

Overall view of the car.

RRC reviews the latest kit from Tamiya

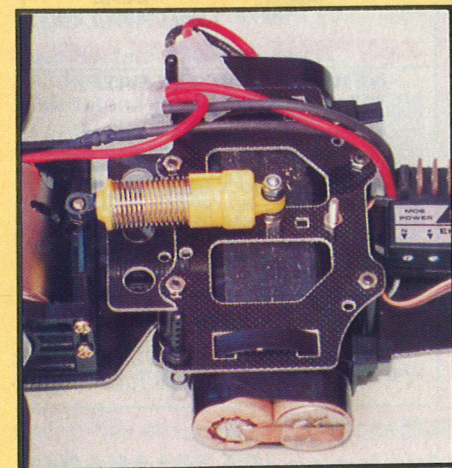
The Ferrari F189 is the latest car to come from the model giants Tamiya. It is a 1/10 scale flat track/circuit car and utilises many of the traditional design features found on such model cars; ie sprung independent front and 'T' bar/floating rear end suspension and a limited slip ball differential. In general it has been well thought out and is in no way 'over complicated'.

Initial Impressions

The first thing that strikes you upon opening the box is the bodyshell. It is, as per normal, made from polycarbonate and is quite simply one of the best mouldings this reviewer has ever seen.

The plastic body and chassis parts are neatly packaged in either clear plastic bags or nicely artworked boxes. The screws and metal parts are kept separate in their own numerically identified packages to make construction as simple as possible.

Notice 'stick' pack battery configuration and mini CVA shock absorber.



Ferrari F189

Late Version

The Interesting Bits...

No problems whatsoever were experienced with the construction of the kit, so you won't be bored with a step by step construction commentary.

The front suspension utilises a sprung kingpin above a nylon steering block and is, as already mentioned, fully independent. The

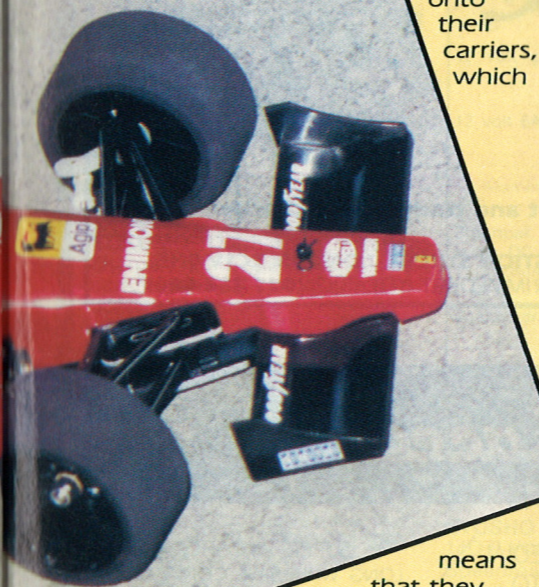
steering block and medium tension springs are supported by the upper and lower plastic front wishbones which look very realistic. A nice point to notice here is that the wishbones have small ridges moulded into them. These ridges fix neatly into slots in the GRP chassis and should prevent any unwanted 'wobble' once the parts become worn.

Suspension at the rear end is taken care of by a GRP 'T' piece and one of Tamiya's mini CVA oil filled shock absorbers. This set up is quite effective and should work well. Rear roll stiffness is simply adjusted

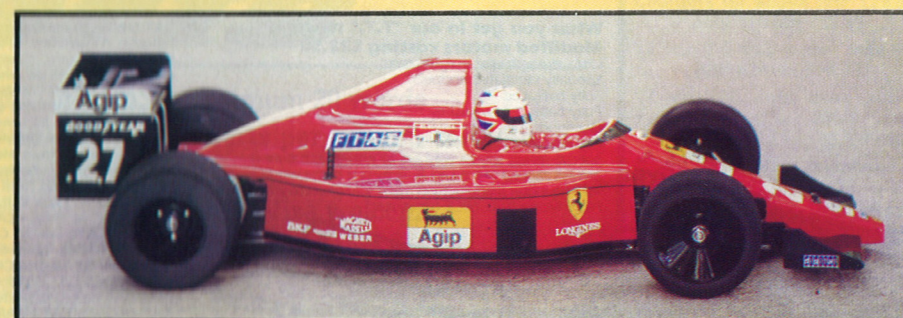
by altering the tension of a screw on top of a rubber 'O' ring that sits towards the rear of the car. Tightening the screw up will increase the rear roll stiffness and vice versa.

The differential follows the lines of most popular circuit car

differentials and is easy to build and maintain. The 'diff rings' have a hexagonal pattern machined into them and slot directly onto their carriers, which



means that they don't need to be superglued on! The thrust race assembly is fully contained inside the right hand rear wheel and doesn't have to be disassembled every time the differential is being worked on. Foam type tyres are supplied with the kit. The rear ones are around 63mm and when compared with the gear ratio gives an overall ratio



The front suspension is simple and very effective.

of approximately 52.5mm per rev. This sounds quite high but if the standard Mabuchi 540 motor is used (which is advisable) top speed and duration should be very good.

One of the nicest features of the car is the rear wing, purely for its realistic appearance. It comprises of four separate parts, two polycarbonate wing sections and two ABS side dams. Once constructed the wing looks very good indeed.

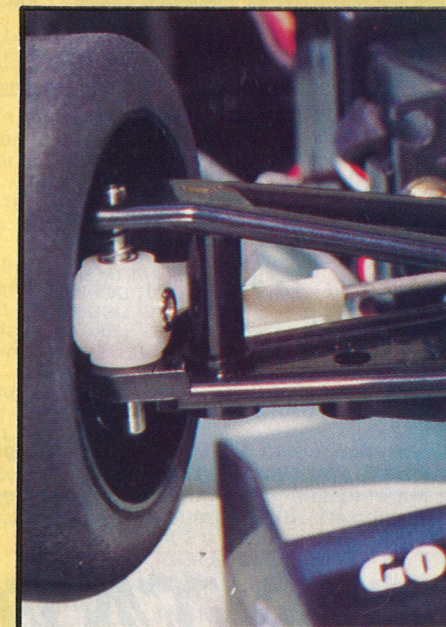
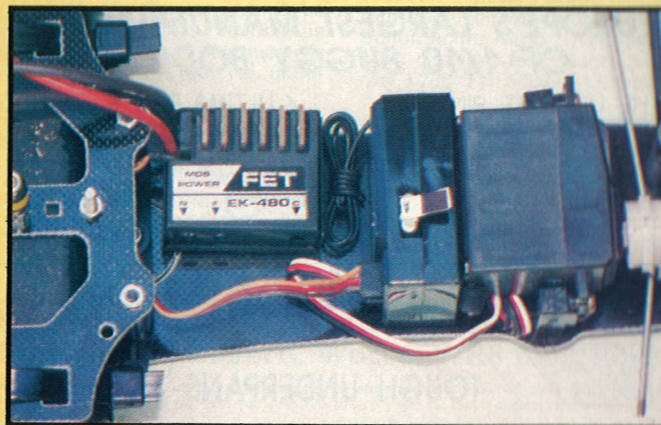
The sticker sheet is superb and gives the Ferrari a touch of realism once the body has been painted in a suitable shade of red.



Well, What Do You Think Of It?

Strictly speaking this car would fall into the 'Pro Ten' class, but would

Radio gear has to be installed carefully as there is not much room to spare!



not really be competitive, as it is unballraced (except for the axle) and wasn't designed to be a full 'out and out' racer.

It is however a beautifully looking model car that anyone would be proud to build and own, because if time and care is taken, a superbly realistic appearance can be obtained.

Available from your nearest Tamiya stockist.

The moulded front wing should provide plenty of downforce and stability.

