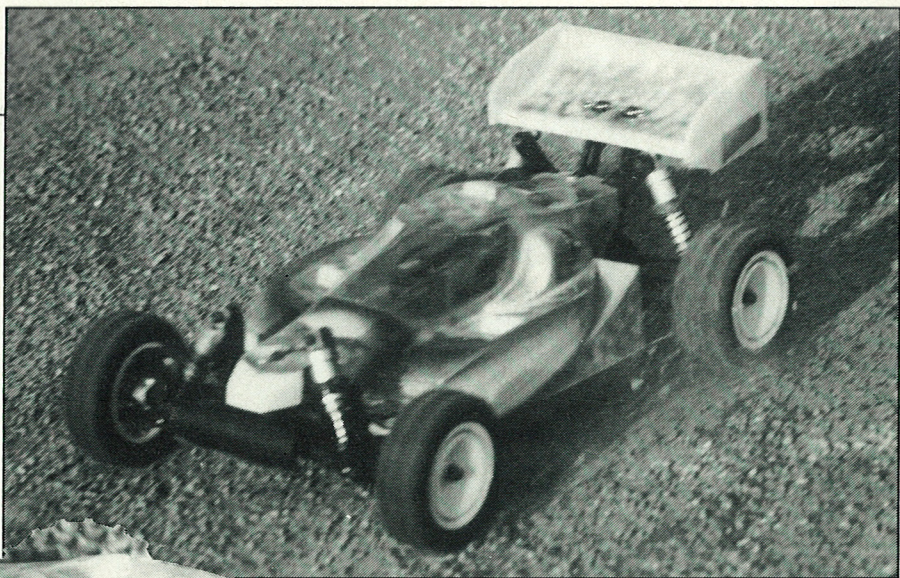


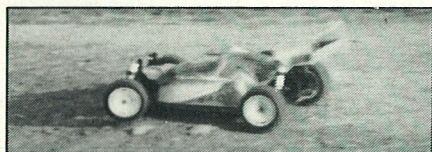
Following on from last month's article, Jim Crabb runs the Kyosho Lazer



KYOSHO

LAZER ZX

A formidable test team had been assembled, comprising of Tim Halstead, Wayne Darwell and Brett Lay. Because of all the bad weather in Kent there was no outdoor racing for two consecutive weekends, so track testing had to be done indoors.



The first meeting attended was at New Ash Green, which is a small and very friendly club that runs on Wednesday evenings. The suspension was set at its lowest position and borrowed Cat tyres on the kit hubs were selected for the first race. Tim was in the best heat and finished in second place. The car was particularly stable in a straight line and the marshalls said that they could hear the centre diff working (having one way rollers on the front means that it drives like a

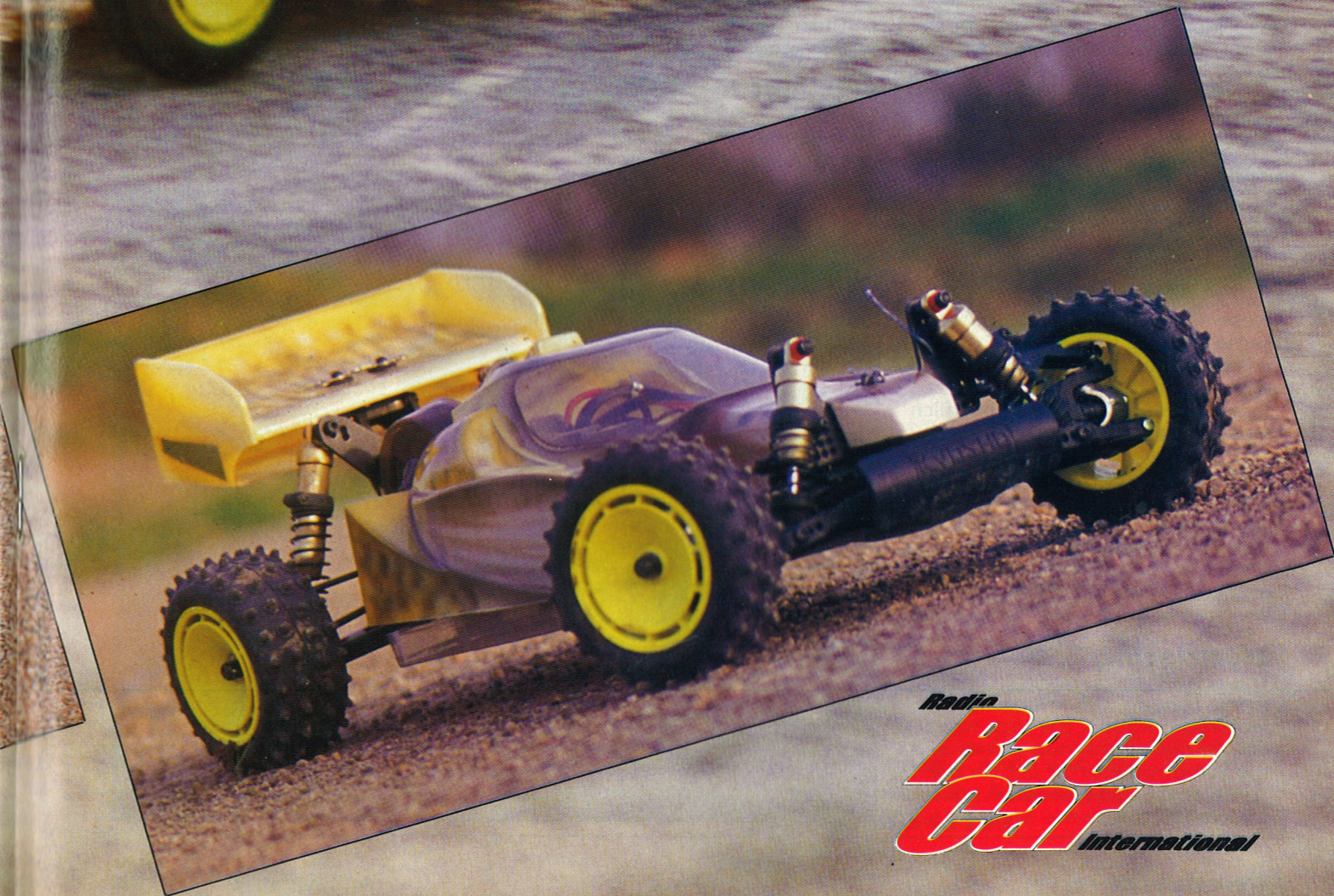
2WD down the straights). Turning ability was impressive, which was mainly due to the wider wishbones, with the knuckle arm pivoting inside the outer end of the arm.

We certainly had the fastest and best accelerating car at the meeting. The combination of Nosram control and Demon gold power was certainly working well and complemented the car's good handling. The second round was a disaster! The car went into the lead, and was gaining about six feet on

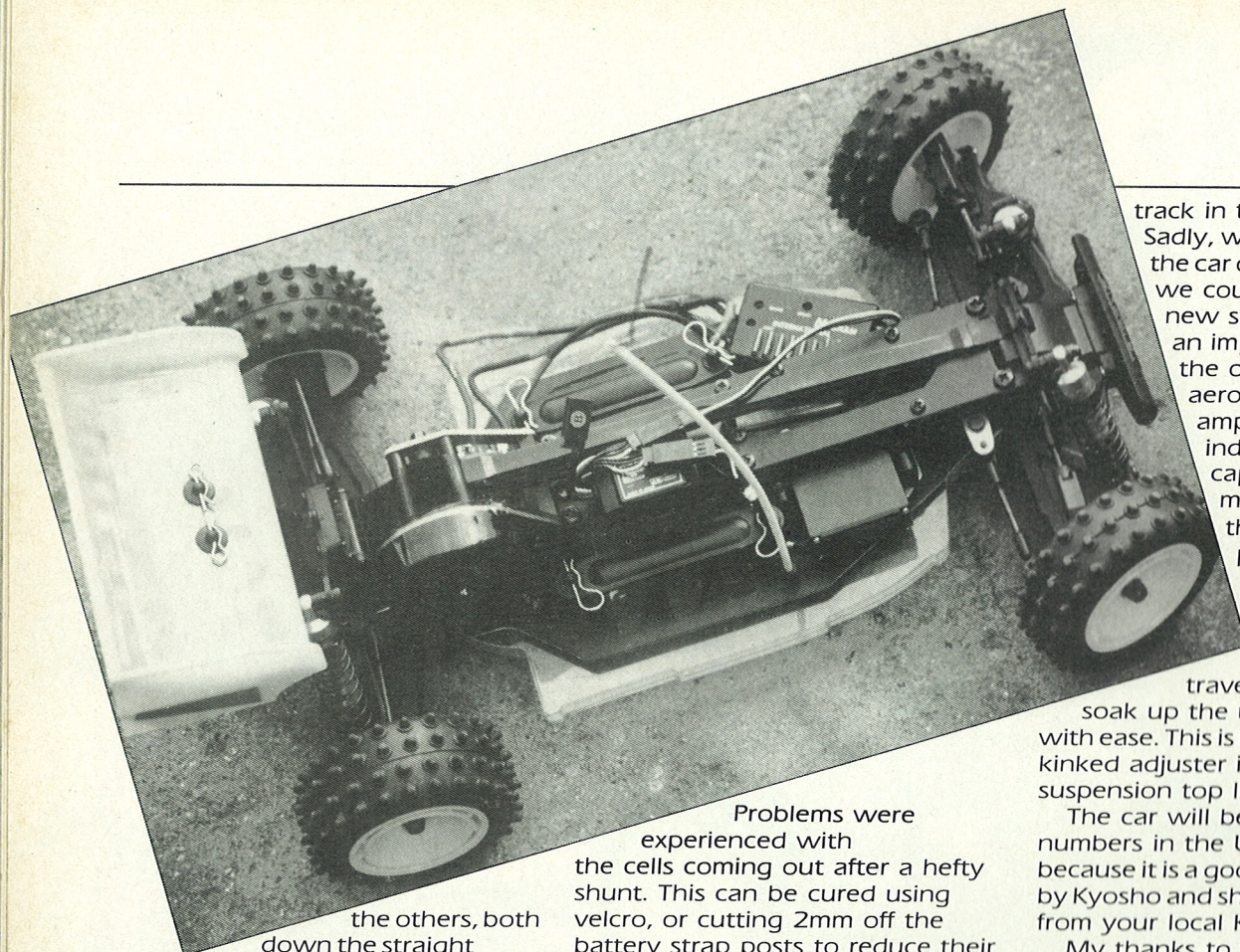
TRACK TEST



"We certainly had the fastest and best accelerating car at the meeting."



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track in the coming season. Sadly, we could not race the car outdoors where we could have seen if the new style rear wing is an improvement over the old style, single aerofoil. There was ample duration indoors and the capacity left after five minutes suggests that the 15 tooth pinion would be suitable outdoors. Finally, there is a vast amount of front suspension

travel, which should soak up the undulations with ease. This is mainly due to the kinked adjuster in the front suspension top link.

The car will be seen in vast numbers in the UK and overseas because it is a good car. It is made by Kyosho and should be available from your local Kyosho stockist.

My thanks to the following people for their help with this review: Tim and John Halstead, Pete Darwell, Jon Dell and Jim Stammer. ●

the others, both down the straight and through the infield, but the extra stresses imposed pulled the tyres off the rims, and only 21 laps were completed. The kit tyres were used in the final round, but they had too much grip on the carpet, and the car was oversteering and grip rolling when pressed too hard. It completed a very disappointing 32 laps, so we had to be satisfied with a first run of 44 laps, which took second TQ.

Istead Rise was the next venue on the following Sunday which, unlike Ash Green, was a 100% slippery surface. We thought the car would do well as it takes at least four meetings for a new car to loosen up. Tim completed 14 laps in the first heat with the best driver completing 16. The second round was a good run, except for the fact that the cells partly came out, which was a pity as the car completed 16 laps. The final round was run with velcro on the cells to prevent them from coming out. Shorter springs were put on the rear dampers to lower the suspension. This worked well with the car achieving 16 laps and ending up fourth TQ.

Debriefing

The review car had more than ample turning, but if more is required outdoors the lock stops can be cut off the hub carrier and the servo rod can be put on the steering linkage inner hole (most people did this in the Mid).

Problems were experienced with the cells coming out after a hefty shunt. This can be cured using velcro, or cutting 2mm off the battery strap posts to reduce their height. The car weighed in at 31b 12 oz fully equipped, with no lightening of any part attempted. With such a superbly fitting body and undertray the first thing to consider would be to remove the belt covers.

Overall impressions

The Lazer is a very good car, well thought out, and it will continue to uphold Kyosho's reputation on the

