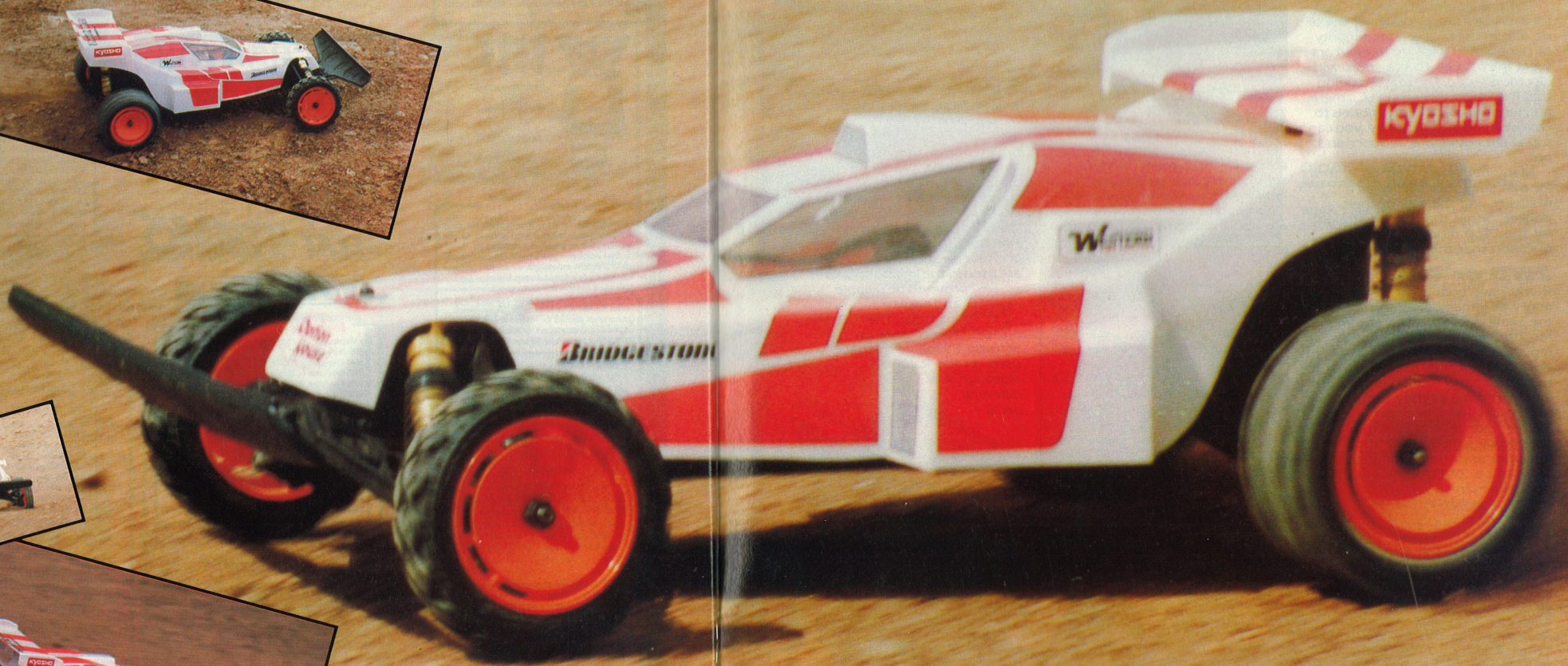
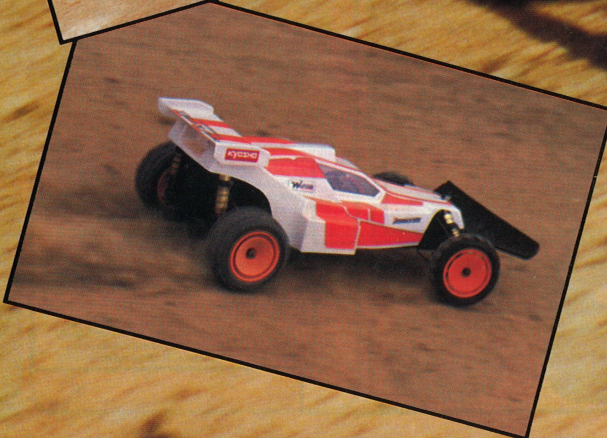
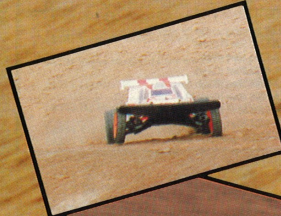
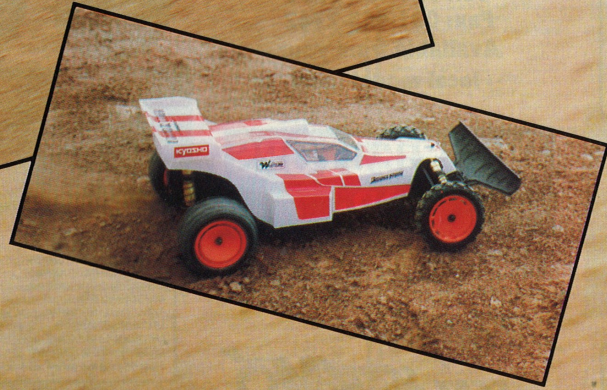
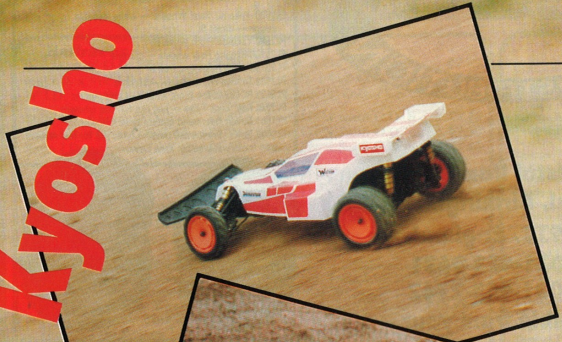


Kyosho

TURBO



RAIDER

RRC looks at Kyosho's latest entry level buggy

The most difficult choice facing a beginner is, "Which car should I buy?" There are so many variables to consider when purchasing your first vehicle, such as cost, scale, type, previous track record, looks, spares availability, is it competitive straight from the box or does it need many modifications, is it easy to build etc.; the list is endless.

There is no doubt that 1/10 off road is the most popular aspect of r/c model car racing. The majority of people that race r/c model cars were introduced to the sport with electric off road. The reasons being that they are quieter than I.C., there are hundreds of different models to choose from and, generally, you can run them anywhere, indoors and out.

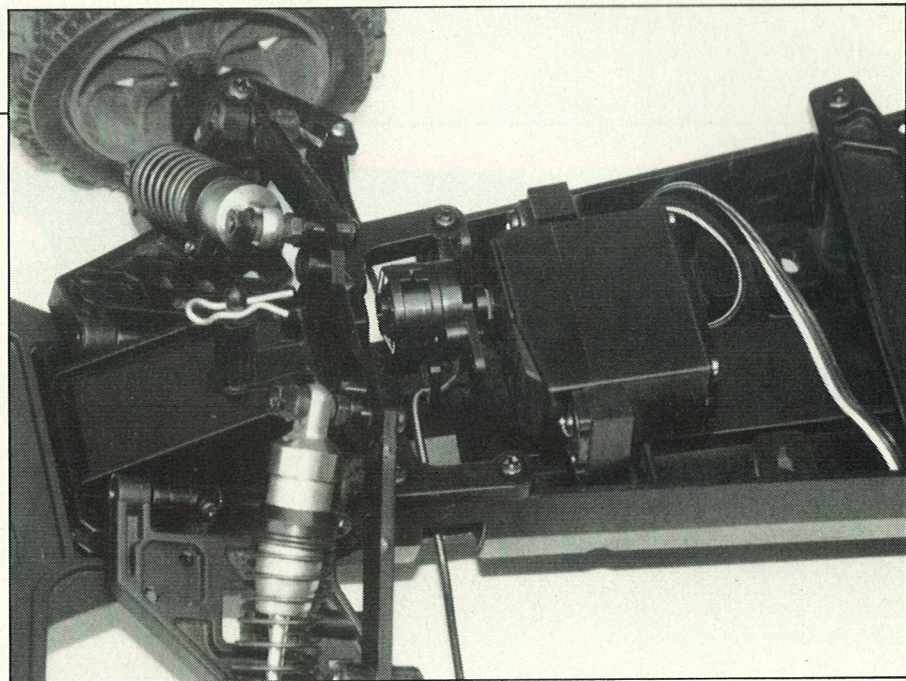
Many beginners start off with a kit that suits their ability as a modeller and the size of their pocket, rather than going straight for the "Top model". The main question that then arises is....

2WD or 4WD

If you have built a car before you may well remember asking yourself the same question. The argument for 2WD is that they have less moving parts, so they are easier to build and cheaper to maintain. On the other hand, 4WD vehicles are easier to drive as they don't suffer from excessive wheelspin.

There are several cars that are specifically aimed at the total beginner and the majority of these seem to be 2WD. Such models are normally characterised by their use of basic materials and construction. Kyosho, in an attempt to capture this end of the market, have released a "Turbo" version of their excellent "Raider".

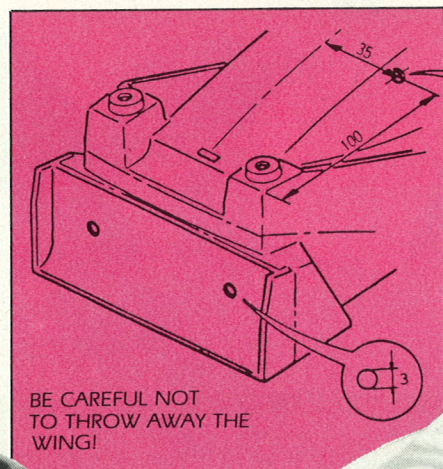
The original Raider found favour with many newcomers because it was easily "upgradable" to become a very competitive car. The "Turbo Raider", however, has many "Hot up" parts already on it and is one of the most competitive beginners models available.



The Turbo Raider...

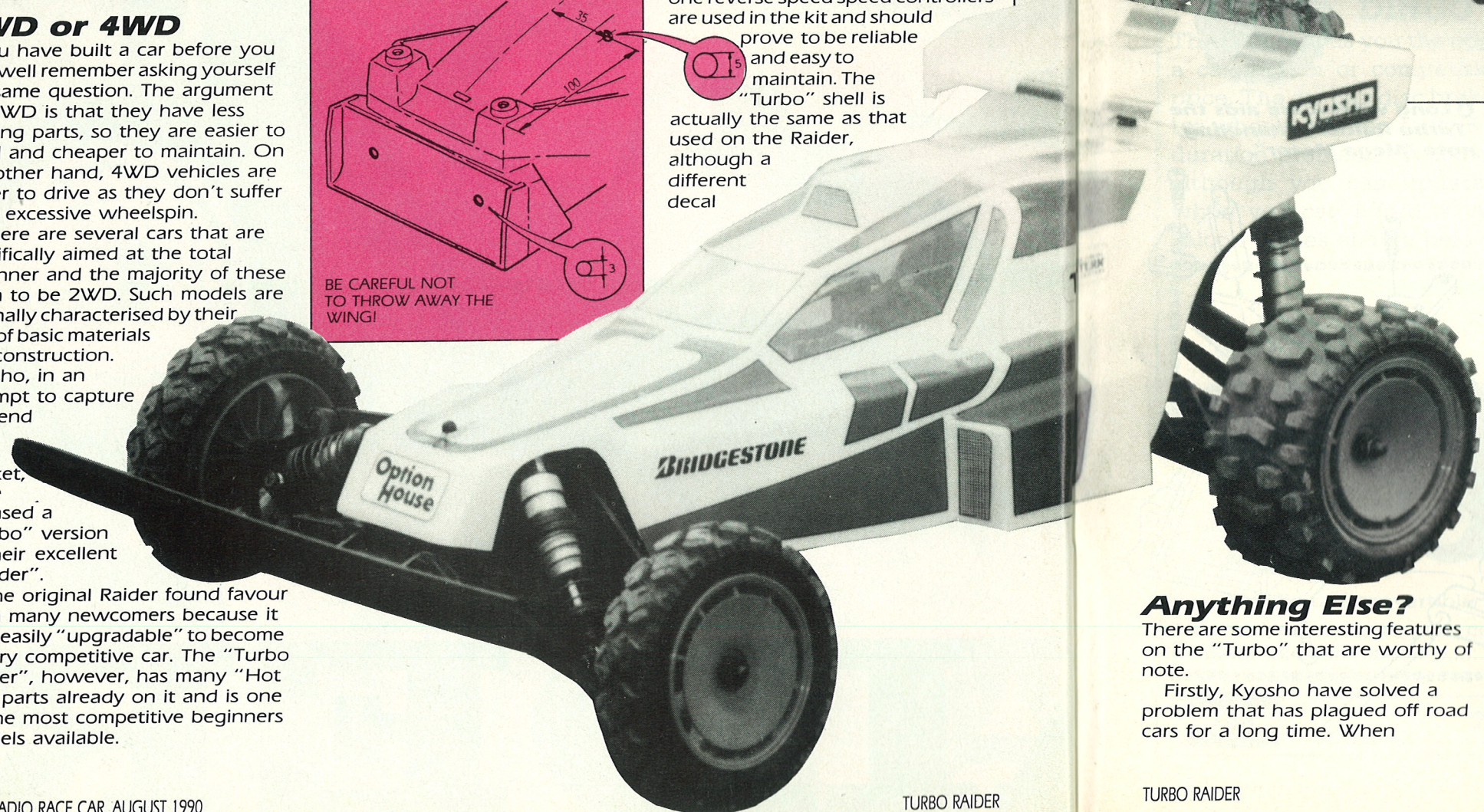
The new Raider utilises Kyosho's "Option House" gold shock absorbers. This seems to be a sensible decision as these units are among the very best available.

One piece, fluorescent wheels are also included, along with low



Notice the large servo saver that comes as standard in the kit.

profile "Block" type tyres. One of Kyosho's new "Mega" series motors (a 22 x 1) is supplied as standard with this new kit and from past experience with these motors we know that they are very good. The now traditional three forward, one reverse speed controllers are used in the kit and should prove to be reliable and easy to maintain. The "Turbo" shell is actually the same as that used on the Raider, although a different decal

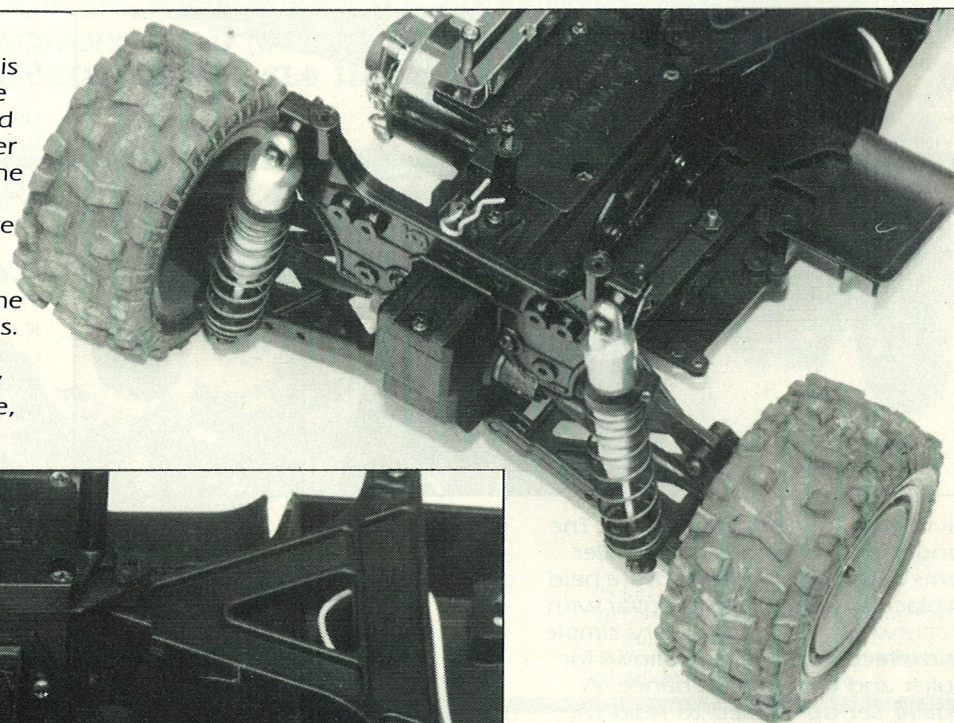


TURBO RAIDER

sheet is provided.

A plastic "bath tub" type chassis houses all of the radio gear. The chassis appears to be strong and should provide excellent weather protection. The cells sit across the chassis in stick form and are set towards the back of the car to give maximum weight to the rear wheels.

Strangely, for a 2WD vehicle, the motor is in front of the rear wheels. There are however advantages with this, as the motor will stay much cleaner and will, therefore, have a much longer life.



Option House shock absorbers work very well!

wasn't always the best thing to do because a secure enough grip to screw the shock end on was always difficult to do.

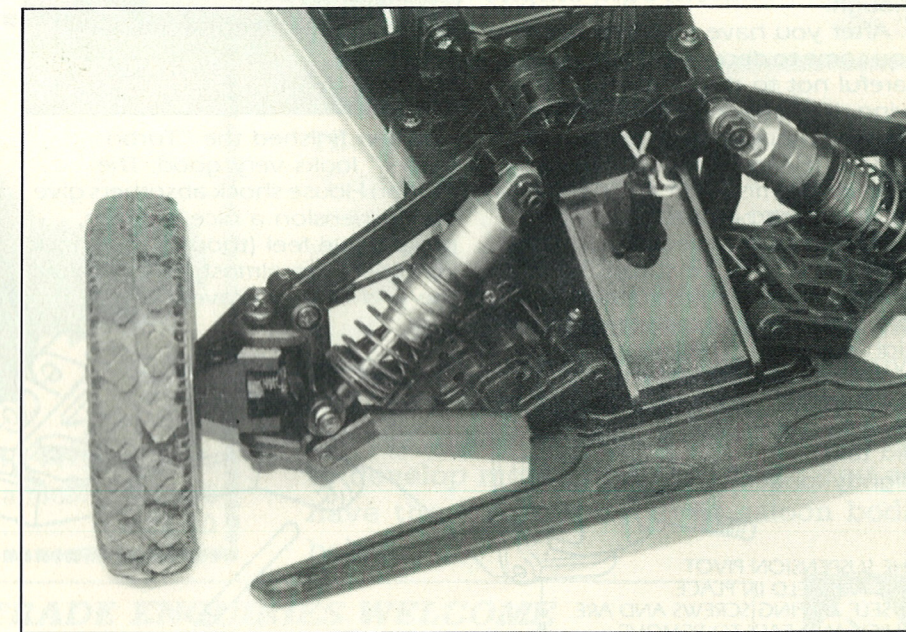
Kyosho's solution is put a groove, for a screwdriver, into the top of the shaft so you can actually screw the shaft into the shock end without damaging the surface. (If the shaft is marked in any way it can induce leaking).

Another nice feature of the kit is the way that the front suspension

Front suspension is robust and well designed.

Middle/rear end details.

assembling the shock absorbers, the normal way of securing the shock end to the shock shaft is to hold the shaft with a pair of pliers covered by a piece of cloth. This

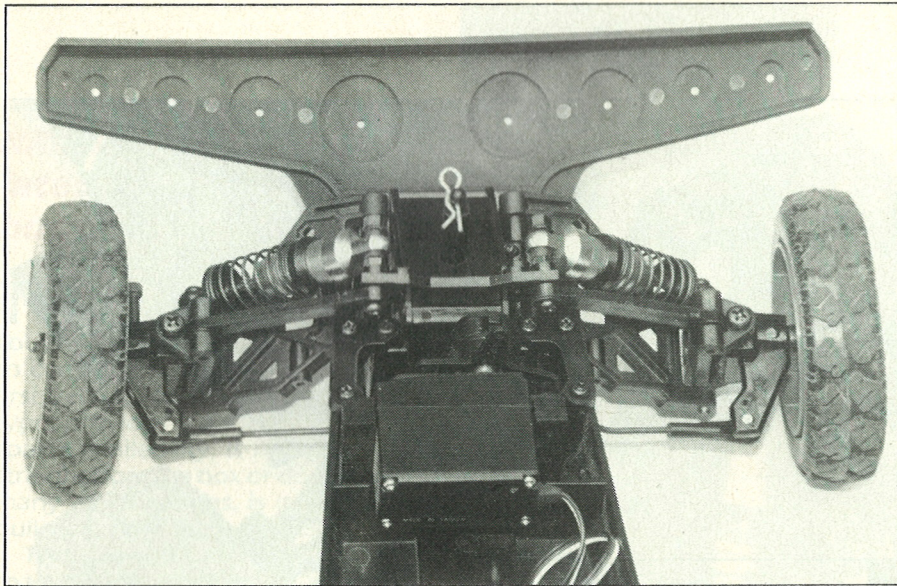


Anything Else?

There are some interesting features on the "Turbo" that are worthy of note.

Firstly, Kyosho have solved a problem that has plagued off road cars for a long time. When

TURBO RAIDER



⊙ **Front end details. Notice large front bumper.**

differential is smooth and will get better with use. The radio gear fits in well and most of today's popular systems can be used.

Conclusions

There is no doubt that the "Turbo Raider" is one of the most comprehensive beginners kits available. If you are going to take up R/C car racing, the "Turbo" must be one of your first choices.

Available from your nearest Ripmax stockist. ●

pivot pins are held onto the car. The longer pins, that hold the lower arms to the front bulkhead, are held in place by a small plastic collar with a screw on it. This is a very simple and effective set up, as it allows for quick and easy maintenance. A similar set up is used to hold the steering block assembly to the car, but a screw goes directly into the block and fixes onto the shorter arm pin.

Once the front end has been assembled, it is attached to the chassis by using just six screws. This again is a very simple, quick method of construction.

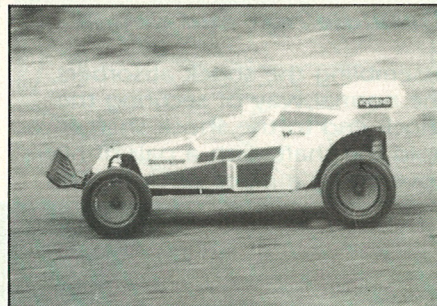
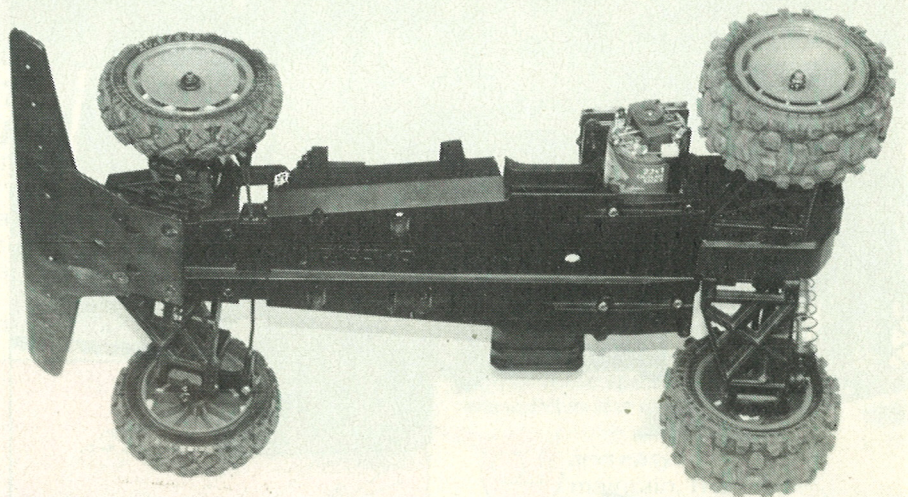
The differential unit comes pre assembled and is held simply in the gearbox by a shaft and 'E' clip.

Fitting the motor into the gearbox could be quite fiddly, as two plates have to be fixed into position before the motor screws can be passed through them into the can. This should prove to be no major problem after a few tries though.

After you have built the car and you come to decorate the body, be careful not to throw away the wing. It is attached to the back of the body moulding to save space and money and if you aren't careful it could be mistaken for a piece of scrap polycarbonate.

Having built several Kyosho kits before it was quite surprising to discover that the instruction manual wasn't up to Kyosho's usual high standard. The diagrams proved to be sufficient to build the kit however, even if it did take slightly longer.

THE SUSPENSION PIVOT PINS ARE HELD IN PLACE BY SELF TAPPING SCREWS AND ARE QUICK AND EASY TO REMOVE.



When finished the "Turbo Raider" looks very good. The Option House shock absorbers give the suspension a nice, smooth, progressive feel (though the shock absorbers are almost horizontal at the end of their travel). The

⊙ **Long wheelbase aids the "Turbo Raider's" handling, note "Mega Motor".**

