GORDON
the H
Tam

HOT SHOT II

It's hard to believe that the original H

Tamiya's first 4WD competitive car, first exploded onto the scene in

of off roaders, both 2WD and 4WD, has progressed in leap

has kept in touch with this evolution, so

little in common w

One of the Hotshot II's features is an access plate for easy crystal changes.

Monoshock front suspension is completed by

BATT reviews Hotshot II from niya, uprate or lookalike, let's find out.

otshot

arly 1985. Since then the design

s and bounds and the Hotshot

much so that the Hotshot II has

th its radical parent, apart from

name and appearance.

anti-roll bar.

Hot and rarin' to go, the Hotshot II is matched well with the Acoms Techniplus r/c.

Rear view shows the double wishbone rear suspension.

The lines of the bodyshell are emphasised by the kit's transfers. Below: Well protected underside keeps the stones at bay.

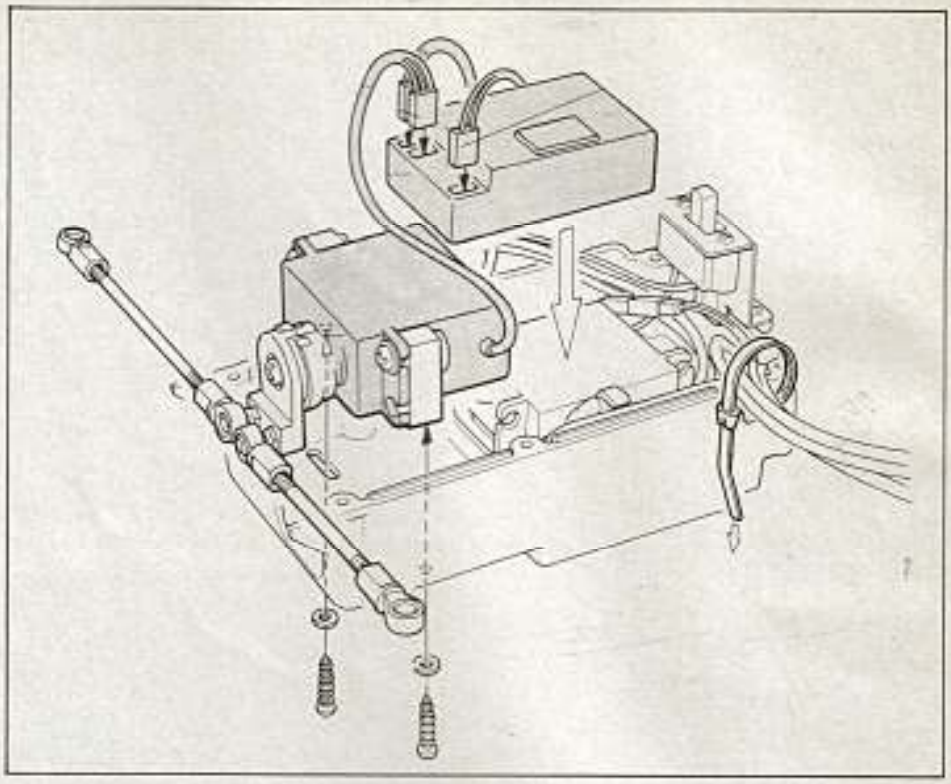
Comparisons are never fair, even if between cars from the same family, and besides, describing the changes in the Hotshot line would be pointless as many new enthusiasts may never have seen the original. So, this review will describe this car for what it is, a potential front runner amongst today's 4wd cars.

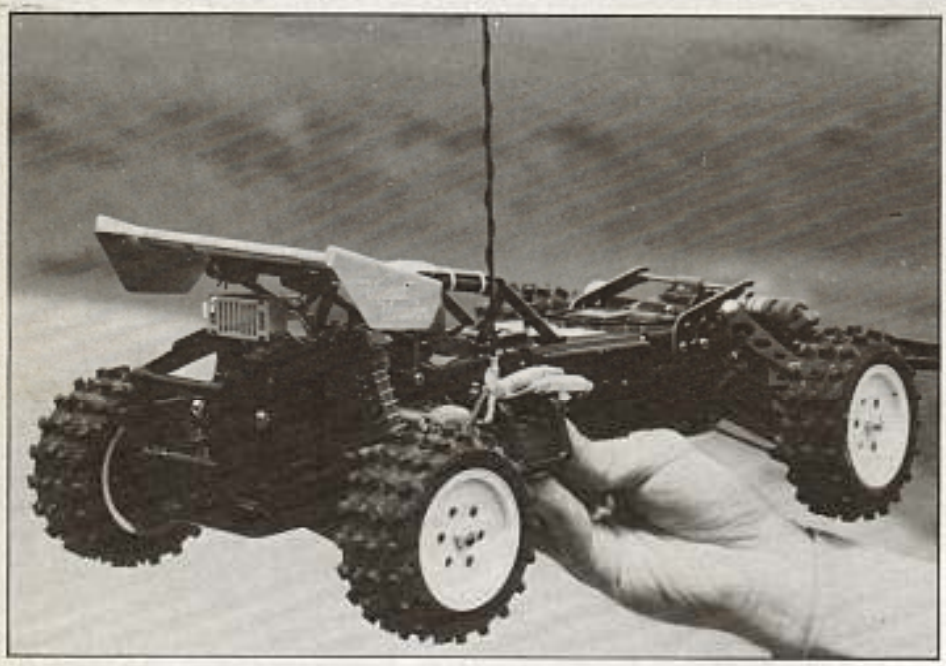
Guided Tour

Construction starts with a check of the radio system, to make sure everything works according to the stick twiddling (but everyone does that with these cars built around the radio ... don't they?) The task of building took just seven and a half hours using ABS (Accelerated Building System — but that's another story), making this a practical Buy Friday — Race Saturday car.

It starts with the assembly of the three stage mechanical speed controller and servo saver onto the servos, then the installation of the radio into the protective box — it's a tight squeeze even with a BEC system, so check out the size limitations given on page two of the instruction manual.

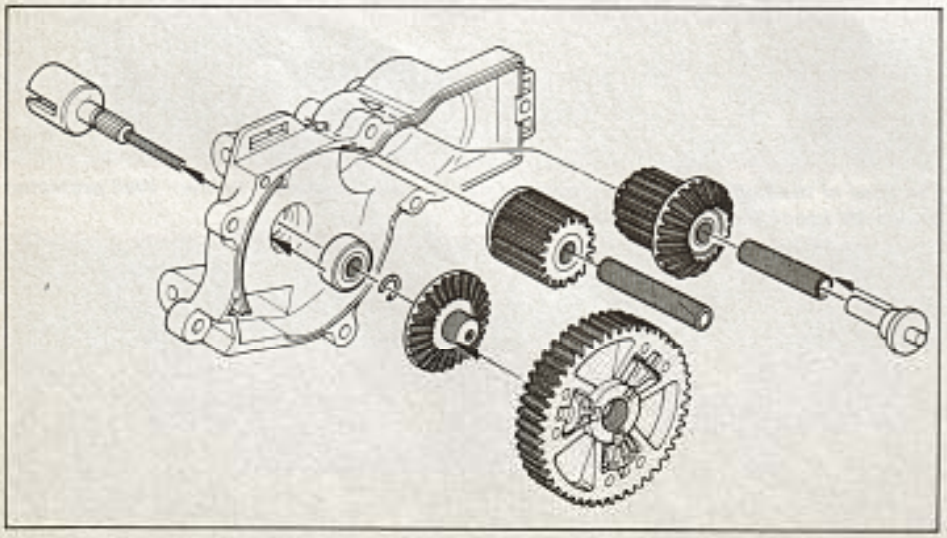
Now to the mechanicals. Front and rear gearboxes have precision moulded plastic cases which completely enclose the gear trains. The bevel gears that make up the differentials are cast from alloy while the

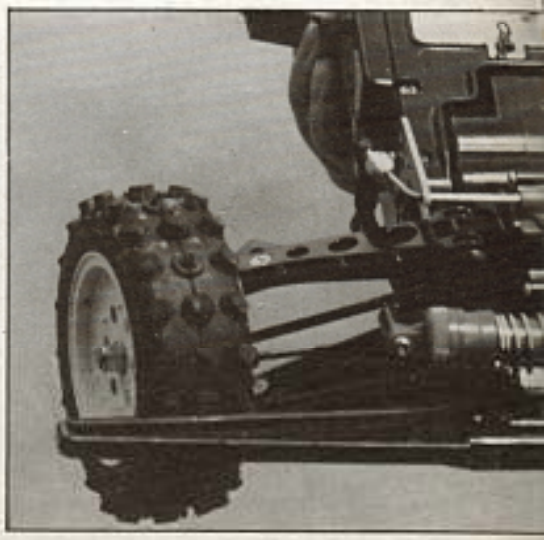




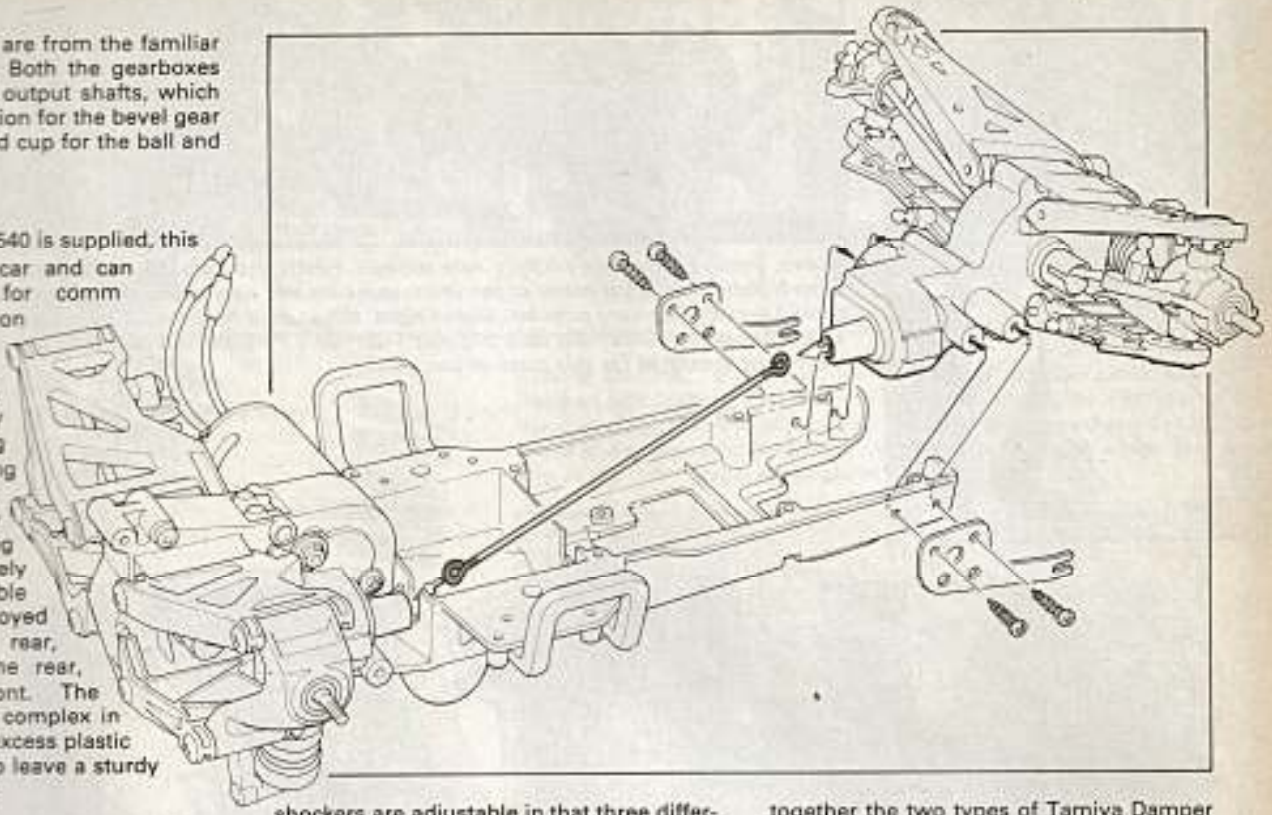
Left, the Hotshot II shows its simplified rear suspension. Above, fitting the receiver and steering servo into the radio box.

Below, the comprehensively equipped front suspension with lightweight wishbones in evidence.





drive and idler gears are from the familiar Tamiya white nylon. Both the gearboxes are ballraced on the output shafts, which feature a splined section for the bevel gear and an uncomplicated cup for the ball and socket u'j's.



Power Point

A standard Mabuchi 540 is supplied, this is fitted across the car and can easily be reached for comm cleaning etc. Its location is ideal for use with a Technigold or similar motor, for the end bell is easily accessible for timing adjustments. Removing the motor for pinion changes is equally easy as both the fixing bolts are immediately accessible. Double wishbones are employed at both front and rear, unequal length at the rear, equal at the front. The wishbones are quite complex in appearance, all the excess plastic being designed out to leave a sturdy 'skeleton' wishbone.

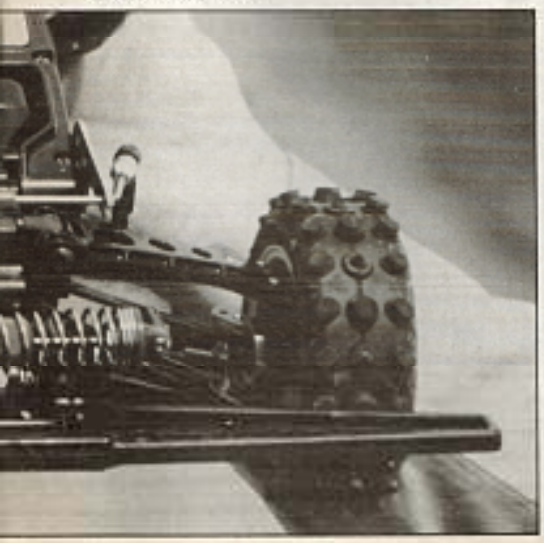
Shockers

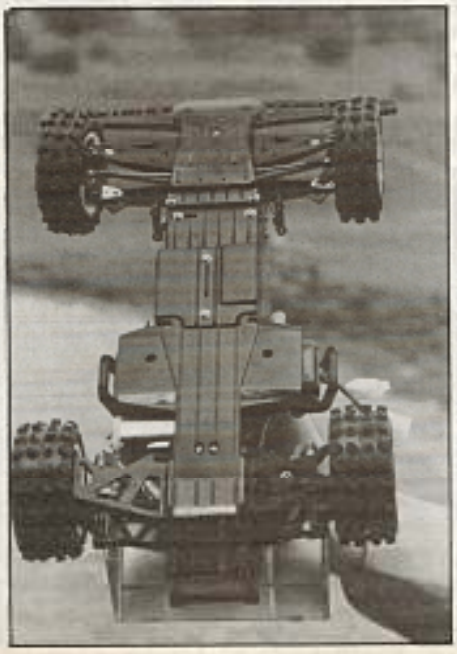
Three all plastic suspension units are employed, two independant units at the rear and a 'monoshock' at the front. The shockers are adjustable in that three different pistons are provided to se the damping rate and two spring collars can be fitted to increase the hardness. Further adjustments can be made to the damping rate by mixing together the two types of Tamiya Damper Oil.

Gearbox

The two gearboxes are held in alignment by a single moulded chassis plate. A wire propeller shaft, the type with a formed loop at each end, is used, this being almost fully enclosed once the car is assembled. The front anti-roll bar is fitted at this stage, also the mechanism box that carries the ardio system.

Right, the transmission and chassis is well protected underneath. Left, gearbox assembly. Note the use of ball races on the drive shafts.





The front bumper and its support are fitted next, this full width item is moulded from a flexible plastic and adequately protects the Hotshot from front end crunches.

A flexible plastic is also used for the 'roll cage' part of the body, which the front shell and wing are from lexan. Pactra paint was used, a spray can of Indy Silver producing a great metallic finish in less time then it takes to tell.

Wheels and tyres are of the original Hotshot pattern, which have become very familiar on the recent Tamiya 4wd cars. One unusual point — the instructions do not show the use of cyanoacrylate to fix the tyres, instead they are left as a friction fit. The tyres have stayed on during a fairly brisk test run, the final test will be a race meeting or two.