

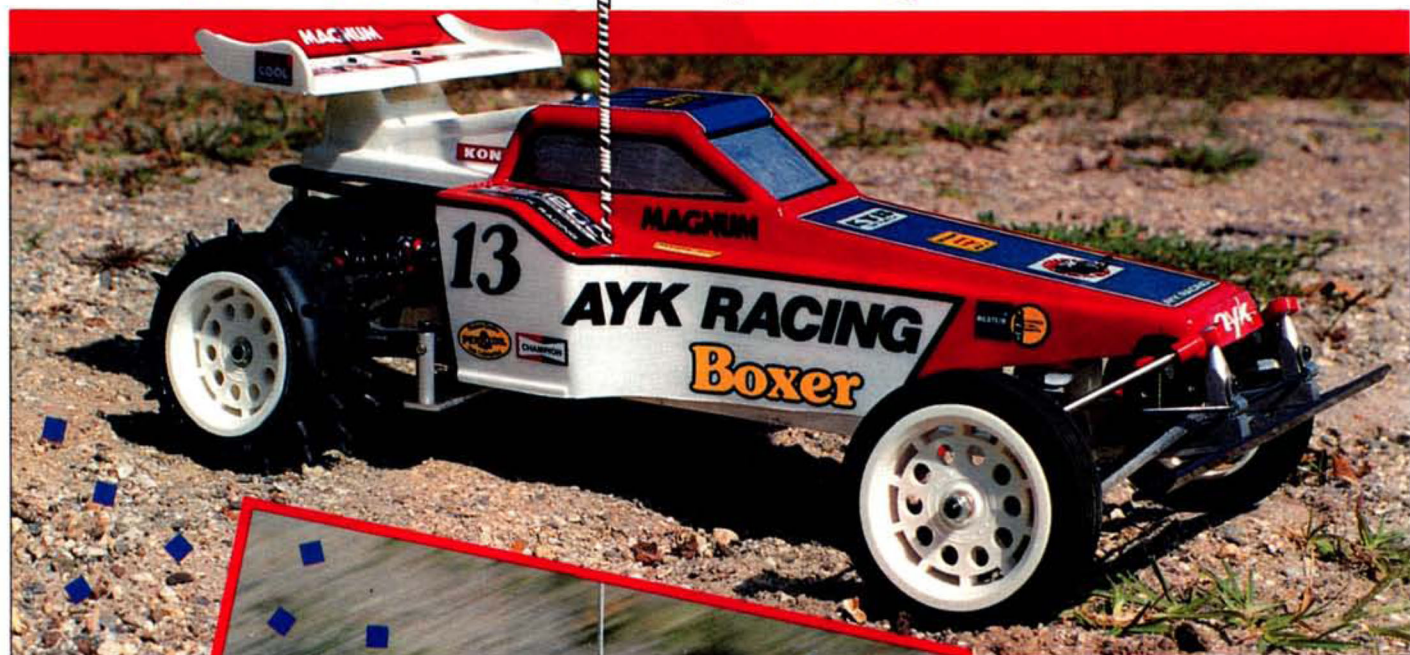
Track Report

AYK

# BOXER

from RACE PREP

Knock out the neighborhood competition.



Photos by Louis V. DeFrancesco Jr.



by ART SCHROEDER

current, seems just a bit quicker than other off-roaders I've driven. Of course, its speed is the result of gearing, motor power, mechanical drag, and power input. Gearing is fixed, but a variation can be obtained by using one of three available pinion gears. The kit provides the middle choice, a 13-tooth pinion. There are a variety of motors available depending on need.

**THE KIT.** The latest Boxer has an all-new, improved ball differential, and also seems to be a little easier to assemble. It has relatively few parts and a simple chassis and suspension arrangement. Indeed, the chassis (or frame) is virtually all-metal, employing two frame pieces and three guards that align and strengthen the main frame pieces. So, too, aluminum is the material of choice for the single front-suspension arms. Aluminum also is found in front- and rear-suspension supports and rear shock arms. Suspension front and rear is aligned with support rods.

(Continued on page 78)

**T**HERE I am, neck and neck with the neighborhood off-road bully, on a vacant lot course designed to test any driver's skills with an unusually long straightaway. There are also rough areas, sand traps, water hazards, chassis-breaking leaps, sharp turns, and cut-backs. My neighborhood friend cheers me on as we approach the final long straightaway with our AYK Boxer from R/C Race Prep\*, among the fastest cars I've ever tested on the straights. This is partly due to the ultra-light design and the motor.

The car is powered by a Magnum 360L and, on 7.2-volt

# O.S. MAX CZ-1

(Continued from page 68)

construction. It is an ABC type engine, using a ringless aluminum piston running in a thick-walled brass liner having O.S.'s special ultra hard wearing nickel-based composite all-over plating. A Schnuerle-plus-third-port scavenging system is used. The cylinder head has a bowl-and-squish combustion chamber and neat tapered cooling fins.

The main casting, comprising crankcase, front housing and cylinder casing, contains two 9x17 mm ball journal bearings to support the one-piece hardened steel crankshaft. The 9 mm diameter shaft has a 6.6 mm bore gas passage fed from a 10 mm long valve port and its 4 mm crankpin has a 3.2 mm diameter spigot that engages a slot in the starting shaft drive disc. The starting shaft runs in an 8x16 mm ball bearing at the outer end, supplemented by an 8 mm i.d. bronze inner bush, both bearings being contained in a substantial rear housing. The starter cone has a diameter of 29.4 mm, is keyed to a flat on the shaft with a headless set-screw and is firmly retained with a special hex socket round head screw.

The Max CZ-1 obviously has the makings of a very powerful little engine and we were not surprised to learn that the production motor is a detuned version of the prototype which proved to be too powerful for the intended buggy application.

The engine comes fitted with an O.S. No. 8 glowplug and a glowplug wrench and starting cord are also supplied.

Peter Chinn, c/o Model Airplane News, 632 Danbury Rd., Wilton, CT 06897. ■

## GRASSHOPPER

(Continued from page 30)

When the speed controller was in place, I moved forward to the beefed-up suspension we'd worked on earlier. To complete the front assembly and to complement the suspension changes, I added a heavy-duty steering package as extra insurance that popped tie-rod wasn't going to ruin a fine performance. The CRP Grasshopper heavy-duty steering (No. 1604) provides a ready-fit, easy-to-install steering assembly that gives peace of mind and performance needed by any racer.

To add the finishing touches to this project, Parma has a three-point aluminum nerf bar set (No. 13277) that gives the Grasshopper the extra side protection and eye appeal we all like. Next I added high-traction tires, Parma front-spiked tires (No. 12011) and CRP rear dynamite spiked tires (No. 4213). The only eye-appeal items yet to add were CRP chrome wheels, a Parma Stinger body, and the new Pro Line universal front bumper.

The Pro Line universal bumper is the extra wide protection needed to make sure the competition doesn't get in the way of your dash for the checkered flag. It gives the Grasshopper the extra steering and suspension protection that could be the difference between not finishing the race and winning.

The Project Grasshopper machine took on an awesome look so I set out to see if the Hopper had as much go as show. The track test of this car was an exciting experience. Warm-up laps were taken with some caution and a few minor suspension adjustments were made, but once all was settled, I put the juice to it. That Grasshopper kicked up its heels and was gone. Jumping and handling abilities were remarkable, not to mention the speed with which the hopped-up Grasshopper tore around the track. Just think, you can create a killer insect out of an innocent starter car.

Give your Grasshopper a chance to grow and spread its wings, and you won't hop, you'll leap past the competition!

*\*The following are the addresses of the companies mentioned in this article:*

MRC/Tamiya, Model Rectifier Corporation, 2500 Woodbridge Ave., Edison, NJ 08817.

Parma International, 13927C Progress Pkwy, N. Royalton, OH 44133.

Custom Racing Products, P.O. Box 1485, Dept. 6-F, Temple City, CA 91780.

Pro Line USA, P.O. Box 456, Beaumont, CA 92223. ■

## AYK BOXER

(Continued from page 62)

There is a mono-shock for the front end and dual shocks at the rear. The shocks are oil-filled and coil over. A torque stabilizer bar is included on both front and rear suspension. Both front and rear are solid and capable of handling just

(Continued on page 86)

# PARTS! PARTS! PARTS!

FOR YOUR 1/10-SCALE ELECTRIC CARS!

**BOLINK—CRP—PARMA—MIP—KIMBROUGH—JG—CAPT HOT TRICK—  
MRP—MRC—TRINITY—ASSOCIATED—THORP**

Check These Kit Prices:

Wild One .....	\$155.00
Fox .....	\$129.00
Hotshot .....	\$139.00
Frog .....	\$99.00
Hornet .....	\$75.00
RC10 (6010) .....	\$145.00
Predator .....	\$130.00

35 Additional Kits Available!

All Accessories Available!

—Ask for Prices!

Mail Order Only.

Falcon .....	\$101.00
Optima .....	\$145.00
Boomerang .....	\$135.00



For ordering and info: (914) 342-5102

Mid-Hudson Hobbies, 2 North St., Middletown, NY 10940

# AYK BOXER

(Continued from page 78)

about anything thrown their way.

The balance of parts are glass-filled nylon or other plastics with the usual clear Lexan body covering up everything. The control features include a built-in servo-saver on steering and a 3-speed forward, variable power control with braking and reverse.

The use of aluminum as a main frame component, and also at other strategic spots, enables the Boxer to handle the roughest treatment. The parts are on par with those in any other kit, and everything needed—except radio, battery, and paint—is included. Boxer's instructions have a serious flaw: they're mostly in Japanese with terse English translations. It's mainly in the area of chassis and suspension adjustment that I felt a little lost. I finally set front wheels with a bit of toe-in and zero camber—it all seemed to work well in my runs. Even with that criticism of the instruction's verbal component, I must say the step-by-step isometric drawings are so beautifully done that I had no problems of any kind except for the aforementioned adjustments. This is one car that anyone is capable of assembling, beginner or expert alike.

The Boxer finished up at a weight of 3½ pounds with radio and all accessories. Approximately 70% of vehicle weight is on the rear wheels, which is about normal for a rear-wheel-drive car. Wheel base is 10.3 inches and tread is 7 inches. All in all, this is a very stable car and easy to steer around any course when properly adjusted.

**PERFORMANCE.** Boxer proved itself to be very quick. I ran it initially on my favorite track, a paved road outside my home. It ran straight and turned quickly—too quickly at first! I toned this down by moving one hole out on the servo saver arm. On rough terrain, the machine handled several circuits including some nasty jumps that have damaged other cars. My typical times seemed better on my personal off-road track (my backyard), but some real racing is needed to prove this. After a couple of hours running, I found no chassis problems, loose components, or excessive wear. So far, Boxer has been one of my least troublesome cars.

I used AYK's 7.2-volt battery as a power source. I don't know the manufacturer of the cells, but the battery gave

runs equal to any I'd used before. I haven't taken any drain readings on the 360L Magnum motor, but for the power it puts out, it seems quite easy on the batteries giving very long runs.

The Lexan body was painted with acrylic paints brushed on from the inside in the usual fashion. A very nice vinyl transfer sheet gave all the sparkle needed.

I really enjoyed this car and I think you will too. It's a fine kit that assembles into a potential winner. Ball bearings and hotter motors are available to help when greater performance is needed.

Next time the neighborhood off-road bully starts a round of verbal intimidation tactics, be prepared—with a super-fast AYK Boxer from R/C Race Prep.

*\*The following is the address of the company mentioned in this article:*

R/C Race Prep, 20825½ Roscoe Blvd.,  
Conoga Park, CA 91306. ■



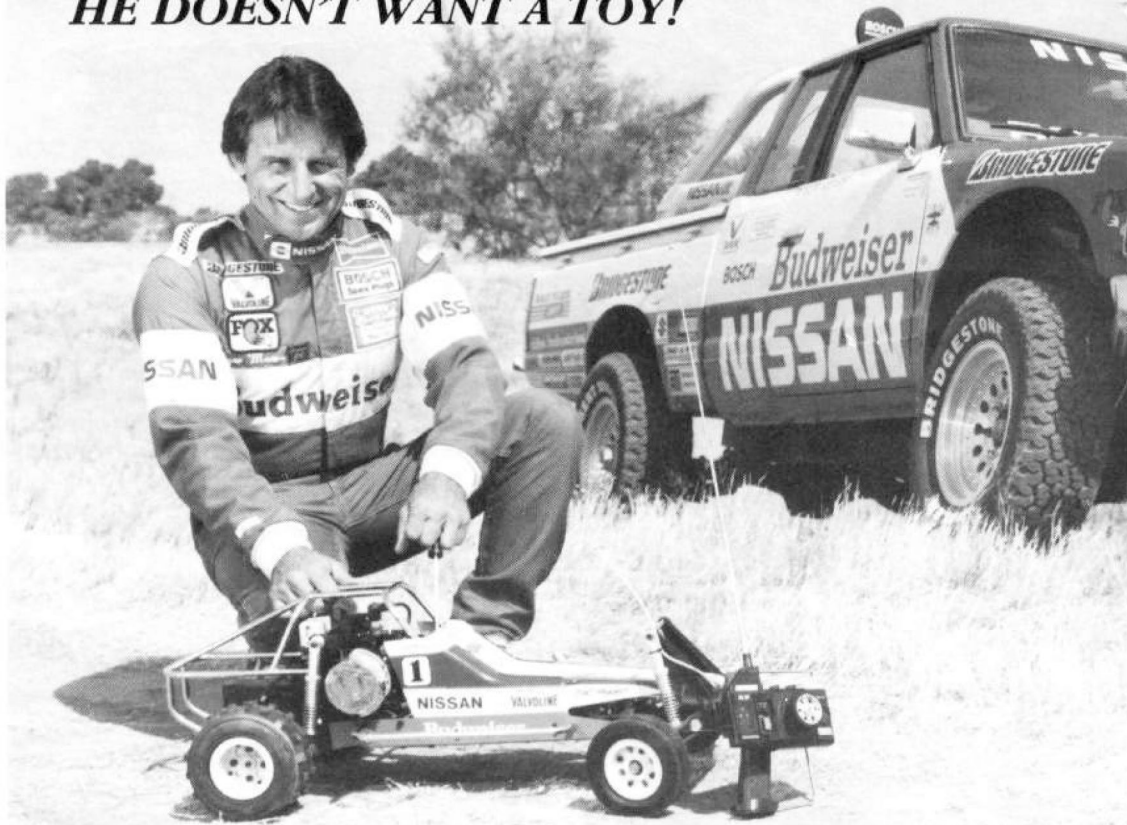
- 1/4 Scale Racer
- 40 mph speed
- Recoil starting
- Oil-filled shocks
- Dual disc brakes
- Centrifugal clutch
- All steel gear drive
- Quick change gears
- 22.5 cc, 2-stroke engine, 1.25 H.P.
- Independent suspension
- Complete with Engine and High-Load Servos
- Partially Assembled
- Operates on most 2-channel radios (not included)



**JQC-Rabbit**  
Radio Controlled Off-Road Racer

DEALER INQUIRIES INVITED

## WHEN ROGER MEARS GOES OUT TO PLAY, HE DOESN'T WANT A TOY!



1400-C EAST SAINT ANDREWS PLACE, SANTA ANA, CA 92705 (714) 546-3045