

In the real world of rallying the Toyota Celica GT4 has proven to be the best in the World taking the title for both drivers and constructors. This is probably the reason why Tamiya, another successful Japanese company have chosen to model the car – almost a celebration of Japanese success.

Tamiya's version is almost as sophisticated in the drive area being constant four wheel drive via shafts and gears. In fact some of you out there may have already noticed that some parts of the chassis on the car are rather similar to those on the Manta Ray; only the colour of the mouldings having changed.

### Get Technical

As described the chassis of the car is based on the Manta Ray tub, this is a stiff plastic moulding that is strong and light. The drive system starts from the mid mounted motor and passes through a series of gears to both the differentials in the front and rear, these are of the geared type. From the outputs on the diff tiny steel dogbones carry the drive to the wheels, this gives the car a good light and fairly efficient drive system that has been well tested and proven in the Manta Ray.

The overall look of the car is very scale like, this is due to the slimness of the car achieved by the small suspension arms and damper units (oil filled), which allow the car to be more like the real thing. The suspension on the car is a little limited but the dampers give a smooth action that will work well on tarmac and should handle mild off-road circuits.

Radio installation into the car is the usual Tamiya piece of cake taking hardly any thought at all due to the super fits and clear instructions. Almost any radio system will fit and all the connections and bits are included in the kit.

With the chassis being just the right size for a scale like model the body had to be one of Tamiya's best – and that it is.

The clear crisp moulding imitates the real Celica excellently complete with moulded bumpers, lights and all. Painting of the shell requires just two colours. Apply the red first, then back with white, this stops the white going dull when the red is applied. The Tamiya sticker set is very complete and relatively easy to apply. A trick for putting the larger

stickers on is to spray the area where the sticker is to go with a coat of 'glass cleaner' – that's the stuff that comes in a pump action bottle with the cleaner normally being a pale blue or green. This gives time to move the sticker around and get it in the right place, then just rub the sticker down and the liquid squeezes out and dries to leave a bubble free finish and in the right place!

The body on the Celica is worth a bit of time to get it right as when finished well it really is a super looking model.

### How Fast?

Remembering that the car is fairly light, four wheel drive and powered by a 540 motor we expected the performance of the Celica to be impressive – and we weren't disappointed! We ran

the car on tarmac, four wheel drifts and slides are easy and the suspension soaks up the bumps enough to drive the car over fairly rough ground. The Tamiya Ad says the car is good for on and off-road, we feel maybe full off-road would be too much but an almost Rallycross type circuit seems to be what the car was made for coping well with changes of surface in the wet and dry. The rubber treaded

A new on and off-road racer based on the race winning Toyota Celica GT4 – RCMC investigates

Tamiya



tyres are moulded like a wet weather racing tyre, this again makes the car look good as well as giving good grip.

Overall we really enjoyed our run with the Celica, it goes together well, seems fairly tough and has a good turn of speed. We intend to ball-race the car and add a modified motor! So watch this space for GT4 II – the sequel!

Available from all good model shops.

**The bodyshell on the Celica is excellent, even the mud flaps are partly moulded into the body. Low profile wheels and tyres finish the scale look. Chassis is Manta Ray with new suspension arms and dampers.**