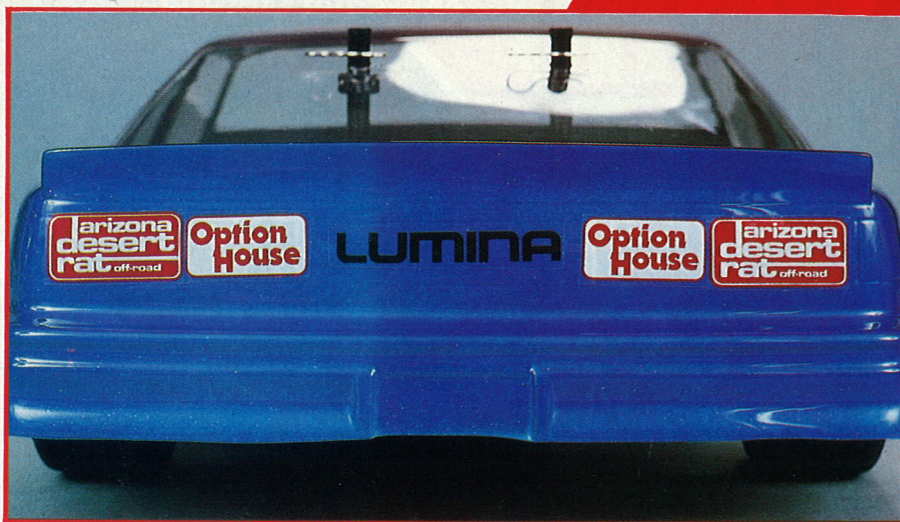
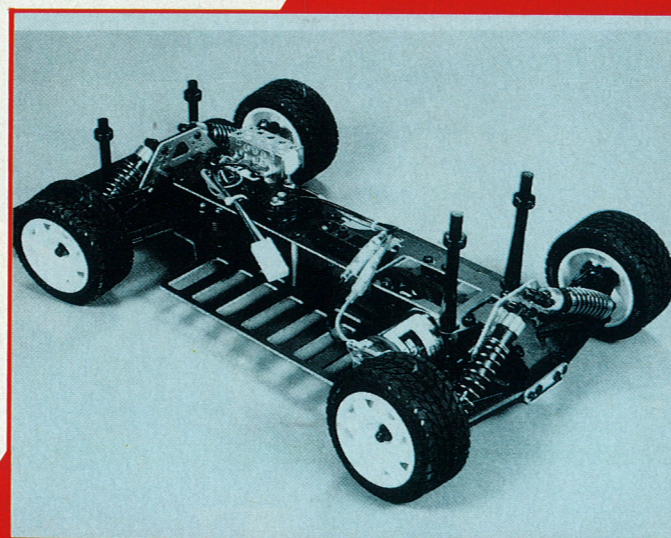


# Kyosho LUMINA

RCMC goes oval racing with the all wheel drive chevrolet Lumina





Oval racing in the UK has never been popular despite various manufacturers producing cars under the oval racing banner. This situation could soon change with the release of Kyosho's latest model the Chevrolet Lumina dirt oval racer.

The Lumina chassis uses many components from the Kyosho off-road car range. These components together with a number of various specialised parts including the chassis form together to make a full blown 4 wheel drive dirt oval racer.

#### Suspension Construction

Construction of the Lumina starts off with the assembly of the front differential unit and the rear solid drive unit, we say solid as the Lumina has no rear diff! This is obviously how Kyosho find the car to handle best although after years of building cars with diffs in both the front and rear, it did seem strange handling a car with a solid rear axle.

The front diff uses a standard Optima Mid unit

which works very smoothly and is supported on two of Kyosho's large diameter ballraces. The front diff is neatly slipped in to a purposely built front gear box housing and the long 486 toothed belt slipped over the unit to carry drive

the diff. A shorter 50 toothed belt again passes over the unit and meets a central shaft as does the front belt from where the power is transmitted. The longer front belt is kept taught by means of a sprung pulley, this is

All these components are screwed to the Lumina's glass fibre chassis and a rigid box section is completed by means of a top layer glass fibre secondary chassis which bolts on to the top of both gearboxes. This gives a very strong box section from which the suspension can work.

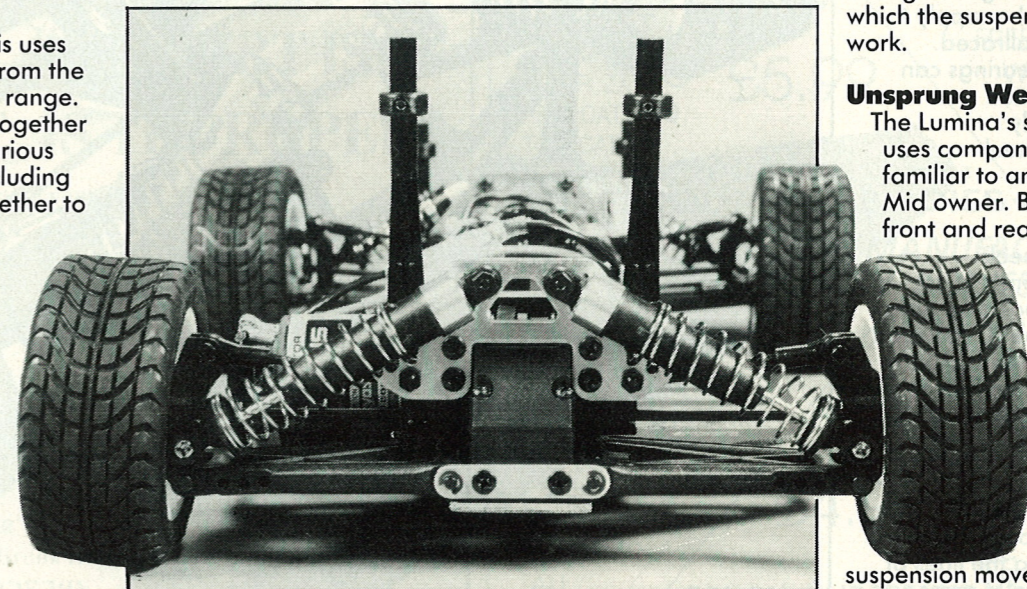
#### Unsprung Weight

The Lumina's suspension uses components familiar to any Optima Mid owner. Both the front and rear

suspension arms, uprights and hubs are all taken from the Mid to form the Lumina's limited

suspension movement. New shock mounting plates familiar to both front and rear are bolted on to both gearboxes, these mounting plates accept the suspension top tie rod as well as the damper units.

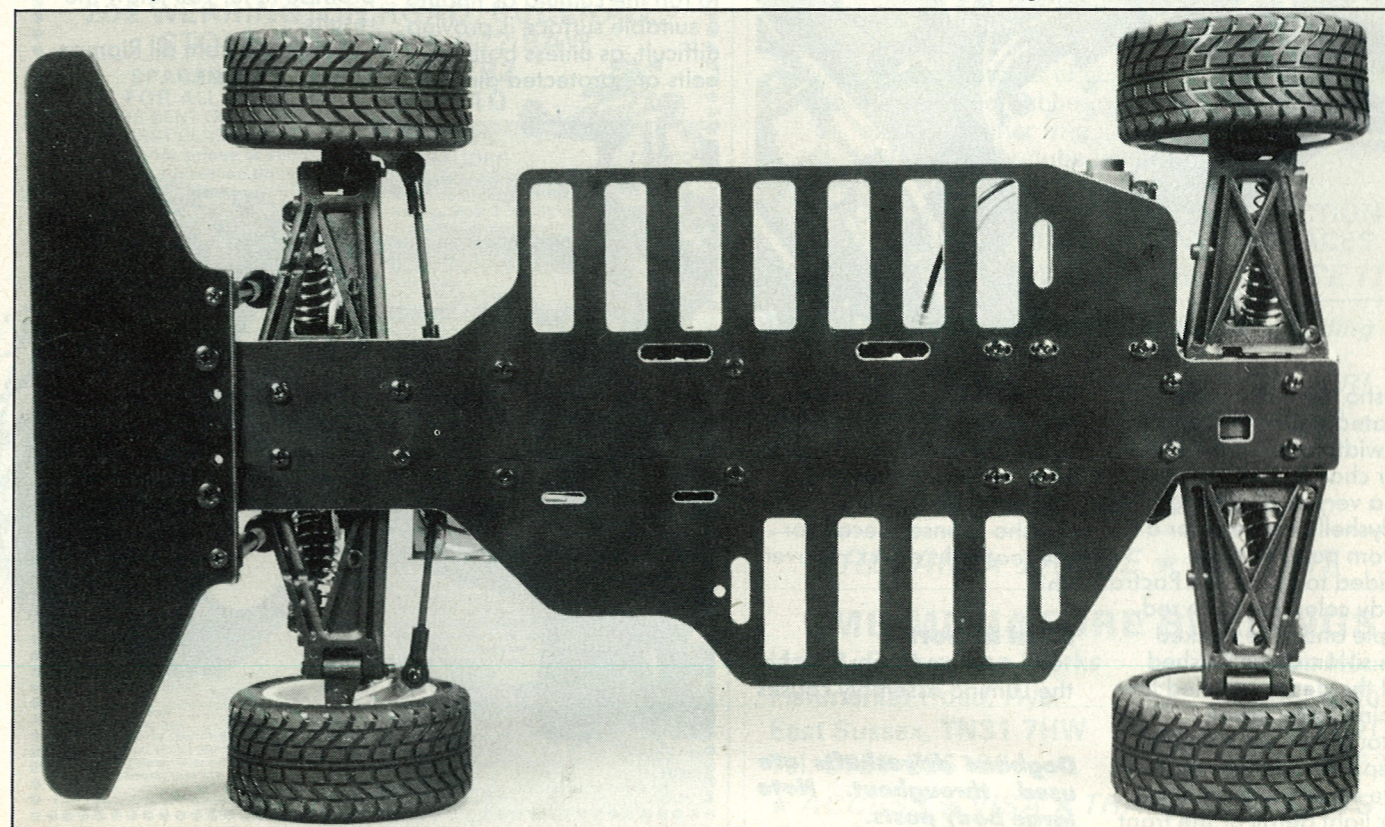
Kyosho have included two long and two short shock units for both the rear and



**Above: Rear dampers lay over at a steep angle. Below: Lumina could conceivably carry eleven cells!**

to the front end. The rear gearbox has the same moulding as the front but as already mentioned the solid drive unit replaces

adjusted after the centre shaft is placed in the correct position for rear and is supported on ballraces again in a plastic moulding.



front respectively. The units are the lightweight oil filled items first seen on the Custom Mid, they are well known for being light, strong and well up to the job of handling any bumps.

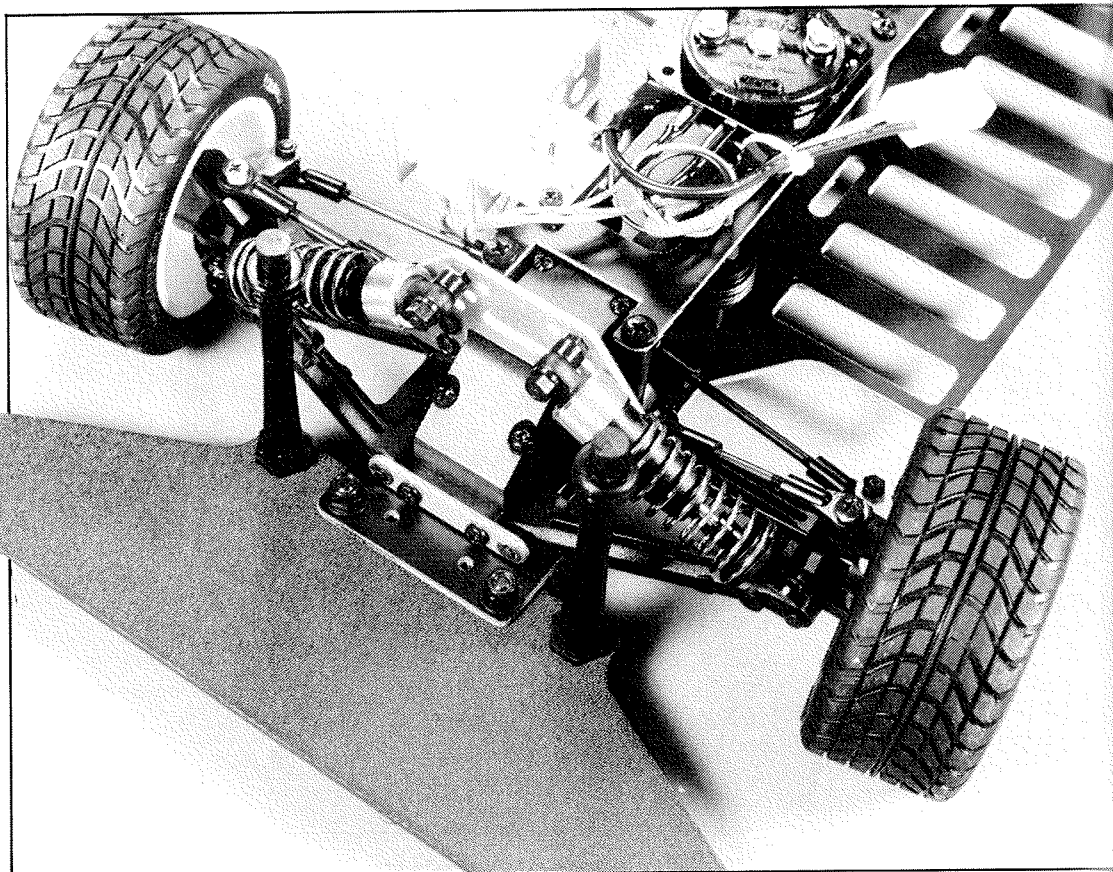
**Bits and Pieces**

Apart from the eight metal bearings, Kyosho supply the Lumina fully ballraced. These metal bearings can easily be updated as they are only fitted to the wheel hubs.

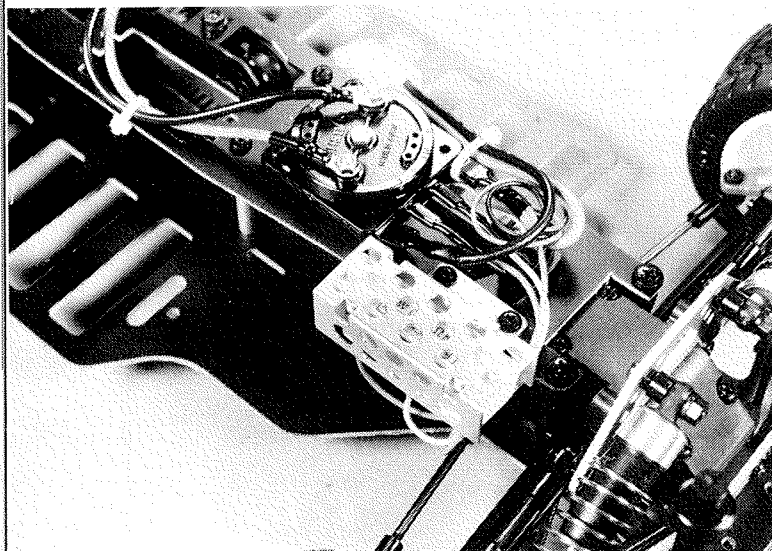
Fitted on four of Kyosho's lightweight wheels are the excellent Bridgestone lookalike tyres first seen on the IC powered RS200, these need to be superglued to the rims to make sure they stay attached.

**Chevrolet Power!**

The Lumina's bodyshell is moulded along the lines of the real Chevrolet racer,



*Large bumper extends to front of bodyshell, left resistor is caged in metal.*



no problems, all the parts fit nicely and require only minimal contact from a scalpel. As yet RCMC is yet to run the Lumina as finding a suitable surface is proving difficult, as unless both the belts are protected dirt will

surely cause problems. With this in mind though we intend to give the Lumina a run at Lilford Park soon and promise to let you know the results.

Available from all Ripmax Kyosho stockists.

Kyosho have of course cheated slightly in adjusting the width of the shell to suit their chassis. The results is still a very nicely shaped bodyshell that begs for a custom paint job. We decided to go for the Pactra candy colours in both red, purple and blue backed with silver. Once finished and the decals applied the Lumina looks great, although we were a little disappointed that no decals were supplied for either rear light detail or the front

light and grill combination. We ended up airbrushing a small amount of matt black paint to form a front grill and cheated by using Kyosho sponsor decals for the rear light effect – clever eh?

**Final Report**

As expected from Kyosho the Lumina assembly causes

***Dogbone driveshafts are used throughout. Note large body posts.***

