

Don't miss your Sunday roast,  
take a look at Tamiya's Fire Dragon



At rest the stylish  
bodyshell looks the part,  
rough, tough, and mean.

It is still beyond doubt that the biggest, best attended, most popular area of our sport is 4WD off road racing. There are many reasons why this is so and this is neither above in mind, if you are thinking of joining a starting point Tamiya's Fire Dragon is possibly a very good one.

You are buying your first 4WD or 2WD for that matter are, is the car strong enough to survive the rigours of 4WD owners then as a manufacturer do with new models, they produce a version for the learner r/c driver. The saying goes, "if the police can't break it, no one can". Well if a learner r/c driver can't break an r/c car then, you know the second point and something that many people on a regular basis by a great is forgotten on that it is vitally important to any learner that the car he or she is learning with behaves itself, that is moves left and right when told and goes in either forward and reverse when told and does abso-

lutely nothing else. Is as neutral as possible in operation, i.e. does not oversteer wildly nor understeer to the point of having suicidal tendencies. Both of these assets are shown by Tamiya's latest 4WD offering, the Fire Dragon, which is why the car gets our vote as an amazing car for anyone considering a first, tentative venture into 4WD racing or driving for fun.

### Construction

We have said before that as an aid to insom-nia sufferers, step by step construction guides comes a close second to reading the phone book, unless a problem or short cut enough to say that Tamiya's instruction booklet follows the by now familiar step by step format that has proved so foolproof over the years. Just remember that if a component doesn't fit, then it's probably the above addage and you won't go wrong.

### What you get

Tamiya's Fire Dragon is the latest marquee from a long line of Tamiya cars using the same basic, tried, tested monocoque chassis. Double lower and single upper wishbones are used front and rear and are both easier and cheaper, it also helps when constructing the car as it becomes very difficult to mix them up! Front and rear axles are almost identical internally and use the newest enclosed type, bevel gears driffs, which have proved to be strong and reliable. No bearings are included in the kit all shafts and rotating bits run in nylon bushes, if you intend racing the car it would be advisable to replace the bushes with bearings at this point.

Although the motor (included in the kit) is enclosed, meshing is not a problem as it

### Conclusion

Someone asked why we always give good write ups the other day, well I suppose at first glance it may appear that we do. However, this is where it must be said that the responsibility of the reviewer plays a major part, it is also why we find such a problem in the wrong situation and make it look like a bad car. For instance if we had lined the Fire Dragon up with the latest all singing all dancing very expensive race winner, then it would have been very easy to draw correct but very improper comparisons and arrive at the wrong conclusion.

It is with this in mind that we say again as a first venture into 4WD racing or fun the is held in a gearbox jig which is clearly marked depending on which choice of pin-ion you intend to run. Simply by fixing the jig to the motor using the correctly marked holes, the motor and jig are then bolted into every time.

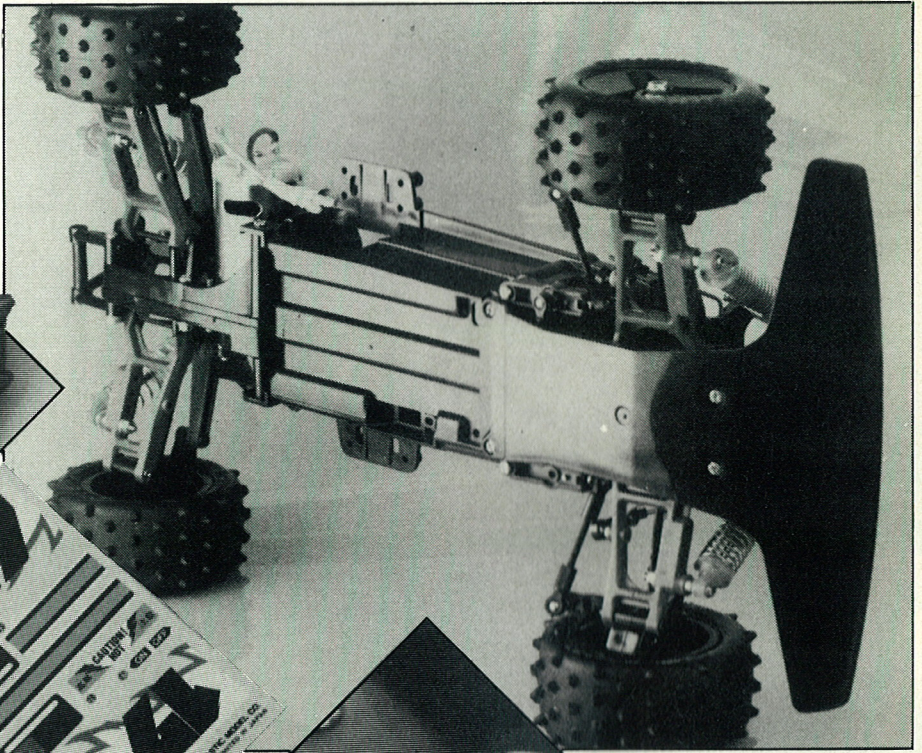
At speed the car performs  
well and would prove to be a  
good teacher for the  
inexperienced!



# Fire Dragon



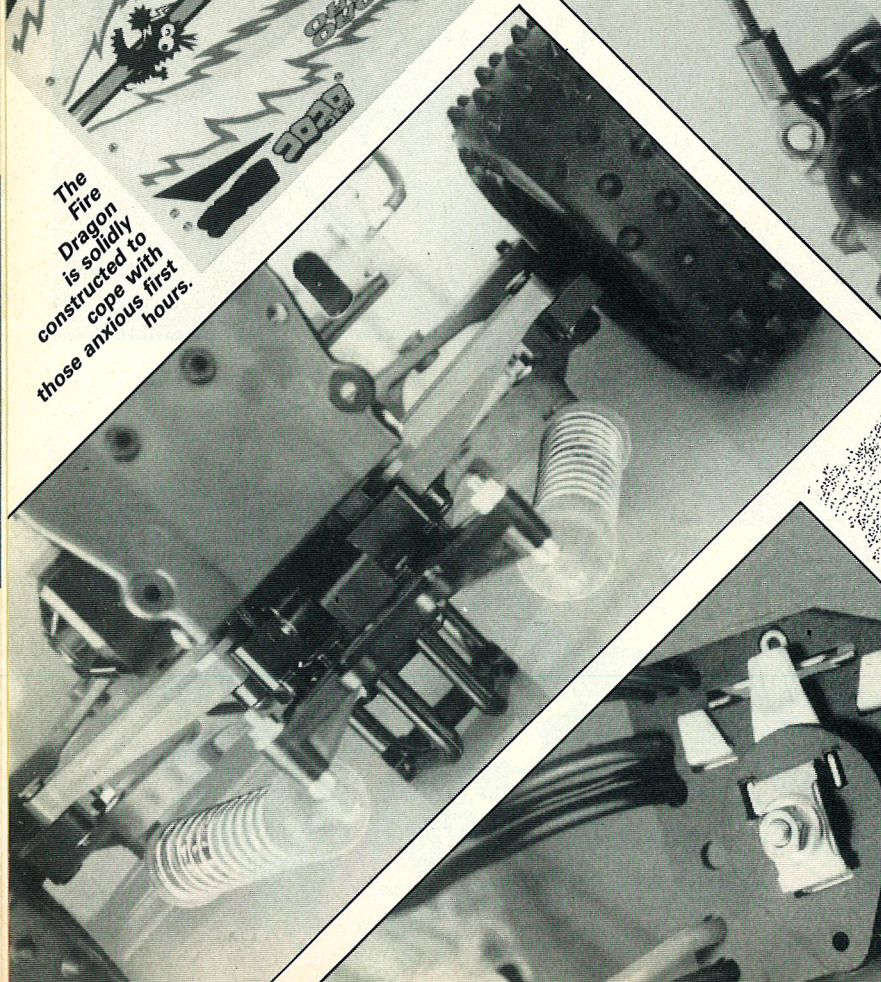
Strong bathtub chassis protects all aboard.



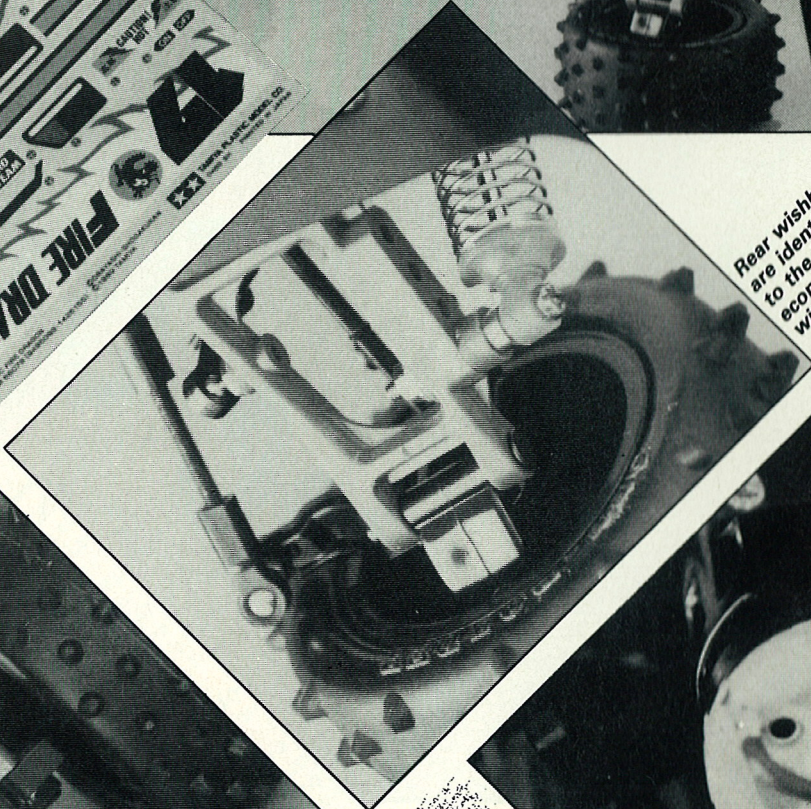
Right front wheel wishbone assembly, neat sticker sheet.



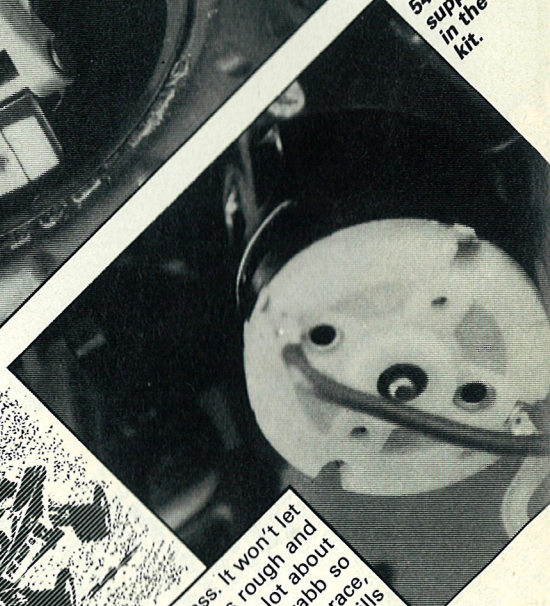
The Fire Dragon is solidly constructed to cope with those anxious first hours.



Rear wishbones are identical to the front, very economical spares wise.



540 motor is supplied in the kit.



A three speed forward and reverse controller is also supplied.

Fire Dragon is indeed first class. It won't let you down when the going gets rough and driving this type of car. As Jim Crabb so rightly points out before you learn to race, you must first learn to drive, the two skills are totally different. We believe that the Fire Dragon will enable you to do both, easily, relatively cheaply and with a great deal of fun. Tamiya's Fire Dragon, make it your Sunday roast! Available from your nearest Tamiya stockist.

