

TEAM TAMIYA TOP FORCE



The new Top Force Evolution will soon be in the UK and on sale, we look at the Team Evolution car and give a guide to setting it up



Not many people know that Tamiya are reigning British National Champions. Last year Jamie Booth with his modified Manta Ray pipped Kevin Moore to the 4WD title giving Tamiya their first UK title and many of the established teams a shock.

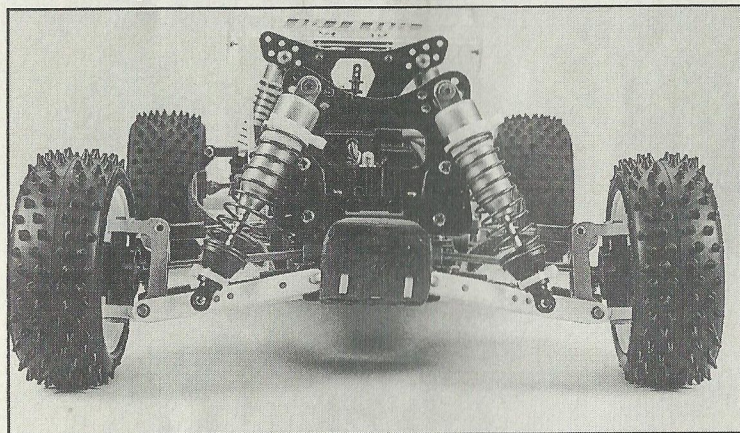
Since then things have changed, Mr Booth is now a Kyosho driver and many felt that would be the end of Tamiya's bid into the racing scene, but Tamiya had different ideas.

With a genuine target of the world championships in the UK in 1993 Tamiya have set about the long job of building a race team and development program to seriously compete for the World title, and the Tamiya Top Force Evolution is the first step towards that title.

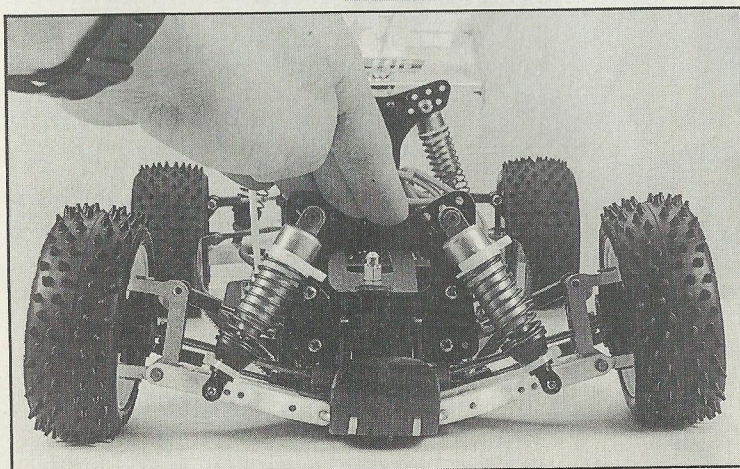
Evolutionary?

The car you see on these pages is in fact one of the Tamiya Team race cars, it

White wishbones appear on the Team cars but they are the same as the kit items except for colour.



Alloy castor blocks can be seen, note the angle of the front dampers.



has a list of modifications that Tamiya Japan and the UK based team have arrived at, and is what has been raced in the 4WD class so far in the UK series. The car and its development have now been put in a box by Tamiya and named the Top Force Evolution. The kit comes with a whole list of goodies that make the car a top spec

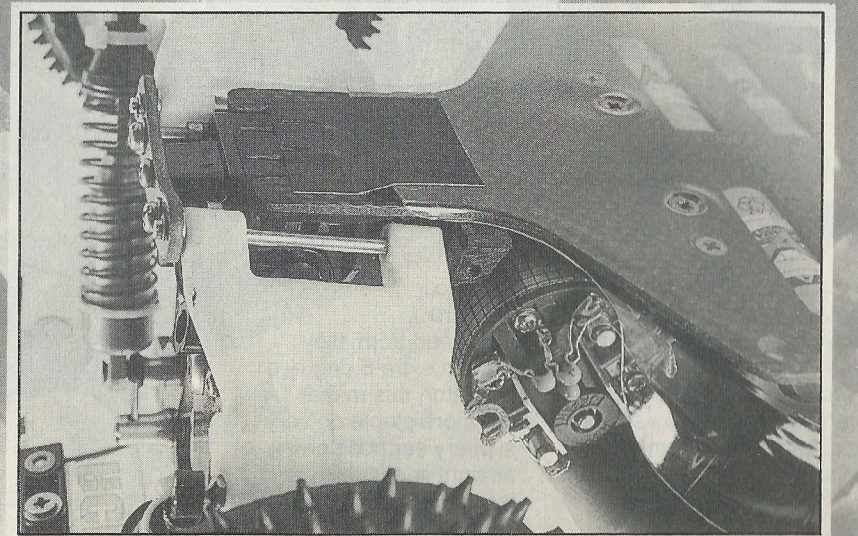
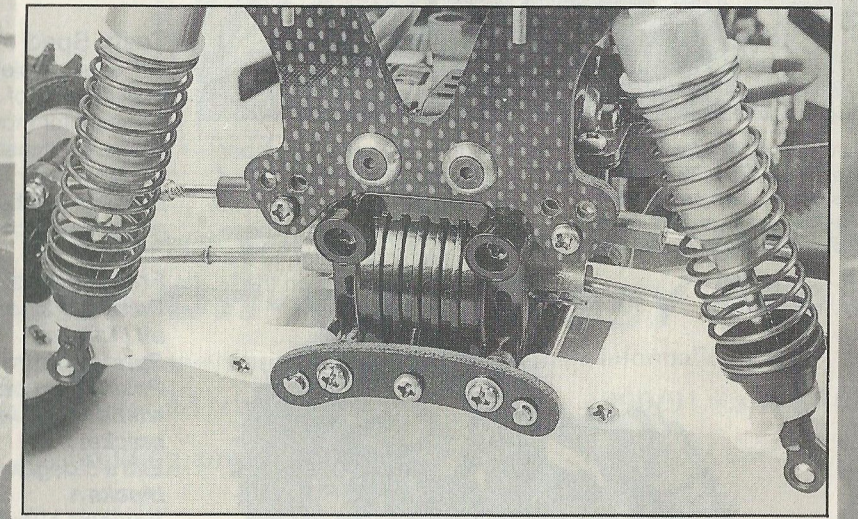
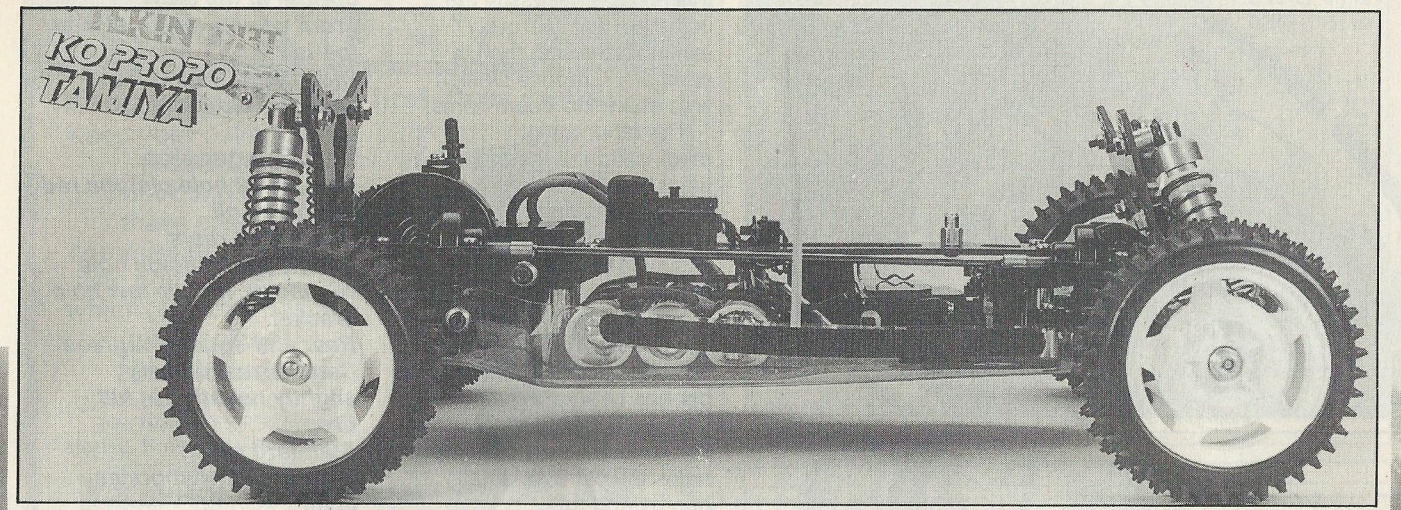
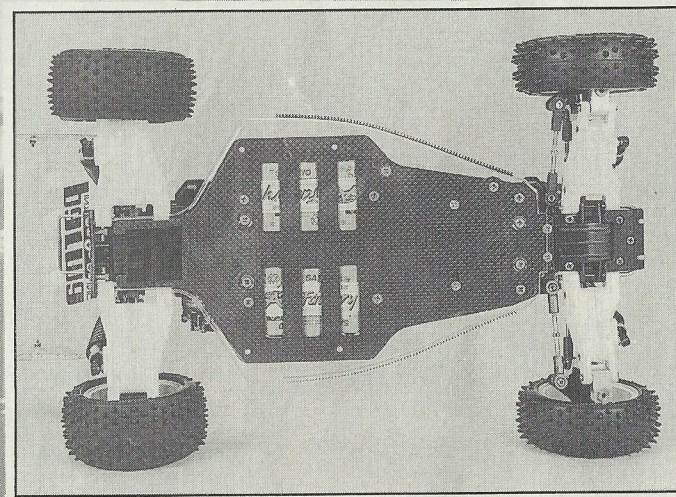
racer.

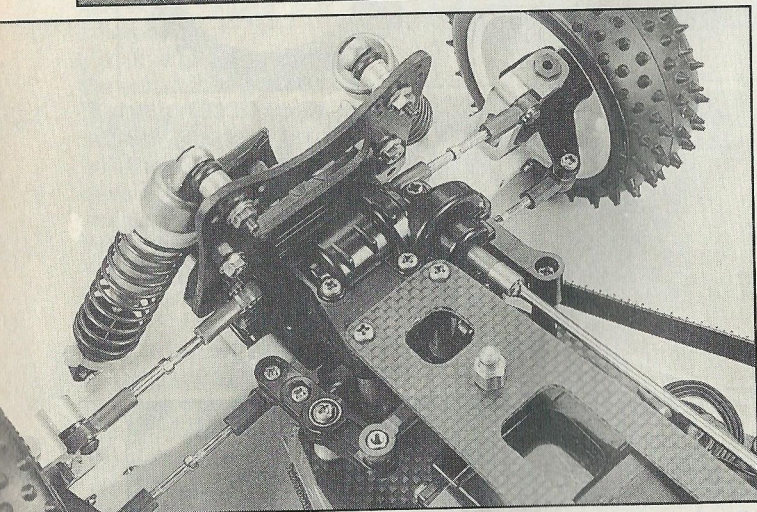
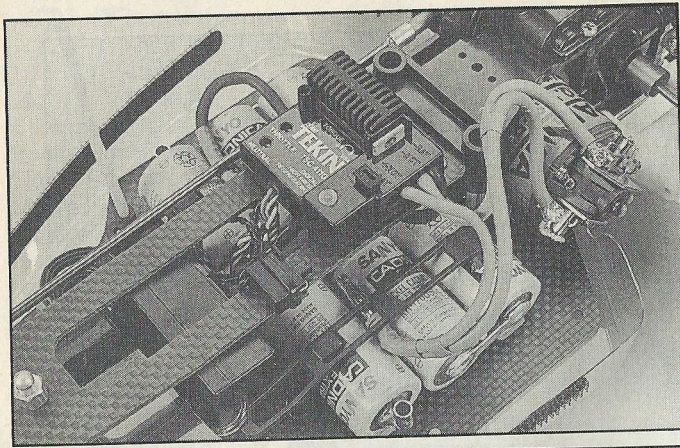
The list of high specification parts in the kit are as follows;

- Light weight differentials**
- Hi-cap dampers**
- New damper springs**
- Full titanium screw set**
- Alloy nuts**
- Carbon chassis and topplate**
- New shock brackets**

- Fully ballraced including steering**
- Silicon damper oil**
- UJ driveshafts front and rear**
- 2.2 inch wheels and tyres**
- New 6mm ball joints**
- Left and right handed track rods**

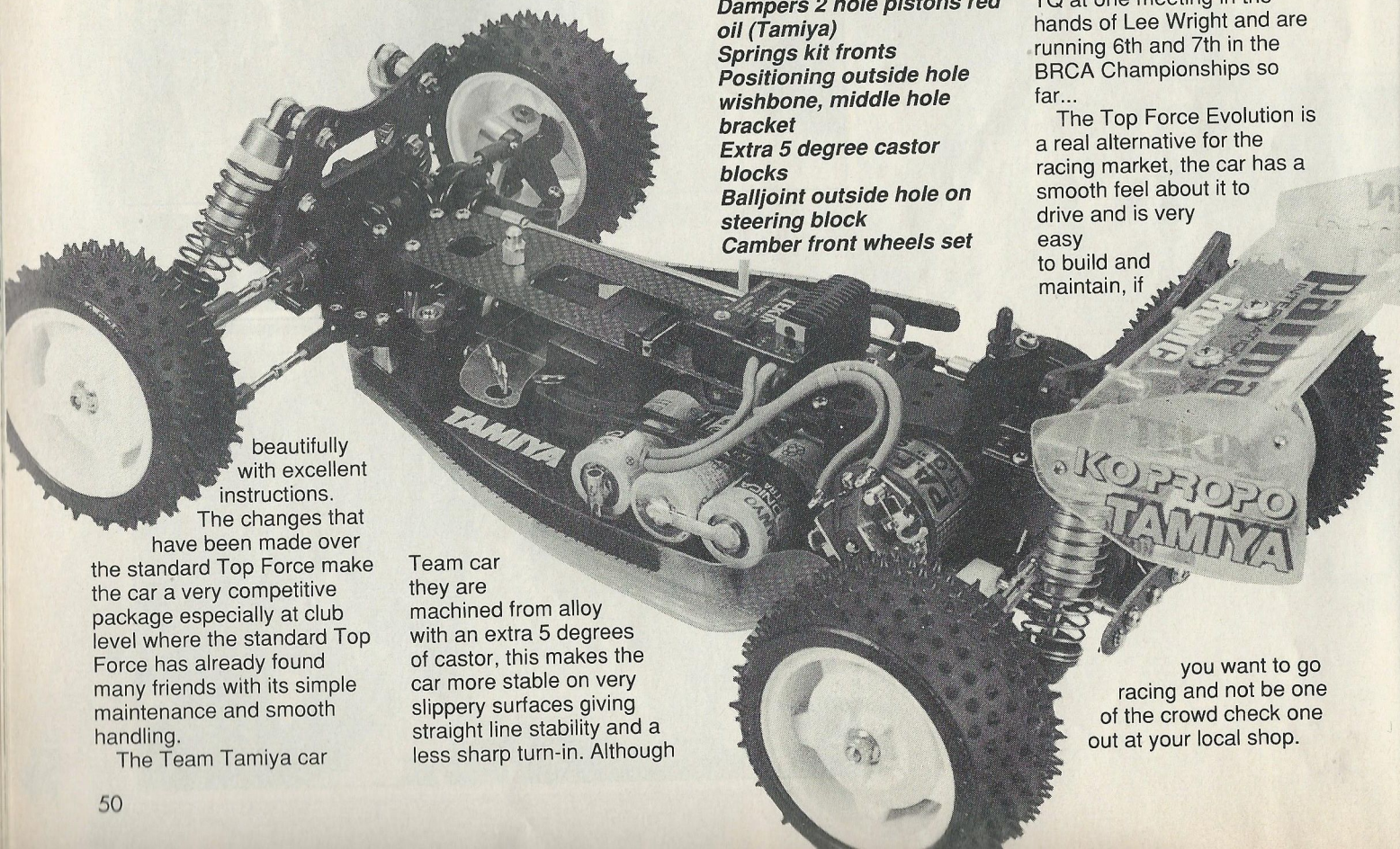
All these parts are included in the kit which with the usual Tamiya style fits together





Neat carbon chassis on the Evolution Top Force is the same shape as the standard item but in the stiffer carbon material.

though does have a number of small changes that improve the car slightly in the handling department. These include a modification to the front castor blocks, on the



beautifully with excellent instructions.

The changes that have been made over the standard Top Force make the car a very competitive package especially at club level where the standard Top Force has already found many friends with its simple maintenance and smooth handling.

The Team Tamiya car

Team car they are machined from alloy with an extra 5 degrees of castor, this makes the car more stable on very slippery surfaces giving straight line stability and a less sharp turn-in. Although

this is not a necessity the items are commercially available through the UK company Graphite Design who make the Team items.

The other major modification to the car is the adjustment to the rear suspension, on the standard car there is no anti-squat. This in simple terms means that the rear wishbone sits parallel to the ground in standard form. From the pictures you will just be able to see that the car has been altered to allow the wishbones to sit at around 5 degrees to the ground, this helps the car over small bumps and ruts.

The anti squat angle has been achieved by cutting the original mounts for the wishbone off the side of the gearbox and having the pins mounted in a plastic block at the front, and a glass fibre plate at the rear. This needs to be made carefully to retain the correct amount of rear tow-in for the rear of the car.

Team Spec

These simple changes plus the inclusion of a Model Motor Sport motor mount are basically all that the Team are using on their Top Force Evolutions, a basic setup guide for the car follows;

Front Suspension

Dampers 2 hole pistons red oil (Tamiya)
Springs kit fronts
Positioning outside hole wishbone, middle hole bracket
Extra 5 degree castor blocks
Balljoint outside hole on steering block
Camber front wheels set

upright at full drop
Front wheels set with slight toe-in
Ride height wishbones slightly below level

Rear Suspension

Dampers 2 hole pistons red or orange oil
Springs kit rears
Positioning outside hole wishbone, middle low hole bracket
Rear anti-squat 5 degrees
Camber rear wheels slightly negative at full drop
Standard toe-in
Ride height wishbones level

General

Cells in standard position
Motors; 11 double or 11 quad with 15 tooth pinion
Keep diffs smooth for good handling
Standard Tamiya spur gear
RW drive gear used
Oil drive system with light oil

So far so good

So far in the UK the Top Force cars are surprising many with their sharp handling and speed from what is the only non belt drive car being used in the series, the cars have taken TQ at one meeting in the hands of Lee Wright and are running 6th and 7th in the BRCA Championships so far...

The Top Force Evolution is a real alternative for the racing market, the car has a smooth feel about it to drive and is very easy to build and maintain, if

you want to go racing and not be one of the crowd check one out at your local shop.