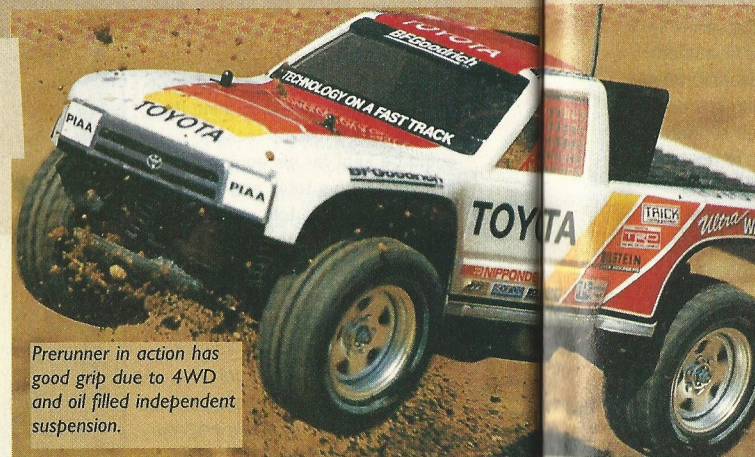




# Running in the Family



Prerunner in action has good grip due to 4WD and oil filled independent suspension.

Tamiya's Toyota Prerunner is a truck with a difference - it has been developed from the Touring car chassis and is therefore four wheel drive...

Following rapidly on from the release of the Toyota Supra comes yet another Toyota branded product from Tamiya - the Prerunner. The name comes from a production class of racing that precedes the main event at a Stadium Truck race - simple eh? Based again on the TA02 4WD Touring Car chassis this vehicle launches Tamiya's new idea of photo boxes. Gone is the beautifully airbrushed standard Tamiya box and in comes for want of a better description - an American racing car box. The difference is amazing - we've become so used to Tamiya's superb packaging that one asks the question why? Our Editor asked that on his visit to Shizuoka and was told that the packaging was more environmentally friendly and more importantly to we modellers would reduce the overall cost. My local model shop reckons it's a ploy to get them to buy twice as many kits to stock their shelves. Suffice to say it's all still in the box when you get the lid off - so who cares?

## Construction

Construction is simple and straight forward - the clear concise instruction manual hasn't been changed. It's worth considering ball racing the car if you can afford to as you'll only have to strip it completely at a later date to do so. For average use it isn't really necessary but any serious use would definitely benefit from this treatment.

The major differences with this kit compared to say the Celica Castrol Rally Car are the bodysell, wheels and tyre ratio. The polycarbonate Prerunner bodysell is a re-worked Hilux and gives an excellent scale appearance. The wheels and tyres are from Tamiya's pretty Pajero kit complete with screen printed tyre walls - stops the problem of vinyl stickers coming off when they get wet and muddy. To compensate for these larger off road boots the overall gear ratio has been lowered to give more low down performance. Long suspension travel helps the truck over rougher terrain but remember the limitations of those short wishbones - knobby tyres plus 65mm of suspension movement are fine on 1/10th racing buggy type trucks but remember this is a scale version.

The 4WD (50/50 split) is a great help on slippery surfaces and when compared to a 2WD car is a lot easier to drive. A mechanical switched speed control unit is supplied as standard and is adequate with the standard motor. Serious off roaders will no doubt upgrade with an electronic device and a super 'torquey' modified motor.

Where it fits in the market is more of a mystery. In the USA it will obviously prove very popular. Truck Racing in the UK has never really proved popular and I'm sure the Eurocup drivers who are forever seeking better handling with their Touring cars won't wish to compete on tarmac.

I'm sure many people will be attracted to it and maybe a whole new area of 'Parking Lot' racing will be created, let's hope so. Available from all Tamiya stockists.

