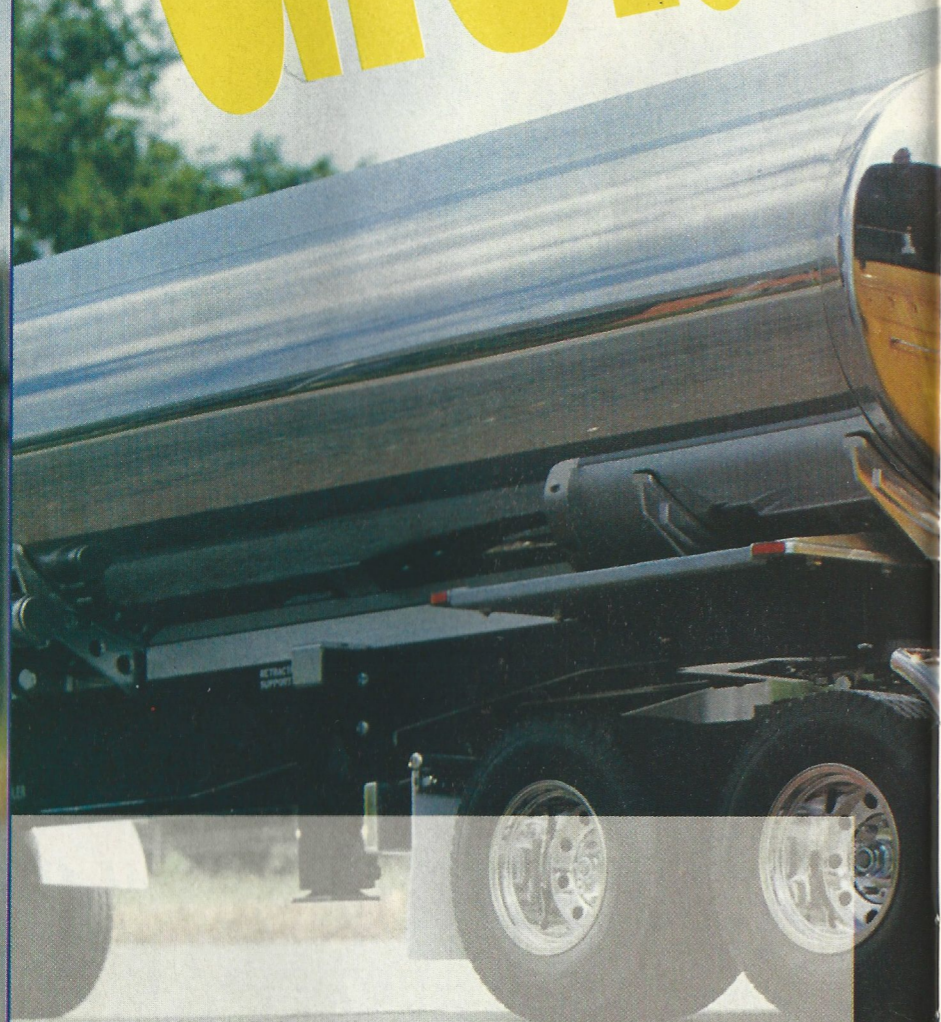


Globe

Trotter



Tamiya's King Hauler was amazing and the theme continues with their latest offering, the cabover style Globe Liner and Tanker Trailer that will blow your mind and your bank balance...
RCMC go truckin' to give you the facts

When Tamiya decide to go ahead with a new model project, the word "compromise" simply doesn't enter into the equation. Every part of a kit is produced to highest standards using the latest machinery and the best materials on offer. The instructions help you through the

most complex of assemblies, and everything is aimed at enjoying the building experience, not just getting it built.

Two of the latest kits from "The Big T" are perfect examples of this - the Globe Liner 1:14 scale RC Tractor Truck, and the accompanying Tank-Trailer. This is in fact the second large scale truck

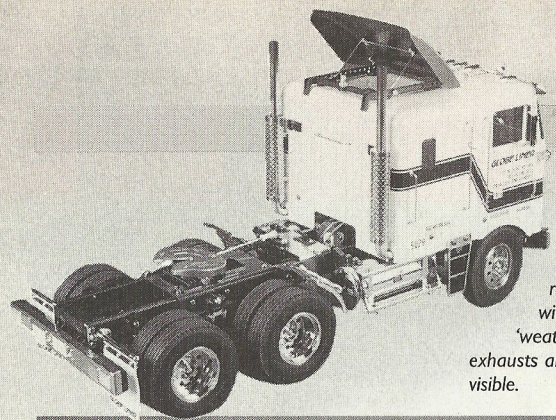
from Tamiya - the first was the King Hauler, upon which the Globe Liner is logically based.

The "cab-over" design required a slight re-think in the chassis department, and the result are shorter chassis rails, and subsequent shortening of the main drive shaft. The cab is a massive one piece moulding, with a

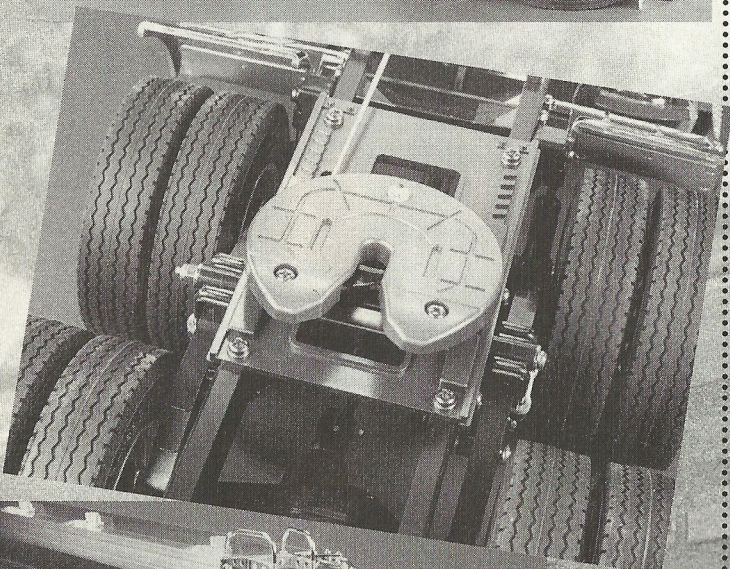
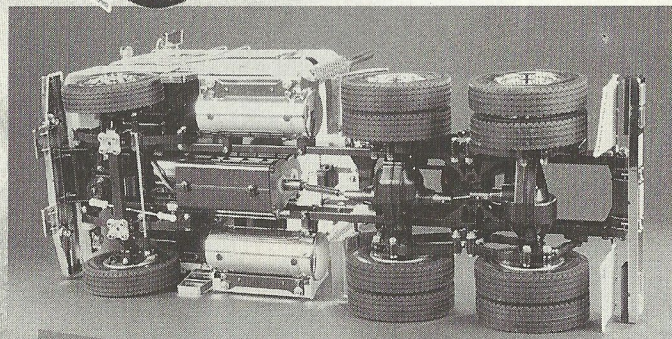
separate access panel at the rear.

Beginning construction

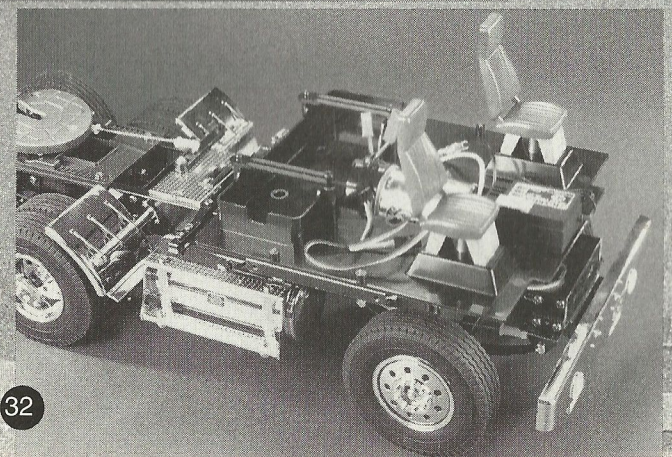
With a project of this scale, it is recommended that all of the extra items needed are gathered prior to starting the model, to save frustration at later stages! A good



RCMC Globe Liner fitted with optional roof spoiler and with clever 'weathering' on the exhausts and body just visible.



Hitch up unit for the trailer above and... left: Amazing alloy trailer is detailed to the max and weighs a ton! Below: Under the cab - no Yorkies here though!



example of this is the radio gear which will be needed in stage 1. Connect the radio to the speed controller and battery and centre the servos before installation.

Whilst on the subject of the radio, at least a three, or better still a four channel system will be required, so that gear changes can be made on the move. A four channel will allow you to remotely uncouple and drive away from the trailer, thanks to the "Motorised Support Legs" set, available separately, later in the year.

In stage 4 the real construction



gets underway. The extruded aluminium chassis rails are brought together, sandwiching the tough injection moulded cross members, plus the steering and gear shift servos. Suspension anchor points are also added at this stage - make sure to use the correct screws as some are self tappers and some are machine screws. The assembled leaf spring units are then mounted with one long screw, secured with a lock nut, ready for the axles.

The differentials are built up in stage 7 - they are geared type diffs, which are tough and long lasting, but need plenty of grease to keep them smooth. The axles themselves come in two halves and sandwich the diffs and standard bearings when brought together. If you intend to replace the bronze bearings with ball races, do it now!

The axle units bolt to the leaf springs, and are held in place with four injection moulded radius arms.

In stage 13, another Hop-Up Option possibility arises. Tamiya

offer optional oil filled dampers for both truck and trailer, which replace the standard sprung items included in the kit. Six are needed for the truck, and a further four for the trailer. Again, it is far easier to add these at assembly stage rather than after the model is finished.

The front suspension is based on a cast metal axle, which is U bolted to the front leaf springs. Be careful to make the tie rod up to the right length, or the front wheels will not be aligned correctly.

Stages 20 to 27 deal with the three speed gearbox construction

and installation. This item is substantially engineered, using steel shafts and aluminium and nylon gears - all necessary considering the large weight of the complete rig! The gearbox plain bearings can also be upgraded to ballraces, and if you decide to invest in a full set, the overall drive train friction will be reduced, improving performance and running times.

The complete gearbox is the sealed between two moulded shell halves, excluding dirt and keeping grease in. The whole unit is then lowered into the chassis, and secured with four screws. By stage 28, the mechanical backbone of the Globe Liner is complete, but there are still quite a few sub-assemblies and peripheral items to add.

The "fifth wheel" or coupler, is a neatly designed device that is strong enough to allow the tractor unit to tow a trailer, and yet remain flexible enough cope with bumps and undulations in the road

surface. The Motorised Support Leg set includes a device that releases the coupler automatically as the legs lower - if you don't use the set, uncoupling is accomplished by hand.

The wheels are fully chromed items, each carrying a well detailed, scale semi-pneumatic tyre. The front pair require a bead of superglue to secure them as the can pop off the rims when cornering at high speed. More ballraces can be added on the front axles to replace the plain bronze items - can you afford it?...

sticker set was applied.

There are a lot external fittings to go on over the surface of the cab, and if you wallet knows no bounds, you can even add the optional lighting set, which illuminates the headlights, indicators, roof lights etc...

We also added the optional Roof Spoiler set, which looks superb and at full speed in top gear, probably adds downforce to the truck!

The cab interior is simplified with two seats on the cab floor, and a dash with steering wheel in

body shell is outstandingly crisp, and the chrome plated parts have just the right sparkle.

Trailer for sale or rent...

You could build, drive and enjoy the Globe Liner on its own, but if you really want to make an impact, the Tanker Trailer is an absolute must! This complimentary kit is a stunning exercise in how to deal with acres and acres of chrome, and still make it look tasteful!

The body of the trailer is formed

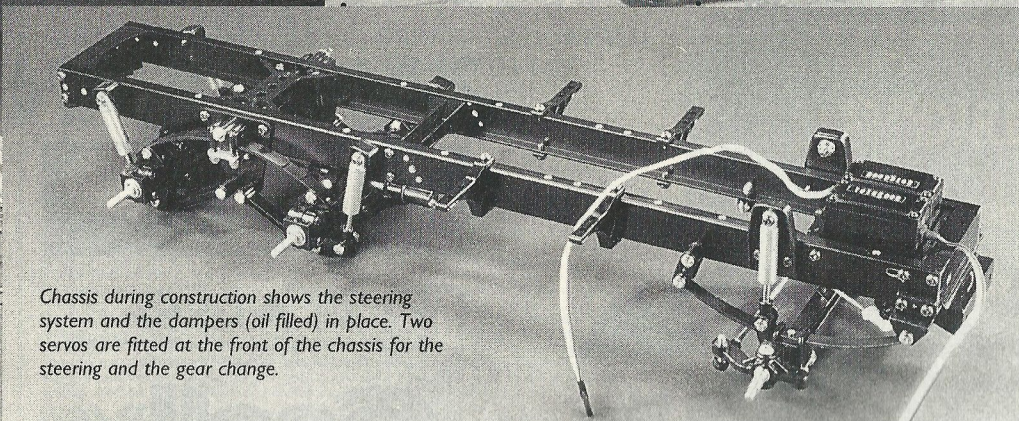
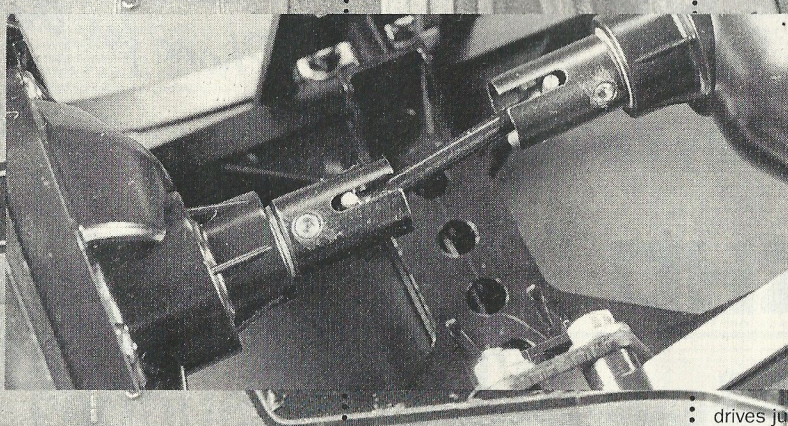
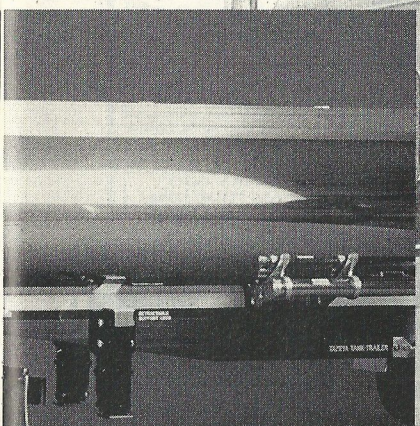
developed biceps!

A lot of metal is used in the construction, including some hefty aluminium extrusions for the lower tank mounts and upper deck. Some very neat touches are found throughout the model, such as the rubber edged front fender plate, metal filler tubes, rear ladder assembly and even a silky cloth to wipe off finger prints! A massive decal sheet is included carrying Shell logos, and assorted "hazchem" warning labels, but these were left off to make the most of the wall of chrome plate.

Conclusion.

If you always wanted to drive long distance across the USA in a Kenworth or Mack, delivering gasoline (or beer for that matter), but don't want to change your job or leave the UK, this kit could be for you! The massive bulk of the model conveys the feel of the rig superbly, and when on the move it drives just like the real thing. Reversing is a major challenge, jack-knifing is a constant threat and backing up round corners will test your RC driving skills to the limit!

The Globe Liner and Tank Trailer are engineered to the highest possible standards, and even though it's a major building project, the experience was one of pleasure all the way, just like Tamiya intended. Thoroughly recommended, whether you like trucks or not!



Chassis during construction shows the steering system and the dampers (oil filled) in place. Two servos are fitted at the front of the chassis for the steering and the gear change.

Being based on a Stateside truck, plenty of chrome fittings are supplied, and it is all of screw together construction, thus avoiding messy glue streaks from over zealous superglue application. Don't worry about finger prints - they wipe off once everything is in place!

Painting the cab is easy - a quick blast with Halfords' Matt White Primer to seal the plastic, a Wet 'n Dry rub down after 24 hours and then two whole cans of Tamiya TS16 Yellow sorted it out! Holts' T-Cut removed any "orange peel" surface, and after a clean up and wipe down the attractive blue

the cab body, but it looks effective when in place. Nobody occupies the cab however, a 1:14 scale driver clad in a chequered shirt would have been nice - a truck driving round without someone at the wheel does look a little strange, however someone is bound to convert a suitable figure to fit!

The body was screwed in place, and the Globe Liner was complete, and it sure is a large and impressive sight. Although this is radio controlled truck, Tamiya have retained scale realism to the degree that it could stand alone as a scale model. The detail on the

from one piece of plated steel, rolled to the perfect elliptical cross section, then drilled and tapped for the chassis mounting screws. The end caps are pressed steel items, and needless to say they fit perfectly. The aluminium chassis rails and suspension seem to be the same as the original box trailer - we added the remaining four oil dampers to the tanker to match the tractor unit.

Assembly is quite fiddly, as the sheer bulk of the model means that you have to clear a large space on your workbench, and turning the thing around requires two hands and some well

