

YOUNG at Heart



Kyosho model the ultimate Golf VR6 2.8 litre hot hatchback with their new 2WD chassis design – RCMC take a close look

The Kyosho VR6 is aimed at the entry level market and replaces their long standing current model, the RS500 Cosworth. However, there are more changes than purely a new bodysell. In fact, whereas the RS500 shared the same chassis as the Citroen Rally Raid and the Raider, the VR6 can trace its ancestry through the mists of time back to the Ultima. More recently, the chassis setup has been seen on the i.c. engined Sandmaster 10 and its new electric equivalent, the Outrage.

The VR6 is packaged in a large colourful box which, upon opening, reveals a large clear polycarbonate bodysell and a blister-pack of components including the standard 540 motor and the rotary speed controller. All of the other bits and pieces are tucked neatly away inside the box underneath the blister pack. All of the components are packaged in numbered bags which contain all of the relevant items required for a particular assembly stage – including all of the

required screws and fasteners. Gone are the days of the Kyosho mega screw bag which used to contain every fastener in the whole kit in one pack.

One thing that is missing however, is the ubiquitous Box wrench. Considering the intended

market of this kit, ie first time buyers, this omission has to be regarded as fairly serious even though it is extremely minor. For many years, the majority of mainstream kits such as this have contained this most basic yet important tool, without which, the

kit is fiddly to build. The offending item is however, available separately from most model shops and should only set you back a pound or so.

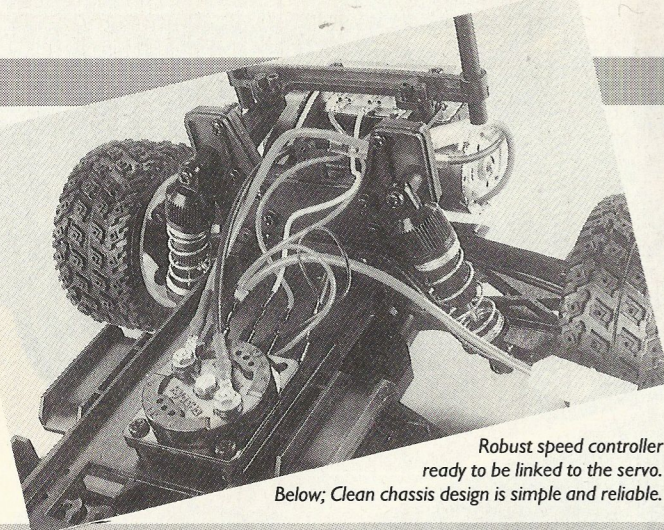
The assembly begins with Bag 1 – the gearbox and first up on the menu is the differential. This is a

bevel gear type and has been used for several years on many of the past Kyosho kits. Therefore, although not radical, it has proved to be a reliable, virtually bombproof unit. Once assembled, the diff runs on plain bushes which do have an inner sleeve that does help reduce the friction in the system. The whole kit utilises plain bushes although ball bearing races are available as options albeit more expensive. Ball races will extend the life of certain components and the overall efficiency of the system would be increased if utilised, leading to increased speed and duration.

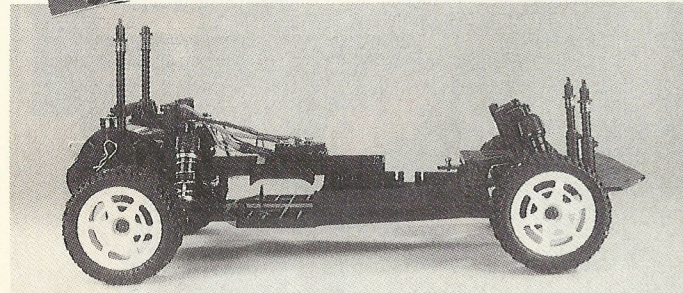
However, the gearbox should be acceptably smooth with the standard bearings. The gearbox is the same reduction gear driven unit that was first used on the original Ultima back in 1987(ish) and it comprises of three internal gears (including the diff) and two external gears that transmit the power from the pinion gear on the motor. These 'external gears' are protected by a

removable gear cover that will allow periodic inspection. Unfortunately, on our review kit,

the gearbox had a noticeable tight spot that detracted from its performance. This is most unusual



Robust speed controller ready to be linked to the servo. Below; Clean chassis design is simple and reliable.



in such a proven design and, upon contacting the UK distributors, Ripmax, I was assured that they have not experienced any such difficulties or complaints so ours was probably a one off.

Once the gearbox is screwed together, the assembly moves on to the rear bulkhead which also provides the basis for the body mounts, the shocks and the upper suspension links. The links are moulded which prevents any

Restricted ground clearance for the on-road body will still allow car to be run on semi rough ground. Pictures show the movement of the suspension and camber change.

assembly difficulties that are sometimes associated with adjustable items – ie you can't make them the wrong length. The only concern that the instructions raise is that you must use the right pair of links as the front two are slightly shorter. This shouldn't prove to be a problem as the front two are in another bag. The gearbox and the bulkhead are then screwed to the chassis which is a moulded plastic tub.

The rear wishbones and uprights are pure Ultima items and present no difficulties in assembly. The locate to the rear bulkhead and pivot freely so long as the upper links are not screwed up too tightly. Perhaps a stepped screw would alleviate this potential problem. The driveshafts are installed at this time and are the standard dogbone type. The instructions refer to greasing the ends and the drive cups which I would disagree with. The grease only serves to attract dirt and grit in the long term and will, unless regularly cleaned, lead to shortening the life of these components. Of the model kits that I have built and raced, I have never greased the driveshafts and haven't, as yet, experienced any problems. With the wishbones and drive shafts installed, the rear end is complete, and our attention is diverted to the front and Bag number 3.

Up front

It comprises of a wishbone and upper link of fixed length which pivot about the inner bulkhead and the outer hub. The outer hub, also contains the steering arm and stub axle and the inner bulkhead also provides the damper mounts. Once again, care must be taken not to over tighten the upper links or else

the suspension will not operate properly. Care must also be taken to align the hole in the stub axle (for the king pin) with the holes in the upright or else, the steering will bind up slightly.

More bags...

Bag 4 contains the oil filled dampers which are next to be assembled. All four are identical apart from the front and rear springs and they comprise of a double O-ring seal cartridge with a top diaphragm in the damper body to keep out unwanted air bubbles. The medium grade oil is supplied and all four should be assembled in the same way. Spring tension is varied by means of clip in spacers – two sizes are provided which give four options in total (none, thin, thick or thin and thick together). Once assembled, the shocks are fitted to the car ensuring that the correct springs are on the front and the rear.

Bag 5 contains the steering assembly which contains a double bellcrank system incorporating a servo saver, a moulded centre link and two pre bent track rods that require assembling. The length of these rods is critical and I expected to find more moulded items like the upper suspension links. However, a little bit of care, and a one to one scale diagram, should ensure very little problems are encountered here. This stage also contains the forward chassis brace. Without the brace, the chassis is quite flexible and wouldn't last very long. Once the brace is screwed down to the chassis, it becomes much stiffer and more resilient.

The chassis is completed by a second, rear brace which also doubles up as a speed controller plate and a nicad pack hanger. The speed controller is a mechanical one with three forward and reverse speeds. The unit is the pre-assembled standard Kyosho item which has always proved to be very reliable in the past. The only concern is that the resistor heat sink plates are not tightened down too greatly which could crack the ceramic resistor and therefore make it fail.

The Radio equipment is installed at this stage and the kit will allow for any of the standard two channel radio sets to be used. The motor is now installed and the protective

gear cover is located.

The wheels and tyres present no surprises – standard one piece hubs and treaded pattern knobley tyres are fitted all round with the help of some super glue. The wheels are a little bit of a let down as they do not represent the type of wheel found on the real VR6. Kyosho, in their defence, have recognised this and have brought out a range of 'scale wheels' which also have dummy brake discs etc on them. Three styles are available in both 2WD and 4WD types – a 5 spoke in either white or Gun metal grey, a cross-spoke 'BBS' style mesh in the same colours or a black spoked wheel. Scale low profile radial tyres are also an option to finish off the 'real' effect.

The body mounts are the excellent standard Kyosho items which are really simple and avoid the use of R clips which always get lost.

Another kit

The bodyshell is almost a kit in itself. Indeed, it took me longer to mask and spray the shell than it did to build the kit. As stated at the beginning, the body is a clear polycarbonate item which requires masking and painting from the inside. Holes for the body details such as the wing mirrors and the roof aerial should be drilled first and the shell should then be cut out.

The instructions advise you to cut out a rectangular section for the chromed grill to show through. This, I feel should be ignored and the area could be masked up in order to remain clear. The problem is that it is very difficult to achieve a satisfactory smooth edged cut out. The windows and lights should be masked up after cleaning the body with soap – NOT THINNERS. The rear lights and front fog lights/ indicators are included as decals if you don't want to paint them. A large decal sheet is provided if you wish to adorn your newly painted shell but BEWARE, the body has a clever film mask over the outside that prevents any overspray getting on the plastic. This must be removed after painting and before any decals are put on. This mask can be cut away along the rubbing strips and bumpers for instance so that you can paint these details on the outside. This has the effect of

making the bumpers and rubbing strips more realistic as the finish up with a matt finish as opposed to a gloss one and this method was used to good effect on our car. Similarly, by painting the roof spoiler on the outside, a matt finish can also be achieved there.

Conclusions

The Kyosho VR6 is not a scale model – nor does it pretend to be. It isn't front wheel drive like the real car and although it is representative of the original, it isn't detailed enough to be a true scale model. What it is however, is an entry level model which provides a degree of realism in the same way that its predecessors, the RS500 and CITROEN, did. It is a very durable, simple two wheel drive kit that will provide a lot of fun for anybody (young or old) who wants to become involved in R/C cars as a hobby. Being based on existing components is no bad thing for this type of kit. It results in an extensive, existing spares base if ever needed and a well proven basic design. The bodyshell style enables it to be related to a type of vehicle commonly found on our roads, unlike the dune buggy style, and will probably appeal more to those newcomers with an interest in real cars. Although it shares the same chassis as its dune buggy style brother, the Outrage, the VR6 has lost some of its rugged go anywhere appeal. This however, probably isn't the end of the world as most of these types of kits normally end up be run round estates or car parks, chasing cats or dogs and the suspension will handle the rough stuff even if, with standard settings, the bodyshell is a little low. In summing up, Kyosho have further improved an existing concept which should result in a popular kit. It is durable, easy to assemble, simple and fairly realistic. I must admit I'd like to see the optional Gun metal 5 spoke wheels and low profile tyres on it.

SPECIFICATION:

2WD Off Road Chassis Lexan Body

PRICE: Approx £110

AVAILABILITY:

From Ripmax Kyosho Stockists

NEEDS:

RC Set Paint Battery

Charger

PRICE: Approx £110