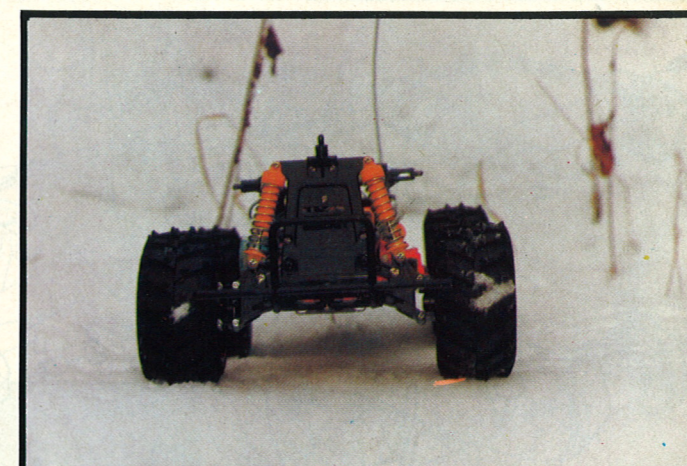
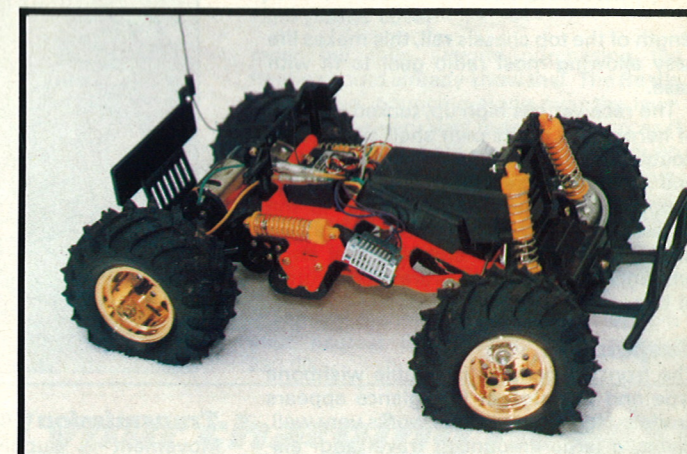
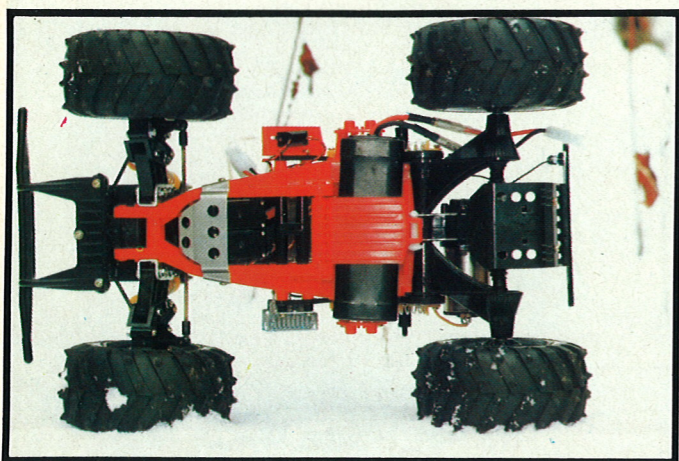




Tamiya's new stablemate for the Blackfoot, the Monster Beetle. Every inch a rough tough car crusher that will cope with the toughest of terrain.



Above: Long reach shockers are fitted both front and rear giving a smooth ride in the toughest of conditions. Below: the rolling chassis ready to go, everything about the Beetle shouts "tough" the chassis is no exception.



**Radio Race Car reviews the latest carcrusher from Tamiya.**

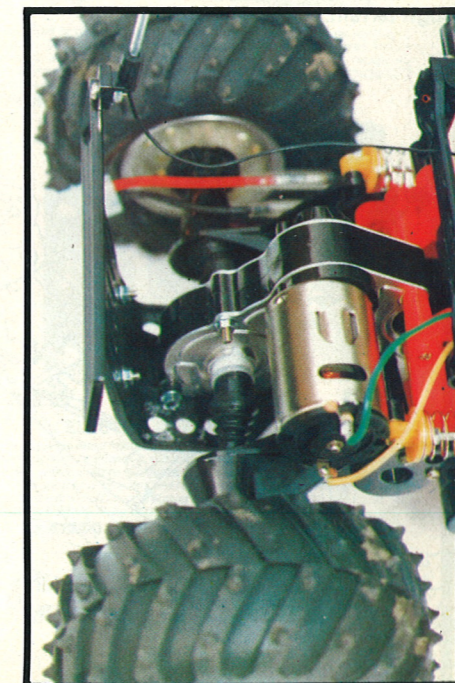
Tamiya have added to their stable of car crushers with the release of the Monster Beetle, a giant 1/10 scale showstopper. The carcrushing craze started in the USA as a customising offshoot where in an effort to be radically different, someone constructed a massive chassis, added the biggest, widest wheels and tyres, shoehorned in a massive motor and then fixed a standard bodyshell, albeit with the same enhanced paint work, on top of the ensemble. From this small beginning sprang a sport that now has a following of thousands, in the U.S. at least. The object of the contest is to drive over as many ordinary sized vehicles as possible, without stopping, stalling or making yourself look very silly, this inevitably makes a huge mess of the ordinary vehicles, hence the term carcrusher.

**Chassis**

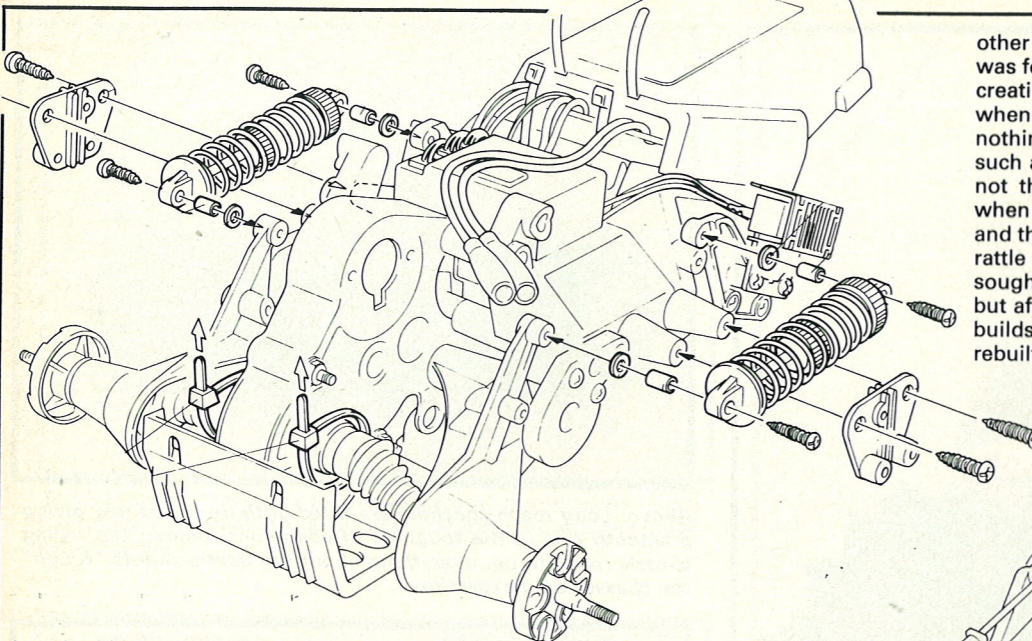
The Monster Beetle's chassis is constructed in much the same way as a full size car crusher. The first characteristic that stands out head and shoulders above the rest is the sheer size of the chassis rails, capable of taking the most severe punishment with ease, a good thing too as it is within the framework of the chassis that the speed control and steering servo's are situated. A point to note here is that both servos are fixed using plastic bearers that slide the

# MONSTER BEETLE

A Mabuchi 540 standard motor is supplied and supplies more than enough power to the huge rear wheels.







length of the top chassis rail, this makes life easy allowing most radio gear to fit with ease.

The receiver sits high up, tucked well out of harms way on its own shelf secured by double sided servo pads. A three forward and one reverse speed controller is supplied and again screws firmly to the chassis, a plastic weatherproof cover is then fixed firmly over this ensuring that large amounts of mud and grass are kept securely at bay.

**Suspension**

The front suspension is double wishbone type and although at first glance appears crude by today's standards works very well, giving a large amount of travel and relatively little bump steer, although with wheels and tyres of this size some bump steer must be expected. Rear suspension is swinging arm type and again works very well under a variety of conditions. Damping is supplied at all four corners using long reach coil over oil damper units. Ride characteristics of the Monster Beetle are very good, right down to the hopping motion shown by the full size counterparts over rough terrain.

**Transmission**

Movement is supplied via a standard Mabuchi 540 motor, through a simple to construct gearbox consisting of one differential gear and one drive gear. Power is then transmitted to the rear wheels via two hexagonal driveshafts, sealed inside rubber boots to stop the ingress of grit and

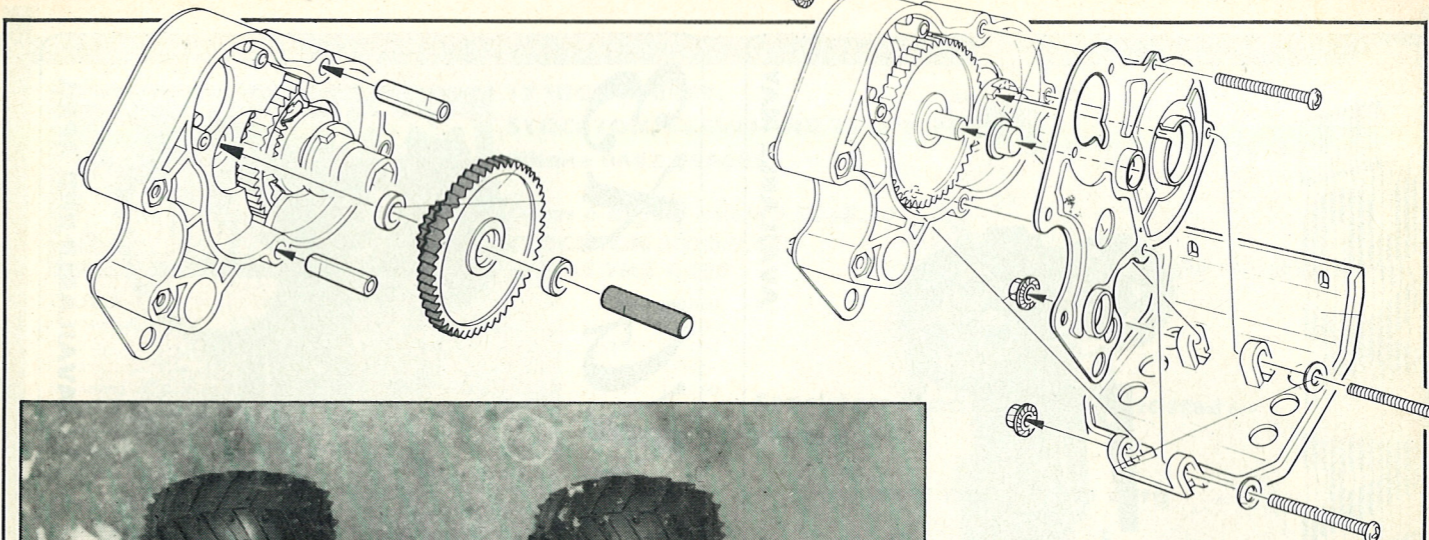
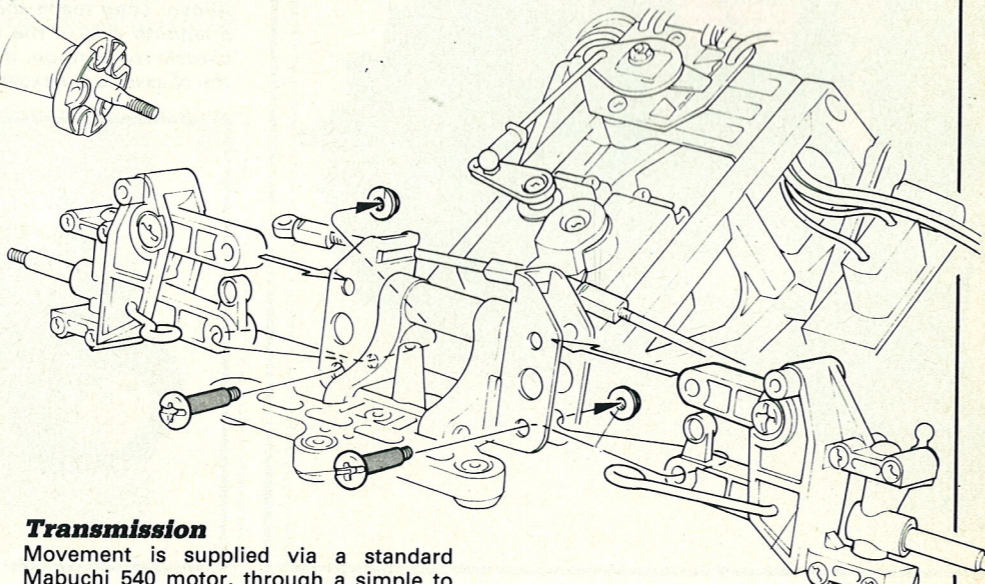
**Bodyshell**

The Monster Beetle bodyshell and accessories are moulded in impact plastic, this material allows a great deal of detail to be added at the moulding stage leaving only items such as front and rear lights to be fixed firmly into place. The choice of plastic also allows a conventional car touch up spray to be used to spray the bodyshell. This gives the builder an endless choice of V.W. authentic colours to choose from, most of which are available from your nearest Halfords. A word of warning, cellulose paint can under certain circumstances melt plastic, always apply one light mist coat after another. Cellulose paint, in fact any paint, does not, through several technical reasons, key very well to plastic, to the degree that a wrongly placed decal will, if removed, pull a huge area of paint away with it. To this end when applying decals onto a painted plastic surface use the method of application suggested in Radio Race Car a few issues ago, namely that of wetting the shell with slightly soapy water, this allows the decal to be removed many times without fear of removing the underlying paint.

**Running Test**

Although as this report is being written up several inches of snow lie deep and crisp and even, it can be reported that the Monster Beetle runs very well indeed, sure she is no

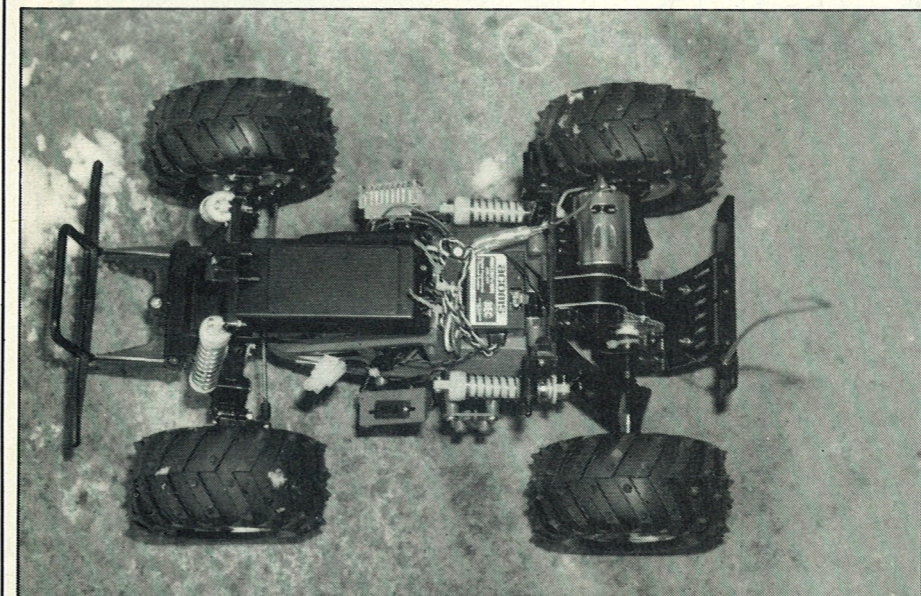
other abrasive material. During assembly it was found that the metal pinion wheels are creating excessive noise, if this is the case when you build your Beetle, first check that nothing extremely serious has gone wrong, such as a misaligned layshaft etc., if this is not the case continue assembly because when everything is finally bolted together and the car is ready to run the transmission rattle stops, no explanation has been sought so we cannot explain exactly why, but after three separate stripdowns and rebuilds the noise was there until the car was rebuilt then it disappeared, such is life!



The receiver sits high up out of the way of wet and loose dirt, while the servos and speed controller are well protected by a rigid plastic cover.

racer but then anyone purchasing the Beetle should already know that. The Beetle is pure fun, bouncing along over the lawn she handles very well indeed, turning as if on rails being both responsive and no slouch the Beetle is very much fun to drive. It seems such a pity that no form of competition as yet exists for these carcrushers, hill climbs perhaps or obstacle racing either over or around, anyone got any ideas, if so why don't you let us know.

Tamiya Monster Beetle, available from your nearest Riko dealer. Price around £90.00.



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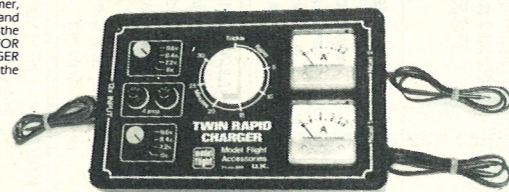
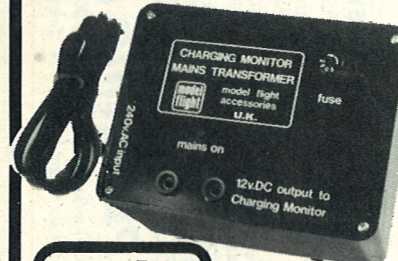
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For rapid charging your car/buggy nicad pack, either 6v, 7.2v or the new 8.4v from a 12v battery or the MFA Mains Transformer. 1/2 hour shut-off timer, nicad voltage selector switch, ammeter for charging current read out and fused for safety. Automatically goes on to trickle charge at the end of the rapid charge period or can be used for trickle charging only. BE READY FOR THE NEW 8.4v CARS AND THE NEW MICRO TAMIYA — THIS CHARGER DOES THE JOB! Remember the MFA Charging Monitor has not become the country's most popular rapid charger for nothing, it is simply the best! Pt.no.202. £16.95 inc. VAT.



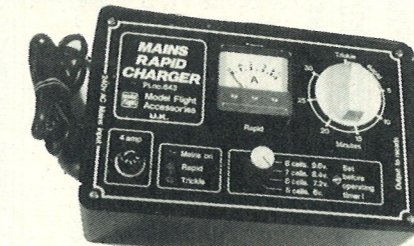
**MAINS TRANSFORMER**

For adapting the Charging Monitor and Field Charger to 240 volt mains operation, for use indoors. 12v DC output. Mains on LED, panel mounted fuse and internal thermal overload cut-out for safety. Pt.no.631. £15.95 inc. VAT.



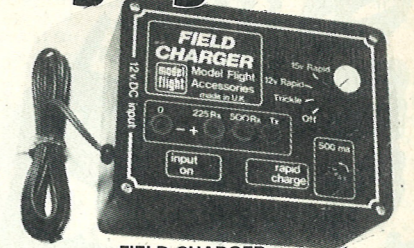
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**MAINS RAPID CHARGER**

For rapid charging your car/buggy nicad pack from 240v mains. For 6v, 7.2v and 8.4v nicads as well as the new Micro Tamiya. 1/2 hour shut off timer, voltage selector switch, ammeter for charging current, panel mounted overload fuse and internal thermal cut out for safety. Large, high capacity transformer for super reliability. As Charging Monitor, automatically goes on to trickle charge at the end of the rapid charge period. Also mains-on, rapid & trickle charge LEDs. Pt.no.643. £32.95 inc. VAT.



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**NEW NEW NEW NEW ELECTRO-BUGGY THROTTLE Mk. 2**

Brand new! Now features up to 36 amp peak, 20 amp continuous capability and up to 12v (makes it suitable for 7.2v and the new 8.4v nicads). Can be used with a battery eliminator or separate receiver battery as desired. Gives full proportional forward and reverse with neutral adjustment. Plugs directly into throttle output on receiver. Size: 63mm (including mounting flange) x 38mm x 28mm. Fully enclosed black anodised aluminium case. Pt.no.706 £39.95 inc. VAT.



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