

For ages I have been wanting to get my hands on a racing truck. The Editor eventually promises me a chance to have a go by letting me build the Tamiya Toyota. Great, I think, but then it dawns on me that I have to follow the article in the February issue of RCMC which featured the Nissan King Cab. 'So what,' I hear you cry, 'let me have a go instead of that wingeing writer'. Don't get me wrong, it's great having the chance to build and run

the car, but what can I say that has not been said before. Before you all think I'm going totally round the bend, I should say that the Nissan King Cab and the Toyota Hi-Lux share a common chassis and transmission. The differences could be summed up in a sentence or two.

What's Different

In fact that's what I shall do, identify the differences. Obviously the body. Tamiya have made a really nice job of the body, good sharp

nothing fitted to the body that could possibly fall off, get broken off in crashes or pulled off by over enthusiastic marshalling.

Painting instructions were straightforward. To make life easy and reduce the need to buy all sorts of different colours for the paint job, the stickers were the main method of applying colour. I applied the white and red paint with an air brush, then just applied the stickers. Anyone going for this approach I advise extreme caution. You

flaws. I remember reading some years ago that the really large stickers that go on the sides of full-size trucks and vans are applied to a wet surface. This allows the sticker to be moved around and all bubbles ironed out. The liquid eventually evaporates. If any reader has tried this with models I should be pleased to hear about it. Unfortunately, with only one sticker set and a deadline approaching, I cannot experiment with this kit. What else is new? The front tyres are noticeably different, mounted on new red wheels.

Four ribs instead of the Nissan's pin spike tyres. Difficult to offer comparisons, but the ribs do provide a good deal of

cornering grip on softish tracks. However, there is not much hope of getting the rib tyres to cut into a hard track. Looks like an investment into front pin spikes will be needed if this is your sort of track.

If there is anything else different to the Nissan then I cannot spot it. So, in theory, I could now finish this and refer you to the previous article. I think not. Let's have a close look. Firstly, I should like to take issue with the Nissan article. It mentioned that, due to the track of the vehicle - 310mm - it is illegal to race it. This applies to BRCA and clubs that have a maximum width rule. I suspect that many clubs are not members of the BRCA or any other organisation and



The Toyota Truck consists of a King Cab chassis & the new racing style Hi-Lux bodyshell.

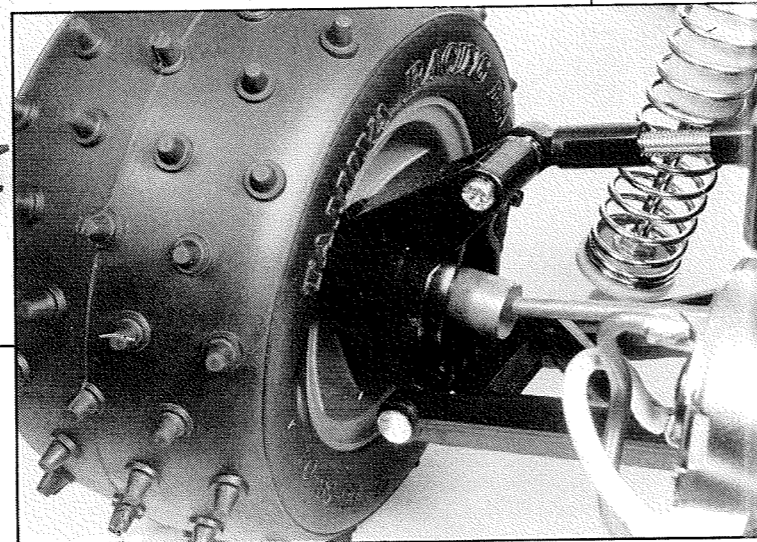
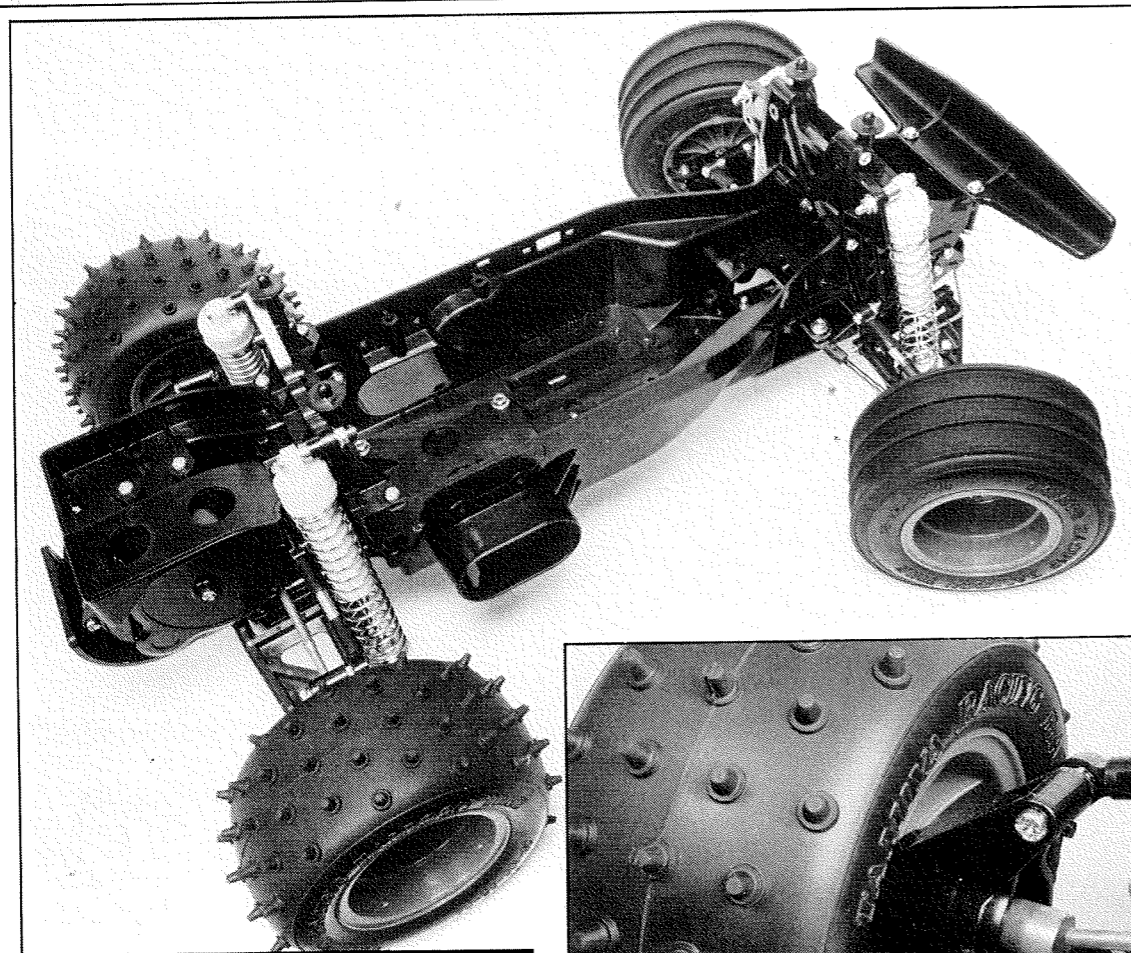
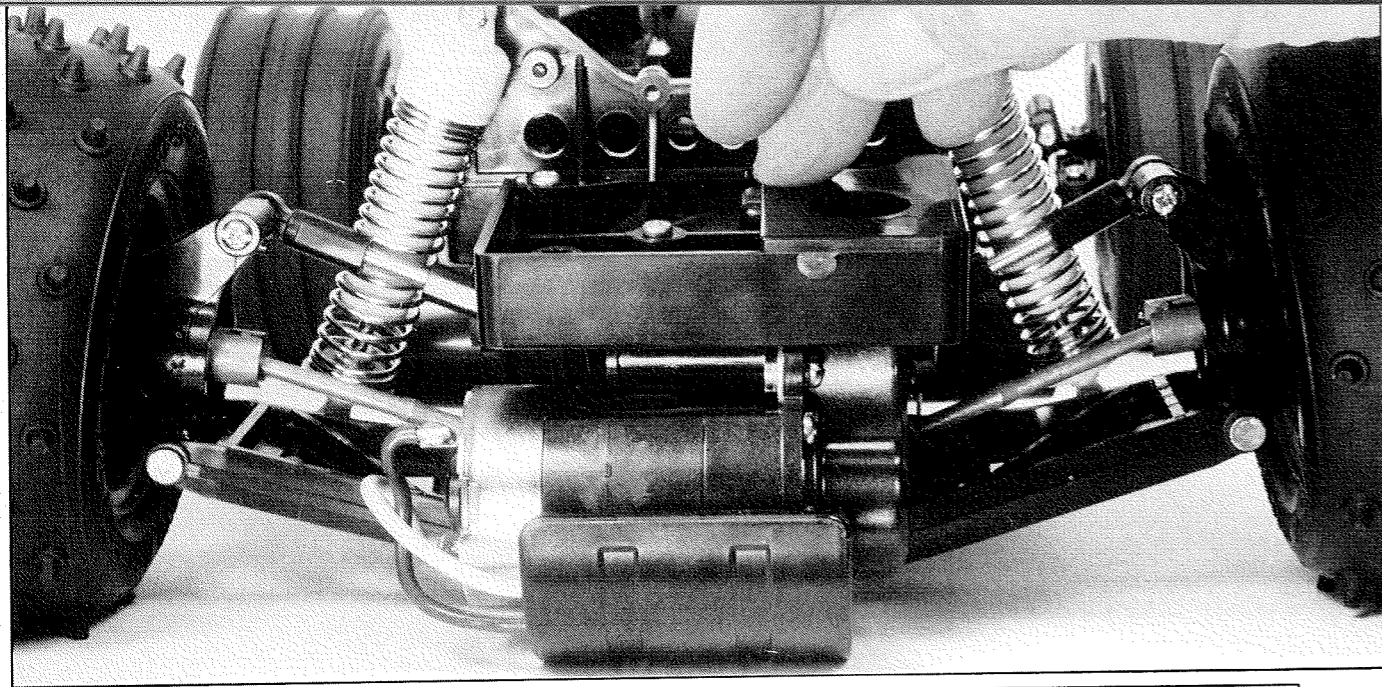
moulding and pre-cut around the edges to save heartache and tatty knife work. Flared wheel arches which in truth do little to cover the wheels, but add to the overall macho and purposeful appearance of the truck. Racing numbers are positioned on plastic plates just rear of the cab. Other than that, there is

are dealing with a relatively large sticker sheet and applying it to complex curves of the body is not an easy job. As always, the stickers stick to just about everything and manage to produce a few of the statutory bubbles. I hope the careful positioning of the lights for photographs has disguised most of the



Tamiya Toyota

**GEOFF DRIVER FINALLY
GETS TO DRIVE TAMIYA'S
MONSTER TOYOTA TRUCK**



Top: Rear mounted motor is protected by a plastic bumper. Centre: Tub chassis designed for stick pack use. Right: Dog bone driveshafts are updateable to UJ's from Tamiya's Hop Up range.

do not have any such rule. However, let these trucks in with ordinary 1/10 off roaders then to say that the

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Toyota Hi-Lux and the Nissan King Cab will climb all over the other cars is, in fact, just the truth. This many not make the most popular driver on the track, so perhaps it would be a good idea to keep to an all truck race, unless your fellow racers are particularly forgiving. Where I do most definitely

agree with the previous article is that the track (distance between front or rear wheels) gives the truck outstanding stability. Lunging into corners at apparently reckless speeds and, would you believe it,

emerging unscathed. Maybe comparisons to a Monster Beetle or Vanessa's Lunch Box is not entirely fair, but where these vehicles would be in any one of a dozen unexpected positions on and off the

track, the Toyota is amazingly predictable, at least for a truck. I suppose this was the first great shock that the truck is, in fact, quite difficult to turn over. The next surprise was the size of jump that can be taken with apparent ease and no damage. The long movement shocks certainly help with this and provide no less than 50mm of front wheel movement. With 50mm of ground clearance I guess that you can see that there is just nothing more available. The great thing is that it all really works well.

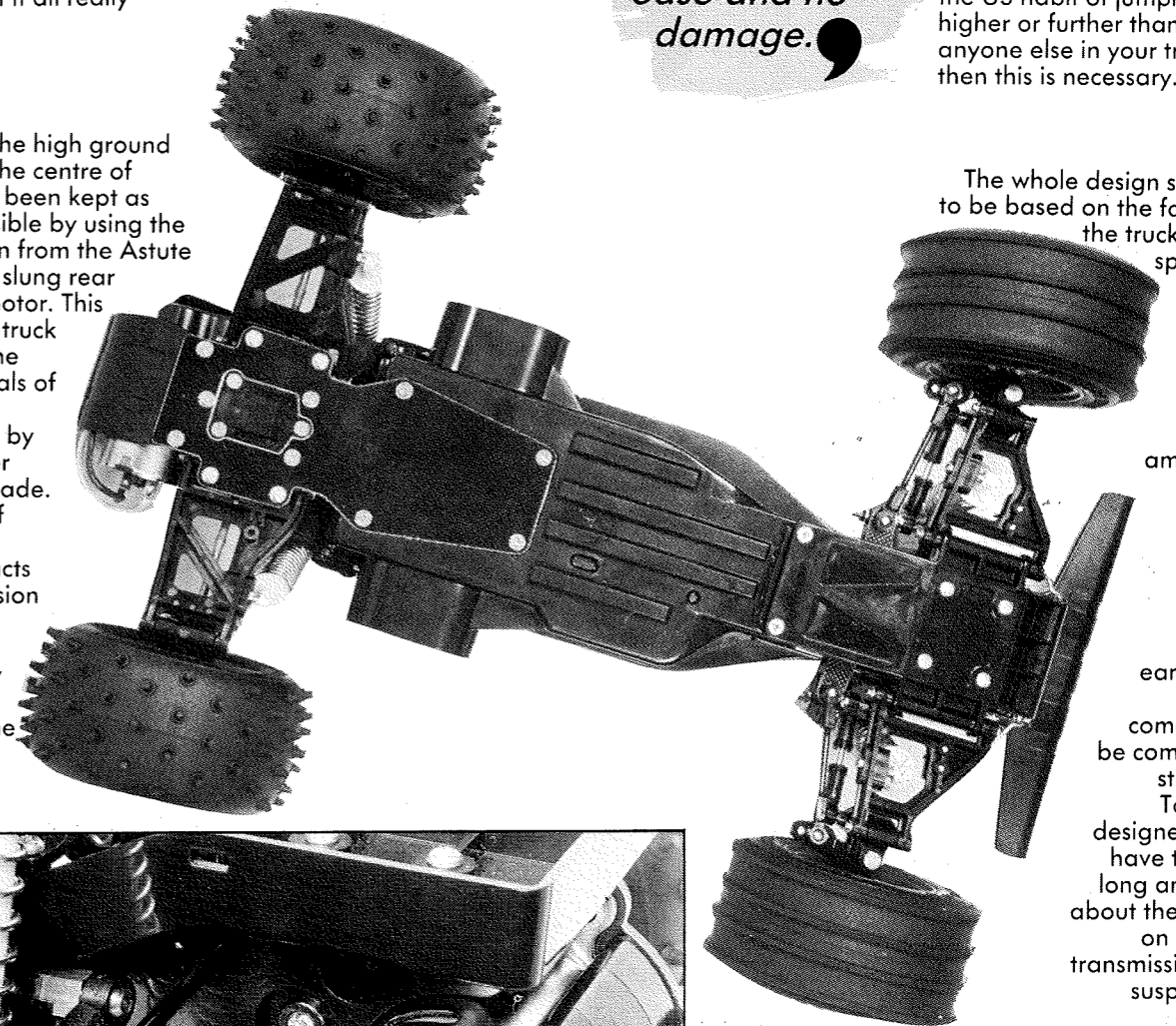
vehicle crashes from jump to jump. The only area where I might have had some doubts is hanging such large wheels and tyres on the relatively ordinary suspension arrangements. Also, the fact that the centre of the tyre is not in line with the wheel bearing does suggest that there may be some high loads transmitted through the bearings and axles. The best I can say is that it looks as though they have got it right. Nothing seems to be breaking up and a closer inspection of

the mouldings shows that the bulk of the components are indeed larger than usual 1/10 cars and they are also pretty substantially ribbed. One small point is

“The size of jump that can be taken with apparent ease and no damage.”

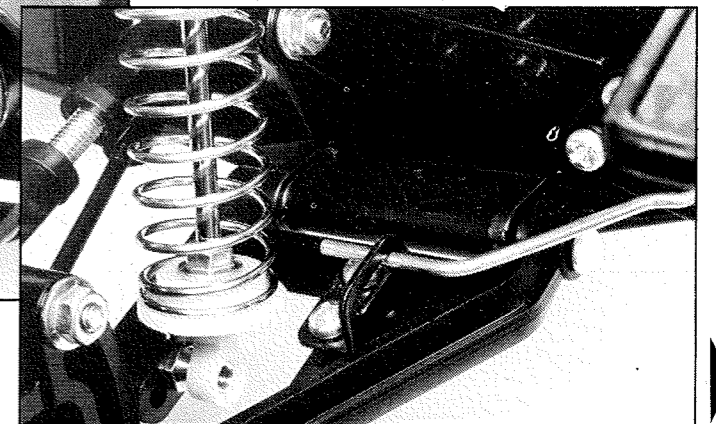
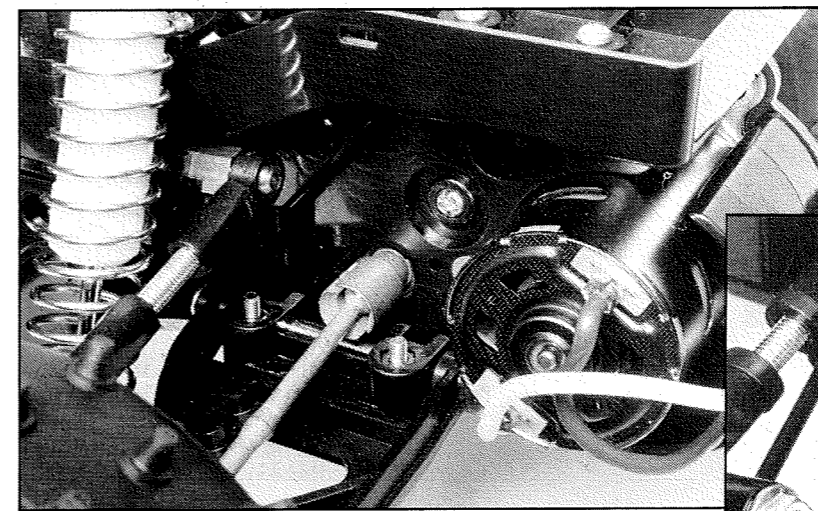
that it will not be possible to try out alternative battery layouts. The Toyota has a battery compartment for the drive batteries and I cannot see any way of changing it, unless you simply put the batteries in with the radio gear inside the cavernous bathtub chassis. This chassis is almost large enough to have a bath in (ignoring the big holes). The sides are, in fact, 50mm deep; this, as you might imagine, gives a very rigid structure. I guess if you are going to emulate the US habit of jumping higher or further than anyone else in your truck, then this is necessary.

Despite the high ground clearance the centre of gravity has been kept as low as possible by using the transmission from the Astute with its low slung rear mounted motor. This carries into truck racing all the fundamentals of two wheel drive learnt by Tamiya over the last decade. The ball diff is also an asset as it acts as transmission cushion, absorbing some pretty enormous shocks as the

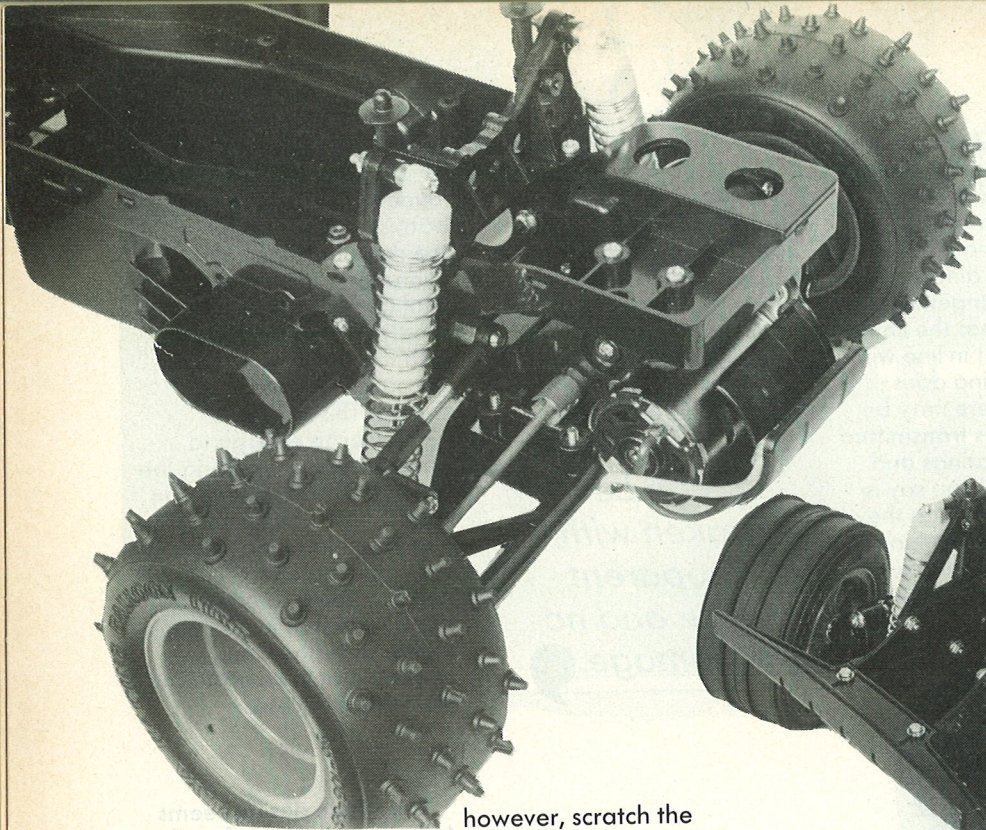


The whole design seems to be based on the fact that the truck will be spending a fair

amount of time in the air but, when contact with mother earth does finally come, it will be component stressing. Tamiya's designers must have thought long and hard about the effects on chassis, transmission and suspension.



Under the chassis is smooth with countersunk screws, note gearbox plate which enables diff. removal. Right: Front roll bar connection.



is worth mentioning that Tamiya were the trailblazers of good clear building instructions and have maintained the standard. You can confidently take on the building of Tamiya kit knowing that all the bugs have been sorted. For the old hands, there is nothing to say about construction;

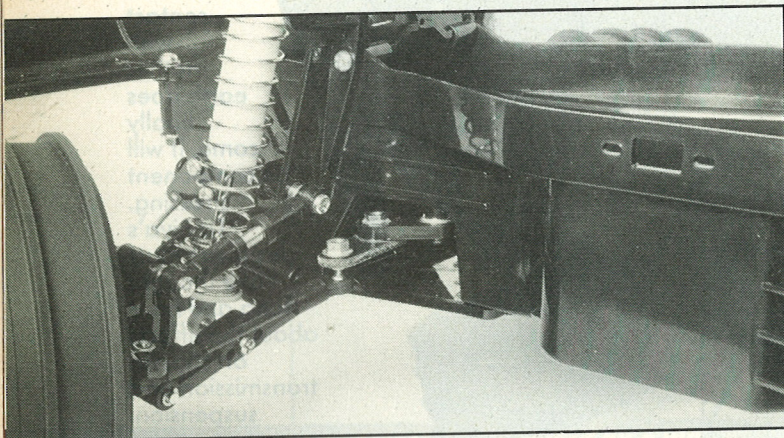
Finally speed. Well this was a surprise. Although not as fast as a regular off road racer the Hi-Lux managed quite an acceptable dash. Of course, aerodynamics have never contributed significantly to most off roaders and I am pretty sure that aerodynamics will be non-existent to the performance of the Hi-Lux,

however, scratch the underbelly of the Hi-Lux along the track and the term 'ground effect' takes on a whole new meaning.

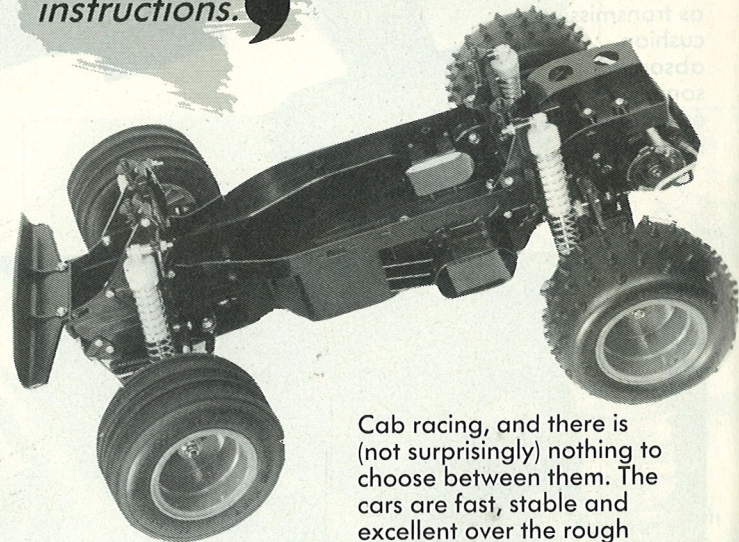
As far as other components are concerned, they are to the usual Tamiya standard, that is to say, first class. Building the kit took a couple of hours and offered no particular hazard or difficulty. For newcomers to RC building it

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just do it. A final word. This is specifically designed as a truck racer. I is not a modified off road car. Just a look at chassis or suspension parts will tell you that this truck is designed for a purpose. I have seen both the Hi-Lux and the King



Steering set up allows for good lock with no bump steer. New ribbed front tyres give progressive grip.



Cab racing, and there is (not surprisingly) nothing to choose between them. The cars are fast, stable and excellent over the rough (and I mean rough) they can handle jumps which quite frankly amaze me. If truck racing is for you – and the movement is growing – I would have no hesitation in recommending one of these racers.

So, in the end, it is down to which style you like best, as they say, you pay's your money and . . . !

