



**TAMIYA TGX
KIT REVIEW**
Reviewed by Mike Caine



BIG in JAPAN

Tamiya have gradually diversified their range over the past few years and have now gone all the way - here are the first pictures of the 1:8 gas powered 4WD on road racer...

Twelve months ago Tamiya made their first move into the high tech area of fuel powered cars with the introduction of the TR15T pick up truck. It utilised some existing components from their highly successful off road range and in true Tamiya style were incorporated in to an extremely well engineered model. Apart from the obvious quality of the product it had a very short life. I understand some are still around but it never made the grade with huge

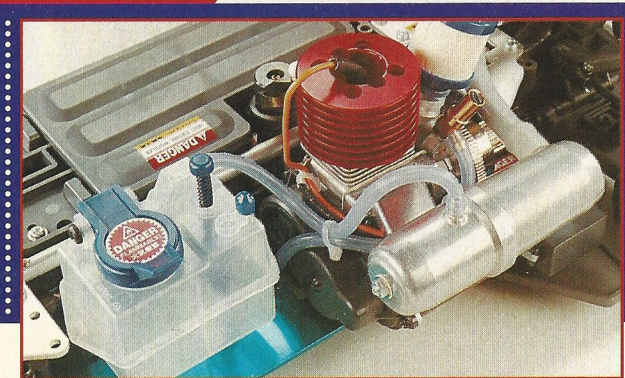
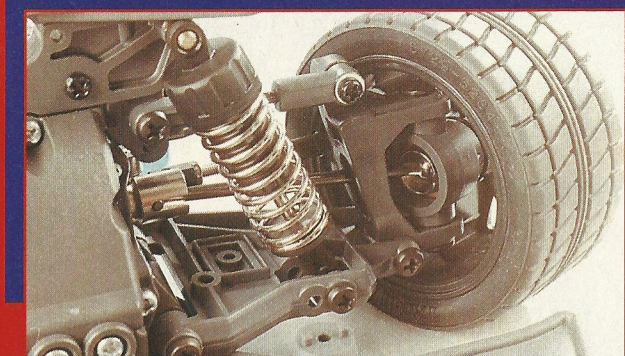
success in Europe. It was stated at the time that the TR15T was launched that maybe this was the start of something big from Tamiya.

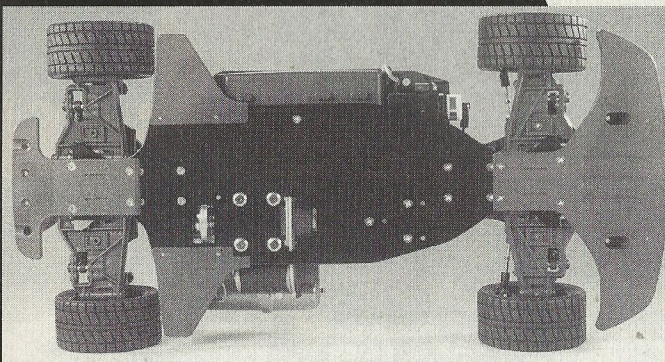
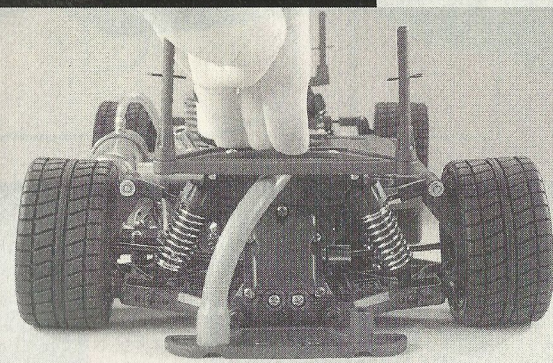
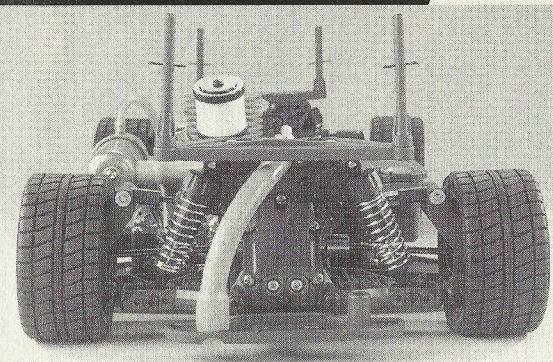
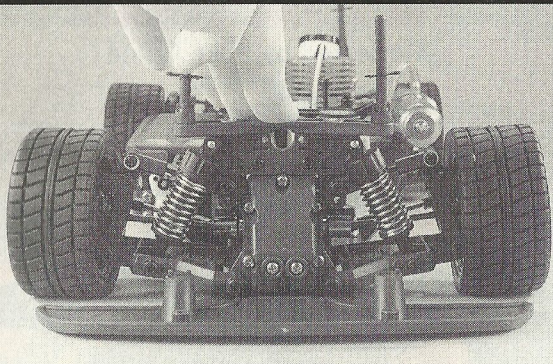
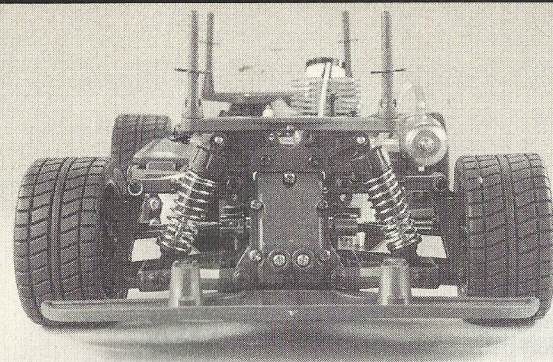
We can now reveal what big is... the TGX-Mk1TS. This is Tamiya's entry into the world of on road circuit racing and our view is that the designers in Japan have got it right again - or have they?

This car, oh how I wish it had a name rather than a code number is the result of three years development - a dream come true

for its Japanese designer. So what's so special? First impressions tell you that the box isn't big enough for 1/8th scale fuel car. Oh yes it is - well for a rolling chassis - the body comes separately (not wishing you now to throw the magazine down till I tell you about the bodysHELLS later), and it's nicely packaged rather than Tamiya's newest trend of throwing it all in the bodysHELL inside the box. Everything you need including an OPS, yes OPS made in Italy engine is there to assemble.

Next diversion and I had to double check that only a few components have ever been used before and obviously not on a 1:8 scale car. Shockers, tyres, ball joints, high torque servo saver





The Tamiya TGX is Tamiya's finest work to date - the car fits together beautifully and the design is superb. This will go down as one of the best RC cars ever...

fuel tank and air filter are the only compatible items to your existing spares box.

A completely new design from the chassis up. Our step by step guide to this latest item from Japan follows.

Chassis

Superbly formed and finished in anodised blue aluminium, this rigid plate with wishbone limiters folded in forms the basis of where to start. Gloves not necessary as unlike some manufacturers offerings this would be no more use as a meat cleaver or a garden scythe. As smooth as a baby's bottom!

Transmission

Next up comes the gearbox units, identical front and rear with a bevel geared diff contained in a plastic housing driving a metal ring gear which mates with a metal output pinion - note the repeated use of the word metal, of all people from the Tamiya Plastic Model Company. There is even a metal strengthener plate between the gearbox and its cover to hang the suspension on.

Suspension/Transmission

Newly moulded bottom wishbones are attached to the gearboxes with screw pins - you can use stainless steel circlip shafts as an option and the upper arms are adjustable moulded items.

The uprights both front and rear appear to be very strong moulded as is everything else from a new type of nylon filled material.

Drive shafts are of the dog bone variety and complete the picture in the suspension build-up. The final drive consists of a shaft driven link via a 50 teeth spur gear, which also carries the disc brake, between the front and rear - yes it's four wheel drive!

By now you should have realised this is something special compared to the other Tamiya kits. It has the ease of construction of a typical Tamiya model but just exudes quality and engineering every step of the way. Everything fits perfectly and the nylon filled mouldings accept self tapping

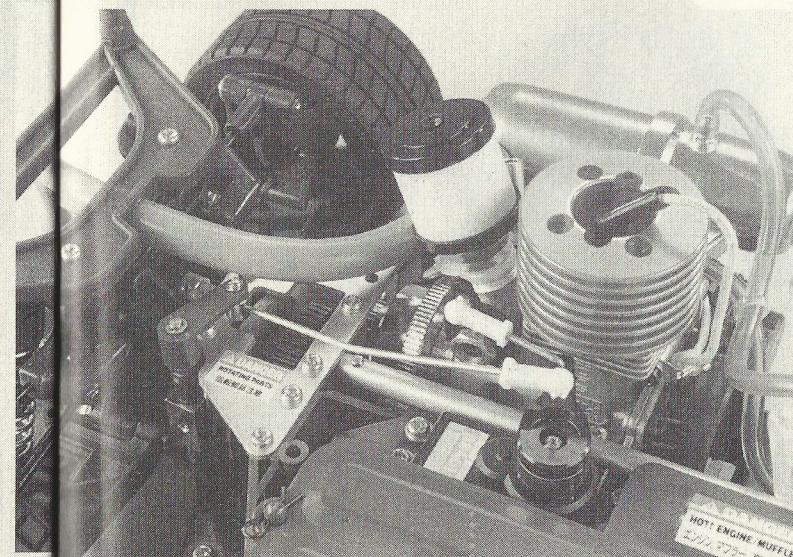
screws without the usual Herculean effort needed in some of their other kits.

Bolt the gear cases to the chassis and the TGX starts to take shape. We said it was 1:8 scale but it doesn't seem that big. Scale is the word for like their electric saloons it is a scale sized car - a narrower track than it's 1:8 counterparts but never the less very beefy.

Steering assembly

Here's where we used adjustable tie-rods instead of the kit supplied rods for ease of set-up at the circuit. The steering pivots have brass bushes that can easily be up graded with 730 size bearings. A centre beam between the front and rear gearboxes gives some torsional rigidity. Protection plates ahead of the rear wheels also serve as mounts for the electric start option and complete the chassis finishing.

The very popular two O ring type plastic dampers are used but with a new one hole piston for the front and rear. Damper lengths are different (achieved with a spacer) are easily recognised. Coil springs are standard, these fit easily to the



mounting points with ball joints and screw pins. A plastic moulding on both the gear cases suggest an anti-roll bar set is on the way to compliment the damping arrangements.

Engine pull start .15 size

An OPS VR15 engine is supplied and looks very attractive. An anodised large head and big bore carburettor give the impression of a

potent unit. The silencer is not the tuned pipe variety and is strangely coupled to a long silicon tube which friends its way to the rear and underside of the model. When mounting the engine this is the one area we didn't like. The bolts provided (3mm X 10mm) are probably adequate but through experience we preferred to fit some Allen headed bolts and alloy cut washers to ensure a firm and rigid installation.

Radio equipment

This is housed in a sealed plastic box - protect your expensive equipment. Not strictly true as the car is designed to work with normal economy priced two channel sets. It is tempting to want to fit a KO 1006 FET servo but we can assure you that the car will work without them. The choice is yours. We saved our money but then spent it on the luxury of an electric start unit (see photos).

All the linkages and overrides have been sorted and it is just a simple matter to connect the throttle and the disc brake operating rods.

Wheels and tyres

The low profile intermediate weather tyres look great and work well. Foam inserts are provided and when assembled to the tyres it is necessary to apply some instant glue between tyre and wheel. Failure to do so results in embarrassment - believe me!

Body mounts complete the assembly and the TGX is ready to go. Did I say body mounts... You

may remember that at the beginning we said it didn't have a body - well actually you have the choice of three. A DTM Mercedes C Class, Alfa 155 or an Opel Calibra. All we'll say is that they are big, superbly detailed with the usual high quality sticker sheets and very expensive when you need a new one.

Wheels are also available for the matching look and my own favourite combination of wheels and body is the Calibra. But remember it is nothing like the "rep" versions you see on the motor way. We feel the Alfa will prove extremely popular particularly as it is in '94 DTM colours.

Next month we will track test it and tell you how it all went.

Stop press

Universal drive shafts (53198) 2 speed transmission set (53201) are on the way so Tamiya are serious about their entry into the on-road racing scene.

