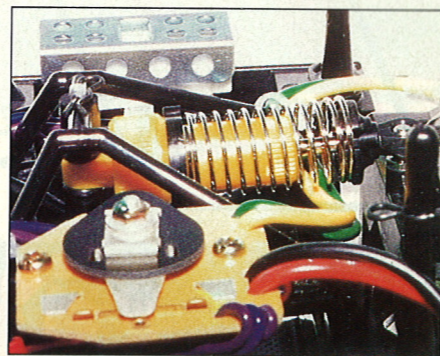


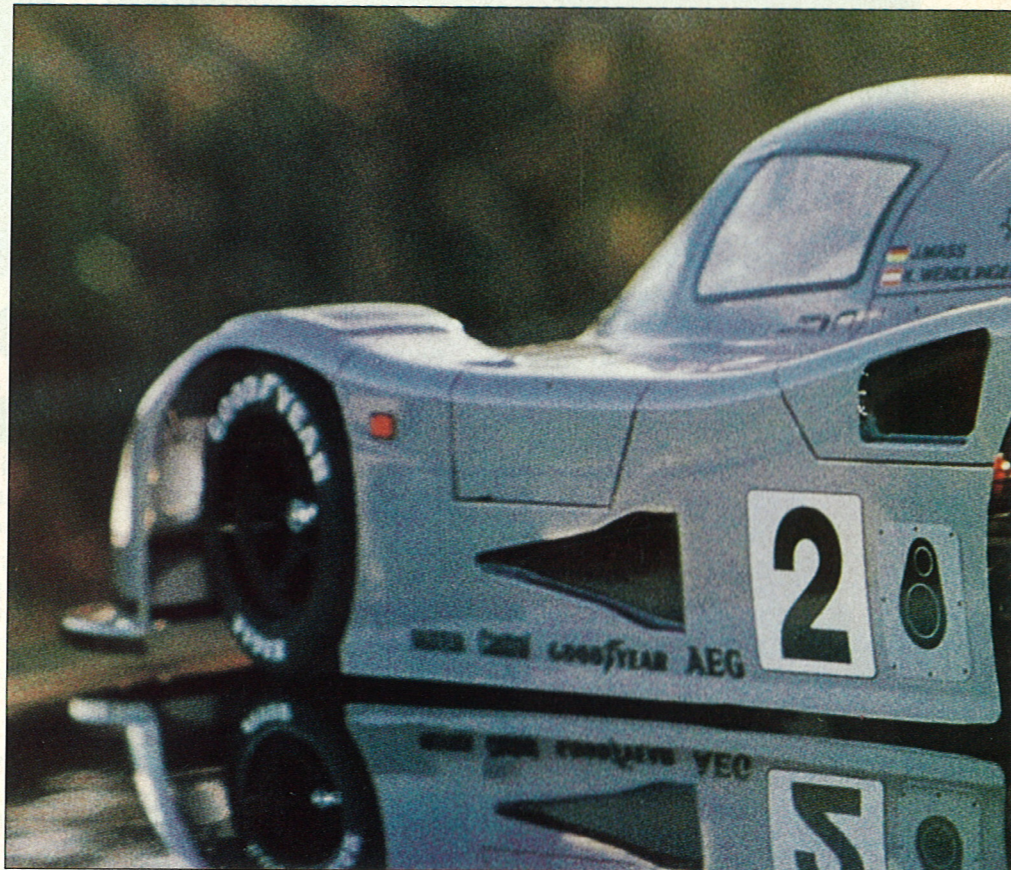
# MERCEDES-BENZ C11

The Tamiya Mercedes-Benz C11 is a 1/10 scale racing model of the Group C Mercedes, which won the 1990 International Sports car world championships.

Tamiya are a massive organisation who produced a wide range of models for all corners of the world. They have a reputation for high quality, easy to build kits. In the radio control market, they have, over the past few years, concentrated primarily on 1/10 off road racers and fun cars such as variations on the monster truck theme.



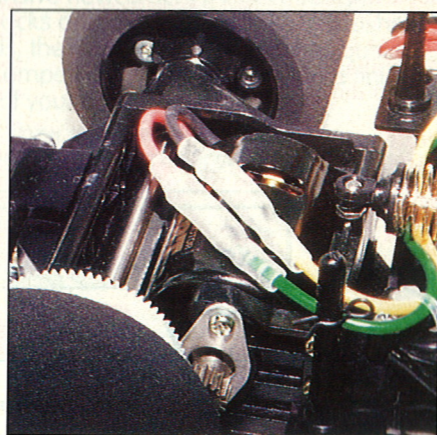
⓪ Suspension is controlled via the oil filled shock absorber.



## Jason Dearden looks at the Tamiya Mercedes-Benz C11 circuit racer.

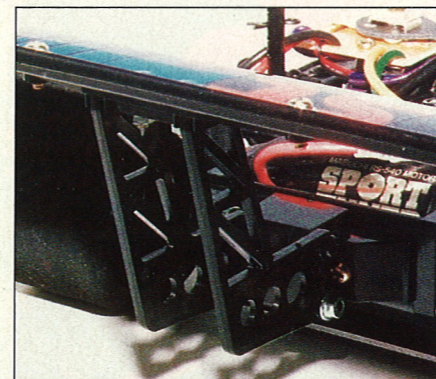
The Mercedes-Benz C11 then is a change of direction for Tamiya, and may be the first of a number of Group C cars to be released.

The C11 greets its new owner in a large box with a beautiful drawing of the Mercedes on the top with drawings of the cars internal construction on the sides to give the prospective customer a taste of what's to come.

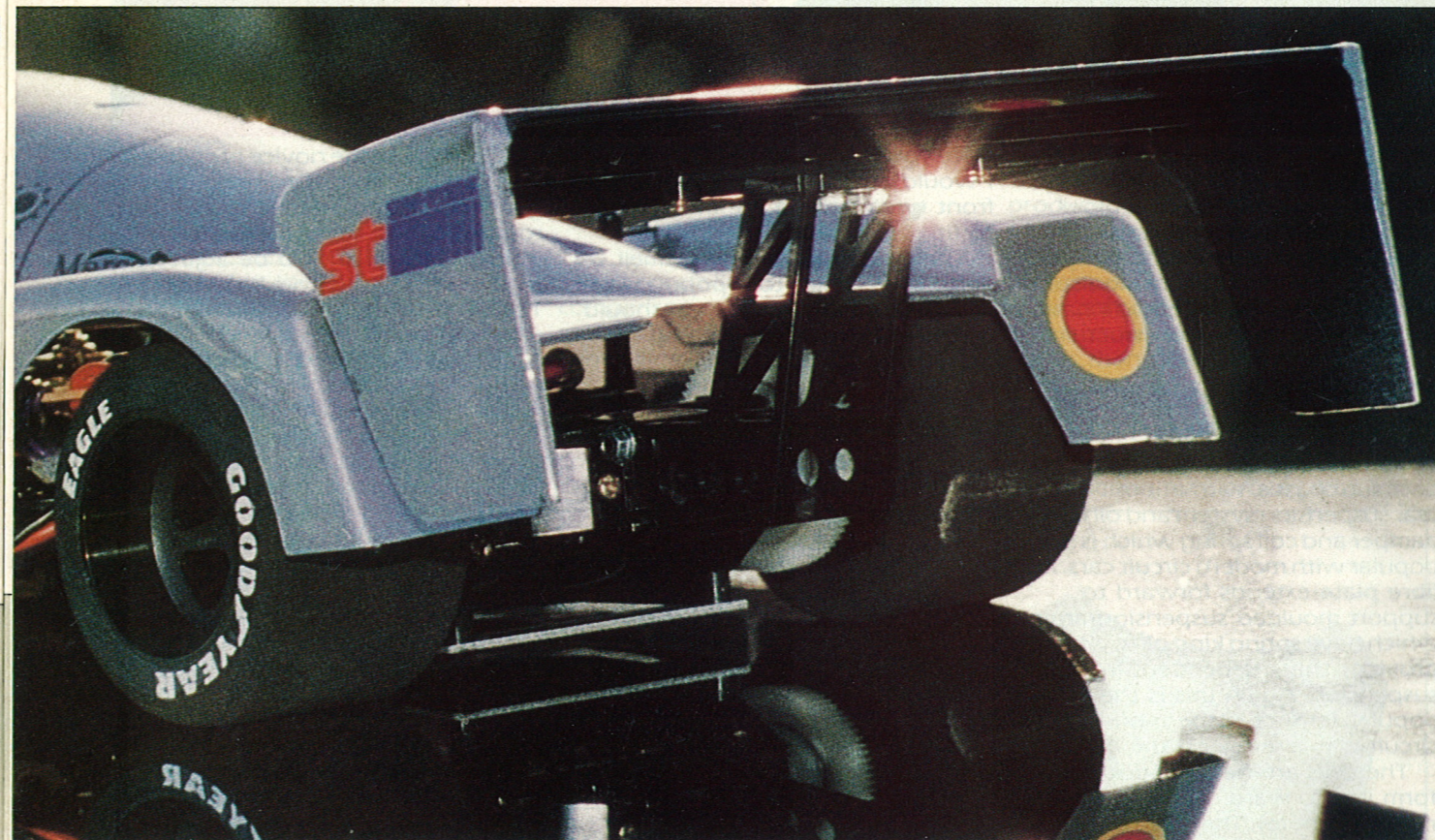


⓪ The centrally mounted motor gives the Sauber well balanced handling.

MERCEDES-BENZ C11



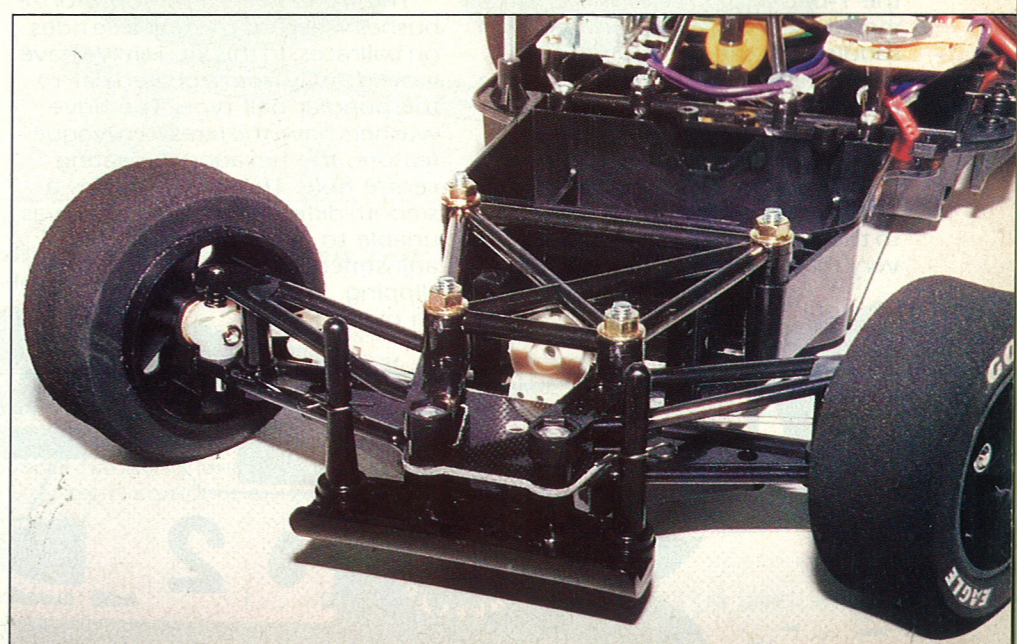
⓪ The wing fixing is very strong.



## Building The Car

As we come to expect from Tamiya the kit goes together wonderfully, everything fits first time. There is no need for deburring or finishing any of the parts. The instructions take the builder through the construction step by step in what seems like every language in use on the planet and assumes that he/she has no previous model building experience. Allen keys, damper oil, grease, box wrench and double sided tape are all included in the kit. The only 'tools' required to complete the construction are a

⓪ Front end suspension detail.



MERCEDES-BENZ C11



Q The G.R.P. 'T' piece aids the suspension of the car.

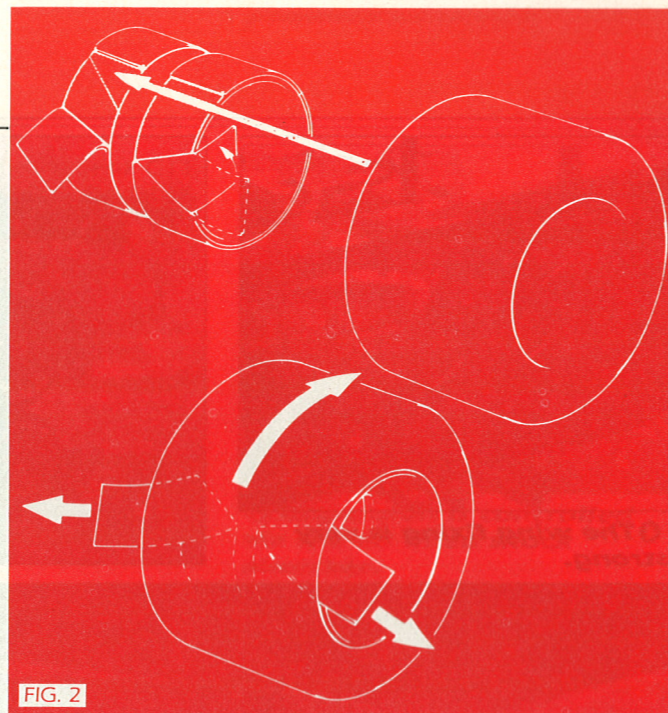
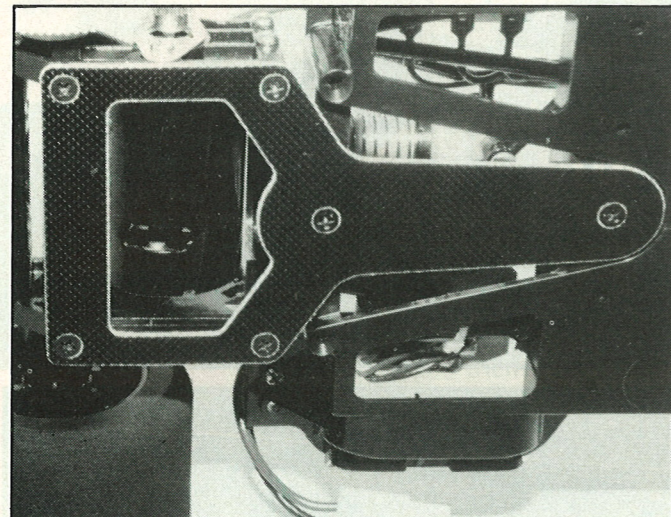


FIG. 2

cross point screwdriver, pliers, cutters, scissors and modelling knife. I will save you from a tedious explanation of what goes where and in what order. Basically if you have the tools listed and a modicum of grey matter then you will have no problems during construction.

### Construction and Specification

The car is built around a moulded bath tub chassis, with a fibre T-bar rear suspension system and oil filled damper and coil spring which is so popular with modern circuit cars. A fibre plate extends forward to support moulded suspension arms, which have spring king pins, which provides the independent front suspension. Again this is the most popular form of suspension for circuit cars already on the market.

The cells are held in stick pack form just forward of the mid mounted motor. The cells sit above the T-bar which raises the C of G more than normally associated with saddle pack cars. Only time will tell what sort of effect this has on the handling.

There is a crude form of ride height adjustment at front and rear, to make allowances for tyre wear. The tyres interestingly are mounted to the wheels and held in place by very thin high quality double sided tape. This is quite an easy process

once you have done the first wheel. I would advise you to start with a front tyre as these are much easier to fit.

The tyres look, feel and smell very, very similar to a popular Japanese foam tyre and so should provide unrivalled levels (say no more, wink, wink!!) of grip.

and may cause the novice problems. Just for the record the main drive gear should not be able to be rotated, when the wheels are held in situ. The diff should be adjusted to just prevent this from happening. To adjust the diff, physically hold a rear tyre in each hand and try and rotate the spur gear with your right

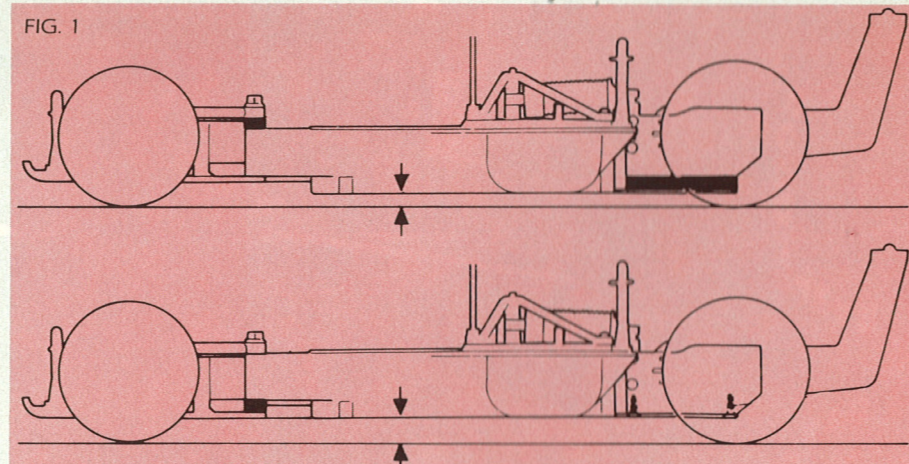


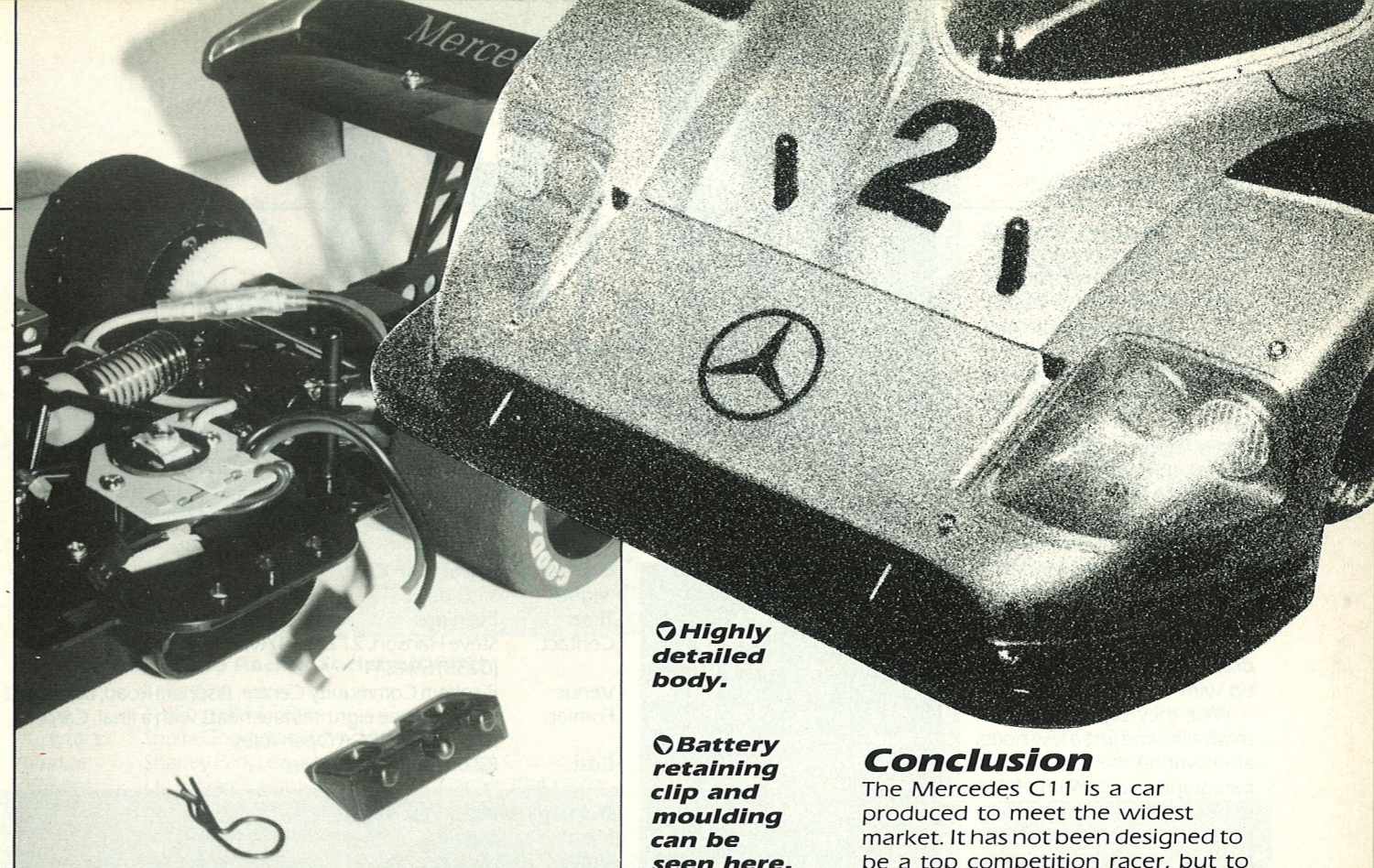
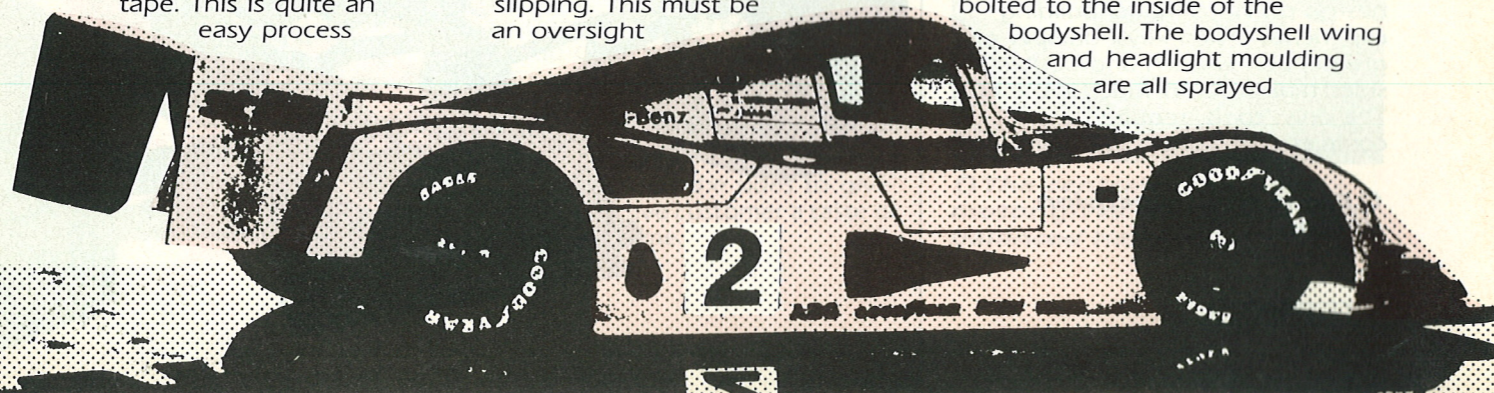
FIG. 1

The front wheels run on bronze bushes where as the rear axle rides on ballraces. In this kit, Tamiya have moved away from a geared diff, to the popular ball type. The drive washers have the latest 'en-vogue' feature, the hexagonal locating centre hole. The unit provides a smooth differential action but I was unable to find instructions on adjustment to prevent the diff from slipping. This must be an oversight

thumb. If it moves, tighten the nut in the centre of the right wheel until it can't be moved.

### Bodyshell and Wing

The bodyshell and wing are made from clear polycarbonate or lexan. There is also a moulding for the enclosed headlights which are bolted to the inside of the bodyshell. The bodyshell wing and headlight moulding are all sprayed



Q Highly detailed body.

Q Battery retaining clip and moulding can be seen here.

### Conclusion

The Mercedes C11 is a car produced to meet the widest market. It has not been designed to be a top competition racer, but to attract people all over the world to radio controlled model cars.

It is more of a working model rather than a racing car, and is ideally suited to the beginner or a pure model enthusiast. The Mercedes C11 at present could be raced against Pro Ten cars but its construction may prove to be less

or painted in the usual way using polycarbonate paint available from any model shop. The very detailed decal sheet keeps the painting of the bodyshell to a simple black and silver scheme. In fact, the only black paint required is on the nose of the car, the air outlets above the front wheel arches and the centre section of the rear wing. All other details are provided by the decal sheet, window frames, air intakes, numbers, light and tyre logos are all included.

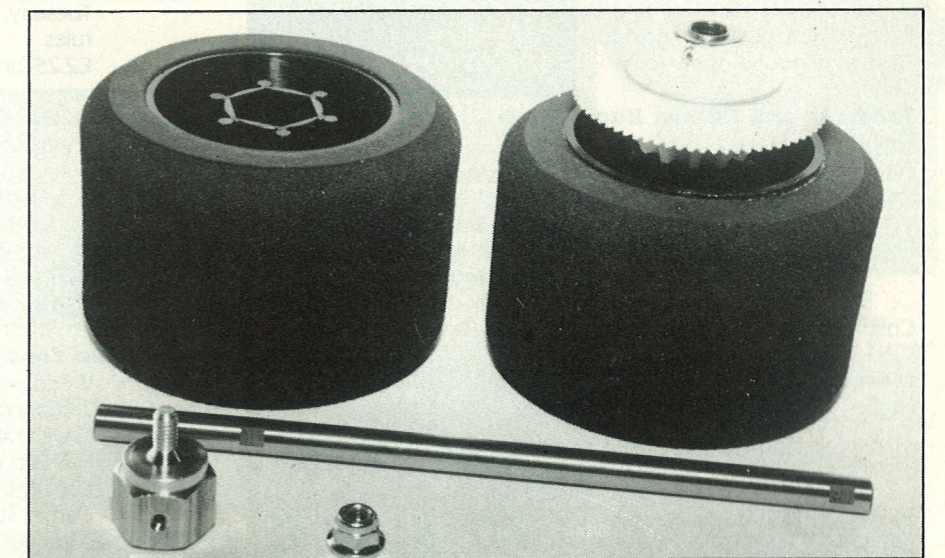
Sticking the decals to the bodyshell is a very tedious task with the aid of a modelling knife, but produces a very professionally finished car. Actually the decorating of the bodyshell took as long as building the rest of the kit.

The best part of the kit, in my opinion, and a detail which should be seen on many other cars, is on the bodyshell. The mounting holes are already punched out of the shell to ensure correct positioning of the bodyshell and wing. There are also lexan washers punched out of the sheet to act as body protectors around the body mounts. Many more cars should have this feature as it saves so much time and removes the possibility of making an all too easy mistake, which totally spoils the car.

### Testing the Car

The Mercedes has impressive straight line speed, with the kit 'sport tuned' motor. The throttle response from the mechanical

speed controller is dull in comparison to the accepted and much superior electronic FET controllers. The car handles in a neutral manner up to the limit at which point, the car will slide the rear end out in proportion to the cornering speed. The handling can be balanced by a crude adjustment



Q Adjustable ball differential, rear wheels and alloy rear axle.

of the rear suspension, compression of an 'O' ring between the T-bar and chassis reduces rear end grip and so promotes more steering. The Merc is rewarding to drive but its overall handling limits are much lower than competition bred Pro Ten cars.

robust than more expensive competition.

The Tamiya Mercedes C11 is a pleasure to build and drive. It looks a lot better than many of the jelly moulds on the market, and is available at a very reasonable price. It also makes a very refreshing change from the futuristic all terrain buggies which seem to have flooded the market over the past year.