

ATC 250R

3 WHEELER OFF ROAD BIKE by Colin Spinner



The REAL thing.

SOME weeks ago whilst browsing through an Oriental trade magazine, I caught a glimpse of a model that really appealed – the Honda trike. Now most of you will have come across the 70cc versions that abound on funfairs and leisure parks. In fact last summer I found them on the last day of the holiday and spent three sessions demonstrating to the children how not to drive them! Perhaps that kindled the interest coupled with past experience of trials and scrambling events. Well that shows my age straight away as the keen motorcyclists at the club tell me it's been Motocross for years!

Enough of the reminiscing and on with the review. An unlikely candidate for making into an Off Road model you may think? If you ever get the chance to see American Off Road films you will see why they appeal. Sheer power coupled with unpredictable handling characteristics ensure the full size versions are exciting to drive and to watch.

With Tamiya's recent introduction of Wild Willy, another fun vehicle, Kyosho have introduced this 1/6th scale electric powered ATC (All Terrain Cycle to be precise).

The kit is packaged in a very attractive box and is virtually ready assembled.

Frame and Front Suspension

This consists of a folded aluminium box type section that houses the drive motor, speed controller and your choice of radio control equipment. It is not necessary to use mini sized gear-there's plenty of room. The front forks are conventional type units that swivel – their travel

being restricted by stops on the bottom yoke. A top plate completes the assembly and carries the steering servo and locators for the drive battery pack.

Drive and Transmission Assembly

The motor is already fitted in the frame so it's only necessary to check the fixing screws and fit the pinion and intermediate gear. The rear axle can then be inserted through the phosphor bronze bushes that locate in the frame sides. These bushes are flanged and may be replaced with bearings if desired and if you've got any! We haven't! The nylon differential fits together well after careful removal of 'flashing' on the gear moulding. Slip the wheel spacers and washers on, lightly attach the nylon nuts and proceed to the next stage.

It's a good idea to spray the ABS moulded seat, tank and fairing now as you will be keen to get the trike running soon. Cellulose spray cans are suitable and colour can either be as the real thing, i.e. red or to your own choice. After spending the best part of two hours in Northampton trying to locate genuine Kawasaki green paint my two drivers said they wanted them red. You may wonder why they were going to be green. The answer to that one is that the full sized ATC from Kawasaki has a differential – the Honda does not. Authenticity and all that.

Poppin' a wheelie!



Speed Controller/Radio Equipment

A mechanical resistor type speed controller is fitted and prewired to the 380 motor and nicad connector. You need only servo tape the control servo to it's mounting plate and connect the linkage rod. Ensure that the arm travels the full width of the resistor otherwise you'll be lacking top speed. The receiver battery is taped to the bottom of the frame behind the receiver itself. Comprehensive details of assembling the steering control rod are supplied and should be adhered to — I found that out later! The on/off switch was fitted in a different location to that shown in the instructions as I didn't fancy the idea of having it attached to the removable tank/seat unit. The side panel proved ideal.

Wheels and Tyres

These come ready assembled and only need to be inflated — yes, balloon tyres no less and a syringe pumper is supplied. A word of warning here, keep out of the reach of youngsters as the point is sharper than a hypodermic needle. Inflate the rear tyres quite hard and half inflate the front tyre. The rear wheels can now be fitted.

Finishing

Insert the drive battery under the seat (6v or 7.2v may be used) and fit the tank assembly. An authentic set of decals is supplied for Honda livery including some for the drivers body. I'm told the driver figure is very accurate and time spent in finishing him in bright colours adds to the effect.



A trio ready for the off!

Conclusion

With an inch of snow on the ground and blizzard conditions in the offing, it seemed as if a track test was out of the question. I tried it up the path and produced an instant wheelie! Grip wasn't proving a problem with the model so I braved the elements and ventured over to the Worlds End. It was outside opening hours so it shows our dedication. There was a reasonable amount of snow covering the circuit but it was possible to see the outline of the track. Despite not being touched

since our October meeting the grass was still short and the trike performed well. Off the start line and the inevitable wheelie, around the first turn and into the tight left hander and the first problem — it understeers like mad! Let some of the air out of the front tyres say the instructions — and it works! Along the straight towards the water jump showed it's top speed to be similar to a good Holiday Buggy, a slight hesitation as I turned into the jump as I thought it would fall over, but no, safely over the obstacle. By now it was getting familiar and regular competitors will know of the adverse camber left hander that occurs just in front of the rostrum which was safely negotiated too. The diff. obviously helping here. The pneumatic tyres were proving their worth and the bumpy section that followed caused few problems. Ten minutes later the trike was still running but my fingers were now numb so I decided to call it a day. I had been very impressed with its performance — of course it fell over a few times but that is to be expected with it's high centre of gravity. Changing the positions of the receiver and nicad has helped a little. If only the drive batteries were lower.

All in all a kit that should appeal to enthusiasts whether radio control is your forte or not. A fun kit that can be used seriously if you desire. The April meeting at the Worlds End will promote a race if enough turn up.

Thanks to Clive Coote down at Ripmax for obtaining some replacement tyres—we've been getting punctures!

Technical Data

- Length 323mm
- Width 216mm
- Height 170mm
- Wheelbase 200mm
- Tyres 100 x 45mm
- Gear Ratio 17:1
- Motor 380s
- Weight 1.35kg
- Battery ... 6v or 7.2v 1200mah

Distributed by Ripmax through most model shops. Requires 2 Channel Radio Control. Equipment Price £59.95.



New LCD Auto Charger	£47.90 inclusive
Standard Charger	£25.00
LCD Meter	£24.15
DVM's 5-16 volts with bezel less case	£16.50
DVM's 0-20 volts, battery required, with bezel	£19.50
Available direct or from model shops	
Trade and export terms available	
From: Cord Electronics, 2c Cleveland Street, Kempston, Beds. Tel: 0234 855898	
CALLERS BY APPOINTMENT	