

# TAMIYA THUNDER DRAGON



People sometimes say that seeing is believing, certainly in my case this is true. Let me explain.

Speaking as a relative novice to the Sport of R/C racing to see the new Tamiya Thunder Dragon holding its own against other, shall we say, less tame opposition was sheer delight.

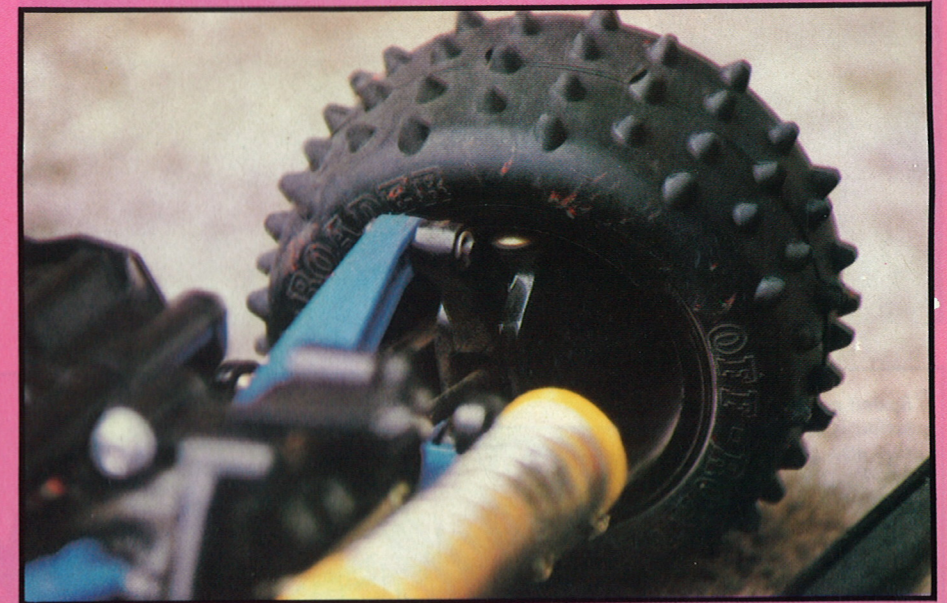
After actually completing construction of this car, several things became obvious to me.

Primarily you do not have to be Einstein to actually build it. The instructions are both clear and precise, you also do not have to rob any banks before purchasing this competitive and reliable off road racer.

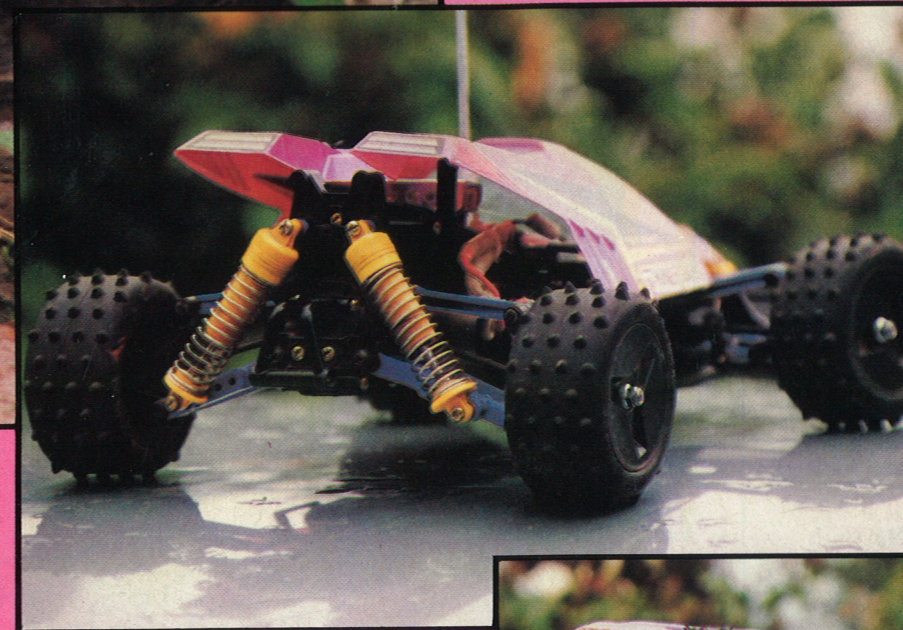
It has a sturdy 'bath tub' like chassis which neatly holds everything in place, including a re-designed housing for the battery pack, this enables quicker and easier access when swapping your packs over.

The suspension system is a three point system which is oil filled, it is fully adjustable thus giving you the ability to set it according to the conditions in which you are driving.

*A futuristic, easy to remove body shell. You either love it or you don't.*



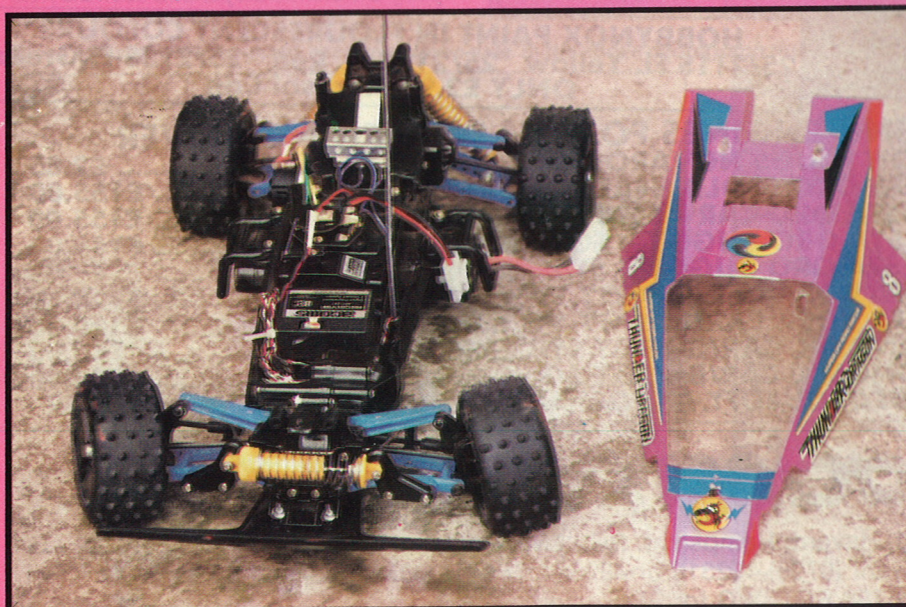
*Suspension is lightweight and very tough, even the first time race meeting we took part in couldn't break it.*



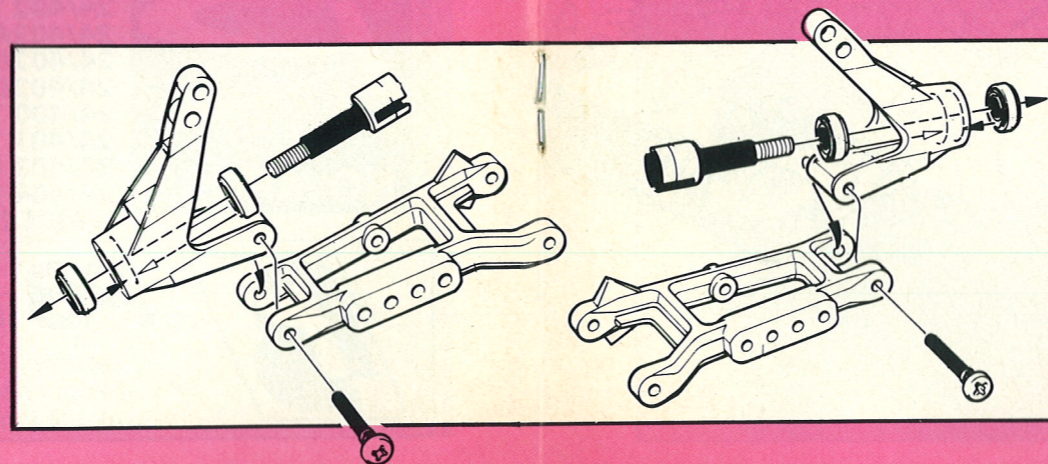
The Thunder Dragon was tested at my local Car Club and I must say coped admirably, as I mentioned before I am a newcomer to both constructing and racing R/C cars, therefore the driving itself did put the car through its paces (a-hem!!). It is certainly tough!

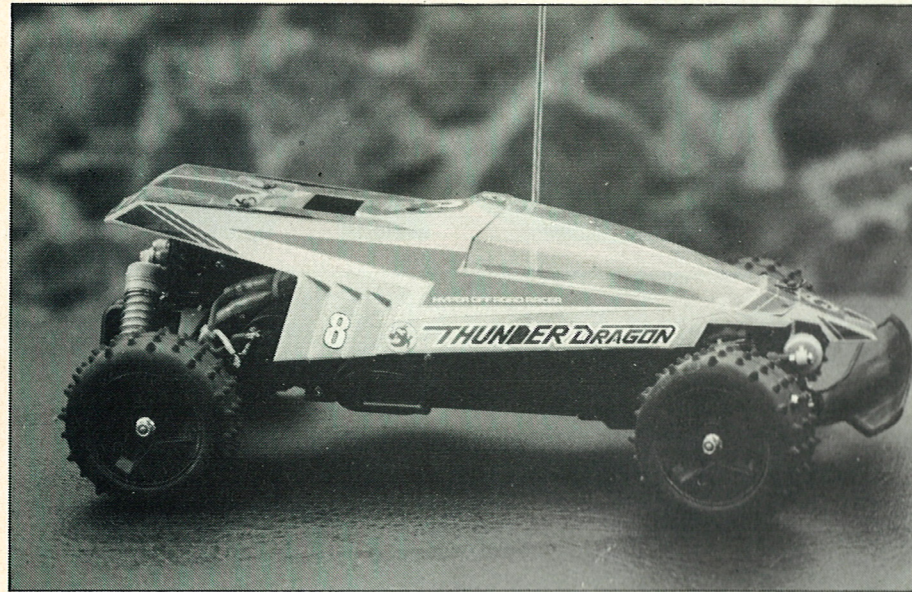
With the aid of its semi-pneumatic tyres (standard in box) and four wheel drive, the handling was both good and positive. Though on this occasion perhaps the Thunder Dragon was a little underpowered on the straights compared to other cars. It certainly battled on. At this point it is fair to point out that the set up was completely standard with no modifications.

*High ground clearance allows the Dragon to cross rough terrain with ease.*

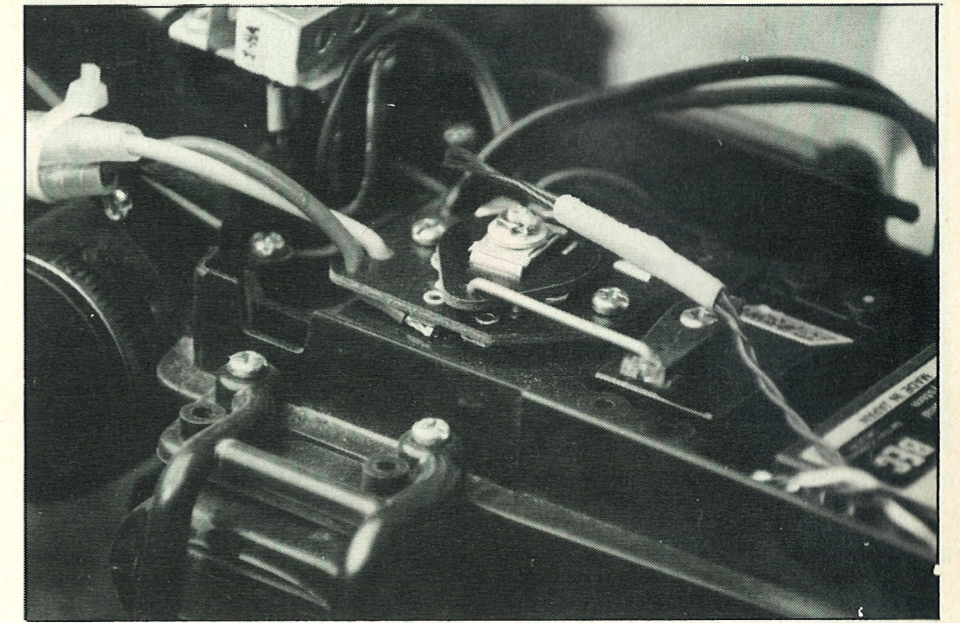
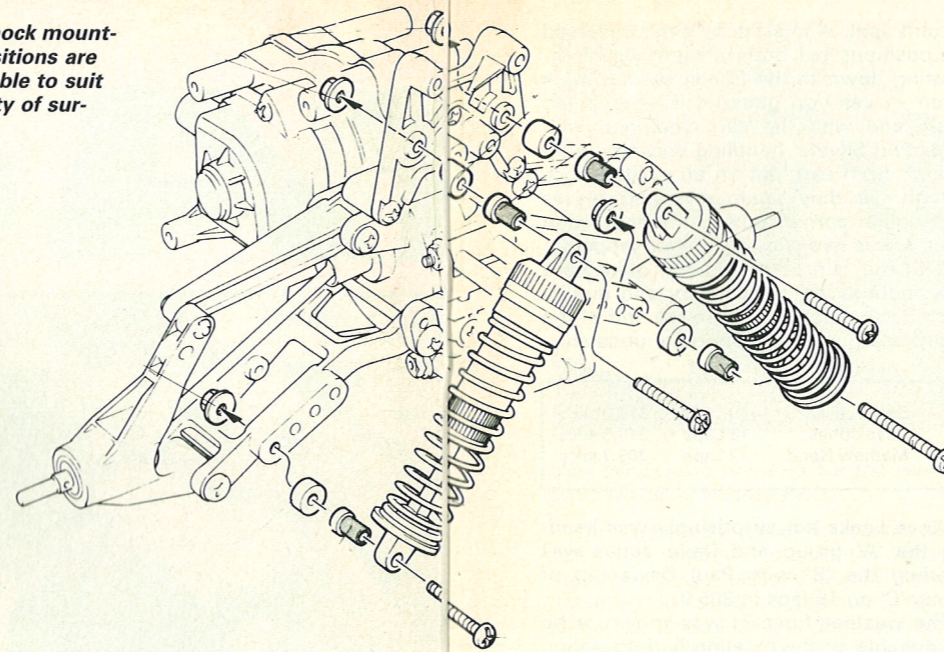


*Stephen Pearson looks at Tamiyas Thunder Dragon 4WD off road racer.*

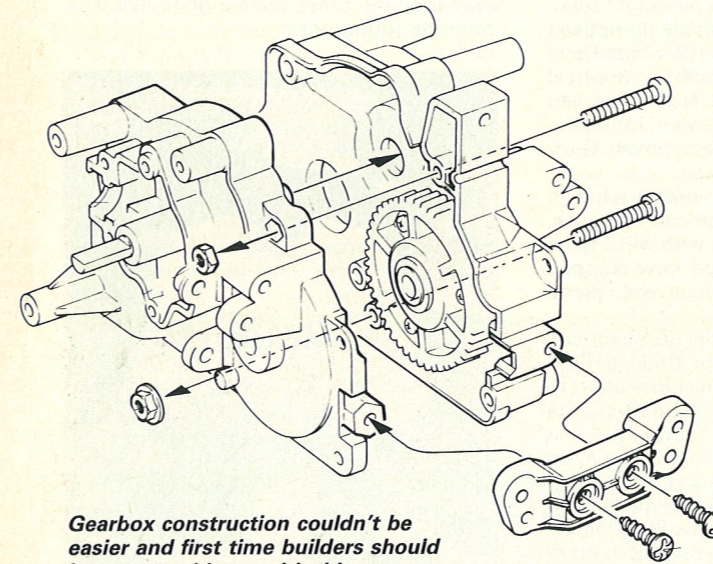
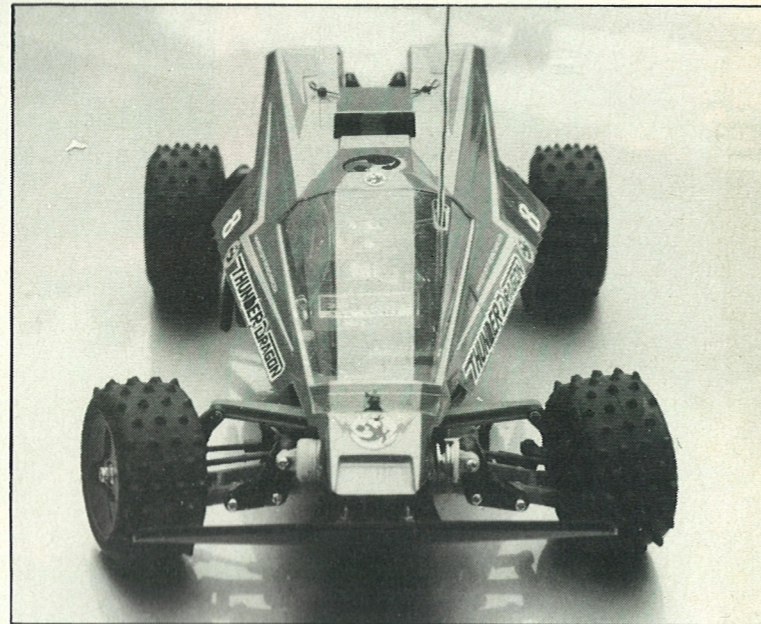
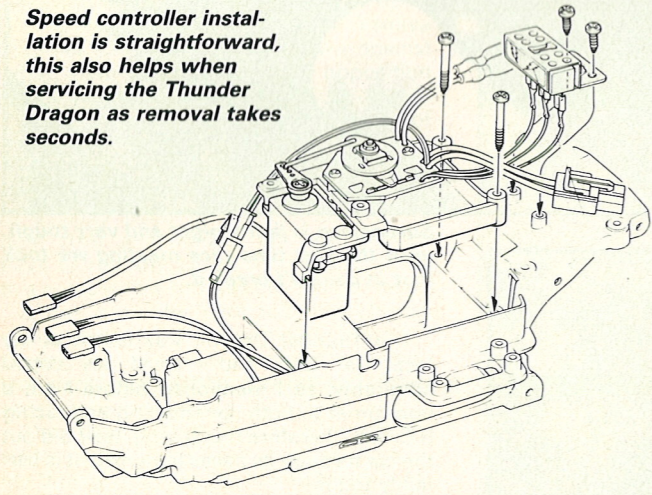




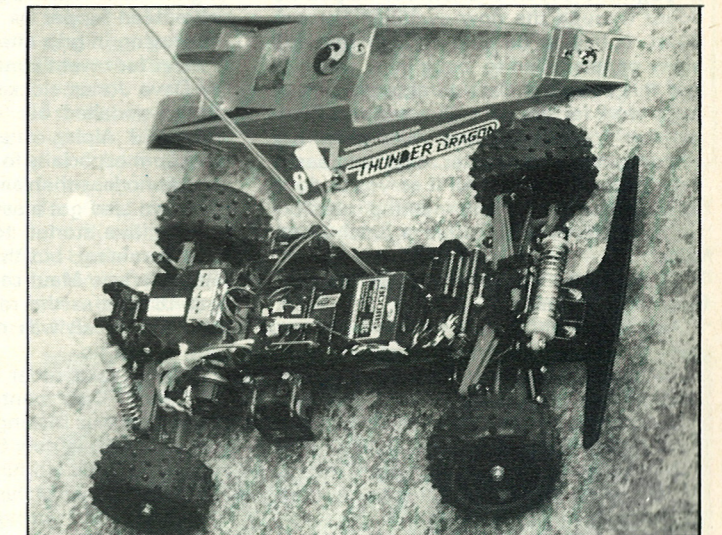
Rear shock mounting positions are adjustable to suit a variety of surfaces.



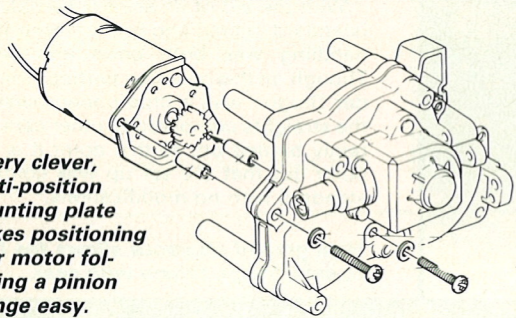
Speed controller installation is straightforward, this also helps when servicing the Thunder Dragon as removal takes seconds.



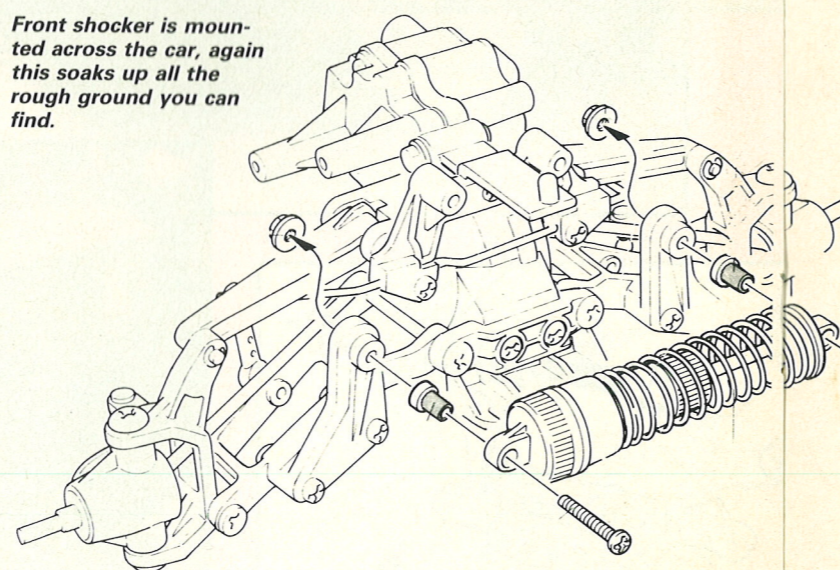
Gearbox construction couldn't be easier and first time builders should have no problems with this car.



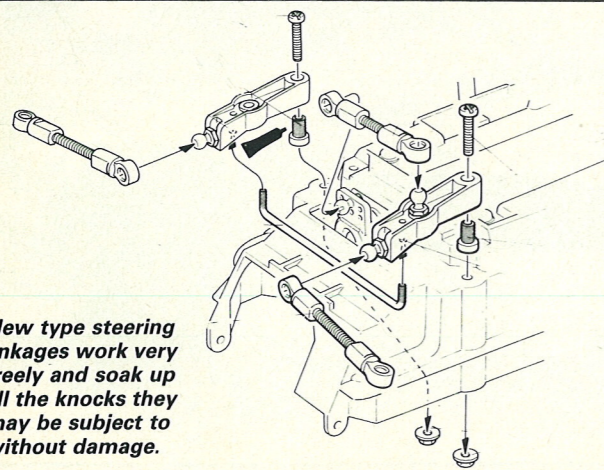
A very clever, multi-position mounting plate makes positioning your motor following a pinion change easy.



Front shocker is mounted across the car, again this soaks up all the rough ground you can find.



New type steering linkages work very freely and soak up all the knocks they may be subject to without damage.



The Thunder Dragon itself is an attractive package to both experienced and beginners alike with a few modifications (though not necessarily expensive). The Thunder Dragon certainly becomes a contender.

Although the initial outlay of the car is not dissimilar to other Tamiya designs there are a few points that have been improved which helps you in both construction or repair of the car. One advantage is new linkages between the servo and the front wheels, this means less fumbling when carrying out repairs or replacing servos, etc.

The weight of the Thunder Dragon has also been reduced compared to past Tamiya models such as the Boomerang and the BigWig. The body shell included is also different to past models giving a space age look to the car.

After considering the availability of parts and relative cheapness of the kit itself, performance and reliability are still well bred in this racer, the Thunder Dragon is available from all Tamiya stockists.

Maybe it might be the 'Year of the Dragon'.