The Boomerang

It does come back!

Boomerang, Tamiya's New 4WD Contender Reviewed By Dave Pearson.

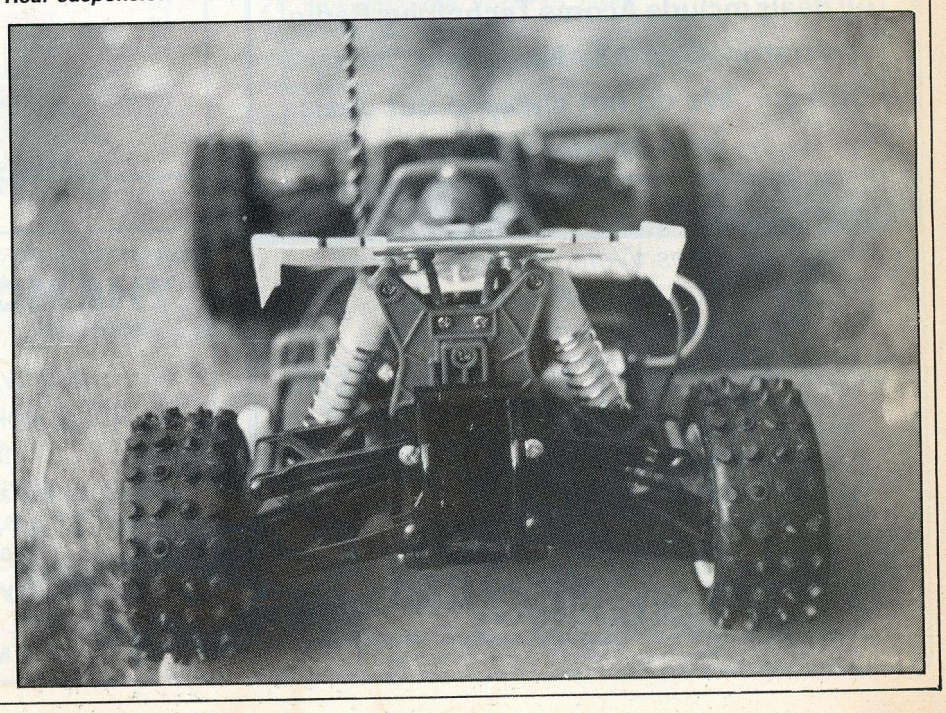
Assembly of Tamiya's new four wheel drive car, the Boomerang, started late one night with what was going to be no more than a quick peek into the box and a glance at the instructions, the 24 page booklet that accompanies the box of bits is a very explicit, clearly laid out item indeed, once again full marks to Tamiya. Well, one thing leads to another and very rapidly I reached the stage where I was assembling both gearboxes, which have gear wheels running in plastic and phosphor bronze bearings. Tamiya offer roller bearings as an optional extra but for the purposes of this review everything was left as standard.

The Boomerang has a bathtub ABS resin frame which makes for a strong, light housing to hang everything on and offers first class protection for radio gear, both from the odd tangle with someone else's car and the weather and should make for a very rigid chassis indeed.

Suspension is of double wishbone type both front and rear. The mouldings are excellent providing a good close fit when offered to the mounting lugs on the gearboxes. One small point, the plan shows two places where there is quite a substantial section of moulding to be removed. Now as this looked to be part and parcel of the front bottom wishbone I decided to leave well alone for the time being and continue construction, suspecting a possible misprint. As you may have guessed by now I was wrong, the tie rod adjuster fouls this at two thirds travel, so take note, the plans know best. Shock absorber construction is straightforward, coil over oil units being employed with a selection of spacer rings included for setting up the car to your choice.

Wheels provided with the Boomerang are of the non plated variety. Their design is such that quite firm pressure is needed to fir the tyres, not that I'm complaining I'd rather spend some time fitting tyres than replacing them after some spirited cornering, I found a Hi-Tech teaspoon the best tool to use, don't be tempted to use a screwdriver for this job as you may end up with a torn tyre before you start. Tyres both front and rear have a specified direction of rotation as shown by arrows stamped on the side walls.

Rear suspension is of double wishbone layout giving massive ground clearance.

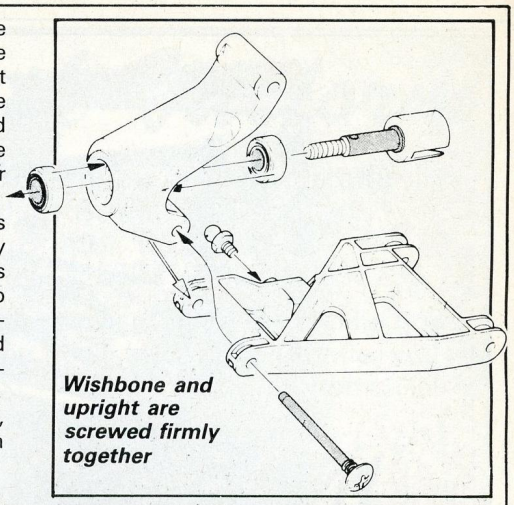


Anti roll bar is of simple design and works well

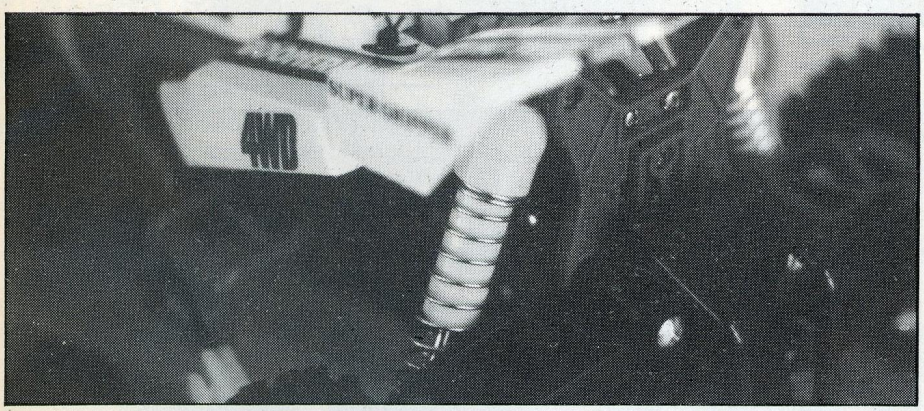
Everything is finished off nicely by a large front bumper which is moulded into the sump guard and is wide enough to protect the whole steering/suspension set up in the event of a mishap. The radio gear and speed controller were swallowed up by the cavernous frame, the battery eliminator supplied helped here though.

All in all the new Tamiya Boomerang was a pleasure to build. With the Lexan body and wing painted and in place it really looks the part. Technically it has the ability to do some real damage and should be very competitive indeed, I'm really looking forward to racing Boomerang and will keep you informed of the Boomerang's progress.

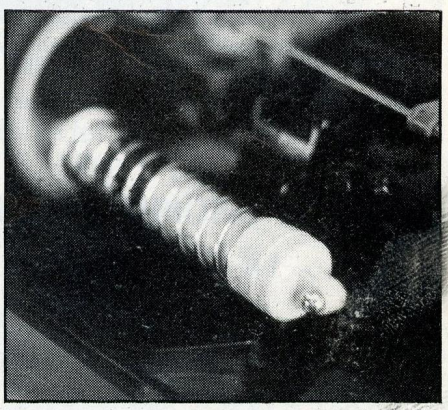
Boomerang is manufactured by Tamiya, supplied by RIKO and available through your local model shops.



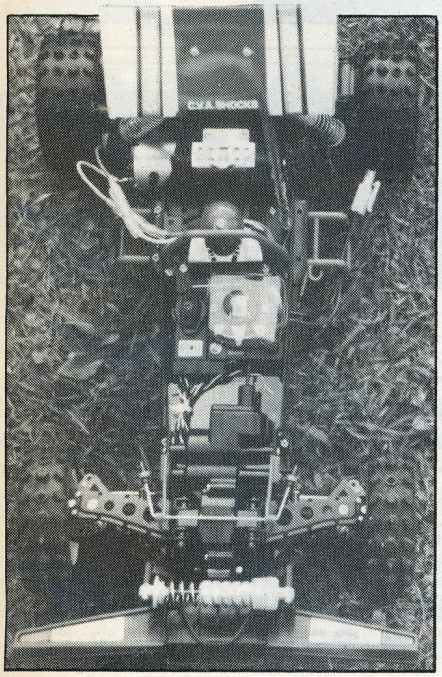
Wishbone and upright are screwed firmly together



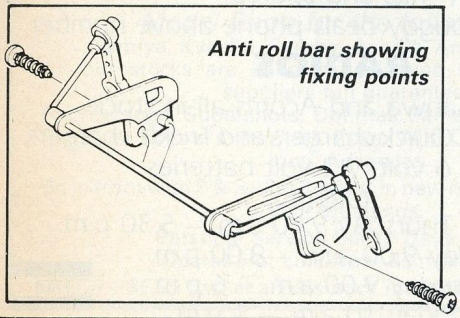
Rear shocker support arm with wing in place



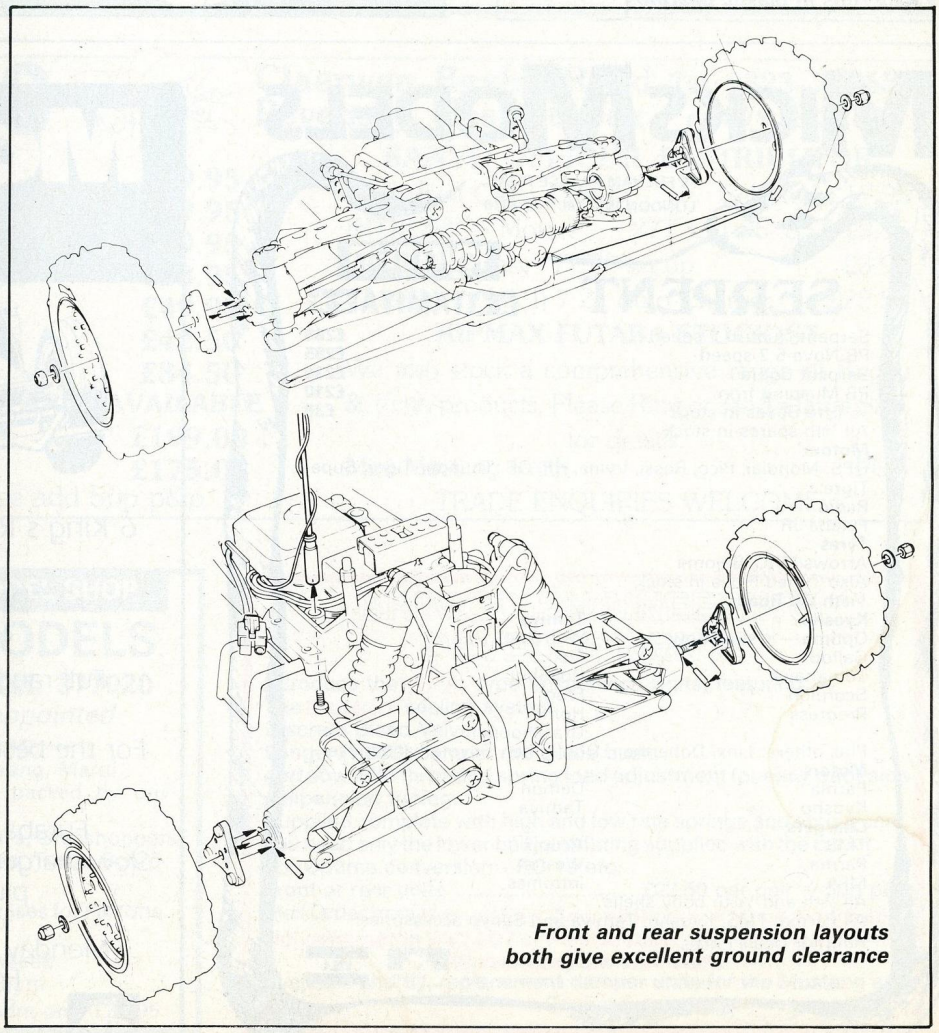
Front suspension is of single shocker variety



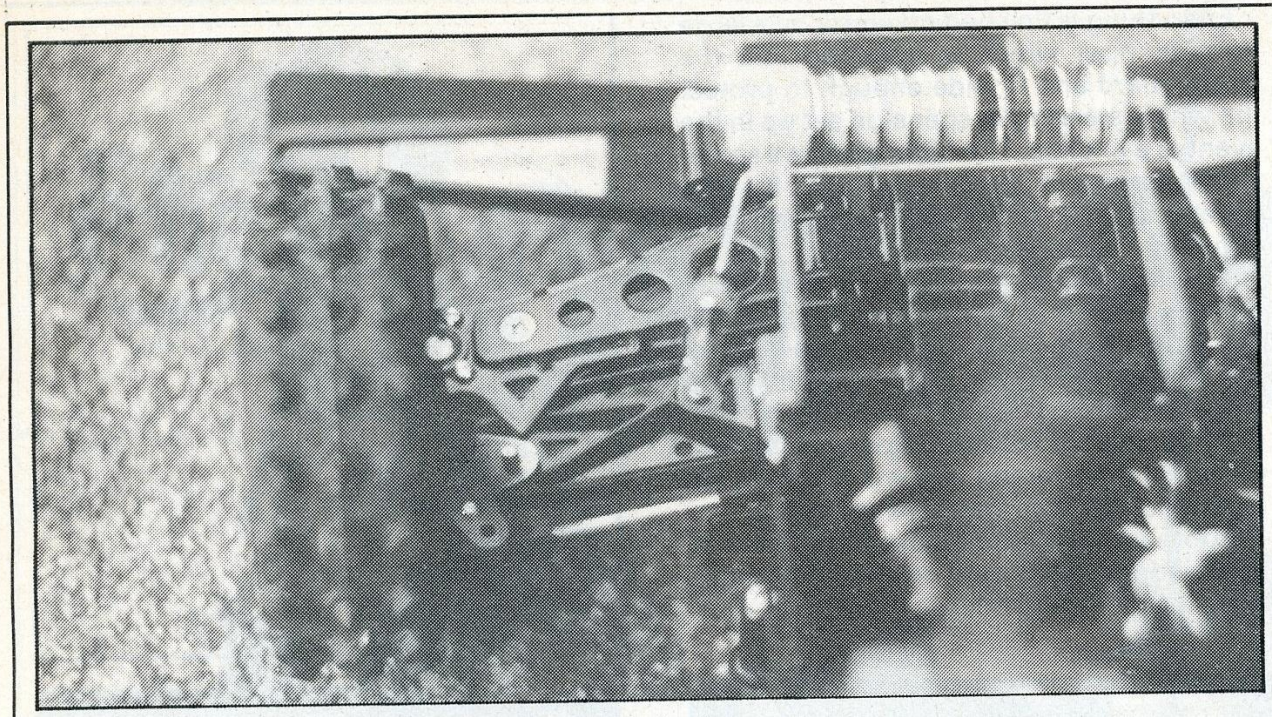
Completed rolling chassis.



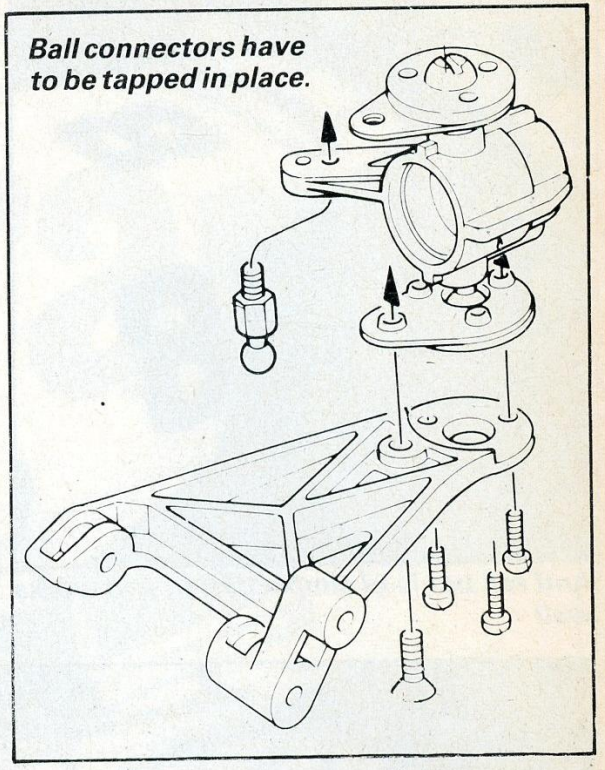
Anti roll bar showing fixing points



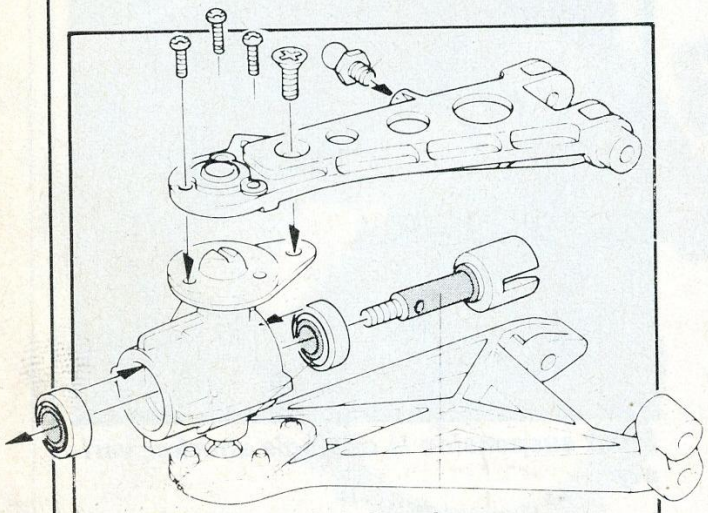
Front and rear suspension layouts both give excellent ground clearance



Mouldings throughout are of very high standard.



Ball connectors have to be tapped in place.



Axle runs in plastic bearings