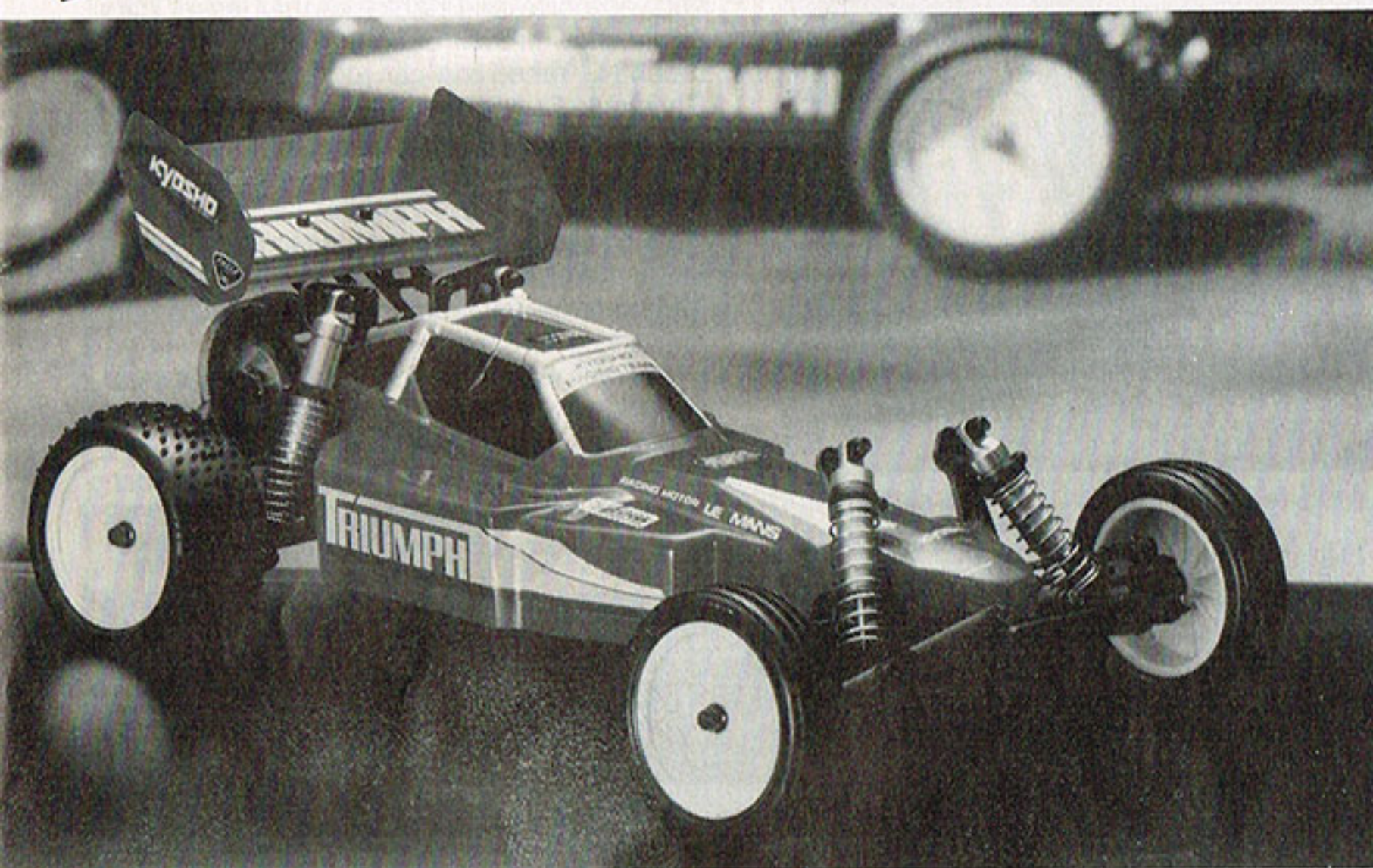


TRIUMPH OFF ROAD RACER



by Geoff Lewis

When asked to do this test I eagerly accepted. It is not very often one gets to drive, let alone race a car of this calibre.

"Ah it's the new Ultima" I hear you say. Well it's not. This is not a revamp, update, restyle or rehash. With the Triumph, Kyosho has taken a quantum leap forward in designing its latest off-road 1/10 two wheel drive racing buggy by bringing together many proven ideas with the benefit of the factory precision engineering which Kyosho is renowned for.

THE FEATURES

Where to start? The Triumph bristles with great engineering features, which not only make the car easier to drive but make the job of fine tuning to individual tracks a breeze. Your ability and experience is the only limit.

1. Belt drive gear box.
2. Live hinge to alter front kick up.
3. Rigid F.R.P. chassis with perimeter top plate.
4. Pressure oil filled coil over shock absorbers.
5. Adjustable slipper clutch.
6. Independent suspension with adjustable rear wheel toe in.
7. 48 dp pinion and spur gear.
8. Ball diff for improved traction.
9. Low profile 2.15 inch tyres and rims.
10. 12 ball races included.

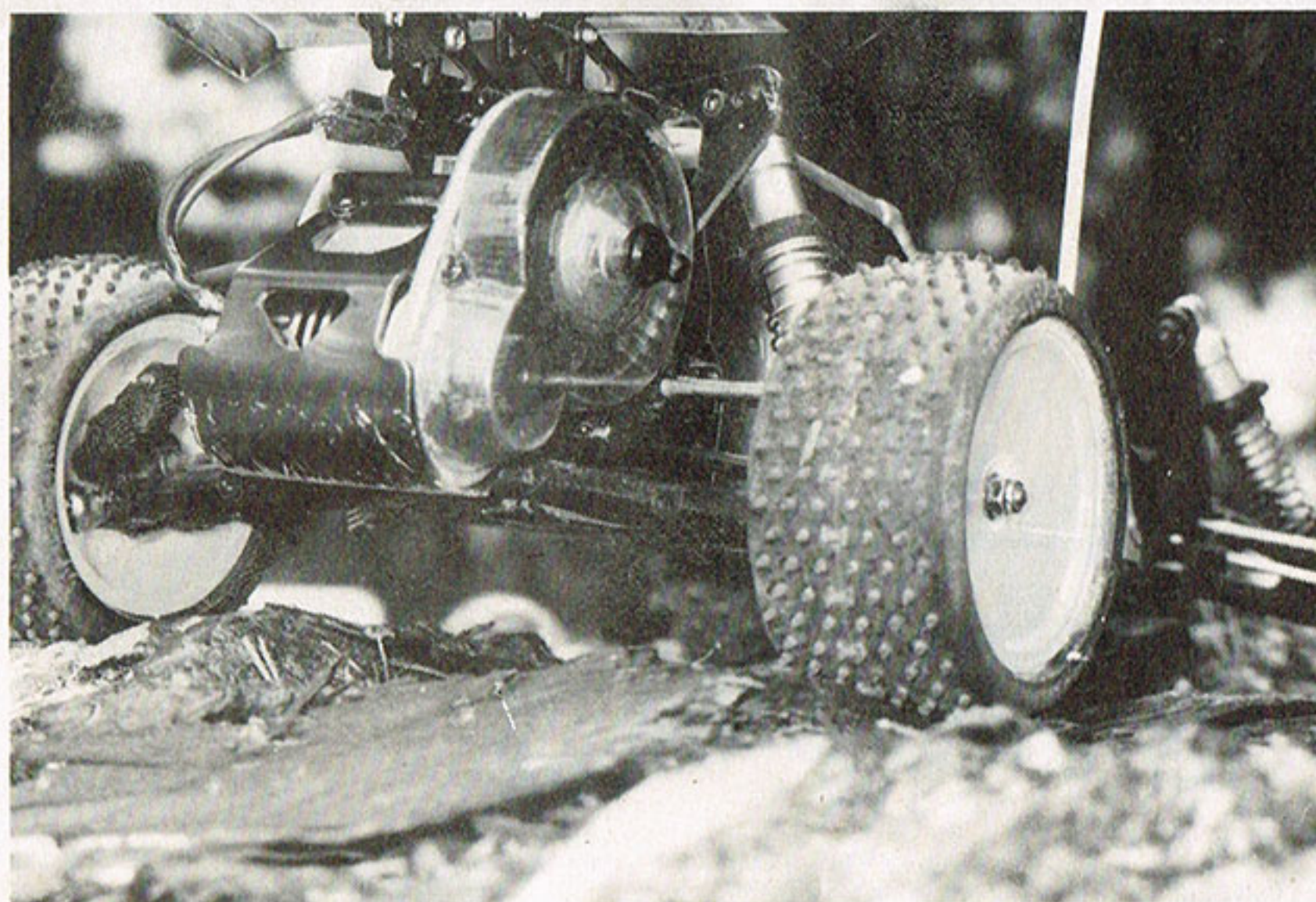
and that is by no means all.

Yes I know it's all been done before but not all in one car and certainly not to this over-all standard of quality.

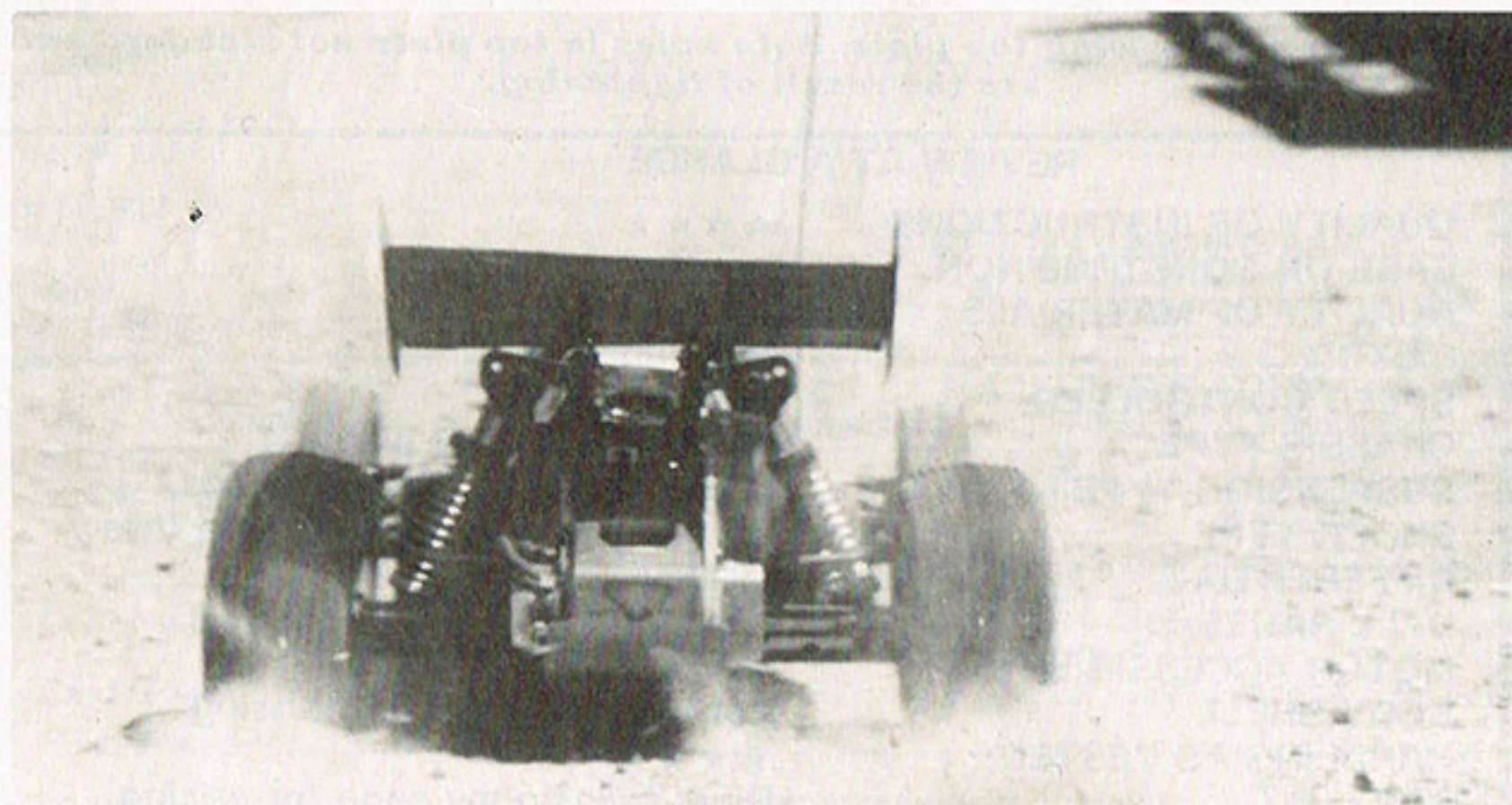
THE KIT

The kit is typical Kyosho, well presented, packaged and labelled including, a fairly concise instruction booklet encompassing construction and setting - up for competitive racing. Although not the easiest car to build, if you stick to the instructions the building should not present any problems.

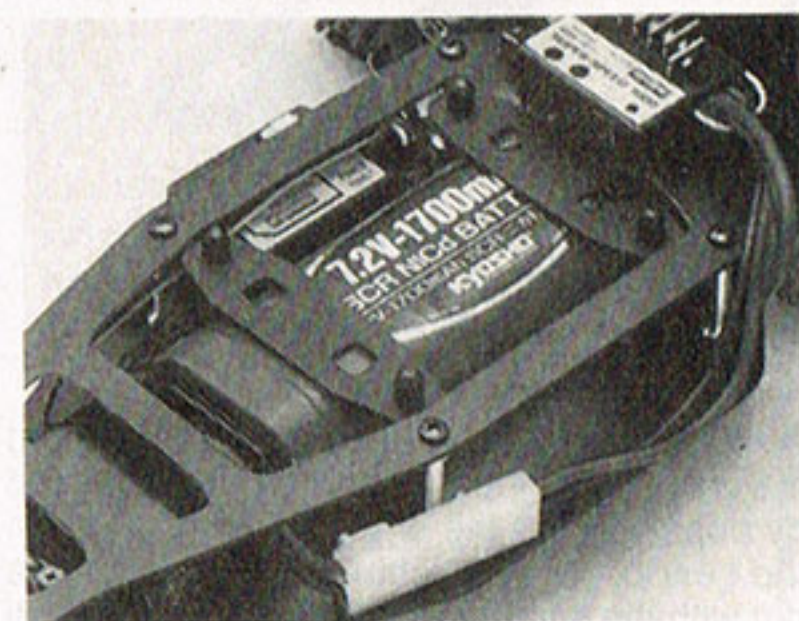
The ball diff comes pre-assembled as do the gold shocks, eliminating the possibility of incorrect or poor assembly. With this car Kyosho introduce their new intermediate length front shocks. Done away with is the need to cobble rear shocks onto the front of your car in an effort to cope with the rough tracks which we experience in Australia. The shock pistons are also of a new design and appear to give a very smooth stroke.



Superb gearbox. Access button and slipper clearly visible.

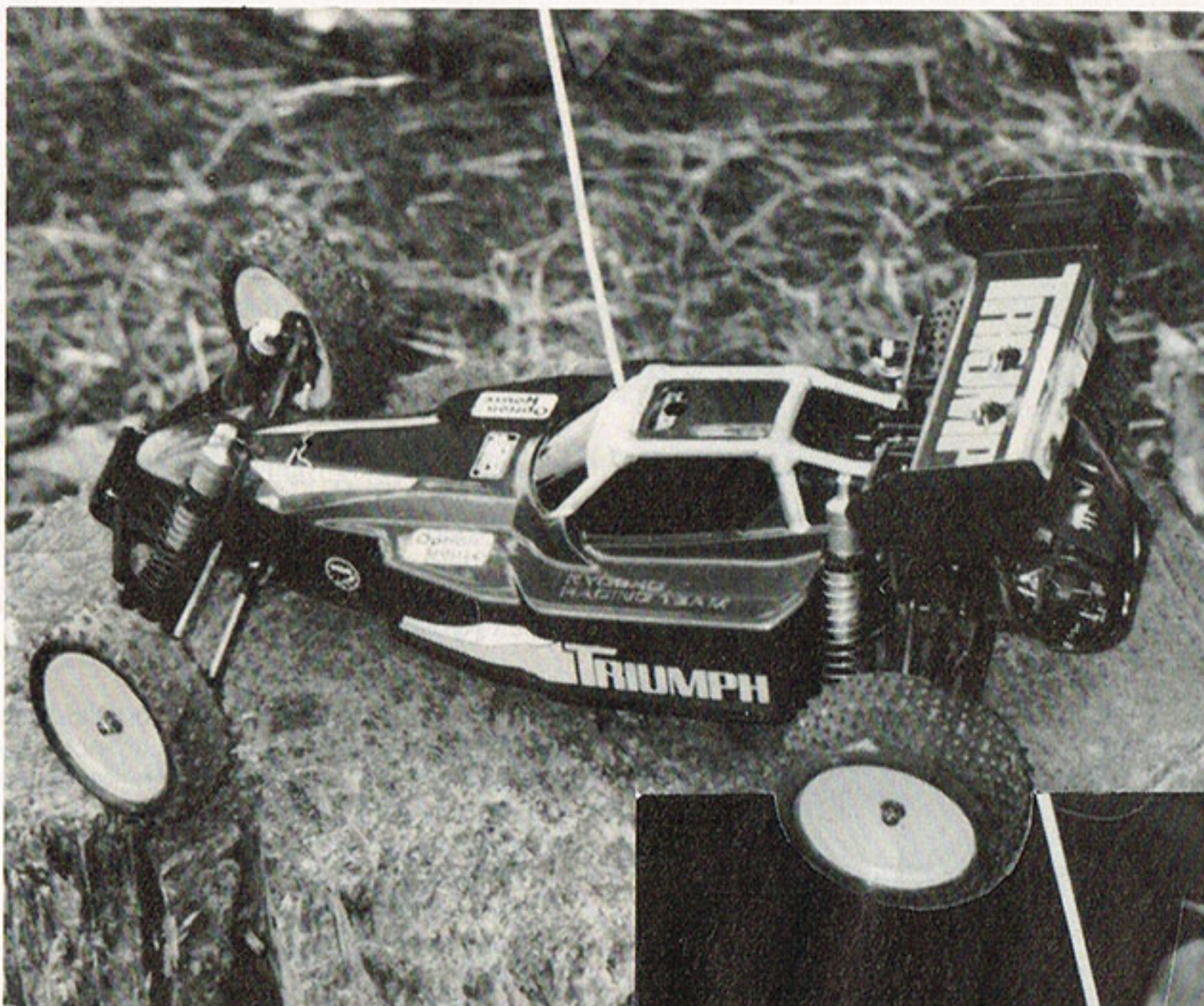


New Kyosho doesn't mind who eats it's dust.



Strong, light double decker FRP chassis. Quick-change battery holder.

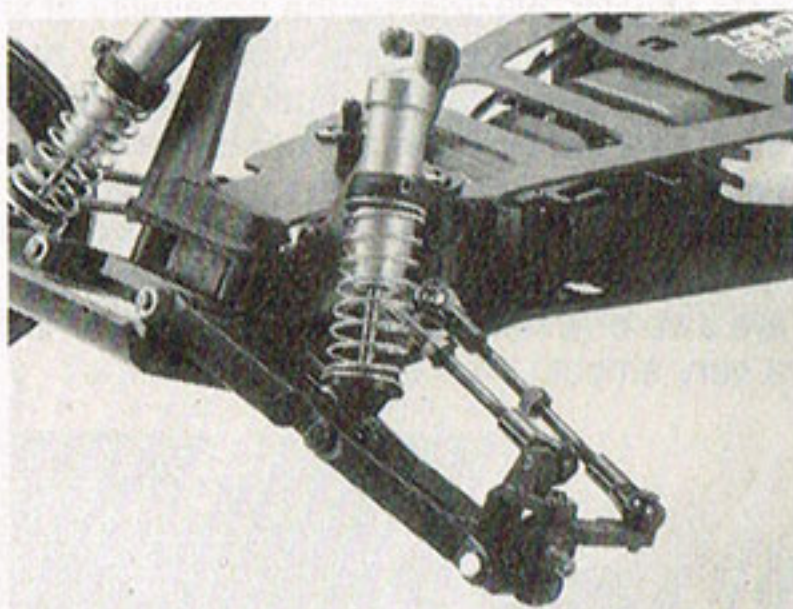
The car has a twin belt gearbox which should prove very strong and almost maintenance free. In Mabuchi and Stock class re-



Stumped for a new racer? Kyosho's Triumph is as good as they get.

removal of one of the belts would increase efficiency with little decrease in reliability. In order to increase or decrease front wheel bits to suit track conditions the front wheel caster can be changed by either altering the front 'kick-up' in three stages 20, 25 or 30 degrees or by buying the optional caster blocks which change the angle at the hub. Rear wheel caster or anti-squat can be changed between two settings by turning the 'A' arm rod stopper-block over.

The chassis with perimeter top plate is very rigid in fact it is about as flexible as a house brick and probably as strong. The new body and wing give the Triumph a chunky and aggressive look that is very distinctive without looking too futuristic. All in all a comprehensive package which impresses.



Extra-long suspension arms give long travel to absorb bumps and keep the Triumph on course.

SETTING UP

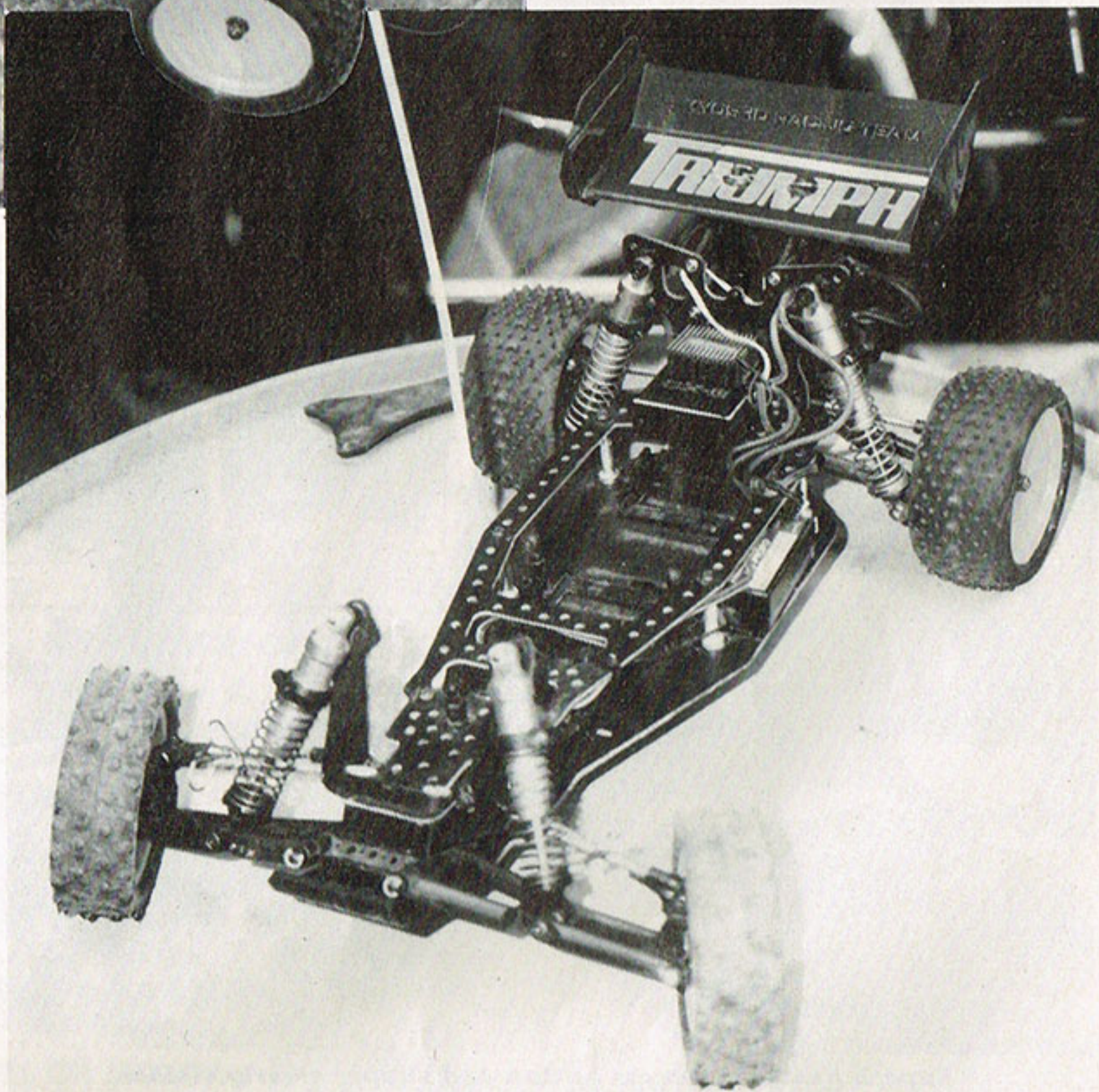
Adjustability is great when it's easy to do and it works. The slipper clutch can be adjusted by popping over the small access button on the gear cover and tightening or loosening a nut with the small wrench provided. In fact all the adjustments on this car can be done 'trackside' a desirable feature indeed. It is interesting to note the change by Kyosho of 48dp pitch pinions thereby stepping closer to standardizing consumables in buggies, - very sensible. The kit tyres are excellent and five races

or more from one set of rears makes them economical to boot.

RACING

The cars race debut was at the Keilor round of the Victorian Pro-Am series. As per the instructions the set up was very good and powered by a Kyosho stock 34 motor the handling showed poise and rightness that lesser cars rarely show in their out of the box form. More recently I raced the car at the Templestowe Christmas Cup in two wheel stock class. Qualifying second on the same lap as the top qualifier the only other car to do so and found myself leading the 'A' final at the four minute mark by two thirds of a lap only to throw a wind in the motor, but the car was handling so well and so large my lead, I still managed a second and a fine trophy.

Overall I was more than pleased with the car and the only criticism I have is that the car is somewhat heavy but with some sensible lightening this can be easily overcome. This car, once sorted out will be the one to beat in 1992 of that I am convinced. Truly a triumph.



Body removed showing top plate. Note holes in top plate not standard but are the result of lightening.

REVIEW AT A GLANCE

QUALITY OF INSTRUCTIONS	★★★★
EASE ON CONSTRUCTION	★★★
QUALITY OF MATERIALS	★★★★
MOTOR	Not Supplied
SPEED CONTROLLER	Not Supplied
CHASSIS TYPE	Bi-Level CRP/FRP plates
SUSPENSION TYPE	Lower 'A' Arms. Top links ads.
SHOCK TYPE	Oil damped sprung shaft long throw
DIFFERENTIAL	10 Ball
BALL RACES	Throughout
MOTOR ACCESSIBILITY	★★★★
BODY SHELL	Polycarbonate (Lexan) & wing
HANDLING AS TESTED	★★★★
RRP	Ring Your hobby shop for pricing.