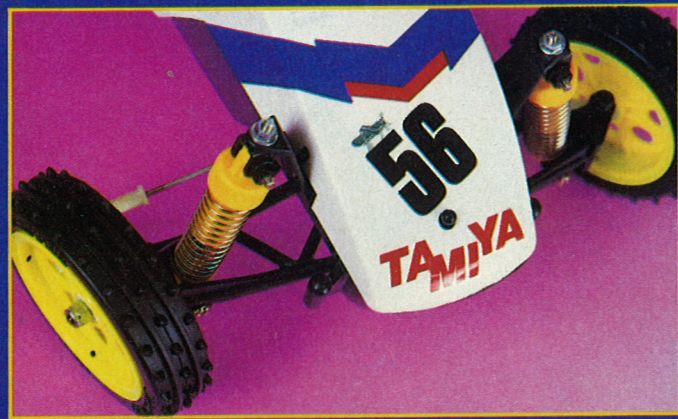


No sooner had the editorial team of RCMC seen the 1989 version of Tamiya's Grasshopper than we were thinking how to uprate it to something approaching racing spec.



With its smooth and rounded lines and sleeker bodyshell, the Grasshopper II just begged to be made to go that little bit quicker.

So why did Tamiya supply it with the dreadfully dull 380 motor?

We couldn't think of an answer either, so one of the first things we did was to chuck that back in the kit box and fit a faster 540 type. Then we had a squint at the suspension and decided that because we couldn't actually change the layout, the next best thing to do was fit better dampers.

Then of course having

forked out for these bits plus a lightweight Parma replacement bodyshell we decided to go the whole hog and fit ball races all round.

So there it was; a Grasshopper II with a go-faster specification. Why hadn't Tamiya done the same straight away?

Now a few months later it seems they have discovered the errors of their ways and decided that RCMC knew best because they have just released an uprated Grasshopper kit called simply, the G.

Internationally the G is supplied in exactly the same box as the original car but with a sticker on the outside telling the difference.

This is interesting because this must be the first time that Tamiya have ever put a new kit out in an old box. Another pointer toward the feeling that Tamiya should have followed our lead when they released the Grasshopper II. (The editor does in fact think

his consultancy fee is in the post).

Even though the G is much better it still falls short of RCMC's racing specification.

The motor is indeed a bigger and faster 540 type, but that is all. It is a standard Mabuchi of indeterminate number of windings. It could be that Tamiya have done some tests and found that the less sophisticated suspension of the Grasshopper might not be able to

handle more power. Also the gearbox might not be up to the job of channelling the raw grunt of a competition modified without leaving small pieces of metal all over the track.

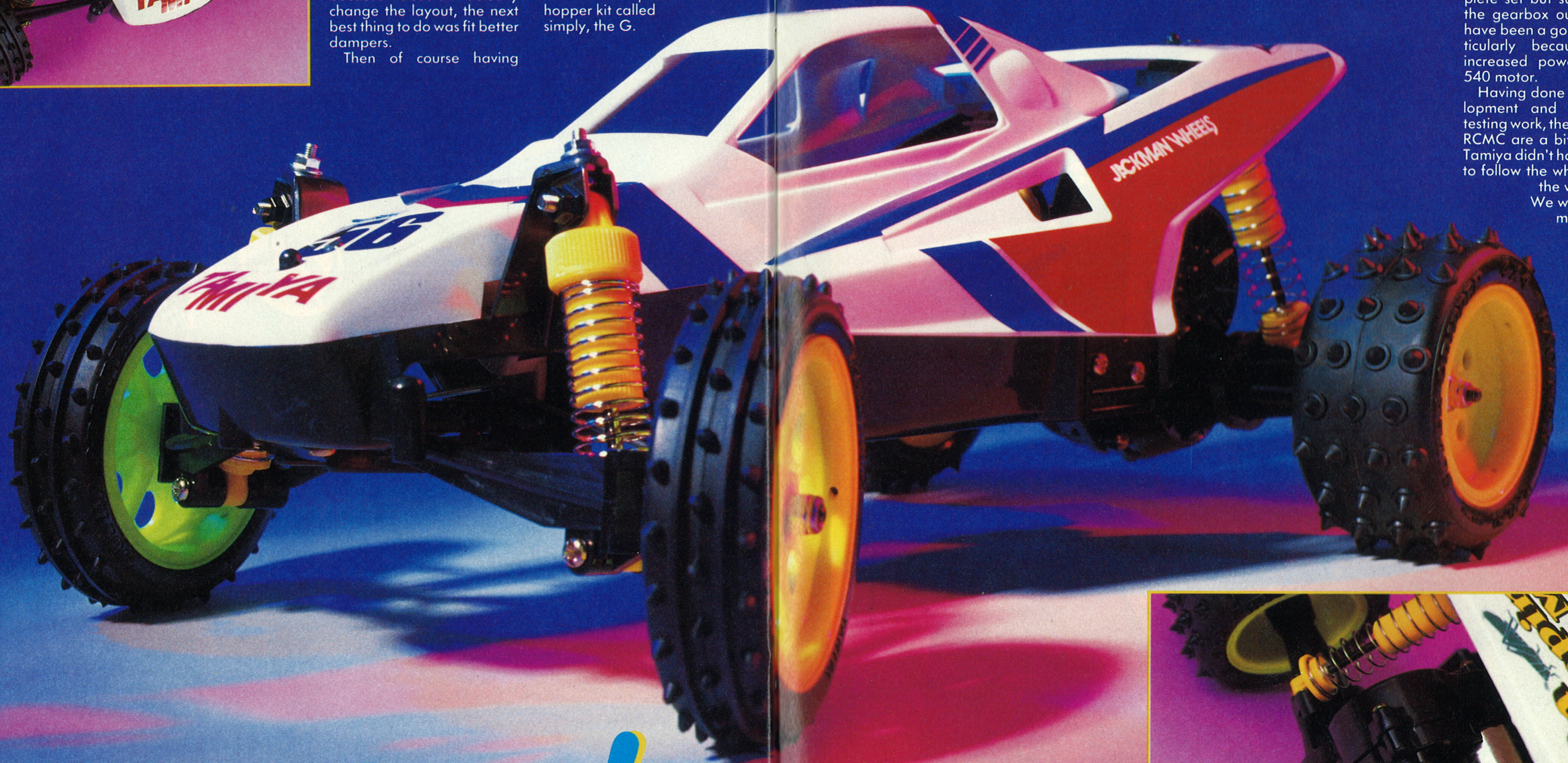
When we replaced the standard kit shocks on the Grasshopper II we used the Tamiya oil-filled CVA shocks found on other cars such as the Boomerang and Thunder Dragon. At first glance the G has the same. A closer look

on the other hand shows that they are friction dampers and do not need to be filled with oil. This is a bit of a disappointment because the suspension will be much better controlled with oil-filled shocks. It could be possible to convert the kits shocks but it would really have made much better sense if Tamiya had done it in the first place.

And finally - no ball races. We wouldn't expect a complete set but surely two for the gearbox outputs would have been a good idea. Particularly because of the increased power from the 540 motor.

Having done all the development and testing work, the boys here at RCMC are a bit miffed that Tamiya didn't have the sense to follow the whole thing all the way through.

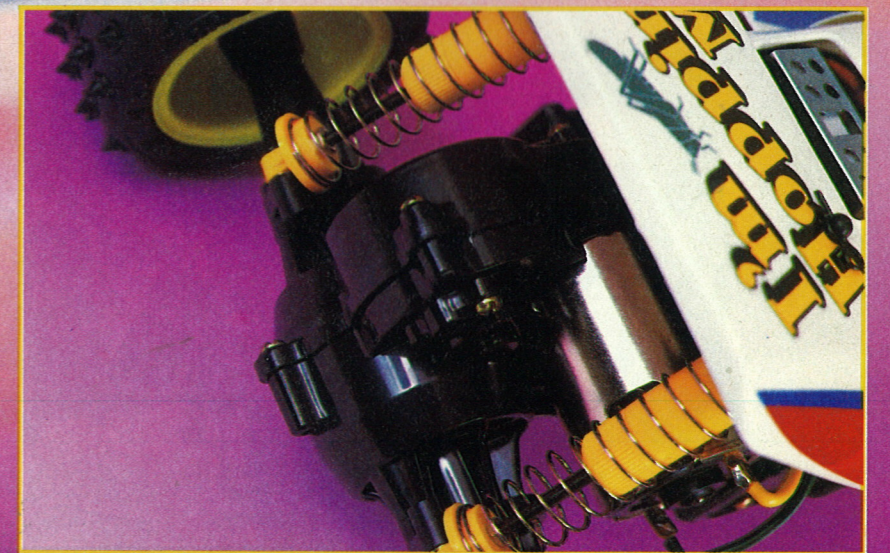
We wouldn't have minded if they had used our idea, honest!



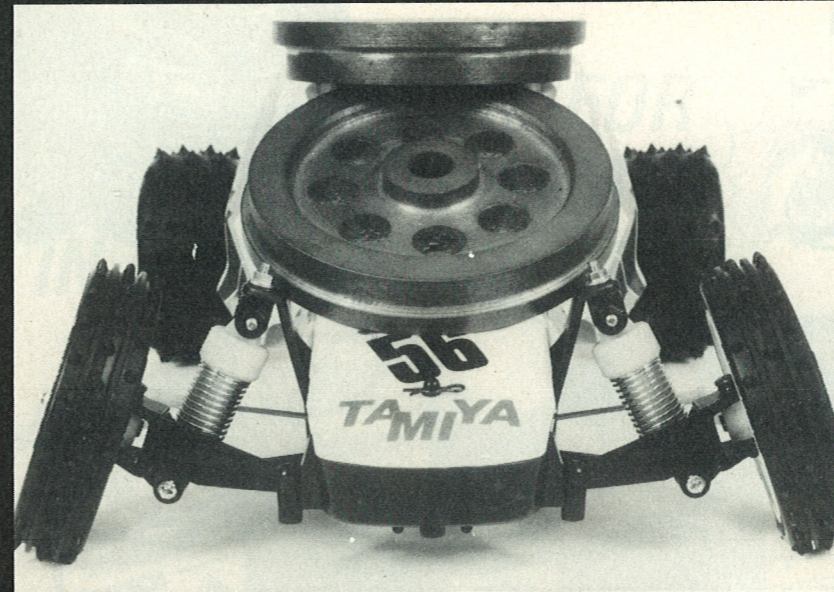
SUPER

'g'!

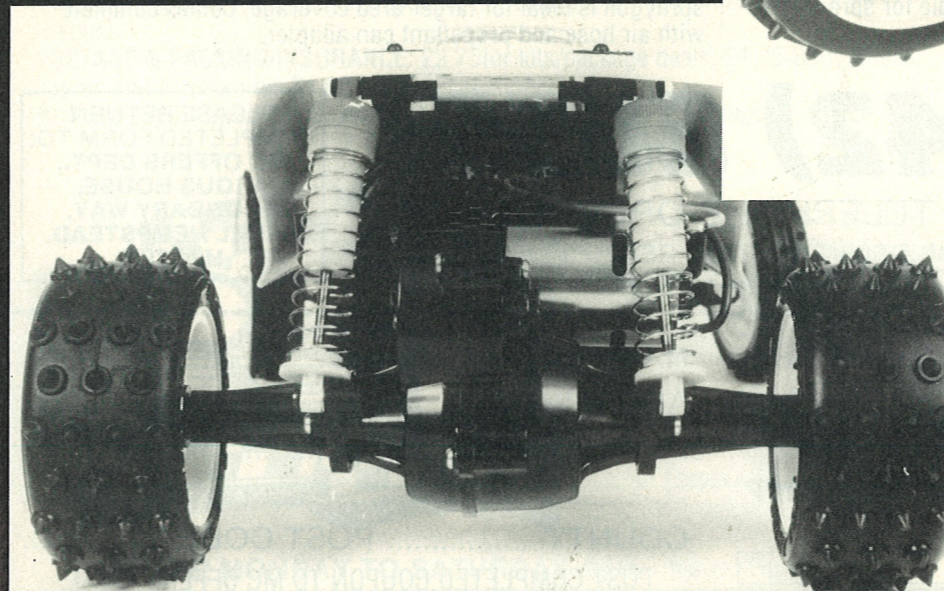
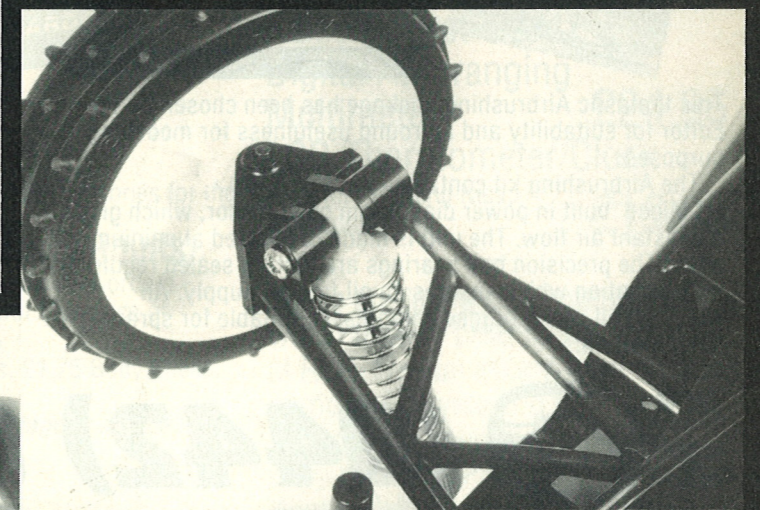
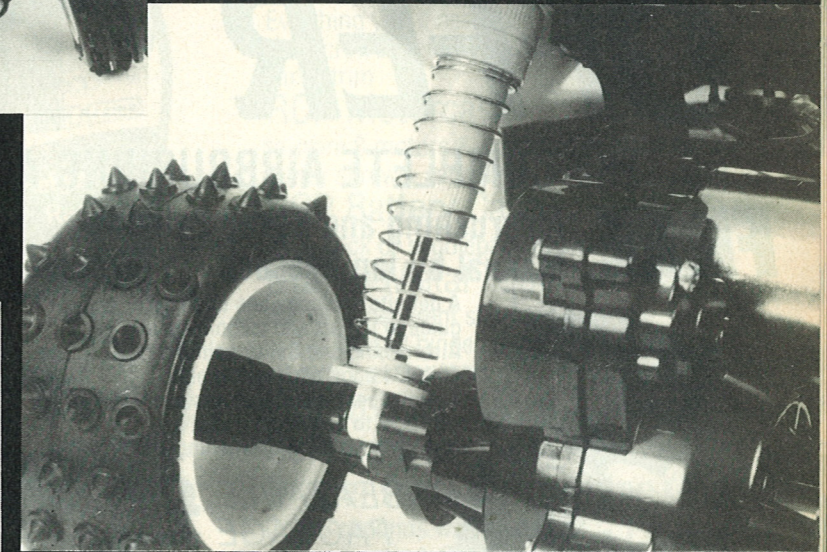
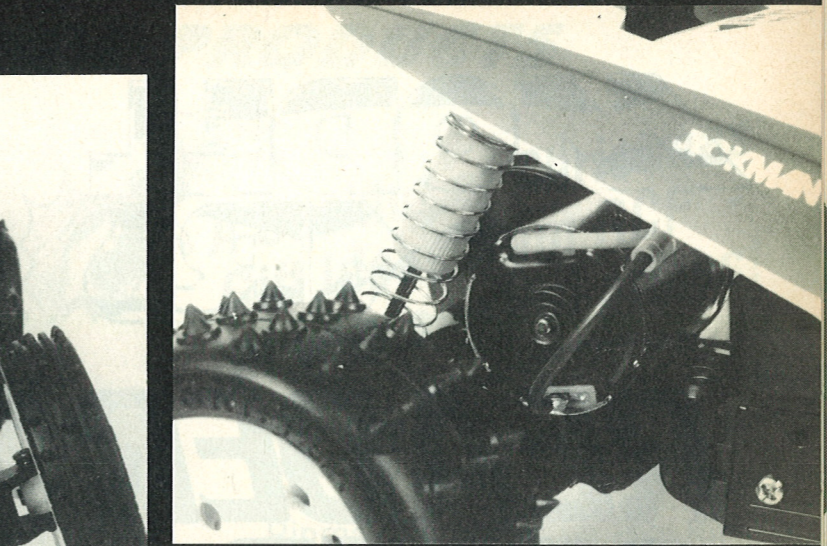
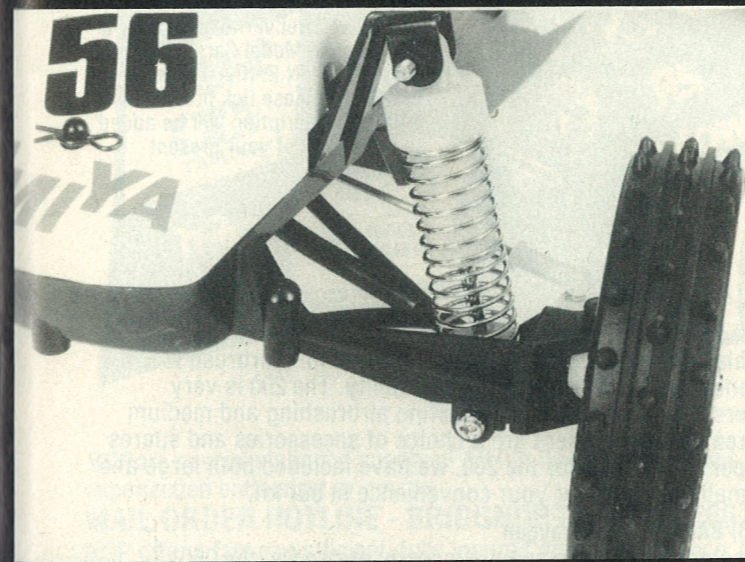
is it a bird, is it a plane . . .
no its the Tamiya Super 'G'



SUPER 'G'!



Above: With the front suspension weighed down the Super 'G' has a large amount of camber. Below: Friction shocks can be updated for £2.99 with a Tamiya oil & seal kit. Right: Pin spike rear tyres are included.



Left: Rear view showing solid rear axle wide track and CVA shocks. Above: Front suspension is simple and effective. Large front wheels and tyres are all part of the Super 'G' package.