Here's a sneak look at Kyosho's Honda NSR-500 motor cycle

On Yer bike!

OKAY, OKAY, so I know it doesn't look right featuring a motorbike in a magazine called *Radio Control Model Cars*, but what the heck, if all we did was review the same old thing all the time then you'd be complaining that we were boring wouldn't you?

In any case this latest two wheeled racer from *Kyosho* is pretty interesting and certainly an improvement over their other motorbike kits.

There is a nice little story (which is almost certainly untrue) that the head of *Kyosho* took one of their earlier bike kits home as a present for his kids. They loved it. But only so far as Mr. *Kyosho* was prepared to traipse all over the track every time it fell over to set it back on its wheels. Of course the kids not being very good at controlling the bike managed to lose control when it was furthest away. The result was a very sore pair of *Kyosho* feet and an extremely sore bunch of Research and Development heads when Mr. K got into work the next morning.

The result of all this is the 'NSR-500' electric motorbike which includes amongst its many features the ability to right itself after a crash or loss of balance.

The 'NSR-500' is an 1/8th scale model which surprised me since it appears to be smaller than previous examples. This is probably because it is an actual scale version of a modern 500cc Grand Prix bike. Because the 'NSR-500' is smaller it requires a special set of radio control equipment to fit. This is known as the 'RS' system and includes a miniature steering servo and combined throttle and radio receiver unit. Comparisons with 'Tamtech' are obvious and not really surprising since R/C manufacturers *Futaba* have provided the technology for both *Kyosho* and *Tamiya*.

The 'NSR-500' kit does not include the RS System, you have to buy that separately but you do get the 7.2 volt *Ni-Cad* battery pack and an electric motor. The bike kit costs approximately £59.99 whilst the RS System will add on an extra £59.99 to the overall price. However if you already own a *Futaba* transmitter then the cost can be reduced by just buying the onboard part of the RS System.

Unfortunately our publishing deadlines means that we are not able to bring you a full building review this month so you will just have to make do with a brief description.

The chassis is produced from two injection moulded side plates which bolt together to form a very rigid, monocoque construction. This also has the added benefit of enclosing all the motor, drive system and R/C gear inside away from dirt and water.

The rear wheel is chain driven from the gearbox mounted in the main body of the chassis. A choice of two gear ratios are provided in the kit to choose between economy and racing speeds.

A single trailing arm carries the rear wheel and this pivots up and down to provide rear-end suspension. The movement is governed by a single coil spring damper.

At the other end the front forks are also sprung to provide suspension movement. The most interesting part however is how the front wheel is steered. Instead of turning the wheel side to side in normal fashion the whole of the front forks and wheel assembly is tilted by the servo so that it leans to the left or right. When this happens the front wheel follows the direction dictated by the angle of the forks. The more lean, the greater amount of steering is achieved. Simple huh?

To keep the handling of the bike nice and stable the battery pack is carried right underneath the chassis to place the centre of gravity as low as possible.

To top the 'NSR-500' off three body panels are provided plus a racing driver figure. The body parts simply bolt onto the chassis and instantly transform the bike into a Grand Prix racer. The rider is secured to the saddle by velcro so that in the unhappy event of a crash he will part company with the bike. Just like the real thing!

And finally, how does it go and more importantly how do you get it upright when it falls over. Well the first part you will have to wait for until the review proper but I can tell you the theory behind the method of getting the bike back onto its wheels.

Two pre-formed wire hoops are fitted to the chassis projecting outwards. When the bike falls over these outriggers raise it up from the ground slightly whilst still keeping the rear wheel in contact with the ground. Then by applying power to the rear wheel the bike will begin to spin round, apply more power and the centrifugal force will bring the bike upright, keep the power on and gently steer out of the circle and you're off! Sounds simple doesn't it? Well I shall tell you just how easy it is next time. In the meantime check out your local *Kyosho* stockist for details of availability.