

GB CHAMPION

RCMC check out and drive Jamie Booth's National Championship winning Tamiya Manta Ray

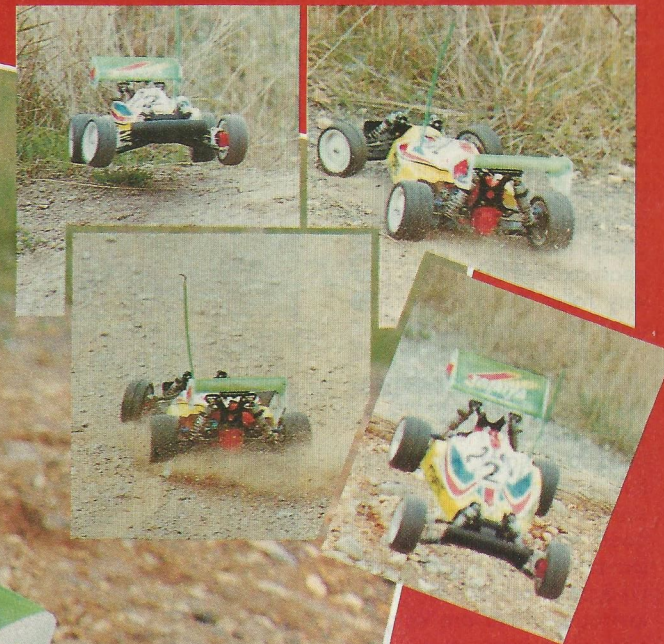
When Tamiya entered the serious racing arena two years ago they put themselves on public show, if they failed they would be laughed at, if they won then surely the World would have to take them seriously as a racing force. The story so far has not reached a fairy tale ending, with defeat at the World Champs in Detroit Tamiya were shown what racing was all about. On the brighter side, at European and National level the story becomes more successful.

Second in the Eurochamps in 2WD was very close to winning and was a shock to the establishment, and the icing on the cake has been the title British National 4WD Champion, won by Jamie Booth of course, against the stiffest UK opposition.

To take the title Jamie has run a modified Manta Ray, although the car may look pretty unrecognisable to the standard item there really is nothing that couldn't be made, bought or put together from other cars.

Closer Look

Jamie's works car was built in Japan by the race team and



uses as many standard parts as possible, we'll start from the front and work backward.

The car uses a standard bumper, this is bolted to a standard gearbox which is ballraced with Tamiya bearings and runs standard gears. Included in the front gearbox is the Hop-Up one-way roller gear which is available in the UK.

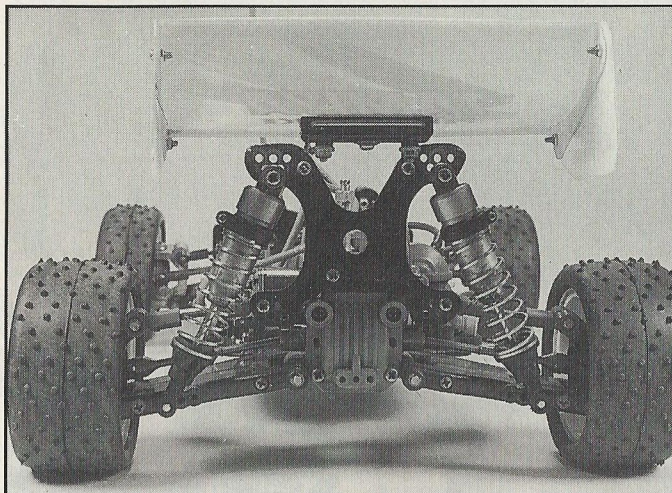
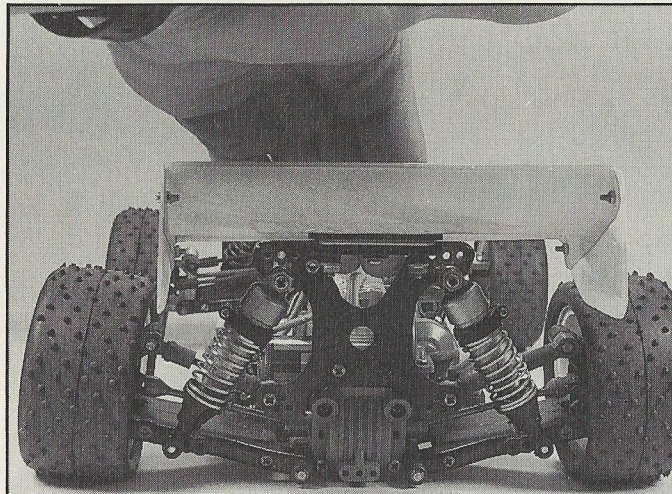
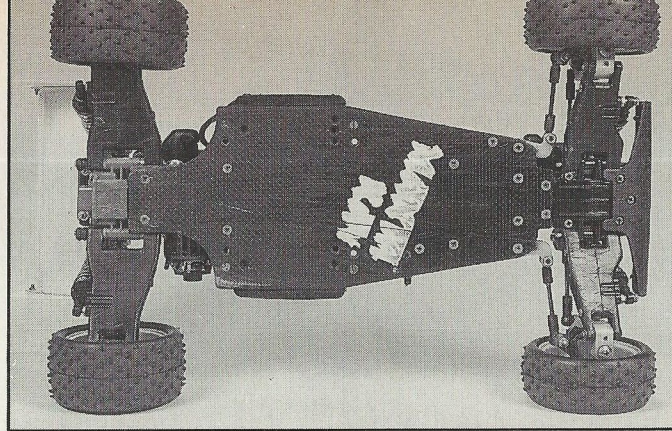
Jamie has run various shock configurations during the year but the car we tested had short dampers fitted to a hand made mount, this is very similar to the standard position and gives good ride over bumps. Driveshafts are the Hop-Up UJ type which are tough and last ages, these are efficient and allow large steering angles.

One main change to the car that Jamie insists makes a big difference is the castor angle, his car has increased castor but we can't tell exactly how much! To do this alloy blocks have been made. This may prove to be the most difficult part to get made but they do make a difference.

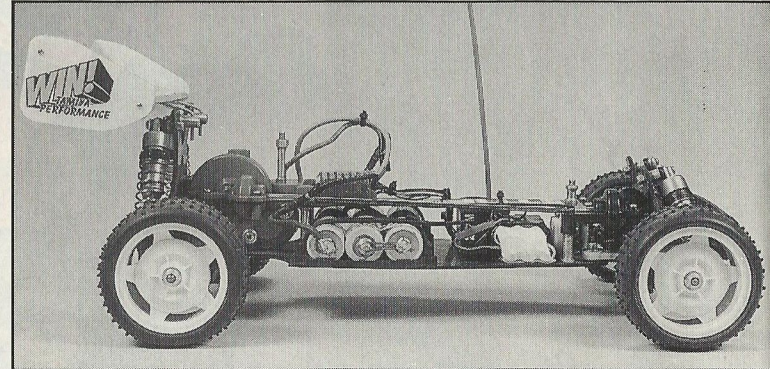
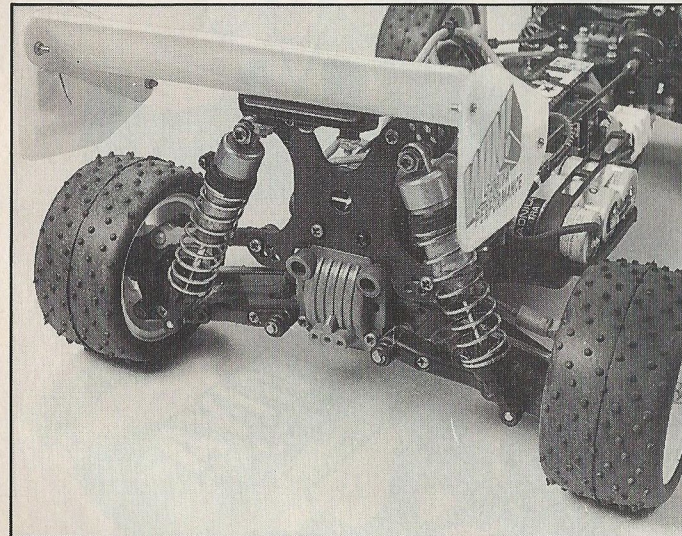
Leaving the front gearbox we come to the chassis, this is carbon fibre and extends the wheelbase about 10mm, a toplate helps strength and this is joint to the chassis at both ends and via alloy posts.

Steering arms are made from nylon and are ballraced, various companies now make updates for the popular Manta Ray and these can be obtained.

As we move past the transverse mounted servo



Top; Underside of the JB car shows the scars of racing - or even the RCMC test run! Suspension movement is light and the car gains camber as the suspension is depressed.



(KO) and receiver (KO) we come to a set of Schumacher battery trays, these hold the cells in place and the position can be seen from the photos, although they are

mounted towards the back of the car.

Moving Back

Next we come to the latest piece of technology from Germany in the shape of an LRP speedo, this is tiny and should be available soon.

The rear gearbox on the car is fairly standard, Jamie sometimes uses spur gears by other companies but he often uses the standard Manta Ray item.

Rear suspension is standard in that the arms are those from the kit, the shocks are the long Hop-Up items and springs are also from the Hop-Up tuning sets. The rear shock bracket is carbon and has various holes for different track conditions.

The rear is finished off with a standard wing mount and wing.

Overall the car appears to have had more changes than there actually are, the running gear remains almost all Tamiya - be it Hop-Up parts and all of this is available.

Jamie uses standard ball joints all round, standard wheels and often even runs Tamiya tyres.

During the past year his car has at times not looked the best on the track, this is probably due to being virtually alone in the team to set the car up. In fact, on occasions the works Manta Ray has looked the best on the circuit as Jamie proved at the Eden Park National earlier in the year taking TQ and winning all three legs of the A final.

Jamie usually sets the car lightly damped and fairly

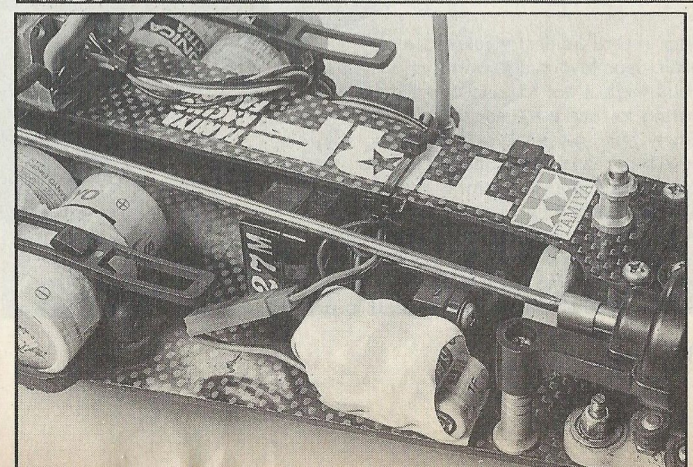
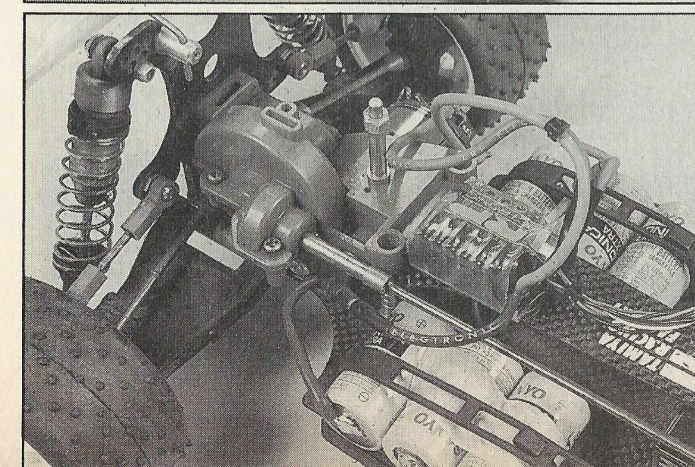
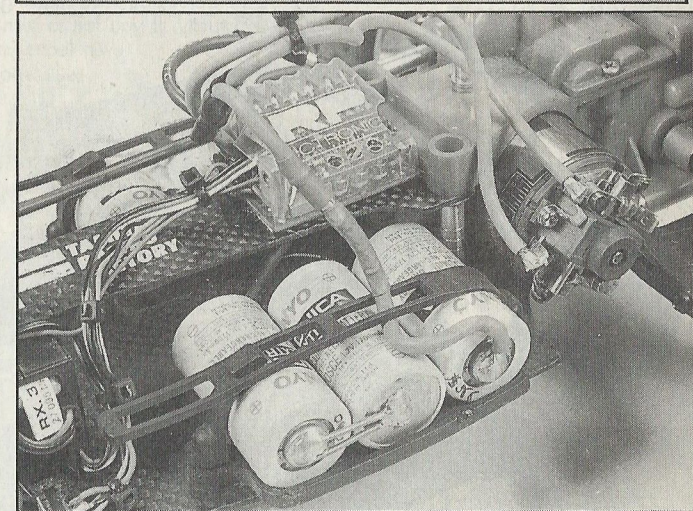
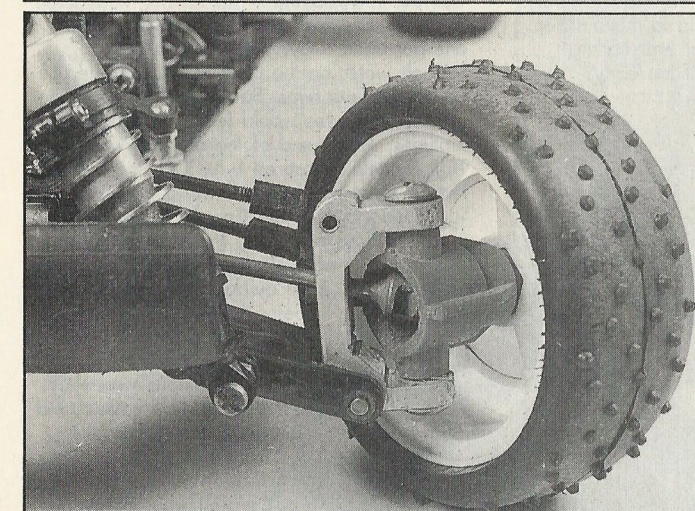
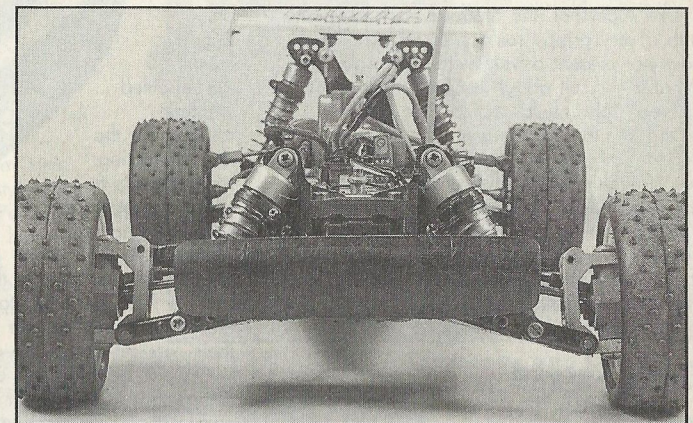
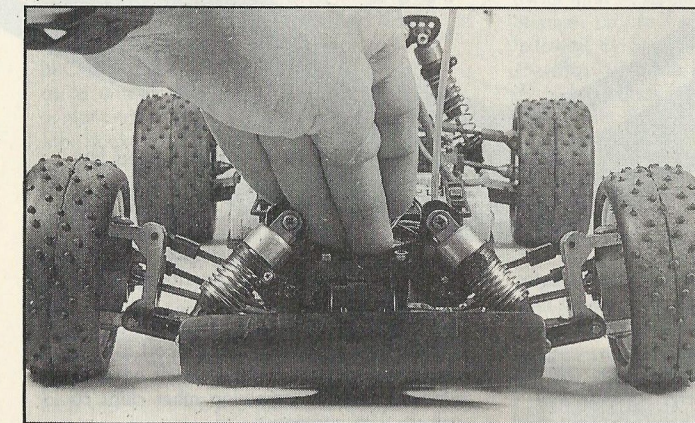
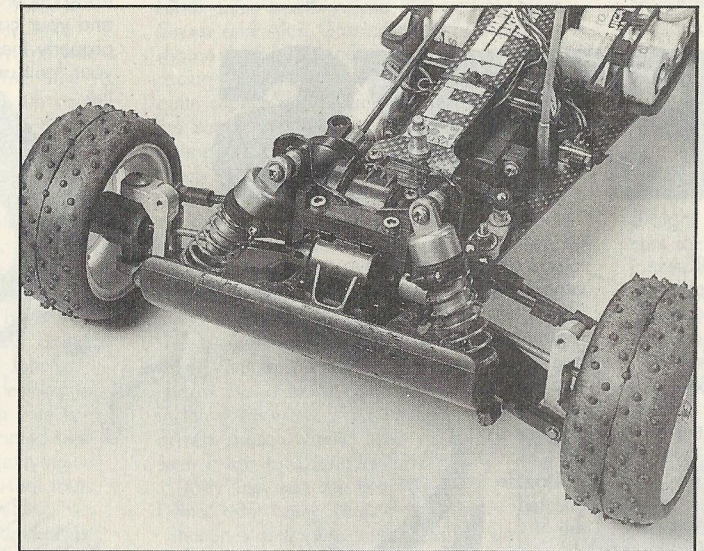
New Tamiya wheels and Schumacher tyres give really low profile.

low, he often runs Schumacher 'Blue Mini' tyres all round with the outside row of the dots chopped off on the front to avoid the car being 'twitch city' - Jamie's term for too much steering.

To Much

Jamie has done with Tamiya what many felt would be impossible, he has won A finals in both 2 and 4WD and is now National Champion for Tamiya, whether this is because of the car or Jamie's talent, or even a mixture of both is hard to tell. At the moment Jamie has made plans to change teams for 1992, so the competition side of Tamiya may well require a boost to continue in the right direction, if this happens who knows what they may come up with....

Short front dampers have been on Jamie's car for the past couple of National races. Below; Extra castor blocks, battery straps, radio mounting. Many thanks to Tamiya and JB for their help in the article.



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