

SAINT



DRAGON



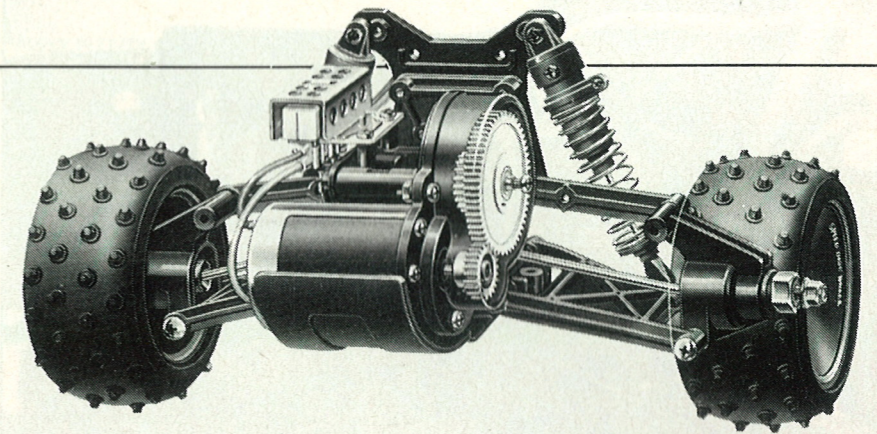
Due to the undoubted success of the Astute (helped in no small way by certain top drivers using it!), Tamiya have decided to release another car along the same lines as its less expensive cousin, the Mad Cap; i.e. a low cost, easy to build, cheap to maintain car that can be easily upgraded to become a full competition racer. Its name?...

Saint Dragon

As with most other Tamiya cars the name of this new buggy is not entirely sensible. This doesn't matter however as it is, yet again, another excellent quality kit from Tamiya.

Like the Mad Cap the Saint Dragon is two wheel drive, utilises a bathtub chassis, front and rear independent double wishbone suspension and a ball differential within a sealed gearbox.

The body is the most striking feature of this new car and is possibly the most unusual one Tamiya has yet created. A simple white paint job can look very effective once the decals have been applied to the outside of the body shell. Time and care must be taken



when putting them on, however, as the numerous curves in the body make it very difficult to get the decals on straight, without any air bubbles or ripples on them!

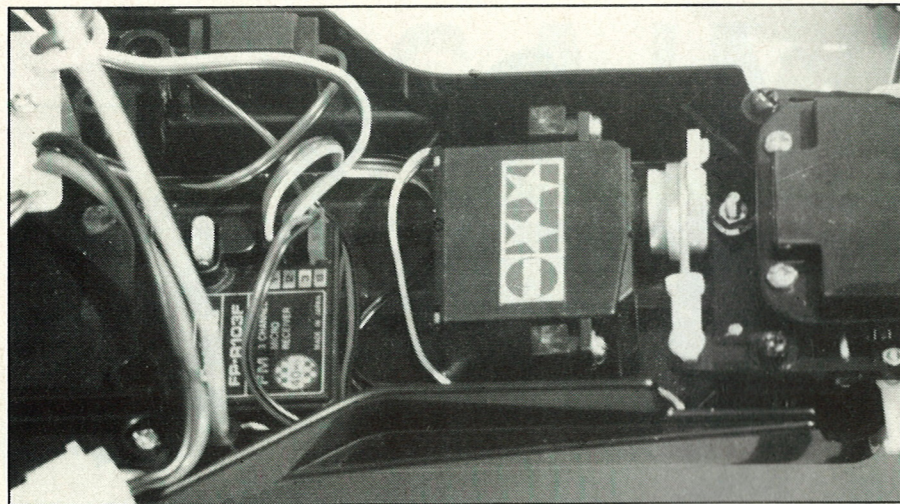
Construction

The first step is to build the ball differential. An interesting point to notice here is the method for adjusting the tension and amount of slip the diff produces. Wafer thin shims are put into the construction to alter the amount of pressure on the diff rings, i.e. the more shims you put on, the less slip and vice versa.

The gearbox comes as one whole unit rather than two separate halves and is very neatly moulded. The diff unit fits into the bottom of



RRC lets the "Dragon Fly"!

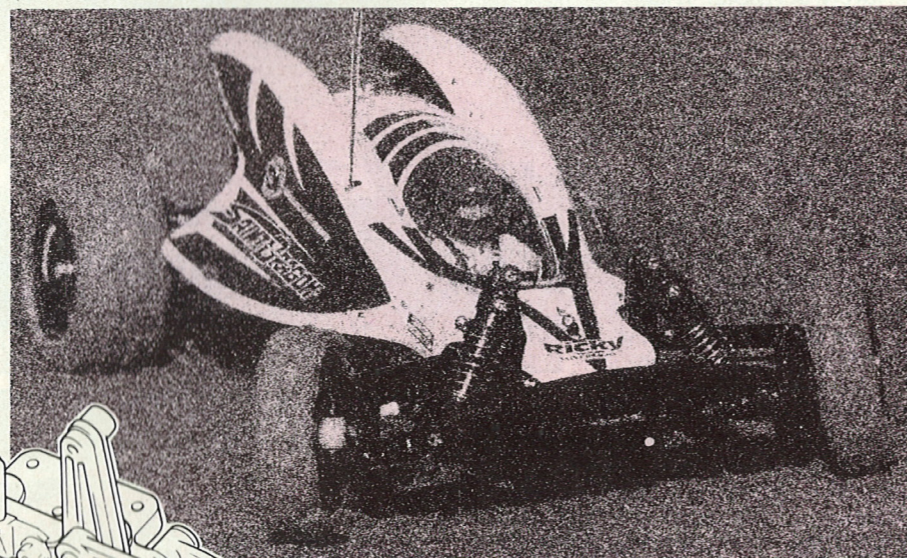


Simple, neat radio installation makes maintenance easy.

equipment, i.e. electronic speed controllers. The shock absorbers used in this kit are the same as those used on the Mad Cap, except that they are red instead of blue! The shocks achieve their damping effect via rubber tubing inside the body, with a normal piston squashing the rubber when the shock absorber is

the gearbox and is retained by a small inspection hatch and three self tapping screws. This design allows for quick, simple, easy maintenance and is one of the most impressive features of the car.

Two different spur gears are supplied in the kit (70 and 77 tooth) and pinions from 16 to 23 teeth can be used. (A 23 tooth pinion is supplied in the kit and with the 70 tooth spur gear, gives an overall



THE FRONT END IS RETAINED BY JUST FOUR SCREWS FOR QUICK MAINTENANCE

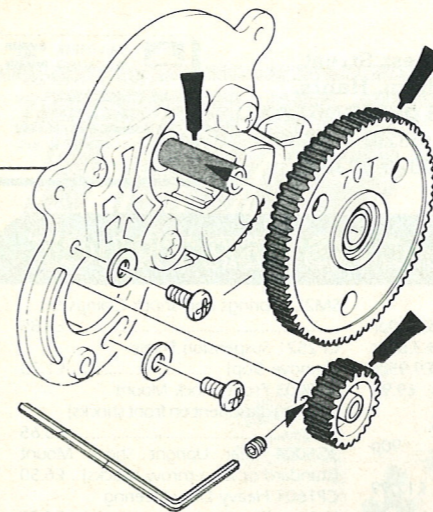
compressed. A normal/medium tension spring is retained on the outer body of the shock by an adjustable plastic collar. To be fair the shock absorbers are basic, but when the car was being run it was

Well designed and engineered.

operation is maintained. The gearbox is attached to the chassis with the minimum number of screws, again to ensure simple, quick maintenance. The bathtub type chassis is made from a strong, black plastic and is large enough for nearly every type of radio gear. The speed controller supplied with the kit is the usual mechanical three step forward and reverse type. It sits above the batteries, on top of a plastic radio tray that also holds the throttle servo. The steering servo is retained by the usual plastic posts and sits at the front of the car, with the receiver directly behind it. A nice feature of the instructions is the guidance Tamiya gives you in relation to the installation of alternative

ratio of 1:7:73.) This means that, unlike many of the early Tamiya buggies, a large range of gear ratios can be used which will obviously help when different tracks are being raced on.

Once it has been constructed the gearbox is surprisingly smooth, even with the standard bushings. It is important to remember to apply plenty of grease to the gearbox as this will ensure that the smooth

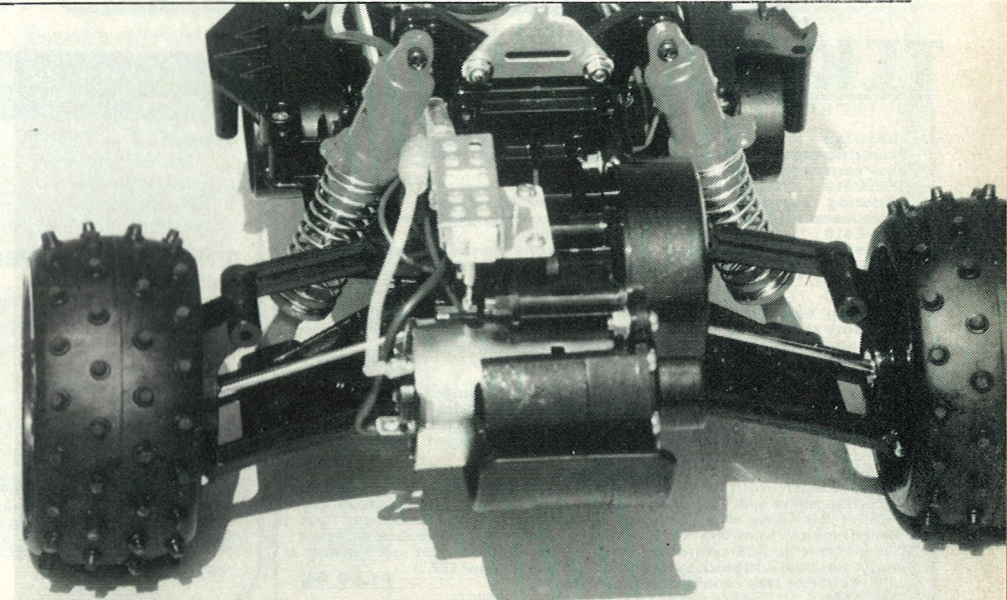


APPLY PLENTY OF GREASE FOR A SMOOTH GEARBOX

quite surprising how well they actually worked.

The attractive "Speed Disc" wheels are retained from the Mad Cap, as are the rubber pin spike type tyres, both front and rear. The tread pattern works very well, providing plenty of grip.

It was interesting to note that when the polycarbonate body was



The rear end provides plenty of grip and stability.

missing, in fact Tamiya supplied a rather comprehensive set of spare screws, nuts and balls, just in case any got lost during construction.

Setting Up

After you have built the car it is advisable that you read the setting up hints in the back of the instruction booklet. These will tell you what to do even before you switch on the car.

You are told to put the front shock absorbers into the innermost hole on the lower suspension arms. This gives a great deal of ground clearance, so the middle hole might be the best one to use.

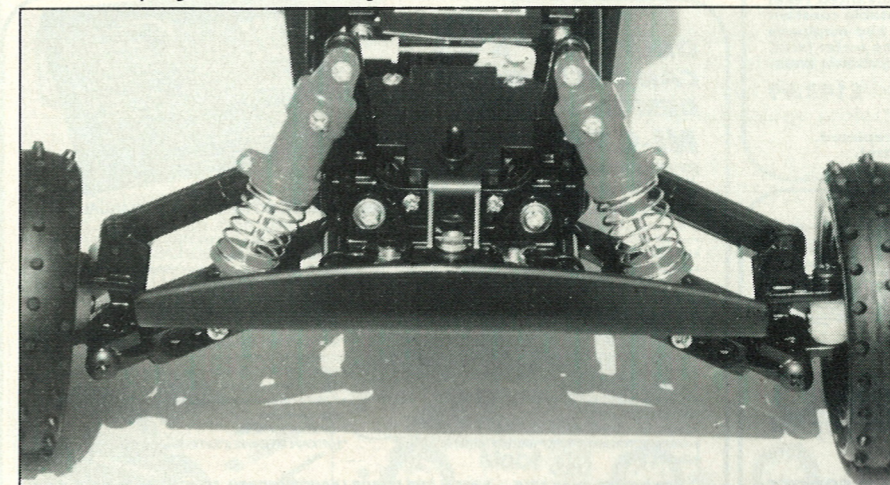
Make sure that when you are putting the ball joints onto the threaded steering rods, you set them exactly the same as in the instructions. This sounds fairly obvious, but if you don't you will get excessive toe in or toe out!

Some of the wafer thin shims were put into the gearbox upon initial construction, to eliminate a small amount of slip from the differential. When the car was being run, this setting seemed to be about perfect for quick acceleration without too much wheelspin.

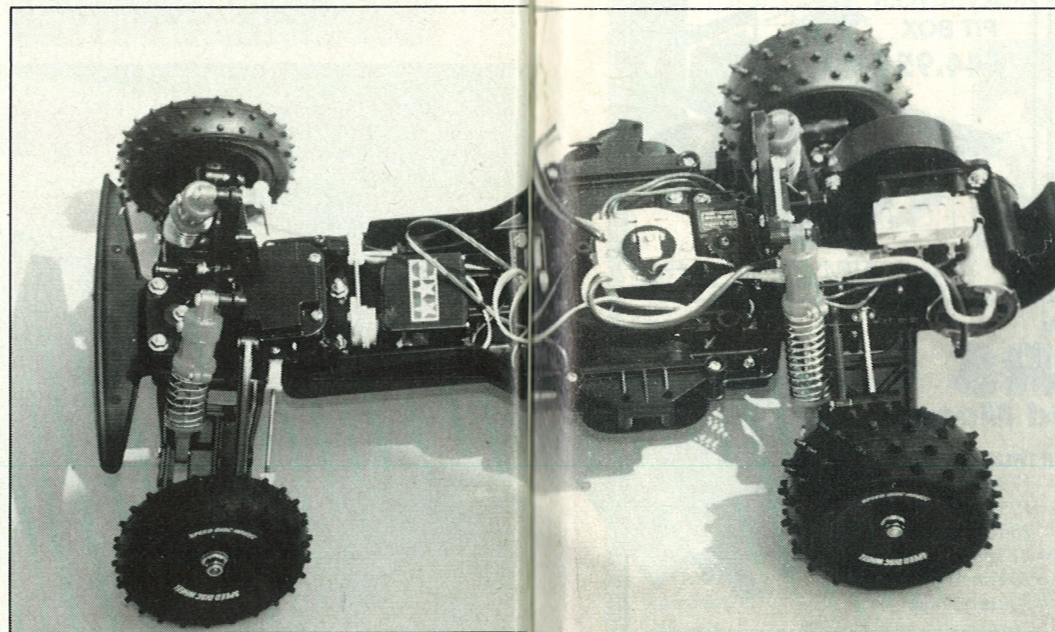
Summary

For a beginner's model, which it is, the Saint Dragon is an excellent car. The potential to upgrade it to a full competition racer is definitely there, especially with the Hop Up parts that are available from Tamiya.

Available from your nearest Tamiya stockist.



Ground clearance can be easily adjusted on the lower wishbones.



The pin spike tyres give plenty of grip.

being trimmed, the nice people at the Tamiya factory had already cut out the holes for the body posts and aerial tube!

Total construction time for the Saint Dragon was around five hours and as expected, no problems were experienced. No parts were