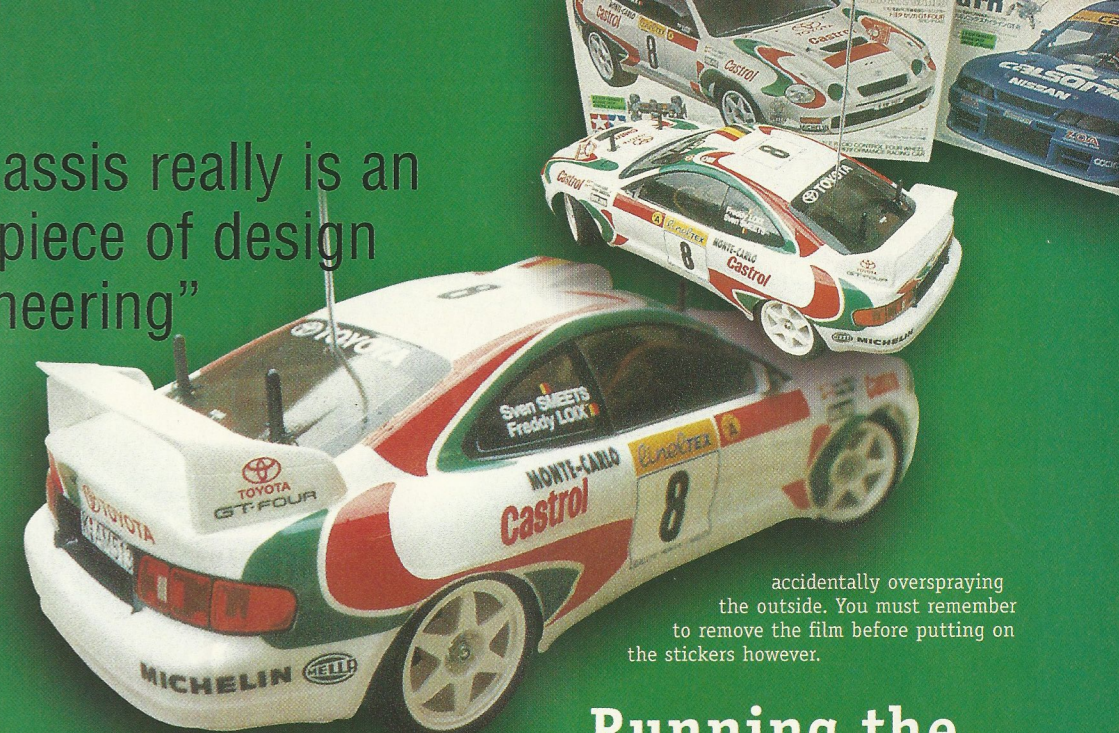


Tamiya's new Rally Car, the Toyota Celica Tl-01 reviewed



"The TL01 chassis really is an impressive piece of design engineering"



accidentally overspraying the outside. You must remember to remove the film before putting on the stickers however.

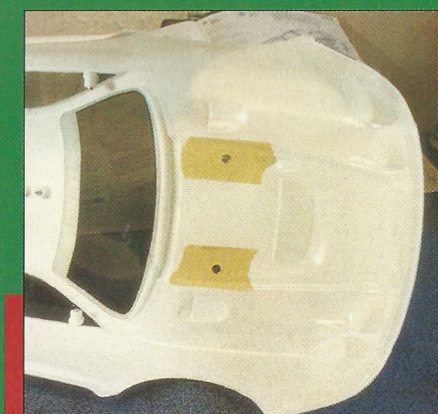
## Running the Car

I think the strongest endorsement I can give Tamiya's new TL-01 chassis is that I have gone out and spent my own money buying one for the lad Tim to use so that we can both race these cars in the forthcoming Eurocup Series. Between us we have put quite a few meetings under the wheels and they really are great fun machines. The handling is pretty neutral even when running hotter motors than the supplied RS540. I thought the lack of oil-filled dampers would prove limiting but on a proper tarmac circuit there really is no problem. There is a degree of body roll but nothing to upset the handling and it certainly looks spectacular. In any case rumours have it that TL-01 users in the Eurocup will have to use the kit shocks so there's little point in changing them if you want to race in that series.

There is only provision for the use of three pinion sizes (19T, 21T and 23T) and the supplied 19T pinion gives 10 minute plus run times. You can happily go up to the 23 tooth

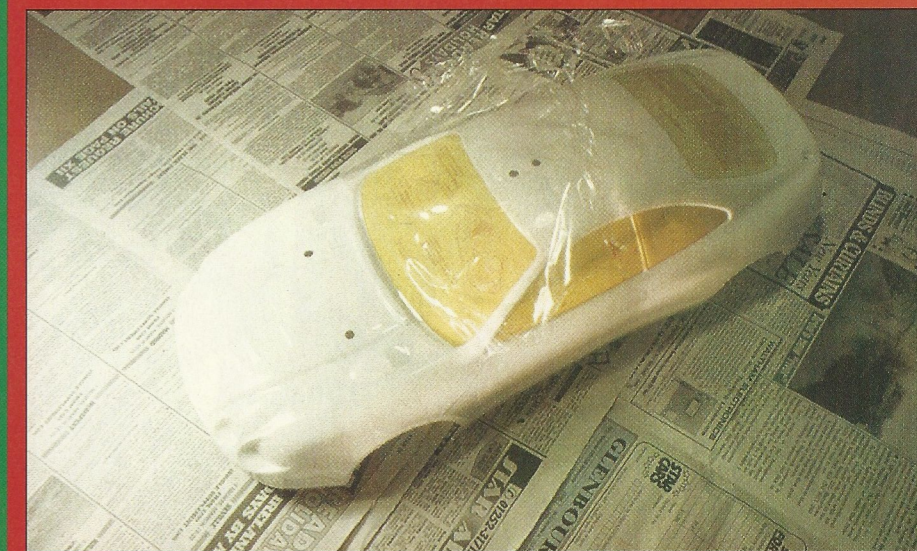
## The body beautiful

The body is an update on the older Celica GT-Four rally car and brings the scale appearance right up to date. As usual it has to be painted on the inside with paints suitable for use on Lexan polycarbonate. Tamiya have started to cover the outsides of their bodies with a thin see-through film which stops you



Use some masking tape around the body mounting holes to protect the paintwork

Below: Spray painting completed the protective layer is peeled off



# the full Monté

"we have broken surprisingly little considering the abuse that Tim and I have handed out to the cars"

**T**his Celica is Tamiya's third model to use its new and fiendishly clever TL-01 chassis. Amazingly this kit retails for around £69 yet it has full 4 WD and independent suspension and is cheaper to buy than even Tamiya's own existing FWD cars.

## TL01 secrets

The TL01 chassis really is an impressive piece of design engineering. To look at it is difficult to work out which end is the front but the clever bit is how few parts are involved in making a very rugged chassis. Essentially it is made up of two vertical halves screwed together then clamped in place by the two bumpers - this will never come apart on its own. The suspension arms are the same all round and a

common size of bearing is used throughout. The small number of parts means that it is cheap to build and keeping spares (which you won't need often anyway) is straightforward.

## Plastic, what plastic?

The other interesting feature is the use of 3 different types of plastic in the kit. A hard, white nylon-like material is used for the gears, a soft, bendable type for bumpers and suspension arms and a stiffer type for the main chassis parts. The bendy stuff is used for all those parts that are likely to get a beating on the track so breakages should be kept to a minimum. Ideally you should build the car with the full 24 piece ballrace kit as this will make it go

The neat and tidy front suspension detail



faster and last longer. Unfortunately Tamiya's ballrace kit is mightily expensive even given the high quality of the items. I would suggest you think about buying cheaper aftermarket alternatives and a scan through the ads in RRCi should help you out. They are all the same size so it should be straight forward to order them. The kit comes with a RS540 motor and a mechanical speed controller. Both are fine to start racing with and they won't embarrass you at club Stock class level.

## Keep control

One point worth noting is that the manual makes no reference to the mechanical speedo at all and you must use the instructions contained in the speedo's bag. The servo to control the mechanical speedo must be fitted before the two halves of the chassis are put together quite early in the build-up. You can obviously upgrade to more powerful motors and an electronic ESC though the limited range of pinions that can be used will rule out the use of really hot modified motors. A 27T Stock motor works really quite well for cheap hike in performance.

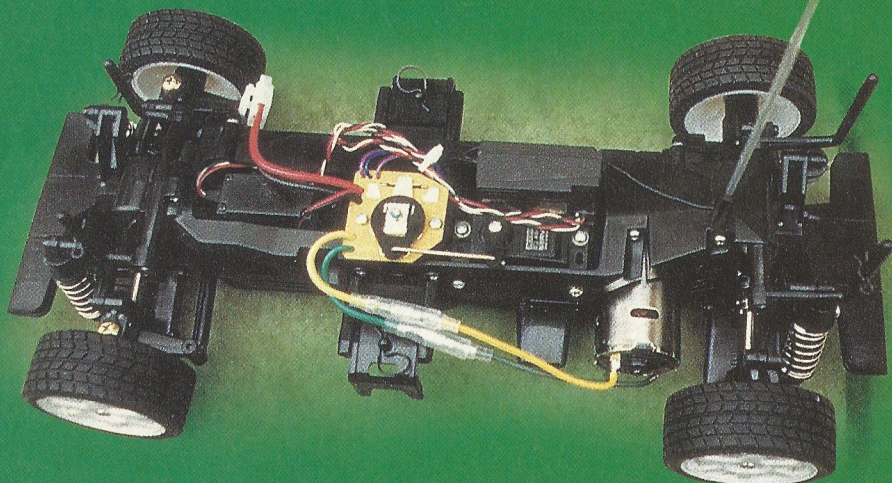
“A 27T Stock motor works really quite well for cheap hike in performance”

pinion at most proper circuits and still last a full five minute race with ease. The top speed is much better and I imagine most people will use this pinion for all the Eurocup events with the possible exception of the event at the tight Racal Decca track. We have tried running with a one-way differential in the front and this seemed to make the car a little quicker but at the expense of a very sharp turn in, so much so that considerable care was needed to avoid doing 180s at each corner. Something for the better drivers (or at least better than us) I think!

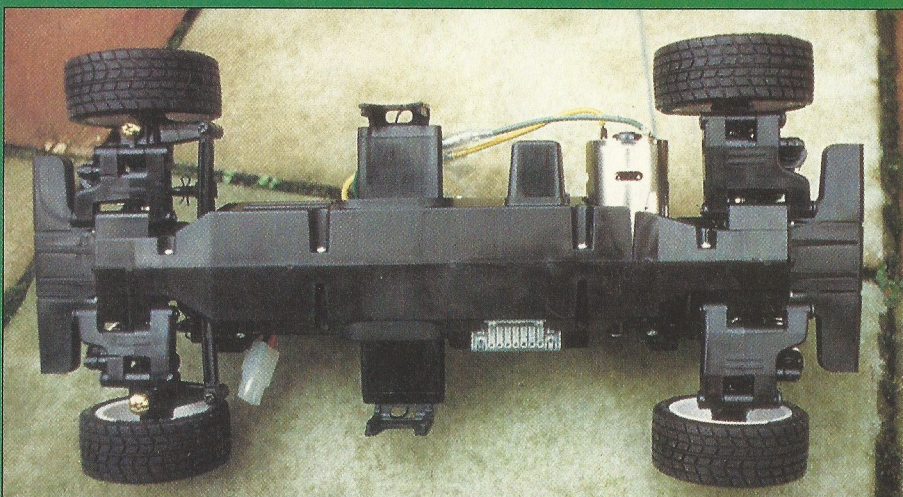
## Conclusions

Looking at the weak points I have to say that the method of retaining the battery pack is a bit weedy. It works well enough until you hit (or get hit by) something when the cells can get shoved half out of the car seriously messing up the handling. The solution is to either use some tape to help hold the cells in or to put a small spacer on the bottom of the battery slot to help pin the cells against the

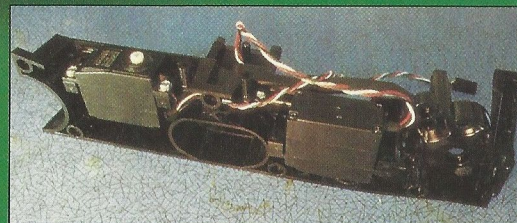
**The completed rolling chassis, add body and GO!**



The underside view of the completed chassis



retaining tabs (or both!). The only other problem encountered is a certain vagueness in the steering returning to dead centre after a corner. The levers in the steering linkage are quite long and basic servos can have trouble returning the wheels to dead ahead. Some of this problem is due to using relatively old basic servos but there still seemed to be a bit of a problem when we tried a faster modern FET servo. Make sure there is no binding in the links when you put it together as it is a bit



The unusual monocoque construction chassis takes shape

fiddly to take apart again once you have built the car.

To-date we have broken surprisingly little considering the abuse that Tim and I have handed out to the cars. We have been through a single rear upright after a particularly spectacular high speed lunge into a concrete barrier at WLRC and we broke the end off a drive shaft after another similar smash - total repair cost about £12 with useful spares left over. In my years of racing r/c cars I have always taken it as a fact of life that you will break bits and have to fork out for replacements but I have been genuinely impressed with the ruggedness of this car. At a mere £69 it has to be the best value entry level scale saloon racer yet. **RAC**

## Quick Spec

### Testers Kit

Acoms AS11 servos  
Acoms Techniplus 27 MHz radio  
1700 SCR's

### Likes:

Price/Value  
Clever design  
Bullet-proof build quality

### Dislikes:

Battery retainers  
Sloppy steering links