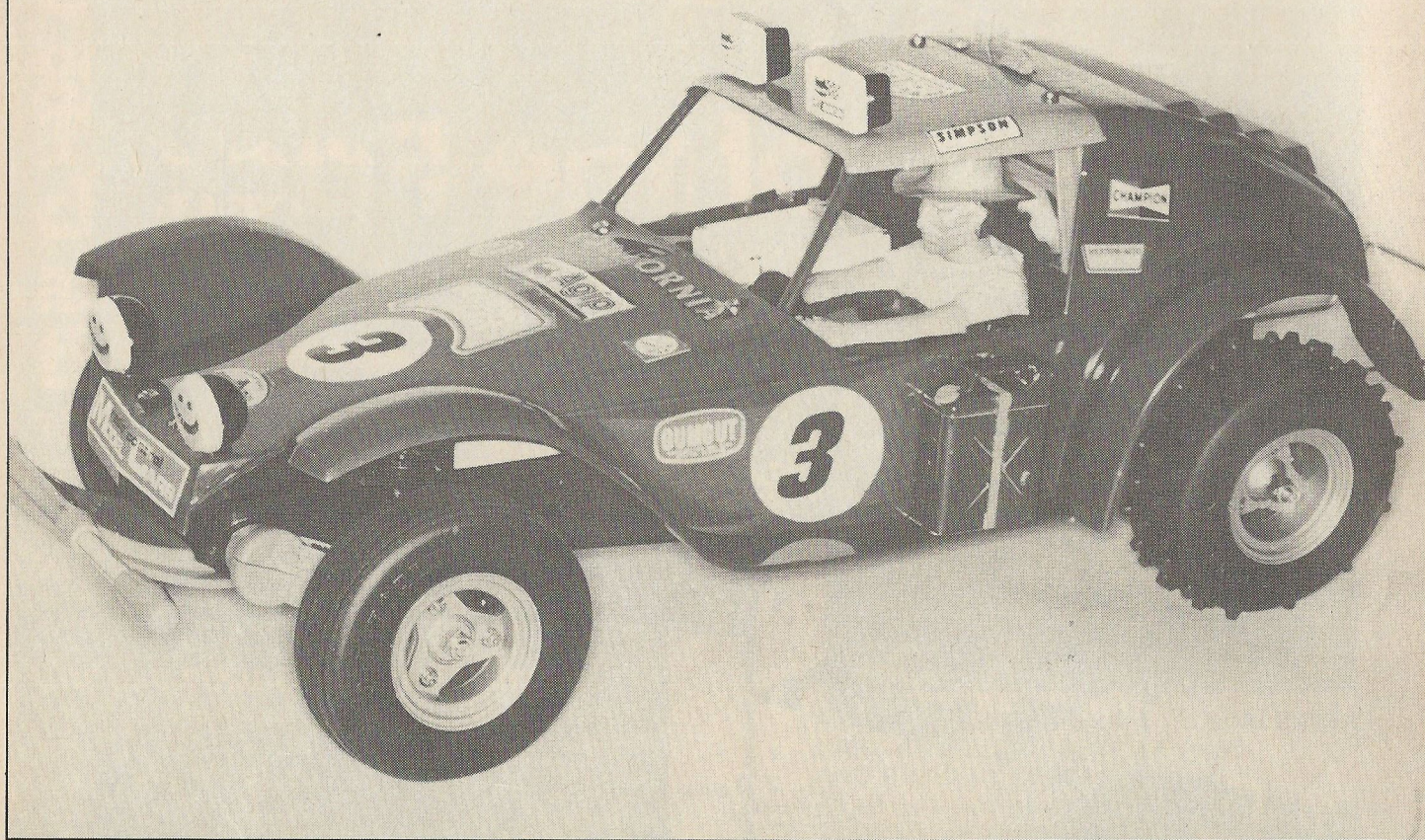


The Buggy complete and ready to run



HOLIDAY BUGGY BY TAMIYA . . .

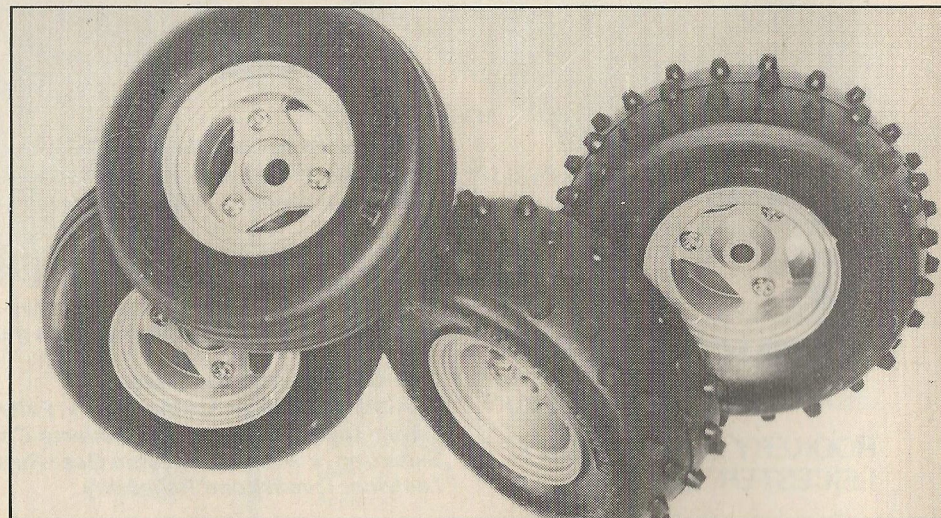
TAMIYA'S HOLIDAY BUGGY offers a splendid introduction to off road r/c model cars. Rather naturally, it follows very much the lines of the Rough Rider but in much simpler form and at two-thirds the price. Why 'Holiday' you may ask: this is to follow the Californian habit of using the vehicle as a street car and then when competing strip down the body to essentials. So here is a two purpose scale model that will be a great source of amusement for training sessions in the garden but capable of more serious activities at suitable race meetings.

As usual it is impossible to fault the meticulous Tamiya thoroughness in both kit parts and the splendid instruction leaflet. (A British manufacturer told me the story of the Japanese importer who insisted that the instructions were fully illustrated with drawings as he could never translate the voluminous wordage of the English instructions into Japanese: so it works both ways!) First the necessary tools are shown including a splendid little box spanner provided in the kit (there is a small plastic adapter — A10 — on the tree for use in screwing on ball joints — don't overlook it, I nearly did). Other tools are simple, pliers, file, screwdriver modelling knife.

Chassis is a deep box type frame

construction well suited to keep the water out over rough sections such as shown in current advertisements. Motor mounting locates high up on this, again to keep out of the wet. A neat gear train must be assembled to include the stout metal universal joints to take the rear half shafts. Essential extra here is some form of Loctite. Tamiya do one

of their own 'Liquid Thread Lock' and this should be used for the allen screws holding on the universal joints and indeed everywhere that offers a screw thread to work loose. One special point here is that when attaching spur gear to motor shaft (you have a choice of two ratios) there is a little brass sleeve that goes on first, then the gear is slid on



The exciting tyres, knobby and ribbed on their wheel hubs — that really do tackle the rough roads.

and secured with the usual allen screw. It does not grip hard enough as I found to my cost when I tried it out! The sleeve should preferably be soldered on, or, failing that fixed firmly with Loctite or Superglue, then with the gear's allen screw. Otherwise a very sweetly running gear train.

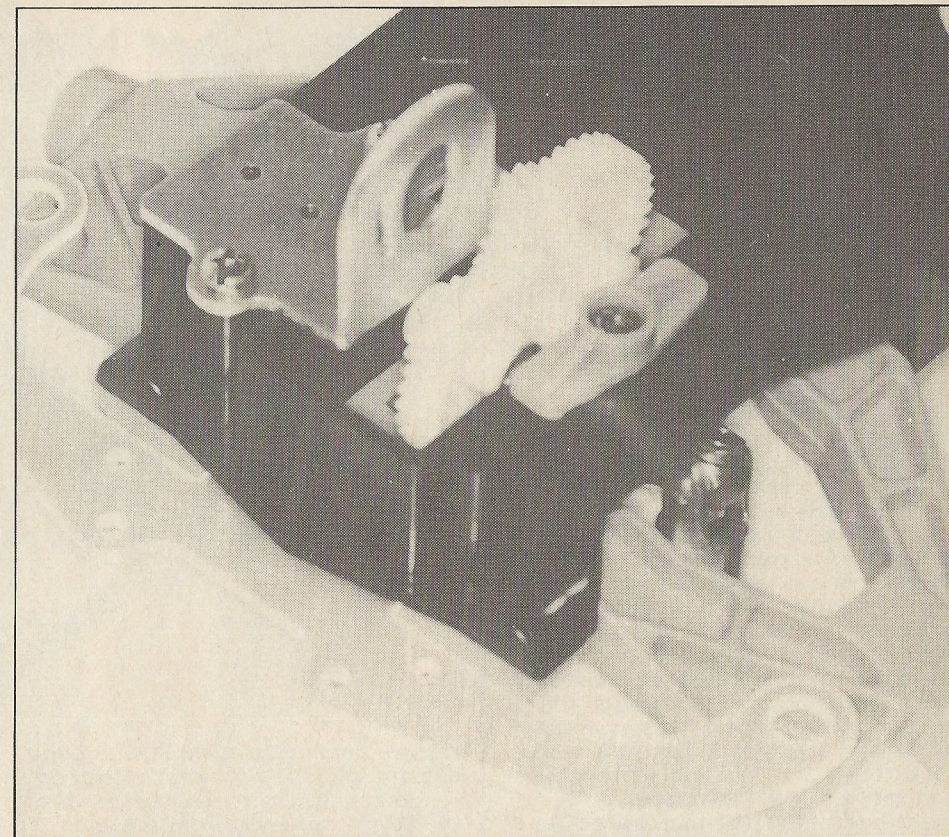
With chassis turned over, a spring which looks rather like a GRP bumper is fitted, and secured with the veritable rear wire bumper, taking care that the GRP spring rests on top of the half shaft carriers. Half shafts are installed next, taking care that all moving parts are greased from the tiny tube supplied. To conclude this stage the roll bar is pressed into place. It doubles as a body retaining latch and enjoys a degree of fore and aft movement.

Suspension and steering unit is next on the list. Ball joints for the tie rods can be screwed in place using the little adapter A10 on the box spanner provided. The stub axles with their kingpins go snugly into the front arms which can then be screwed together and hang down loosely. Two long screws one on each side enclose springs, with short 7mm lengths of rubber damper cut from tube provided. These slip into tags on the chassis frame and are duly nutted with the rubber sleeves compressed about the frame. Don't forget the Loctite here! Front springing is complete and it only remains to attach the front bumper. Two little prongs here must first be snipped off.

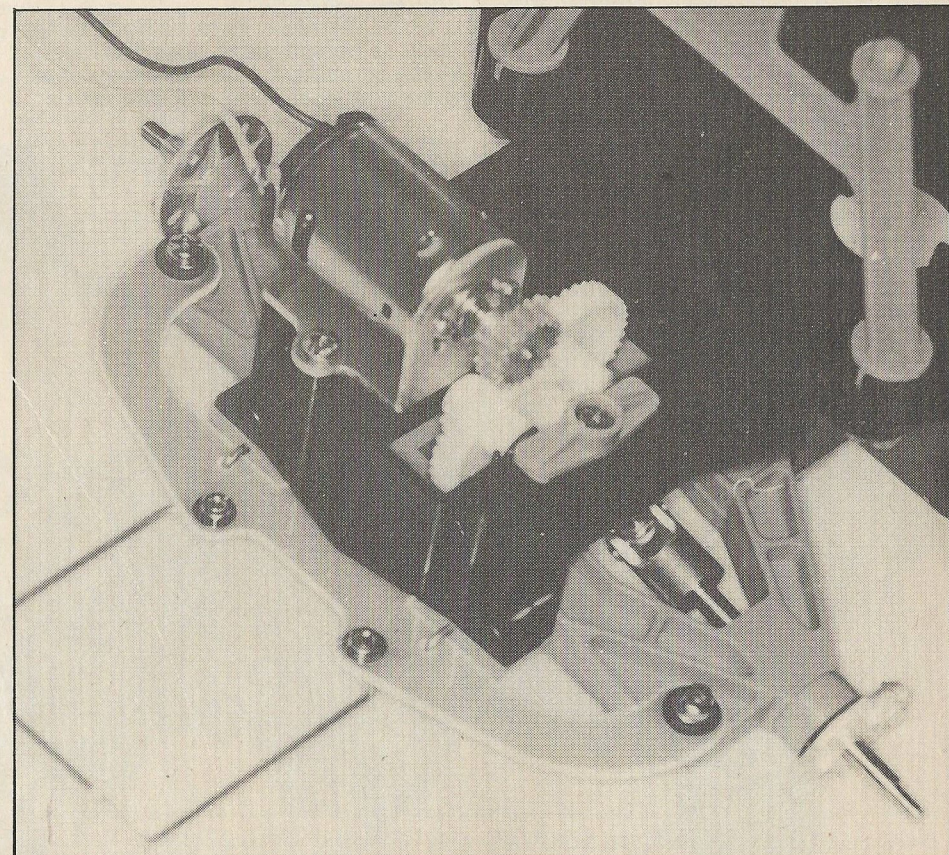
Threaded tie rods are included for the steering together with sockets to take the ball joints. Recommended length is 40mm each and this will do for the start. No servo saver is included and indeed with ball and socket connections is not really necessary as they will normally pop out on a major impact. Three typical servo arms are available to cover the more popular Rx equipment (Sanwa, Accoms, JR, Futaba etc) and a fourth one to adapt to any less popular set you may have. Similar useful suggestions show how arms for speed servo should be adapted — essential is to have a spacing of 14mm to allow full travel of wiper arm.

In my case the arrangement of servos, speed control, rx and battery was not quite so simple as it looked at first sight. The flat 'match-box' type of rx fits easily into the designed recess for it at the very front of the chassis and is secured with the excellent double sided tape in the kit. *But*, I wanted to fit my Talisman Equipment (World Engines) as it is small, light, and white — so would show up well in photographs. Rx here is cube-shaped and no way would the body go down over it! Cube-shaped battery was also defeated by body space.

Steering servo went exactly to plan and so did the speed servo after I had sorted out a long enough servo arm that fitted the servo. Neat little speed control is securely screwed into place. I already had a nice 5-cell nicad pack from my Eleck motorcycle that fitted in



Early stage. Gear Train in place, rear springing and rear end assembly installed.



Motor in place, rear bumper attached and rear springing screwed up. Stub axles connected to universal joints.

Sprung steering unit fitted with tie bars adjusted. Front bumper fitted.



(plus a suitable charger for same,) all with common plug and socket connections.

So to the solution which, in some ways I think an improvement. The blank space beside the driver had a rectangle cut in it and Rx was poised and stuck on top of the battery pack to peep through. Since it has an external location for the crystal this was very handy and involved a minimum of fiddling about. The on/off switch is tiny and would hardly have reached if fitted to be switched off underneath the chassis so this too was brought up through the hole for instant access. Battery could now go where intended and the whole set-up firmed in place with foam rubber and secured with servo tape. Movement of the rx to a central position does not seem to have affected trim at all.

A rather long report on a fixing problem, but many drivers may have equipment not specifically intended for the car and it is a pity not to use what you already have by you.

One last comment on radio. Connections between motor and speed controller are shown as twisted wires with rubber sleeves over them. It horrifies me: so my joints are soldered. It only takes a hot iron and a moment to separate them if need be; the twisted bit can separate at any moment and will! Note also that yellow wire does NOT join to yellow wire, but to green wire in these leads.

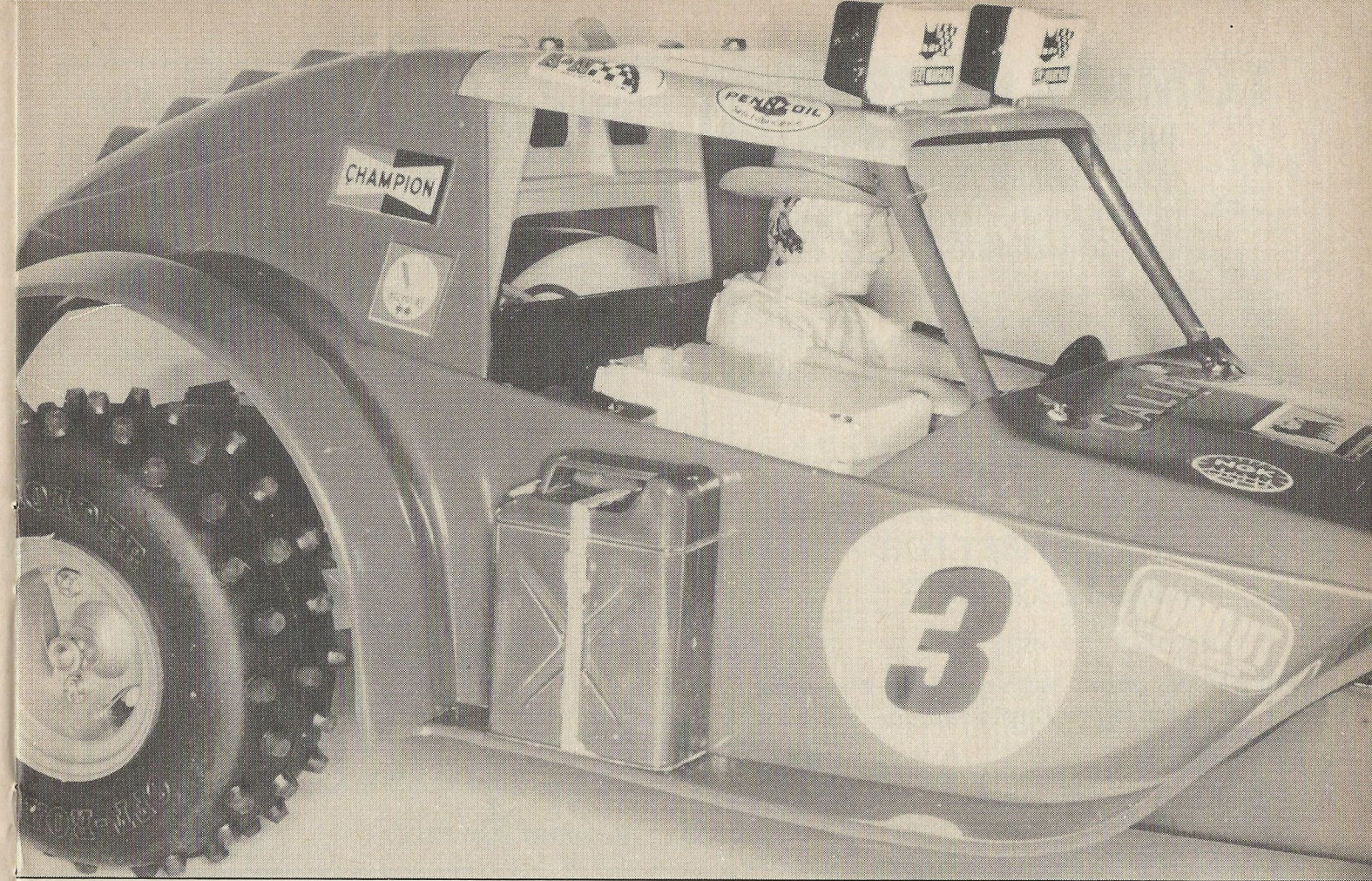
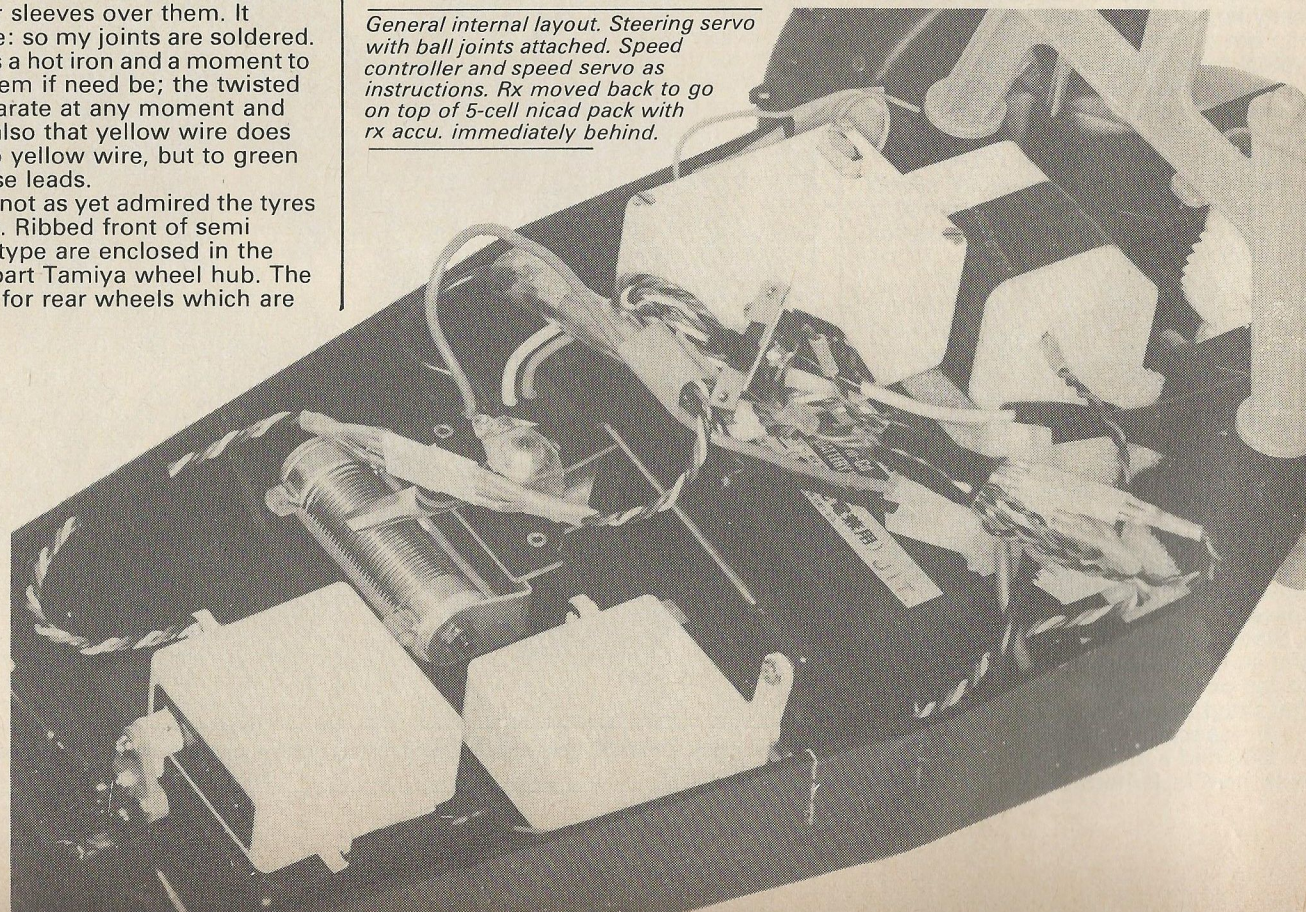
We have not as yet admired the tyres and wheels. Ribbed front of semi pneumatic type are enclosed in the usual two part Tamiya wheel hub. The same goes for rear wheels which are

really something to behold with good substantial spikes of rubber for good road holding. On my first garden test the buggy got away from me and through into the loose earth of a flower bed (casualties three pansies which required a peace offering to wife) where it showed it was indeed an excellent off-road performer!

Very little requires to be done to the body as polyethylene does not take kindly to paint. It comes in deep blue colour (at least mine did) and needs

only the roof top to be painted and screwed into place, the two jerrycans also painted plus the roof and front headlamps. An elegant transfer sheet is included of self adhesive material. If your are going to make full use of it start the good work before screwing the headlamps in place. With a thought of not looking exactly like every other Holiday Buggy I left off a lot of decals

General internal layout. Steering servo with ball joints attached. Speed controller and speed servo as instructions. Rx moved back to go on top of 5-cell nicad pack with rx accu. immediately behind.



Shows how spare place by driver has been cut out to take Rx, with its conveniently located crystal for quick change. On/off switch is behind the rx.

and trims. Little man requires to be painted (do it whilst still on the 'tree') and assembled. He locks into place without any cementing. Jerrycans screw on each side of body. Driver plate screws into bonnet and clicks into side panels. If you have an awkward Rx cut out hole to take it. Aerial feeds up through a socket and goes into aerial tube, which has a ready made hole in roof to receive it.

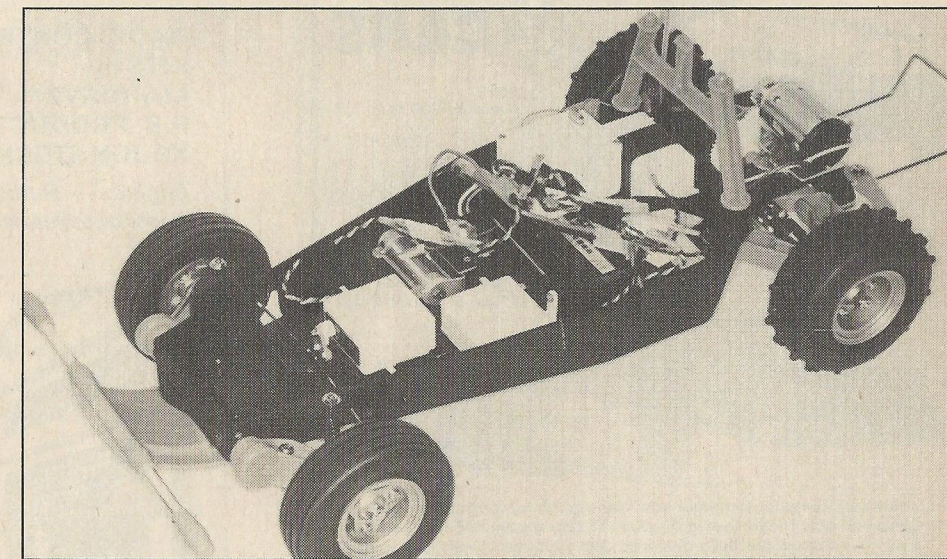
Unusually, a fuse is let into the circuitry and a spare fuse provided. I have not seen this since early days of Lectricar and have not blown mine as yet. Just another example of Japanese thoroughness (The Datsun I hired in Canada for example screamed blue murder if I failed to fasten seat belt or shut door properly!)

This is only the second Tamiya r/c car that I have put together. The other was the Martini Porsche a long time ago when the Tamiya company was only just beginning to see the future of r/c cars and the Accoms set was not even on the market. It has made me a firm Tamiya supporter though I shall never be as adroit as their Toy Fair demonstrators.

The car is now Number 1 for garden sport and to entertain any young

visitors of the 'test to destruction' brigade. I shall be trying a few mods, including raising the steering servo by about 1/4 in to give room for a wider swinging servo to make snappy U-turns possible in best rally style, plus perhaps

a little weight in the front to balance the missing Rx there. If there is anyone still reading about their first r/c car, this is a splendid opportunity for them to get right into the game with almost guaranteed satisfaction.



Complete car with bodyshell removed. Leads should be taped together or to side of chassis pan to avoid fouling speed controller or other moving parts.