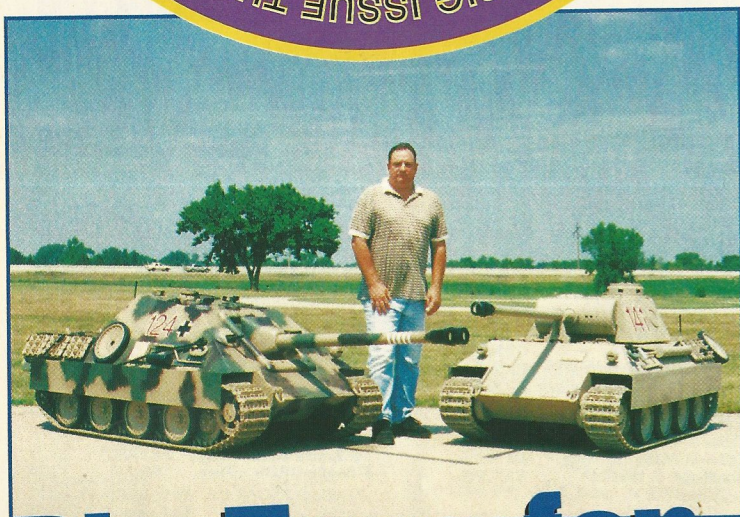




Tiger Tank

The Tamiya R/C Tiger Tank reviewed



Big Toys for Big Boys (and Girls!)

Comment from the Ed'

Spencer Pollard is the Editor of Military in Scale, a sister magazine to RRCi in the Traplet Stable. Spencer and his team bring me back down to earth whenever I think that I have made a fine model. The terrific detail they put into every Tank and Aeroplane model from 1:144 through to 1:8th scale never fails to amaze me. I could not wait to see what MIS would make of the Tamiya. Believe me the photographs don't do the model justice, suffice it to say the finished model is destined for national competition - as a STATIC model!

King Tiger

Tamiya's 1/16 King Tiger is one of the most impressive military vehicle kits ever produced. We reflect this, with a special photo report.

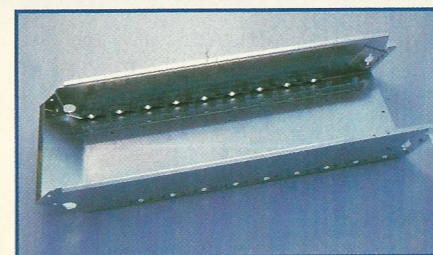
Background

When the large King Tiger kit was first released by Tamiya in their radio control series, it was quite rightly received with enthusiasm by the model buying public who were impressed not only by its sheer size, but also its level of engineering quality. Now, some fifteen years on, those impressions are in no way diminished - it still makes an impact.

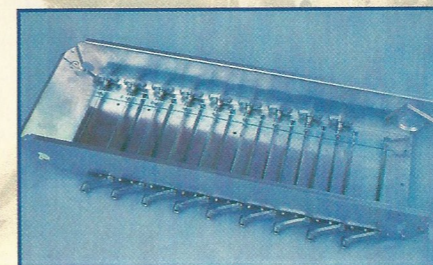
Up until now, I have only had experience of static models - albeit detailed ones - and so the prospect of building an R/C kit was somewhat daunting. I need not have worried, as the sheer quality of the kit, allied to comprehensive instructions, made the exercise virtually foolproof - virtually. The components that combine to produce the vehicle are essentially the same as a normal static kit - though somewhat bigger - and those that form the electronic elements of the model, sensibly designed and easy to build. This was illustrated by the fact that the model you see here was built over several days in my garden, whilst my young son tried his hardest to soak me with water from his paddling pool. The top of the wheely bin made an interesting substitute for my workbench.....

Before beginning assembly, I read the instructions, then read them again, and again, until I was wholly familiar with the assembly sequence and any potential pitfalls. I also took a trip to the local DIY store to buy a new screwdriver of the appropriate size. Thus forewarned and forearmed and desperately resisting the temptation to crack a joke about the number of screws in the box, I set about putting the beast together. This is how it went.

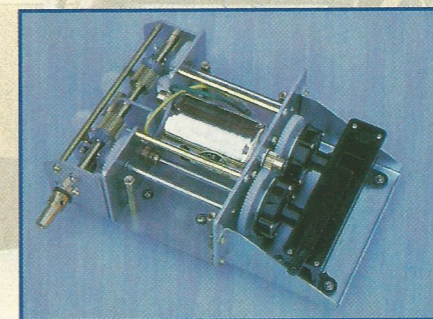
'desperately resisting the temptation to crack a joke about the number of screws in the box'



▲ Construction begins with the lower hull. Due to a need for strength, this area is built up on an enormous one-piece aluminium pressing that carries all of the running gear and radio equipment. Here, the suspension housings have been screwed into place along the lower edge of the hull to await the suspension swing arms. This was a stage I had to do twice as I put the housings on the wrong way round the first time. You won't do that will you?

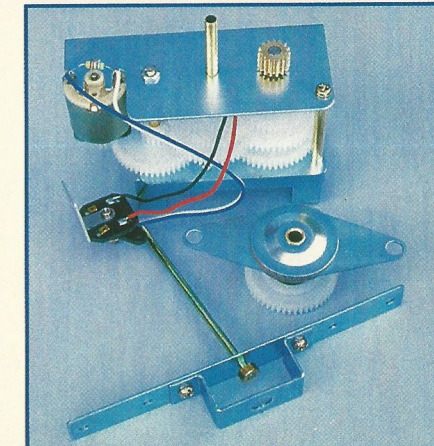
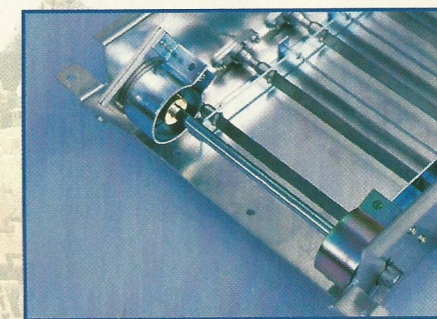


▲ The completed lower hull and suspension. At this stage, the suspension seemed a little loose for my liking. However, time and further construction would reassure me that all was well in the garden - literally.



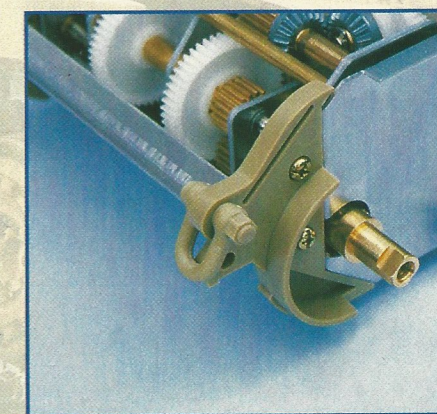
▲ Close-up of the amazing motor and gear housing. This is an extremely impressive part of the kit, coming as it does complete with drive cogs and clutch plates ready assembled. The instructions make several

points about the gears. The first is that they need oil, the second that if you don't heed the first, they'll seize. Seems to me like good points well made. Before adding the gearbox to the lower hull, the clutch engaging device needs to be assembled. Once done, it is fixed in place and adjusted so that the clutches on the gear housing and the engaging arms have a slight gap in-between them. I liked the hi-tech use of paper to ensure the correct spacing.

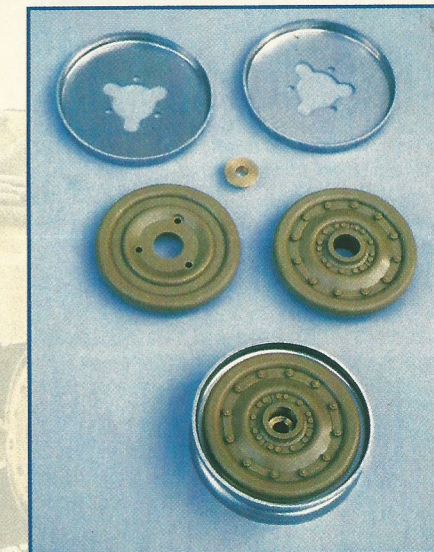


▲ The turret traversing mechanism. Here we see the dis-assembled unit.

▲ Here' the clever bit. By fixing tensioned metal collets around the arm drums left and right, the tension of the track can be adjusted - presumably to suit the running conditions. As the review model was to be as true to scale as possible, the arms were positioned at a prototypical angle - 3 mm x 15 screws squeezed the two halves of the collet together enough to set the position of the arms permanently.



▲ With the lower hull well under way, we could at last start to add some detail. Here we see the front edge of the lower hull sides in place, together with one of the huge lifting lugs that featured on many wartime vehicles.

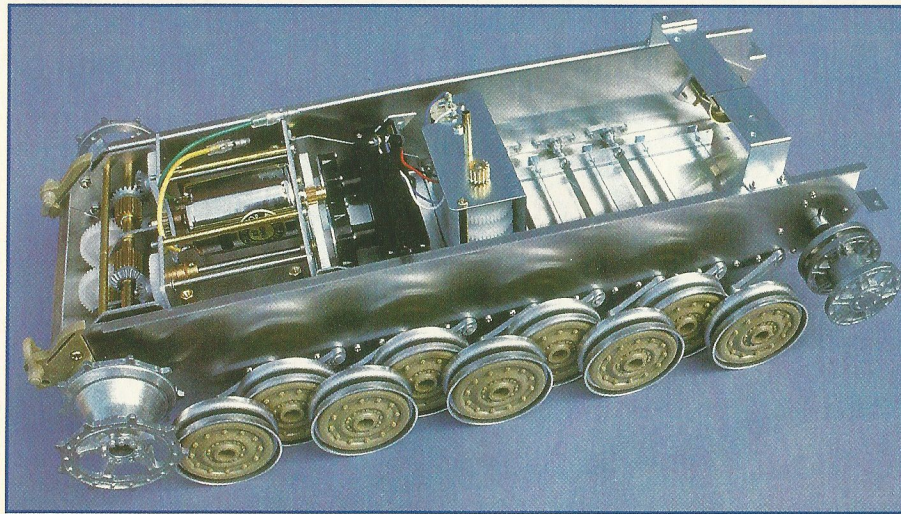


▲ At this point I deviated from the instructions and continued work on the lower hull, or more particularly the wheels and tracks. The wheels comprise detailed plastic hubs, that fit into pressed aluminium rims. Each wheel unit is a pair of wheels separated by a brass bush which are in turn screwed together. The job of constructing the wheels is laborious and tedious, but ultimately worth while. Painted up, they look stunning.

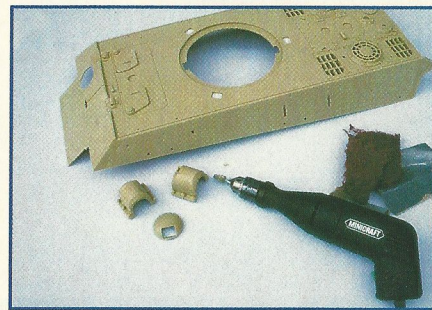
I am here to tell ya' all that BIG is most certainly beautiful! Well it certainly is when it comes to R/C models. When I started looking around for a 'Big' theme issue I originally thought it might be difficult to find suitable models but NO WAY! Big models are everywhere! If I had the space I could have included Monster Trucks from Kyosho or Traxxas. I could have had a number of Trucks. In Germany they are heavily into JCB's, Artics' and Excavators, Big Size, Big time. I had an offer of a 1:5th scale Dodge Ram truck, have you ever seen a Dodge Ram? The biggest engine option is an 8 litre V10 that normally lives in a Viper! Even as a 1:5th scale model it is huge..... In the end, as usual, space was limited so we ended up with just a little taster of what can happen when you think 'Big'. After a little while to calm down and run some reviews of sensible, serious, race cars we may return to this theme, it's FUN! And we at RRCi definitely believe that fun is the whole point of the exercise! RRCi

master class with Spencer Pollard

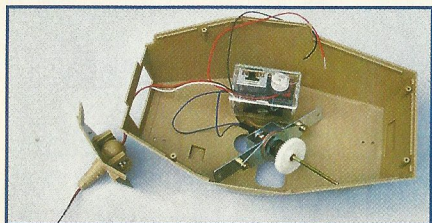
▼ With all of the road wheels assembled and fixed into place, the model could sit on its suspension for the first time. Childish instincts dictated that I try the model out across the floor - with the appropriate noises of course!



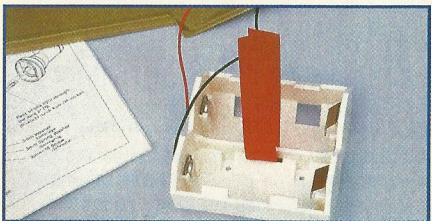
▼ The single biggest job in the entire project was adding texture to the hull to represent rolled steel. This was achieved using a large dental burr in my Minicraft drill, which was bounced randomly across the surface of each plate - front and two sides - until the effect was evenly uneven. Once done, the plates were lightly sanded with wet n dry before removing any swarf with a Scotchbrite pad. Tedious, but ultimately worthwhile, as smooth armour plating simply looks awful in this scale.



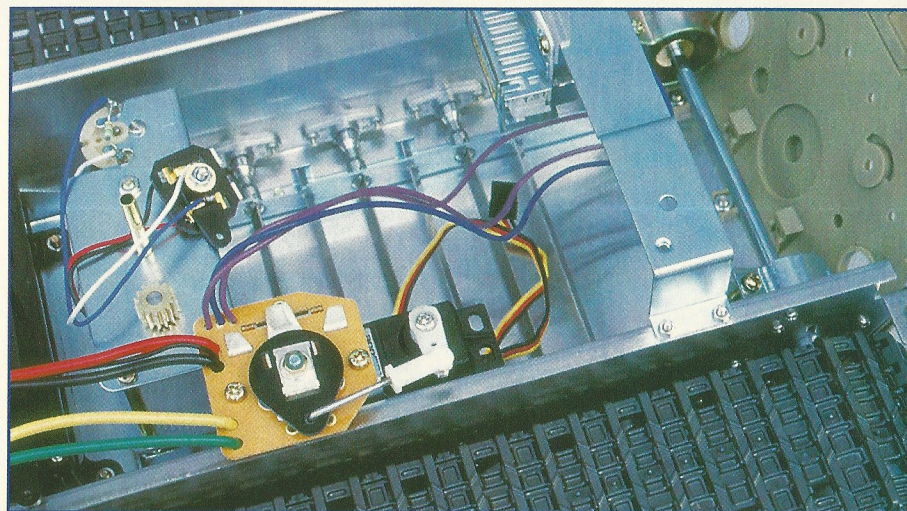
▲ The sprocket in close-up reveals some of the detail incorporated into the part. At this stage, the wheels still needed their hubs adding.



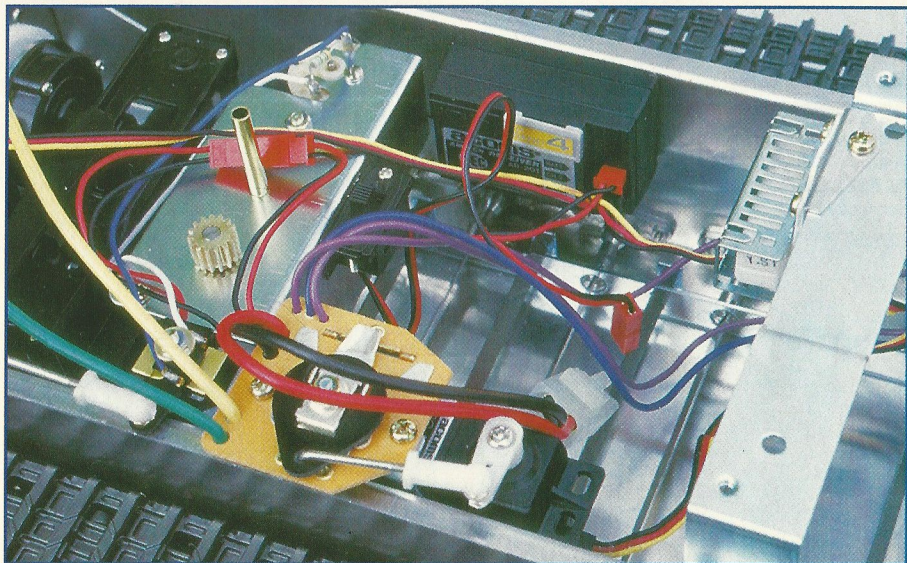
▲ The basic turret shell is a massive one-piece plastic moulding into which the upper section of the turret traversing gear, gun muzzle strobe unit and battery box are either screwed, or fixed - with the aid of double sided tape - into place. Also added at this stage was the front wall of the turret with the hinged mount for the gun barrel and armoured mantlet. Unlike the hull - as we'll see later - the outer surfaces of the turret exhibit some fine texture that replicates the pitted appearance of the real rolled steel armour plate very well indeed. The only exception to this is the front panel, which needs some work to bring its appearance in line with the rest of the turret. Weld beads were added along all natural seams on the turret, using both a soldering iron for the larger seams and a pyrograph for the smaller ones, such as around the lifting eyes and hinges.



▲ The battery box for the strobe unit prior to its installation in the turret. The strobe unit allows both automatic flashing as well as manual - servo controlled - operation. As the review model was to be only 2-channel, the unit was set up for automatic operation only.



▲ In order to complete the electronic goodies, more stages dealing with the addition of detail to the outer surfaces of the kit were skipped. Here, the speed controller assembly has been completed, its servo attached and the resultant unit fixed in place. As mentioned in the instructions, the servo horns needed to be cut down to the appropriate size - a task made easy by using a pair of sharp scissors. If working on a 2-channel set-up, care needs to be exercised when positioning the controller assembly, to ensure that there is enough space for the turret switch rod and its switch to fit on the hull wall alongside the turret traversing gear. This warning comes as the result of fixing it in the wrong place and having to move it when the turret switch wouldn't fit later on. A better idea would be to fit the switch first and then the speed controller..



▲ Amongst the final items to be added to the lower hull is the receiver. I must admit to some trouble working out which leads went in which sockets on the receiver. It was only after careful study of the instructions that the correct layout was achieved. Beginners...



◀ The completed model resplendent in its three colour camouflage scheme.



with UK Dark Earth and A/N Red Brown Primer - in a 50/50 mix - giving the red/brown colour and Kawasaki Army Green, well, the green.

Postscript

Unfortunately, the tight deadline for the inclusion of this model in this issue of RRCI, precluded any kind of test run prior to the writing of this article. However, we will be giving the model an outing in the near future and we'll provide details of how that goes, in a future issue. RRCI

Sources

F&F Models, 44 Bretby Road, Newhall, Swadlincote, Derbyshire, DE11 0LJ. Tel. 0183 550 421.

ED Models, 64 Stratford Road, Shirley, Solihull, West Midlands B90 3LP. Tel. 0121 744 7488.

Minicraft, Macford Products Limited, 182 Enterprise City, Meadowfield Avenue, Spennymoor, Co. Durham, DL16 6JF. Tel. 01388 420 535.

Quick Spec

Huge 1/16th scale second world war Tiger Tank. Powered by a 540 motor suitable for 6 cell operation and 2 - 4 channel radio control. Kit includes 3 step mechanical speed control.

Testers Kit

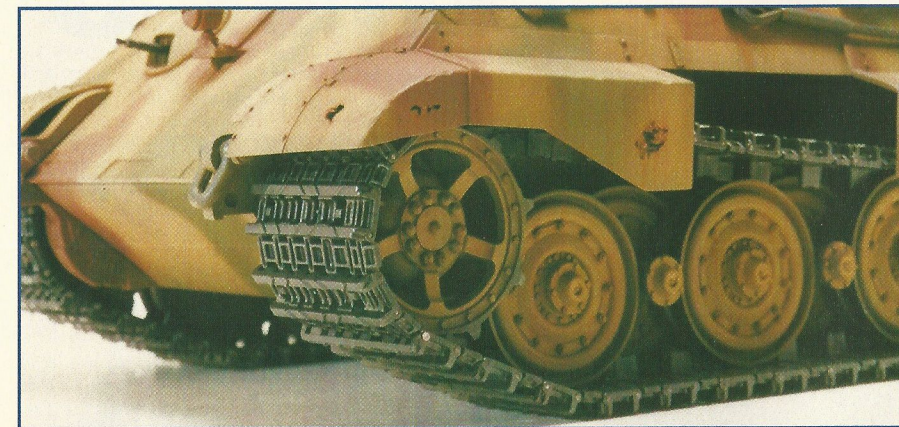
Acoms Alpha 27 MHz 2 Ch. radio and Tamiya 7.2v racing packs

Likes:

Size, quality, realism

Dislikes:

Space needed to display it
The Ed' expecting me to run it after all this work!



▲ A detailed view of the sprocket gives a good indication of the level of realism possible with this kit. Note the worn paint around the teeth on the sprocket. The tracks, though appearing unnaturally clean in this shot, will weather realistically after a few circuits of my garden.



▲ The kits commander figure is reasonable, though not as good as some of the resin figures currently available. The machine gun and its mount came in for some attention during the construction stages. First off, the gun in the kit was replaced with a Verlinden one - the kit supplies an MG42 whereas it should be an MG34 - and secondly its mount was scratchbuilt, thus replacing the awful bent wire component supplied by Tamiya. Note the tiny blade sight added to the turret roof and the appearance of the weld seams.



▲ The engine deck was improved with mesh screens made from a sheet of Wings and Wheels etched brass - available from F&F Models - along with the addition of simulated torch cut edges on the armour plating.



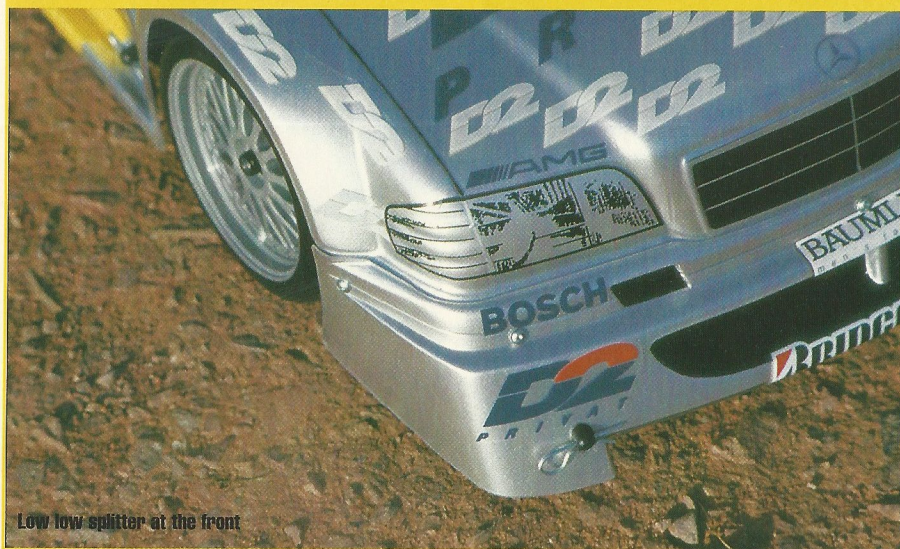
▲ The rear hull plate revealing the re-worked jack-block and armoured exhaust covers. The exhausts were painted black and then weathered with orange acrylic paint and graphite dust.



▲ The Tiger in its element. Unlike recent models, this one was not painted black first prior to adding the camouflage but rather shaded with AeroMaster Olive Drab over which AeroMaster UK Mid Stone was thinly sprayed to give the required shaded appearance. The camouflage was sprayed again using AeroMaster -

magic monster merc

FG 1:5th scale Mercedes ITC



Low low splitter at the front



If I had to be super critical I would say that the wheels and tyres were a tad small for scale, that is being picky mind. I am also unconvinced that the scale profile wing will make a helluva lot difference to a 25 lb model.....

The GTC, German Touring Car championship, went from strength to strength during the late 1980's. As the rest of Europe got hold of high tech, production based Class 2 Touring Cars of some 300 BHP the German race fans were treated to ever more outrageous racers.

The series progressed further in the 90's and became the ITC with the main players, Alfa Romeo, Opel and Mercedes building ground up, dedicated racers with 4WD, ABS, Traction Control, Telemetry and massive use of advanced composites and aerodynamics. They probably would have fitted SatNav and TV games if they thought that it would help! The resulting cars gave the fans so much excitement they were probably illegal! Then the class died through excessive cost and the Motorsport arena became a sadder place.

Now as a moment of the racing you can have your own ITC car in many forms. As a static model in various

scales. There are some super slot racers. Of course there are many many R/C Cars in 1/10th and 1/8th scale. But if you want to re-create an ITC car in all of its glory you have to think BIG! So go ahead, indulge yourself, have a 1:5th scale ITC Merc.....

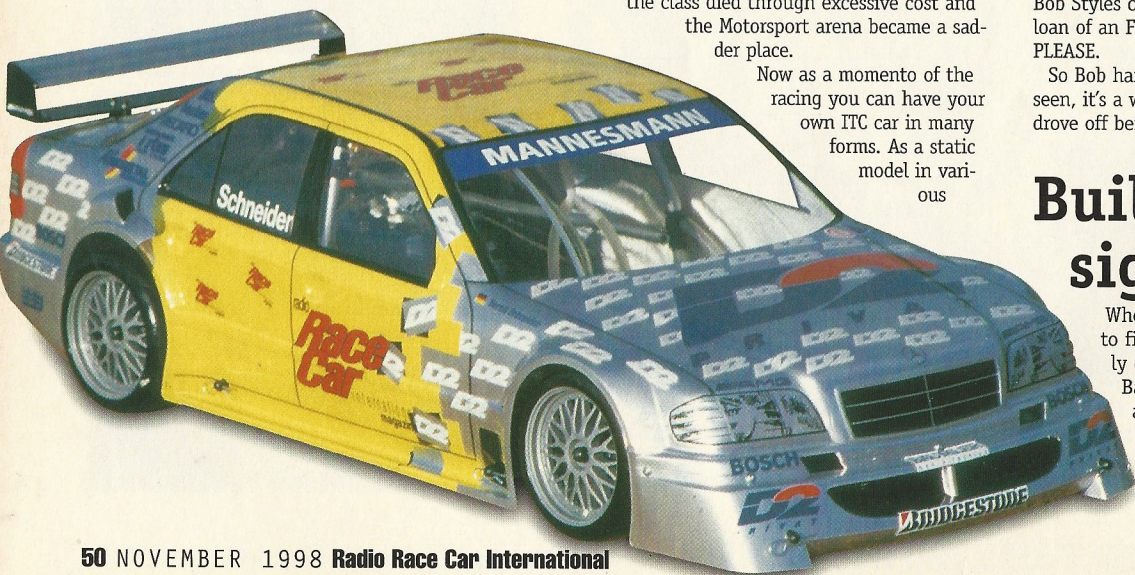
OK, I have calmed down now. As you can probably work out I really liked the ITC cars. So, when Bob Styles of King Cobra Racing offered me the loan of an FG Merc' to review I said, YES and then PLEASE.

So Bob handed me the biggest box I have ever seen, it's a wardrobe in the spare room now, and I drove off before he had time to change his mind.

Building sights

When I got home I opened up the box to find a 1:5th scale Merc', it was virtually complete straight out of the box. Basically it needed the tyres fitting and radio fitting, the body painting and that was that.

Now come on, admit it, this is one gorgeous model car. The Tony King paint job is superb.



Head on the Merc' has real presence, fine detail on the body shell.

The tyres were a complete pain to fit. I was suddenly aware as I grappled with them of Bob's voice saying, "I have known grown men cry trying to fit these the wrong way round". The reason? The tyres have a 'soft' sidewall and a 'hard' sidewall. Confuse them at your peril! I still resorted to bicycle tyre levers to get the darn things on.

The servos (huge) and linkages were a doddle to fit for anyone who has already built a Nitro car. I used Multiplex servos and a verrrry nice Futaba 3VC radio to pilot the Merc'. Time will tell if I can keep up with the power and speed of the servos and the programmability of the Futaba. I did not have the optional FG Radio box for the receiver but if I owned the car I would have purchased it. Using servo tape to plonk the receiver on the top deck of the chassis with a Powers receiver cover over it seemed a bit of corner cutting amongst engineering of this quality.

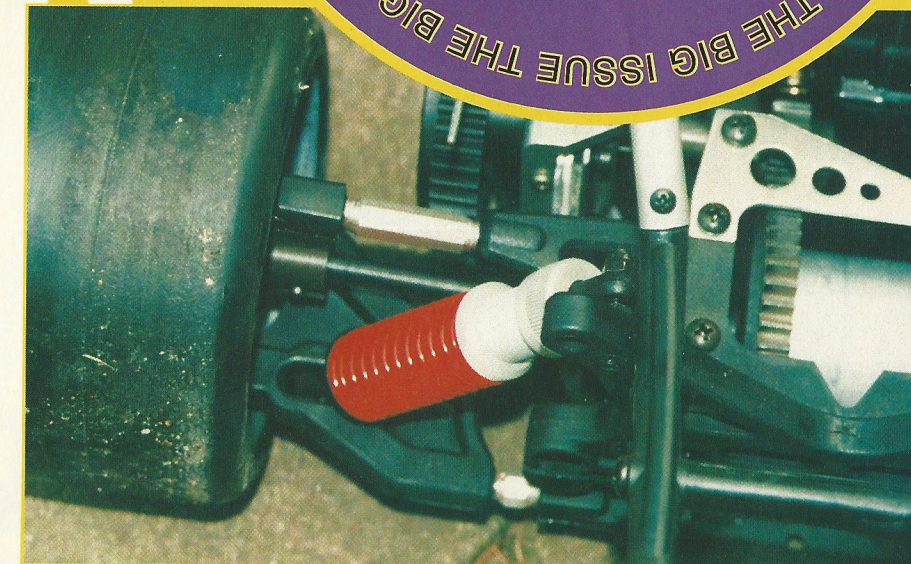
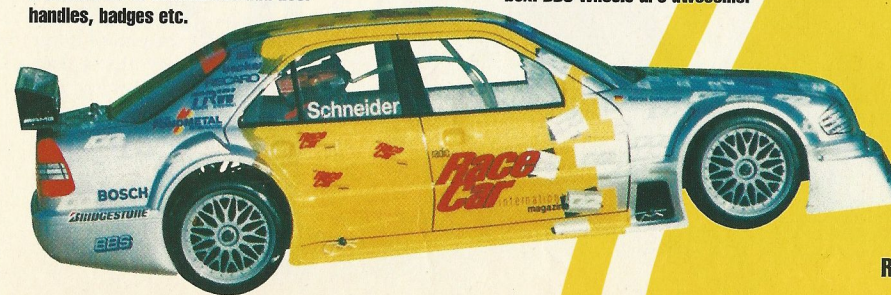
Driving Impressions

Sorry, it's the old excuse, TIME. As of writing this I have ogled the car, Radioed (?) the car, fuelled the car, started the car, but I have not driven it so I will have to do a follow up on what it was like, cos' I don't fake it OK..... Trust me, I will tell you if I make a mess of it! So watch out in a later issue of RRCI for how much I frightened myself trying to tame the beast.

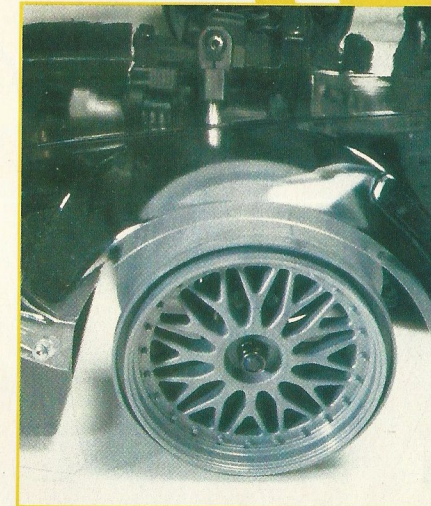
Interested?

With F1, GT, Off Road Buggy and Touring cars available there is a large scale car to whet any appetite. For more information on large scale cars contact Bob Styles at King Cobra racing or the BRCA. My thanks to Bob for putting the FG at the disposal of Race Car for an extended test. RRCI

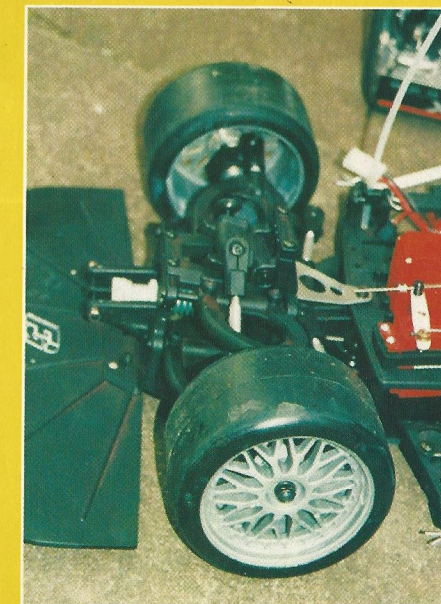
The Race Car ITC Merc looking pretty good in profile. A custom kit is available to add door handles, badges etc.



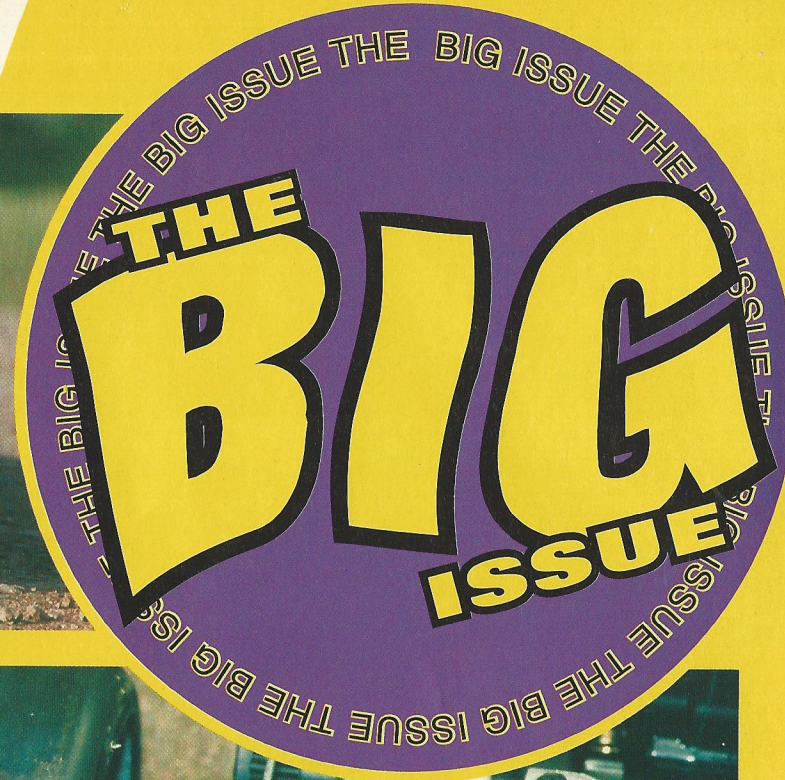
The rear end. Camber change is a simple spanner job. The gears look suitably meaty to cope with 22 cc of 2 stroke muscle. Rear shocks, as with the fronts, have adjustable collars for rapid setting changes.



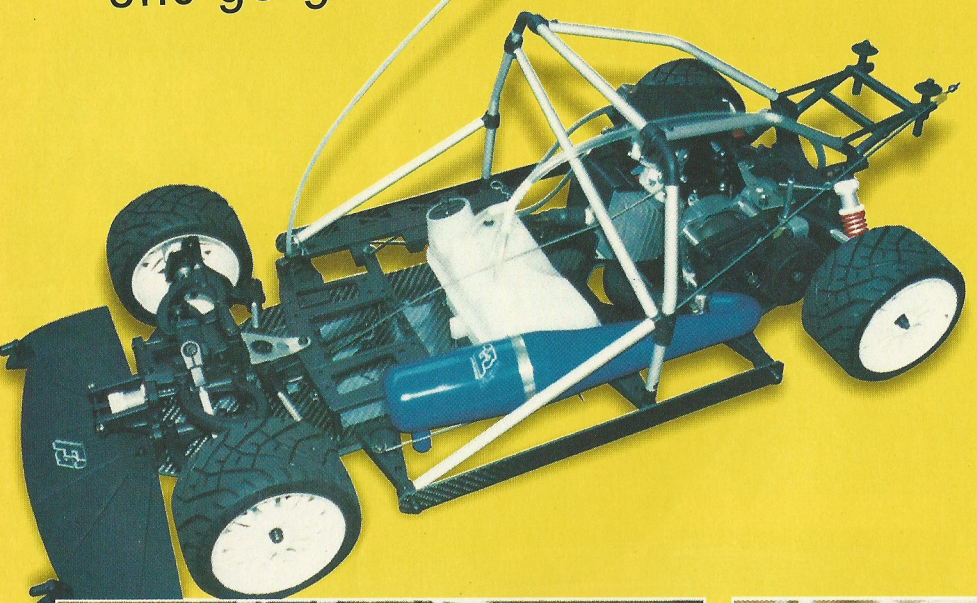
That 'just hatched' look as the Merc' comes out of the box. BBS wheels are awesome.



The front end features a mono-shock, F1 type suspension operated via adjustable rocker arms. The shock has an adjustable collar for pre-load and of course, different spring rates are available. The suspension is fully adjustable front and rear. This really is a small racing car. Front bumper doubles as an effective splitter.

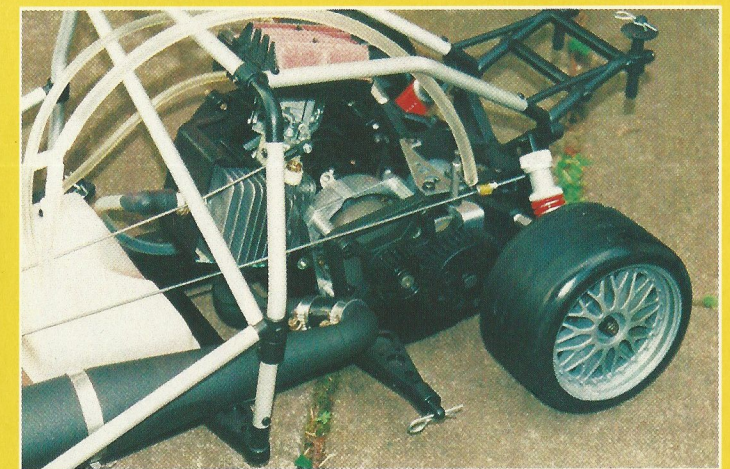
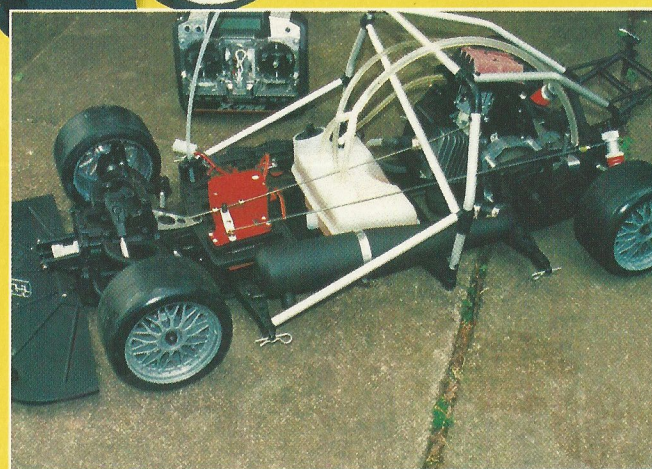
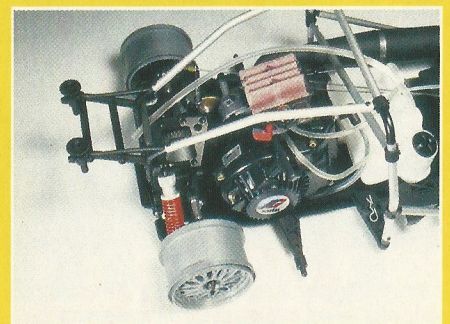


'Now come on, admit it, this is one gorgeous model car'



This is what a 'works' F6 looks like. Lots of Carbon, A blue tuned pipe. Whizzy tyres and carbon side impact bars, want, want, want, want one now please.....

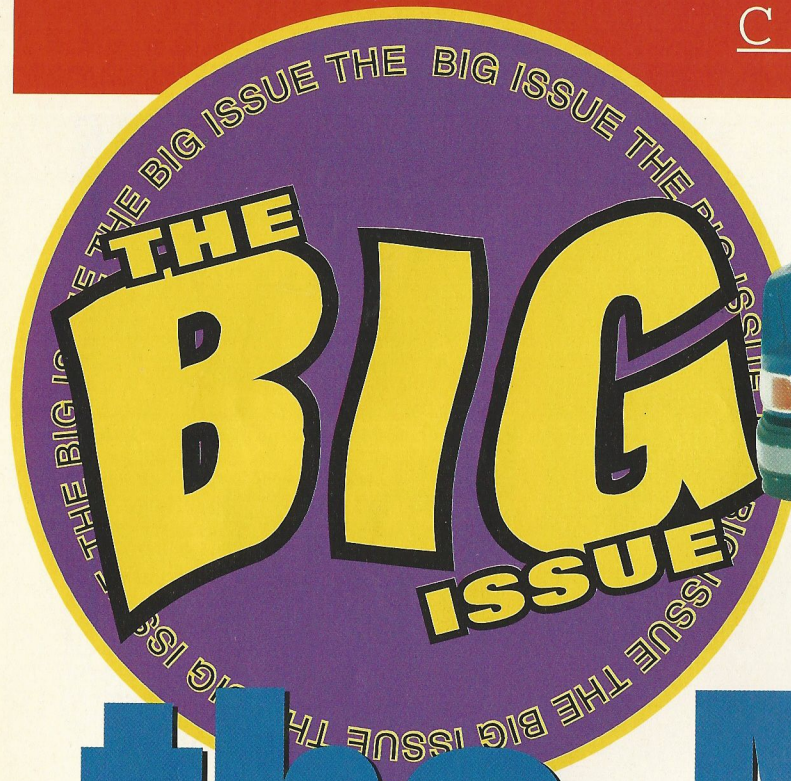
Lifted from the box the model appears to need paint and well, er, paint!



My faithful JR756 Radio gives some clue to the scale of the FG.

The 22 cc Solo engine was a good starter from 'out of the box'. As it uses standard 2 stroke 'pump' fuel the running costs are significantly cheaper than a large Nitro engine. The brake and throttle linkages are clear in this shot. This standard FG has only a transmission brake but 4 wheel disk braking is an option.

No holes in the immaculate shell yet, competition lays ahead so enjoy the sun!



take it to the Max!

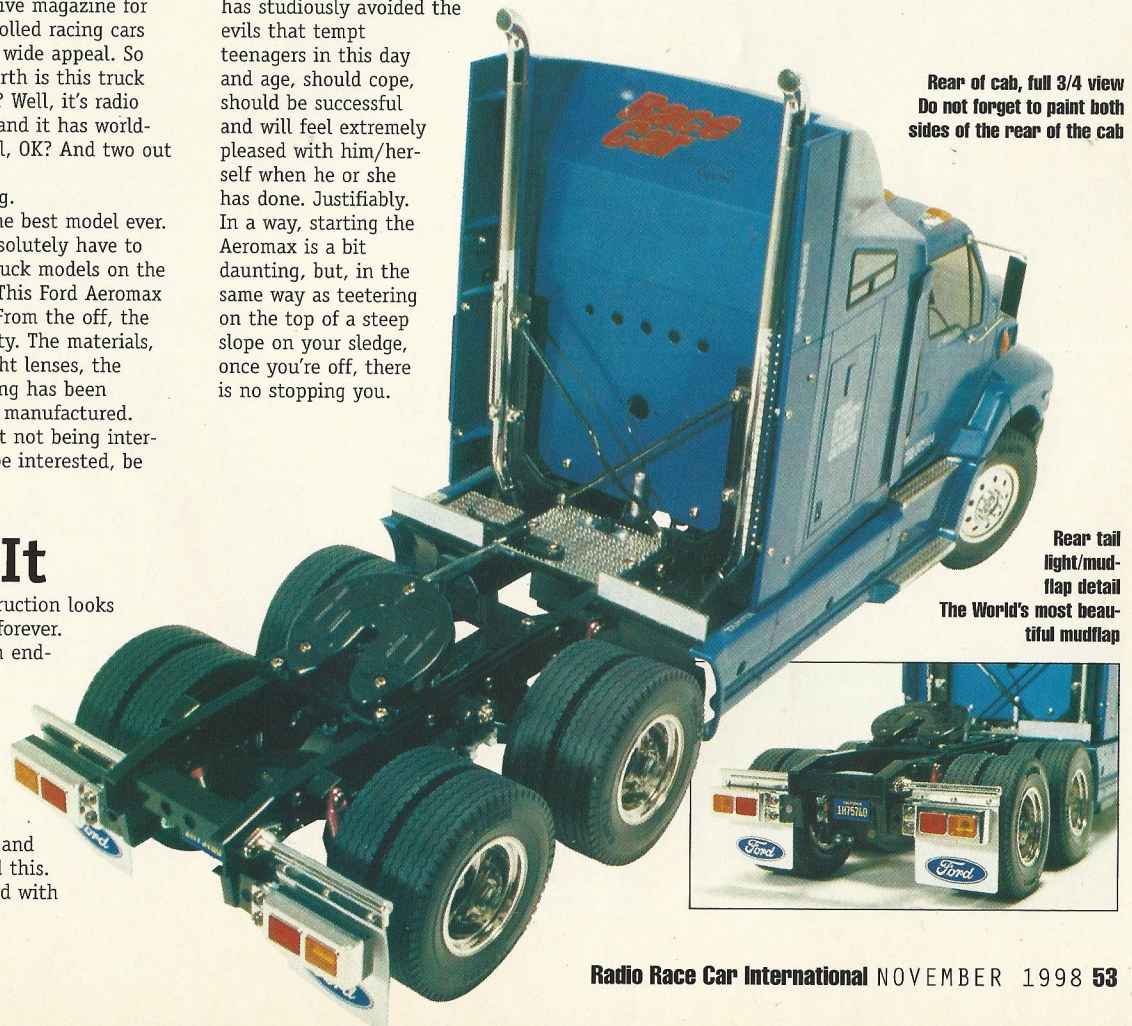
Tamiya Ford Aeromax

Radio Race Car International. The definitive magazine for radio controlled racing cars with world wide appeal. So what on earth is this truck doing here? Well, it's radio controlled and it has world-wide appeal, OK? And two out of four cannot be bad. And there's one other thing. This is, by far and away, the best model ever. Full stop. That's why you absolutely have to build one. There are other truck models on the market, even racing trucks. This Ford Aeromax however is the mutt's nuts. From the off, the whole thing just oozes quality. The materials, the drill registration, the light lenses, the chrome parts, this whole thing has been extremely well designed and manufactured. So, if you're thinking about not being interested because it is a truck, be interested, be very interested.

finesse and patience, who has studiously avoided the evils that tempt teenagers in this day and age, should cope, should be successful and will feel extremely pleased with him/herself when he or she has done. Justifiably. In a way, starting the Aeromax is a bit daunting, but, in the same way as teetering on the top of a steep slope on your sledge, once you're off, there is no stopping you.

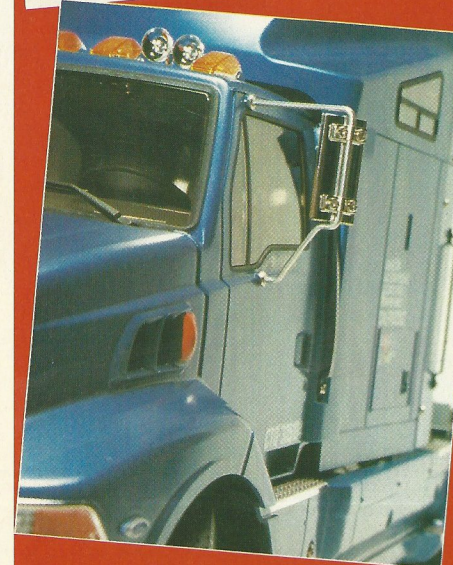
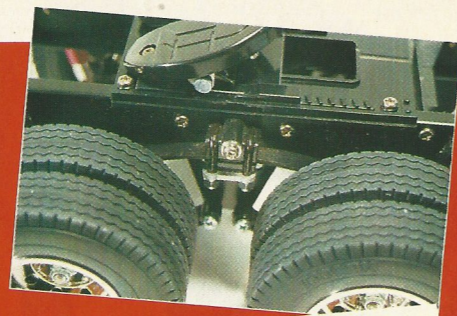
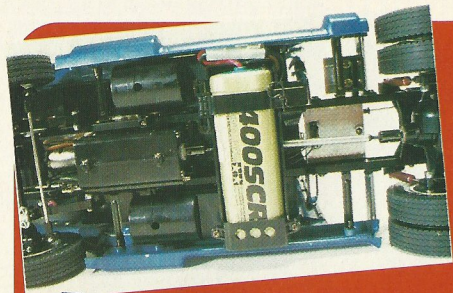
So Build It

From the outset, the construction looks as though it's going to take forever. Complex sub-assemblies seem endless when you first flit through the instructions. Fear not. Explanations are up to Tamiya's usual standard and all becomes clear and progress is quick(ish). There is a sticker on the box saying that 14 year olds and above should be able to build this. A mature, sensible 14 year old with



Rear of cab, full 3/4 view Do not forget to paint both sides of the rear of the cab

Rear tail light/mud-flap detail The World's most beautiful mudflap



Above: Rear of cab. The aluminium panels were dry brushed with matt black to dull the chrome finish a little

Above right: Twin axle detail
The steel leaf springs really work

Left: Detail cab shot, imposing?

Above left: Underside detail
The gearbox can be dropped out by undoing 6 screws

Right: Wing mirror detail
If you are 1/14th scale you can comb your hair in these mirrors



Chassis & Gearbox

The two main chassis members are covered in a polythene protective sheet (nice touch) and marked 'AEROMAX L' and 'AEROMAX R'. That's left and right. Fit the cross members and the servos, the rear suspension mounts and your onto stage 4 already. The fuel tanks. Doodle. Over the page and you're on 6 dampers, steering rods, solid beam front suspension and beautifully made metal leaf springs.

You're a couple of hours into it now, and nothing will stop you. TV, the missus, the kids, even time itself just passes you by as the complexities of the chassis are much easier than you thought possible.

Build two rear diffs - it's a three axle tractor, this one - be very careful to install them the right way up and in the right position, connect the small prop shaft between them and on go the swinging arms and more leaf springs. Be sure to rotate the drive shafts at this point by turning the joint cup at the entrance to the first diff. Make sure that both axles rotate in the same direction to ensure that the diffs have been fitted correctly.

The Gearbox

Now for the fun. The gearbox. Now, I think I've mentioned this before, but I am not a mechanical engineer. The prospect of building a 3 speed gearbox is, frankly, a bit scary. In fact, by following the instructions, you can build it successfully and still not understand how a gearbox works. The clarity of the instruction book, as I've said, is up to Tamiya's usual ultra-high standard, so a little

bit like learning the times tables at school, you can sort of do things parrot fashion without necessarily fully understanding the intricacies of what you've done.

But take your time. Make sure that each gear is located correctly. Make sure each 'E-ring' is in the right groove. When you have built the two geared shafts, build the selector shaft with the shifter forks engaging the correct 'selector', offer the whole assembly to the end plate and, with your head hurting a little, it all fits together. On goes the casing and on goes the motor, then the whole lot drops into the chassis with stupendous simplicity. By the way, remember the prop shaft before screwing the gearbox in place.

Onward, Ever Onward

The battery housing (standard 7.2V) fits neatly under the fuel tanks and you then assemble the mud flaps. That's right, assemble the mud flaps. Oh yes, these mud flaps require assembly. And they are superb. Proper mud flaps these are.

You can have an optional Electrical unit with this, giving you all the lights on the unit. With this in mind, the light lenses are proper lenses, set in chrome mounts, which sit behind the world's most beautiful mud flaps.

By now, several hours have gone past, your eyes are so blood shot that, if someone took a photo of you, you'd think the camera had given you 'red-eye'. But it hasn't. They really look like that.

But you persevere. The engineering of the trailer coupler is a work of art. There is an option to automate the coupling procedure by servo if required, and I want to get my hands

on this, which appears to come with motorised leg supports. Standard form is a manual lever, spring loaded, that operates the release gate for the trailer.

At this point, the chassis is all but complete. The platform on which the electronic speed controller and the receiver are placed comes next, screwed again to the chassis with absolutely precise drill registration of 6 screws. This platform is also the floor pan of the cab, and therefore, with the necessary attachments fixed at the back of the floorpan and the front of the chassis, the cab can be mounted for an overall impression of what the finished unit will look like. Big.

Radio Fit

As you have fitted the Servos in place earlier in the construction Radio fitment is a piece of cake. Simply secure the receiver and ESC to the rear of the cab floor with double sided servo tape and 'hey presto', connect the system up!

Cab Body Assembly & Detail

This is the part that always makes or breaks the overall appearance of your model, and thus time should be taken to get it right. If you are not a member of the air-brush crew, then it's time to spend a few quid on spray.

For this model, I went to Halfords and bought primer, colour and lacquer. You look along the row of paints and realise the world is your oyster and you picture your model in the various

colours. No racing car decals with this kit. No rigid colour schemes to be adhered to for realism. Your only guide is the picture on the box of a pink truck.

Editor Emery told me not to spray mine pink, because apparently not many mags have built one of these and by not doing it pink, you know I actually built it and I'm not making this whole thing up.

I also have to be aware that some photographer for this beautiful publication will go ape at me if I spray it a colour that's difficult to photograph, so I chose Ford Azure blue metallic. And very nice it looks too. Except there was another reason why I chose that colour. I already had some left over from the last model I did. When it ran out I started the new can, and hey presto, just what you'd expect, you can see the difference. No two cans of paint are precisely the same, in my experience, so use one can for the whole job.

I started with the side panels that run between the wheels under the cab. Primer first, followed by paint, followed by lacquer on consecutive days. Now. Some more advice. It is, as I write this, Easter weekend. For those of you who have watched the news, you will know that the Midlands area of good old Blighty has been slightly cold....and ever so slightly wet. Flash floods have rendered me trapped in my home and created absolutely awful conditions for spraying in. In short, to get a good finish, spray should be applied in a dust and damp-free environment at greater than 15 C, so the fact that mine was sprayed during floods at no more than 5 C means your finish will probably be better than mine.

Next I did the giant aerofoil for the roof, followed by the main body of the cab. Apart from the colour differential of the two cans, which can only be seen from certain angles (I'm not going to tell you where, if you can spot it in the photo PeterE will give you a prize), on the whole, the paint job was OK considering the conditions, although getting a shine was virtually impossible no matter how many coats of lacquer I applied. If I had longer to build this, I would wait, find a better place to spray....but Emery gives me deadlines.....

The dash board is superb. Stickers make up the dials and look great on a painted matt grey dash. Separate stickers for vents and auxiliary dials should be placed with tweezers for absolute positioning, but if you mess it up, all is not lost, this truck has tinted glass....so unless you shine a torch in it, you can hardly see em anyway. Pity if you've got it right.

Seat decks sit in front of the receiver and ESC on the cab floor and the seats glued on top.

Paint in, in matt or semi-gloss (but not gloss) black the windscreen surrounds and the other side window surrounds as shown in the instructions. When fitting the auxiliaries to the cab, I did it in the following order: Windscreen, roof-lights, mirrors and side windows followed by the dash. This isn't the order shown, but it worked for me. By the way, the mirrors are ingenious....and actually are mirrors. If you had a 1:14th scale head you could comb your hair in them. Attention to detail is what gets my loins stirring. My loins stirred a lot building Aero'.

The split chrome grill fits an absolute treat. So do the headlights. Put the orange sticker on the inside of the indicator lenses, won't you. Not the outside. Good. I bet someone somewhere will stick em on the outside, then sit there thinking that looks dreadful!

Paint the key-holes in silver and also the two Ford badges on the front wings. When dry apply the tiniest Ford logos on the badges on

the wings, the bigger one in the centre of the grill. When you have sprayed everything, lacquered everything, making sure that you have done BOTH sides of the panels that protrude from the back of the cab, use the brackets and screws to assemble the cab and place it on the chassis.

Exhausted, No Way

The exhausts are long and curious plastic/metal pipe combinations that attach to the chassis via metal stays. They disappear under the chassis and then....well....just fizzle out. Come to an abrupt end. This is where detail gives way to functionality, and detail is perfect when the model itself has all wheels firmly on the ground. Who cares what happens underneath. You'll be miffed if you ever roll it anyway.

You will sit there.....and sit there.....and sit there. You won't believe what a beautiful thing you have created. The chrome wheels shine. The mirrors reflect. The whole thing has such a 'real' feel to it. And if you think that's good....wait 'til you drive it.

Playtime

Now listen. Listen carefully.

This thing weighs a lot. It's heavy. It's also quite fast in third. In motoring magazines abroad they carry out what they call the Elk Test. You probably know this from the Mercedes 'A' Class's total inability to pass it when first released. Your Aero' probably won't either. I say probably, because I don't know for sure. I haven't rolled mine over and I don't have any intention of doing so.

What I'm saying, friends, is that there is absolutely nothing wrong with how this thing goes along. You'll be intrigued. You'll be impressed. You'll be mortified if you stuff it. So be careful.

You'll love watching the suspension...so much more visibly active when there are three axles to watch. Four double wheels spin when you reverse onto loose ground. It leans when you turn a tight arc. It's real. It's fantastic.

If your budget doesn't stretch to a 4-channel radio, then it's not the end of the world. Fit the clamp onto the gear selector shaft and it's stuck in second gear. Reverse may be a tad sudden, but tinker with the set up and it'll give you no trouble.

A couple of things to watch though. The drive shaft couplings may throw the grub screws. Liquid thread lock helps. You may also find, when you first run, your gearbox has lots of neutrals. Again, fettling the set up will cure this. Most annoying of all, you may find the truck gently rolls to a halt...with the only remote noise being the wild spinning of the 540. Make sure the motor pinion is well tight. Again, thread lock maybe a good idea. If this happens, thankfully it's a doddle to get the gearbox in and out of the chassis. Take the cab off, undo 6 screws which hold the floor pan onto the chassis - there it is - 4 screws later the gearbox is out. Very maintenance friendly.

Now What?

All you really need now is a trailer to go on it. And Tamiya, I know, do some nice ones.

I will ask PeterE for one and then probably do another article in a few months time. I may try to get hold of another Tamiya truck plus trailer plus all the 'hop-up' options, which on trucks consist of lighting kits and those bits I mentioned earlier.

So anyway, there we go. One fantastic model that captures the image in a way that relatively few models do.

Do me a favour. When you've built yours, write me a letter and send me a photo here at Traplet Towers. I will see if I can get Peter E to do a feature on the Aeromax again in a later edition. If he doesn't, send me a letter anyway. I want to know if I'm going daft, or if this IS the best model since Claudia Schiffer. **RRCI**



Front wheel/door detail
I swear I can hear a diesel engine running....

Quick Spec

1/14th scale electric Articulated Truck Tractor Unit. Designed for 2 to 4 channel Radio Control (2 channel minimum). Requires radio set, battery and charger to complete.

Testers Kit

Acoms 27 MHz 2 Channel radio, receiver and matching servos
Tamiya 1400 mAh 7.2 Volt Cell Pack
Halfords Acrylic spray paint
Time

Likes:

Everything

Dislikes:

Not having the 4 channel radio and a suitable trailer unit (yet)

Mad Max



Burnin through desolation

Kyosho Quad Bike

The leader of the pack



I was in the editorial department when my eyes fell upon a bright and attractive box among a number of model kits that had just been received from Ripmax Models for review. The particular box that caught my eye was that of a R/C Kyosho Quad Bike. On further investigation of the box, it was quickly revealed that the bike was I/C gas powered, came part assembled and really did look like FUN!

It may be remembered by some who have a particularly long memory, that we did in fact review a gas powered Kyosho Go-Kart way back in Issue 4 of Radio Race car. That's right I said Issue 4! That review kit is

still in our possession and in good working order. The Go-Kart was great. It had realism and performance and so I was really interested in seeing how things had developed with the Quad Bike.

OK, how much work?

Armed with a small tool kit, nothing exceptional, the kit fitted together like a well crafted jig-saw with sets of components individually bagged so as not to create any confusion. All of the spanner work and Allen screws are taken care of by the supplied box spanner and Allen keys, a nice touch. I can honestly say that this kit was a pleasure to build. The kit is made so a choice of radios can be used and the servo saver attachment supplied has fittings for Futaba, Sanwa, KO and JR. The radio used in this instance was a Futaba Attack T2DR radio using S3003 servos.

As I said previously, the kit comes pretty well 3/4 assembled and that includes engine, gearbox, clutch, fuel tank and plumbing, rear axle complete with its ball differential and chain drive. Front suspension is also pre-assembled so all that is left to do is to assemble and fit the front shock absorbers, the rear monoshock and install the radio gear. The wheels and tyres

.12

The completed rolling chassis

just require the tyres gluing to the wheel rims using a cyano type super glue.

So after an evening's work you should have all the mechanics of your Kyosho Quad assembled, set up and ready to go. Then comes the creative bit. Building your body shell and rider. This is where we decided to be a little bit different, and, as can be seen, we came out with something completely different. PeterE and Spencer Pollard came up with a theme of James Bond meets Mad Max, I like it anyway.

Fire up

The kit comes with very comprehensive instructions on how to use the gas engine fitted to the kit, a Kyosho GT12S-CR engine. This is a Schnuerle ported engine for increased power output and good cooling and comes fitted with its own re-coil starter making start ups very simple and straightforward. As always with any new engine, one should always read the instructions first and take care to run the engine in making sure to run it slightly rich and not to use excessive throttle openings for the initial running periods.

First run, of many!

With the new radio batteries installed, a full tank of Nitro, and the engine running sweetly, we were ready for its first run. Open the throttle, the centrifugal clutch kicks in and the Quad hurtles across the grass, the rear spike tyres giving plenty of grip. My son, who has already fallen deeply in love with

RRCI takes a slightly different track with Kyosho's latest!



You may decide to paint your Quad something like this

this kit, was also heard to mutter "wow, it really rips" and it does! This Quad is real fun. It looks good, it goes good and, by golly, it is good. All you need to start it is a glow plug battery and clip and a can of fueland away you go, nothing could be easier.

This latest kit from Kyosho is sure to be a winner. **RRCI**



Quick Spec

1:4 scale Quad bike
Powered by a .12 size Nitro Glow engine with integral recoil starter
75% pre-assembled
Requires 2 channel radio, glowstart, fuel and receiver batteries to complete

Testers Kit

Futaba Attack 27 MHz 2 channel radio and 2 x 3003 servos
Ripmax Glowstart

Likes:

Realism
Easy build

Dislikes:

The nights are drawing in!
Running out of fuel