

# RAVING MADCAP!

**D**u da du dee di do, frip blippetyblip, bleeee, schmush, pusch. Ere, pal, who's mad? I'll tell you who's mad pal. That Tamiya lot - that's who. They're RAVING mad pal. Thassright, I mean why do they do that, eh - first they bring out one new car, then they do another almost the same but not as good. What's wrong wiv em, eh? I'll tell you what's wrong wiv em - the're mad pal, BARKING MAD pal! Ere, do you want to know who else is mad? That Alan Harman, RCMC editor bloke, he's mad - RAVING MAD. I mean anybody who sends model cars to me to test must be mad. Why'se he do that eh?

He's mad pal. RAVING MAD! Ere, did I tell you the one about that King Midas bloke? Raving GUILT complex, pal. But seriously guys. Just when you thought it was safe to go back into the model shop, along comes Tamiya with another new car to tempt the power of your pocket. And surprisingly it's a two-wheel drive car based on their recent competition 2WD machine - the Astute.

Why Tamiya decided to

## Mr Mad builds Tamiya's latest car in their range; the Madcap 2WD



Madcap features a simple one piece plastic tub chassis and is designed for stick pack cells.

introduce a comp. car for 2WD is still unclear, but the result was impressive. The Astute didn't show too well at the 1989 World Championships, mainly because Tamiya didn't put a great deal of backing behind their sole driver. But watchers trackside in Australia commented on the potential of the Astute with the right person behind the sticks.

That person seems to have arrived. The new that Britain's very own Jamie Booth had decided

to join Tamiya as a Team driver demonstrated the Japanese company's determination to sight one of the best drivers in the world. Almost two seasons ago, Jamie was set to sign a contract with Tamiya, but then pulled out in favour of Schumacher.

Now Jamie's commitment to Schumacher has ended, he has taken up the offer from Tamiya which has presumably been on the table ever since his initial refusal.

A recent outing for the new signing found Jamie in California, taking part in the Reedy International race organised in honour of Associated's legendary motor wizard, Mike Reedy.

Jamie of course has also been a member of The Team, driving the Associated RC10 and using Reedy motors. But this recent association had to be set aside as he, along with a clutch of Tamiya designers and technicians, took on the might of Associated in their own backyard.

In 2WD the Astute was the car, even though the Kyosho team drivers obviously had different ideas.

"Tamiya cars - they just toys," they said. But at a pre-meeting club night in South Cal. Jamie romped the Astute passed, the likes of Jay Halsey, Cliff Lett and so on and won the A-final.

Walking back to the pits, Jamie paused next to the Kyosho team section, put his car on the table and said simply, "Astute - is very, very quick."

That's how you show them - on the track.

What this nice little story tells us is that Tamiya have produced a very good 2WD car with the Astute - a car capable of mixing it with the best in the world.

But obviously as a

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competition car, the price is higher than average.

In time honoured fashion then, Tamiya has bought out a less sophisticated version of the same car, to attract drivers who want the basic car, but would rather not pay the full price.

Also in time honoured fashion, Tamiya has given the new car a completely silly name - MADCAP!

I ask you, what's going on eh? Why do they do that? They're mad pal, RAVING, BARKING MAD pal. Ere did I tell you the one about... (that's, enough of that Mr MAD stuff - ed).

But really - MADCAP takes the biscuit doesn't it. I could handle names like Egress, Astute and Avante, they sound sort of high techy, but MADCAP! It's just, well, completely nuts... pal.

But despite the name, this is a pretty good car, which is to be expected as it takes the basic design thinking of the Astute. When RCMC first reviewed the Astute we immediately made a point of the competition carbon fibre chassis. In fact we said, "With a Tamiya car you would more normally expect to see an injection moulded style chassis."

Guess what? With the MADCAP you DO get an injection moulded box chassis. In competition races a flat plate chassis is lighter and often stronger but doesn't actually protect the radio gear as well from dirt and water.

The MADCAP chassis is a one part moulding and the gearbox and suspension components bolt directly to it. It would be quite easy to fit the Astute carbon fibre version instead.

The battery pack sits across the chassis in stick configuration. The position of the battery pack is fixed and cannot be changed without a great deal of fiddling about. This isn't really a problem though since I am sure the Tamiya designers have put it in exactly the right place for best all-round handling.

In front of the battery pack sits the radio receiver and steering servo. The same bell-crank steering system as used on the Astute is incorporated but the

steering linkages are the basic threaded rod and ball joint type. These will quickly wear out and should be replaced by heavy duty versions or captive ball joints.

Inside the MADCAP's gearbox, the ball differential found in the parent car is also included rather than the more common geared type. With ball type differentials you can adjust the amount of slip for different track surfaces. The motor mounting plate on the MADCAP is a plastic component whereas the Astute version is metal. The latter gives better cooling for the motor since it acts as a heatsink. But for around £2.00 you can change the MADCAP plate.

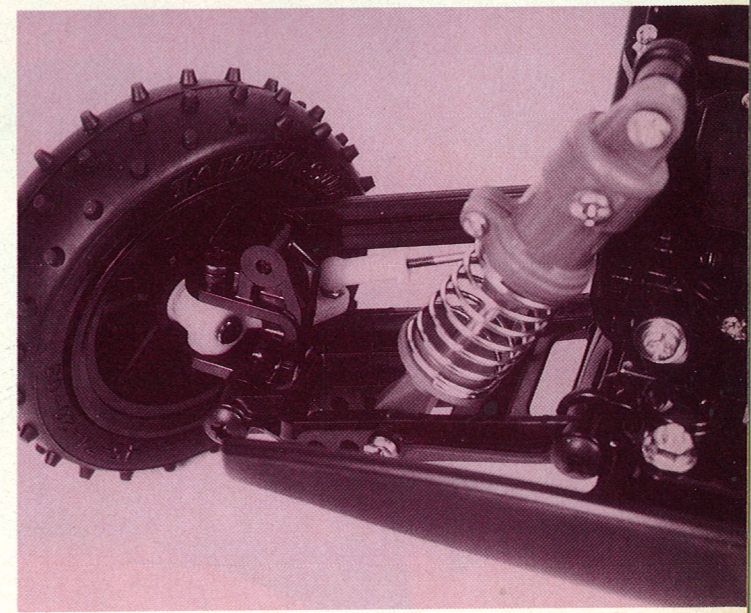
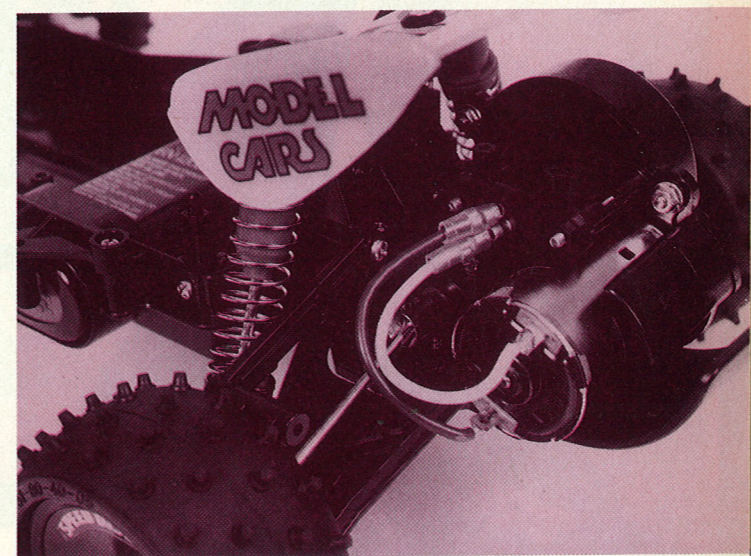
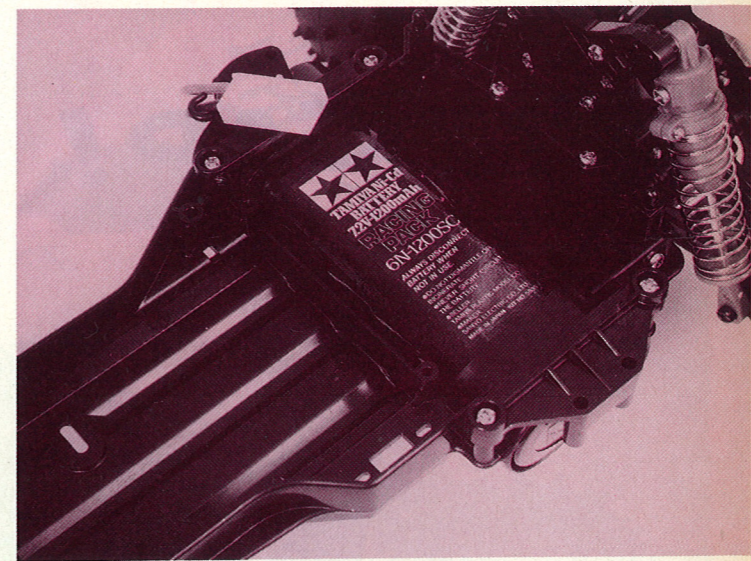
The bearings in the gearbox and throughout the car are the phosphor bronze type and should be replaced as they wear out with proper ball races.

The suspension layout is also identical (well almost) and uses single lower wishbones and upper arm links. On the Astute the upper links are adjustable so you can alter the angle of the wheels, otherwise known as camber. On the MADCAP these links are plastic mouldings and their length cannot be changed unless you fit adjustable versions.

The dampers are also very basic and only feature coil springs to govern the suspension. They look nice in blue injection moulded plastic but are nowhere as good as the yellow CVA shocks which appeared on the Astute and many other Tamiya cars.

Unfortunately the MADCAP shocks cannot be converted into oil-filled dampers and the only alternative is to buy and fit a CVA short shock and mini shock set.

Both the bodyshell and wheels are totally new. The wheels in particular are really nice dish type one-piece mouldings otherwise known as Speed discs. They must be easy to clean too since the dirt hasn't got anywhere to hide. You can also fit them to the Astute. The bodyshell is "light and almost indestructible" according to Tamiya which is "almost" true, but not quite. The design of the body is fairly typical -





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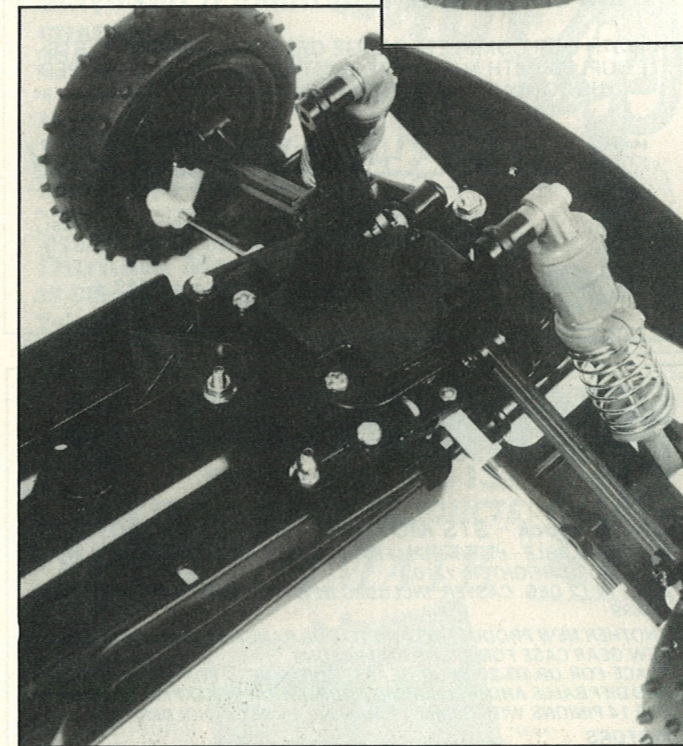
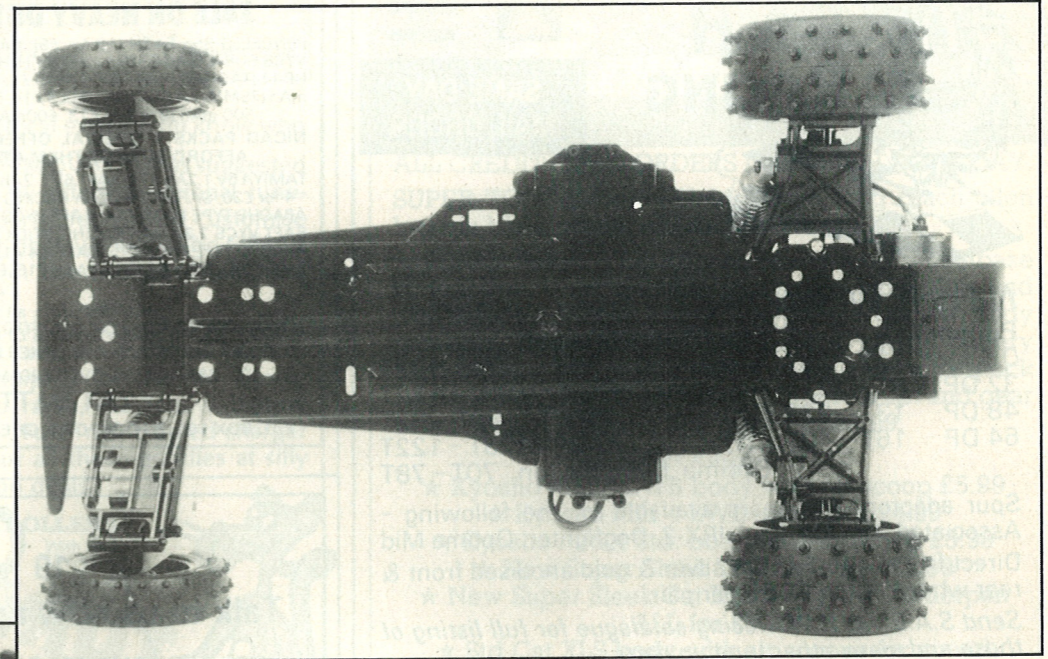


low-slung, flowing aerodynamic lines – that sort of thing. The wing tops it all off and carries a sticker proclaiming, "Never Give Up!" which is a bit difficult when your batteries have dumped after four minutes and fifty seconds of the race. Still, a nice thought.

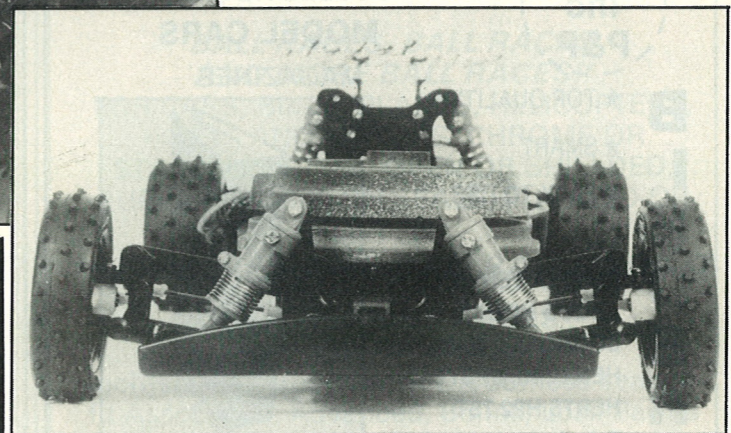
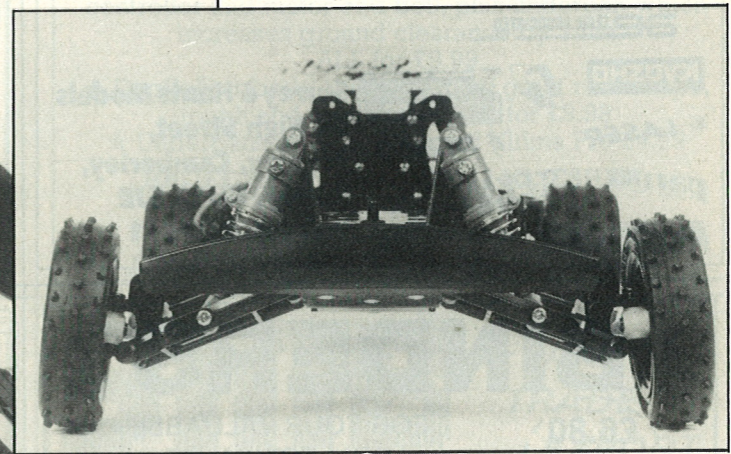
The MADCAP is supplied with a resistor speed controller and a standard Mabuchi 540 motor.

Tamiya are describing the MADCAP as, "The Nimble

**Left: Standard 540 motor is included, remember when connecting to speed controller, yellow to green, green to yellow.**  
**Bottom: Friction dampers and springs.**



**Madcap features fixed length upper suspension arms – adjustable top links and oil filled dampers can be fitted as options.**



One" whatever that means. I guess they're saying that the MADCAP has the lively and responsive handling characteristics of the Astute, which shouldn't be too far from the truth. The basic design is

identical and only the detail points make the difference between the two cars. Even with a small amount of tuning up – ball races, oil-filled shocks and higher specification motor – the MADCAP will be

competitive. The big difference is the price. It's possible to buy a complete MADCAP deal from the shops, including radio, re-chargeable batteries and charger, for around the same

price as the Astute kit on its own. Ere, you mean it only costs around £75.00 quid? Whass wrong wiv them blokes! They're mad pal thass wot, RAVING, BARKING MAD pal.

