

# people say it's evolution

Totally accurate



Huge rear wing very different from EVO 4

**H**ave you ever done something and then afterwards thought to yourself I wish I had tried that years ago? Well building the Tamiya 1/10 Mitsubishi Lancer Evolution V has made me think like that. All those years wasted because I had listened to the wrong people. "What are they like to build then?" I would ask. "Oh they are really tricky" was the reply. "Especially the diffs and shocks, if you're not careful you get springs

and bits flying everywhere!"

That did it for me I am afraid, it was bad enough crawling around the carpet looking for a dropped Scalextric body screw let alone expensive R/C parts so I just went on making static kits and racing slot cars. Until now that is, thanks to this magazine I have now discovered that these kits are not so far removed from their smaller 1/20 and 1/24th scale brothers and being bigger the instructions are much easier to follow.

## What happened was

"So" said Peter Emery, "as you are Sales Manager of Ralliart UK how would you like to build and review this EVO 5 kit?". "Err, well Pete we are rather busy at the moment", I replied (thinking of how easy it was to remove 1/10 scale shock absorber springs from our new shag pile). "Oh go on they're not that difficult to build" he insisted. Well that's OK for him to say I thought, he has built quite a few in his time.

Anyway I agreed to do it, besides it might



Centre the steering servo before you bury it in here

## Tamiya Mitsubishi Lancer Evo V

relax me a little - it gets pretty stressful when you're the only parts supplier in the UK for Lancer Evolutions, road and rally cars. It seems that now the Escort Cosworth is soon to disappear from rallying everyone wants a Lancer, there are going to be quite a few out there this season. Let's face it, the car is just so reliable, and as I tell my customers - they only break if you break them.

## The big ones

Before we begin, here is a brief history of the Lancer Evolution. The Lancer had been around for a long time before Mitsubishi decided to use it in rallying, the Galant VR4 was the mainstay of their rallying effort until the Escort Cosworth came along and started taking time out of the Galants. It was then decided to use an Evolution model of the Lancer that was only sold in Japan. This then progressed through to Evolution three. These three models were all basically the same in body shape with just minor changes in suspension and gearbox.

In 1996 came Evolution four which was an all new car in body shape and running gear, even the gearbox was moved to the other side of the engine. This design now carries on through to Evolution six. Could we see a seven? Who knows, but whatever we see I am sure it will be just as stunning.

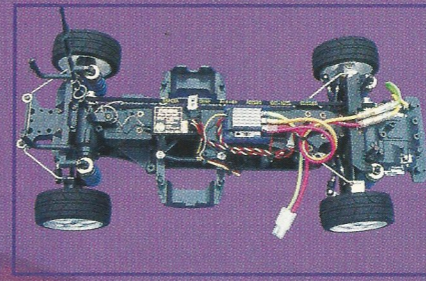
## Build Sheets

And so to the build, I found the instructions to be very good, I read them two or three times before starting and as I mentioned before the large scale made it easy to follow each section.

Each section cross refers to the opening of the little bags that contain all of the relative nuts and bolts with sections A1 to B15 making up the differentials, gearbox and motor, all of which, when made up, bolts to the chassis.

I found this part rather interesting as we have many diffs in our stores and I now get a better idea of how the real thing works. The diffs build up and go together very well, as do the gearbox, try to remember to use the silicon grease on these parts as I found this made for smoother running later.

I also used a little of this grease on the screws when attaching the plastic bits I found this helped when cutting a thread. I



This is Evolution. This is a TA03F Pro with 'hop ups', the chassis from the Ed's EVO 4 shows how far you can go

was a bit doubtful about the drive shafts when I first saw them as they looked a bit too shiny and toyish for such a large model but once assembled and in place with the knuckles they did not seem so bad. A little note here make sure you fit the 'o' rings to the ends of the drive shafts. I got a bit carried away with this part of the build and left them out of the wheel side. The last thing to attach in this section of the build was the motor which went straight onto the front gearbox assembly with no problems.

Sections 16 to 20 deal with the assembly and attachment of the shock absorbers. I found this area very interesting and a little bit of ingenuity was required to hold and fill up the damper at the same time.

Once the cylinders were made up I placed them into the jaws of a big pair of pliers stood them on a board and filled them with oil after which I let them stand to let the air bubbles in the fluid disperse.

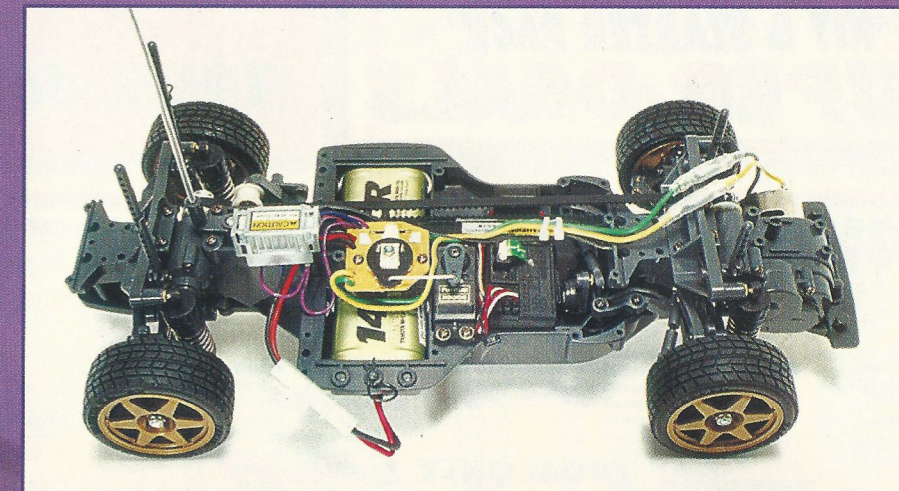
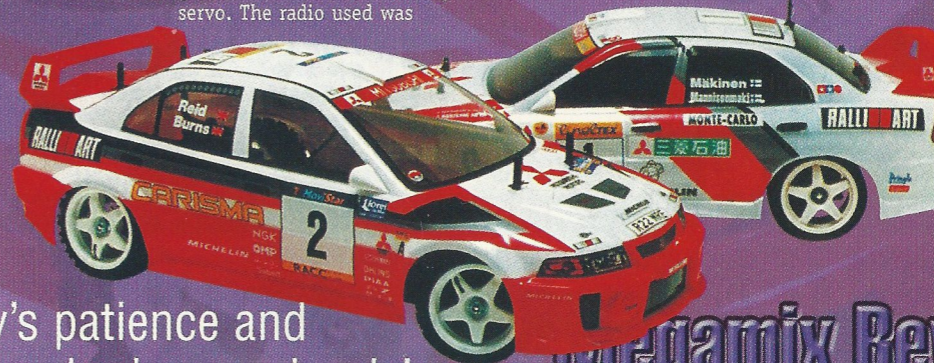
The piston on the damper was then moved up and down to remove any more air, more oil was added and the top was screwed on. The assembly was then wiped clean of oil and left to stand whilst I attached the tyres to the rims, this way if the dampers were going to leak they would do so now before they were attached to the car. The springs were then added but the spacers were left out until the body was put on and a ride height was set.

After checking the shockers for leaks, I am glad to say there were none, the steering arms were made up and attached as per the instructions. I built these as the instructions but found I had to alter them slightly a little later in order to get the car to run in a straight line.

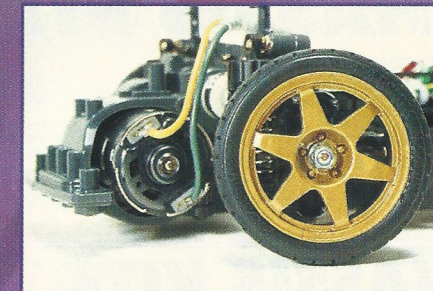
The two gearboxes, the drive belt and the drive belt tensioner were then added and the car was almost ready.

## Radio active

Whilst the shockers were standing I assembled the radio gear and centred the steering servo. The radio used was



The rolling chassis, compare this with the Pro



Unusual position for the motor

Tamiya's own Adspec with an electronic speed controller and battery included. The boss brought this back from Japan when he was last over there last and apart from the battery charger having a continental plug on (fortunately we have an adapter in the office) I found it easy to install and smooth in operation.

The steering servo and the speed controller fitted in place without any hassle, all the pre drilled holes lined up first attempt and once the cable tie was in place all the wiring looked quite neat.

## Flying finish

Last thing to add were the wheels which were an exact copy of the Enkei 7.5 x 17 wheels I have in our showroom.

Now I am afraid this is where my bit ends, as I mentioned earlier time was rather short so Peter Emery arranged for

The EVO 5 poses with the Ed's EVO 4. One decal is wrong, which one and why?

Terry Atkinson to paint and decal the body, now I am sure I could have managed the paint job as it is only two colours but I must applaud Terry's patience and accuracy in applying the hundred or so decals.

So all in all my overall impressions? Fantastic, nice and easy to build, great looks and when stood next to the real thing totally accurate in detail.

My thanks to Richard Kohnstam the UK importers of Tamiya for supplying the review model. **RCI**

## Ed' says

Sorry to say we had a problem with Kevin's photographs so we had to substitute some shots of the identical Subaru chassis. Kevin was kind enough to let me have a play in a 'hopped up' Lancer EVO V (real one) with about 325 BHP, I want one! My driving license would last about a week with one of those.

Now a quick competition for Motor Sport anoraks like me. In the shots of the two Lancers together one of the decals is wrong for that model. Which decal and why? A suitable small prize to the first correct answer received.

## Quick Spec

4WD Electric Scale Touring car. Belt drive, gear diffs. Independent suspension by oil filled coil over shocks. Supplied with a mechanical, 3 step speed controller and motor. Requires 2 channel radio, 2 x servos, Nicad Battery pack, charger and paint for polycarbonate body to complete.

## Likes

Accuracy of body and decals  
Performance and handling

## Dislikes

Slop in steering

'I must applaud Terry's patience and accuracy in applying the hundred or so decals'