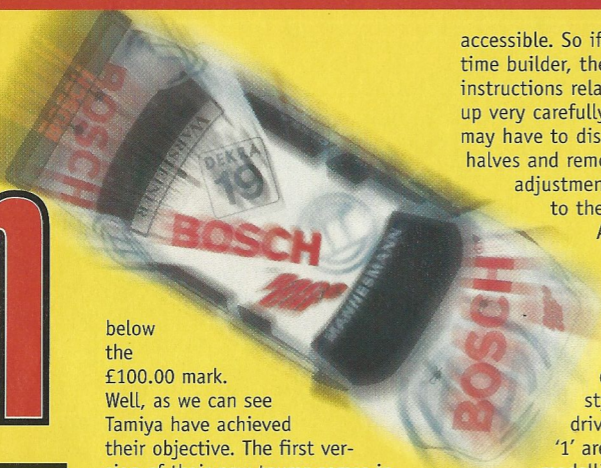


JOHN CHEYNE

# FORMULA for fun

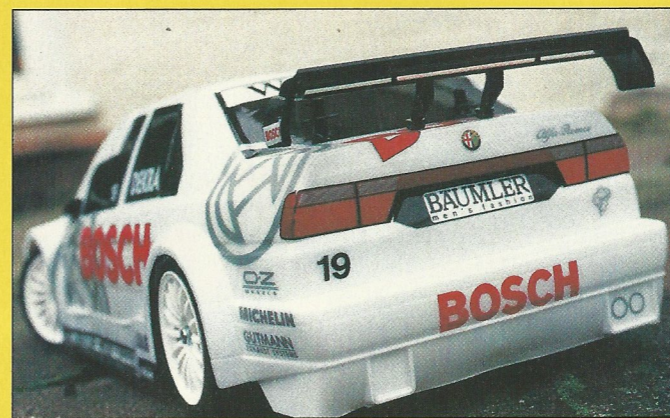
TAMIYA ALFA  
155 TL01

below the £100.00 mark. Well, as we can see Tamiya have achieved their objective. The first version of their new tourer comes in the form of the beautiful Alfa Romeo 155 V6 TI Bosch. The price tag of which is somewhere below £70.00 at most model shops. On the face of it, this would seem like brilliant value, the big question is how-



accessible. So if you are a first time builder, then follow the instructions relating to servo set up very carefully, otherwise you may have to dismantle the chassis halves and remove the servo for adjustment on your first trip to the track.

As far as tools for building the Alfa are concerned, all that is required are a couple of screwdrivers (Phillips style 'star' screwdrivers in sizes '0' and '1' are perfect) a sharp modelling knife, for trimming the bodyshell and removing any excess plastic from mouldings where they were attached to the sprue and a pair of pliers to grip the shock shafts during the suspension build.



align the screw holes in the motor to the screw ends, then gently push the motor into position and tighten up the screws. Doing it this way saves a lot of annoying wiggling and fiddling to try to line the motor up to the correct holes.

### Nice wing moulding

The strength of the front and rear bumpers. They look very beefy indeed and should be able to handle plenty of punishment, which is important for a car that's obviously going to be bought by a lot of first time racers.

sided sticky pad. This is never likely to be as secure as a screw fitting even in the best of conditions, and certainly once it has got wet and dirty this could cause a problem. It's all too easy for the pad to lose its stickiness and drop off while the car is running, or possibly worse still, be knocked off as you try to switch the car off. At the very least I would suggest you give the switch a little tug every time you switch it on, and if it starts to feel loose, replace the sticky pad. A more permanent solution than this I have not yet found, so if anyone out there has any brainwaves, please write in and let us know.

### Come in number 30, 31, 32.....

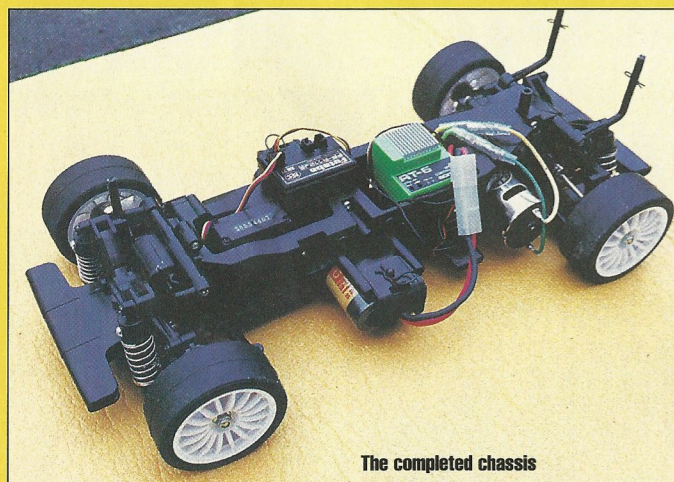
Once I'd bolted the nice looking multi-spoke white wheels onto the chassis I stood back and admired my handiwork, but in some ways, the job is only just beginning as painting and finishing the bodyshell is liable to take you twice as long as building the car itself. The Alfa 155 bodyshell may not be new, but the Mannesmann-Bosch decal set is and together they look absolutely stunning. The paint job required is relatively simple, with the side skirts and parts of the bumpers in black and the rest all white, but the decal sheet has well over 60 separate stickers, so a little concentration and patience is required to achieve the desired results. One little word of advice here, if you follow the instruction booklets advice, and apply the decals in numbered order (and I strongly suggest that you do) you may well find yourself searching in vain for a place to locate decals 30, 31, 33 & 34 as they at first appear to be missing from the location diagram. The answer is simple, they go on the rear wing which is a separate plastic moulding and is not mentioned till the following page (guess who spent 10 minutes scratching his head before he worked that one out!), you have been warned.

### Run time

OK so I'm chuffed to bits with how easily the chassis went together and I'm cross-eyed from applying the decals, but what did I think of the car's handling I hear you ask. Well, pretty good really. With plastic bushings, basic dampers and carrying a fair bit of weight the TL01 is never

going to be a world champion, but by the same token it's no slouch either. That big metal prop shaft delivers the power to all four wheels nice and smoothly and despite their simplicity the dampers work extremely well. The grip I got from the kit standard racing slicks when I first tested the Alfa was encouraging, although I've got to say foam inserts will be one of my first hop-ups, and really I had to do very little fiddling around to get the car lapping nice and consistently (or at least as consistently as my twitchy fingers allow). What you have here is an excellent car for a beginner or a racer on a tight budget, straight out of the box, the car will certainly do itself justice against far more expensive opposition, and there are plenty of hop ups available which means that you can gradually improve it as your skill factor or your bank balance improves. The only question that remains is...when is the first race of the season?! **RRCI**

# tamiya's budget racer

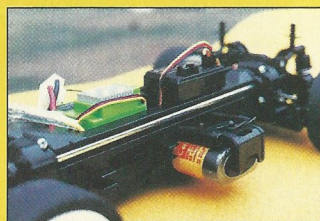


The completed chassis

ever - Have Tamiya cut too many corners in their efforts to keep the retail price down? Well there's only one way to find out, so we built it and tested it.

### Welcome to the workshop

The first thing that hits you as you lay the TL01's components out on the workbench (OK that should read kitchen table) is that there's no chassis tray. The usual chassis layout has been abandoned in favour of two beautifully moulded chassis halves which are screwed together and enclose not only the gearbox and differentials, but also the new, extremely tough looking (if rather heavy) metal main drive shaft.



The big driveshaft shows up clearly here

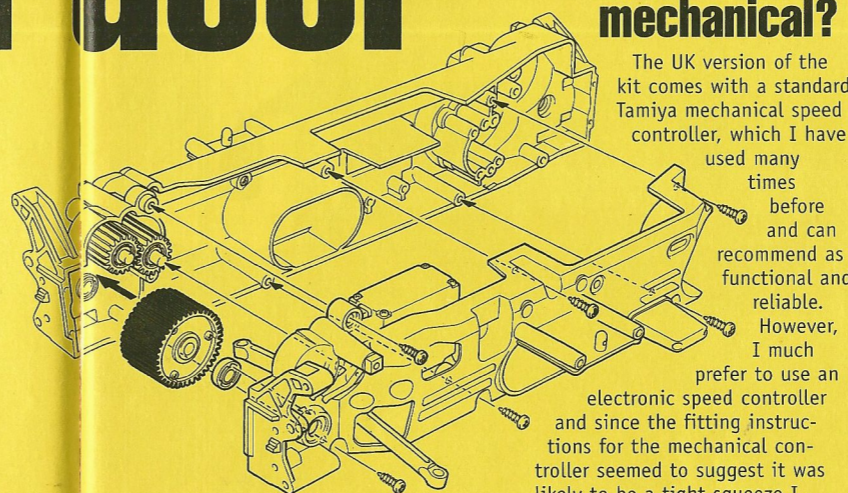
that would be compatible with many of it's more expensive models as far as hop-up parts and bodyshells are concerned while keeping the price of the kit at way

### Look ma, no chassis pan

As you would expect with a budget racer, the car features plastic bushes rather than ballraces, however the bushes supplied are nicely produced and do seem to be pretty low friction so I really can't regard this as a fault. If you want a chassis that comes with ballraces as standard then go get your cheque book out. The car builds painlessly and quickly, and anyone who has built a Tamiya car before will recognise the geared differential assemblies that have proved so successful and virtually maintenance free over the years. The transmission components and the motor itself (a standard Mabuchi 540) just slot into place inside the chassis halves which then screw together and provide more protection than the more standard chassis tray layouts ever could, which will be a big bonus for beginners and anyone who wants to run the car on less than perfect surfaces.

### Mounting the motor

When you fit the motor, make sure you align it to the fixing holes which match the size of pinion you are using. A quick tip, is to push the screws through the correct holes first then



### Electronic or mechanical?

The UK version of the kit comes with a standard Tamiya mechanical speed controller, which I have used many times before and can recommend as functional and reliable. However, I much prefer to use an electronic speed controller and since the fitting instructions for the mechanical controller seemed to suggest it was likely to be a tight squeeze I elected to fit an ESC. This allows you to fit your receiver module flat and in the middle of the chassis which gives you much easier access, and generally makes the whole layout a lot neater. One complaint I do have at this point is that the instructions suggest that the on off switch be fixed to the side of the chassis by a double

Good looking from any angle



Right now it seems as though a day doesn't go past without a new 1/10th Scale Touring Car being launched. Almost every manufacturer has at least one version and many have a whole handful. Tamiya themselves give you the choice of at least 4 models already, so why bother to release another new chassis. Well in the case of the new TL01 the answer can be summed up in three words - Value For Money. Tamiya's aim when designing the TL01 was to provide a well engineered, simple to build touring car

“here is an excellent car for a beginner or a racer on a tight budget”

## beginners tip

Even though the kit bumpers will protect the chassis from damage when the inevitable impacts occur, your painstakingly finished bodyshell is liable to get cracked and broken at the front without extra protection. The best bet is to get yourself a purpose made foam bumper which you should be able to pick up at any good model shop. This attaches (usually by superglueing) to the chassis bumper and fits snugly behind the bodyshell. All your early mishaps will then be cushioned and your masterpiece of paint and stickers will remain intact.

### Likes:

All components beautifully moulded  
Monocoque chassis protects diffs and gearbox's well  
Clear, easy to follow instructions  
Superb decal sheet  
THE PRICE!

### Dislikes:

Steering servo is tricky to get to for adjustment  
Switch fixing is a little insecure