



Very impressive graphics on the Mugen NSX, You can see why the Ed' wanted the shell back in one piece

gold standard

Tamiya TA03R-TRF Special Chassis Kit

From the moment you open the box it is clear that Tamiya have created a car with the racer in mind. This kit consists mainly of Hop-Up Options with gearbox and suspension components to complete the car. The instructions are of Tamiya's usual excellent quality and take you through the build in the same style as always with a TA03 Chassis, build the front gearbox, the rear gearbox and put the chassis in the middle of the two.

As the instructions are to the usual standard and the car goes together so well I will avoid a 'screw 6 into part G4' review and concentrate on how it goes.

Build notes

First up is the front gearbox. I was expecting to be instructed to build and install a ball diff here but to my surprise found a one way diff instead. This unit is a little heavier than a ball diff but Tamiya must feel that it gives a better result than the optional one way layshaft.

The rest of the gearbox is kitted out with a lightweight alloy layshaft and a 15 tooth alloy pulley. The wishbones and shock tower are then attached. Another lot of hop-ups are added now, TA03 UJs, alloy hub carriers and kingpins make up the rest of the front end. Tamiya have retained the plastic knuckle arms in the kit, alloy versions are available which are stiffer than the kit plastic items.



The Mobil and Castrol versions of the NSX have more rear wing than this one

Now the front is complete the instructions take you on to the rear gearbox. First a TA03 Pro ball diff is fitted along with the bottom of the gearbox and the lower wishbones. In this kit Tamiya have used a flanged bearing for the belt tensioner to prevent the belt falling off. The rear shock tower and gears are put into the gearbox and the alloy rear hub carriers are attached.

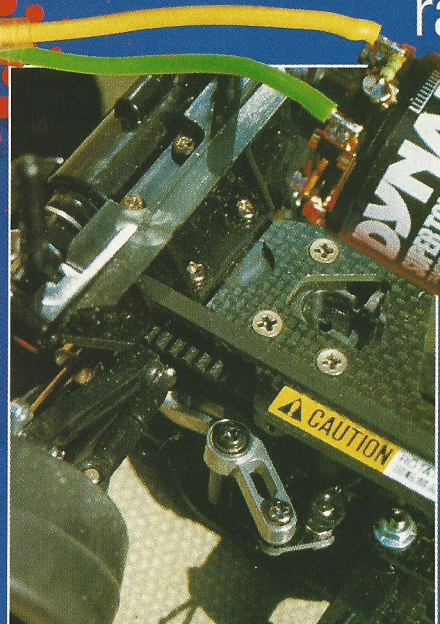
Included at the rear of the TRF are TA03 lightweight driveshafts - anodised gold instead of blue - and the TA03 long wheel axle kit - again anodised gold instead of the normal blue. This is done so that when you fit a Tamiya GT shell to the car you can use the same offset wheels front and rear.



Clearly a member of the Tamiya TA03 family

summertime blues

'Tamiya have created a car with the racer in mind'



Trick alloy and carbon steering components



Add electrics and body and the Eurocup here we come



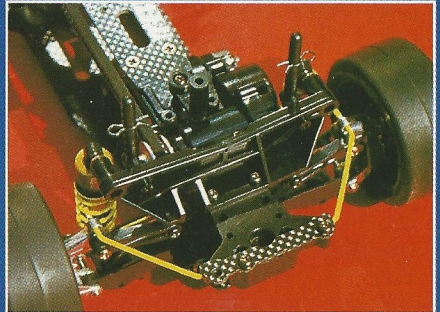
More steering

Shocks and Chassis

Now that both gearboxes are complete you have to build the alloy shocks. The front two are first, travel is limited internally by three 0 rings and an orange spring is fitted from the short spring set.

The rear shocks have one 0 ring inside them and uses a standard length yellow spring. This gives the finished car a ride height of 6mm at the rear and 2 mm at the front.

Next up in the build is the chassis. First you have to attach the steering servo to the carbon battery plate and then attach the battery mounts and



You might want to try a blue rear anti-roll bar

plate to the chassis. The front gearbox mount is added and then the aluminium racing steering set is assembled and added.

The front gearbox bolts onto the chassis using four countersunk screws, the aramide belt is added and then the rear gearbox is attached. Fit your radio gear, bolt on the top deck, put the wheels and Type A tyres on and you're ready to race.

So, what does the car go like on the track?

For the test I used a Tamiya Mercedes CLK shell (the Ed said he'd kill me if I used the Mugen in the pictures), the kit Type A tyres and a Dyna Run 13 x 2 motor.

The first test run was at West London on a dry but quite cold track. I took the TA03R out with the kit suspension set-up but leaving the front roll bar off. After a five minute run it was clear that the carbon chassis makes a lot of difference, not in overall lap times but in consistency of the car.

The old tub chassis used to flex quite a bit on bumps and when cornering and so the car could do some weird and wonderful things while turning. The carbon chassis lets the suspension absorb the bumps without the chassis twisting and losing grip. This lets you lap consistently at a faster pace which can only be good.

Test two

Next a trip up to Ashby and some sunny weather. With the set-up on the car kept the same the car was a little understeery but quick. A five minute run achieved 17 laps in 307 seconds. If my memory serves me right this would have put the car on pole position at last years Tamiya Eurocup Round.

To see if I could get a bit more time out of the car the set-up had to change. To try and get more steering a blue spring was fitted to the rear shocks. This had the effect of giving slightly more steering but the back end was a little harder to control. The end result of this change was a few faster laps but then a sideways moment would lose all the time made in the previous laps.

Back to the yellow rear springs but this time with a blue rear roll bar. This gave a similar amount of steering to the blue springs but kept the back end in line. This decreased lap time slightly but kept them just as consistent.

Playing with adjustments at the front - springs, roll bars - only increased understeer and lap times and there was only one change left available to me.

Bring on the body beautiful

After protecting the Mugen NSX shell with tape I took it out for one flying - but careful- lap. This was 2 tenths quicker than any other lap in the whole day and I didn't scratch the shell! The NSX gives loads of steering and could make the car fast enough for an 18 lapper.

After the test here is my recommended set-up.

Set the car up as in the kit, put on a blue rear anti-roll bar (stabiliser) a Honda NSX shell and no front anti-roll bar.

In conclusion the TA03R is the perfect car to buy to enter the 4WD GT class of the Tamiya Eurocup. You get a raceable car straight out of the box, just add a shell and radio gear. The handling is very stable and will bring hours of enjoyment on the racetrack.

Our thanks to Richard Kohnstam Ltd for supplying the review model **RRCI**

Hop-Ups included in the Kit:

Part Number:	Description:
TA03R	Ballrace set
53200	One way diff unit
53274	Alloy Layshaft
53266	Steel Suspension Shaft set
53291	Alloy 15T pulley
53316	Alloy front Hub Carriers
53310	TA03 UJ's (1 pair)
53157	Alloy Kingpins (4)
53267	TA03 Pro Ball diff
53284	Alloy Ball Joints (10)
53260	TA03 Hollow Carbon Gearshaft
53288	TA03 Alloy rear hub carriers
53305	TA03 Lightweight driveshafts
53332	TA03 Long wheel axle set
53275	TA03 Alloy motor mount
53280	TA03 Pro alloy shocks
50473	Hi-Torque servo saver
53308	Alloy servo posts
53363	TA03R carbon chassis set
53326	TA03 Alloy steering set
53364	TA03 Carbon steering arm
53278	TA03 Aramide Fibre Belt
53312	TA03 Carbon roll bar support
53293	Type A slicks (2 pair)
53295	Inner foam

Quick Spec

1:10th 4WD Touring Car Chassis Kit. Requires 2 channel radio, motor, NiCad cells, Speed controller, Body and paint to complete.

Likes

Quality
All the right bits are in the kit

Dislikes

Too much understeer for me

summertime blues