

Our previous attempts at providing independent front suspension for Tamiya's 'Boomerang' (see 'On Test' — March issue) left out one important detail — how it performed on the track!

Whilst it would have been easy for us to say that our efforts were bang-on target, resulting in a car that out-handled everything, this

would not have been the case. The reason why, you see, is that we never got round to actually testing out theory. The combined factors of below zero temperatures, snow and biting winds made us less than ecstatic about leaving the warmth and comfort of the RCMC office. However all that is behind us now and yes we have ventured forth to the track for some serious testing.

But first some further details of the modifications involved. Having scoured the parts bins at Tamiya importers Riko International to find the necessary hardware to provide double dampers it was a touch galling

to learn recently that Tamiya have produced a shock set purpose designed for the job. The 'CVA Short Shock Unit Set' (part No. 5305) has everything you need to do what we had to cobble together back in March. In fact there are two damper sets available with — you've guessed it — Part No. 5304 being the 'Long Shock Unit Set'!

To make things clear it's best if we outline what each set can be used for. 5304 'Long' provides replacement dampers for the 'Supershot,' 'Boomerang' and

'Bigwig,' and anything else you care to try and hang them on. 5305 'Short' is more interesting giving damper options for the 'Fox,' 'Supershot,' 'Bigwig,' 'Falcon,' 'Blackfoot' and 'Boomerang.' Comprehensive instructions on assembling and mounting the shocks are provided. Also two choices of spring are included with details of recommended usage.

Steering

On our initial outings with the standard car the method of steering was given close scrutiny. Basically — we didn't like it. The rack and pinion system, whilst an aid to reducing bump-steer looked as if it would become a problem in the long-term on this particular model. Two things were apparent the rack itself could be seen flexing during

steering movement whilst the slide became clogged up with dust and dirt after a few runs on the track. The simplest solution seemed, to us at least, to be a complete removal of the rack and pinion in favour of a direct link between the steering servo and stub axle blocks. This meant moving the steering servo forward and performing some slight surgery on the front bulkhead of the chassis (see Fig. 1).

Protection

Readers and 'Boomerang' owners will no doubt be aware that this kit's bumper has a reliability factor somewhere in the minus figures. Having said that we haven't actually broken the original kit item — yet!

The alternative is to fit a stronger, tougher unit. Parma, amongst others, have the answer with their Kydex front bumper, part No. 13209. If we break Tamiya's bumper we will fit this one.

Looks

During the course of our racing activities the 'Boomerang's' bodyshell has begun to look slightly tired. What once looked shiny and classy now looks dull and knocked out.

The answer — a new bodyshell, of course. Once again with reference to the review box we pulled forth Parma's new 'Eagle' bodyshell. Consultations with UK (and European) Parma importers, Helger Racing gave us no clues as to whether the 'Eagle' would fit the 'Boomerang.' In fact they asked us to let them know if it did!

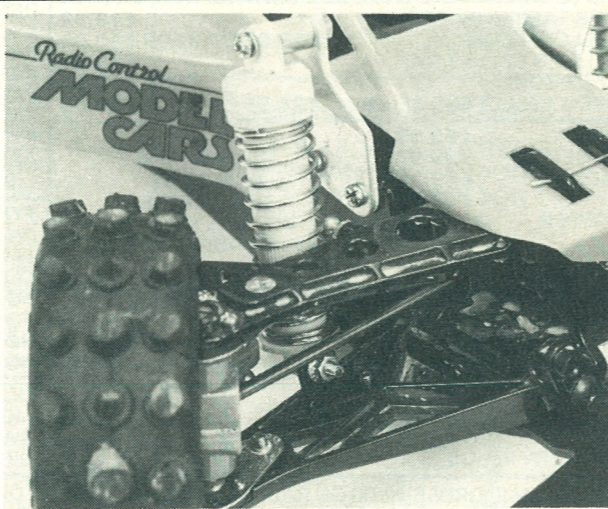
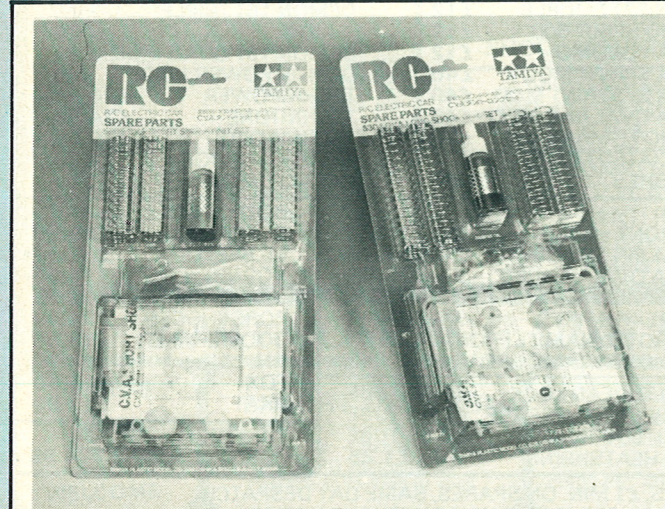
Well the answer is a qualified yes. The 'Eagle' fits very nicely and in the process looks pretty good — even if we must say so ourselves.

The only problem was mounting the wing supplied with the shell. The kit wing is mounted to the rear damper mounts. You can do this with the new wing except that every time you remove the bodyshell — you have to take off the wing first. At this time we have yet to find an alternative method, but rest assured — we will.

Re-positioning the servo was simplicity itself. By turning the original mounting blocks horizontal the servo could be moved forwards to provide a direct link to the stub axles (see Fig. 2). One word of caution however — make sure the servo saver is not forced up against the front differential casing when the front-end is reassembled. The servo saver can either be the standard kit item or one of the excellent Kimborough units, we used the latter. We also used new steering track rods supplied by SRM Racing which were kicking

Independent BOOMERANG

Lewis Eckett tries some more mods to Tamiya's 'Boomerang.'



Far left; The Tamiya shock set used. Left; the front end showing the mounting position.

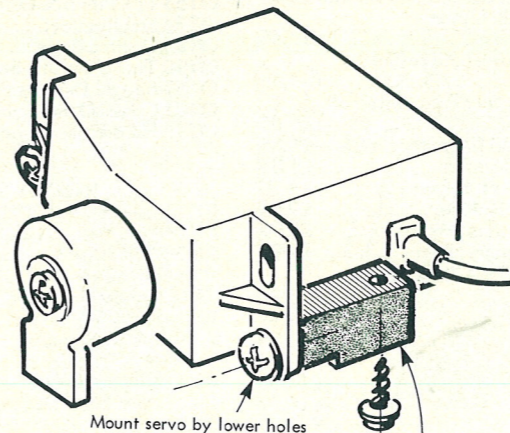


Fig. 2

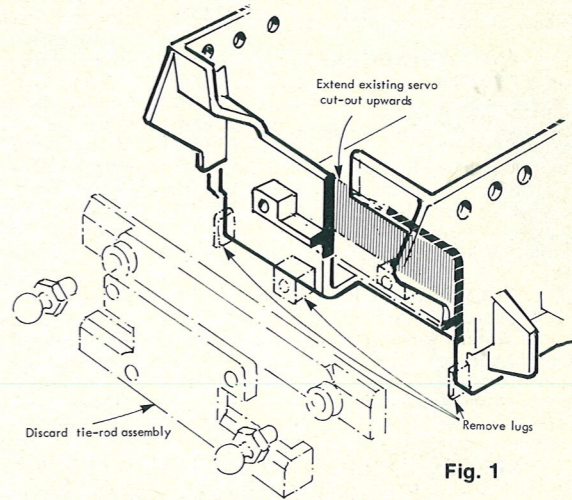


Fig. 1