

GO FOUR IT!

Model Cars takes a look at the latest monster to hit the U.K. from Tamiya



In October, Radio Control Model Cars featured a sneak preview of what at the time we thought was a 1/8th scale electric monster from Tamiya. It turns out though, that although it makes a 'Blackfoot' or 'Monster Beetle' look small in comparison Tamiya's latest creation is in

fact a 1/10th scale model of an enormous real vehicle! In that sneak preview we also failed to add that the 'Clodbuster' would be powered by not one 540 motor but by two.

Construction

The beginning of construction starts with the

radio equipment, this needs to be servo horned correctly and have the appropriate steering and throttle connections attached. At this point you realise that there are two long steering rods — why, because the car has four wheel steering. This should allow for some interesting

manoeuvrability later on.

The heart of the 'Clodbuster' is an enormous plastic 'tub', this is a one piece moulding to which all the suspension parts, radio, and drive systems are connected.

Firstly the four main suspension pivot balls are connected to the tub. These are

made of 8mm steel and from these the suspension arms pivot.

Next comes the installation of the steering servo, this entails threading the two steering arms through the chassis — one towards the front, the other towards the rear.

The speed controller resistor comes along next with all the

wiring. The controller itself is also fitted in the operation. This is a bit fiddly but the instructions are very clear and it really does all fit in!

The rest of the radio equipment slots in on top of a plastic fitted tray and this completes the electrical side of the construction.

Extra Big Diffs

The start of the drive construction begins with the hubs. These have the same mouldings front to rear but do have long and short axle tubes which have to be correctly positioned. These tubes run on a mix of plastic bearings and

ballraces. These are in turn connected to the diff cases which later come together to form the front and rear axles. The diffs are of the three bevel gear type and when greased and finally slipped into place give a very smooth free running action.

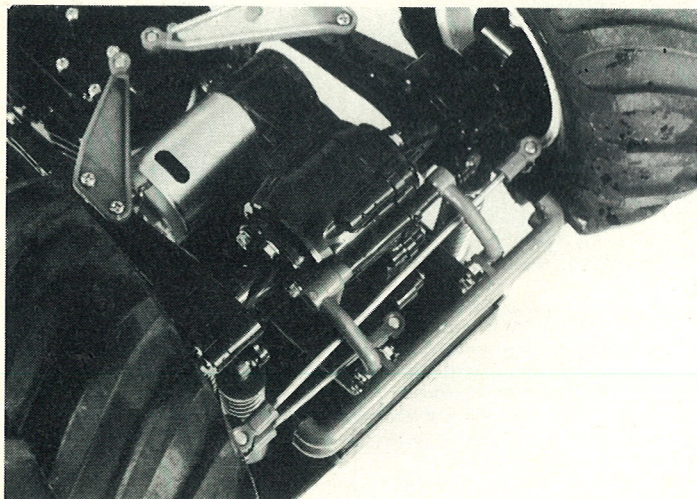




Power House

The motor pinions are fitted next to the two motors, they are 13 tooth pinions of the standard Tamiya aluminium type, these are then fitted to the gearbox-axle units to give hopefully two identical gearbox assemblies.

The suspension arms are then bolted to the gearboxes, these are long triangular shaped pieces of black plastic which are also strengthened by two aluminium braces which clamp the two pieces firmly together.



The wheel axle hubs are next to be assembled, they consist of just the standard bearings and the axle which requires a small 'E' chip to be fitted which is tricky, although Tamiya supply spares!

Going Round The Bend

Being 4 wheel steering the 'Clodbuster' has two steering servo savers, these have to be completed now, so that when the "big come together" of the chassis, gearboxes, wheel

axles, and all occurs the steering rods and servo savers can all be fitted at once.

In fact this task is next, with the chassis overturned all the various lumps are fitted in one exercise, including the placing on of bumpers and the connecting of the steering rods from the servo to the rear and front servo savers.

Very rarely in a kit review do you have to put more than four of anything together, but again Tamiya break new ground as



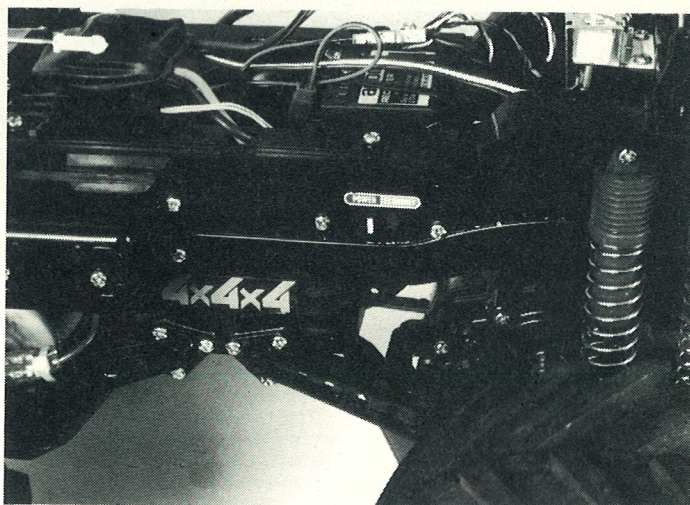
the 'Clodbuster' has two dampers per corner (2x4=8) yes eight dampers, springs, connectors and all need to be assembled before the next step can take place.

The connection of the dampers to the chassis is always fun as you see just how the suspension is going to work. Although on this car you have to wait awhile as fitting all those long red dampers takes ages!

Favourite Bits!

Anyone who can resist this long before getting out the wheels and tyres is better than me, it's always my favourite bit of any kit and for the 'Clodbuster' Tamiya have really excelled themselves. The tyres are massive, in fact they measure up to be 165mm in diameter almost twice the size of 'Monster Beetle' tyres — yep they are big!

All that remains is for the wheels and tyres to be placed on the car a battery pack installed (7.2 volt) and the chassis is complete.



RADIO CONTROL MODELS CARS



Up On Top

Next comes the bodyshell — this requires to be painted first, the recommended Tamiya paints work very well and when finished in bright red, we feel it looks awesome.

Various bits and pieces need to be attached to the shell, these include windows, bumpers, and even optional working headlights. When finished the bodyshell seems to be very heavy which I'm sure accounts for its strength.

How does it go

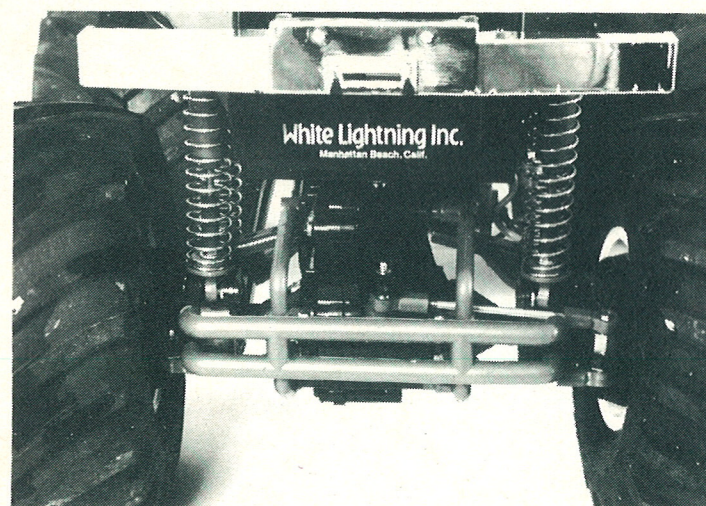
The 'Clodbuster' will go in two ways! It has two settings via

a switch on the side of the main tub. This enables the car to be in either "Power" or "Economy" mode, in "Power" the car has enormous speed and is capable of forward and backward wheelies! In "Economy" the car will last up to 20 minutes and although is slower has just as much torque! This is made possible by the two motors being switched from "parallel to series" enabling them to work for speed and power. Overall the kit goes together well and gave no problems even though this is probably one of Tamiya's more complicated kits.

Available through stockists approx. £160.00.



Bottom left, working anti-clockwise: rear motor installation and long steering cross-link; view of the tub and rear damper locations — note power-economy switch in centre; the rear end with tough plastic bumpers to protect the works, chrome bumpers for good looks; underneath view showing, four-point suspension and identical front and rear gearboxes; the front with ballraced hubs and Tamiya strong steering balljoint links; radio installation is simple but steering servo links can be tricky; speed controller is the standard three-speed unit protected by the usual Tamiya rubber balloon.



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