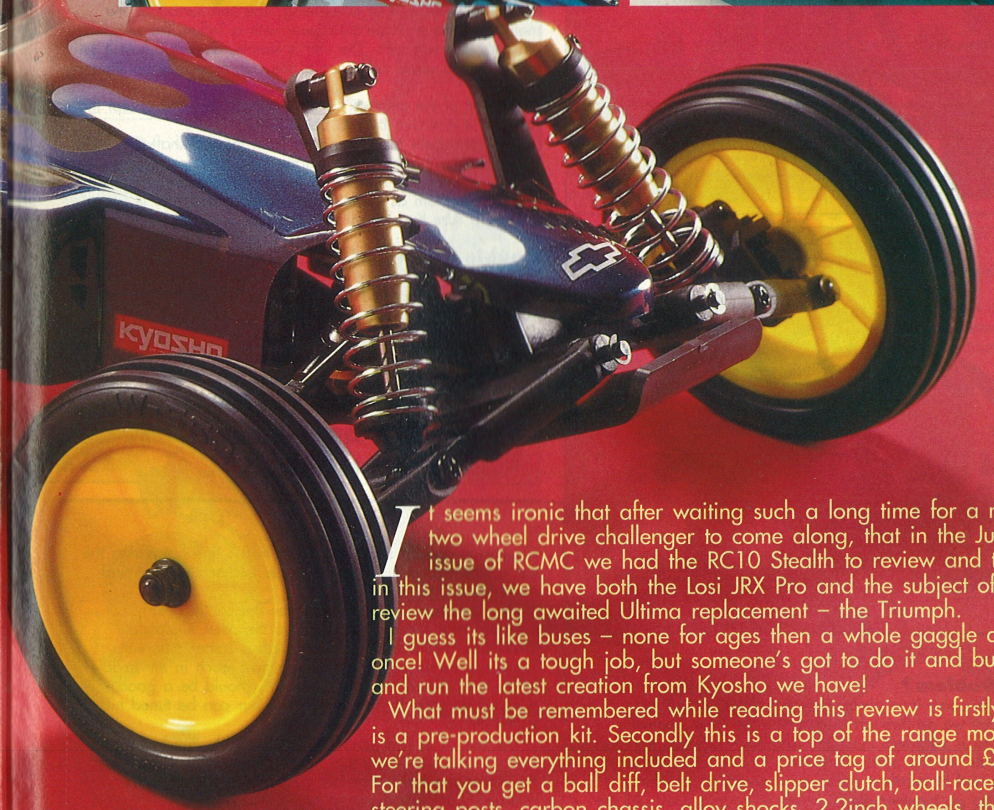
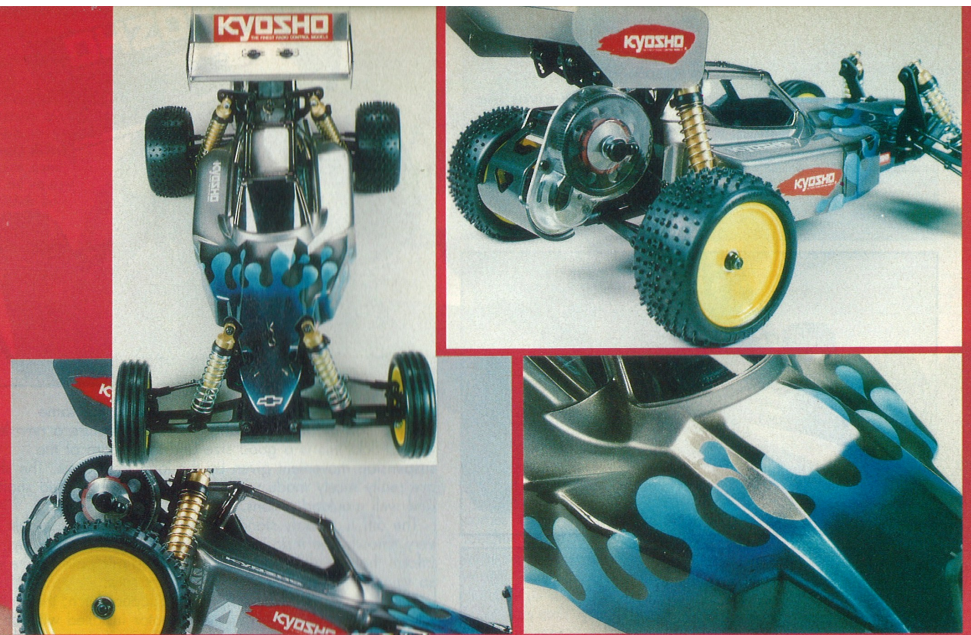




KYOSHO Triumph?

The long awaited Ultima replacement has finally arrived, RCMC checks out the £250 2WD Triumph

RADIO CONTROL MODEL CARS

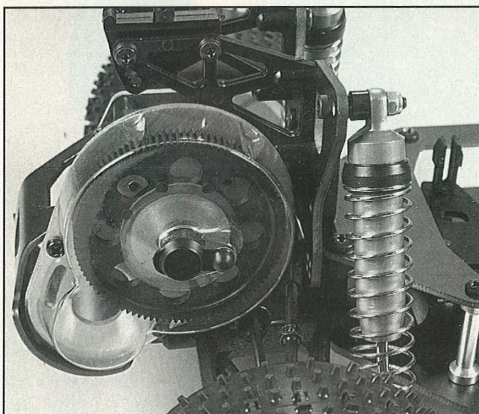
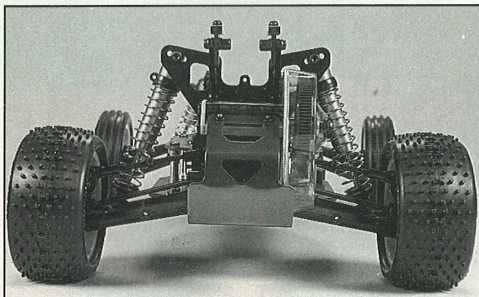
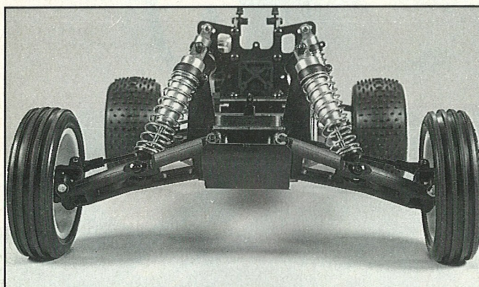


It seems ironic that after waiting such a long time for a new two wheel drive challenger to come along, that in the July issue of RCMC we had the RC10 Stealth to review and that in this issue, we have both the Losi JRX Pro and the subject of this review the long awaited Ultima replacement – the Triumph.

I guess its like buses – none for ages then a whole gaggle at once! Well its a tough job, but someone's got to do it and build and run the latest creation from Kyosho we have!

What must be remembered while reading this review is firstly this is a pre-production kit. Secondly this is a top of the range model, we're talking everything included and a price tag of around £250. For that you get a ball diff, belt drive, slipper clutch, ball-raced steering posts, carbon chassis, alloy shocks, 2.2inch wheels, the latest H pattern tyres, adjustable camber and castor and a lot more as well.

Below; The wide front end of the Triumph gives the car lots of ground clearance. Rear end also has wide stance and multi shock positions. Bottom; The really nice slipper clutch adjusting bung in the centre of the gear cover.

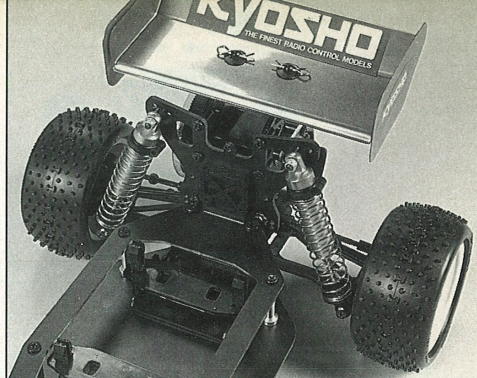


No Problem?

The kit came in a plastic bag with photocopied instructions! See what we go through to give you the latest reviews.

The kit is very well moulded, and engineered to the highest standards. All the parts are clean, in no need of filing or cutting and fit together with ease - giving no problems.

First to go together are numbers or various parts. All the track rods and suspension links feature left and right handed threads and neat captive ball joints and are all assembled at once. There are six of these all different lengths.



Next are the shocks. These are made to the same specification as all the Kyosho shocks but feature a new length front shock, this is a good size and takes care of the suspension movement given by the long front arms. The shocks are really nicely made with particularly nice polished shafts and well moulded pistons.

The diff is a fairly standard ball unit, easy to assemble and very smooth, the instructions being in Japanese probably inform that the diff incorporates tungsten diff balls as the diff is so smooth with no slip - but we're not sure.

The next item for assembly is the slipper clutch, this unit allows the car to have a powerful motor installed without excessive wheel spin or wheelieing. The unit surrounds the main 0.6 module main drive gear with a Teflon like set of washers and adjusters. The unit is simple, doesn't adjust itself and makes a good difference to the car, especially on slippery surfaces.

The rest of the gearbox is fairly straight forward except the fact that it is driven by two belts.

These two belts take the power from the top shaft to the diff and complete the very simple drive train. One problem we found was the belts rubbed on the gearbox casing, whether this is a problem as the kit is pre-production or not is not clear but we're sure Kyosho will sort this out.

Double Decker

The chassis of the car is also a little different, going back to some ideas used on older Kyosho cars the chassis is a double layer affair. This allows the car to form a box around the

'Another nice point is the ball-raced servo posts...'

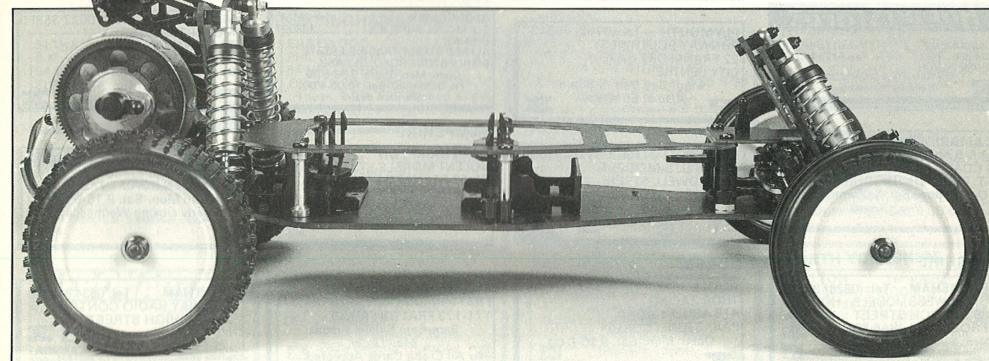
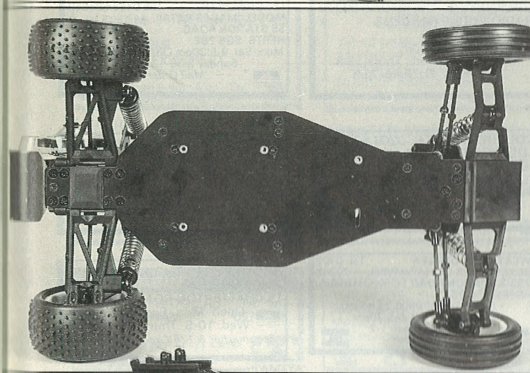
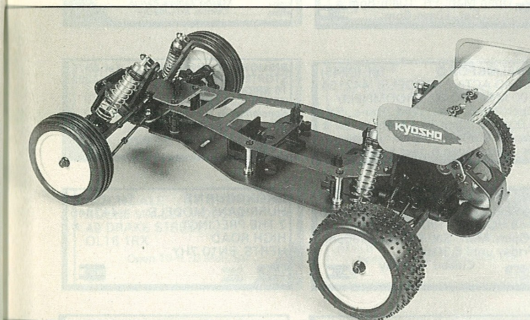
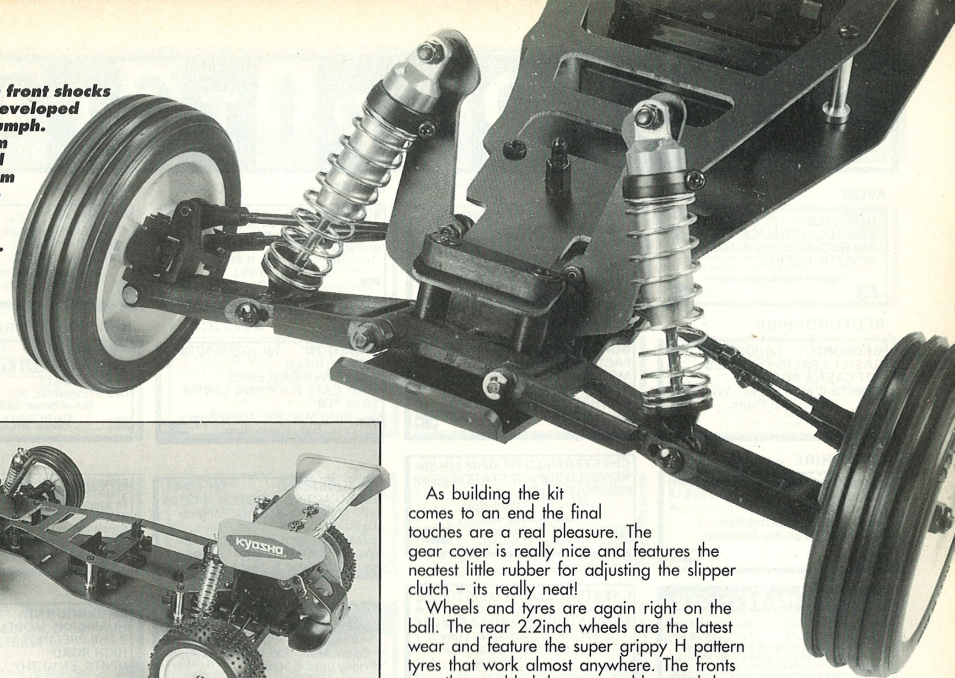
suspension and be incredibly rigid, this is fine but makes the car a little cramped. Maybe a single thicker chassis would make life a little easier.

The suspension is something else. The car has fairly standard rear arms that conform to the other successful 2WD cars available, the front though is rather different. These are very long, in fact they almost touch in the middle where they mount to the chassis. This should be a good thing as long as the handling of the car can be tuned nicely to the circuit.

The rest of the car goes together superbly, the battery location is a little tricky due to the double layer chassis and the rather awkward clips that need a screwdriver to be released, but once mastered are OK.

Another nice point are the ball-raced servo posts, this must be a first in a standard kit as these are usually an expensive option. They swivel smoothly and are a really nice touch.

Mid length front shocks specially developed for the Triumph. Below; Slim chassis and lack of room in which to fit all the radio equipment.



As building the kit

comes to an end the final touches are a real pleasure. The gear cover is really nice and features the neatest little rubber for adjusting the slipper clutch - its really neat!

Wheels and tyres are again right on the ball. The rear 2.2inch wheels are the latest wear and feature the super grippy H pattern tyres that work almost anywhere. The fronts are ribs moulded the same rubber and these give the car good balance if a little too much understeer.

Ideas

The idea for the car seems to have been developed from the RC10 Stealth seen at the Worlds in Australia, the double chassis layout and long front arms are very similar to say the least. The RC10 of course in this form won so maybe Kyosho have just tuned the original idea a little further.

So the good points are excellent finish of parts, fantastic specification, and world beating potential.

The bad points are its expensive, a little cramped on the radio side and the springing in the kit seems a little hard. Well that's it really, just a few days to the world champs and a lot of potential in the latest Kyosho kit.

So the choice is yours, will Kyosho triumph with their latest kit? - we'll have to wait and see.