

summer time blues - THE CURE!

OK OK I know, I know the song lyric is that there 'ain't no cure for the summer time blues' but I just don't agree. Item one for the prosecution is that I get the wintertime blues, come summer and I am one happy chappy. Item two for the prosecution - these cars will absolutely cure your blues, be they summer or winter temperature inflicted!

So what have we this fine summer morn'?

Kevin 'Killer' Griffen built up a Tamiya Baja Champ, the new 4WD entry level buggy from Tamiya. As you will know by now Race Car is promoting a series for 'Cadet 2000 Racers' alongside our successful Off Road series. The Baja Champ is the car for 4WD, and Kevin approved. If 2WD is your fancy then the Tamiya Mad Bull and Fighter Buggy are your poison.

Another Kevin, Crozier this time, got involved in Cadet racing with these two along with his two sons, check out how they got on - sons and cars that is.

Our other new race series is the HPI/Race Car series. Always happy to get involved in cost limited racing the HPI series has our full support. We are also enthusiastic, if fairly under-achieving, competitors. As well as the boy Jono E and I, we are running a couple of guest cars, the RS4 Pro2 featured last month and the RS4 RTR Nitro reviewed here.

The RTR is just what it claims, a completely ready to run car complete with radio. Read my blow by blow build up - that's gluing the tyres on and handing the body to Terry A to paint - right here!

Neil Kerridge is now an established member of the destruction team, sorry that should be review team. Neil has a predilection for Gassers, I think it may be the noise, so we gave him a monster truck, the GV Silver Snake, to monster. Paint it blue we said, well it may look blue here but it is a wacky shade of purple in real life - typical Neil K!

Ben Elliot started as a stalwart of Tamiya Eurocup but has gone on to bigger things, so who better to evaluate the latest in a very long line of TA03 chassis the carbon beauty - the Tamiya TA03R - TRF. See what he thinks. Lastly we have a radio, or is it a chest top computer? The JR R1 Steerwheel radio is something else, ABS anybody?

See you next month for another mega mix of reviews.

# first racer

## Tamiya Baja Champ

**A** little late maybe but as promised in the race car report here is the review of the Tamiya Baja Champ, the entry level four wheel drive car that can be used in the Cadet class of the Race Car Off Road series.

Let's take a look then, well firstly the name, that comes from the famous Baja Desert races that started back in the sixties. Over the years the vehicles have become more and more specialised and many early model off-roaders were based on these vehicles. In the early days of off road racing Tamiya were the world leaders with the Rough Rider and then its successor the Super Champ. My first car that one.

Now we have arrived at Tamiya's latest offering the Baja Champ. That is it for the short history lesson now we will move on to what's in the box.



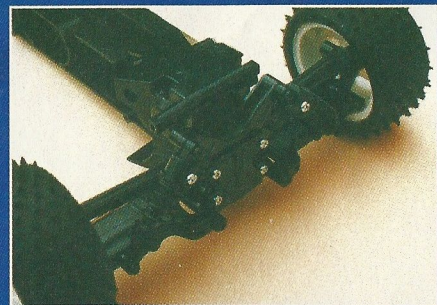
### Open the box

Now no matter how much money I was offered I wanted to open the box and so I did.

As per usual for a Tamiya the internal box layout is superb, all the lettered sprues in individual wrapping, screws packaged and labelled and an instruction manual that anyone can understand. As this model was not just to be reviewed but also made available to a young driver at the race meetings I decided that I would ballrace the Champ as I built it. This is also the only modification allowed to remain eligible for the Cadet 2000 class.

### Morning Assembly

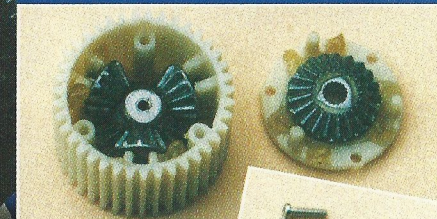
Let's build and get dirty, well, perhaps a little greasy. The first stop, and one that a lot of first time builders forget, is to connect up your radio gear and set the servos to their neutral position let's explain what we mean. When you purchase your radio set from the model shop inside are one transmitter, one receiver and two servos, plus a four cell battery holder on some models.



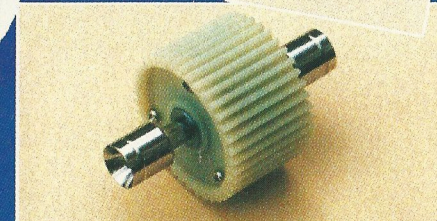
The friction shocks are adequate



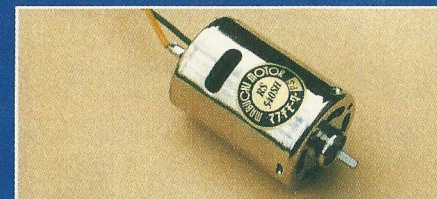
The only modification allowed for Cadet racing - ball races replace the white plastic bushes - a worthwhile investment



The innards of the diff - note the grease



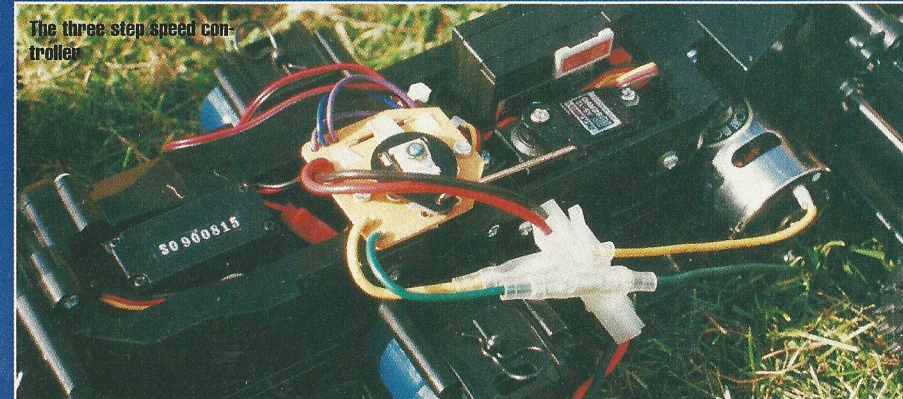
The completed Diff



Enough for any beginner - the Mabuchi 540 sh motor

In this instance ignore the battery holder. The receiver and two servos fit into the car. Each servo is operated independently from the transmitter and are referred to as channel one and channel two. Install the two servo plugs into the receiver and connect the receiver to its power supply. This is provided from the speed control of the car which draws its power from the 7.2 volt NiCad power pack. Firstly switch on your transmitter and then your receiver. Both servos will then automatically find their own neutral, once this has been done turn off the receiver then your transmitter. Try to remember to always complete this task in order, otherwise the servo neutral position will not be found.

Now back to the instruction manual and it refers to the first part of the construction - the steering servo. Now that the neutral point is found one can install the steering servo knowing that when the model is complete then the



The three step speed controller



steering will be correct. Next stop and it's time to get greasy, the building of the gearboxes both front and rear. The kit comes supplied with a tube of grease which is just about enough, if more is needed then your model shop should be able to provide an additional tube. The differentials, both front and rear, are of the geared variety. Be generous and use plenty of grease in both as this will give the differentials a prolonged life and smooth action. The Baja Champ is based around Tamiya's popular TL01 chassis this being called the B variety. B for buggy I presume. It is shaft driven from front to rear, gone has the old whip type propshaft and in its place is a handsome shiny solid bar that takes the drive from end to end. At either end the drive is transmitted to the gearboxes via bevel gears down to the internals. Again remember to use plenty of grease around the outside of those gears, this gives a silky smooth drive train. The chassis is a two piece moulded unit that incorporates the gearboxes, so once screwed together the main drive train is finished. The next bag to open holds the power plant, a nice little Mabuchi 540 sh, more than enough to give the car a decent turn of speed. Supplied in the kit is a 19 tooth pinion, lock this onto the motor shaft with the grub screws holes marked 19 as there are other options available.

### Bouncy bits

So onto the suspension. Good, solid, two part lower wishbones are supported by 3 mm thick pivot pins. The top links are non-adjustable solid plastic arms. The shock absorbers are of the friction variety so no oil leaks from these but a dab of grease inside helps the pin slide in the rubber tubing making everything a little smoother. Once the suspension is complete and drive shafts are in all that remains is to install the manual 3 step speed controller. To install this you must refer to the supplementary instruction sheet.

Mount the four tyres onto their respective wheels and the rolling chassis is complete. Be careful with that superglue and wear eye protection.

### The Finish line

Now for the paintwork. Like the Ed' I leave that to someone who is far more capable and artistic than I will ever be. What is more he also won the concourse de elegance in the Rallycross world championships last year with his artwork so over to Wez to spray the shell. Voila complete.

Off down the club it's Monday night and let's have some fun.

Okay I did change the tyres as it was early April and we still race indoors on polished boards. They can be a little slippery to say the least but everything else on the car remained as it was built. Twenty eight racers were there. How did I fair? Well I qualified on the back row of the B final and with some careful driving finished third in the final, not bad considering that the majority of other cars were a lot more expensive.

Is it a competitive car? Well don't expect to become world champion but Jamie Booth and nearly all his friends started by racing Tamiya as I did, and I would still recommend that you start racing by buying a Tamiya. Enough said.

Bye for now get building and get out there in that Cadet class and win yourself a car.

Our thanks to Richard Kohnstam for supplying the review model and radio. **RRCI**

### Quick Spec

1/10 off road buggy supplied with motor and 3 step mechanical speed controller, requiring 2 channel radio 2 servos nicad battery charger and paint to complete.

### Tester Kit

Acoms Alpha 27 MHz radio and servos Tamiya 1400 mah battery Wes for the paint.

### Likes

Ease of build. Drive train very smooth. Very clear instruction manual.

### Dislikes

Stickers do not bend round corners Friction dampers.