



tamiya jaccs accord review

Your first Touring Car?

This sounds good - Tamiya Jaccs Accord Upgraded Special

For some it might be enough to say 'it's a Tamiya'. For some it's more informative to say 'it is a Tamiya FWD', but both parties won't know the subtle difference in this special FWD-kit. And I'd like to add, they don't know what they are missing. This kit is one of the latest

FWD kits from Tamiya and it comes - as usual - in a brightly coloured box showing the Honda Accord in full racing livery. And you can produce that look too by just painting the body white - from the inside!, removing the clear protective covering from the outside and adding the stickers. I didn't take the time to make it look good, because the most beautiful body-work doesn't withstand my usual driving style very long.

Introduction

And what's so different? Wait and see - or should I say, wait and hear? No differences to the usual Tamiya kits in packing. No differences in the quality of the instruction booklet - clear drawings step by step, additional drawings of most parts used, remarks about optional parts available. Even some small tuning tips (which may be enough for absolute beginners?) and a list of spare parts and tune up items (hop ups).

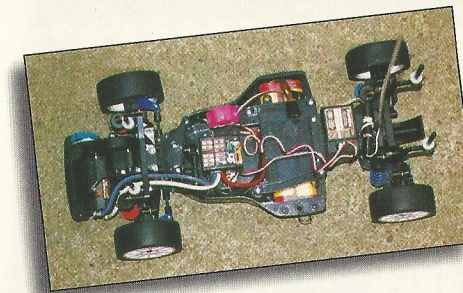
Close Up

A closer look reveals some of the differences. Compared to the earlier Jaccs Civic it is more than just the body shell. Both kits are supplied with the clever ball differential, but the new Accord gets adjustable upper wishbones as one of the upgrades in the box. It is a pity that there are no ball bearings included, but the qual-

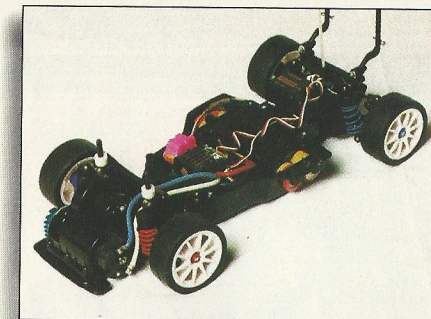
ity (and price) of the full bearing kit from Tamiya would have been too much for a competitive price tag. On the other hand there will be no way in avoiding this step in upgrading a car to race specifications - even on club level. Adding ball bearings is the most important - and one of the easiest - ways of tuning, it makes the drive train sooooo much smoother, the steering more precise and it helps a lot in the long run by minimising not only friction but also wear rate of most rotational parts. Think about it when purchasing a kit with plastic bearings. If you intend to race this car, get ball bearings! And in most kits I know it is much easier to fit the bearings during assembly than changing them after completion of the model. If you're buying and building just for show, forget about the bearings and save your money for a nice car stand or show case.

Build Part 1

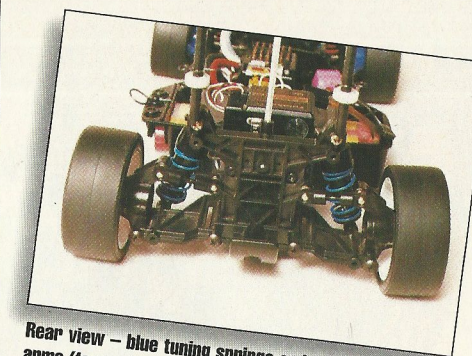
In the next step - building and completing the front gear box - some more special parts are used. The Accord comes with a beautifully machined, blue anodised motor heat sink. This requires a slightly different front motor housing - did I mention the usual front motor front drive set-up of the TA-02 FWD-kits? - and an additional aluminium motor support brace. Motor heat sink and motor will be fitted later, but you have to install the support bracket before completing the front gear box unit. For those who want all the best, get the optional universal drive shaft and the hardened gearbox joints. These parts will make the drive less power consuming when cor-



Top view shows rather long wires from speedo to front motor



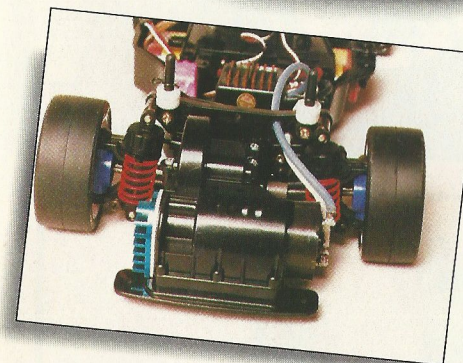
Rolling chassis with only subtle changes to the well proven TA-02 FWD



Rear view - blue tuning springs and adjustable upper arms (for eagle eyes)



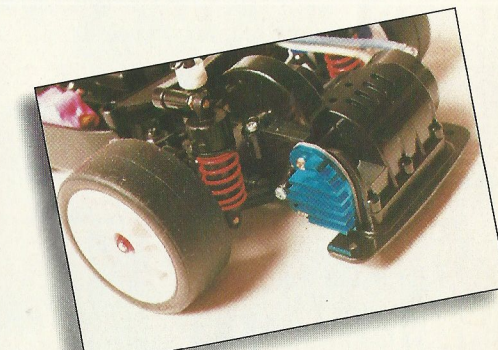
Hey good looking, Couldn't match the picture on the box - and will not look so good for long



Frontal view - note nice blue anodised motor heat sink



And that's what you need - rolling chassis, body, stickers (and a can of white paint)



Nice colours - blue heat sink, red springs and black tuning motor.

nering, will prevent you from losing dog bones in accidents and reduce the wear rate too.

Build Part 2

The rear section is also equipped with adjustable upper links. The rest is standard. Add ball races here too if you think about running your car more than twice a year. Assembling the shocks comes next. Here again a small amendment: I'd appreciated a bottle of quality silicone damper oil in 40 WD. Any good brand silicone damper oil will do. It helps in setting up your car for a particular track, because you know the viscosity of your damping fluid, you may mix different grades to get different damping characteristics and it doesn't vary with changing outside temperatures.

And I am really provocative now: Why didn't Tamiya include a full set of colour coded racing springs? Just two pairs of tune up-springs - blue for the front and red for the rear dampers - are included. Are they just meant as a prelude? Another tip, another question. Why didn't Tamiya include 8 more ball studs instead of screws and flanged tubes for fixing the dampers? It makes removing the dampers for changing oil or pistons much easier. Or is this nice Accord just the last issue for a dying class?

The Finishing line

Mentioning the body and paint scheme earlier on - I made myself use three colours, instead of my usual two, but all those beautiful stickers, they've been too much! So my car cannot come close to the original one, but I got to the track in time! I am not really used to driving FWD's - some of my friends say that I am not even used to driving any model car - but after some slaloming around at (and off) the track I began to get some feeling of confidence and adapted my driving style. Adjusting the upper arms to give some negative camber made the car react to my liking. I prefer slight oversteer in my set-ups - and that is not the way FWD's react - but when cornering with a little more power than usual, the Accord was quite fast and predictable.

To summarise it: The Tamiya Jaccs Accord is a good looking, easy to adjust racing machine. Just add ball races, soft tires and don't forget the protecting foam bumper to save your beautiful paint work. Invest some time to practice and to adjust the suspension - and have FUN!!! If you got time to practice, and the Euro Cup still have races for FWD's, (which it does Ed) then the Accord could be a hot contender in the series. **RRCI**

Quick Spec:

1:10th scale FWD Touring car. Kit produced with some useful 'Hop Ups' over the standard model. 540 type motor and a mechanical controller are supplied. Weight: 1520 g race ready

Testers Kit

Radio Gear: Futaba Magnum PD
Speed Control: SCI Stealth Viper
Servo: Robbe RS 200
Motor: Power Products 27 turn
Battery Pack: Sanyo SCRC 1700

Likes:

Beautiful paint scheme, adjustable upper arms, anodised parts

Dislikes:

No ball races, no protecting foam bumper so my driving style will ruin the body in short time