



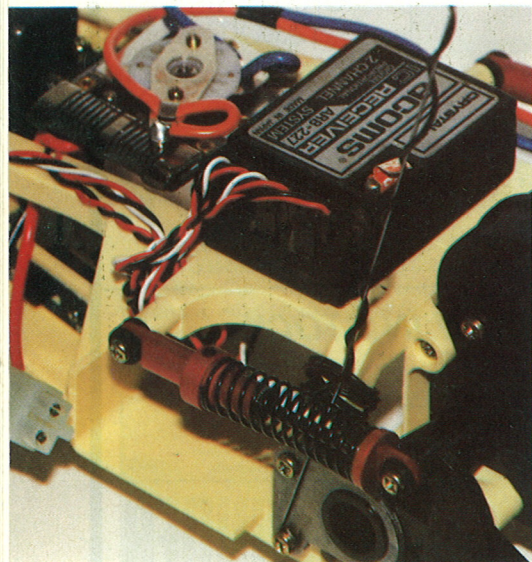
We assessed the latest 4WD from Playtron, distributed by Amerang

The Playtron Lynx is in many ways similar to its stable mate the Doberman (reviewed in the last issue of Radio Race Car). The Lynx has a space frame monocoque chassis incorporating all the necessary mountings for the radio installation. Suspension at the front is via unequal length wishbones and is damped by a single coil over spring monoshock. Rear suspension uses the now familiar rear trailing arms that produce good stability. Twin shock absorbers are used on the rear, one for each trailing arm, and again incorporates coil over spring. All springing is easily and simply adjusted by moving the aluminium collar either up or down the shock absorber to vary the spring tension.

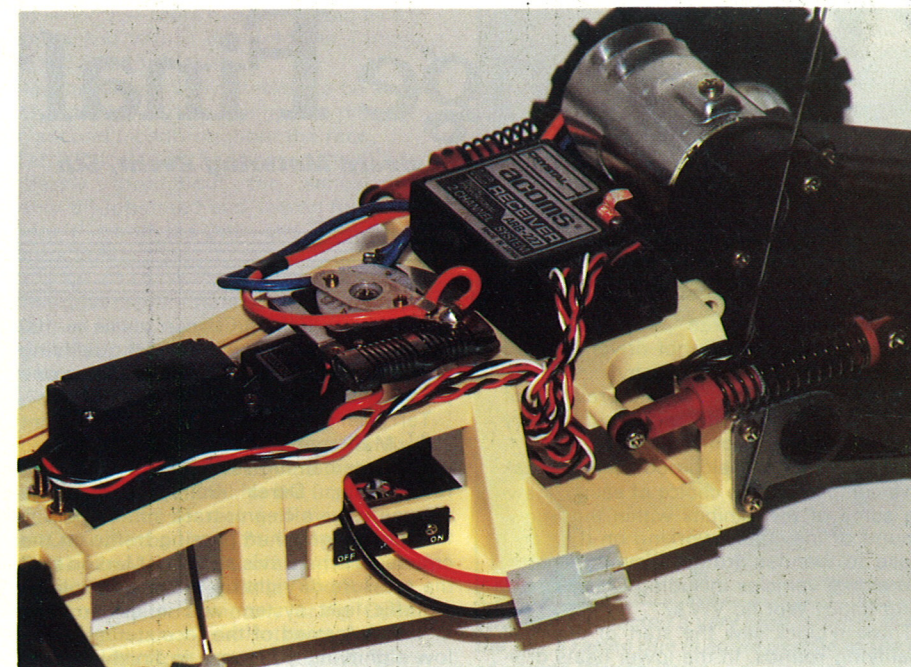
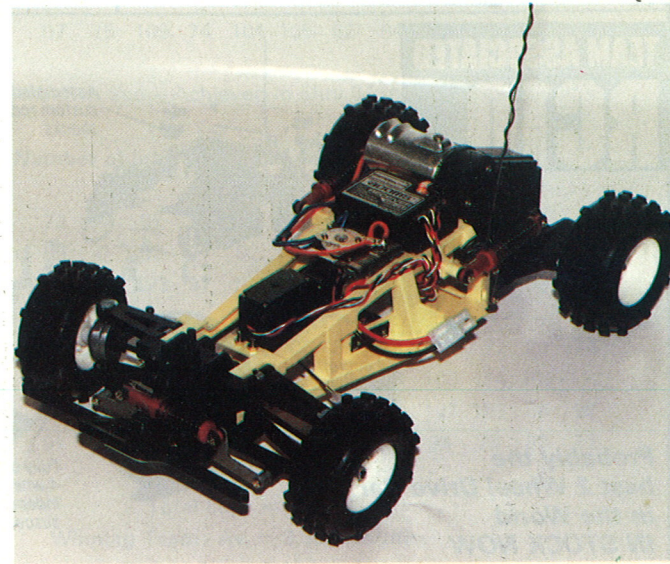
It is here that the Lynx moves away from the Doberman as it incorporates the four wheel drive system. The motor is at the rear and drives through the gear box of strong nylon gears to a sturdy gear differential that utilises the plastic main gear and metal planet and bevel gears. The front wheels are shaft driven via a pair of bevel

led gears in both the front and rear gear boxes. The front wheel drive system uses the now familiar one way bearings that allow the front wheels to rotate in one direction only so that the moment the rear wheels start to lose grip the front wheels are automatically engaged. It is nice to notice that the front hub carriers appear very strong and are cast from aluminium. The standard kit does not contain any ball races and oilite bearings are used throughout. The rolling chassis comes ready assembled and the main task to complete the car is radio and electrical installation and painting the strong lightweight polycarbonate body and airfoil wing. The kit also contains a decal sheet that enables the builder to produce an attractive body shell. The speed controller that is provided in the kit is both neat and compact and is of the ceramic wound variety and should, if kept in good condition, provide good and long service.

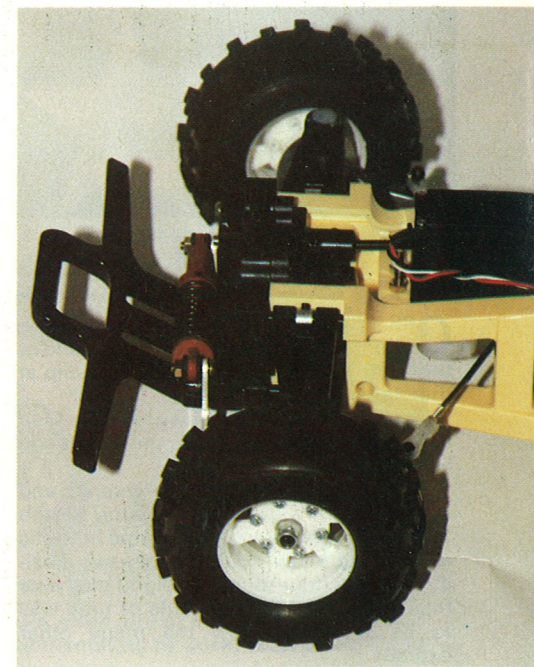
Radio installation is straightforward and



Rear suspension units are mounted horizontally.



The space frame chassis contributes to a light car. A vented heat sink is fitted to the motor.



Steering servo is mounted well back in the chassis.



The acceleration was fine with the speed control giving a smooth take off through to top speed. Reverse came in with full power, just what you need to pull yourself out of the weeds!

All up weight of our car was 3lb 7/4oz. The Lynx could be made even lighter using lightweight gear. Ball races all round would add considerably to the performance as would a stripdown and careful reassembly adjusting the car to bring it up to its full competitive form.

Handling was fine with very effective braking and remember if you haven't driven a 4WD car before they do require a different technique round the corners.

All in all a well presented kit that should soon find popularity around the tracks.

The Playtron Lynx is distributed by Amerang of Commerce Way, Lancing, Sussex BN15 8TE, at a retail price of around £120.95.

takes very little time. The instruction manual is simple to follow, installation being in stages, exploded diagrams and full size parts are shown throughout. The manual also shows exploded diagrams of the gear box etc. and other parts that are already constructed.

Check all the parts to ensure they will work properly, for example, when fitting the track rods to the servo saver we found that the Z-bends obstructed each other and needed to be cut to size.

The steering servo includes bases for the servo saver to fit most radio equipment. The knuckle arms are of the alloy type for strength and lightness. The 7.2 volt battery pack is strapped under the chassis, and the radio receiver is mounted at the rear of the chassis and kept in place with double sided tape and protected by the driver figure. The completed car looks both attractive and business like. The open space frame chassis does leave some of the car open to the elements so do remember to make sure your radio gear etc is well sealed against water. The final task is to run the car and see how it handles, we drove the Lynx over both tarmac and grass to obtain a good all round impression.

