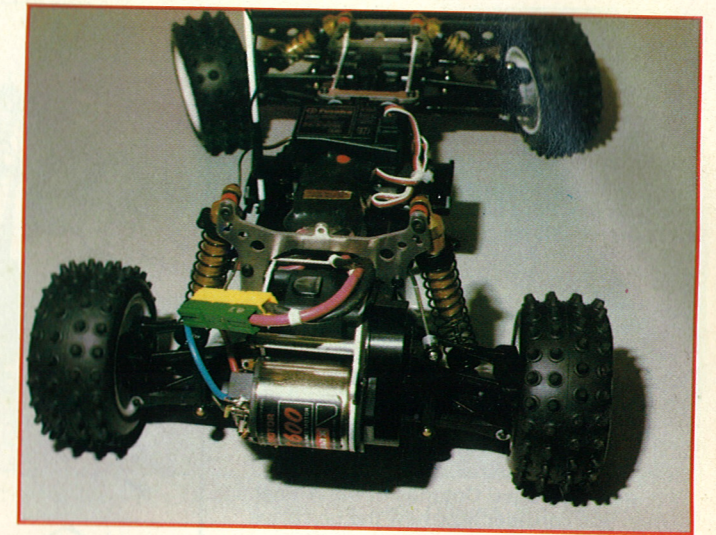
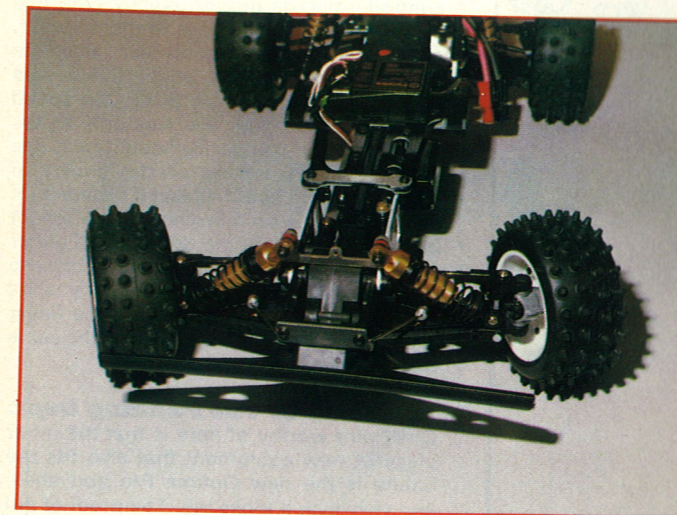


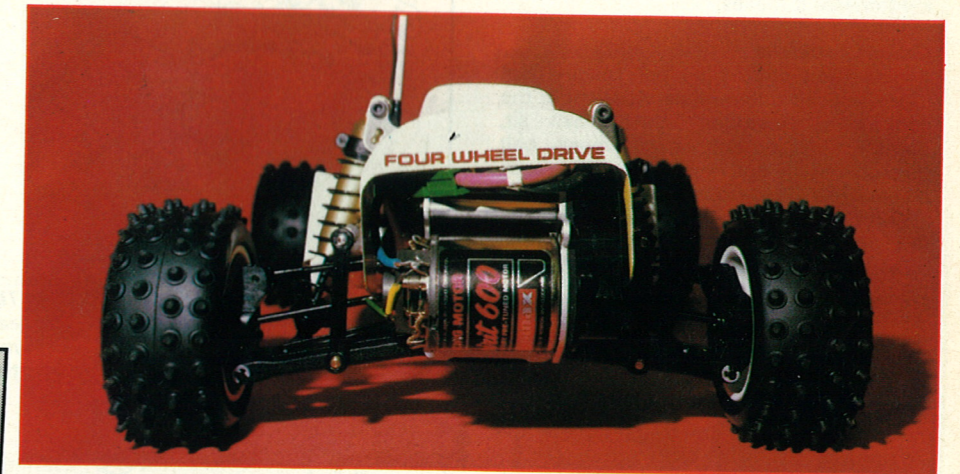


**Kyosho Salute**

Right, Multi position rear shock mount will allow a variety of track characteristics to be handled with ease.  
Below, Wide track width makes the Salute very sure footed, damping is excellent.



Below, The Optima Pro-bodyshell comes complete with undertray which certainly helps keep mud, grit and water out and doesn't it look pretty.



In some racing circles, namely that of livestock, pedigree and breeding count for almost eight ninths of a reputation. In the world of radio controlled racing cars this is not always this case, although there are one or two exceptions to this statement. This case in point, the Kyosho Salute, is one of those rare exceptions. Undoubtedly the Salute owes its existence to the Kyosho Optima bloodline, a winner in

anyones eyes, indeed the Optima is still a very strong force and fierce opponent today. However, in order to get the best from any car, the best ancillary equipment possible has to be used, to this end your average Optima driver took great pains to fit Option house shockers, anti roll bars front and rear, strengthen anything he deemed fit and add low profile tyres.

**Off The Shelf**

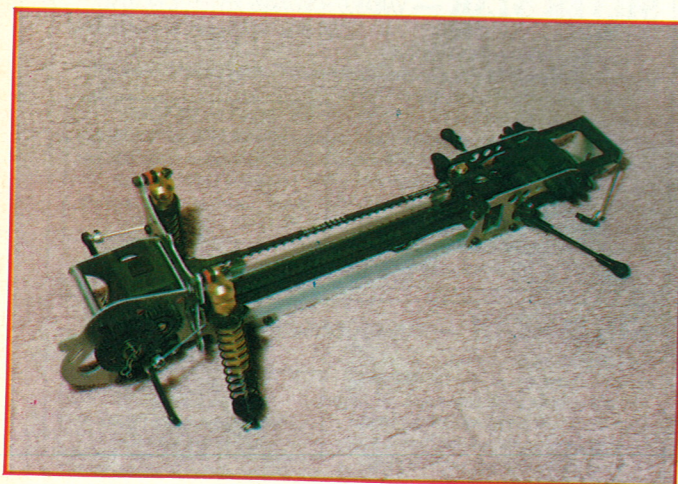
Someone saw what the racing driver was doing and decided to do it ex-factory, this resulted in a very nice car indeed, namely

the Salute. One point should be made mention of at this stage, anyone considering this car should not be put off by the 8.4 volt specification, all this means is that the car is stressed to the limit that an 8.4v battery pack will take it to. It does not mean the car weighs in like a sack of potatoes, in fact the Salute is one of the lightest cars on the tracks today, weighing in at 1,700 grammes approx. What it does mean however is, racing the car using six cells, 7.2 volts the Salute never reaches the red line, she is always under the "I am going to self destruct if you don't back off the throttle" limit. The

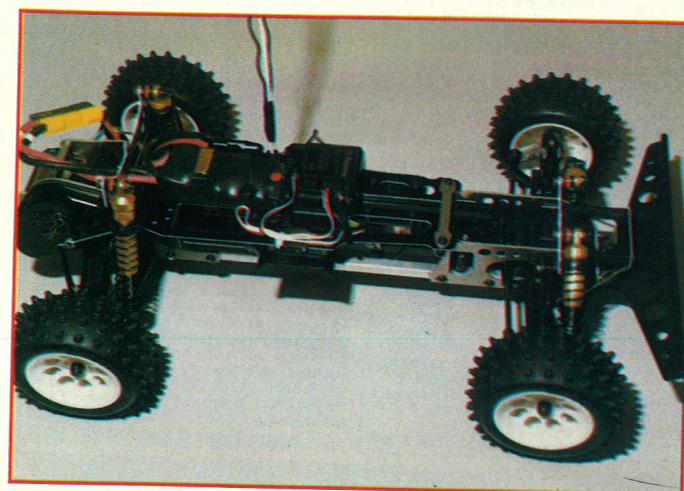
Kyosho Salute plus new belt drive is reviewed by DAVE PEARSON

**S a l u t e**

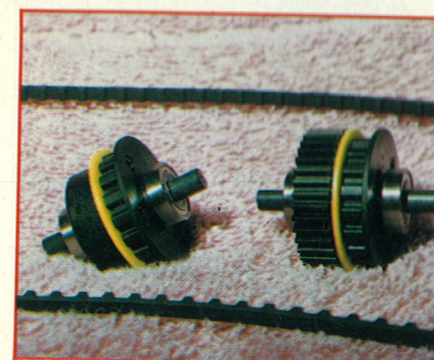
Every item of equipment fits with the minimum of fuss. Strip down and re-build time is phenomenally fast, one and a half hours total.



Chassis, front and rear gearbox assemble to make one neat, easy to work on unit.



The secret of the new and very friction free drive system Kyoshos course tooth belt.



latest add on super part from Option House is now available and that is?

**What You Need Is A Good Belt**

How many times have we heard our fathers say that and probably right they were too. In the case of the Optima/Salute stable this was certainly the case, or at least appeared to be. Four wheel drive cars that were 4wd by provision of shaft drive were amazing, until the chain came along, removing a lot more friction from the drive system. Until, enter the belt, the most friction free drive system to date. Until now Kyosho were excluded from the belt drive club, allowing P.B and Schumacher to do most of the spade work, that was up till the World Championships. This meeting saw the introduction of Kyosho's belt drive system and almost lethal it was, Kyosho had five new belt drive Optimas in the A final. When you consider how new the belt drive was then, you must agree that that is some going. It was only a matter of time before existing Kyosho cars had a belt drive made available to them, at last it is here and what a difference it makes.

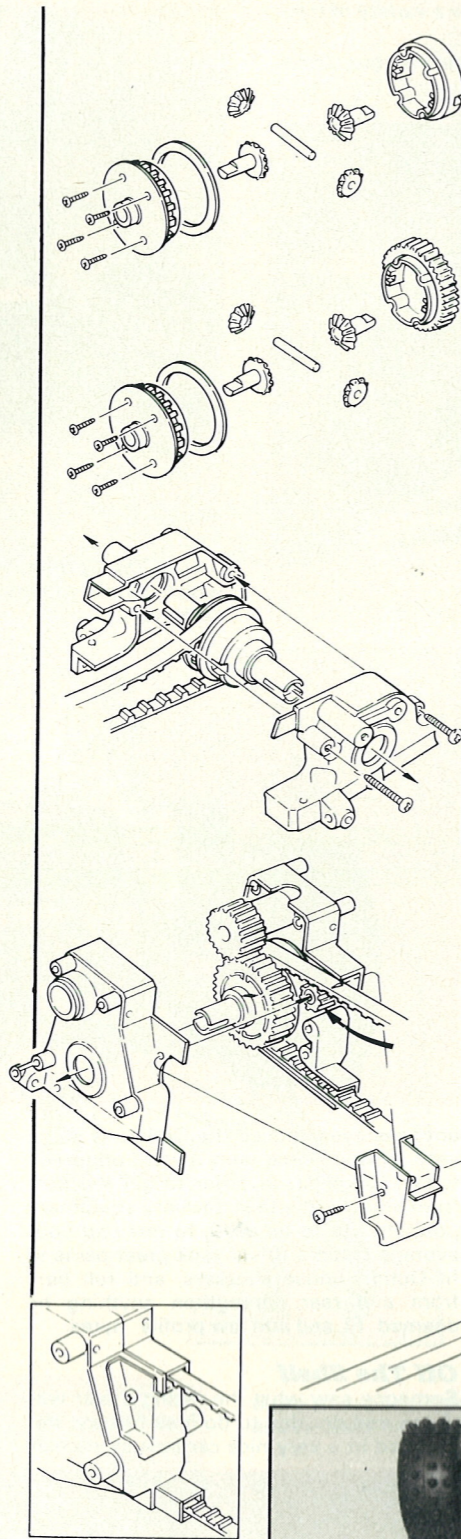
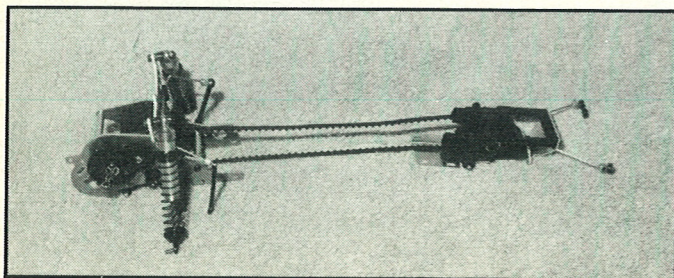
**Construction**

Construction started as per manual but using the belt differentials. Apart from the components included in the belt kit, namely, recessed belt carrier wheels, belt tensioner guide and new rear gearbox case all else was standard.

Front and rear gearboxes were assembled in double quick time both are then fixed to the chassis rails, care needs to be taken here as the pre-drilled holes in the chassis rails are drilled off centre on purpose, consequently line them up carefully. Liberal use of Loctite or other proprietary thread sealing agent is highly recommended when final tightening takes place however at this point don't tighten the screws.

Front supports, belt guard and point collar are next to be fitted, all present no problem. The steering assembly is one of the neatest and tightest yet seen and incorporates a very effective servo save. Front suspension is easily and quickly assembled along with the rear. The coil over oil shock absorbers are next and again post no problems, the Option House units provided are large bore and provide a smooth, fluid action that really feels right. Mounting the shockers is easily done and a choice of fixing points are included both lower wishbones and shock mounting plates. At this point the motor, pinion, centre gear and centre gear bearings are added, adjusted, greased and finally covered with a gear cover, held tightly in place by a hook pin.

**The heart of the new Salute is Kyosho's new belt drive conversion, smooth, silent and very efficient.**



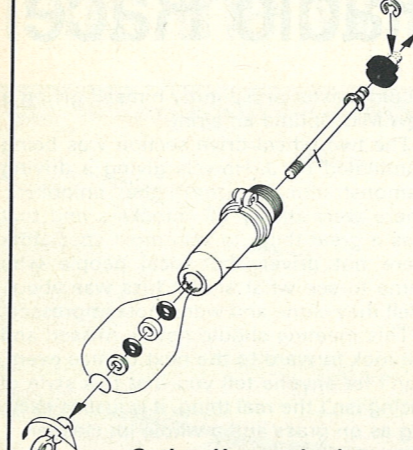
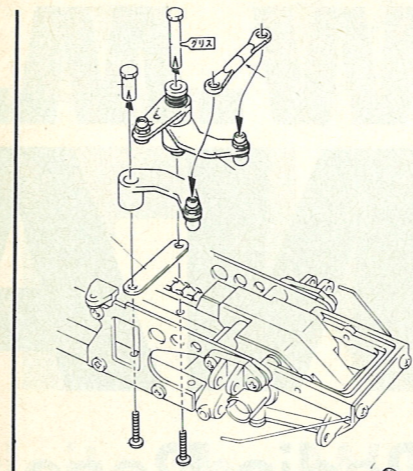
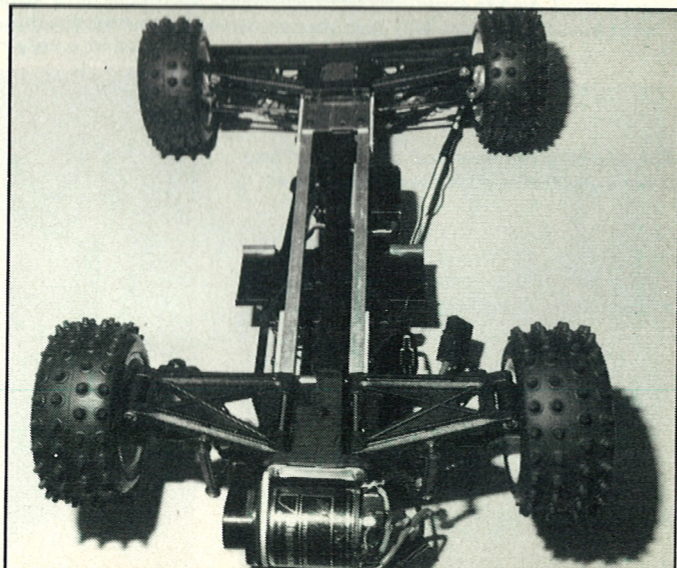
**Radio Gear**

Most modern radio gear will fit, however installation is made easier by the use of Kyosho's radio plate, steering and speed controller servos mount directly onto this plate, the excellent three stage forward, one reverse speed controller also fits directly onto this plate, as the Salute was due to be track tested a Black Box speed controller was fitted, this was only to ensure that a fair comparison could be made and in no way reflects on the quality of Kyosho's speed board. In fact if a statement has to be made on this piece of equipment it should be, that some drivers who either cannot afford electronic speedos or who prefer not to use them seek out Kyosho's board as reputation has it to be the finest available. On with the wheels and the car is ready to go.

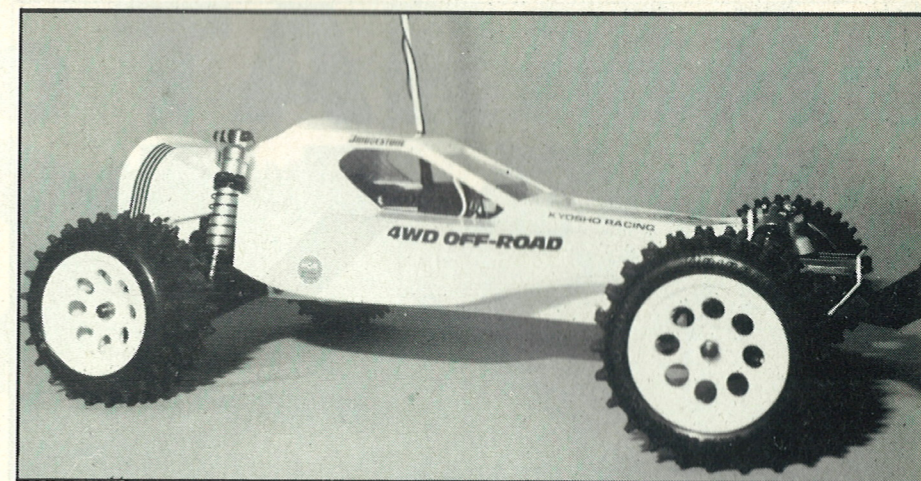
**The Proof Of The Pudding Dept.**

One point worthy of note is that the other piece of new equipment that also fits the Salute is the new Optima Pro bodyshell, and very nice it looks too. The proof of the pudding is in the eating so they say and in this case they are right. First impressions were one of astonishment, the belt drive makes the car run so silently that it really is a new driving experience. The belt also makes the car drive very smoothly, this was also the opinion of a long standing Optima driver. The Kidderminster 1/10 club very kindly allowed us to take the car along

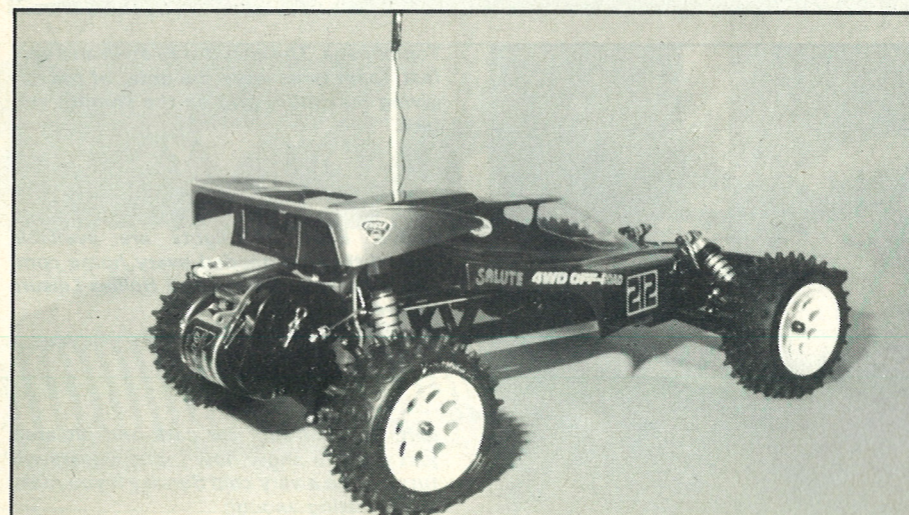
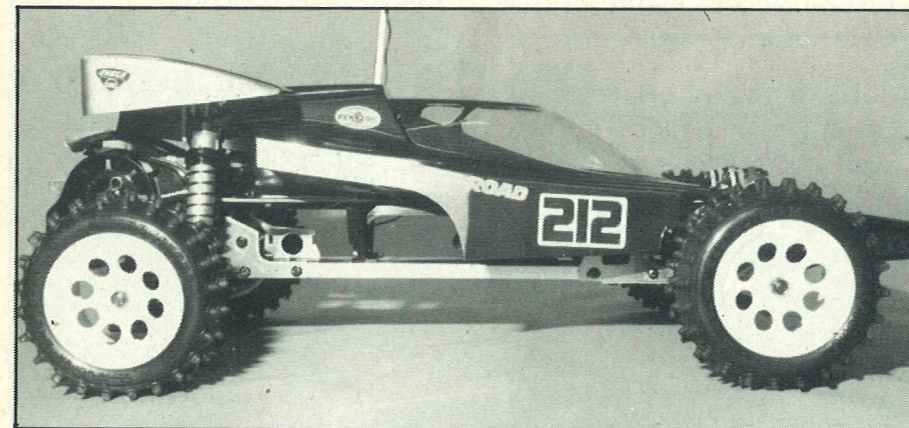
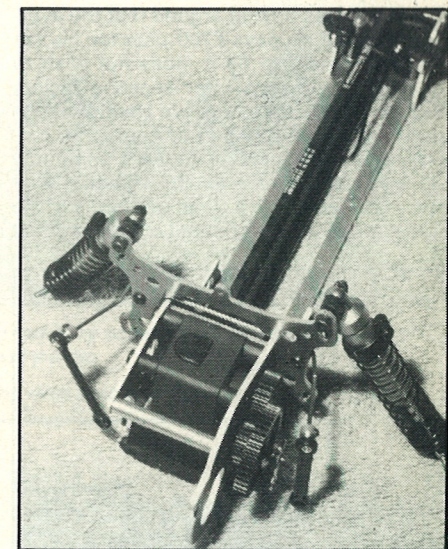
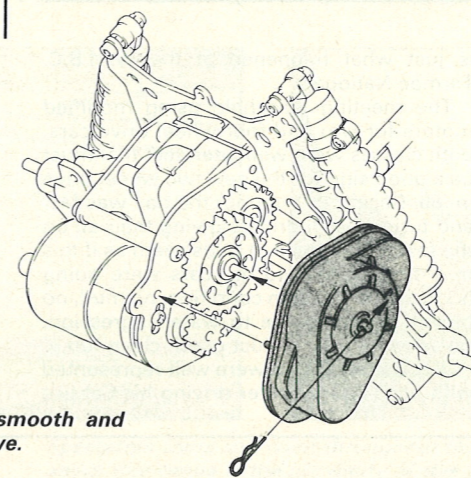
**The new belt is easy to fit and maintain as it is totally enclosed.**



**Option House shockers are smooth and progressive giving a great drive.**



**Top the new Optima Pro bodyshell fits superbly giving the car a very no nonsense, aggressive look.**



to their indoor meeting for initial track testing. The car was set up as follows.

- Batteries — Panasonic SCR
- Tyres — Kyosho Dimple Block
- Motor — Spirit 600
- Speedo — Black Box

As your reviewer has nightmares over driving on tight twisting tracks and was showing it, the car was passed over to an old Optima campaigner Warren Dawson for another independent assessment. He didn't need to comment his driving said it all, first drive and he set F.T.D then he wanted to know where to obtain a belt drive for his own car.

My own opinion is that of a straightforward car to build and dismantle, most important trackside. The Salute certainly handles well and I am assured a couple of meetings soon have you conversant with its very direct handling characteristics, that is to say that the car steers very neutrally with no tendency to over or understeer so initially you are trying to pre-empt and correct a very stable car that doesn't need correcting, thus making you appear very twitchy for no reason. Onlookers must think you suffer a nervous disorder, however this soon passes. Certainly one to watch out for in 1988.

Salute kit, Optima Pro bodyshell and Optima/Salute drive belt available from Kyosho/Ripmax stockists everywhere.