



The new Yamaha YZR500 and Suzuki RG500 are excellently recreated by Kyosho.

**N**ot content with re-bodying their cars, Japanese manufacturers, Kyosho are now producing new versions of their 1/8th scale motorbike kit.

The first version of Kyosho's new version of their radio control motorbike was notable for very good reasons. Firstly it had a steering system that actually worked and secondly (and more importantly) it was possible for the driver to get it back on its wheels without having to trudge a few hundred yards every time it fell over.

Despite these innovations the original Honda NSR 500 also required some optional tune-up parts to make it go

much better. The two new bike kits from Kyosho have the same basic design of the first. We now have the Suzuki RG500 and the Yamaha YZR 500, both are 1/8th scale models of 500cc Grand Prix racing motorcycles and just like the

chassis which is rigid enough to be strong and at the same time provide a strong base for the steering and suspension to work from.

But the really innovative part of the design is the steering system which

direction dictated by how far the forks are leant over. It's just like riding a bike, most of the time you steer by shifting the balance to either side, the front wheel doesn't actually turn as such, but you go round the corner just the same.

For the model this means it is much more smooth to drive because there are no jerky movements of the steering to get it to turn. Simple eh?

In these kits the heavy front wheel is included. More weight in the front wheel makes the bike positive to drive and more responsive, because it stays in contact with the track and holds the line of direction much better.

This, apart from the new shape body parts and cowling, looks like being the only real difference until you get into the gearbox where we find a Le Mans version of the DM20 motor. This improves the speed of the

## Model Cars turns to two wheels with help from Kyosho

Honda the scale detailing and potential for custom painting is every bit as good. Presumably there will also be a Kawasaki in the pipeline somewhere although it is probably unlikely that a model of either a Norton, Triumph or Harley Davidson will appear just yet.

The heart of both these bikes is the fibreglass resin reinforced ABS monocoque

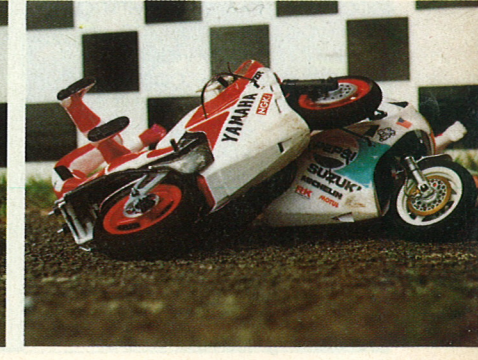
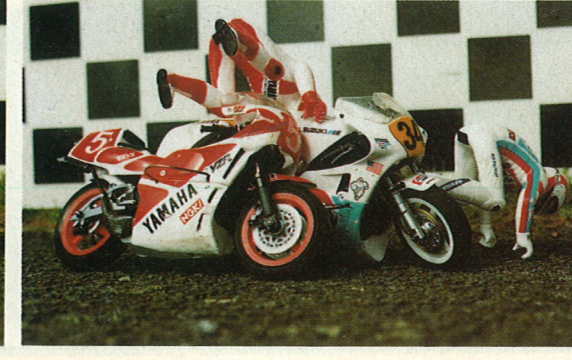
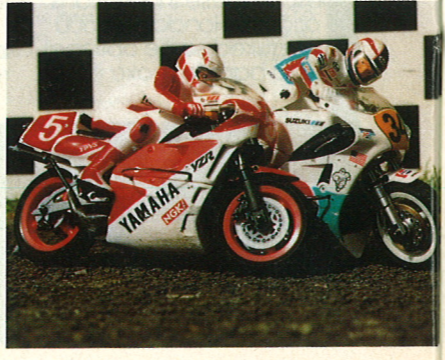
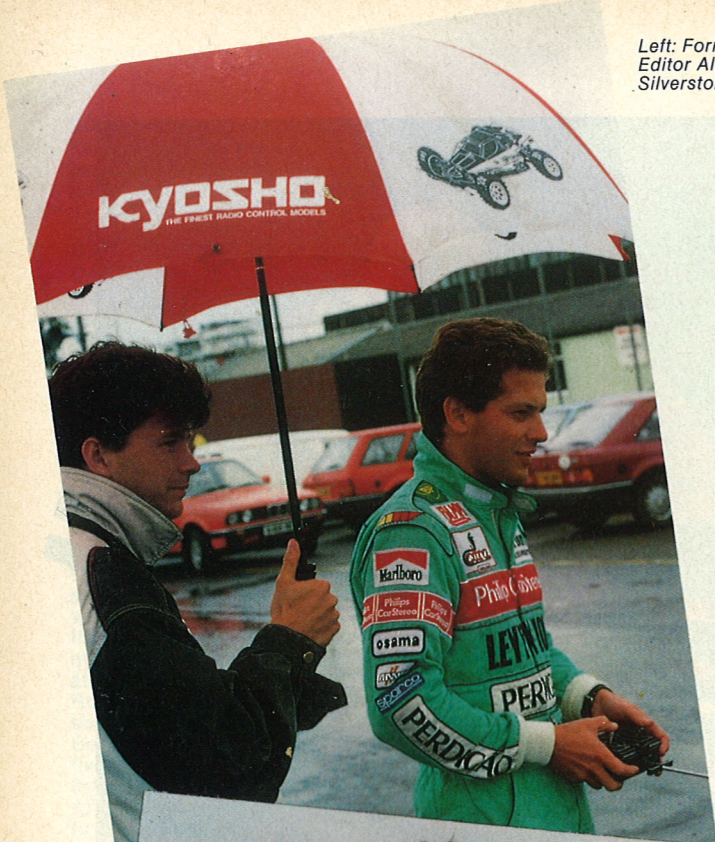
allows the bike to be leaned into the corners and bends as much like the real thing as any model can be.

### Round the bend

Instead of the steering servo turning the front wheel from side to side it leans the forks and the wheel to the left and right. The front wheel naturally follows the

# TWO UP!

Left: Formula 1 March driver Mauricio Gugelmin and Editor Alan Harman test the Yamaha YZR500 at Silverstone prior to the British GP.





original kit greatly and puts the Suzuki and the Yamaha in the racing class.

Also included is a choice of three motor pinions to allow the gear ratio to be changed for different length and layout tracks.

The real beauty of these kits is the scale detailing. Model cars these days look more like mobile cockroaches than anything else (you almost get the desire to tread on them when they scuttle past). At least the bikes look like the real thing in the first place and with the potential for scale detail that can be added the effect can be terrific.

The Kyosho bikes also include working suspension with sprung front forks and a single damper unit controlling the rear wheel

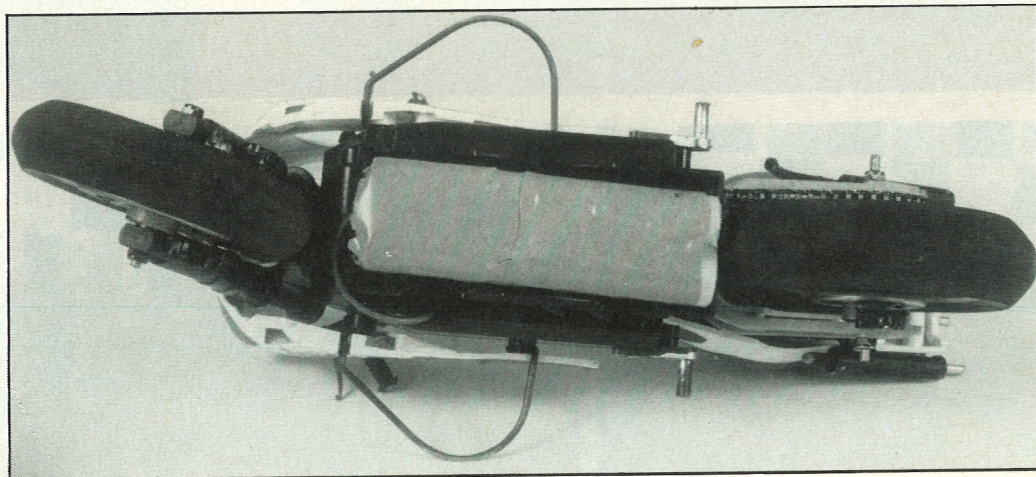
from inside the monocoque chassis. The drive system just for that extra dash of realism uses a real chain to transmit the power from the gearbox to the rear wheel. Both wheels also feature rubber

racing slick tyres.

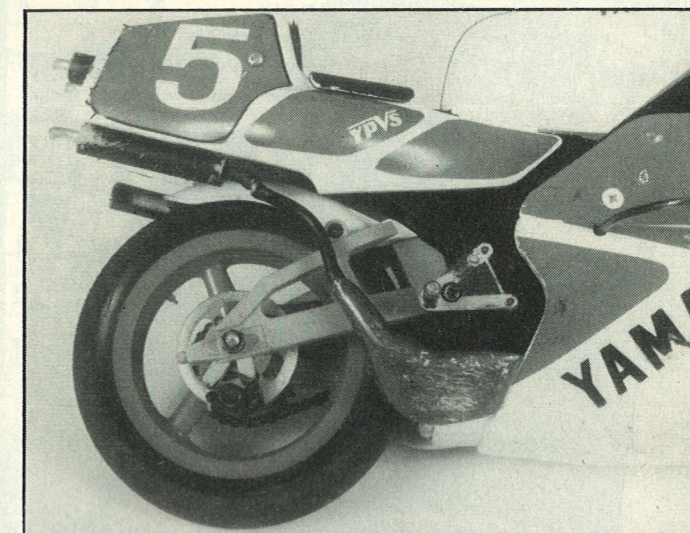
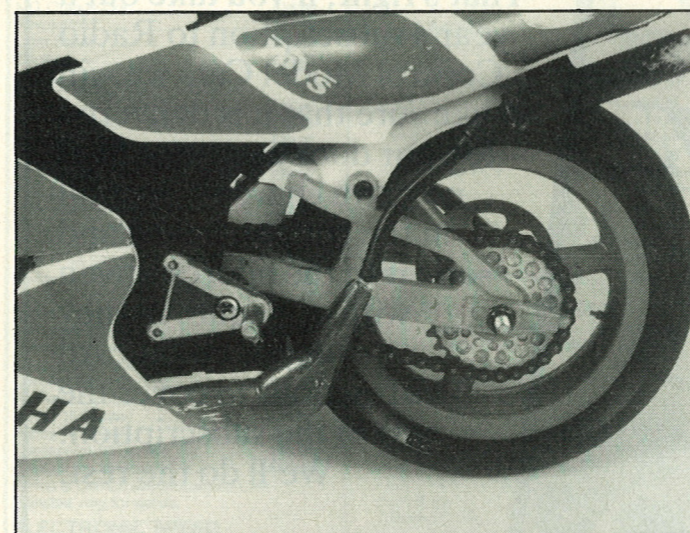
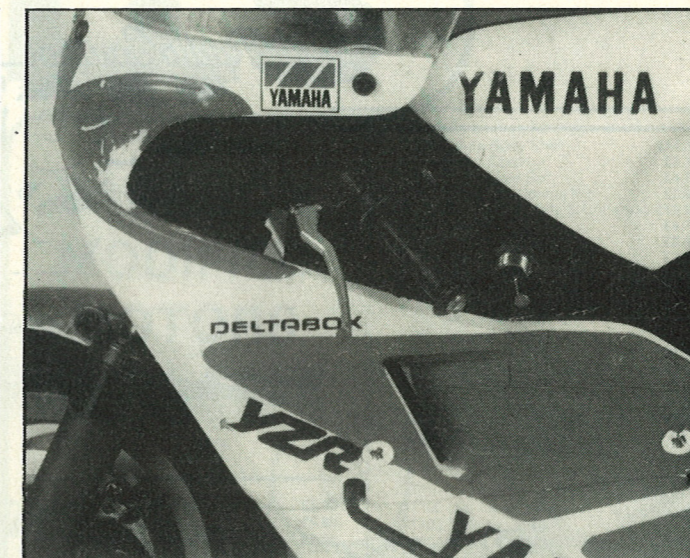
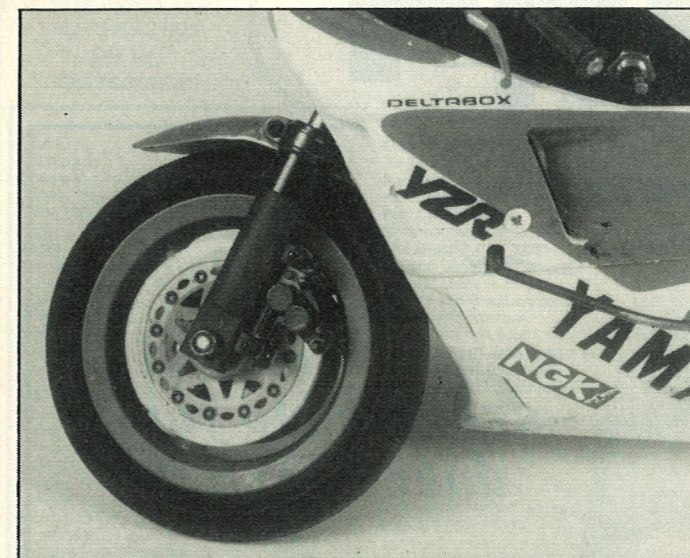
But it is the bodywork where the real scale appeal lies. If you are handy with a paint or airbrush then there is no limit to the amount of time or effort you can put

into getting the effect right.

The driver figure in particular can be given the full treatment either to make him look like he is just about to start a Grand Prix or just finishing one. Making him



RADIO CONTROL MODEL CARS



Detail shots of the Yamaha show chain driven rear wheel and front forks. Note where exhaust moulding rubs on the floor.

look like Barry Sheene on an off-day will be in extremely bad taste however (the bike won't look very good either).

The only trouble with this is that if you have spent an age on the detail you will not want to race it. Which is a bit pointless really because the most fun you will get out of these bikes is watching them whizz round a corner, leaning into the curve before straightening up and shifting the balance for an opposite direction corner.

With these bikes the steering system and the new front wheel means that the bike will be stable at even low speeds so that the skill of driving can be got used to without disastrous and expensive results.

#### Final results

With confidence however the speed can be increased and the bike really powered through the corners. The trick is to keep the power as constant as possible without upsetting

the balance by continually punching the throttle. This demands real skill not just the "wack it in" approach of 4WD super-roach buggy drivers. Concentration is

required for racing to keep the steering and the speed of the bike in harmony, excessive movement of either function will cause problems. The best advice

we can give is to practice in a wide open space first.

