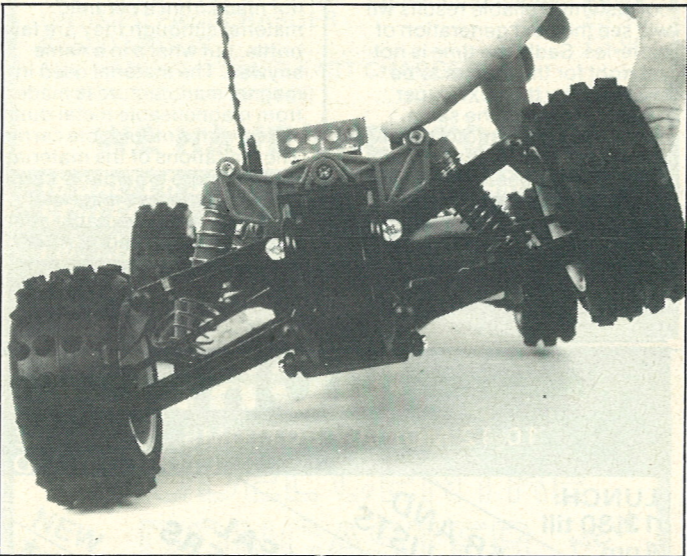
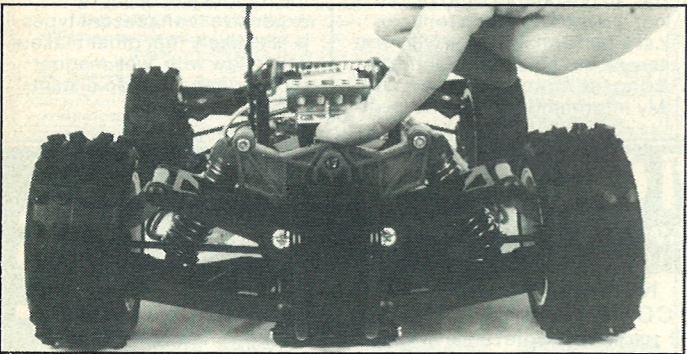


Above: The 'Super Sabre' complete and ready to go with lexan overtray to keep the works clean. Top left: The 'Sabre' shell which, as can be seen when complete, looks great. Left and below: The rear suspension has lots of movement and gives good ground clearance.



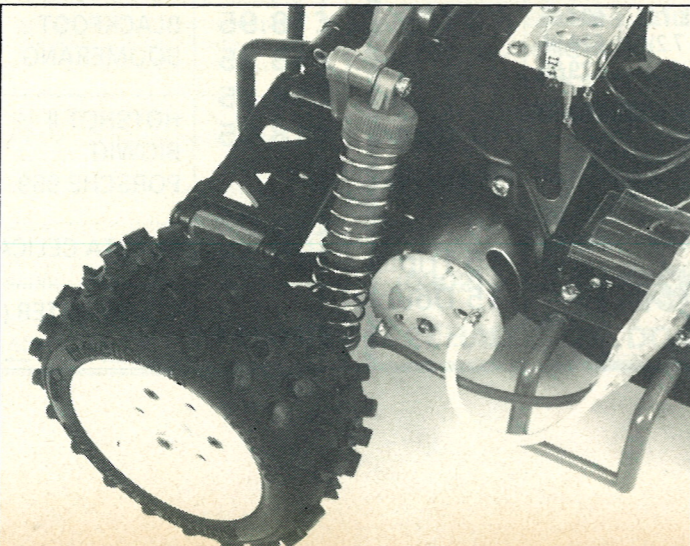
CUTTING EDGE?

After the success of the 'Hotshot II' in August it seems only natural that *Tamiya* should release another model based along their successful 'Hotshot' line. In the 'Super Sabre' we have the best of all worlds: the basic mechanics of the 'Hotshot' but with a lighter overall weight and a new futuristic bodyshell to top it off. Put this together with *Tamiya's* usual high standard of build quality and ease of construction and the obvious occurs - a winner!

Basic construction

The 'Super Sabre' is based around a one-piece plastic tub. This tub is made from tough

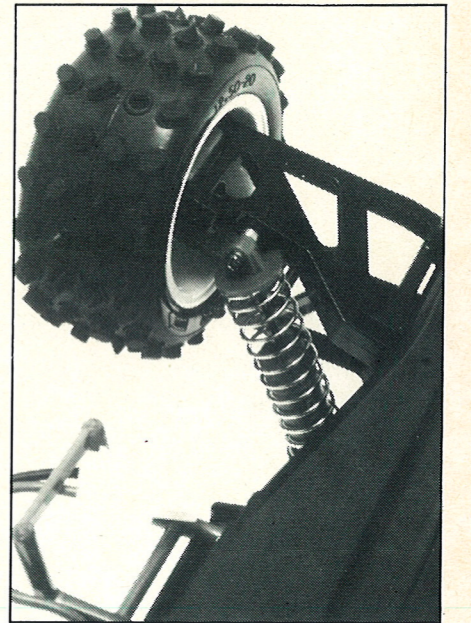
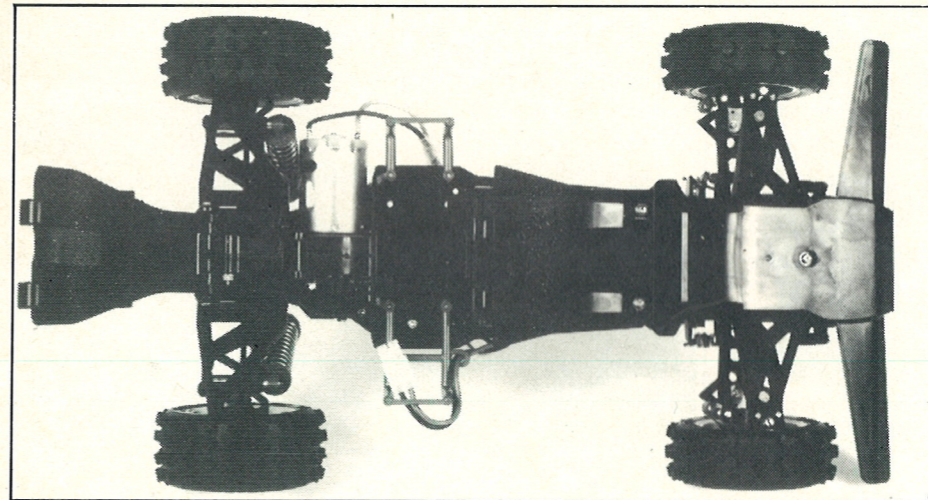
Model Cars has been building the Super Sabre



plastic and due to clever ribbing is very light, yet stiff. This forms the mounting for both the front and rear gearboxes and all the radio gear and electrics. The suspension of the car is based on the 'Hotshot' double swing arms. These are used on each corner and are made from the usual tough *Tamiya* plastic. The rear suspension is sprung and damped by two of *Tamiya's* 'CVA' red shock absorbers. The front suspension is slightly different in that a monoshock single damper system is used. One

Left: The 'Super Sabre' motor installation is via the same system as the 'Hotshot'. This makes for easy motor changing and good accessibility.

RADIO CONTROL MODEL CARS



Left: The underneath of the car incorporates the simple battery change method which only requires removal of a simple pin for battery changing. Above: Rear shocks mount direct onto the swing arms via 3mm bolts.

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shock is centrally mounted and is compressed by levers joined to the suspension arms. This system works fine but to stop 'rocking' of the front suspension - that is the whole front end being able to go from left to right, a front anti-roll bar is needed. This is fitted via two supporting arms to the chassis and is connected to the suspension via adjustable ball joints.

Driving force

The drive train of the 'Super Sabre' is all gears and shafts. The rear gearbox utilises standard gears and differentials as seen on earlier Tamiya cars as does the front. A simple piano wire centre driveshaft transmits power to the bow but from the diff to the wheels the power goes through four of Tamiya's beautifully made 'dogbone' driveshafts.

The motor supplied in the kit is the usual 540 unit - this gives reasonable power but at a later date a more powerful 'Technitune' motor may well be fitted. The speed controller is a 3-stage board type with heat dissipating resistor - which, if run at low speeds gets hot! so watch out.

Under control

The radio equipment is easily fitted and the car will take virtually all makes of radio. The steering servo is fitted first and has a built in servo saver/servo horn attachment which protects the servo from knocks.

The steering system used on the 'Super Sabre' is Tamiya's clever 'rack and pinion' type. This works very well and eliminates any chance of bumpsteer during suspension movement.

All the radio gear is not only protected by the bodyshell but also by a clear Lexan tray which covers the chassis to keep out the mud! After the pictures of the car are taken this will be tested!

Round and round

The wheels and tyres are the Tamiya 'block tread' - these are hard wearing, so are ideal for running the car not only grass but on tarmac. The tyres are directional so make sure you point the indicating arrows in the right direction.

Battery installation is made easy on the car by means of a quick pull out pin which released the battery flap - see pictures.


Back to the future

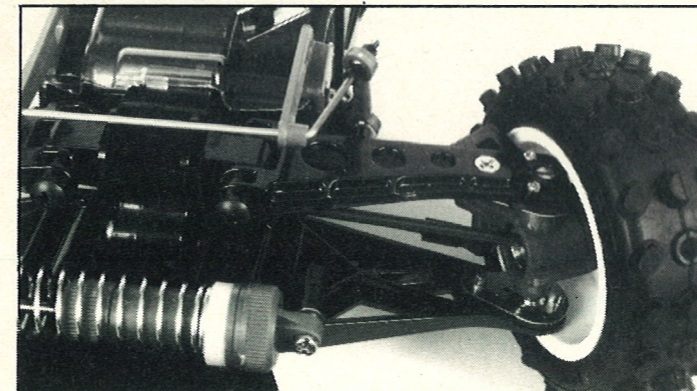
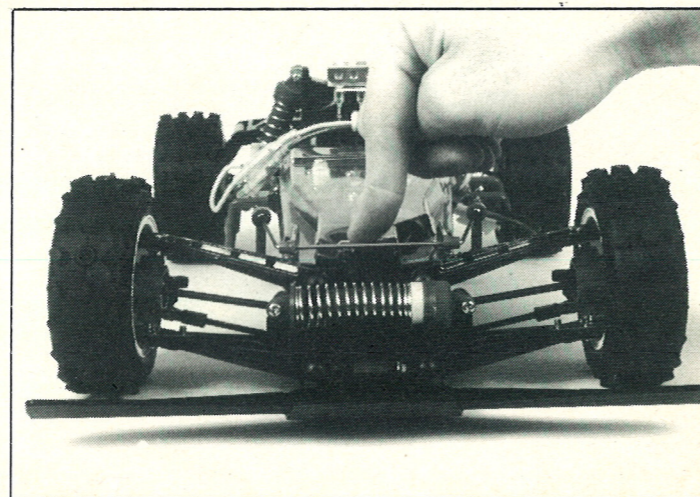
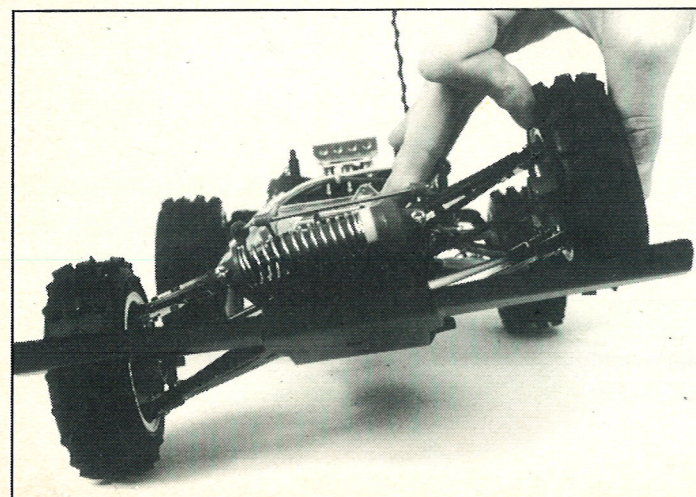
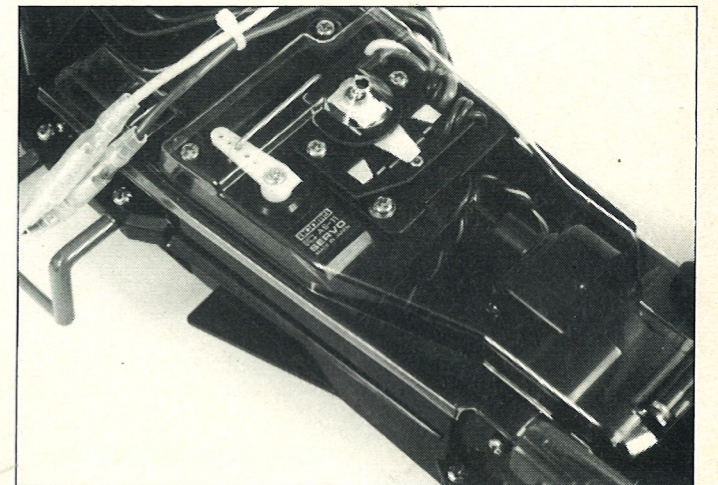
The bodyshell of the 'Super Sabre' is really quite new in style. The body is a two-piece moulding which needs to be carefully trimmed and bolted together. The two section rear wing when complete gives a very tunnel-like shape for which the air has to pass - maybe some downforce will occur. The cab of the car is left clear and along with the usual high quality Tamiya decals a set of window bars are included to give the cab a spacey look.

How does it perform?

As said earlier the motor in the kit is a standard 540. With a car of this specification (4WD) and a much faster motor could well be catered for, so the handling in standard form is pretty neutral.

The car has good turning ability and is nicely controllable in four wheel drifts. The suggested suspension setting is a bit stiff for the winter months but a quick change of damper pistons should put that right. Altogether an excellent club car which should give most other cars in its range a run for its money!

Available through Tamiya stockists. 



Far Left: The front suspension has lots of travel to soak up the bumps, notice a 'yellow' spring tensioner has been fitted for clarity. Left: Anti-roll bar fitting is simple but works very well. Above: The speed controller is the standard 3-step type and is well protected by the lexan cover.