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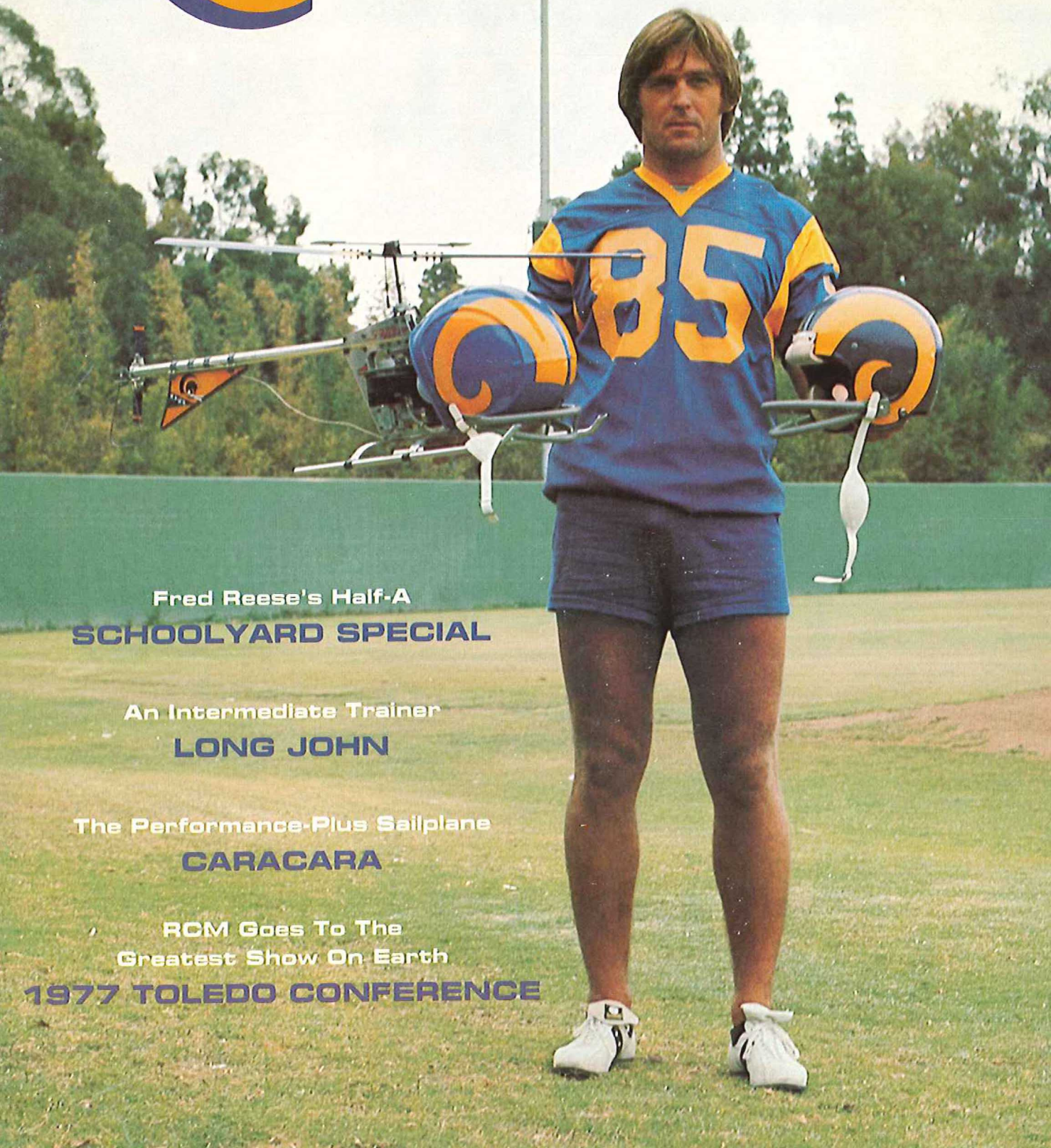
RCM radio control MODELER

THE WORLDS LEADING PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST



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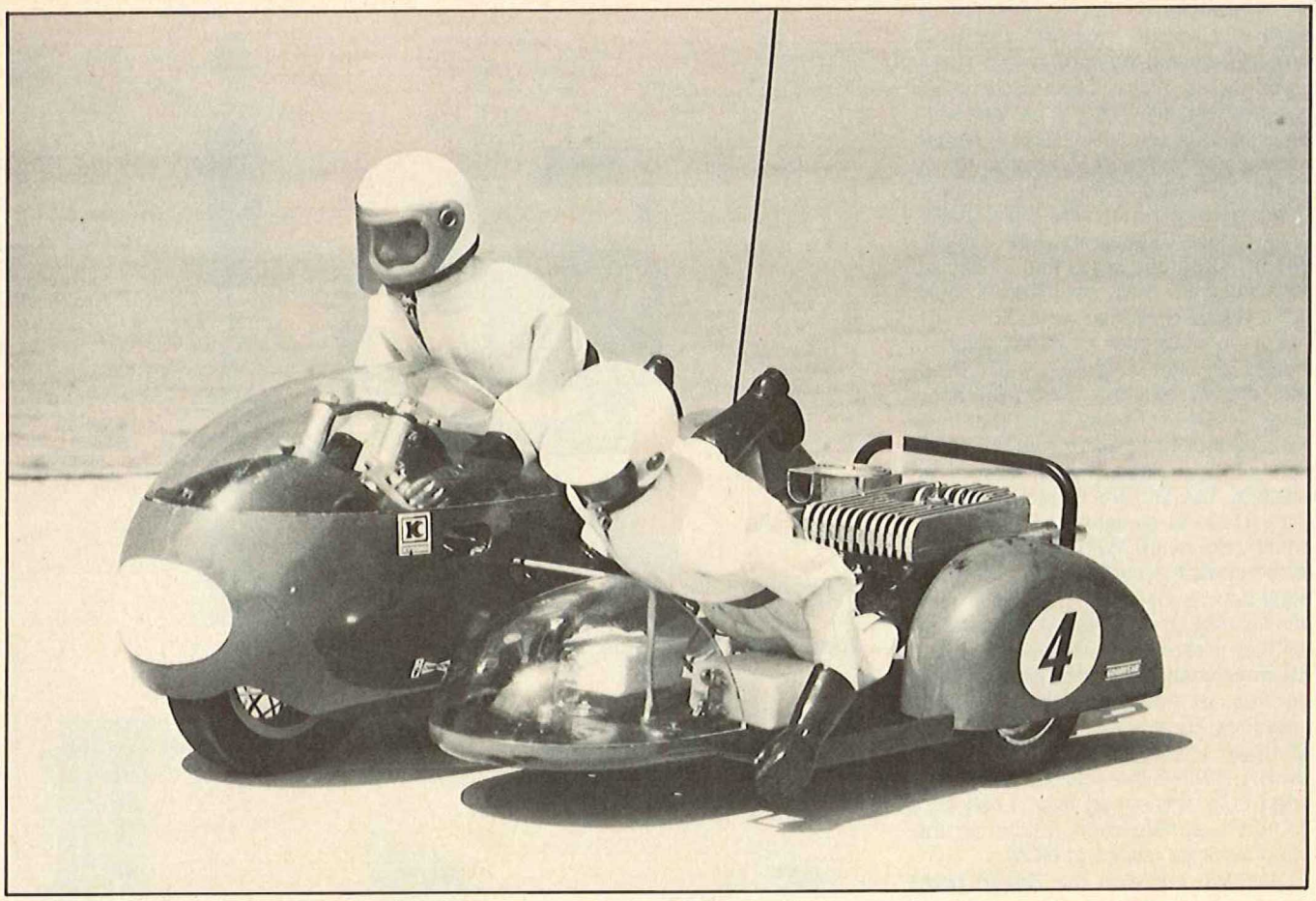


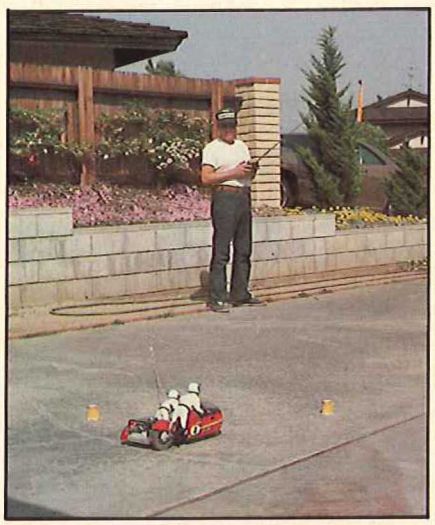
SIDE CAR — 750

If you're looking for something really different in radio control projects, you won't have to go beyond this .15 to .19 powered motorcycle with side car from Kyosho-Peerless Corporation. You'll have a ball on two channels - - - if you can control the spectators!

If you're looking for something truly different in this sport and hobby of radio control, we can't think of anything that would fill the bill better than the .15 to .19 powered motorcycle Side Car-750 from Kyosho Peerless Corporation, 3919 M Street, Philadelphia, Pennsylvania 19124.

This is a combination motorcycle and side car designed for two channel operation and featuring two racing drivers. The length of the motorcycle is 15.4" while the side car is 13.8". The width of the motorcycle is 4.3" while the side car is 6.5". The height of the motorcycle is 5.3" with the side car at 3.5". The wheel base is 10.6" and 6.9", respectively. Road clearance for both motorcycle and side car is 0.7". The gross weight of the entire unit is 5½ pounds. A 6:1 gear ratio is utilized. The toe-in is adjustable for ease of ground handling.

Since this was a motorcycle side car, there were many unusual features found in this kit not before experienced by this builder. To begin with, none of the common model building tools were required, since this entire model is held together with screws, lock washers, and nuts. Every part was completely finished and required only joining its mating part, or



parts. All of this assembly is done with the use of a #1 or #2 Phillips head screwdriver, a 4" Crescent wrench, a small Allen wrench, and a pair of common pliers.

The entire chassis is of die-cast aluminum and stamped steel that requires no drilling, filing, or finishing — just assembly! The drive train consists of a centrifugal clutch which drove the rear wheel through a pair of reduction gears. Surrounding the outside diameter of the clutch is a nylon strap which acts as a brake when the throttle is brought back towards an idle position. The steering is accomplished by a direct linkage from the servo to a control arm mounted on the bottom crown of the fork assembly. The degree of steering sensitivity is controlled by moving the snap link in or out on the control arm, as in all models.

The kit, itself, is the most complete item this builder has worked with to date. All the smaller items were neatly packaged and sealed in bags. All nuts, screws, and washers were packaged by their size, and each group of packages numbered for easy identification during assembly, as were the larger items. The instruction booklet contained a complete list of parts used along with a number

key that was called out in each illustration throughout the booklet. This made the assembly very quick and easy. The only problem encountered was in Step #1 of the construction, since the engine we chose to use was an early model Veco .19 with a standard carburetor. Unfortunately, the instructions failed to mention that, in order to have the brake work in conjunction with the throttle, you had to use a carburetor that opened in a specific direction. After a quick check, it was found that the Perry carburetor was the correct item for this application and it was subsequently installed.

The assembly of the Side Car-750 was very simple and could be accomplished by nearly any builder. The illustrations and instructions were excellent, and each illustration was loaded with construction notes. When the time came to install the front end and side car wheels, it really started to look like a

motorcycle.

As previously mentioned, this is a very complete kit, and the next phase consisted of installing the special muffler (with dual pipes, no less), the heat sink, and fuel tank. With this accomplished, it was time to start hooking up the throttle and brake linkage and install the radio gear.

The servos are mounted to the side car floor by use of special brackets, thereby allowing each servo to be mounted by its rubber mounting points. The receiver and battery pack are wrapped in foam rubber and pushed into the area of the main frame and are later covered by a neat one-piece seat, gas tank fairing. The finishing touches come when you add the air cleaner, main fairing and choose which of many decals you wish to use. And, don't forget the two scale riders!

Operating this model side car motorcycle is really a ball! The engine is started by the use of an electric starter which is held against the flywheel from under the frame. Once the engine is started you are ready to try your skill at operating a side car motorcycle. At this point, I would suggest you allow yourself plenty of room for operation!

The throttle brake set-up works quite well and, getting used to the characteristics of the model, we found that it will go quite fast and will spin, slide, and turn quite well. We found it necessary to contact cement the tires to the wheels in order to keep them in place. The rear wheel has so much power, the tire wants to spin right off and the front tire wants to roll off in high speed turns. Contact cementing the tires to the wheels completely solved the problem.

The Kyosho Peerless Side Car-750 is a truly different and durable model that is

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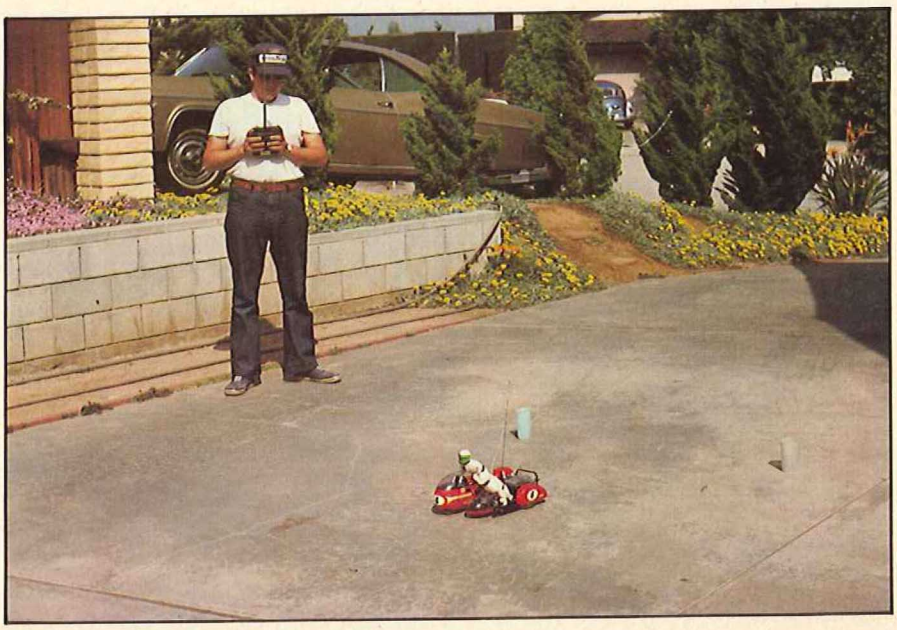
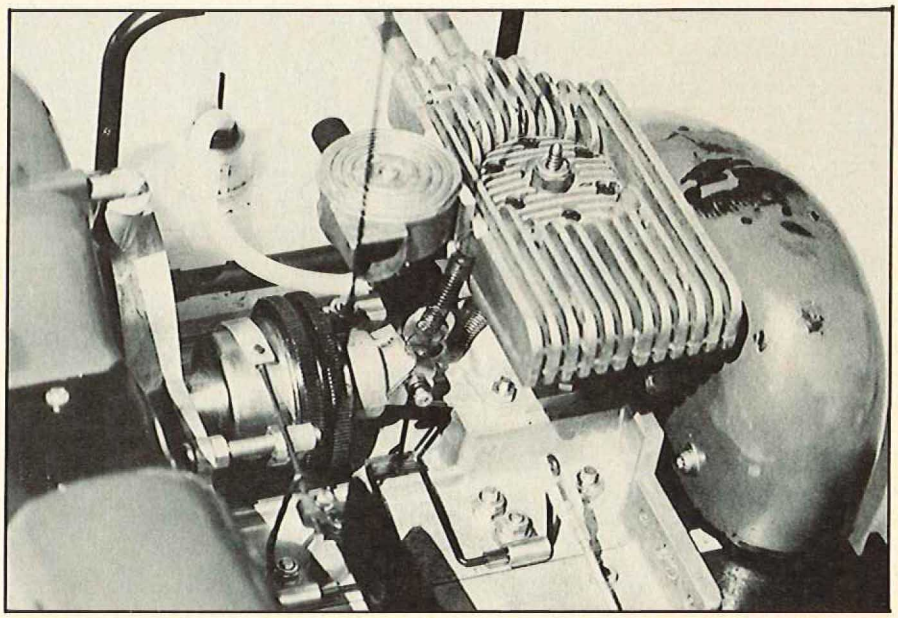
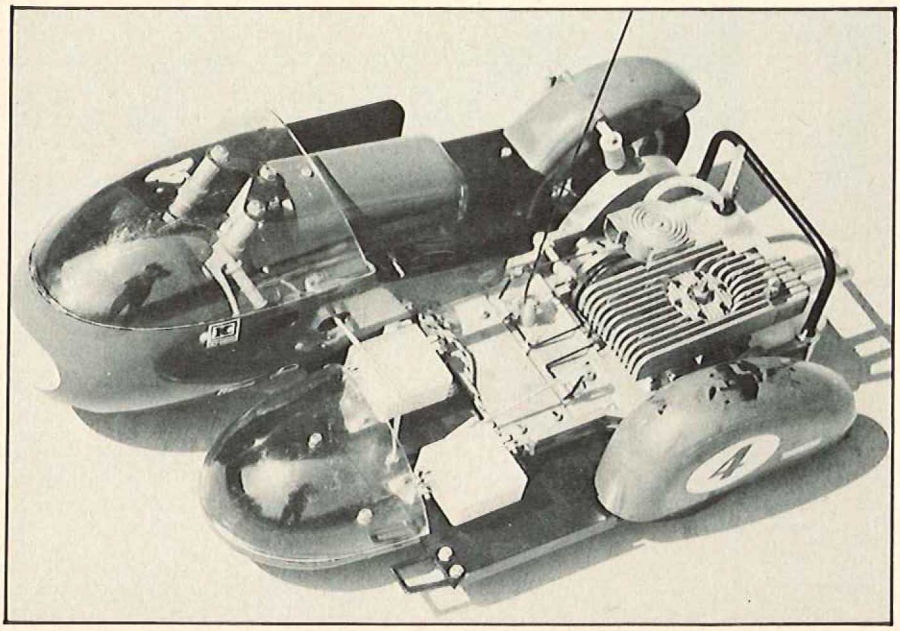


All of the parts in this truly complete and highly unique kit. Note that all of the hardware is individually packaged and labeled for ease of identification and assembly. A Phillips head screwdriver, Cresent wrench, Allen wrench, and a pair of common pliers are all the tools that are needed.

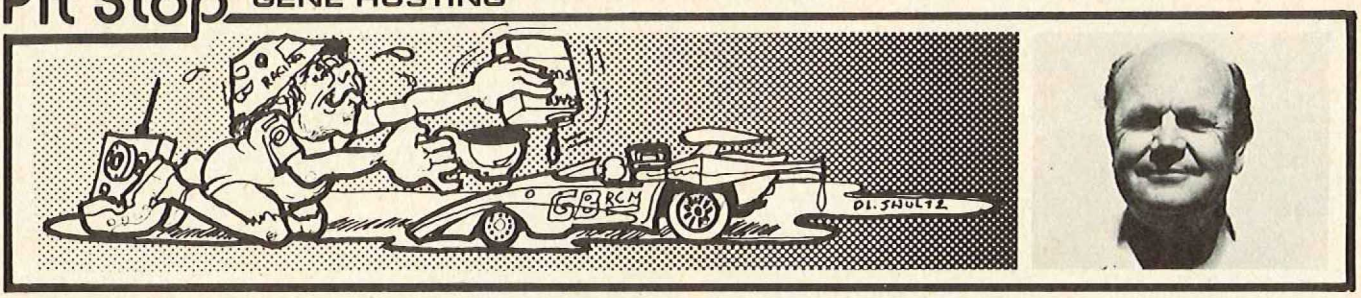


A close-up view of the engine with heatsink, fuel tank, throttle-brake linkage, and miscellaneous plumbing. All parts are of die-cast aluminum and stamped steel that requires no drilling, filing, or finishing - - - just assembly.



Here's the Peerless Kyosho Side Car-750 with the two racing drivers removed to show the radio installation. With a 5½ pound gross weight and a 6:1 gear ratio, this fifteen inch long model really moves out – and did our RCM prototype ever draw the crowds whenever a test run was made!

Pit Stop GENE HUSTING



One of the biggest races each year in Southern California is the McCoy Race, sponsored by Dick McCoy. As most of you already know, Dick McCoy and Model Airplane/Car High Performance Engines have been synonymous for 40 years. For the last 4 years, Dick has been concentrating on high performance parts for the R/C car engines. For 3 years, 95% of the R/C car races were won with Veco-McCoy engines, and last year, the K & B .21 with McCoy parts, has taken over. McCoy chose Thorp Raceway, in Pomona, California, for the site of the 1977 race. John Thorp has one of the finest tracks in the country. It's very popular with the racers because it has super traction, is very smooth, and has a challenging layout. John also has a well-equipped parts store.

Driver's meeting for the 102 entrants at the McCoy race at Thorp Raceway in Pomona, Ca. John Thorp is explaining to the drivers, starting line procedures and pit stop procedures.

John Thorp, probably contemplating, "How are we ever going to get through all the races with 102 ENTRIES?"

The race was scheduled for Sunday and, normally, Saturday is used for practice. But a couple other guys and I figured we would go on Friday to have the track to ourselves. When we got to the track, there were 30 other guys there with the same idea! But it wasn't too bad of an idea and we got in a lot of practice. Even Earl Campbell, who hadn't raced in 1½ years, was out practicing with a borrowed car from Al Chuck! One of the things I wanted to try was our new disc brake. We had run it at two previous races with no problems, but this track would really test it because, at the end of the straightaway, there is a very tight 180 degree turn. We'd be going from 50 mph to 8 mph in a fraction of a second. It was fantastic! No fade whatsoever. It was even lighter than the stock kit brake which means we also got more acceleration as well as braking.

Saturday was something else. 82 drivers signed up for controlled practice. Dick McCoy was trackside timing cars and Butch Kroells and Chuck Phelps, from Phoenix, were turning in the quickest times. They seemed to be flying around the track! But it seemed like everyone else was also going faster then ever. Bill Jianas, the National Sports Car Champion, was also getting around the track fast in his limited performances. He tried out 4 different engines, trying to find the one he liked.

Tony Bellizzi, head man from MRP, came down from Washington and #1 MRP driver, Gary "AJ" Kyes, was here from San Francisco. There seemed to be MRP cars everywhere. Thorp cars were very well represented, and I've never seen John Thorp go so fast around the track — he looked unbeatable. And, of course, there were a lot of Associated cars running. Earl Campbell didn't show on Saturday, so it was doubtful if he would be there on Sunday. My own car had a little too much steering for Saturday, but I was counting on the bite (traction) coming up for Sunday. To give you an idea how good the bite is on this track, 2 cars rolled over on their tops in a corner, without having touched anything! With this kind of traction, you can use all the horsepower you can get, so most of the guys were running K & B .21's with, generally, 20% nitro. Chuck Phelps was running 30% which helped his times. I don't know of anyone who was running more nitro due to the pre-

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McCOY RACE RESULTS

Beginner Class
Fast Qualifier: John Keltz 3:38.5

1	Joe Ferrara	30 laps
2	Bob Brown	30 laps
3	John Keltz	30 laps
4	Don O'Brien	29 laps
5	Tom Adams	27 laps

Novice Class
Fast Qualifier: Joe Tentshert 3:29

1	Danny Discenza	40 laps
2	Jay Spere	39 laps
3	Brian Iso	39 laps
4	Steve Shimada	38 laps
5	Dick Rold	38 laps

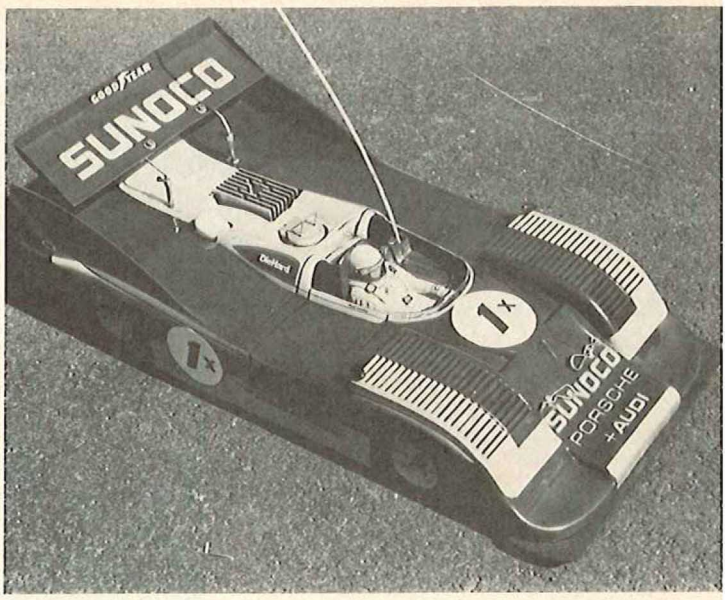
Amateur Class
Fast Qualifier: Bill Newlin 3:15.7

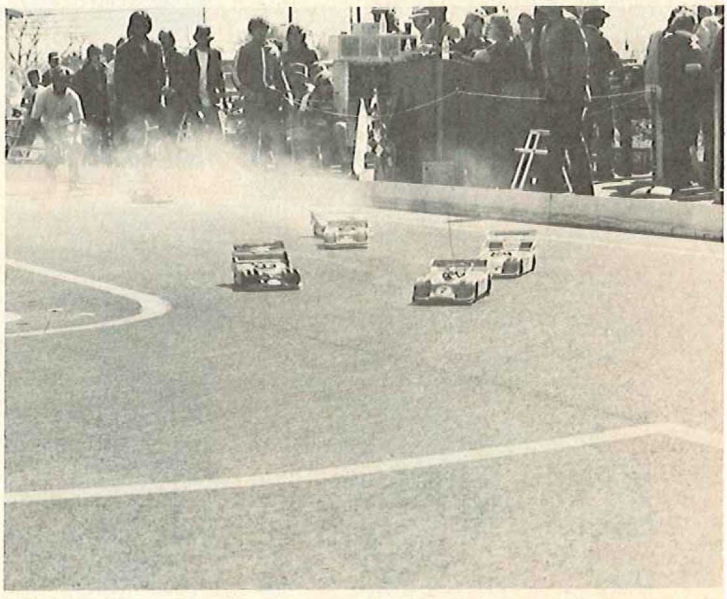
1	Bill Newlin	50 laps
2	Jim Cade	49 laps
3	Jack Barton	48 laps
4	Joe Zimmerman	48 laps
5	Bob Jenkins	47 laps

Expert Class
Fast Qualifier: Bill Jianas 3:02.9

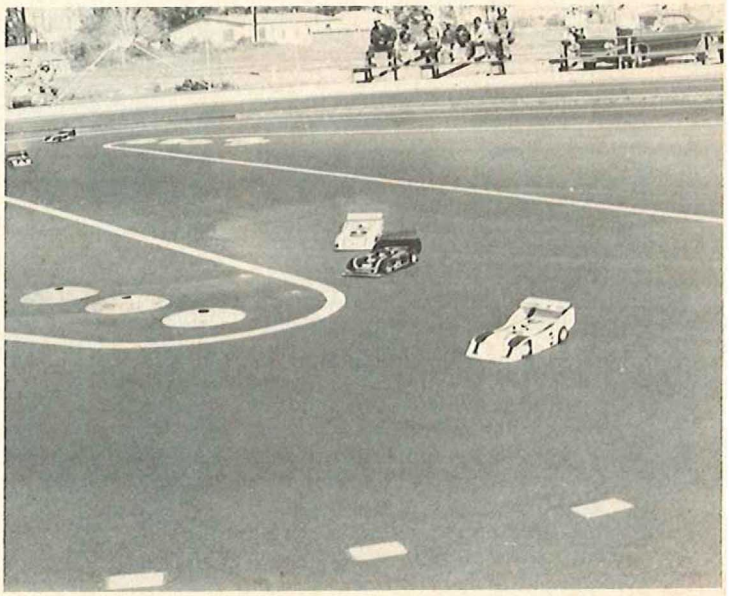
1	Earl Campbell (60)	Associated
2	Jeff Rold (58)	Magnum
3	Gene Husting (58)	Associated
4	Rich Lee (58)	Associated
5	Gary Buriani (55)	Associated
6	Mike Rowland (51)	Associated
7	Curtis Husting (35)	Associated
8	Bill Jianas (5)	Associated
9	John Thorp (DNS)	Thorp

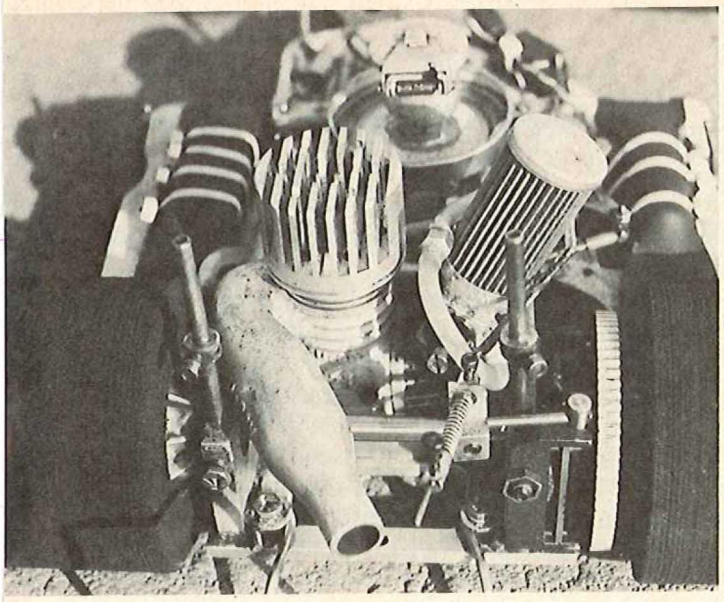
Dick McCoy is very popular with the racers and attends at least 2 R/C car races every month, giving all the help he can to everyone.





TOP ROW, LEFT: Tony Bellizzi, head man at MRP, is obviously well pleased with the fine turnout of MRP cars. TOP ROW, RIGHT: Concours was won by Gary Buriani from San Jose, with his scale Porsche 30 KL car. ABOVE: Start of one of the Amateur Class 10 lap qualifying heats. Cars are fueled, placed down, driven to the starting line and then given the green flag starting the race. ABOVE, RIGHT: Cars are now heading into the first turn. Right now they're all lined up for the correct line through the turn. The race starts are generally very exciting with all the cars trying to get through the first turn at the same time. RIGHT: The lead car is not lined up exactly right for this turn, but he'll make it through okay. The second and third place cars are obviously in for a lot of trouble. Normally we run highway "Botts Dots" in the corners to discourage corner cutting, but John uses "Plow Discs", and they really work!





ABOVE, LEFT: Chuck Phelps has broken 4 K & B 21 cases at the muffler flanges lately, but he now has a new prototype McCoy case in his car that is unbreakable. He also has the new RPM-Associated Disc Brake on his car, both which helped him to be fastest in practice on Saturday. A blown glow plug in the Semi-Main kept him out of the Main. ABOVE: National Sports Car Champion, Bill Jianas, shown here pitting for Bill Newlin. Jianas was Top Qualifier in the Expert Class and set a new track record. Engine problems hurt his finish in the Main, but Bill Newlin won the Amateur Main. LEFT: Butch Kroells, on the left, and Earl Campbell. Butch had one of the fastest cars in practice on Saturday. He then offered his car to Earl to race on Sunday. After not having raced an R/C car for 1 ½ years, and with only 5 minutes practice time with the car, "FAST" Earl when on to win the Expert Main event! BELOW, LEFT: Jeff Rold, driving his scratch-built Magnum car, which was designed and built by Mike Reedy, took 2nd in the Main. 18 year-old Jeff, who was just moved up from the Amateur Class a couple months ago, drives a perfect line around the track, and is consistently finishing near the top. BELOW: I guess I should be smiling with a 2nd place in qualifying and a 3rd place in the Main event against this field.

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ignition problems and blown glow plugs. I was using K & B 1000, and I seemed to have the same power as anyone else and no problems, so I decided to leave well enough alone. What I was most happy about was I now had reliability with the K & B .21. The 1977 K & B .21 cases, pistons and sleeves are definitely better than last years. Thanks, K & B!

On Sunday, I thought I'd get to the track a little early. I must have been the last one there. The place was packed with *102 entries!* I know John Thorp was very concerned about getting the whole program run off on time. Last year there were 86 entries and everthing went smoothly. John didn't run last year, but this year he wanted to compete, which added to his pressures.

It was cloudy and looked like rain, but it never (?) rains in Southern California, sure enough, it cleared up later. Due to the number of entries, everyone only got one 5 minute practice session. It was awhile before I got to run, but I was happy to see the bite did come up and I was satisfied the way the car handled.

Qualifying was next up. Everyone got two timed 10 lap qualifying heats with the single best heat only counting. We ran 4 driver classes, with John Keltz top qualifier in Beginner Class at 3:38.5, Joe Tentschert, driving his best ever to take Novice Class with 3:29.0 and Bill Newlin looking good to take Amateur Class at 3:15.7.

In a large race, qualifying times are very important because the fastest three qualifiers get a "Sit Out" for the Main Event, meaning they automatically advance to the Main Event. The next 9 drivers (at Thorps) go into the Semi-Main. Anybody who doesn't make the Semi-Main is through for the day. The first 6 place finishers in the Semi-Main advance to the Main Event. This format is used in all 4 driver classes.

Bill Jianas held the track record at 3:08 (3 minutes, 8 seconds) for 10 laps. Bill was up in the first Expert heat, got off to a perfect start, and the rest of us knew we were in trouble. Bill seems to be able to know the impossible, which is what the car will do, before it actually does it. You can learn a lot just from watching him. He drove his usual flawless style and shattered the track record with a 3:02.9! I was up in the next heat. Everyone hopes they can get a good start because, with all those cars heading for the first corner at the same time, if

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you get bumped around, you can lose a lot of time. I was fortunate and got through the first corner first, without getting hit. After "thanking the Lord", I concentrated on losing the least amount of time around the track. About the 8th lap, I started lapping cars, which sometimes can be very tough, but the car was handling fantastic and I made it through cleanly. My 10 lap time was 3:03.6! — less than a second behind Bill's time, with which I was quite happy to say the least.

I think the next qualifying heat caught everyone by surprise. Tony Bellizzi had mentioned that he hadn't raced for the last 6 months through the winter in Washington, and he still didn't feel he was back up to his true potential driving. Earl Campbell hadn't raced for the last year and a half. He didn't practice at all Saturday and today he had exactly 5 minutes practice time in a totally new car! Butch Kroells had volunteered his car for Earl to drive — Greater Love Hath No Man! Earl also got a great start, and it looked like he had been driving forever. He drove fabulously as ever and turned a 3:06.5, which was good enough for the third Sit-Out spot in the Main! My son, Curtis, turned 3:07 for 4th time and Mike Rowland turned 3:08 for 5th time. That's tough racing.

Concours followed qualifying. I was sure glad I wasn't the judge! Jerry Thompson had this responsibility. With 20 beautiful cars entered, Gary Buriani, from San Jose, California, won Concours. Gary has been winning 90% of the races in the San Jose/San Francisco area over the last 2 years and now, with a Concours win, he's had everything.

Semi-Mains were run next and then the Main Events. In the 30 lap Beginner Main event, Joe Ferrara crossed the line first with Bob Brown 2nd and John Keltz 3rd. All 3 cars were on the same lap.

Danny Discenza drove a great race to take 1st place in the 40 lap Novice Main. Jay Spere was a lap back to take 2nd with Brian Iso taking 3rd.

Our Amateur Class drivers would probably be Experts in most other areas of the country and the Amateur that had it all together today was Bill Newlin who won the 50 lap Amateur Main, driving his best ever. Bill improves with every race he enters, and will probably be moved to Expert Class, if he keeps up this kind of driving. Jim Cade took 2nd. Jim is a very good driver, but he seems to have more than his share of bad luck, but today he had all good luck. Jack Barton drove his best race ever and took 3rd.

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The Experts were up next, just as the sun was beginning to set. The start of the race was delayed 10 minutes because John Thorp was having radio problems. I thought this was only fair enough, because John, and the sponsoring Procar Club of Pomona, had done a great job getting through the whole program on time. But the Experts were getting excited about the pending darkness and the race had to be started without John. I know how much John wanted to race, but the race was delayed as long as possible.

With darkness setting in, the 60 lap Expert Main was started. As seems to be a habit of his, Bill Jianas made it through the 1st turn in 1st, with Earl Campbell in 2nd and I was 3rd, but then I got spun out and ended up last. It looked like Bill and Earl were going to have a great race. At the end of the first lap, Bill's engine died and Earl took over the lead! Mike Rowland, who had easily won the Semi, took over 2nd with Cary Buriani, Curtis Husting (#3 son) and Jeff Rold all fighting for 3rd. About the 30th lap, Buriani ran out of fuel on the track, in the semi-darkness Rowland hit him broadside on the straightaway, losing his body. This put Curtis in 2nd. Curtis held 2nd till the 35th lap when he went out with car problems, caused by too many trips in the dark over the plow discs used as corner markers. I then found myself in 2nd. As long as no one else wanted 2nd place, I figured I might as well try it. My car was working great in the beginning of the race, then after a couple of collisions it started to get worse and worse. Midway through the race, Earl lapped me to put a whole lap on the field. But then another car lapped me! Rich Lee, who was in the pits when the race started, was simply flying around the track. He even lapped Earl,

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but he was still another lap down. As my car was getting worse, I could see Jeff Rold slowly gaining on me lap after lap, but now there was only one lap to go and all I had to do was turn one easy lap to hold on to 2nd. But then the car did a 540 degree spin in a slow 180 degree turn! A later inspection showed both right hand tires with large chunks missing. As I was sitting with the car pointing in the wrong direction, Jeff slipped by to take 2nd. The race ended with "fast" Earl Campbell winning by 2½ laps over super smooth Jeff Rold, myself in 3rd, with Rich Lee in 4th on the same lap. Rich was actually running faster around the track than anyone, but the late start hurt his finish.

What more can I say about Earl? He takes a year and a half off, comes back with a strange car, gets 5 minutes practice in it and beats us all. I think most of you know this is only possible with a good handling car and Butch Kroells deserves a great amount of credit for getting his car set up to handle perfectly with great horsepower, going around the track as fast as anyone's on Saturday, and then offering it to someone else to drive on Sunday — Unreal. Congratulations Earl and Butch. □

SIDE CAR-750

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more fun that you can imagine. For those who would like something different for a change, as well as something that is completely realistic and a real attention getter wherever you go — this is it! □

NRCHA

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the outside ball of the arm. It is imperative that this link be made after the control link is installed. The length must be bent as shown to allow adequate clearance of the ball length on the bellcrank (rear view). The screw holding the top ball in place must be long enough to reach into the threaded area, yet it must not put pressure on the screw coming from the bottom ball.

8) Shorten the ball lengths leading to the tail rotor blade mounts by 2mm.
9) Install the ball link on the arm of the bellcrank, and adjust the linkage