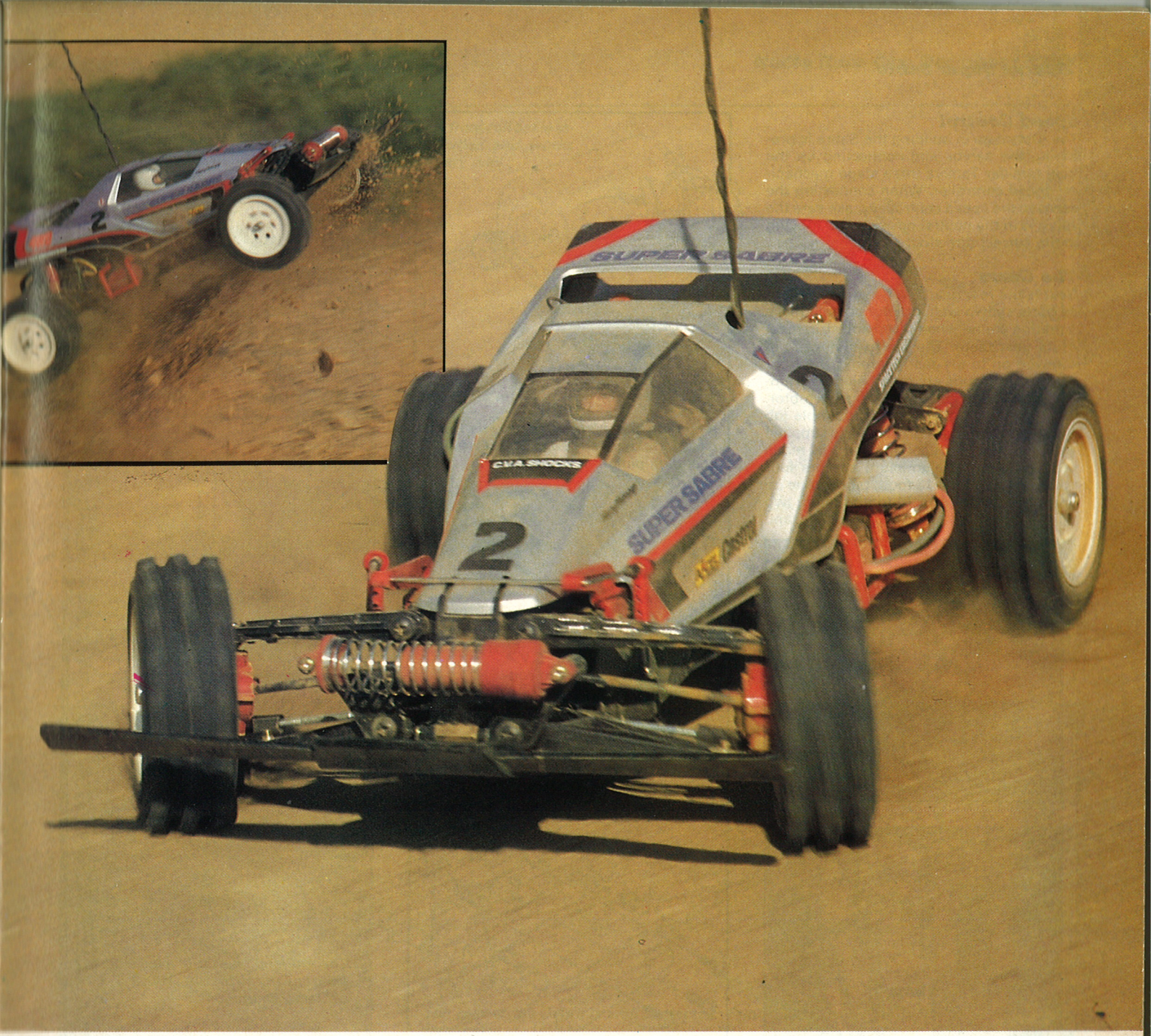


SUPER SABRE

Tamiya's new 1/10, 4WD contender as seen by Warren Dawson

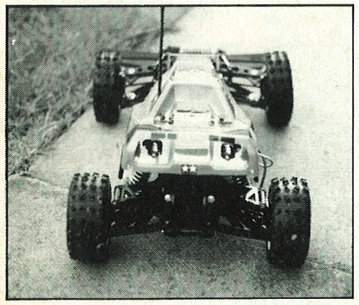
The first thing you notice when opening the box is the neat and tidy layout of the various parts. This makes identification very easy for the first time builder. The instruction book, as always from Tamiya is extremely concise and clear to follow.

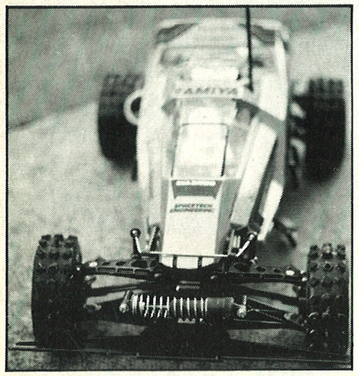
Speed Control

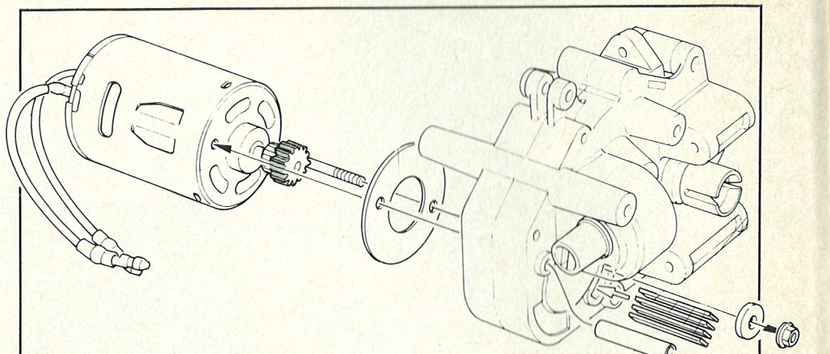
The first stage in building the Sabre is preparing the servos and connecting up the now familiar Tamiya three stage mechanical speed controller. When connecting the servo to the speed controller make sure the servo is in the neutral position and moving in the correct direction.

The Gears

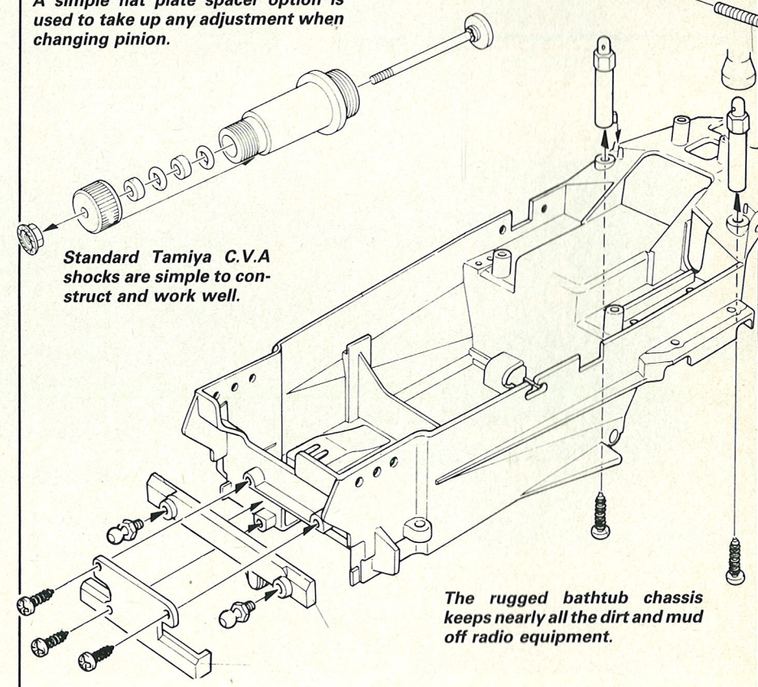
Next is the rear gearbox, be sure to grease all parts shown well, or your car will make a grating sound when raced and strip most of its gear teeth. The rear wishbones are screwed on to the rear gearbox. The front gearbox and cups are assembled. The pinion is added to the 540 (Mabuchi) motor. Meshing in the gears is also a simple job because a plastic pinion mesher is supplied with the kit. The gear meshing is made easy courtesy of aluminium spacers four spacers down for a 13 tooth pinion, one up and three down for a 14 tooth pinion, two up and two down for a 15 tooth pinion, and





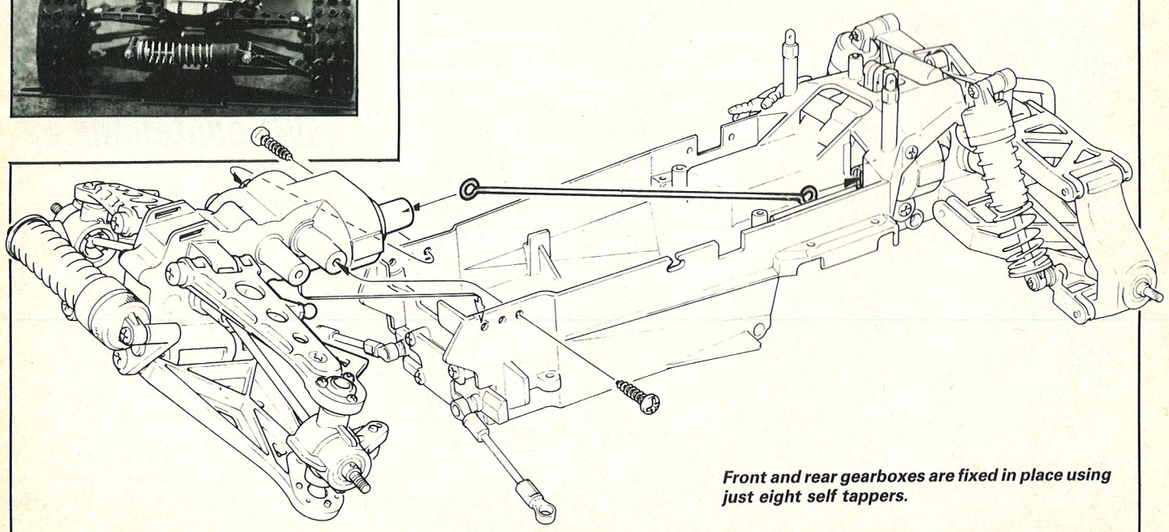


A simple flat plate spacer option is used to take up any adjustment when changing pinion.

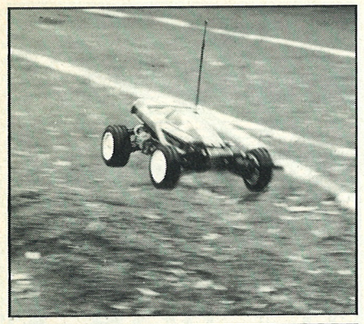


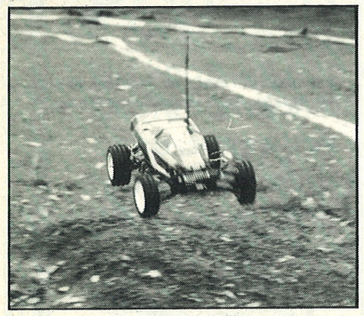
Standard Tamiya C.V.A shocks are simple to construct and work well.

The rugged bathtub chassis keeps nearly all the dirt and mud off radio equipment.

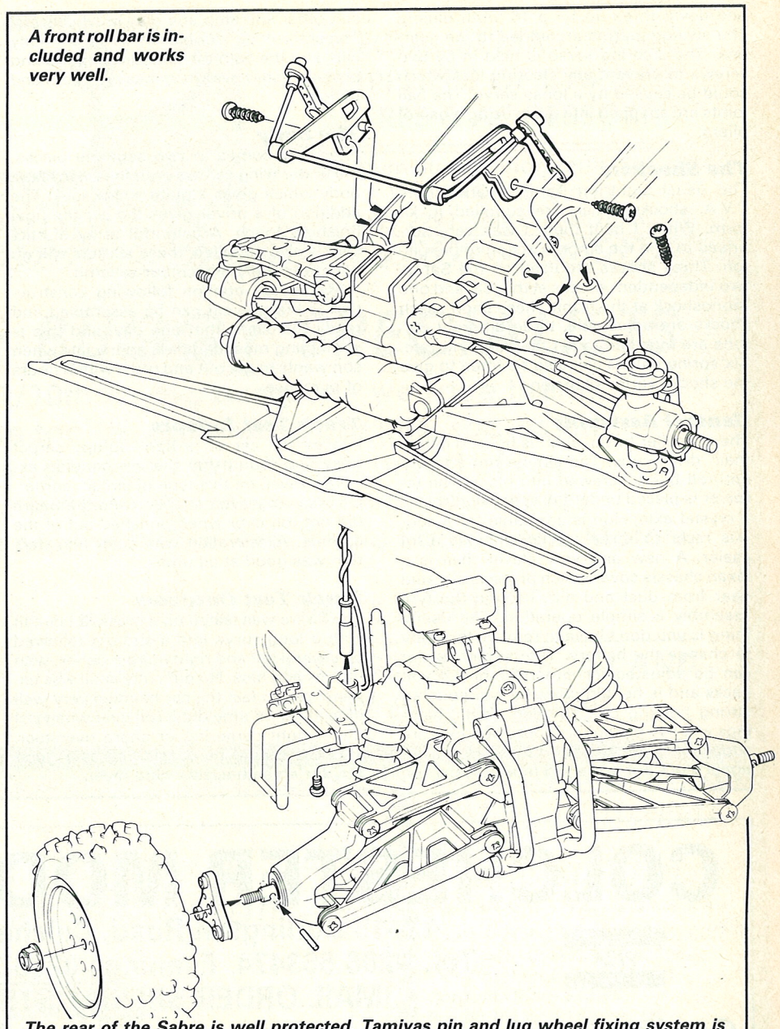


Front and rear gearboxes are fixed in place using just eight self tappers.



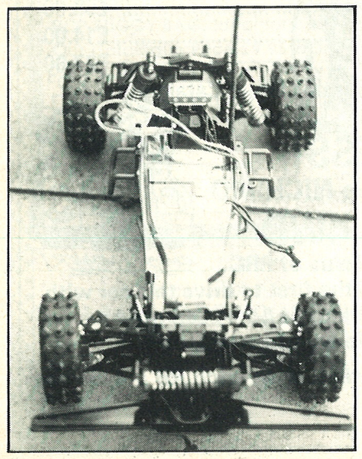


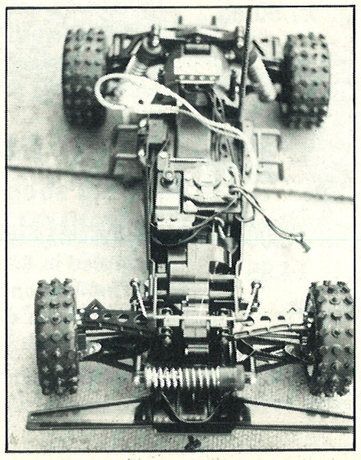
A front roll bar is included and works very well.

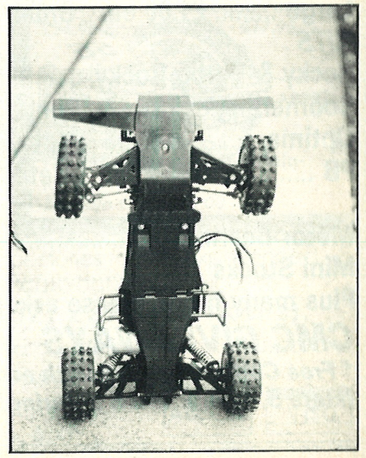


The rear of the Sabre is well protected. Tamiyas pin and lug wheel fixing system is retained.

The rolling chassis, plenty of room for all radio equipment and a neat weather plate. The underside of the Sabre is well protected against knocks and bangs.







one down three up for a 16 tooth pinion. The swinging arms are added to the gearbox. The steering servo is held in by two screws to prevent any steering loss which could be caused by a loose servo. The ball joints are snapped into place using a pair of pliers.

The Shockers

The usual sight on Tamiya cars is the C.V.A. shocks which are supplied in kit form. When I built them I was very surprised to find the smooth action of the piston. Three shocks are used on the Sabre, two independent shocks at the rea, and one monoshock at the front. These short reach shocks are adjustable, three different pistons are included to set the damping rate. Six spring collars can also be fitted to give the shocks various tension.

General Assembly

The propeller (prop) shaft is housed in two main drive cups. The simple but efficient anti-roll bar is screwed into place. The receiver is placed under the speed controller, a crystal extension is advisable for a serious racer to make crystal changes a lot easier. A new and very clever idea is a lexan chassis cover which protects all radio gear from dust and dirt. I found the tyre assembly a simple operation. The useful thing is you don't have to remove the body to change the battery. The battery carrier can be adjusted for either 7.2 or 8.4 volt packs and is held in place by a simple but strong holding pin. Thirteen plastic bearings and five phosphor bronze bearings are supplied in the kit. Ball races are an optional extra but these will make the car run smoother and stop any play in wheels etc. The anti-roll bar doubles up as a front body clip, and the bath tub chassis supports and protects radio gear from heavy knocks and bangs.

The Body

The body comes in two separate pieces, the under wing screws onto the main lexan body which gives it quite a slick look. The addition of a driver gives the car the final finishing touch. A colourful array of stickers is also supplied, these stickers will go with practically any colour scheme.

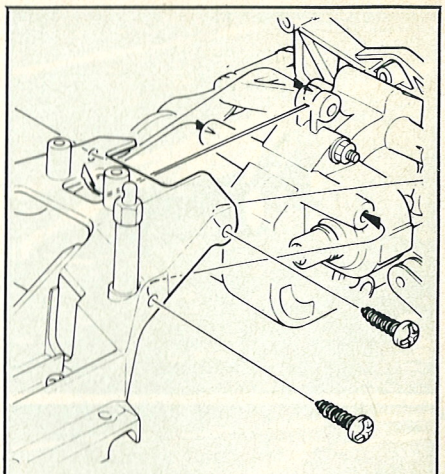
My overall opinion following construction is that the car can be assembled and ready for use within one day, and this is something most dads will appreciate when son wants to get out and run it within hours of purchase.

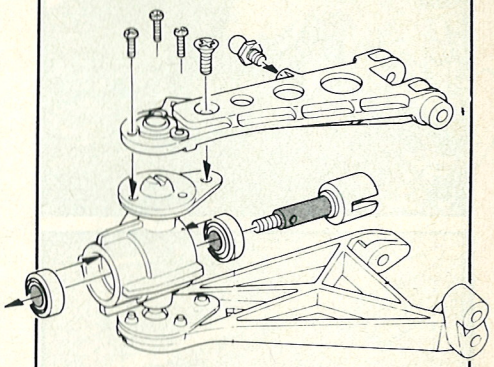
Track Test Indoors

I raced the car on a tight bumpy carpet track and found that the car handled extremely well on this type of circuit, cornering was easy even at speed and the Sabre did not roll over when punched out of the corners. Acceleration was quick and traction was good at all times.

Track Test Outdoors

The Sabre was tested on a grass/dirt circuit with a long curve into a straight followed by several left and right hairpin bends, with bumps and dips. No difficulty at all was experienced in fact the car handled very well indeed. At no time did it roll over when put under tight cornering or sharp oversteer. This car should be considered as a good buy for an enthusiastic club racer.





Construction is shown clearly and simply making part identification easy.