers point of view I think it is good to see that there is something beyond 1/10th off road, 1/12 circuit cars and mini stocks.

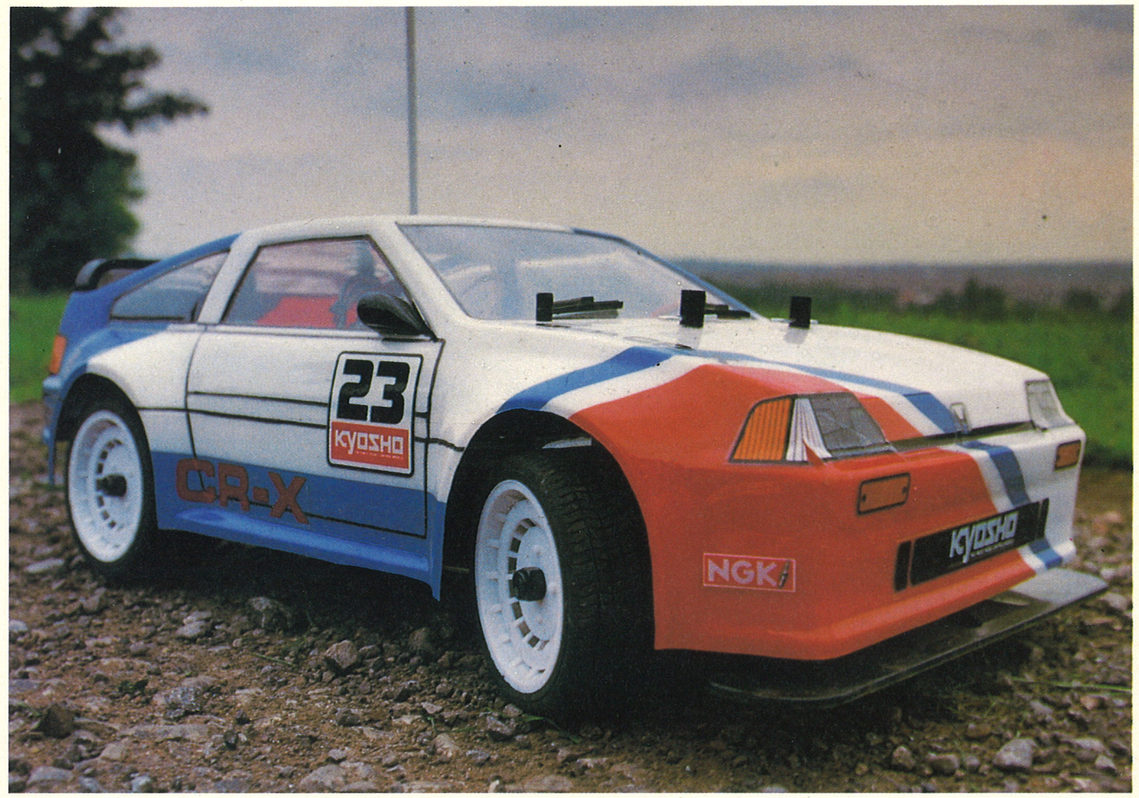
This time *Kyosho* have produced a 1/12th Honda CRX, with a detailed body, front wheel drive and all round independent suspension. If this car was to be put in or near any existing category then it must be that of 1/12th mini stocks. Experience has shown that in the past most 1/12th Mini Stock racing has been somewhat purist, not allowing anything other than one brand car to take part. If those are the rules then that is that.

However, taking a wider view, strict controls do stifle development and innovation, and I would dearly like to have challenged a standard mini stock against this car for comparison purposes.

Well let's see what you get for your money. Firstly the car has a stamped aluminium chassis, ribbed for strength. On this are screwed the identical front and rear suspension sub-assemblies. Each is held in place with four self-tapping screws. Between the front and rear suspension assemblies

Below: The Honda CRX follows the neat lines of the original.
Right: The chassis ready for the off – less shell.





and 28mm above the main chassis is the "mechanical deck" (*Kyosho's* words not mine).

Between the chassis and this upper deck are fitted servos, radio kit, batteries and speed controller. At the front of the car is the cross-mounted motor and transmission. The motor supplied with the kit is a *Le Man* "stock 05." This drives onto a plastic main gear (or crownwheel). Within this main reduction gear is the geared differential. Short stub axles connect to the front wheels by means of ball and pin universal joints.

The independent suspension is by unequal wishbones and small oil-filled dampers with integral coil springs. Steering is

taken directly from a centrally-fitted servo with the servo saver mounted on the servo output shaft. The use of common parts for front and rear suspension does mean that the rear wheels must be locked into position by tie rods to prevent rear wheel steering. The designers have taken the opportunity to provide alternative positions for installing the rear tie rods. This (it is claimed) will affect over and understeer.

Adjustable body mounts fitted on the suspension sub assemblies support the body.

I had the "Honda CRX" body, but an alternative is the "Peugeot 205" Turbo 16. It was very pleasing to be able to paint a model car that was intended to look like a real car. To complete the body there is a rear wing, rear wiper, front windscreen wipers and door mirrors. I know the purist will say who needs all that on a racing car, I must tell you that it all adds to the effect. If you really want to go for more, then working headlamps are available as an extra.

Finally, the white-finned wheels have authentic tread pattern tyres. Everything runs on plain steel bearings, and as might be expected ball bearings are available as an extra.

Building was straightforward

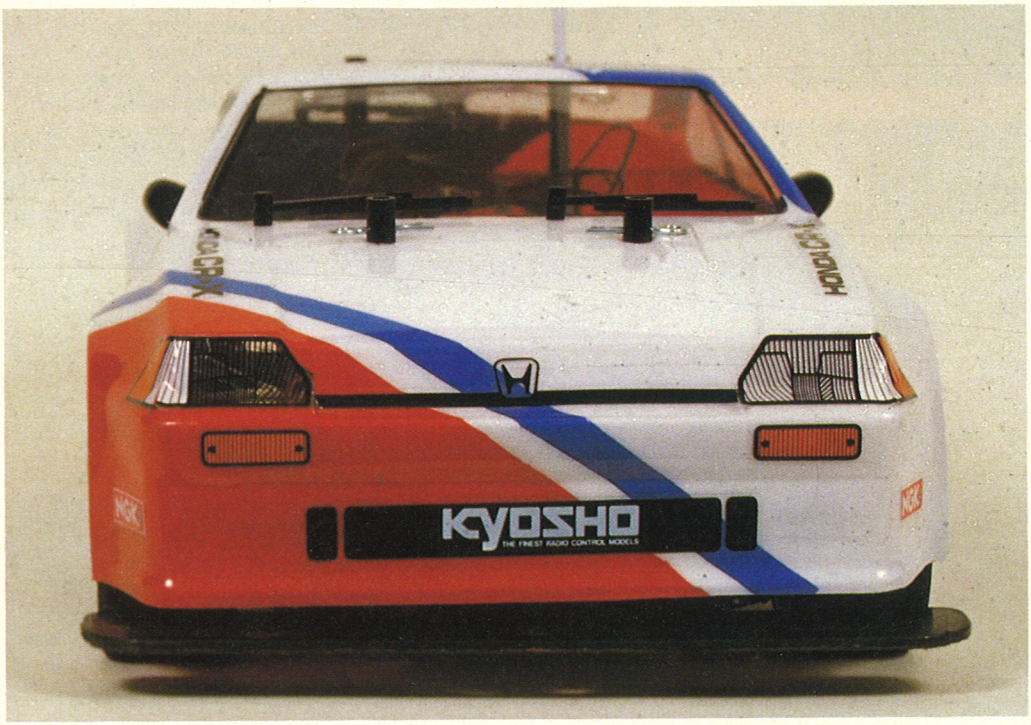
and presented no problems other than a few tight screws into some of the plastic mouldings. The shocker springs required some additional concentration to fit them properly, but this was a relatively minor problem. The instructions suggest that the tyres should be glued to the wheels. This is certainly true of the front tyres. In my enthusiasm to get the car rolling I omitted to glue the tyres in place. With a lot of power applied to the front wheels, it is very easy to have one wheel spinning. In no time at all the tyre lifts clear off the rim. Glueing would, of course, prevent this happening. Rear tyres presented no such problem. Because of the ease with which the front wheels can be made to spin, not an unusual problem with any front wheel drive car, although tyre wear could become a significant consideration. The designers have attempted to get a substantial amount of weight over the front wheels by positioning the motor as far forward as possible. This will obviously aid grip, but will never compensate for the dynamic weight transfer under acceleration.

However, this apparent disadvantage is not so serious as it may appear as the car is extremely controllable. This is brought about by inherent understeer when cornering hard. All of that is a very long-winded way of saying that the car is tremendous fun to drive. Which is what I suspect *Kyosho* have aimed for, namely a slightly sophisticated good-looking fun car.

This car is definitely designed for flat tracks. With only 20mm of under chassis clearance and less than 15mm ground clearance at the wheels, taking to the rough would be a pointless exercise. With the tyres providing plenty of grip on concrete surfaces the inside rear wheels did tend to lift a little, all of which added to the realism of sports car driving.

The only points of criticism I have both concern the differential. Firstly the design includes the rather unusual arrangement of straight spur gears against straight cut side gears (no bevel gears). Whether or not it was the differential design or some other reason, but the unit was definitely on the notchy side to begin with. However things eventually eased up and now seem smooth enough. The other feature of the differential was the unprotected main reduction gear. No problem for indoors, but if, like me you venture outside where the stones are big and plentiful then some kind of guard would be essential. I think that any budding RC driver should be able to fix that problem with a piece of scrap body plastic.

In conclusion the car looks good, goes well, is easy to build and drive, simple to maintain and perhaps best of all is tremendous fun. For someone looking for an introduction to radio controlled model cars then this is certainly an appetiser. My only regret is that the local Mini Stock club still will not let me in with this car. I am sure I could show them the way home (no problem).



Ready for the track! The CRX comes with an excellent decal set to finish off the bodyshell