

Storm brewing....

During the 1992 racing season in England and Japan the two Tamiya race teams spent much of their time racing and developing a 2WD car. The team started with a saddle pack

- carbon chassised car that used
- many parts from the Astute and had
- a hand made Associated type
- gearbox. During the year the car
- was developed into a final racing
- version called the TRF211X (Tamiya
- Racing Factory). This car had a neat

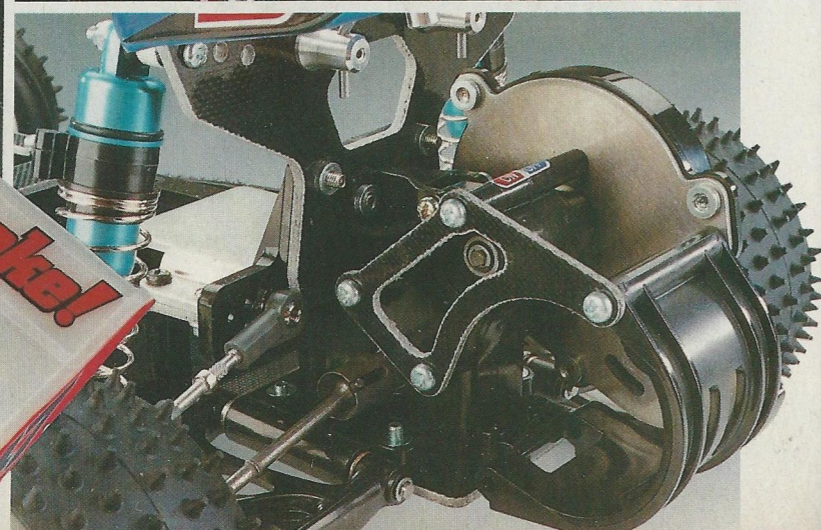
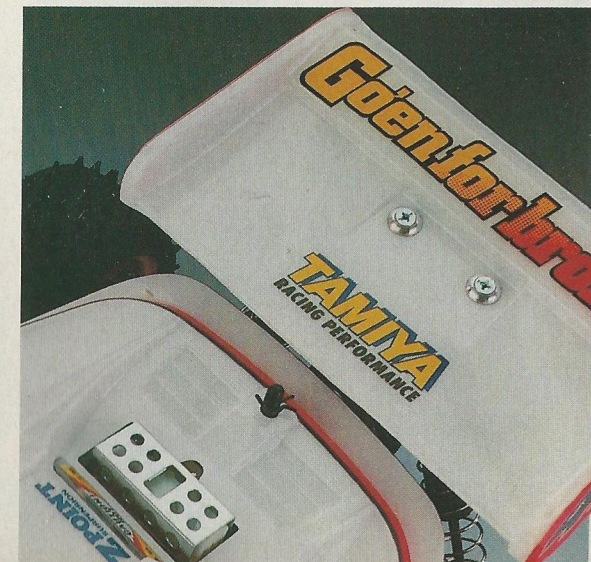
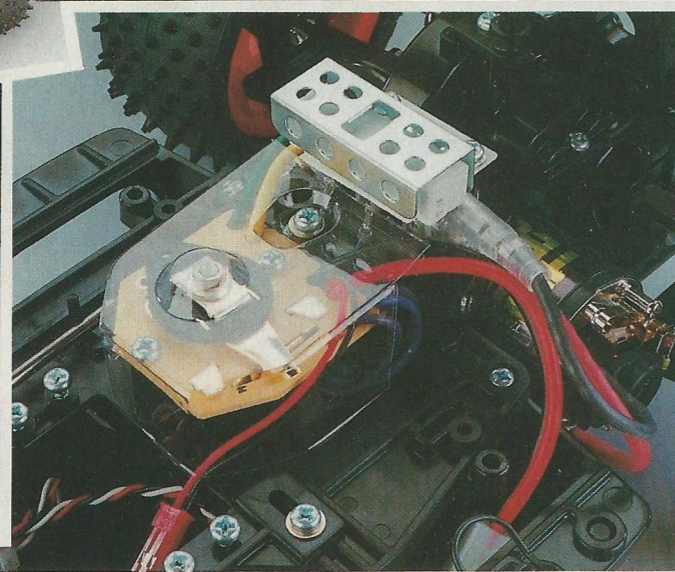
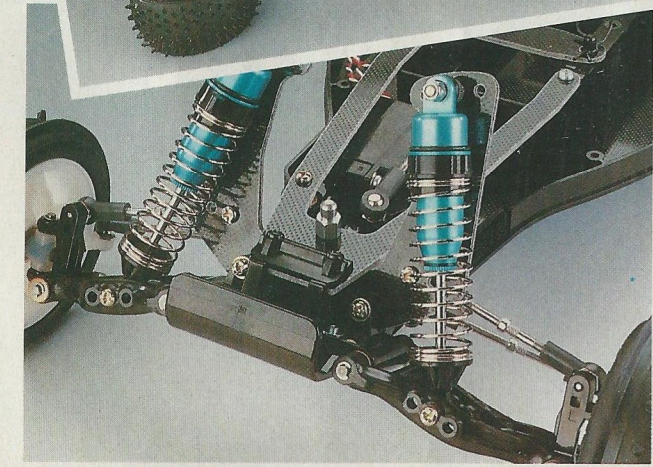
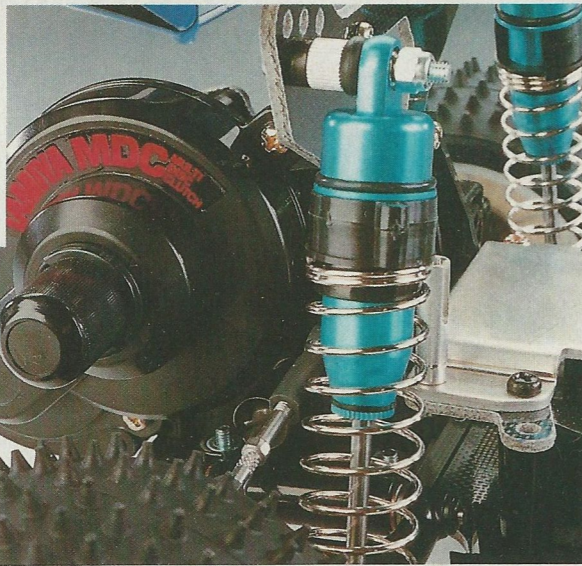
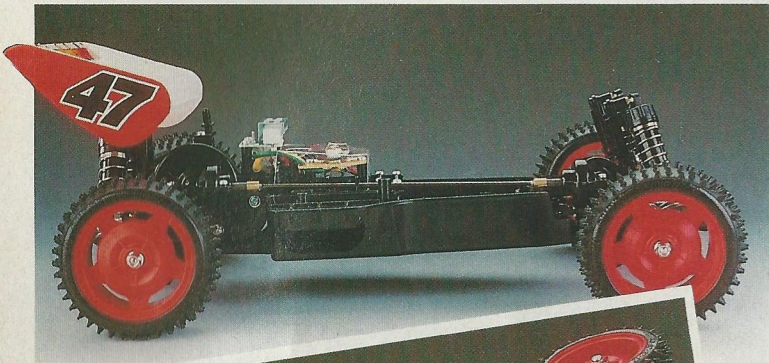
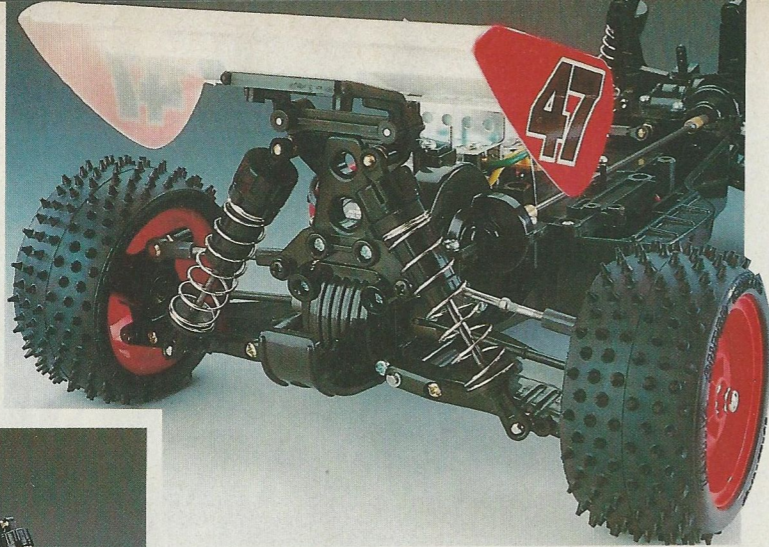
and free Tamiya gearbox complete with slipper clutch and new development dampers. The cars performed well featuring in many A finals but was not quite always on the pace. The final adjustments were made, the car tested and now

- it has been released complete in
- the usual Tamiya style for the RC
- buying public to make their minds
- up.
- The base of the Dyna Storm is
- an FRP chassis, to this bolt the
- suspension and drive systems. The

Dyna Storm



Terra Conqueror has plastic tub chassis along with plastic dampers that (right) sit at a very steep angle on the rear. Tamiya multi disc clutch is the company's form of slipper on the Dyna Storm.



Dyna Storm has all new bulkheads at the front set at 30 degrees to the chassis. New suspension arms pivot on metal bearings for smooth movement, these are a new length and have 3 damper positions. New castor blocks are on the end of the suspension arms but the steering axle is from the Astute. To keep the chassis stiff a plastic battery holder bolts down the centre of the car and this is joint to the front suspension via an FRP top plate, this keeps the chassis stiff and gives the front of the car a very tough feel. A new FRP shock bracket is also part of the front end equation and this has a number of damper positions.

Sleeves up!

A big change and a new release for Tamiya are the shock absorbers to be found in the Dyna Storm kit.

These are a new 'sleeved' Hop Up part that are really nice! The alloy damper has a blue anodised finish and has a new rubber and Teflon sealing system, gone has the old diaphragm as these damper work without one. The most revolutionary part of the damper is that a long plastic Teflon sleeve sits inside the shock and this is what the piston rides on. This gives a very smooth movement.

At the rear of the car there is of course the gearbox. This is now a neat moulding that forms the rear

bulkhead and shock bracket holder. This engineered lump of plastic forms a very tight and neat part of the car that works very well. Inside the gearbox is a set of beautifully moulded fine pitch gears and the

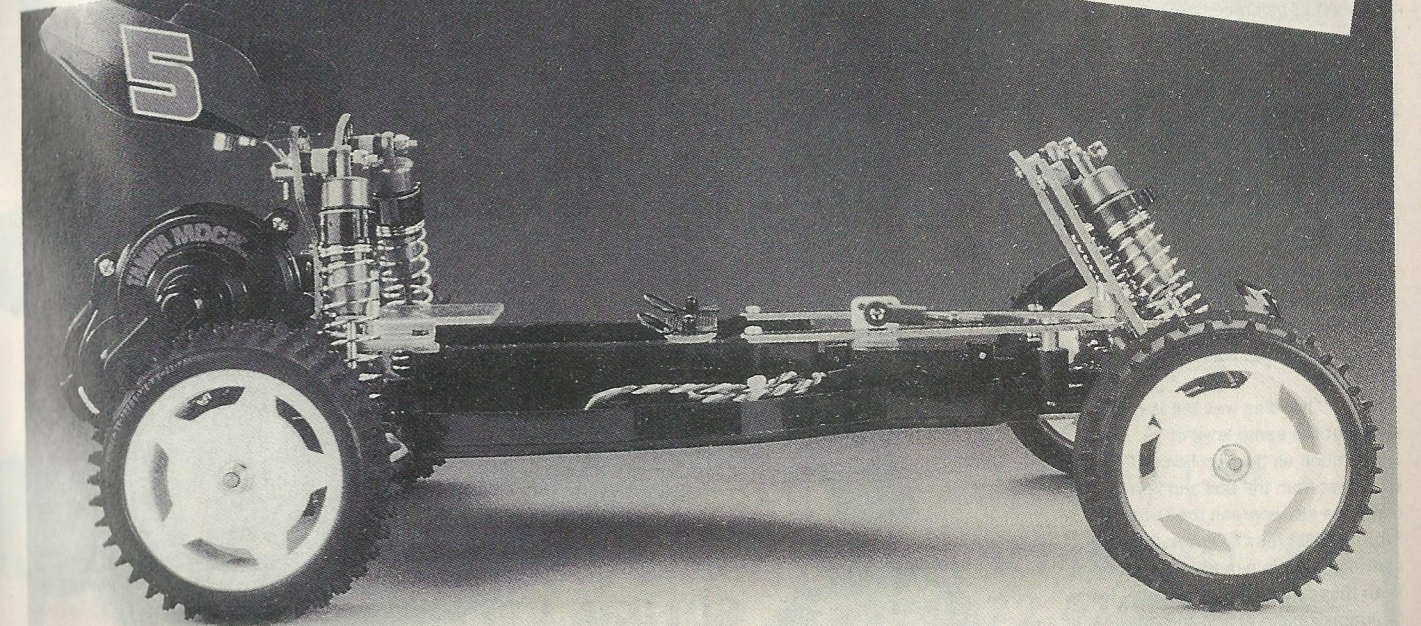
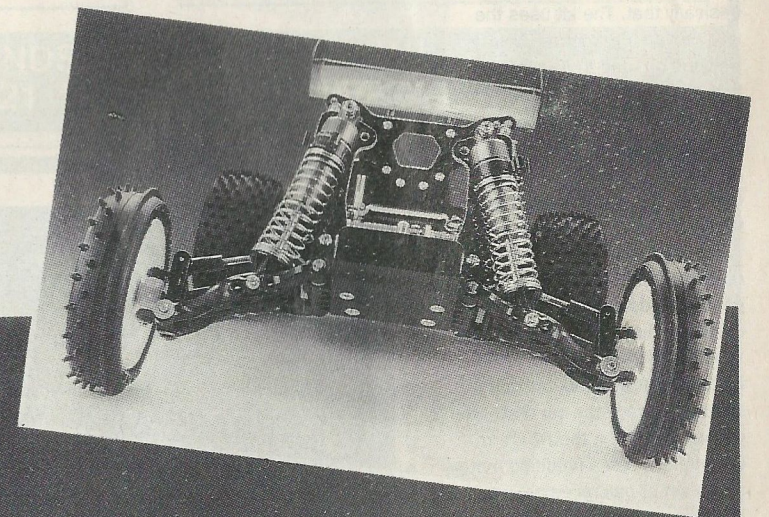
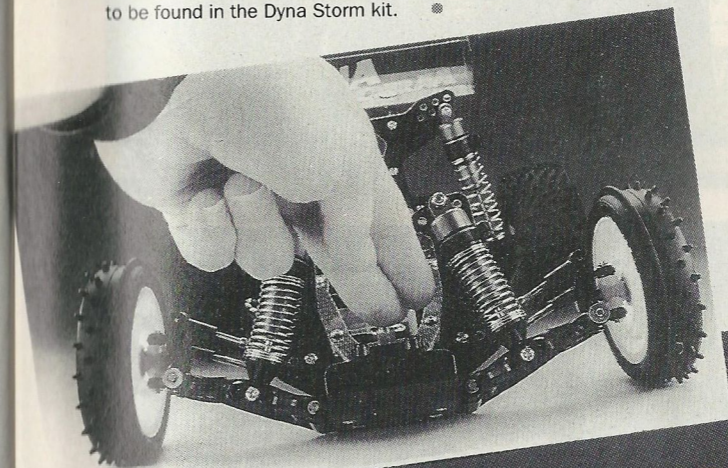
Tamiya have at last a 2WD that will be able to take on the best the world can offer.

in the differential. The gearbox in the Dyna Storm is by far the best yet from Tamiya being both ultra free, light and compact. The slipper clutch seems a little over engineered but works well and is also a great aid to the handling of

the car. Suspension tuning is part of the Dyna Storm package. Various settings for the top suspension link and hub height are available as are a number of positions for the rear shock, (4 on the suspension arm!).

The Dyna Storm has neat plastic mouldings that bolt onto the edge of the chassis to form an undertray without losing ground clearance. The super sleek body that really is the best ever from Tamiya seals in all the goodies away from the track.

So with it's 2.2" wheels and the highest specification ever for a Tamiya 2WD the Dyna Storm will surely be high on the list for 2WD shopping in 1993. The car looks good, drives good and is a true *Dyna Storm* has large amounts of ground clearance and new sleeved dampers are very smooth.



performer straight out of the box.....

Tamiya Terra Conqueror

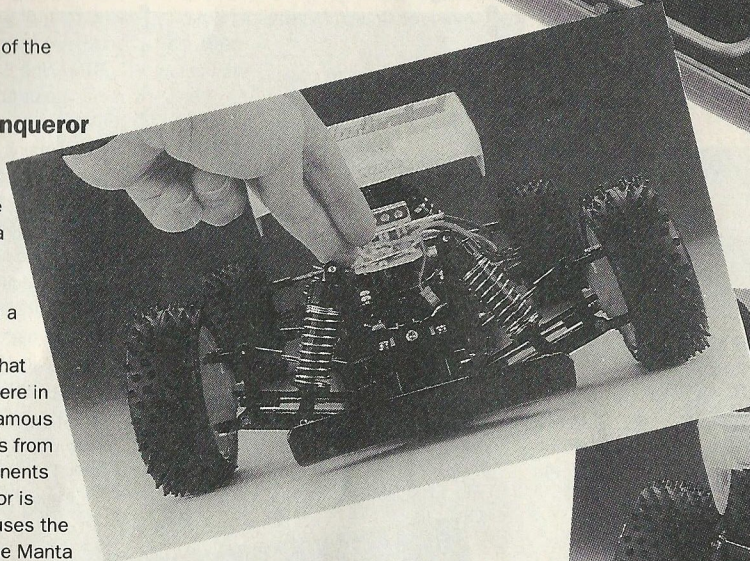
This latest 4WD car seems a really strange release at first, Tamiya already have their Top Force and Top Force Evolution so why make a car with a plastic tub?

Well the answer is that this car fits in somewhere in between. Tamiya are famous for releasing lots of kits from the same basic components and the Terra Conqueror is basically that. The kit uses the well proven tub from the Manta Ray and on road 4WD cars. To this there is the suspension arms from the Top Force and the original drive system of gears. Shock absorbers are the plastic type but don't be put off, they really do work well and feel really smooth.

So what has this car got that others don't? Well here at RCMC we get hundreds of letters from young racers asking how to make their car 'Go Faster!' Well we usually say a faster motor will work but you should ball race the car first - so you've guessed it the TC (Terra Conqueror), has a modified motor and a set of ball races as standard. The car also has one of the smoothest and maintenance free transmissions in the business and so it is ideal for the club racer wanting to move quickly on the straight bits.

Just to give the car the feel of a racer a new bodyshell has been moulded along with a new rear wing. The Tamiya 2.2" wheels are moulded in orange in the kit to match the paint scheme and are fitted with the Top Force style pin dot tyres.

The TC handles well but is not aimed at the same level of competition as the Top Force. The kit is fast from the box and is a complete kit, whereas the Dyna Storm comes less motor and speed controller and is aimed at the racer. Both these new Tamiya kits are beautifully made and in the 2WDS represent their best yet - well done Mr Tamiya and Mr Taki!



Top; Terra Conqueror has fixed position plastic shock mounts. Below; Dyna Storm uses clever plastic mouldings to act as an undertray, sealing the body to the chassis.

