

Above, Kyosho's RS system is the heart of this mini superbike, receiver and speed controller combined, it sits snugly inside the monocoque out of harms way. Below, at scale speeds of around 200 mph your expression may not be too different. All the bits that hang on or fit around the frame can be removed for maintenance in seconds.



The new Kyosho Honda

N.S.R. 500 is reviewed

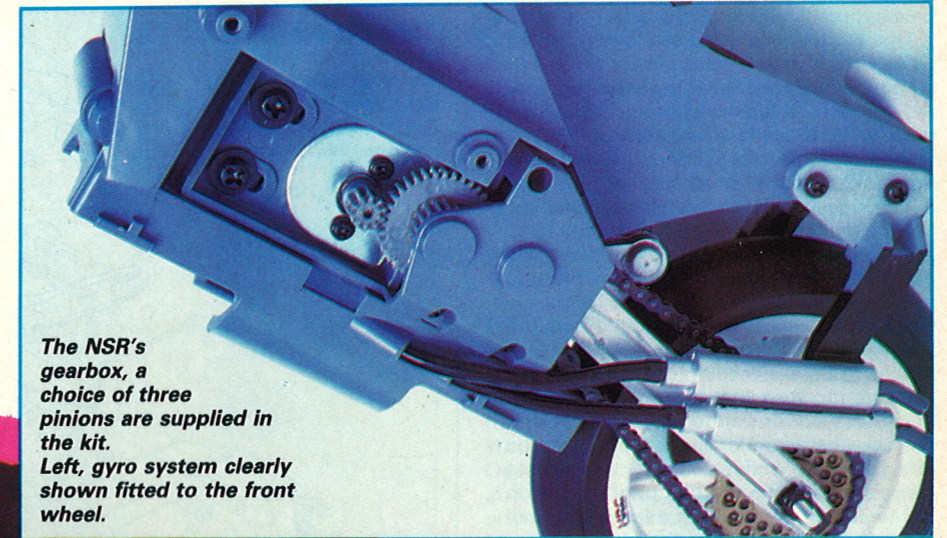
by Dave Pearson

Motorcycles have always held a strange fascination for most little boys, a lot of big boys, some little and a fair few big girls as well, in fact a great deal of people gain a lot of enjoyment from either riding, racing, restoring or just watching motorbikes. Most of us that have owned motorcycles and no longer do, still secretly yearn for one more blast on a superbike of today

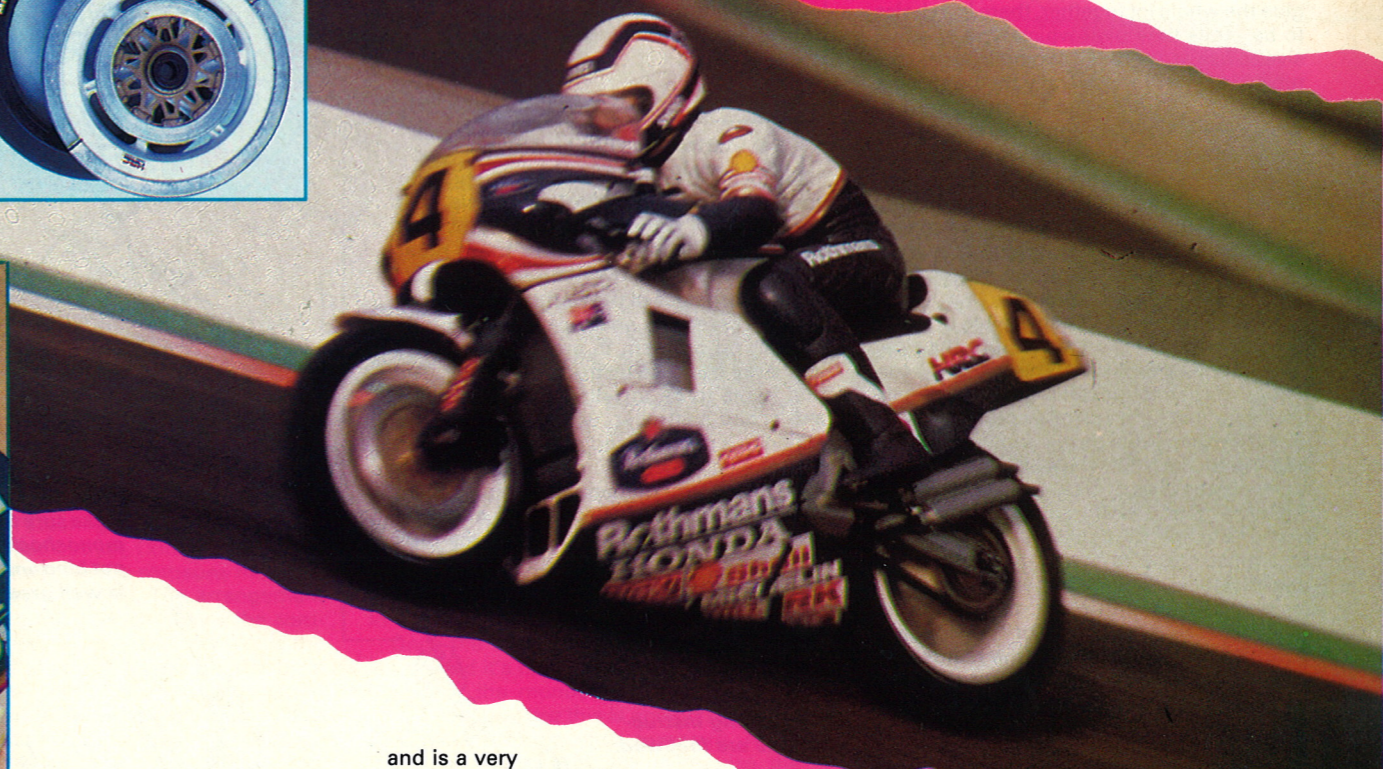
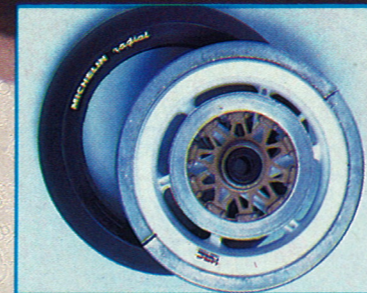
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and feel pangs of jealousy for the rider of the two wheeler that flashes past, as you sit staring at someone's bumper in a traffic jam, ah those were the days. Well your own two wheel days might be behind you or you may not yet be old enough to own even a humble moped, however, you can now experience all the thrills and spills without so much as a bruise with Kyosho's latest R/C offering, the Honda 500 N.S.R.

This 1/8 scale model is a very good portrayal of the machine that Wayne Gardner rode to victory in the 500cc World Championships



The NSR's gearbox, a choice of three pinions are supplied in the kit. Left, gyro system clearly shown fitted to the front wheel.



and is a very different model to build than anything you may have tackled before, this makes the building stage both challenging and fascinating.

New skills will need to be learned and patience will have to be acquired to do a good job, however it is worth spending time and thinking about what you are about to do before you do it as the

NSR 500

finished result can be superb.

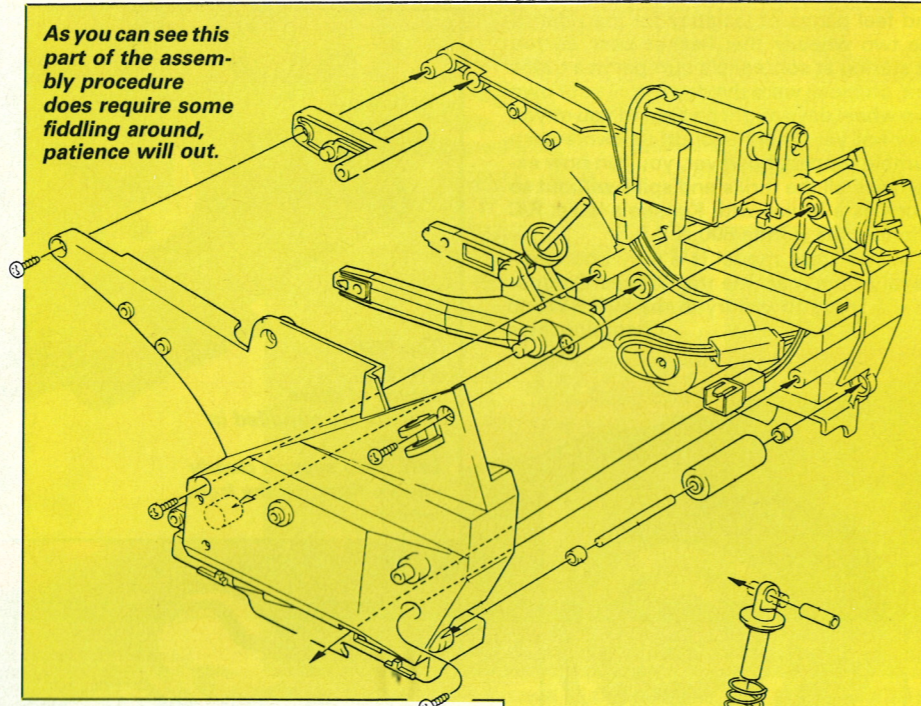
The model is constructed and finished using two different forms of modelling that blend perfectly and end up working very well. First let's look at the unfamiliar part to most R/C modellers, the construction and finishing of the rider. Construction of the rider will be familiar to those of us who have made any plastic model aircraft before but totally alien to most r/c car owner/drivers. Don't be daunted lay all the plastic bits out, they all fit somewhere, secondly it is probably best to paint the rider figure before his various parts are removed from the sprue, this makes handling whilst wet very much easier.

Assuming then that the rider figure has been sprayed, or painted, and is now dry, remove the various bits from the sprue using a sharp knife, don't be tempted to waggle and shake the bits until they drop off, this will only result in a large chunk of rider being left behind as the plastic shears in the wrong place. Now you are ready to glue the whole lot together, there is a choice to be made here over which type of adhesive to use as there are two main types, the tube or the bottle. Generally the bottle type cement is the type to go for and is recommended in this case for several reasons, but mainly as it is easier to work with once parts have been painted. At this stage cement all parts together but do not cement either arm to the rider's body, the reason will become clear. Any marks that have been left while removing the pieces from the sprue can now be painted.

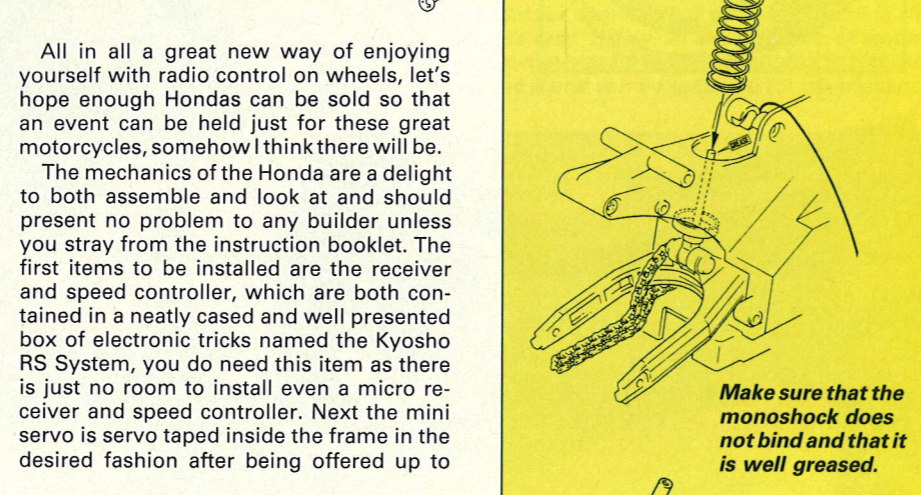
When you are certain that all is dry, it is time to apply all the decals from the rider decal sheet, small one. This part will certainly be alien to most R/C drivers and definitely requires the use of a chemical called decal softner, once this is applied it allows the decal literally to mould itself to the shape of the plastic, in the case of the rider's leathers there are many wrinkles and troughs to accommodate and decal softner is a must. Decal softner is available at any plastic model stockist. Remember we didn't cement the arms in place, the reason for that being when the rest of the Honda is finished it is easier to align the hands with the handlebars and then cement the arms in place giving a perfect seated position to the rider.

Using the correct Kyosho charger the 7.2 volt pack was charged as per instructions, fitted to the bike and away we went. It is easier to launch the bike yourself rather than have someone else do it, at least initially. Learning to drive the Kyosho Honda is fun and thanks to solid crash bars painless, as long as an open space is found. Speaking as one who has flown a few model aircraft in his day the Honda is closer to flying than driving as returning the transmitter to neutral after initiating a turn won't automatically return the Honda to its upright position, it may if the speed is low, at high speed the Honda carries on at more or less the same attitude unless you return it level by joggling the throttle and almost overcorrecting the steering, with practice you'll soon be placing the bike to within an inch as once the technique is learned can be very accurate indeed.

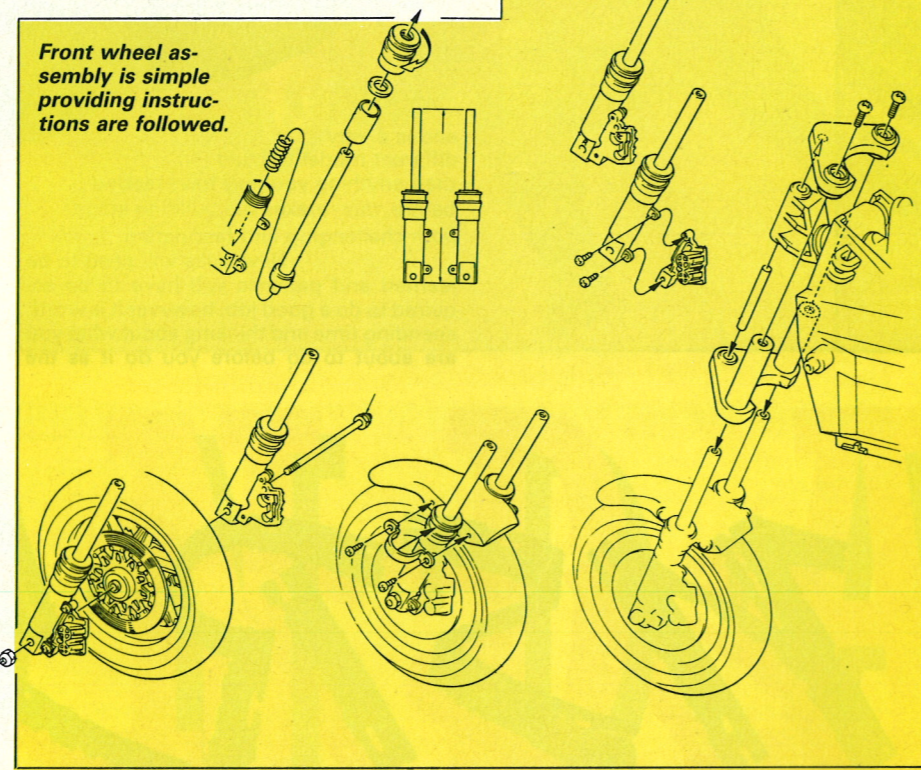
Should the Honda fall over then the crash bars play an even more important role, it is possible by steering into the dropped side and applying throttle to spin the Honda upright once more. It is possible but does need practice.



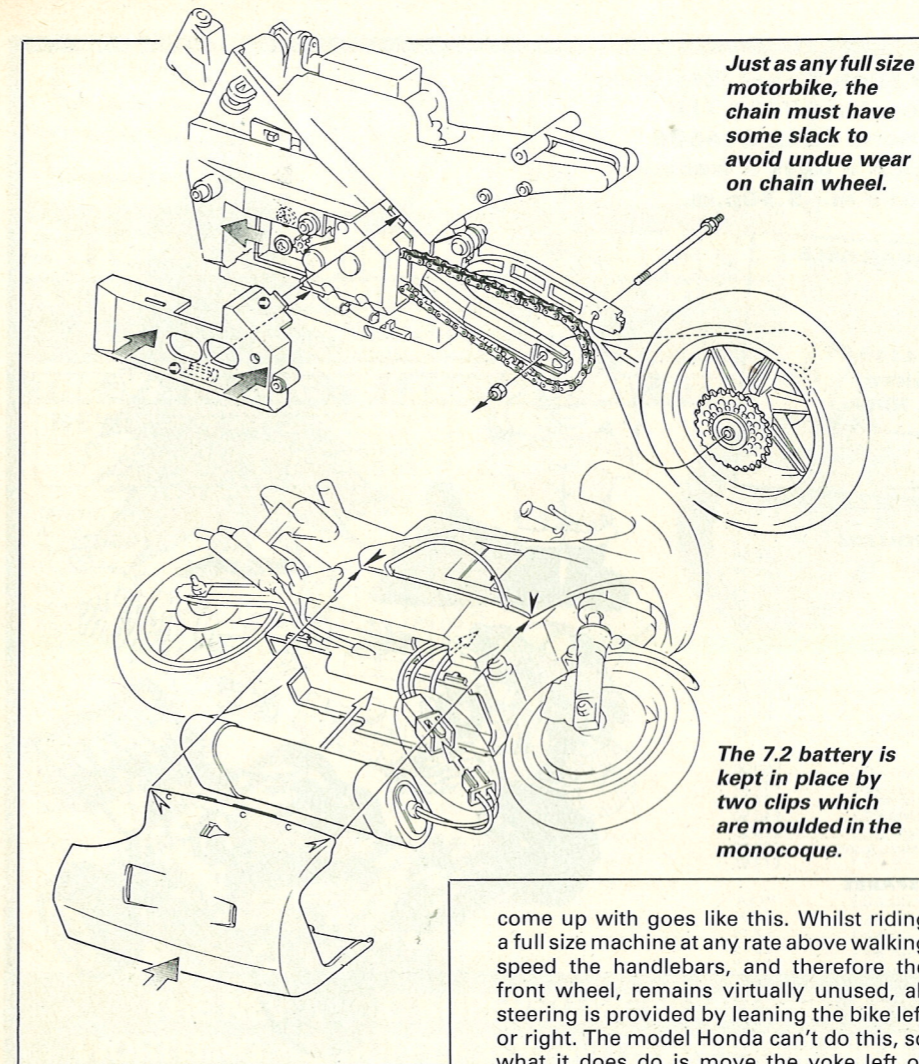
As you can see this part of the assembly procedure does require some fiddling around, patience will out.



Front wheel assembly is simple providing instructions are followed.



Make sure that the monoshock does not bind and that it is well greased.



Just as any full size motorbike, the chain must have some slack to avoid undue wear on chain wheel.

The 7.2 battery is kept in place by two clips which are moulded in the monocoque.

come up with goes like this. Whilst riding a full size machine at any rate above walking speed the handlebars, and therefore the front wheel, remains virtually unused, all steering is provided by leaning the bike left or right. The model Honda can't do this, so what it does do is move the yoke left or right, this moves the point of balance and the model drops down one way or the other to fall in line behind the moving yoke, thereby initiating a turn. All in all it sounds completely over the top and a disaster waiting to be thrown up the road, we shall see in our road report though won't we?

Once the electrics, including the motor, is installed it's time to start closing the two halves of the monocoque frame, sounds easy but in practice this is one of those sections where the patience comes in. There are three reasons why, the swing arm, the

Kyosho's very neat steering assembly. This is still one steering arrangement that I haven't worked out yet, I know it works but don't know how, maybe someone more enlightened might explain. The arrangement is a double gimble which allows the complete fork assembly to swivel, as would the normal yoke assembly on the full size bike, however the clever bit is that in order to steer the Honda the yoke is then allowed to tilt either left or right depending on the way you wish to steer. The closest solution I can

monoshock and the roller that stops the front wheel from locking up should it contact the fairing. All these items are housed inside the frame halves and located on pins and bushes, consequently these items do not align just so, this is not a case of bad manufacturing in fact just the opposite, however it does make for a fair amount of fiddling about before all is safely housed, you have remembered to check both the speed controller and the servo are at neutral though? No I hadn't either, believe me it does make life easier.

Front and rear wheels are simply attached using a spindle as on the real thing, however before the front wheel is fixed in place the gyro weights have to be fitted inside the rim of the wheel, again these are held securely in place using self tapping screws. Once both wheels are on the fairing, tank and saddle unit and fairing bottom can be added, it is easier to paint these parts before fitting them and there you have it, one Honda NSR 500 ready to go.

The motor is fixed to a sliding backplate for ease of assembly. Below left Kyosho's 7.2v charger is a must as use of a 12 mah charger could prove terminal, no pun intended. Below right rear wheel, swinging arm and shocker assembly.

