

# The HORNET



Tamiya Hornet — Exclusive RRC Review

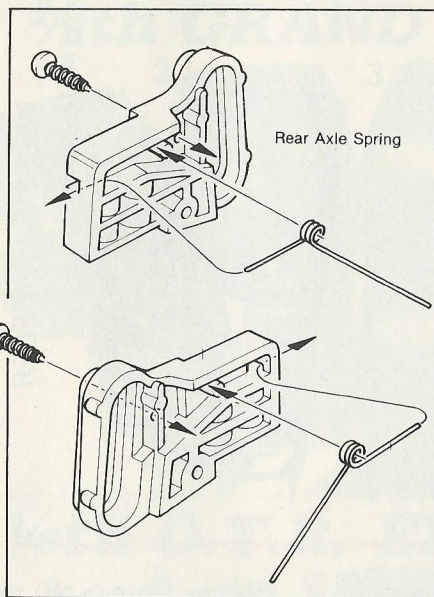
by Colin Spinner

## 1/10 Scale Racing Buggy

Two issues back we revealed an all new concept from Tamiya aimed at the lower end of the market and the 380 class in particular. The Grasshopper proved very popular and reliable (remember the team's notable performance at the Pottersbury Enduro with 380 power against the 540 backed teams?). The Hornet is based on the winning features of the Grasshopper.

The car is competition orientated (that unintended pun again) with light-weight and durable construction materials prevalent in its design.

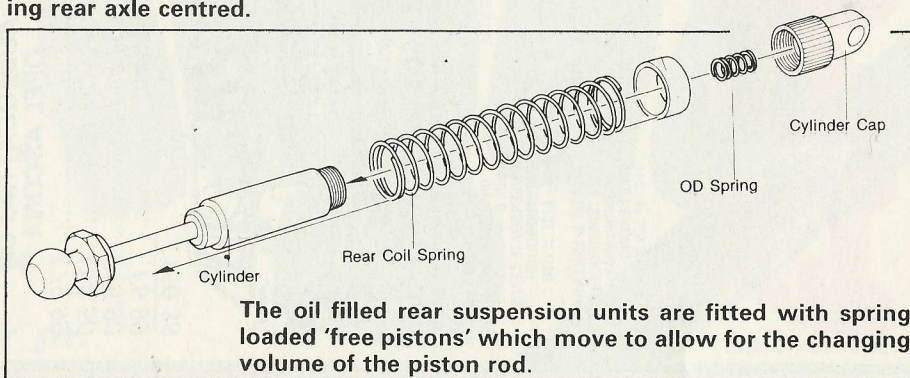
A one piece 'Bathtub' chassis features as it did on its predecessor — some subtle changes are incorporated but you'd probably not notice — an inclined steering servo and additional ribbing to the sliding battery compartment cover.



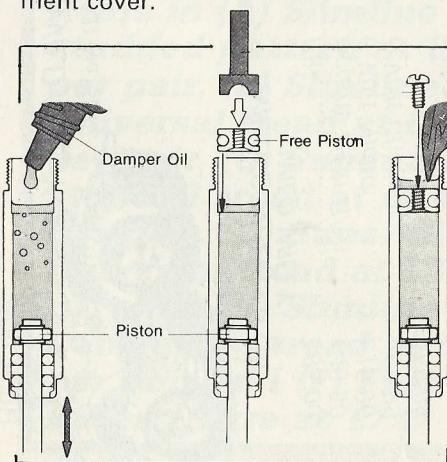
Rear axle hairsprings keep the floating rear axle centred.

The rear axle/differential assembly now swings in addition to pivoting up and down. A hairspring tensions its movement and returns the axle assembly to its lowest position. This roll system is damped by two adjustable oil filled shock absorbers using a sprung contra-piston.

The coil over shocks offer alternative spacers to give soft or hard options. The sealed high performance gearbox is easily accessible for lubrication and the tough nylon differential allows high speed cornering. A 540 Mabuchi motor (18T pinion) is fitted as standard and operates via a three speed forward and reverse mechanical resistor controller. The front end features friction dampers (O rings) which, whilst simple in design, work admirably.



The oil filled rear suspension units are fitted with spring loaded 'free pistons' which move to allow for the changing volume of the piston rod.



Other parts completing this keenly priced kit are the spiked 'Frog' tyres, ribbed fronts, nylon side Nerf bars and a nicely detailed Lexan body shell. A driver figure and the usual high quality Mylar decals ensure that finishing couldn't be easier (any of the Tamiya PC paint range, though black is the recommended colour, can be used).

Available options are ballraces for the front wheels and gearbox and the black endurance motor. All the usual tyre/wheel combinations will fit as will a Grasshopper body with two slots filed in it to clear the top rear shock mounts.

So does it work?

The proof of the pudding etc., etc., as luck, or lack of it, would happen. The recent Audi sport meeting saw Mark Chaplin without his usual Frog for the meeting. Practice showed a receiver fault that couldn't be fixed easily.

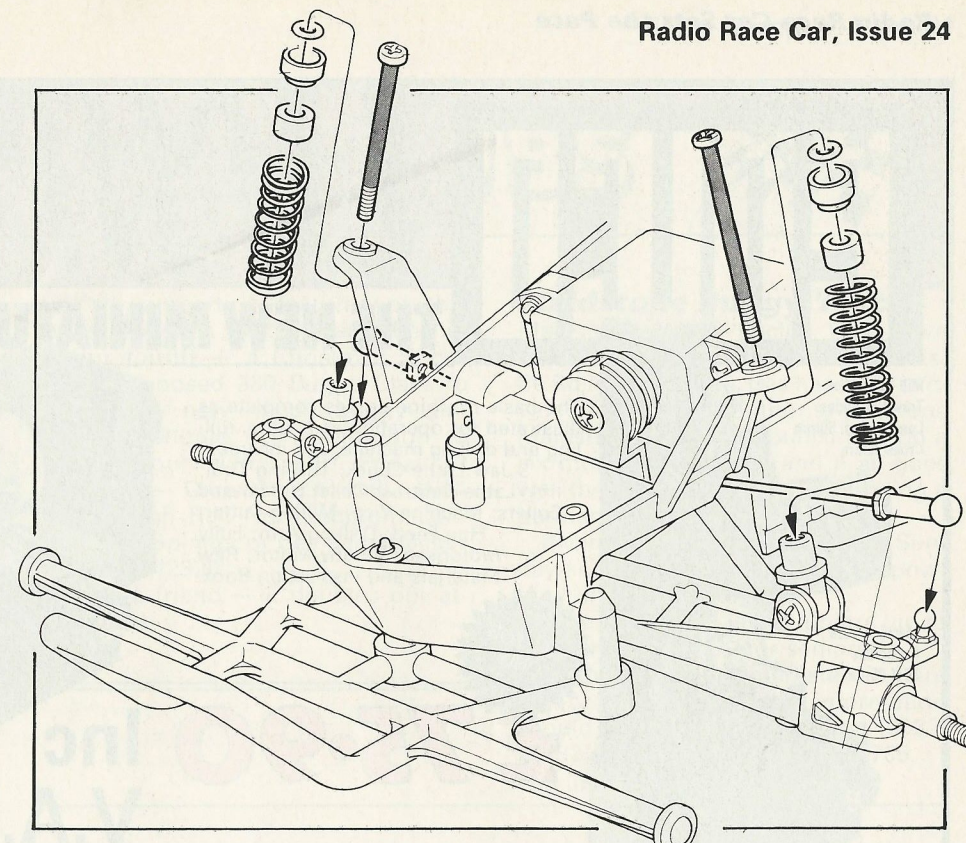
Not wishing him to lose a day's racing I thrust the 'Hornet' into his hands and suggested he raced it.

Ignoring the usual comments of 'Its straight out of the box and if you built it it'll never last a race', it was put to good effect in the remaining three qualifying rounds and finished 11th overall. If three out of four heats hadn't been totalled together, it would have left room to experiment with tyres etc. With plenty of scope for modifications, a little effort should see the Hornet on equal terms with many established car/driver combinations.

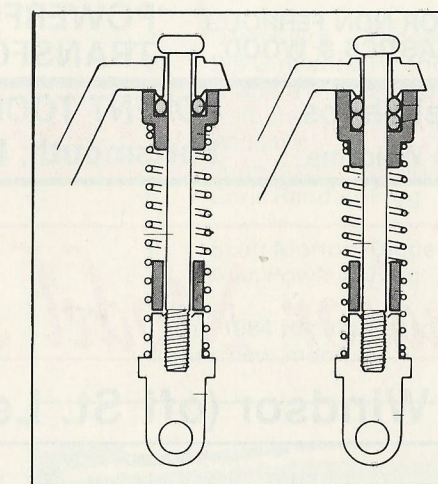
Still not the ultimate Scorpion beater but another from Tamiya with a sting in it!

Available November from most good model shops.

Importer — Richard Kohnstam Ltd. (Riko), 13-15 High Street, Hemel Hempstead, Herts.



Front suspension features coil springs with O-ring damping. Drawing (left) shows how one or two rings can be used depending upon track conditions.



A lightweight lexan body covers the chassis pan.

