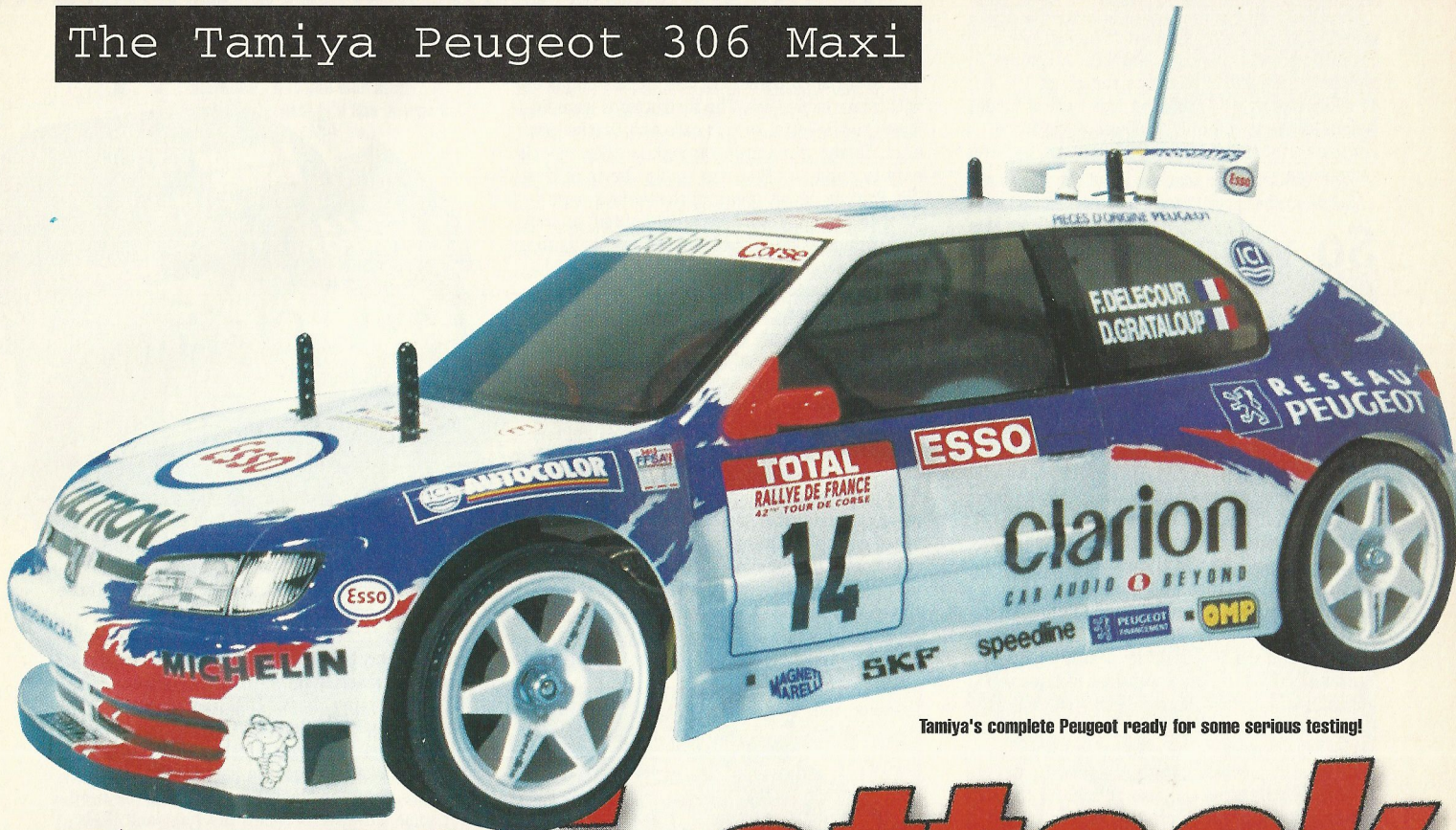
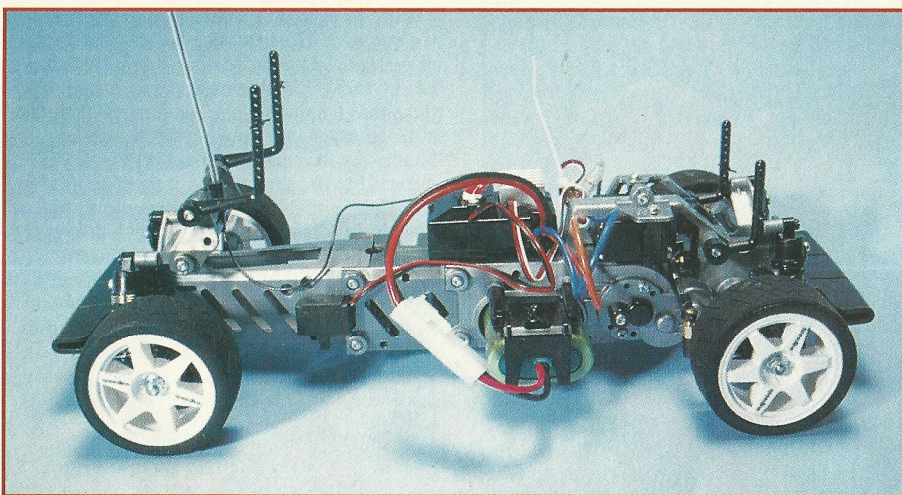


The Tamiya Peugeot 306 Maxi



Tamiya's complete Peugeot ready for some serious testing!

maxi attack



The new front-wheel drive FF02 chassis combines ease of assembly with reassuring strength.

Building Tamiya's latest front-wheel drive racer

"Mr Pollard, fancy doing a review for me? "Huh? What sort of review - has it got tracks?" "Nooo, but as you built the King Tiger and that was okay, how about building a real model for me?" PeteE - or Mr Emery as he also likes to be known - has as I am sure you will know, a way with words...



MAD MARCH MEGA MIX

The kit in question was Tamiya's impressive looking Peugeot 306 and as such looked like making up into a handsome replica. A comprehensive sticker sheet added to the effect. Problem was I had never built this type of model before let alone run one. This was going to be fun I thought. Can't be hard I thought. They are only stickers - right?

So what of the actual kit?

Unlike previous front wheel drive models, this one is based on Tamiya's new FF02 Front-wheel drive chassis. Essentially an open box, the new chassis builds into a super-cool, super-strong base onto which the rest of the model can be built. Separate sections hold the diff gears and mounting lugs for the suspension front and rear, with a shorter section holding everything together. There is no separate diff housing, everything is encased in the chassis halves. Working parts are thus well protected against both the elements and possible rough handling at the hands of beginners like me.

I am lead to believe that the gear diffs are fairly standard Tamiya that combine bevel gears within a large central spur. The application of grease helps everything run smoothly. There are no ball-raced items in here and that allows for additional improvements should speed be all important. The same can also be said for the suspension dampers which are the friction type, rather than more up to date oil filled units. Even with my limited knowledge of the subject these items seemed poor. With the chassis assembled, the suspension lacked any kind of spring; press down on the chassis and it raises itself back up with a painful lack of speed. It all makes the car feel a little to solid on its wheels. Taking it

over jumps may well be out of the question until the dampers are replaced with more effective items.

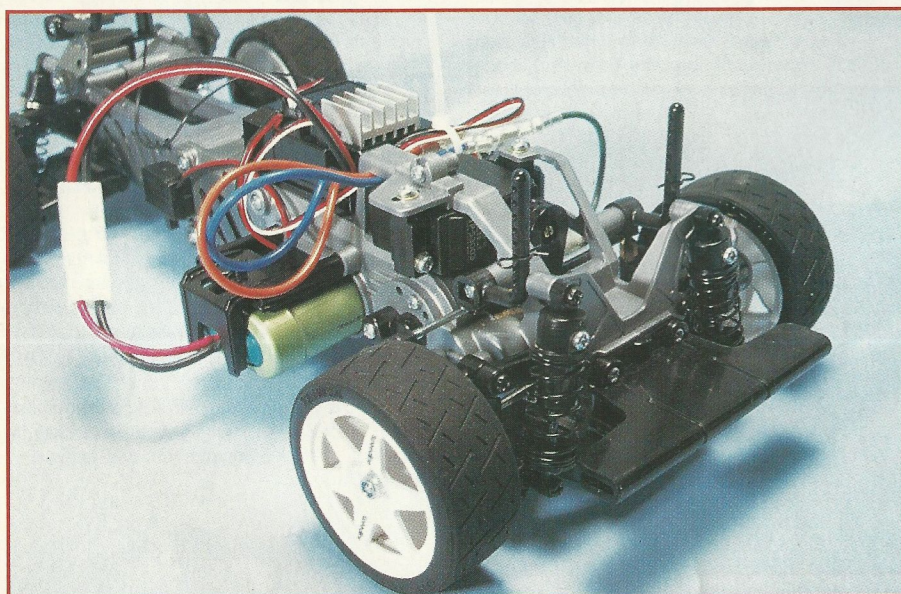
In terms of construction, the chassis builds up with remarkable ease. The instructions were followed to the letter in this case and that helped a lot. Tamiya are known for making their models easy to build and that was amply shown in this kit. Pointers about greasing the various parts prior to assembly were well highlighted, as were such things as how far to tighten up the various screws. Easy precise, foolproof.

With the basic chassis complete, the various suspension arms can be added along with those frustrating dampers. Again assembly is easy, though care does need to exercised with the precise length of the tie rods for the steering. Mine weren't quite right and so the car had a habit of pulling off to the left. Adjusting the trim on the radio transmitter cured the problem, but it was annoying nonetheless.

As you can see from the photographs, the review model was fitted out with electronic speed control, rather than the standard three-step controller supplied with the kit. Though making little difference to the construction of the model, it made bags of difference when it came to driving it. As a beginner, I found the ability to gradually build up power reassuring -



As with the diff, the motor and battery become part of the chassis members thanks to clever design.



Encasing the diff within the chassis members is a good idea. The servo is also well protected with an integral roll cage.

'Tamiya are known for making their models easy to build'



Whichever way you look at it, Tamiya's Peugeot is a fine looking car.

that is until I found that flat out meant much more fun! The only point I would make is that I found it difficult to trawl my way through the instructions to find out which wires connected to which, when fitting the electronic unit. Those on the kit supplied controller were different colours to those in the Adspec set. Eventually the info was found in the instructions supplied with the transmitter.

The remaining chassis construction was a breeze, needing little more than an hour to complete. Wheels and tyres finished things off, with the six spoke rims looking particularly effective in place. Running the car would prove the need for some adhesive between the tyres and their rims - a point made in the instructions, but strangely missed - with the front right-hand one most keen to part company with its wheel. Well you live and learn!

Bodyshell blues

It has to be said that the idea of completing the bodyshell filled me with horror. Experience of decals on static models has shown that they can be tricky, but at least we have setting solutions that help us get the job done. As it turned out, the experience would prove of little use here in the face of such awkward shapes. Still, I managed to get through and learned quickly that these models are far from easy to finish effectively. What's that about them being toys?

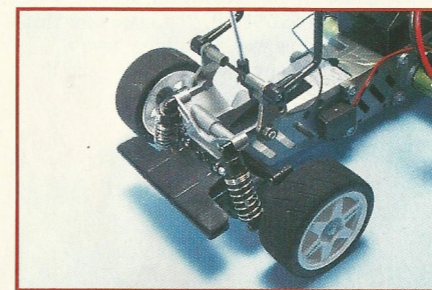
Cutting out the shell was straightforward. Scissors, a scalpel and some wet n dry made a fairly daunting process easy. Concerned by the need to clean up the radius of the wheel arches neatly, led me to use an unusual method. Looking for a perfect shape over which to wrap some wet n dry I came across the TS spray can

for the shell's white base colour. As luck would have it, it was exactly the right size for the arches and so once again the job could be done quickly and with the minimum of fuss.

With the shell cleaned up, and the windows masked off using the cunning little masks supplied in the kit, I sprayed the bodyshell in its white colours. Polycarbonate paint smells. In fact so much so that I felt nauseous after using it - and that was outside! When using this material, I would strongly recommend that you use some form of face mask to stop you breathing in the vapours. This is a great hobby, but sometimes care needs to be taken with some of the materials that we use. Be warned.

Anyhow, back off the soap box and onto the good bit. Tamiya's stickers must be some of the best in the business. They are stunningly well printed, with vibrant colours that look amazing on the model. Particularly impressive were the dayglow orange panels, which are just that - dayglow. We it came to the addition of the transfers I had two things in mind - soapy water and a hairdryer. This is why.

Having looked at the model for several hours, I decided that the best course of action would be to start with the blue pattern on the rear panel and then work forward around the car. This way I would be able to line everything up as I went along. Once I had decided on this course of



The rear suspension is a simple affair. The dampers seen in this view are poor for the reasons discussed in the text.

action I added the first sticker around and under the rear right hand window. This is where the water and hairdryer came into play.

With the transfer cut out, the whole thing was dipped in soapy water before sliding in place on the model. The use of the water introduces a lubricant into the proceedings, thus stopping the self adhesive transfers from bonding with the body in the wrong place. With it positioned correctly, I smoothed it down as much as possible until all of the water had been removed. Incidentally, the use of water has little effect on the adhesive qualities of the transfers. At this point the curves of the body stopped the marking from laying flat. Enter the hairdryer.

Set on moderate heat, the hairdryer softened it enough to allow it to stretched around the curves of the body in a more natural way. It took a while to perfect this technique, but it soon became possible to add markings around compound curves with relative ease. This was further helped by the use of a soft handkerchief and some cotton buds which I used to force the designs into difficult corners. Airbubbles were an annoying distraction, but they were dealt with by popping each with the tip of a scalpel, before flattening them out with heat and the handkerchief.

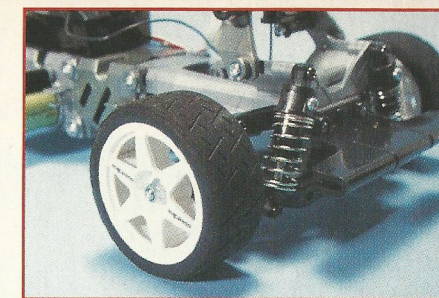
Adding the markings took longer than the rest of the kit put together. Still, the effort was more than worth it with a truly beautiful looking bodyshell the result. A gentle polish with Autoglym car polish and the addition of the mirrors and the car was ready to play with - sorry, test.

Out on the road

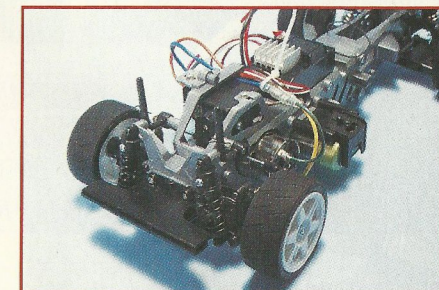
Tamiya's new Peugeot is a fast, responsive model, that looks extremely good on the road. Flat out it goes like the clappers and thanks to the design of the chassis sticks to the road like glue. The turning radius of the model is tight, which was found helpful in the limited space I had to test it in. The model pulls away extremely well from a standing start, accelerating up to its top speed with almost no effort. Yes, I found it easy to drive.

The problems mentioned earlier with the suspension dampers became apparent during the high speed runs I made, with the model appearing a little too solid on its wheels. Even on a smooth surface, the model seemed almost to bounce of the features on the road rather than soak them up. It would certainly be interesting to see how differently the car would perform with more capable shocks.

Still, this is a fun model. Having only built one of these cars I found it an interesting diversion that I would certainly like more of. The kit is very easy to build - though difficult to finish! - and that is likely to make it suitable for most people wishing to get involved in this part of the hobby. Hop-ups would no doubt improve the performance of the car for more competition minded mod-



The wheels and tyres are solid and attractive. The use of instant glue stops each from parting company with the other.



The car viewed from the rear shows off its attractive lines.



Stickers were added to the model using this section as the starting point to allow all subsequent markings to line up. Car polish brought out the shine.

ellers, but for a beginner like me, the parts supplied in the kit and the performance they give are more than adequate. Essentially it is a well rounded package that leaves little to chance - as you would expect from Tamiya.

It was fun and I had fun and that is the most important thing of all. Enjoy!

Thanks go out to RiKo for both the model and the Adspec unit used to drive it. **RRCI**

Quick Spec

1/10 electric Front-wheel drive model that requires paint, a 2-channel radio and 7.2v Ni-Cd battery and charger to complete.

Tester Kit

Tamiya 1400SCR Ni-Cd battery, Adspec Sport R/C Drive set and RiKo Power mains fast and slow charger. Tamiya TS-36 Fluorescent Red and PS-1 White Aerosol sprays.

Likes

Ease of construction, well engineered components and the quality of the sticker sheet.

Dislikes

Poor quality suspension dampers.

