

FROG

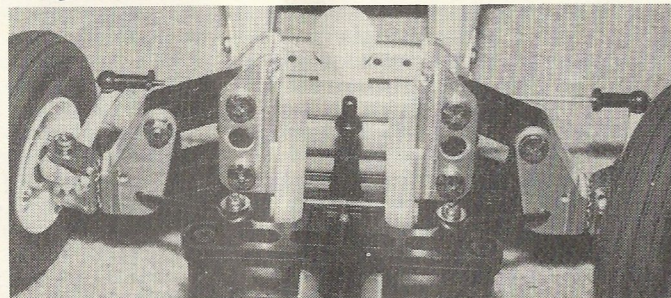
Leap into action with the latest 1/10th Off-Roader

THE 'FROG,' 1/10th scale electric buggy appears on our race tracks as the latest in a long line of Tamiya winners. The 'Frog' also displays a marked leaning toward the competition side of the market, where it has already been gratefully received. As usual Tamiya have improved upon an established theme, the 'Frog' picks up where the 'Subaru Brat' left off. The injection moulded, 'Space-Frame' chassis remains unaltered as does the front suspension system. The major changes have occurred toward the rear of the car with the introduction of oil-filled, coil-over shock absorbers and a differential into the gearbox. The larger 540 size motor is now included as standard and a low-slung polycarbonate bodyshell tops off the effect.

Construction

For those of you who have built either the 'Subaru Brat' or 'Lancia Rally' then constructing the 'Frog' will produce no major surprises, the two halves of the chassis bolt together to form a rigid centre section for the front

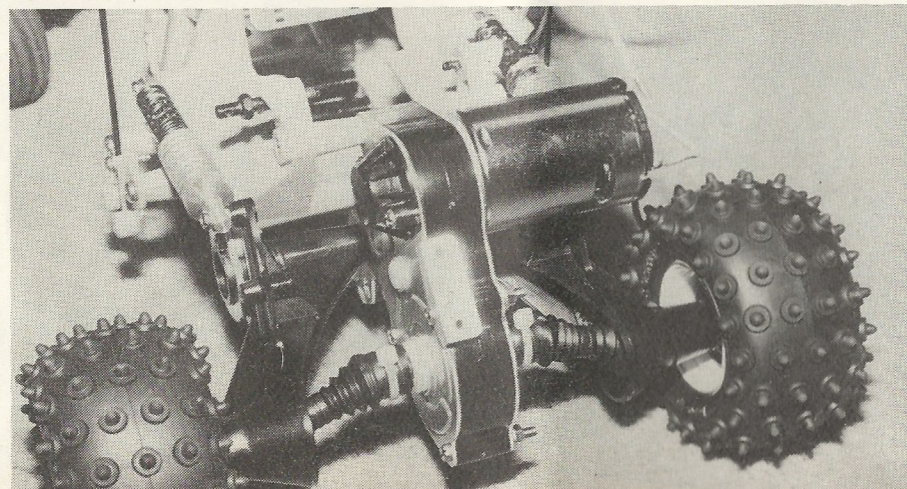
Above: close up of the 'Frog' front suspension, standard ball-joints were later replaced with 'Super Champ' items.



and rear suspension systems to work from. Of the few changes to the front end only the introduction of star washers between the outer wishbone upright and stub axle block are worthy of note. These items lock the stub axle

blocks firmly in place to counteract any slip. At this point it is worthwhile mentioning that all nuts, bolts and screws should be firmly thread-locked in place. Gone are the rubber bushes fitted to the radius arms and

Below: the 'Frog' rear suspension displaying drive shafts protected with rubber boots, many drivers remove these to cancel out any power loss. The 540 motor should also be protected with a rubber boot or heat shrink.



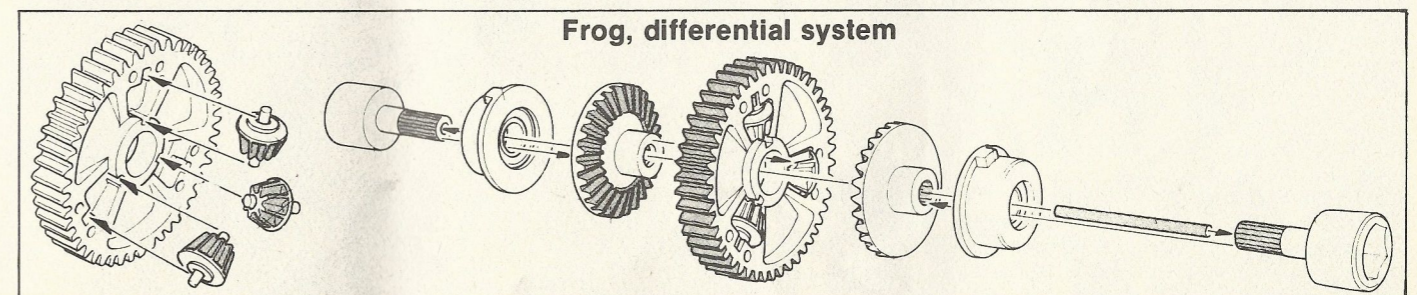
Above: the 'Frog' races in front of the other new additions to the Tamiya range, the 'Lancia Rally' and 'Opel Ascona.' Both kits are basically new bodyshells on existing chassis' 'Subaru Brat' and 'Audi Quattro' respectively.

subsequently no damping features on the front suspension at all. Fitting dampers to the front-end should provide few problems as shown in the 'Rough Riders' section of 'Model Cars' May issue.

Rear suspension

Proper oil-filled damper units provide the shock absorbing facility for the rear suspension. These units fit as direct replacements to 'Brat' units

and do provide a much smoother and efficient action. Personally, I felt that they are still too hard in operation to allow sufficient suspension movement. However, having spoken to 'Frog' racers this aspect is not



Track Test

considered to be a problem. The differential is by far the greatest improvement made to the 'Frog' as this addition greatly improves the handling on loose track surfaces and aids the steering characteristics. The diff itself is of the geared variety and features cast alloy bevel gears. Once installed the complete gearbox should be kept well oiled with WD-40 or 3-1 oil.

Ancillary parts

The ubiquitous *Tamiya* three-step speed controller is included coupled to a standard *Mabuchi* 540 motor. Three different gear ratios (low, medium and high) are included although changing ratio necessitates the dismantling of the complete gearbox.

Finally the low-profile, racing body gives the 'Frog' the proper image when painted in a striking colour scheme and bedecked with the stickers provided.

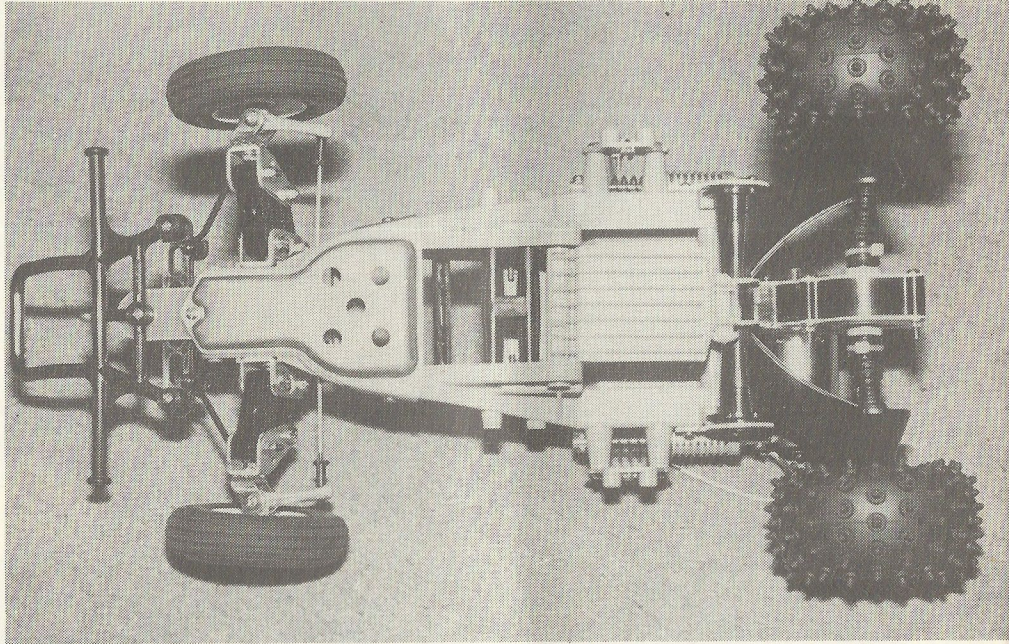
Out to the track

The first indications of the 'Frog's' potential were gleaned at the Chesham, BRCA National points meeting. First impressions showed that the 'Frog' was extremely able to put the power down onto the track resulting in a very lively performance. Most notable was the agile handling, the 'Frog' turning in very smartly as corners were approached. Visually the 'Frog' looks excellent actually resembling an 'Off-Road' racer.

The only flaws are the relatively high wear rate of some moving parts an aspect we shall be dealing with in a future issue.

Price £80.00 approximately.

UK Distributor *Richard Kohnstam*, 13-15a High Street, Hemel Hempstead, Herts.



Above: the chassis underside showing alloy front undertray to protect servo's and speed controller. Right: the adjustable, oil-filled, coil-over shock absorbers. Below: left and right general shots of the 'Frog.'

