



**Tamiya's latest 2WD off road racer reviewed by COLIN SPINNER**

**A**fter a lull, by Tamiya standards anyway, comes the latest from the Oshika production line.

This high performance 1/10th off roader is a variation on a theme started by the F.A.V. launched at the beginning of the year.

Gone is the military appearance and with the addition of several new components an attractive conventional 2WD buggy will soon be making tracks on the off road scene.

An action illustration on the box top covers the usual mass of Tamiya parts. A screwdriver, knife and pliers are the parts not supplied needed to complete the kit together with a two function radio unit and drive battery.

So on with the construction.....

The independent trailing arm front suspension bolts to the tub chassis easily, with the front bumper protecting the important bits. Coil over oil filled shocks are fitted to aluminium mounting brackets to give the desired level of damping. Follow the building instructions for a nice soft effect. Spacers are provided to give a vertical position and should be used.

The rear suspension shafts carry the

trailing arms and care should be taken to ensure they revolve smoothly in their supports. At this stage ancillary parts like side nerf bars, body posts etc are also fitted.

The roll cage assembly now nicely moulded in red plastic is fitted to the black chassis and takes on the right looks for a 'wild one'.

Gearbox assembly comes next with the tried and tested Frog differential forming the basis of the box internals.

Early F.A.V.'s suffered from a clonky differential but this has been cured with the introduction of a dished washer to maintain the correct tolerances. Ball bearings are supplied to support the output shafts and the plastic and bronze bearings used in the counter gear may be replaced with ball races. A bracket fitted to the gearcase supports its mounting into the chassis pick up points (4 screws). Worthwhile checking gear rotation/mesh here to prevent disassembly later.

The half shafts are the hexagonal Frog pattern and a compromise must be made either to fit the rubber boots or not. With

them in place there will be less wear due to the lack of ingress of dirt, water etc., but they do reduce the output of the motor and subsequent running time. The choice is yours.

Motor (Mabuchi 540s) comes with 2 drive pinions — 15T and 18T for low or high speed use. Motor wires now have insulated bullet 'snap connectors'. A bright red end case covers in the gear end.

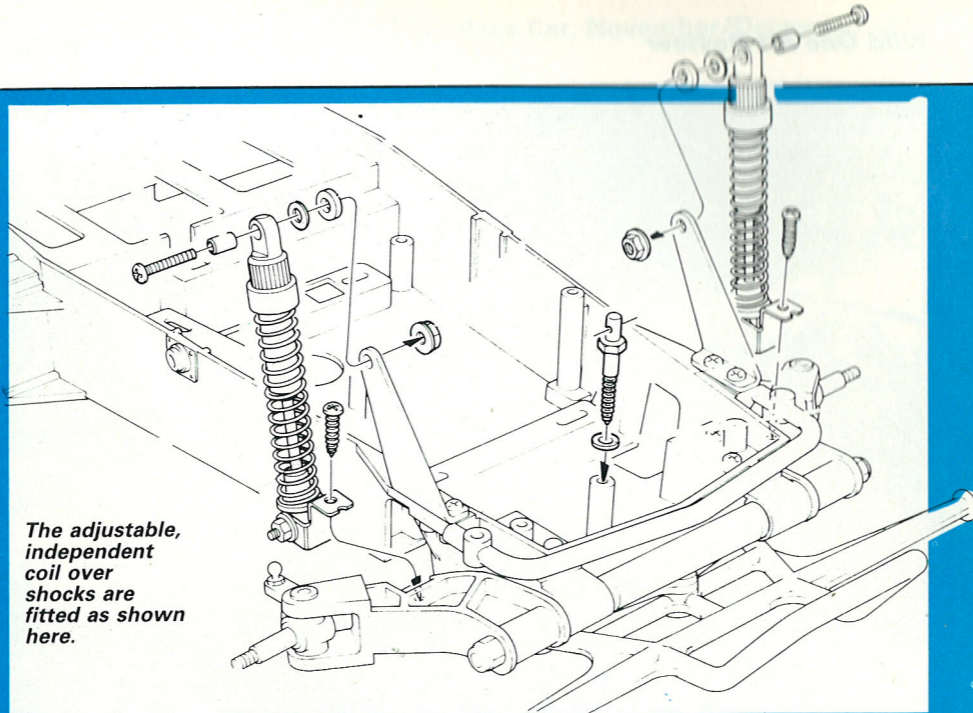
Rear oil filled shocks are a variation on accepted practice. Plain cylinders appear similar to racing shocks minus the fins. Again spacers are used to give the correct angle for operation. I usually bolt the wheels and tyres on now so as to aid wheel alignment when installing the steering servo etc — it also means you don't scratch the dining room table with the chassis! Hotshot block pattern rear tyres are fitted on brand new hubs which affix to the shafts by means of a spacer adaptor. Any other 1/10th off road Tamiya wheel/tyre combination may be fitted by using alternative A7 parts in the kit. Front wheels are low profile, large diameter ribbed pattern.

Again single piece hubs of new design carry the tyres and in use it has been found unnecessary to stick the tyres on. Plastic bearings are used to support the front wheels but 1072 bearings may be substituted.

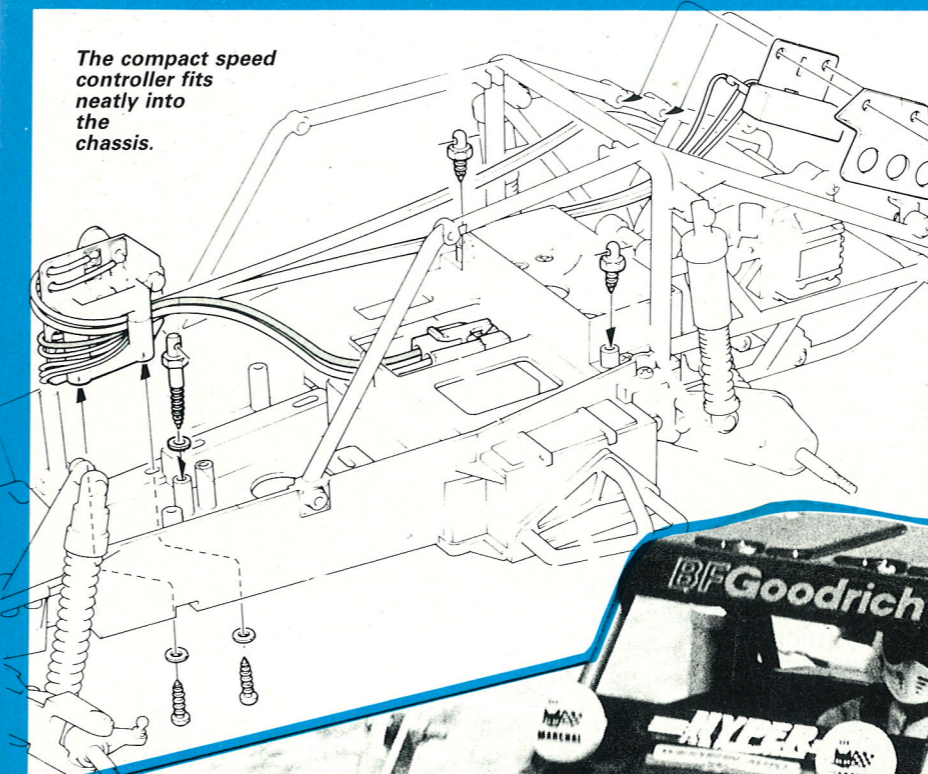
Now for the radio gear, speed controller etc. A transverse servo complete with servo saver in Frog style works the steering. You may choose to replace the pop on or is it off ball joints with ball through items available from Powermax etc. to aid reliability.

A second servo is required to operate the mechanical speed controller. Resistors are housed on an aluminium heatsink up in the airflow of the open rollcage. Ensure that both servos are at neutral position before connecting linkages. Our Techniplus radio unit uses a conventional receiver battery pack but you may care to use a pair of diodes or even a mini pack to reduce the overall weight.

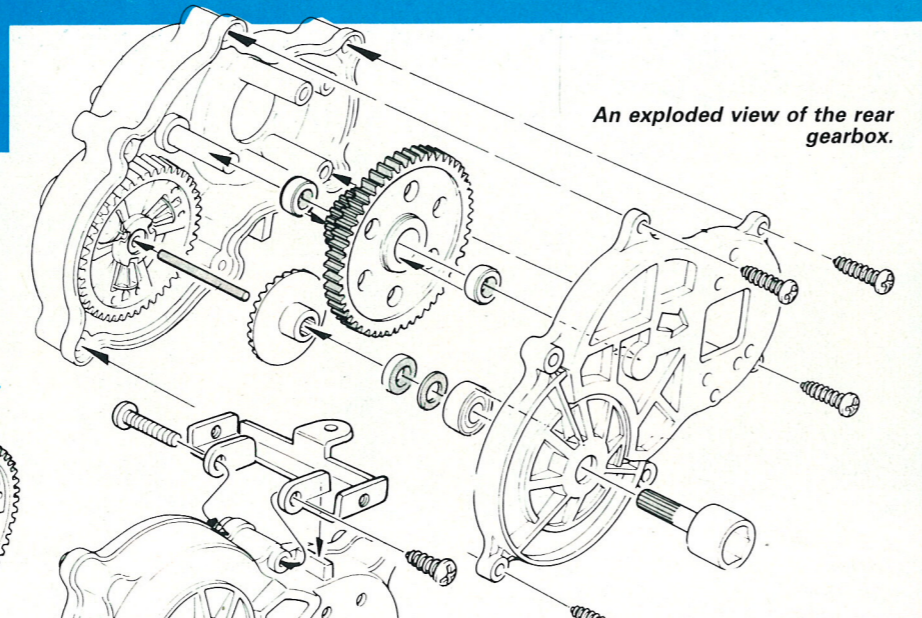
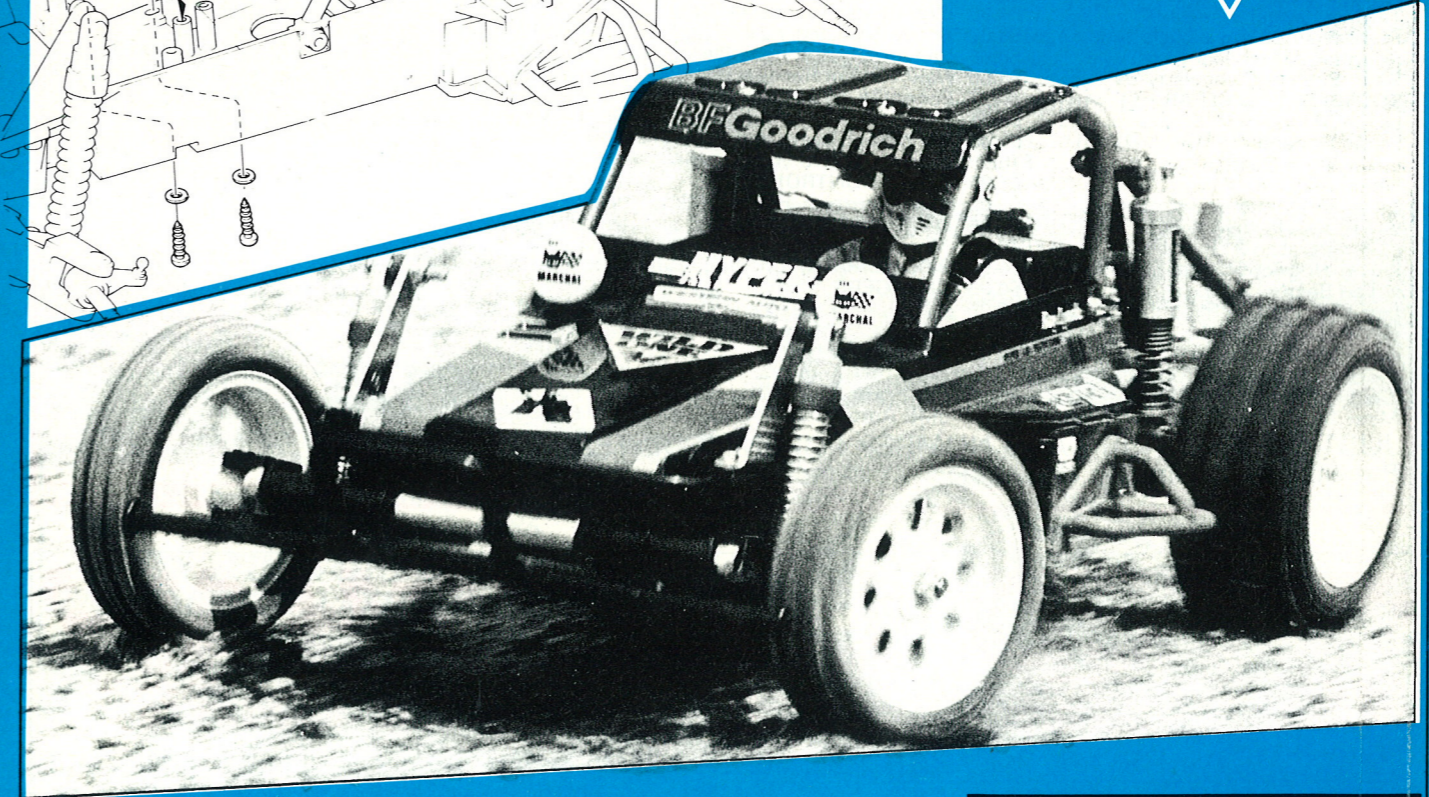
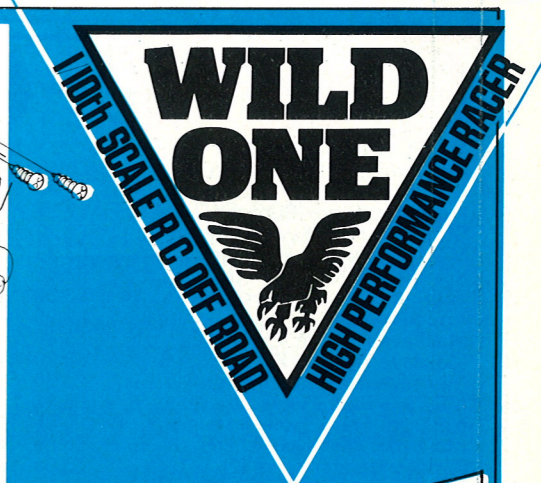
When installed the radio equipment and speed controller is neatly covered by a Lexan plate with integrally moulded driver figure. The moulded helmet features the Simpson full face style — very smart. Decals allow a really good detail to be attained.



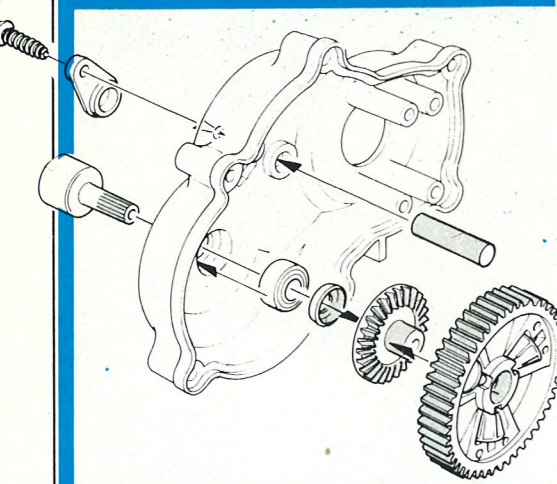
The adjustable, independent coil over shocks are fitted as shown here.



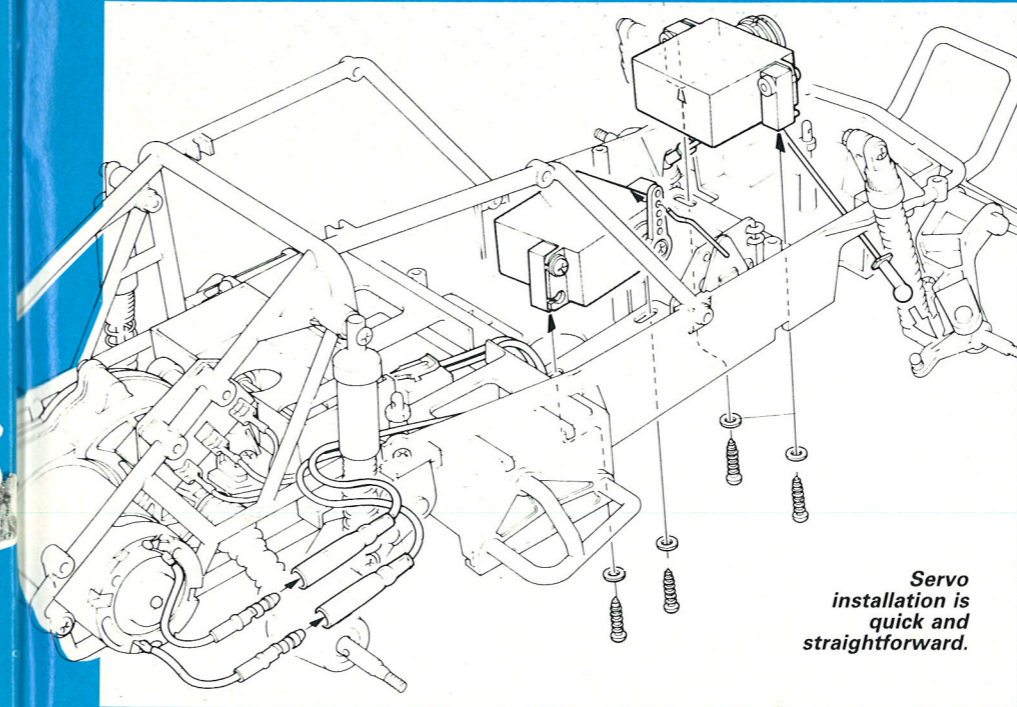
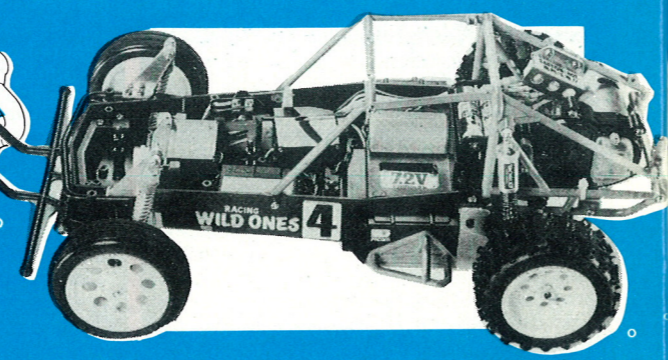
The compact speed controller fits neatly into the chassis.



An exploded view of the rear gearbox.



The finished gearbox is screwed to the chassis and roll-cage.



Servo installation is quick and straightforward.

The Lexan body parts consist of body and roof section — the latter permanently attached to the car. Follow the box top — illustration for a smart black and red vehicle or try your own variation.

All that's left to do now is connect up the drive battery and give the 'Wild One' a run. A neat perforated plate secures the battery with the aid of a body clip and alleviates the earlier F.A.V. problem of the clip becoming undone if the car should bottom heavily and promptly deposit the batteries on the ground.

How does it perform? The first thing you notice is its apparent light weight — I say apparent as our completed model tipped the scales at 3lb 6oz.

Having driven 4WD for most of the season it took a bit of getting used to. Obvious difference was its acceleration and top speed — on the 18T gear very rapid indeed. The tyre combination produced the usual understeer — a simple change to wide front tyres gave the desired increase in turning ability plus more stability to a lively front end. With the trend of two cars in the pit box this could well be an inexpensive 2WD basis for those seeking victory.

We will keep you informed as to its racing performance.