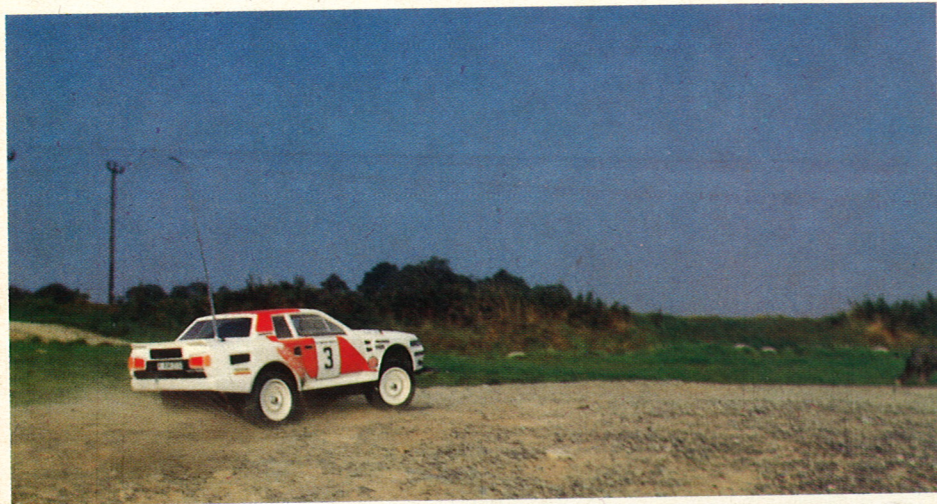


# TOYOTA

## Celica



The Toyota performs very well indeed and is ideally suited to running on BMX tracks. Note the working headlights which look even better at night!



### Model Cars reviews the all wheel drive Tamiya Toyota Celica GR.B

It seems in the not too distant past that I remember reading with not a small amount of envy the review that one John Cundell was allowed to carry out on the Tamiya 'Porsche 959,' since those days things have changed! And now I'm in the envious position of deciding to give myself the task of reviewing Tamiya's latest edition to the stable the 'Toyota Celica Gr.B Rally Special.'

For any owners of that superb '959' who wondered if there would ever be a serious contender to compete against, Tamiya have now opened the gate to yet another form of off-road racing by producing a

similar partner to challenge what was once a car in its own class.

#### What's new?

Changes between the '959' and the new 'Toyota' run to much more than just a new shell. Underneath, the chassis has seen little change but the drive system now has a significant update. The inclusion of a third 'centre' differential certainly changes the somewhat oversteering '959' into a very controllable, drivable vehicle. Although the car has the same tyres and a very similar suspension set-up the

handling of the new car is very different, being now very easy to control in power on slides, and with the use of brakes very tight turns with no danger of spinning.

#### Construction

As can be expected the build quality of the 'Toyota' could really not be improved. All the parts once removed from the spruce are moulded perfectly down to the smallest detail, this allows for very quick and easy assembly.

First to be assembled is the heart of the mono-cock chassis. This is formed in two large

mouldings which simply bolt together to give a very rigid base from which the whole model forms. Next comes one of the smartest bits of model technology I have come across, the steering servo savers locate through the chassis to give a uniquely stable mounting which later allows for no steering slop. These servo savers include a nicely adjustable spring tension to give ample steering power whilst protecting the servo's from harm.

After the simple task of the steering equipment comes a section on which I feel the car could have been improved, as

for next in construction comes the choice of gear ratio. This means an almost total strip down if at a later date the gearing is to be changed.

Whilst the ratio is chosen the assembly of the 'centre diff' takes place, this is an extremely nicely made unit which works very smoothly and uses a six ball, ball type diff. At this point some of the ball races which are supplied are fitted which gives a very smooth running unit.

Assembly of the front and rear gearboxes is very straightforward, this includes fitting the rest of the supplied ball races, although this is where they run out. If you

require ball races could also be fitted to the hub carriers.

The wheel hubs and suspension arms are fitted next, there is an option on the rear which allows for different amounts of camber. Don't forget to fit the driveshaft though, as you end up with a no-go situation after completion otherwise "oops!"

The fitting of the motor really does seem odd at first although it certainly works very well.

As the rear gearbox is fitted to the chassis the motor is 'trapped' between the two to give a good fit even though it is not directly bolted in — clever eh!

#### Left and rights

The steering arms are of the ball joint type and all the necessary sizes and lengths are given — even a ruler is printed in the instruction manual to measure them! These strap on well and should give no problems.

A very novel feature of the kit is the suspension set-up. This has separate springs and dampers on the rear end and single 'coil over shock' units on the front. These are machined to the highest quality and are at first tricky to assemble but when finished give a very smooth scale like action.

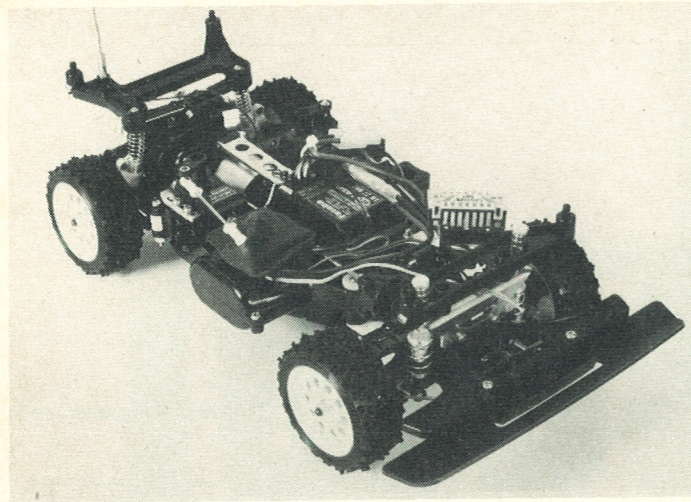
Different grades of oil are supplied — I used the heavy which I felt could go even thicker — especially in our English hot weather!

The dampers have various positions on the suspension arms where they can be mounted, these give a soft-hard setting which will cause different handling characteristics.

#### Hold the top on

The body mounting brackets I must admit spoil the look of the chassis, they have to be large to hold the Saloon type body and I must add, do a very good job, but





they do tend to look a bit ugly sticking up in the air.

Underneath, the car is tidied up by two beautifully moulded rubber undertrays, these protect the main plastic chassis and give the car a very smooth underneath to allow it to slip over any objects it might entail.

An anti-roll bar is fitted to the front and helps to reduce body-roll during fast cornering. It is of 1mm piano wire and probably could be removed for use over rough ground.

The car is protected at the front by a two-piece front bumper which works well — I've tried it! and also doesn't look too obtrusive.

### Under control

The speed controller supplied is a three-step type including a heat emitting resistor — this works very well although a smoother action would add to the car's handleability. Maybe the new *Acoms* controller will suit when available?

Radio installation seems to be made ever easier by *Tamiya* and on this model the radio takes no time to fit with plenty of room for all the bits, also the 'BEC' system is included on the controller which makes things very easy.

Main drive battery installation takes seconds as a quick

release clip is fitted which allows for easy slipping out of the *Ni-Cad* — although of course the *Tamiya* connector has to be unplugged. Next comes my favourite part of any kit — the wheels and tyres — these are super and are moulded to a very high quality, — although how long the tyres' small pimples will last is anyone's guess!

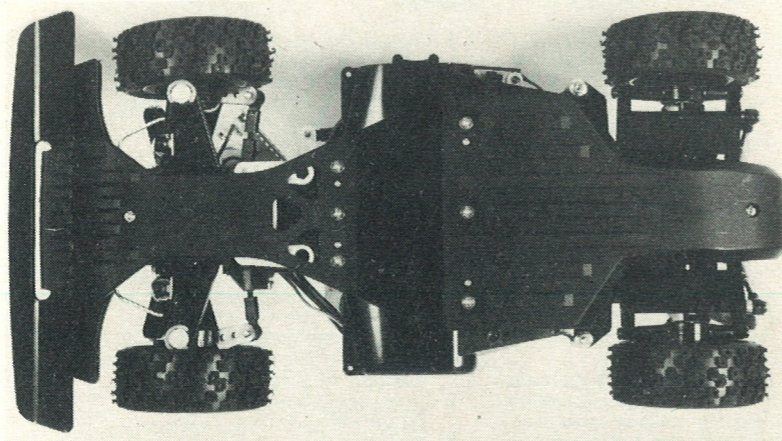
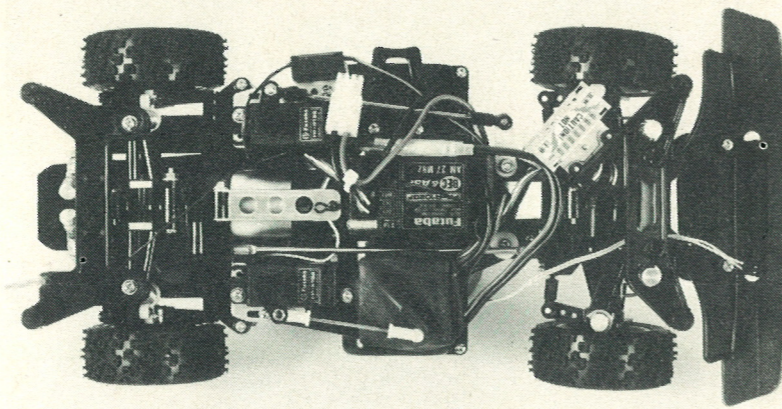
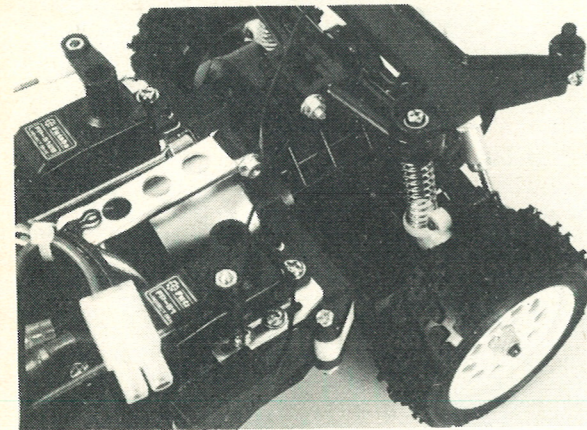
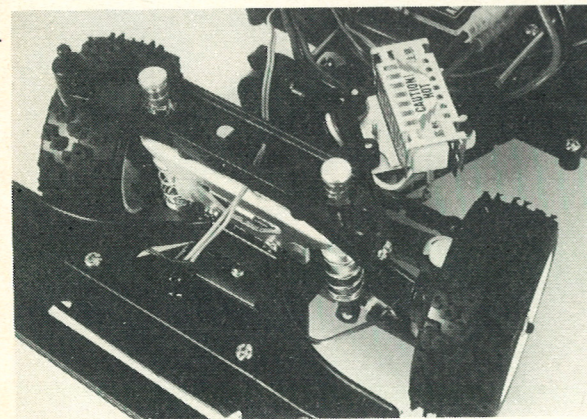
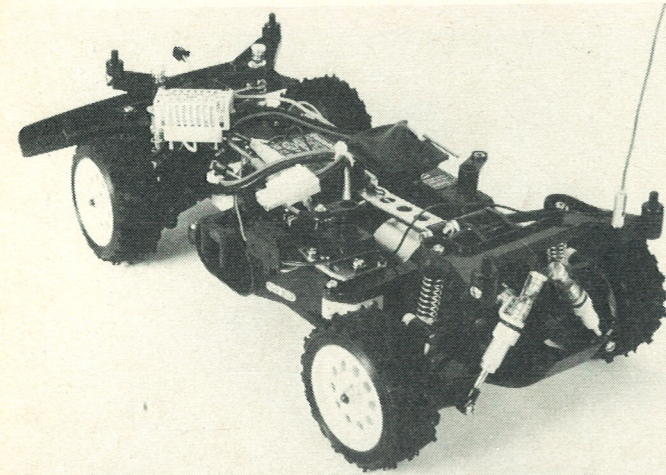
### Over to Ken...

Over to Ken means that there is a super driver set included in the body set — these need to be painted properly so it was straight onto the earhole of Mr. Military Modelling, Ken Jones to do the appropriate paint job to give the model a touch of class.

With my bodyshell painting and the excellently painted crew the car was suitably crowned giving a very true to scale copy of the nationally successful *Toyota* 'Celicia Gr.B.' rally car.

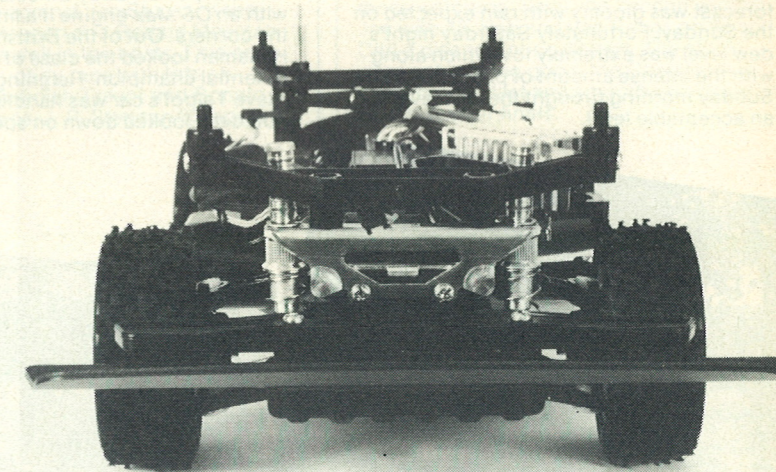
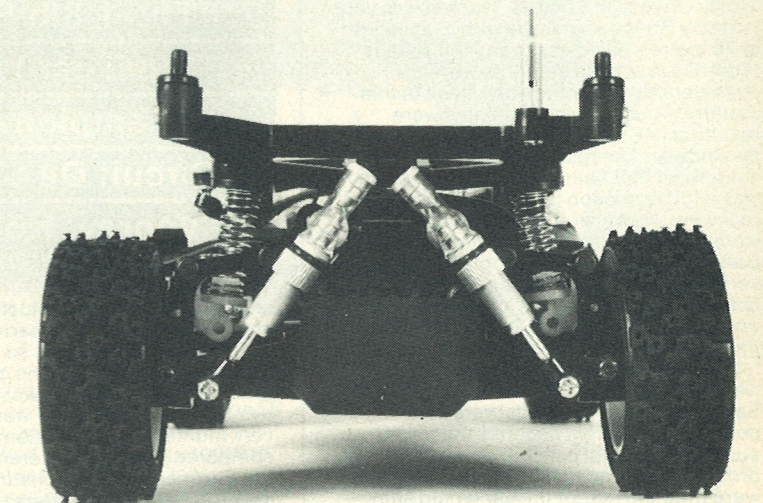
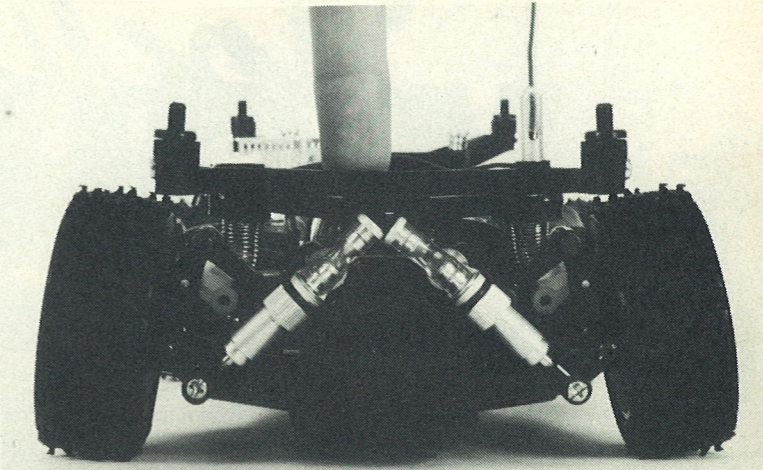
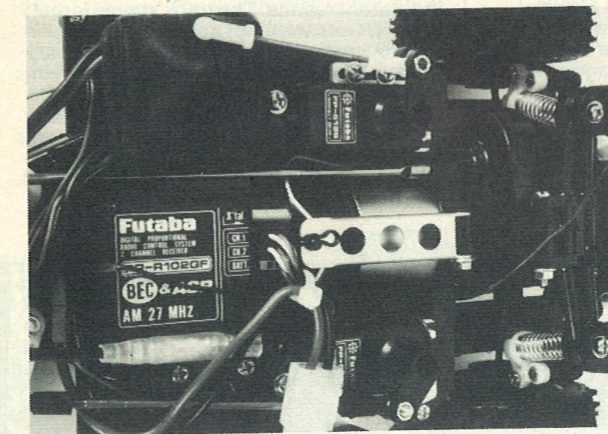
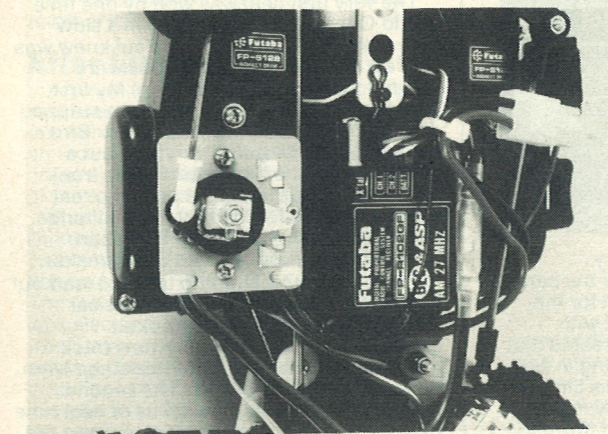
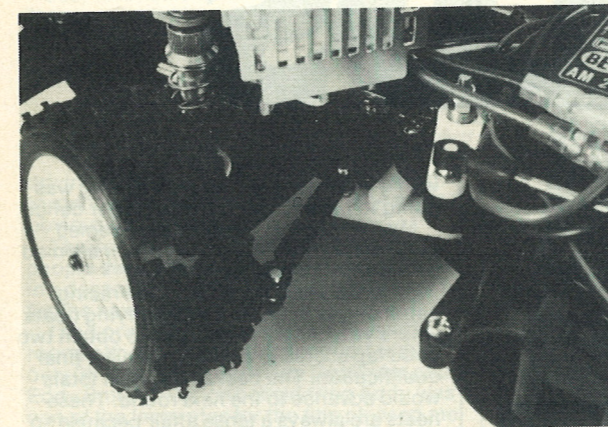
How does it go? Well to put it in one word "fast" — it must be remembered that this car is 1/12th scale yet has a 7.2 volt battery and an indecently quick *Tamiya* 'Technigold' motor all as standard. This produces a car which to say the least goes like a bat out of hell!

Below: two views from above and below the undercarriage.



Top to bottom: front and rearward views: note rear separate shocks and springs and coil overs on the front. Above: body mounting plates large and ugly although they do do their job.

Below: following anti clockwise: steering servo savers and steering rods. Speed controller before protective rubber boot is fitted. Chassis strengthening plate fitted with body clip. The crew front bumper — hot to ugly. Suspension up and down showing camber change.



Tests took place at the local BMX race track — this gives the ideal surface of a slippery dusty bowl on which the 'Toyota' really excels. As said earlier the car has an immense amount of controllability being very stable in both fast and slow bends — although it can still change direction quickly with no sluggishness.

### Conclusion

All in all I feel an improvement on the '959' although being a *Porsche* man I prefer the older shell — the kit will cause no problem in assembly and when finished produces lots of fun! Any *Porsche* owners fancy a race then?

Available through *Tamiya* £140.00 (approx.).

