

BRIAN DUGGAN

FORMULA top fun

TAMIYA PEUGEOT 406



should include the receiver and two servos. All the other bits like a servo saver, servo horns, servo tape, pinion, grease, switch lubricant and cable ties are all included. You will need to buy a can of yellow paint but all the other colours are achieved with stickers. In fact there are so many stickers it takes two full sheets to get them all on.

The Build

As soon as you start clipping the parts off the sprues you can't fail to be impressed by the quality and the fine detail. Just make sure you remove all the plastic from where the part connected to the sprue. There was no moulding flash on any part in this kit and without exception, everything fitted perfectly. No tight spots or excessive gaps here. Self

Laurent Aiello totally dominated the German Super Touring Championship in 1997, beating all the works teams from Audi, BMW, Opel, Nissan and Ford. This review kit is a faithful replica of his

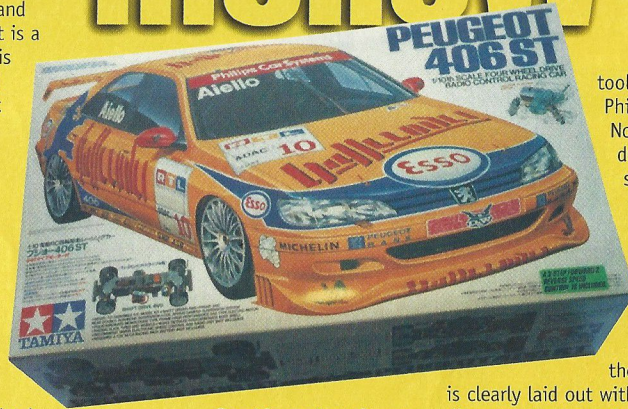
Peugeot 406 complete with all the sponsors decals. You might wonder about the strange red writing that is impossible to read. Due to advertising restrictions in Germany, it is illegal to advertise alcoholic drink in association with motor cars. The sponsor is actually 'Halleröder' a premium German Lager.

PeterE, the editor of RRCi, asked me to review this kit knowing that I hadn't built a Tamiya scale saloon before. Indeed, I haven't built a Tamiya car since eleven years ago when I put together a Tamiya Thundershot 4WD Off Road Racer.

First Impressions

The first impressions on picking up the box are to wonder at the fabulous art-work on the top and sides. This gets you straight into the right frame of mind and you just have to open it up and get all the bits out. There are several bags of parts and one group contains all the plastic mouldings that come on sprues just the same as in a plastic construction kit. The other bags contain all the metal bits, nuts and bolts, screws and what have you. These bags are marked A, B and C for different sections of the build. Bag A had all the bits for stages 1 to 11, Bag B had 12 to 26, and then Bag C had 27 to 31.

mellow yellow



Great box art as always

Then we come to the wheels and tyres and that awesome bodyshell. Tamiya have done it again. This body is incredible such is the attention to detail. In fact the mould is so complicated it has to be made in three parts and then put together.

The Instruction Book

At first sight this looks a bit daunting as there is just loads of writing and in very small print. The reason for this is that everything is written four times, in Japanese, English, German and French. Then there are all the paragraphs warning you not to do this and not to do that. If that's not enough, there is even a separate sheet in the box giving loads more warnings but in twelve languages. Take it from me - You have been warned! Very few

tools are needed. A Phillips No. 1 and No. 2 screwdrivers, some side-cutters, a pair of scissors and a modelling knife. I built this kit with nothing else.

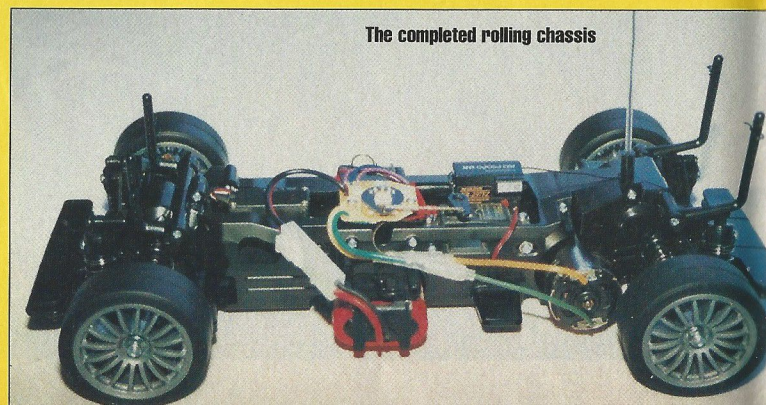
Each stage of the construction is clearly laid out with an excellent diagram. Screws and other parts used in each stage have an actual size drawing next to the stage diagram. You can then make sure you select the right screw by comparing with the drawing. This kit comes with a standard 540 motor and mechanical speed controller, so all you need extra is a basic radio set, stick pack battery and charger. The radio set

tapping screws are used rather than machine screws, but these seemed to work well and everything held tight.

The Chassis

This is known as the TL01 chassis which means a shaft driven four wheel drive system and geared diffs. The gears themselves are huge plastic and metal mouldings and look as if they will stand up to all sorts of abuse without breaking. Plenty of grease on all the gear teeth will make it smooth, quiet and make it last longer. When the drive train is installed the motor has the 19 tooth pinion fitted and is then offered up to the chassis. Just three different sizes of pinion can be accommodated by using three different sets of mounting holes. Use the right holes and the pinion meshes with the spur

"I haven't built a Tamiya car since eleven years ago when I put together a Tamiya Thundershot 4WD"



The completed rolling chassis

gear perfectly. The three pinion sizes available are chosen to match the optional Tamiya touring car and stock motors.

Electrics

So easy. The servos fit straight in and there is somewhere to neatly put all the wiring. When it's all in and connected up the chassis looks really neat and business-like. Should you want to use an electronic speed control, then there is plenty of room for all the types I know about. They will rest on a specially designed plastic shelf in the chassis.

The Suspension

You should have no trouble here, it all goes together beautifully. You don't have to worry about Caster, Camber, Toe-in, Anti-squat and all that. The whole lot has been worked out for you and all the parts are the correct size. Fit and forget.

Shock Absorbers

These were a little novel to me as they don't contain any oil. The damping is controlled by the piston moving through a tight fitting rubber tube inside the shock body. This works but it must be said that it is rather rudimentary - crude in other words! The rubber inserts have to be cut to size and I found this very difficult. Even my very sharp model knife wouldn't cut the rubber and I had to use a pair of scissors.

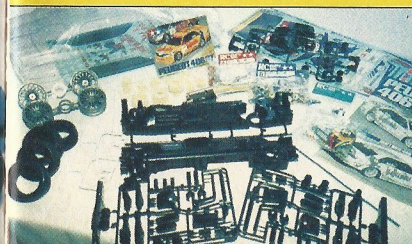
Final Assembly

Wheels and tyres go on, body mountings fitted, then the bumpers and finally we are ready to fit the body. All in all constructing the chassis took about four hours. I took great care to do a good job so the four hours should be realistic for most people who are good at assembling things.

The Body

The lexan is not very thick which is probably why Tamiya are able to get such great detail. This makes it easy to cut with a pair of scissors and I found that bit really easy. Good point is that the mounting holes and

Start here



A great looking car



aerial hole are pre-cut. Another good point is that the body is covered with a plastic film to protect the surface while in the box and while you spray paint it. Excellent window masks are included and you just cut them out and fix. One can of Tamiya Yellow gave a dense full colour coat and when it had fully cured I pulled off the window masks and got ready to sticker it up. Now I've read previous articles and seen all sorts of advice on how to put on the stickers. I decided to follow the Tamiya instructions in the kit and as long as you are careful and take your time, it comes out really good. The stickers around the front of the car are the hardest to get right as there are six different pieces and they must be lined up perfectly. Special mention must be made of the window stickers. These are all one piece which takes care of detailing the frames, but the clever bit is the very thin black tint for the glass. When the sticker is on you can still see through the windows, just like real tinted glass.

I said it before but you have to take lots of time on this sticker job. I amazed myself when I checked the clock. I had spent over three hours putting on all 46 stickers. Finishing touches are the superb door mirrors and rear spoiler. I sat back to admire my handiwork and boy was I impressed. This car looked almost too good. I just wanted to put it in a display cabinet and show it off. It was real hard taking it out and driving it.

Is it real?

There is a whole heap of stuff that you can add on. I recommend starting with the ball bearing set and following up with one of the three types of oil filled shock absorbers.

How did it go

Let's be clear about this kit's position in the scheme of things. It's an entry level kit and that means no ball bearings, no ball diffs, no adjustable suspension and no oil

filled shock absorbers. It's no ball of fire and you're not going to win the expert class at the next Touring Car National. The up side is the very low purchase price and that you can add all the hop-ups you want as and when your budget allows. What you do get is a great looking car that drives extremely well and will be fine for the less serious heats in your club racing. If you just want to mess about and have some fun then look no further, you will be well pleased with this Peugeot.

Hop-Ups

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An electronic speed controller and a faster motor will then get you really moving. Ball diffs, UJ drive-shafts and turn-buckles are among the next to get but now you're getting serious.

Conclusion

I thoroughly enjoyed building this kit. The finished car looks absolutely fabulous. Tamiya have done it again.

RRCi

Quick Spec

1:10th 4WD scale electric touring car. Supplied with 540 type motor and mechanical speed control. Requires 2 channel radio, 2 servos, battery and charger to operate. Paint to complete shell.

Likes:

Superb shell
Simplicity
Robust build

Dislikes:

Shockers
Sticker complexity

