

The Stadium Blitzler from Tamiya is a fairly basic two wheel drive pick up truck, primarily aimed at the fun sector of the market. This is a great kit to get started on, its' construction is simple but rugged, and I doubt if the absolute beginner would have trouble with the assembly.

There is an option, as with most of the Tamiya R/C cars, to install either the standard two channel radio gear or the CPR unit from the Adspec set, to replace the second servo and speed controller. I had a CPR unit sitting in a Williams F1 car that I was not using, and so elected to fit this into the Blitzler.

The comprehensive instructions, which are incredibly easy to understand, also call up a number of optional 'tune up' parts that are available for the Stadium Blitzler, such as bearings to replace the nylon bushes, alternative drive shafts, and high capacity dampers.

If I was going to level any criticism at the kit it

The suspension design is basically the same as most of the buggy kits that Tamiya produce, with the possible exception of the single upper link arm replacing the stronger upper wishbone set up that I am more used to seeing. The plastic is a little on the soft side which should lend itself well to soaking up a bit more punishment than the more brittle types which have been used on other cars.

### Installation of the Radio Gear

Stages fourteen to twenty two show the installation of the radio gear. The decision as to which type of system you are going to run will determine which of the nine stages you need to follow, because if you are using the CPR unit as I did there is no need to install a second servo or the speed controller.

## Budget Bomber!

would be on two items, the first is the tiny tube of grease that is supposed to be enough for the whole car, but barely got me past the gearbox assembly, and secondly the cellophane packets that contain the various nuts and bolts which invariably split or tear leaving the contents of the packets to try and get themselves lost. They are only minor criticisms but it wouldn't take much for Tamiya to put them right.

### The Gearbox

The first five stages of the instructions deal with the construction of the gearbox and the installation of the motor. It is nigh on impossible to get something wrong during this stage, with the possible exception of the differential gear which could just conceivably be installed back to front. A point for beginners to remember is not to overtighten the nuts and bolts that hold the two halves of the gearbox together, because it is possible to distort the case.

The usual Tamiya method of ensuring the motor pinion is positioned correctly is used on this kit, a spacer (part D5) is placed between the motor and pinion whilst the allen key is tightened up, it's a well used and very effective method that removes potential problems from the assembly.

Part D3 is a dust cover that is screwed to the gearbox using the motor retaining screws, unfortunately I found that in order to get enough tension on the screws to hold the motor properly I distorted the cap slightly which could allow dirt and water to enter the gearbox. In the end I released some of the tension to let the cover sit correctly but I fear that the motor may work loose after a while.

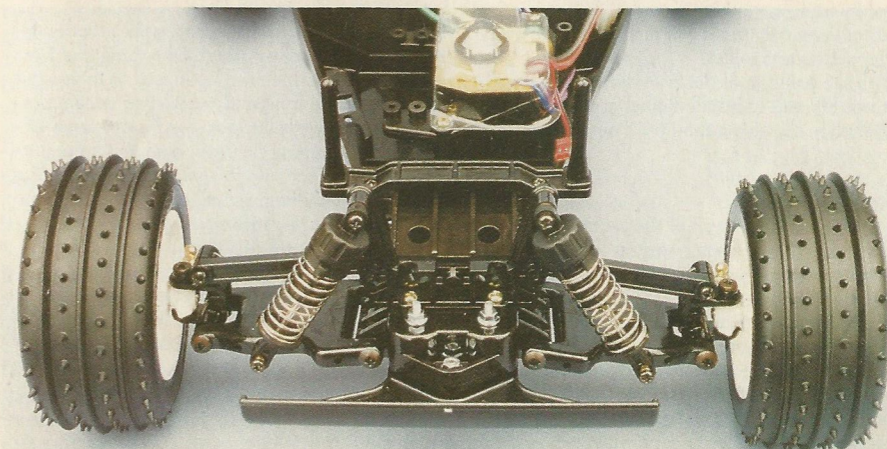
### Front and Rear Suspension Assembly

Stages six to thirteen cover the assembly of the suspension arms and their subsequent assembly to the mounting points. The Blitzler utilises completely new components rather than borrowing items from another kit. The assembly of the suspension arms themselves is straightforward, using self tapping screws to fasten the two halves together and screw pins for the pivots. Fixing the completed assemblies to the gearbox and front mounting points is also a simple task apart from trying to keep the drive shafts in situ whilst the upper links are connected, which can be a little on the fiddly side.

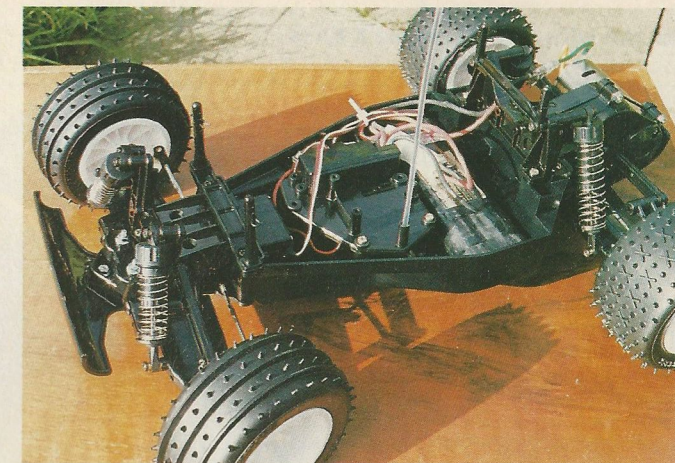
# TAMIYA STADIUM BLITZER



REVIEW BY IAN YOUNG



Overall chassis with CPR unit installed.



In order to ensure that there were not going to be any problems with assembly I built up the speed controller and resistor components, but as expected there were no problems whatsoever.

Stage twenty two not only covers the connection of the motor, but also the fixing of the rear suspension assembly to the chassis.

Whilst talking about the chassis, it is worth mentioning that this is a one piece 'bathtub' type which has the advantage of providing better protection for the radio gear, but can have the disadvantage of holding in water when the conditions are really wet. On past models that I have built, I took the step of drilling several large holes in the base of the tub to allow water to escape when the conditions were wet, and these can be taped up when racing in dry weather.

Stage twenty three shows how to fix the rear skid plate to the underside of the gearbox, and this doubles as a method of providing the location for the bottom of the gearbox to the chassis.

### Final Chassis Assembly

The assembly of the front suspension unit, front body posts, and front bumper are dealt with in stages twenty four and five. There are no nasty surprises, and apart from ensuring that the steering servo is in neutral before the track rods are adjusted and fitted, are two of the easiest stages to complete. The final adjustment and setting up of the steering is left up to the individuals preference, but Tamiya advise a little 'toe in' to start off with.

A problem that I encountered with the setting up of the steering arms was caused by the geometry of the front suspension. I set the toe in whilst the car was static with the suspension in its normal laden condition, but I noticed that if the suspension was depressed, simulating a full bump condition, the wheels actually played apart, giving quite a considerable toe out condition. A little experimentation with the lengths of the steering arms resulted in a bit more toe in than recommended, but a near neutral condition on full bump, and this was more satisfactory as a set up for running the car.

### Damper Assembly and Fitting

I have built a number of Tamiyas' radio control cars, and I am always pleasantly surprised how easy the dampers are to assemble. The dampers supplied in the kit are not the be all and end all in damper technology, but are more than adequate for the job that they have to do, and with the option of settings that are supplied as part of the

Front end detail- note combination tyres.



## Rear end with chunky double X tyres.

kit, will provide a good insight for the beginner.

Tamiya have resisted the temptation to mould the dampers in a bright colour, instead they have stuck to black this time. The assembly is simple enough, the only potential difficulty can come when trying to fasten the circlips onto the piston shafts because they can have a tendency to spring off if not held properly in the jaws of the pliers.

When adding the damper oil it is worth ensuring that you are ready for potential oil spills, it is very easy to drip oil all over the place by over filling the cylinder, so working in the living room is not recommended! The system of oil seals that have been developed really are excellent, and I have yet to have a Tamiya damper leak on me.

The rating of the damper can be adjusted in three ways, firstly there is an option of buying different thicknesses of oil, next there is a choice of three pistons for the damper with varying numbers of holes to give a choice of rates, and lastly there are a number of different thickness spacers which can be positioned between the top of the damper and the spring to stiffen up the spring by compressing it.

## Final Assembly

The last six stages cover the final few details such as the fitting of the wheels and tyres, the aerial post, and the painting and finishing of the lexan bodyshell.

This is the first r/c car that I have built that has had different tread patterns to the tyres front and rear, and as such I am curious to try the car in anger to see how it affects the handling. Super gluing the tyres to the rims can be a messy business unless you use one of the types of glue that comes with a narrow applicator to get into the grooves on the wheel rim.

Even if you don't buy a complete replacement bearing set for the Stadium Blitzzer I would advise you to at least buy enough for the wheels. The nylon bearings supplied are not ideal for this type of application, they will suffice for the gearbox but the types of loads that are exerted on the wheels result in rapid wear, and I have yet to use these types of nylon bearings successfully for any length of time.

If you don't replace the bearings and they do wear out this could lead to extra stresses being exerted on the rest of the suspension resulting in these components wearing prematurely.

If you have built radio controlled cars before, you will know how difficult it can sometimes be to trim a lexan bodyshell, especially around the wheel arches. Well, with the Stadium Blitzzer, Tamiya have made things easy by pre cutting the apertures to the wheel arches, leaving only the straight portions to be cut. This is a great idea and I would hope that Tamiya carry on using this technique for their future kits.

The painting of the body is reasonably easy, but for those who have never tried it before it is worth noting that the masking off is one of the most important stages which will determine the quality of the finished job. It is nice to see that Tamiya have included the masks in with the kit, but care is still needed to get them to fit properly.

On mine I decided to stray away from the recommended colour scheme, going for

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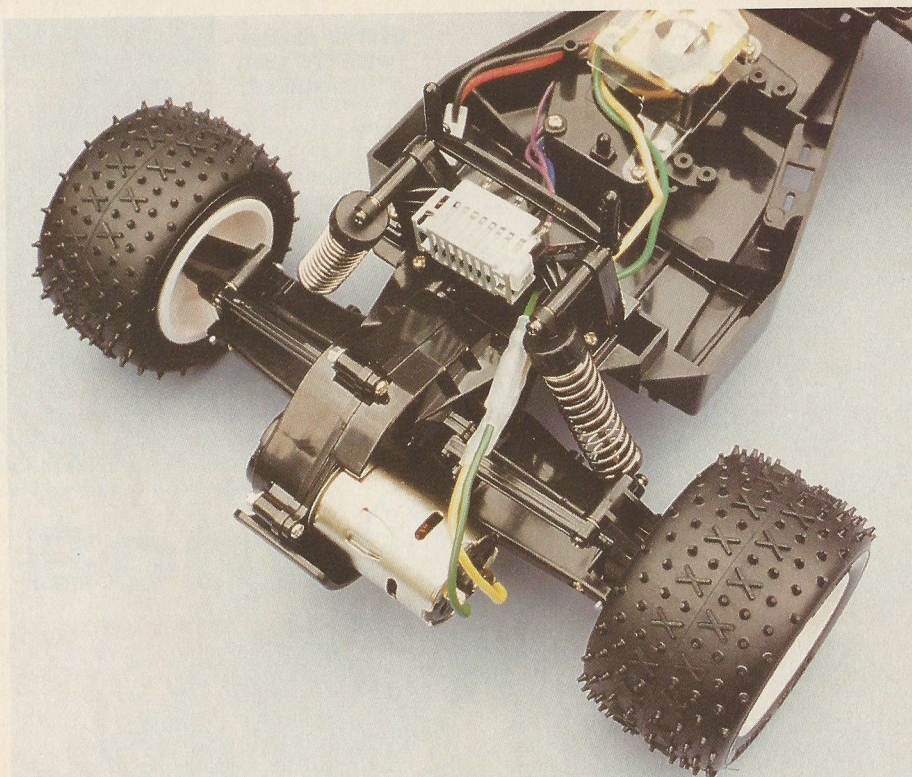
something a bit different, but still using some of the stickers provided in the kit. If this is your first kit it is worth pointing out that you can expect to pay an additional eight or nine pounds for the polycarbonate paints that are required to finish the body off, or even more if you decide to spray all of the colours. Don't try and cheat by using any other kinds of paint because it will just flake off as soon as the body starts to flex.

With the painting of the bodyshell complete all that was left was to install the battery, fit the bodyshell to the chassis and try it out.

## The Test Run

After the usual setting up of the car using the trims, it was down to some serious test driving, and I was pleasantly surprised how well the Blitzzer handled.

I had started off with the dampers at their medium settings, and this seemed to work reasonably well. The turn of speed from the stock motor was enough to keep up with most of the cars that were running alongside it, and will be plenty for the beginner to cope with.



The handling is fairly neutral, with a tendency to oversteer if really pushed. One thing that I was aware of for a while until I got used to it, was the lightness of the front end, which had a tendency to bounce around a little on the bumpy areas of the track. Softening the front dampers helped to reduce this effect, and this, along with me getting used to the handling, was all that was required to give the car a competitive set up.

As a beginners car this should attract a lot of attention, simple construction and neutral handling along with the good turn of speed and cheap price should appeal to a wide section of people, my only problem with the car is that I can't get to use it for others wanting to try it out!

The Tamiya Stadium Blitzzer is available from good model shops now. Distributed in the U.K. by Richard Kohnstam Ltd.