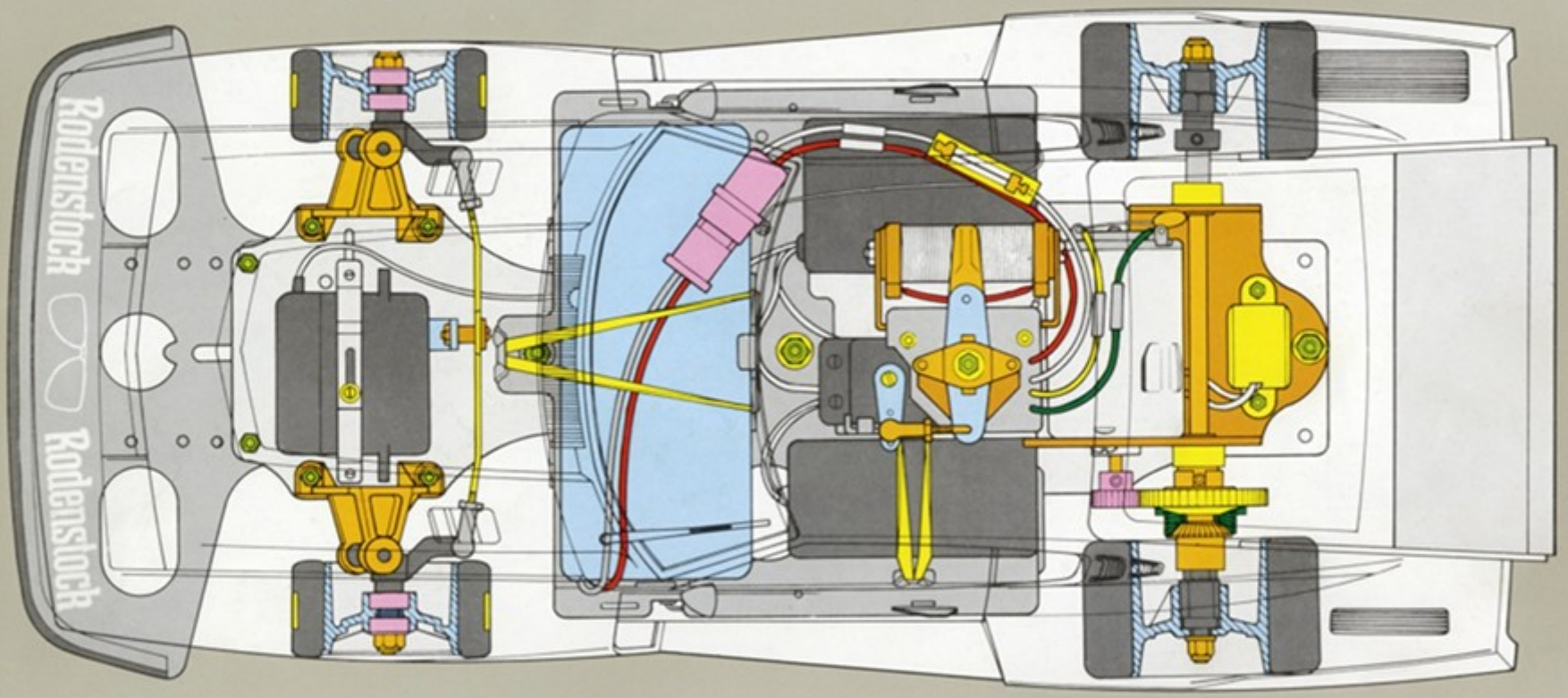
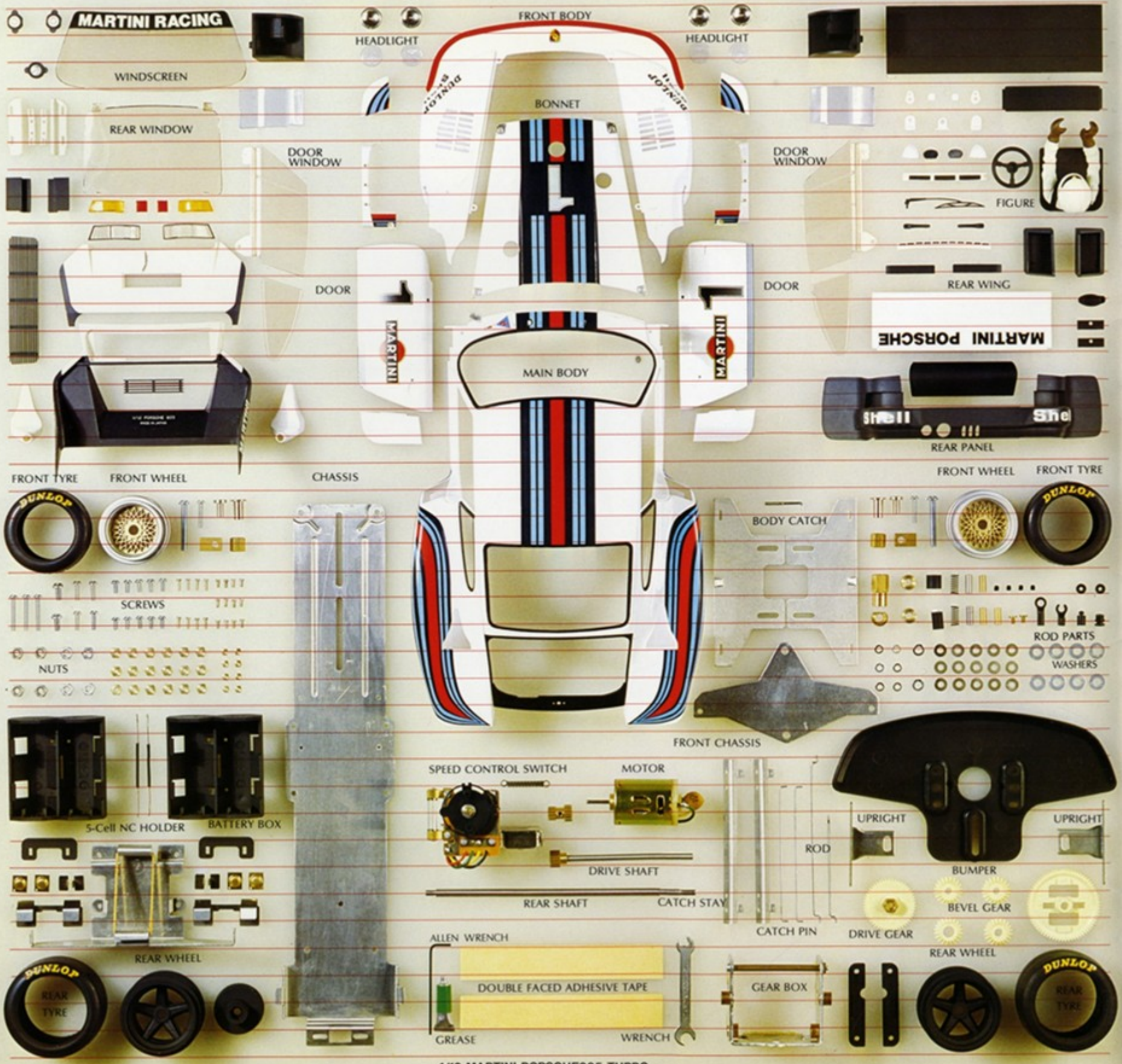
TAMIYA RADIO CONTROL GUIDE BOOK

TAMIYA

TAMIYA PLASTIC MODEL CO.
628, OSHIKA, SHIZUOKA-CITY, JAPAN.





1/12 MARTINI PORSCHE935 TURBO

TAMIYA RADIO CONTROL GUIDE BOOK

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Toys they're not.

In Japan to-day radio control models are enjoying a tremendous boom. This boom has been brought about largely by the lead given by the Tamiya Plastic Model Company. Tamiya has, through its advanced thinking, revolutionised the whole Japanese radio control market. For some time now, Tamiya in its efforts to promote its own items suitable for radio control, has produced a manual to guide the beginner and expert alike. This manual has previously only been available in Japanese language. The English version which we hope you will enjoy, is a literal translation from the Japanese. In some countries outside of Japan, the racing of radio controlled vehicles is already established with rules and regulations already laid down by an organising body. However, the market in Japan to a large extent, has been developed by Tamiya. The development is best judged by the success of Tamiya, who currently proudly claim 80% of the Japanese market. To give you some indication of the boom, Tamiya's first model, the Porsche 934, sold more than 100,000 pieces in Japan alone. We trust you will enjoy reading of some of the ways in which Tamiya has developed this hobby and be encouraged to copy their example.

ENJOY RADIO CONTROL

ENJOY RADIO CONTROL

A great number of people today are enjoying radio controlled models. They find excitement in the precise mechanism and excellent maneuverability of these models. Some people enjoy customizing to increase their performance and, furthermore, organize races and competition. All of these categories offer limitless enjoyment to the fans. The reliable radio control unit, which was once a very expensive gadget, has come to be within a reasonable price range as the science of electronics has advanced. Also new car and airplane kits are coming on the market one after another in increasingly refined form. The radio controlled electric car models are becoming more popular among not only novices but also skilled modelers because of high performance in spite of their easy handling. Many enthusiasts are attracted by the exciting operation and realistic make up of radio controlled electric tanks, too.

This guide book is compiled to focus on the fundamental knowledge of the radio controlled electric model cars, on hints of assembly and adjustment, on operating techniques, and on racing, with our hope that the book can be instructional and help you enjoy the sport as well.

1. RADIO CONTROLLED MODELS

Radio controlled models are nothing but models remotely controlled by radio signals. So most operating models, if they are big enough to mount radio control units, can be converted for radio control. Radio controlled models are classified under kinds of power units; there are ones with gas powered engines, with electric motors, with steam engines, and ones with no power units like sailboats and gliders. There are airplanes, helicopters, gliders, racing cars, buggies, tanks, boats and some others, each of which has many fans.

However, as for the radio control units, most of them in use today are fundamentally the same; they are the digital proportional type, although their capability varies from unit to unit.

2. RADIO CONTROLLED ELECTRIC CAR

The ideal radio control vehicle for a novice modeler to start with is the electric car. And yet, because of their high performance, a number of adept modellers organize races of the electric car in many places. In fact, throughout the world the radio control electric car has the largest number of enthusiasts. As a result, there are many kinds of these models on the market, from large ones of 1/8 in scale to the smaller 1/24. The one most abundant car type and most intensively manufactured by makers is 1/12 scaled products.

In the case of 1/8 scale, there are less variety of car styles and races are less frequently held. As for 1/20 and 1/24 scale, many kinds are seen on the market and spare plastic bodies of the sizes are also available at the market for variety's sake. However, most of them are of toy quality. It is not easy to assemble and adjust full-fledged models of the small size, which are difficult to work on. 1/12 scale cars are most suitable for a modeler whose intention is to enjoy full fledged radio controlled cars and from time to time to participate in official competition. For the present, most radio controlled electric cars are scaled after real racing cars. Some off-the-road buggies in 1/12 scale have been put on the market, and the variety of electric cars seems to be widening all the time.

DIFFERENCE BETWEEN RADIO CONTROLLED MODELS AND TOYS

There are many radio controlled toys sold on the market these days. The characteristic of toy products is inferior in capability to models; for instance, they can turn only in one direction or run very slowly. Of course, some of them are close to the border line between models and toys. A conclusive factor is that the toy is always sold in the completed form, while the model is presented in a kit form with components unassembled which are left to you to finish, no matter how little the assembly may be. So the model may be finished in varying levels of performance ability according to the skill of the assembler. Also, they are able to be improved and customized with accessories available on the market. This is another phase of attraction of the model-level products.

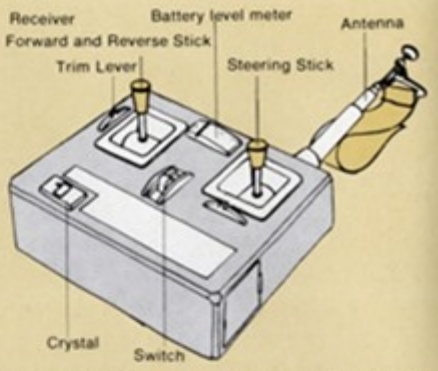
RADIO CONTROL SYSTEM

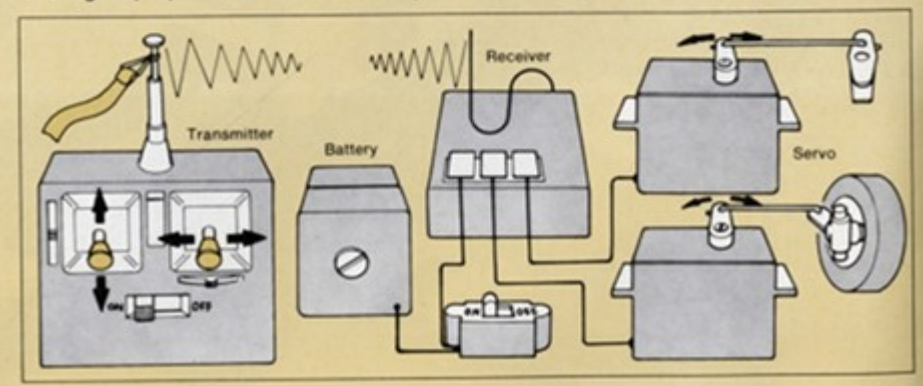
When you have bought a model, a radio control system designated for the model should be purchased separately which then is to be installed into the model, such as an airplane or car.

Most predominant radio control systems on the market today are the digital proportional type. In short, they are called a radio. For radio controlled electric cars and tanks, a two channel digital proportional system is used.

1. MAKE UP AND OPERATION OF DIGITAL PROPOTIONAL

The digital proportional radio control system consists of a transmitter which is to be operated by a modeler, and a receiver and servos which are mounted into the model, and power supplies for the units. A transmitter functions as control box, fitted with operating sticks and trim levers for fine adjustment. When the transmitter is in operation, it emits signals by means of radio waves. The signals are accepted by a receiver and sent to servos, which translate the signals into mechanical movements. A servo motor in the servo rotates in either direction at some velocity for some duration of period according to the signals given. The mechanical movements are put out from a servo horn to a model unit to be controlled. Thus, the whole model can be manipulated. The word "proportional" of "digital proportional" indicates that a model is controlled in proportion to the degree that sticks of the transmitter are moved. When you move a stick quickly, the servo motor rotates quickly and the servo horn moves quickly. When the movement of the stick is stopped halfway, the movement of the servo horn will also stop halfway. In other words, you can control a model car at will by manipulating a stick of the transmitter quickly or slowly, to full range of throw or halfway; the movement of the servo horn is hooked up to be transmitted to, for instance, front wheel of the car. This characteristic of movement has made the digital proportional radio control system the principal type in use today.

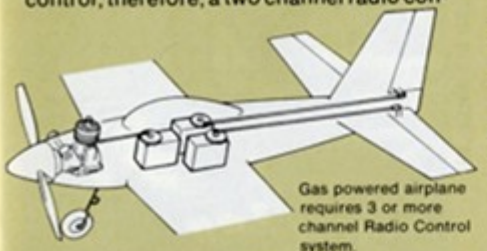




2. THE NUMBER OF CHANNELS —THE NUMBER OF CONTROL OPERATIONS

The number of channels of the radio control system indicates the number of

operations to be controlled at a time. A four channel digital proportional system will employ four servos to control four different types of action. The radio controlled electric car is basically designed to be controlled in two ways, speed control and steering control; therefore, a two channel radio con-

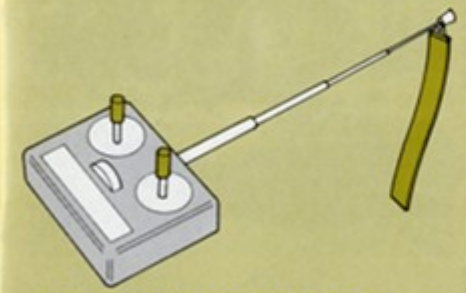


Gas powered airplane requires 3 or more channel Radio Control system.

trol system is to be employed. In the present market, radio control sytems are available with up to seven channels. The two channel type, though the most fundamental, is enough to control cars, tanks, boats, and gliders, except gas powered model airplane (which usually require over three channels).

3. ABOUT RADIO FREQUENCIES-STATUTORY BANDS FOR RADIO CONTROL

Radio waves are used very widely in the society and are very important for medical emergency, police and military, let alone radio and TV broadcastings. If these radio waves should be interfered with, obvious problems could develop. Therefore, specific frequency radio waves for different purposes are regulated to be handled by qualified personnel for the purpose of avoiding disorder. Thus a number of frequency ranges are designated for model radio control, and any other frequency ranges than the allocated ones should not be used under any circumstances.



4. FREQUENCY BANDS

This phrase "frequency band" is used to denote the frequencies of radio waves. A receiver of the radio control system will accept signals emitted even from another transmitter, if the frequency used happens to be the same and the servos will also be put in motion. In other words, radio control systems on the same frequency will respond to each other, thus causing them to go out of control. However, a number of radio control systems all using different frequency bands can control many models. Hence, it is recommended to employ radio control systems with dispersed frequencies to avoid interfering with each other when organizing a new racing event.

5. SAFETY, REGULATIONS AND OPERATIONAL BEHAVIOUR

Some radio controlled models of airplanes, racing cars and boats powered by gas engines can achieve speeds of over 100 km/h. It can cause serious trouble if they should lose control in the midst of operation; it might involve personal injury. Even electric radio controlled cars can attain speeds of 30 km/h. Be sure to abide by the rules stated below and be careful not to endanger or annoy others:

- Do not use the streets for running model cars.
- Do not operate near children or in crowds.
- Avoid radio interference.
- Inspect your transmitter, receiver and models prior to operation.

RADIO INTERFERENCE IS DANGEROUS

Signal waves of radio control systems sometimes reach about 2 kilometers in the air and over 300 to 500 meters on the ground. When there is another person operating a radio control unit, compare the frequency of your radio control unit with his. Avoid the possibility of interference; operating radio control units of the same frequency will inevitably result in interference and get your model out of control. In such a case use an alternate frequency if possible.

All models will be interfered with so long as frequency bands are the same.

- In radio controlled models, the fixed frequencies are used commonly among cars, airplanes, boats, and any other kind of model. So radio interference will occur so long as the same frequency is used regardless of the difference of types of models. Radio signals from other types of radio control units will interfere with your radio control model.

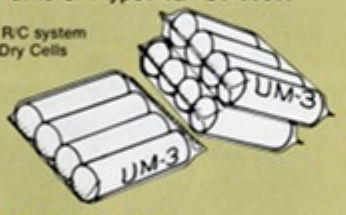
CHECK UP ON INTERFERENCE

A device called a "monitor" can be used for detecting radio interference. There is another simple way: get your transmitter away from the model at some distance, and watch response of your servos. If the servos move strangely, interference can possibly be recognized. While operating your models, if you recognize any sign of interference, stop running and check the cause.

6. POWER SOURCE

Two different batteries are necessary for the radio controlled electric car: one is for operating the radio control system and the other is for driving the car motor. For the radio control unit, about 12 "AA" (UM3) size dry batteries are used in most cases and for powering the motor generally batteries of 3 different types can be used.

Batteries for R/C system "AA" (UM3) Dry Cells

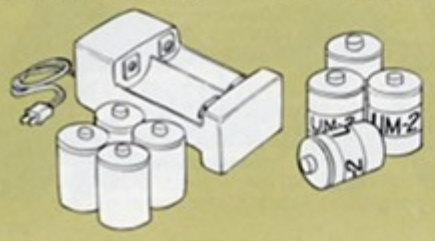


HOW TO SELECT AN ELECTRIC SOURCE FOR POWERING CARS

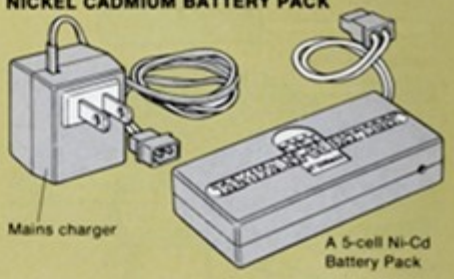
Either dry batteries or nickel-cadmium batteries can be used for the power source of radio controlled electric cars. There are two types of nickel-cadmium batteries: one is a package type and the other is an individual type which has the same shape as dry batteries. Dry batteries are cheaper in cost, but not economical since they are thrown away after complete discharge. Also in performance, dry batteries cannot power the car as fast as nickel cadmium batteries do. It is recommended to use nickel cadmium batteries for operating a full fledged radio control model for greater running time.

Battery for power unit (one of the following to be used)

4 "C" (UM 2) Ni-Cd Battery 4 "C" (UM 2) Dry Cell



NICKEL CADMIUM BATTERY PACK



Mains charger

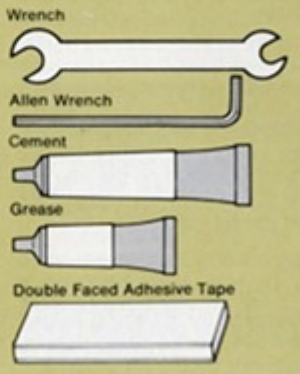
A 5-cell Ni-Cd Battery Pack

THE BEST POWER SOURCE IS A NICKEL CADMIUM BATTERY PACK

Nickel cadmium batteries have excellent discharge characteristics. They can discharge a great flow of electricity at a time. This is the reason why nickel cadmium batteries can drive a model car several times faster than dry batteries can. They call for a lot of money when you purchase it at the beginning. They will come to be economical in the long run, since they can be recharged about 300 times. Because 1/12 radio controlled electric cars are designed to be able to reduce the speed by changing the gear ratio, nickel cadmium batteries can be used for both races with high speed gear combination and for practice running with the low speed gear combination. They are not only economical, but also handy batteries.

NECESSARY TOOLS AND GLUE

Not many tools are required so long as you assemble a kit as is. The necessary tools are illustrated below. Tools especially in need are included in the kit, or at least an explanation about tools is given.



Handy tools if available are side cutting pliers (radio type and ordinary types), screwdrivers (big and small), diagonal cutting pliers, files, vinyl tape, awls, oiler, glues, cutter, liquid threadlock, box drivers for 3 mm for 4 mm nuts.

• GLUE

As for glues, the following three kinds are adequate for assembly: plastic glue, instant glue, and synthetic rubber cement. Some model kits include a tube of glue; on top of that liquid plastic cement at hand is quite useful. Instant glue is used, for example, to fix a semi-pneumatic tire on the wheels, and synthetic rubber cement for a sponge tire to the wheel.

* Be careful when using instant glue, since it has strong adhesion, requiring only a moment to dry. So it is dangerous to have it in the eye or on the skin.

• LIQUID THREADLOCK

Synthetic rubber cement can be used for locking bolts and nuts but "liquid threadlock" works well for keeping bolts and nuts from getting loose.

• OILER

It is a must to oil the gearbox, shaft, and bearing. When oil is insufficient, it causes lowering of performance, and more serious trouble such as seizure of shafts. Spray type oilers are also available on the market today which are very handy for upkeep of radio controlled model cars.

• FINISHING

Any plastic paint can be used. Spray type paints are convenient for finishing larger areas such as bodies. For painting details like doll face features, paints for brush application are available.

• PLA-PLATE, POLYSTYRENE SHEETS, PLASTIC PUTTY

Pla-plate is plastic sheet of the same material as plastic kits. It can be expediently used for creating your own designed wing to the car and for reinforcing bodies and so forth. Putty is handy for mending scratches and small cracks which are often found after remodelling kits. Several kinds of plastic putty are sold at the market.

ADVICE ON SELECTING KITS

The production of plastic model kits is concentrated on the 1/12 scale line by the manufacturers, consequently the products of this size are most abundant in variety. When you buy kits, not only kits of 1/12 but also any size, it is recommended to choose a good store. A good store is one which gives you kind servicing, one which carries an ample stock of parts, one which can be a good advisor in building and radio controlling techniques, one which may organize racing and practice gatherings. Generally speaking, a good store means a very reliable retail store which helps you enjoy radio control. Advice from experienced modelers is very helpful, too. It is a sound way of purchasing kits after asking anything you like to know, and studying contents and performance of the kits by yourself until you can be convinced of a sound purchase.

ASSEMBLY KITS AND COMPLETED MODELS

There are assembly kits on the market which you build up parts into a model by yourself and you buy a radio control unit separately and install it into the model, while completed or semi-completed models are available on the market, too. These

completed or semi-completed models may be more economical, since in most cases they are equipped with a radio control unit from the beginning. At the same time they have such limitations as difficulty of disassembling, repairing, or transferring the radio control units into another model. So assembly kits can be recommended for enjoying radio controlling in a real sense. It is not a hard task to assemble kits, either.

READINESS OF PARTS AND COMPONENTS

Select model, the parts of which are easy to obtain. Tires and gears can wear out; even a speed control switch is an expendable component in a sense. Bodies and chassis may have to be replaced after some collisions. In such a case, your models can be mended easily and economically if the repair and replacing parts are available. For the Tamiya models, such components as a ball bearing gearbox and a more powerful motor are provided to be applied for improving model performance according to a modeler's controlling skill. Spare parts and components for tuning up are essential to make fun out of radio control to a further extent, so choose a model whose parts and accessories are easy to buy at model stores.

HOW TO SELECT A RADIO CONTROL SYSTEM

The price range of radio control systems on the market is very wide. Any two or more channel proportional type can be used. However, radio control systems sold with small servos may be of low performance for gas powered models. It is recommended to get a radio control system with surplus capability for a modeler who has an intention of handling gas engine models. In any event a thorough checkup and consultation with hobby shops are strongly recommended when you choose one. A two channel proportional unit can control most kinds of models like gas powered cars and boats, sailboats and gliders, except most gas engine powered model airplanes.

HOW TO CHOOSE BODIES

There are two kinds of model car bodies: clear bodies and hard bodies. The clear bodies are made of polyvinyl chloride or polycarbonate, featuring lightness in. However, being vacuum-formed from rather simple molds, they are inferior to hard bodies in finish of lifelikeness and detailings, while hard bodies (plastic bodies) offer much more sense of precision scale as they are manufactured by means of injection forming from exquisitely made molds.

POINTS IN PURCHASING

The assembly kit consists of numerous parts and accessories. So it is recommended to check up on the contents of a kit with a store attendant at the purchasing point. Also read through the assembly pamphlet to see how difficult or easy it is and ask a question, if any. Also you might as well inquire about the technical guidance and servicing of the store.

TYRRELL P34 FORD SIX WHEELER

MARTINI PORSCHE 934/935 TURBO

WEST GERMAN LEOPARD A4

CHEETAH

VERSATILITY OF TAMIYA PRODUCTS

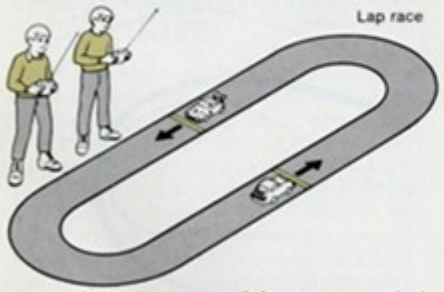
HOW BEST TO ENJOY RADIO CONTROLLED CARS

Speed race, gymkhana, drag race, and rally are the ways you can enjoy radio controlled cars. They are roughly classified into two groups by nature of races. In speed races and drag races, a number of cars start at a time to beat each other in time elapsed; and in gymkhana and rally, cars start one by one to compete against time. The Tamiya radio controlled electric cars will produce various speeds according to the kind of batteries employed. With that feature you can

do a number of different racing events, depending upon the size of area, large or small.

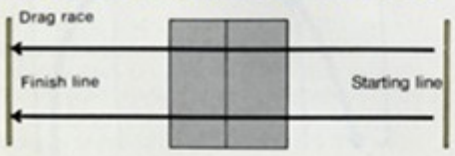
IN LARGE SPACES

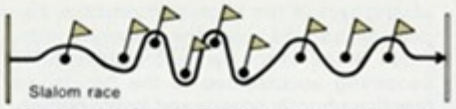
If a large open space is available, enjoy speed racing (heat racing). The road course (winding course like a circuit) and simple oval course are typical for use. In this kind of competition, the first to complete a certain number of laps is the winner. On the oval course, the lap race is also run, in which two cars start at the same time from opposite positions on the course, the one which catches up with the other being the winner. If it is difficult to make a road



course for only one car, it is recommended to enjoy high-speed gymkhana. Set a course with obstacles of empty bottles or anything like that. The winner is determined by the time required to complete the course.

IN LONG NARROW SPACES

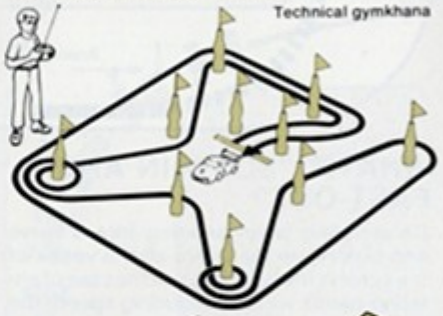


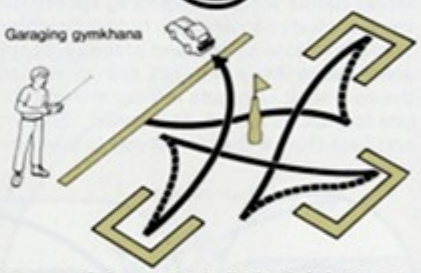


If the space is long but narrow, you can enjoy drag racing or slalom racing. In the drag race, the object is to cover a long straight way distance as quickly as possible. Since this is a simple race, maintenance of your car to attain high performance is of great importance. It may be fun to make a slope on the course which requires proper choice of gear ratio. The slalom race is an interesting variation of the drag race. Here cars start one by one and race against time through a number of pairs of empty bottles placed in various positions on the course so that they must take a serpentine zigzag path. Tamiya's radio controlled car will need a course only about one meter wide.

IN SMALL SPACES

You can enjoy Tamiya's radio controlled car even in a space only about 2 meters





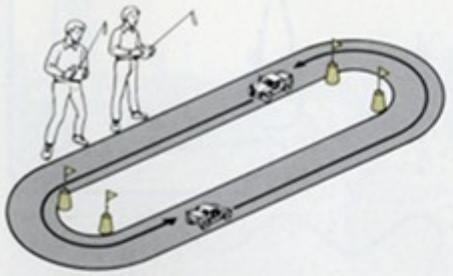
square. If the space is limited, it is recommended to race technical gymkhana. Make a course with many curves which need good control technique. The winner is determined by the lowest time required to run the course. Garaging gymkhana, backing gymkhana, etc., may be a lot of fun, too.

RALLYING

In rally, the car which runs the course in the closest time to a certain fixed time is the winner. The same timing method as the rally can be employed to determine winners of other games. It is recommended to fix a target time after a few timings of trial runs along the course. Various rules can be established; for example, the penalty system is adopted for a time required over the target time, or in both cases of over or short of the target time. By changing a duration of a target time or conditions of a course, the game may be made more enjoyable.

HOW TO PLAY WITH RADIO CONTROLLED BUGGIES

An off-the-road buggy race has a quite exciting fascination, a different pleasure than racing cars. Compete over a dirt course and a cross country race to enjoy powerful driving.

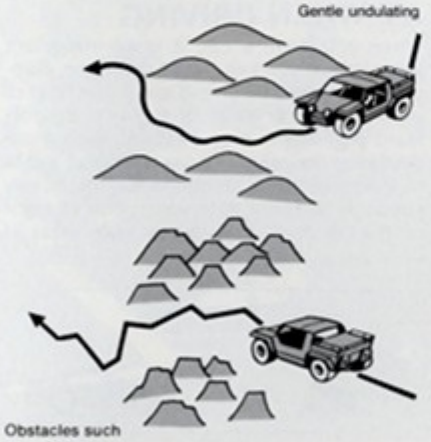


DIRT SPEED RACES

Dirt speed races can be done in flat and vast places such as a playground or a park. The course can be made in a simple oval course or a more complicated track with hairpin curves and figure "S" curves. You have to be careful since the surface of a dirt course is slippery. Advanced techniques of control are called for, but it is interesting.

OBSTACLE RACES

In a place which does not have a very large open space, make an obstacle course. Utilize dents and humps on the ground. Along a curving course with ups and downs, a car will run in an unexpected direction and it is fun to drive cars on it. You can make it more interesting by spreading sand and pebbles.



DIRT GYMKHANA

In a small place or when there is only one car, make a gymkhana course with empty bottles and drive a car through the pylons. By changing the arrangement of the bottles, a backward course may be made. Compete for time one-on-one.

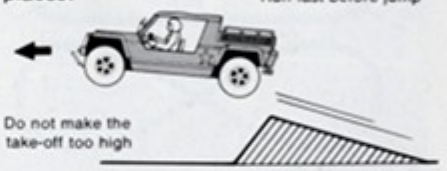
HILL CLIMB

It is a slope ascending race. Any one which arrives at the top of a mound or a slope is the winner. Or you can contend for ranking by how far you can reach on the up-slope in a fixed time. A decisive factor can be the selection of a high gear or low gear combination, and to take a straight way or a zigzag path.

SPECTACULAR JUMPS

Thrilling jumps are another way of putting on a show with a buggy. Have take-off planks in your course. However, do not make it too high. Build a fairly long straight way before the plank to provide an approach run.

Do not run the model car in the following places:



In a pebby area or with a very bumpy surface, since the suspension system of the car may be damaged; or in a grass covered field, because grass blades may be caught in the car; also, not in a crowd of people or nearby children.

HOW TO ENJOY R/C TANKS

Tamiya model tanks are powerful enough to force their way over rough terrains and to surmount obstacles. They will offer you the widest diversity of enjoyment. You are challenged to create various ways of racing with the Tamiya radio controlled tanks which can be made to move right and left, do gradual and pivot turns and, of course, go forwards and backwards.

ON LEVEL PLACES

The simplest slalom games can be enjoyed. Use empty bottles for pylons and run your tanks in the same way as your radio controlled cars. The first to complete the course is the winner. If a bottle is knocked down, one point is deducted from your marks. You can make the racing more interesting by adding some slopes to the course.

IN ROUGH PLACES

It will be more fun for you to race the powerful tanks on a rugged surface. Obstacles, such as boulders, steep slopes and trenches, can be made as part of the course. A rule could be made to lose marks when a vehicle goes off course or runs backwards. When a tank stalls on the course during a race, the driver is disqualified. The winner is determined by measuring the time taken to complete the course.

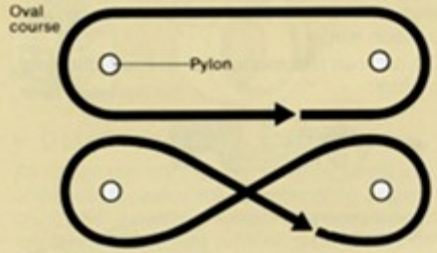
DRIVING TECHNIQUE

HOW TO IMPROVE DRIVING TECHNIQUES

You cannot make yourself a skilled driver just by running a car at will. Make a course using things like empty cans as pylons.

BASIC TRAINING OVAL COURSE 1

This is the simplest course using two cans. It looks simple at first sight to drive a car along, but it will require some practice to achieve sharp and rigid turns making with the pylons as vertexes of the curves. Practice both ways, clockwise and counterclockwise, until you can make both rounds

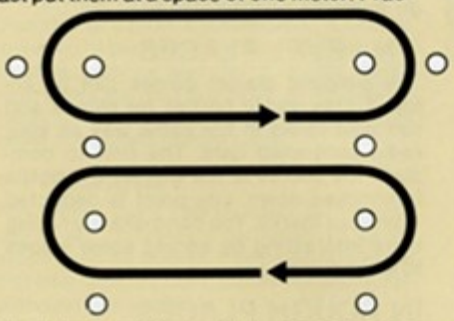


How to take corners

in about the same period of time. Figure "8" drill can also be done in the same track.

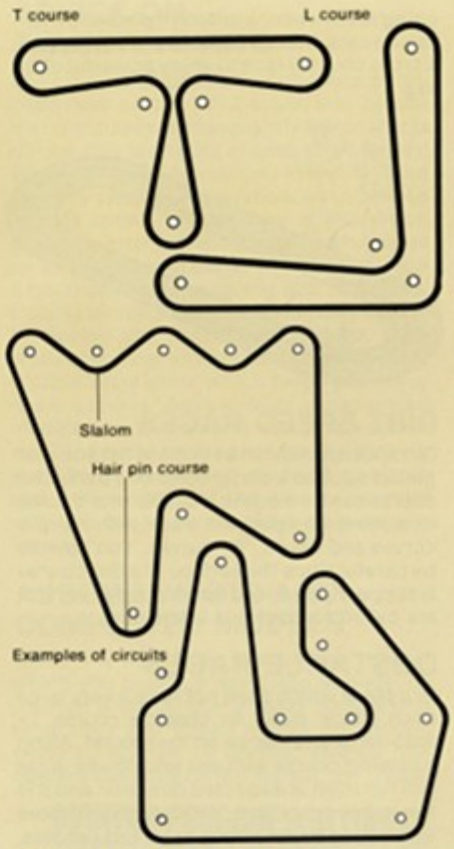
OVAL COURSE 2

Have two or three pairs of pylons forming gates and run your car through them as accurately as possible. You will find it much harder than the oval course No. 1. For the first period of time, arrange the pylons at a wide space, narrow them gradually, then at last put them at a space of one meter. Practice in both rotations, clockwise and counterclockwise.



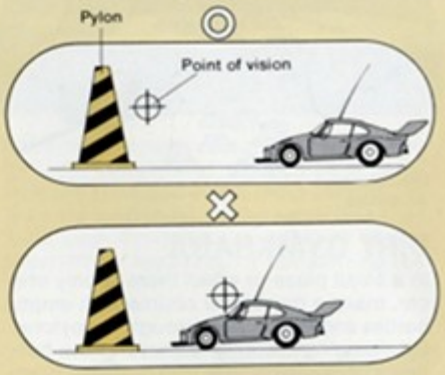
ROAD COURSE

When finishing course No. 1 and No. 2 steps, you must have mastered the basic driving techniques. Now you should proceed to complex course. Build a road course with the pylons, from basic figure "T" and "L" courses to more complicated circuits, assortment of figure "L" and hairpin curves, high speed course and slaloms.



WHERE TO LOOK AT WHEN DRIVING

When you drive a car, it is an important point where you keep your eye upon. Suppose the ovals described are in the field of vision. Put your point of sight on the forward part of the area of vision with a car placed at the rear. The car moves at a rate of 8.3 meters per second when the hourly speed is 30 km/h. With your point of sight on the car itself, you cannot keep clear of



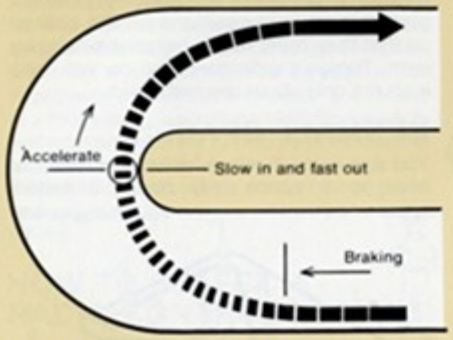
obstacles ahead, because it is too late to notice them; nor can you take corners easily.

CORNERING TECHNIQUES

No particular skill is required for driving a car just straight, and the drag speed is limited by the car's own inherent performance capability. However, at curves, your finesse of taking corners affects the result even among cars of the same performance. Especially in speed races, the cornering technique is one of the decisive factors. After becoming accustomed to the car, try to practice smooth, speedy and stable corners.

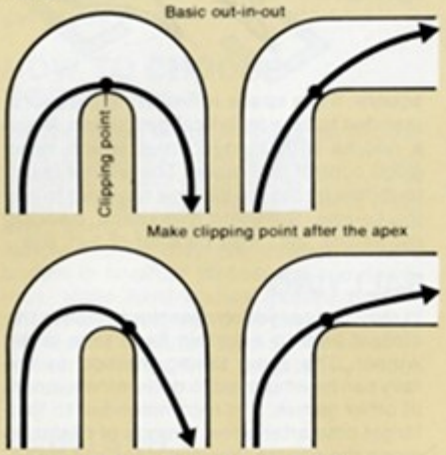
THE BASIC PRINCIPLES OF SLOW-IN AND FAST-OUT

"Slow-In and Fast-Out" is a golden rule in speed controlling at curves. And "Out-In-Out" instructs how to steer a car. Briefly, you should control speed in "Slow-In and Fast-Out" manner and steer a car in "Out-In-Out" way.



WHAT'S "SLOW-IN AND FAST-OUT?

Decelerating when entering into a curve and picking up the speed after a vertex of the curve is the technique. In the case of entering bends without reducing speed, the car is forced to slow down before finishing corners to lose speed and stability. In the worst cases, the car might spin or run off the course. It also gets the car moving too late to pick up speed. As a result "Slow-In and Fast-Out" is the fastest way to take corners.



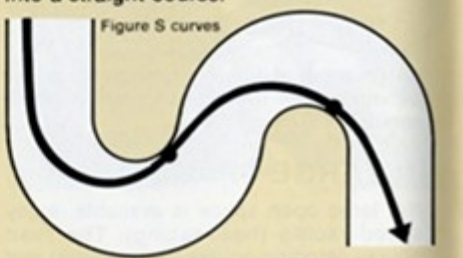
WHAT'S "OUT-IN-OUT"

It is, as illustrated below, a way of turning curves from the outside line of a course into the inside line to which the car will come closest at the vertexes (crimping points) and finishing the cornering approaching back to the outside line, thus making the longest possible turning radius. By utilizing the full width of the course, the car will make an easier turn than the actual curve. So the car may be allowed to run through it faster. As a matter of fact, however, it seems more advantageous to set the crimping point a little after the vertex, because it allows easier latter half cornering and enables the car more powerful acceleration into the straight course, in spite of sharper first half cornering.

*Both "Slow-In and Fast-Out" and "Out-In-Out" techniques are established from attaching more importance to velocity in the latter half of cornering than the first half. This has something with the acceleration of a car; that is, a car increasing speed faster than other cars at the latter half can take the lead in the successive straight track, provided the cars should have the same pick-up and maximum speed capability. This principle is true anywhere except in a very wide road where you are not required to reduce the speed at all.

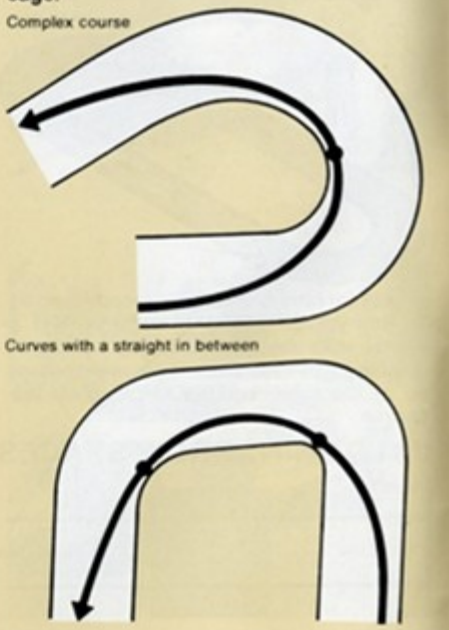
THE LAST CURVE IS THE MOST IMPORTANT IN A CHICANE

The last curve is the most important in continuous curves. In successive bends of a road, steer your car so that it will make the easiest turn at the last curve. Then you will be able to speed it up as soon as getting into a straight course.



CONSIDER COMPLEX CURVES AS ONE

Consider complex curves as one integrated compound. In the case of complex curves with different radii, you can manage to get through by considering them as one complex curve and making a cornering passage.

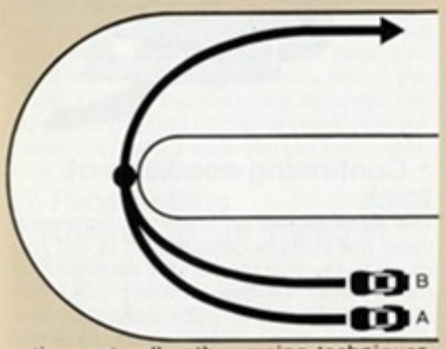


CURVES WITH A STRAIGHT COURSE IN BETWEEN

Curves with a straight course in between. Even in the case of recurrent curves with straight tracks intervening, you could achieve a smooth cornering by counting them as one integrated curve.

DURING A PRACTICAL RACE, TAKE THE CLOSEST POSITION TO THE INSIDE LINE

In a practical race, get the closest position to the inside line. The cornering technique explained in the previous chapters is an ideal way which is rather possible to carry on only when a car is running alone. In actual races, however, when several cars under the almost same capability are competing, naturally other racing techniques have been developed and used. The most important point is to get the closest position to the inside line of the course ahead of the other competing cars. Here, as illustrated, the passage of car B is sharper than car A's, and car B will be forced to slow down, but with advantage of smaller radius and may be able to get ahead of car A at a risk that it may be spinned or collided from behind by car A. Otherwise, it may block the right of other cars. Any car slower than other cars should yield the right of way.



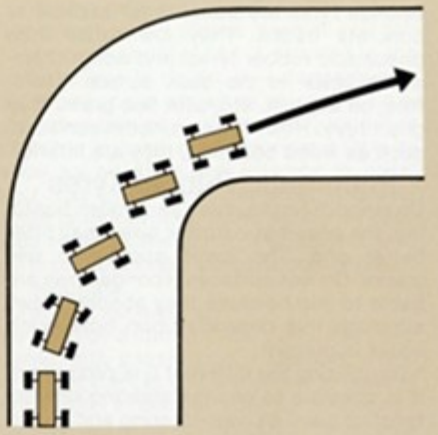
OTHER CORNERING TECHNIQUES

As for other cornering techniques, there exists four wheel drifting and tail sliding like the real racing cars do. Four wheel drifting is a technique of steering a little excessively at the early stage of a curve and letting all the wheels slide outside with the nose heading for the inside line of the course. In this way the car can get through the curve most quickly; however, it is difficult to practice. The tail sliding technique is to make the rear wheels skid while counter-steering. This technique is not as stable compared with the four wheel drifting. And it may not be fast enough to get through the curve, though it looks spectacular.

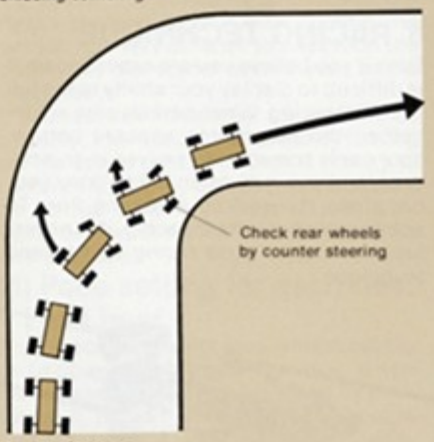
OPPOSITE LOCK STEERING

The word indicates to steer the wheel against the curve of the turn. If a car should go too fast on a curve, the rear wheels might start to skid, leading the whole body to spinning. This method is for avoiding the spin by steering the wheel toward the same direction of the skid which is leading the whole body to spin.

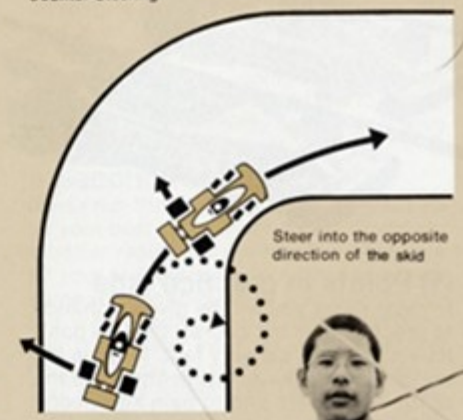
Four wheels drift cornering

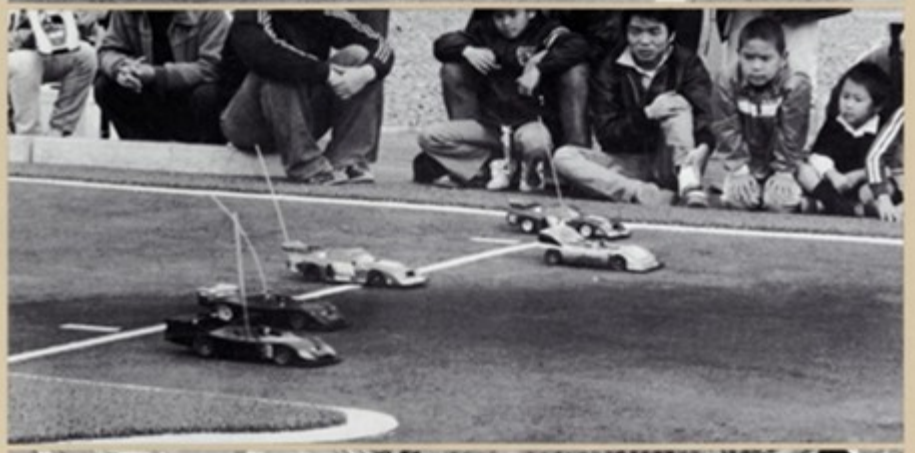


Skidding cornering



Counter Steering





WINNING RACES

After mastering the basic driving technique, apply it to practice. If you have been practising in the same place, it is recommended that you change the location from time to time. Also, on certain types of surface you will find it very difficult to control the car because it is liable to spin or run off the course. It is also advisable to run your car with others. Then, the track will appear narrower than usual and you no longer have such freedom of movement. Don't hesitate to take part in racing. Accumulated racing experience is very helpful in racing.

1. DRIVING ACCORDING TO RACE TRACK CONDITIONS

There are various track surfaces; asphalt, concrete, wooden boarding, vinyl tiling, etc., and they all have different characteristics. Practice repeatedly so that you can control the car on any kind of surface. Generally speaking, asphalt or concrete tracks are not slippery because they are rough and have a high coefficient of friction. Wood, vinyl-tiled or cement surfaces are smooth and slippery. Note that even asphalt race tracks are slippery when they are wet or covered with fine sand or dust. It is possible to gauge the track condition by eye, but it is very important to confirm the difference of the surface from your usual practice ground by making a trial run.

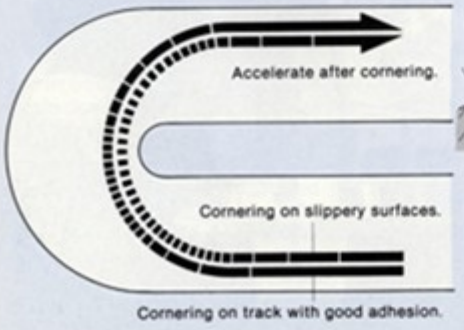
• Quick acceleration, quick braking and quick steering are taboo on slippery surfaces.

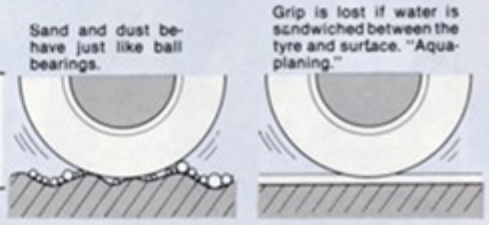
On slippery race tracks, the grip of tyres is very small and the stability of the car is disturbed very easily. Quick acceleration is taboo even at the start, because the rear wheels (driving wheels), whose tyres have little grip, are liable to spin and the car may slide even when it is turned only slightly. Be even more careful in deceleration. If the car is quickly decelerated, the load of the car will move forward by inertia, (in other words, the centre of gravity will move forward), and the load on the front wheels will increase while that on the rear wheels will decrease. Therefore, the grip of the rear wheels will become much less and they will skid very easily. Deceleration must be made as slowly as possible. Never brake the car quickly when it is running at top speed.

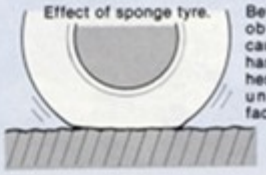
Reduce speed sufficiently before cornering. In cornering, the car is subjected to centrifugal force which pulls it outwards. It is because the centrifugal force is greater than the grip of the tyres that the car is liable to spin or run out of road on slippery surfaces. The centrifugal force increases in proportion to the speed. Therefore, it is necessary to decrease the centrifugal force by reducing the speed and making the turning radius as large as possible. Needless to say, quick acceleration and quick braking are taboo in cornering. Reduce the speed sufficiently before entering the corner, and increase the speed after completing the turn. It is a cardinal rule that the cornering line should be "out-in-out" so as to make the turning radius as large as possible.

2. CHOOSING TYRES ACCORDING TO TRACK CONDITIONS

The tyres have a great influence on the performance of the car. Even when the surface is slippery, it is possible to reduce the chance of skidding by using suitable tyres. Many people use sponge or pneumatic rubber tyres. Use either of them according to the surface.







• Sponge Tyres

Sponge tyres are suitable for asphalt or concrete tracks. They are softer than pneumatic rubber tyres, and adapt themselves better to the track surface. Therefore, on asphalt, etc, with fine grain, they grip firmly. However, on smooth surfaces, such as wood boarding, they are inferior.

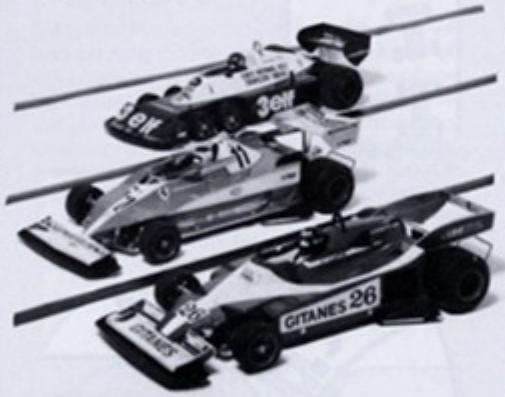
• Pneumatic Rubber Tyres

On smooth tracks, such as wooden boarding, the pneumatic rubber tyres may offer better grip. The same applies to wet tracks. On wet surfaces, sponge tyres are liable to slip because they absorb water, although this depends upon how much water is present.

• By utilizing the different tyre properties, it is possible to change steering characteristics such as over-steering and under-steering.

3. RACING TECHNIQUE

Even if you believe you are experienced, it is difficult to display your ability to the full in actual racing. When several cars are together, the racecourse appears narrow. Your car is sometimes involved in an accident, and you may often fail to drive your car along the desired cornering line. To achieve good results in racing, it is necessary to acquire good racing tactics and technique.



(1) Points in practice laps

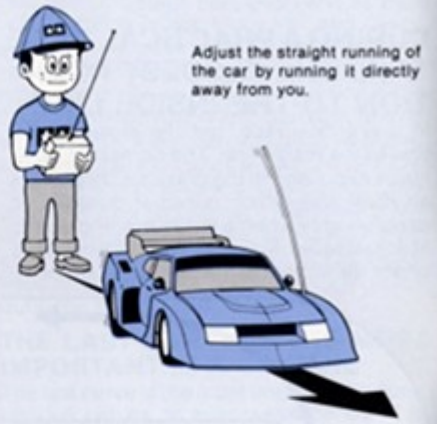
In most races you will be given a chance to practice over the course, but you don't have to run the car very fast. What is important is to make adjustments by means of the trim levers and to gain knowledge of the track.

• Adjustment with trim levers

Practice is the last chance to make any necessary adjustment by running the car. Make sure the car runs straight and the speed control switch can be turned to maximum speed. If necessary, make fine adjustment by means of trim levers. If the switch contains a brake circuit, make sure that the brake works well. In adjusting the straight running of the car, it is recommended to run it directly away from you.

• Knowledge of the race track

Course errors in racing must be avoided. It is important to do practice running along the course at least once. Particularly if you are on this track for the first time, it is necessary to run the car positively along the course in advance without hindering the progress of races, as well as to attend the drivers' meeting. It is advisable, if possible, to walk along the course in order to remember its intricacies and to note its condition.



• Confirming condition of track

The weather has an important influence upon the surface condition. It is not too much to say that tracks vary according to the weather on the previous day. You should confirm the track condition and decide in advance how to negotiate the main corners. Consider changing the tyres, if you have time, according to the track conditions.

(2) Start

The result of a race sometimes depends upon the start. However, a quick start is not always advantageous. Accidents are most liable to occur between the start and the first corner because participating cars are running close to one another. Decide how you should start according to the characteristics or your car, course layout, etc.

• When a quick start is advantageous

If you have confidence in the starting ac-

celeration of your car and you believe it is able to out-distance others before the first corner, then you should choose a quick start. Also, if the distance between the start and the first corner is long, a quick start is advantageous. In this case, even if several cars have made a quick start, the distances amongst them gradually increase and, therefore, there is little possibility of collision on the first corner. A quick start is advantageous also when the distance of the race is short or when the course layout is intended mainly for speed competition.

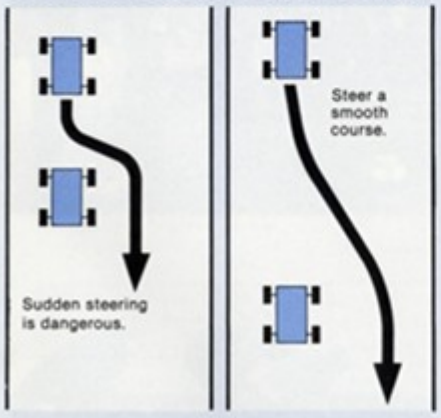
• When a slow start is not disadvantageous:

When you have tuned your car with a greater emphasis attached to its maximum speed rather than on its acceleration, it should be easy to make up for leeway on a straight even if you have made a slow start. In a long-distance race, you don't have to be very nervous about the start. Also, if the distance between the start and the first corner is short, it is advisable to make a slow start to avoid collision on the first corner.

(3) Pace Setting

• Whether to run ahead or behind a rival

Some drivers prefer to run ahead of their rival rather than behind him, whilst others prefer to be in pursuit. They have their own pace setting in races. The former drivers direct their energies particularly to the first half in order to take the lead from the beginning. Drivers of this type need to employ tactics so as not to be passed by their rival. They should avoid leaving a gap on the inside of a curve where they could be passed. Note that if a driver brings his car into contact with any other car on purpose, he may be disqualified from the race. The latter drivers, on the other hand, make a slow start, pursue their rival steadily and wait for him to



drop out of the race or try to pass him later. Drivers of this type aim at constant performance. They must be able to pass their rival whenever they get a chance. It is good advice to follow close behind your rival's car hoping to cause him to commit an error and thereby getting a chance to overtake him. Decide whether to be ahead or behind your rival, and employ suitable tactics.

• How to pass others

• Passing on the straight

There are various places in which you can try to pass another car. A straight is the safest place to do so. It is dangerous to start passing a car when you are following close behind it. When you judge it is possible to pass, steer your car a little as soon as possible and attempt to pass. You may pass on either side, wherever there is more room. If the space on each side is about the same, it is advisable to go inside the make the next corner easier to negotiate.

• Passing on a corner

Passing on a corner is dangerous as compared with passing on a straight. If the driver of the car you are going to pass is not skillful in control, your car is liable to be involved in its spinning. To make passing easier, it is advisable to go inside the rival's car and pass it after turning the corner. It is very difficult to pass it on the outside of the corner even if your car is much faster.

If your car has hit another car and lost its stability, then reduce the speed by turning off the speed control switch. If you try to restore stability by steering, the car must be further disturbed. Start acceleration again only after the car has slowed down and is stable.

(4) Pace setting for each heat

• First heat

It is impossible to foresee what accidents or trouble will occur in your race. If you damage your car in the first heat by overtaxing it, perhaps you may not be able to achieve a good result in the end. Steady running is the key to success. Use the first heat to verify that your car is handling correctly and running smoothly, and just endeavour to complete the race. Never overtax the car. If it fails to finish, there is little possibility of being allowed to run in the final.

• Second heat

If you run the first heat steadily, you can try your best in the second heat. To obtain a better result than in the first heat, use all your skill and employ more aggressive cornering techniques. If you did not obtain a satisfactory result in the first heat, you may stake your all on the second heat, but you must not drive recklessly. You should refrain, as far as possible, from using tactics that might cause an accident.

• Final race

Being able to take part in the final race already means that you are a qualified driver. Show ability to the full in the final race. From the results in the first and second heats, you can guess your ranking among the finalists. If your ranking seems low, endeavour to raise it, even a little, without aiming at victory. If you seem to rank high among the finalists, you should try to win. As you are capable of winning, or at least a good place, be careful not to be involved in a stupid accident. Always do your best.

DRIVING IN RAIN

It is recommended to refrain from running your car in rain because the radio control mechanism is liable to be affected by water. However, races may be held in drizzle. It is necessary to have some basic knowledge of driving in the wet.

1. DRIVING TECHNIQUE IN RAIN

Any wet race track is very slippery, so that cars may spin even when they accelerate at the start. Read the description of driving on slippery surfaces on page 8 and drive your car accordingly. Quick acceleration, quick deceleration and sudden steering are taboo. In cornering, keep the steering angle of the front wheels as little as possible so that the turning radius is large. When there are puddles on the racecourse, avoid them even if your car has to make a detour. If you attempt to drive through deep water, the radio control gear may get wet and your car will be slowed by the resistance of water. Furthermore, your car may skid out of control.

2. WATERPROOFING

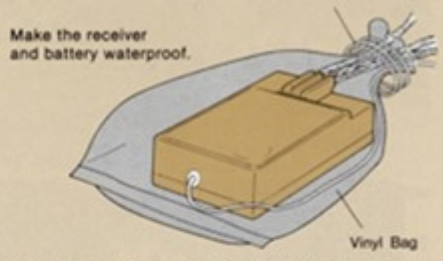
The radio control mechanism, particularly the receiver and servos, contains precision electric circuits carrying weak electric currents for control. If water enters the mechanism, it may cause a short circuit which often causes damage to an electric circuit and makes it impossible to control the car. If a wet electric circuit is kept electrified, its fine wiring begins to corrode gradually by chemical reaction and may be broken even by a slight shock some time later. Such a circuit may become unrepairable. Therefore, the radio control mechanism must be made waterproof. If the weather forecast says it will rain on the day of racing, it is necessary to make the radio control mechanism waterproof in advance.

• Waterproofing of car body

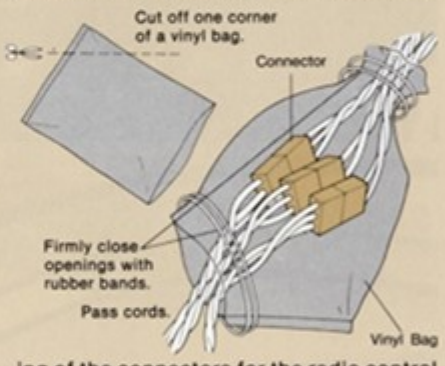
It is rare for the radio control mechanism to get wet directly by raindrops because it is contained in the car body. Pay attention to water splashed by the front and rear wheels and water entering the car body through the chassis. Openings in the chassis, such as holes bored to reduce weight, should be stopped up with vinyl tape or similar. Another means for preventing spray from entering the car body is to fix screens of toughened polystyrene sheet or aluminium plate to the chassis parts just in front of, behind, and inside each wheel to deflect the spray.

•Waterproofing of radio control mechanism, etc.

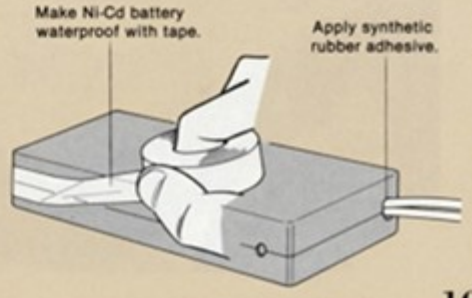
The receiver in the radio control mechanism is most likely to be affected by water. To make it waterproof, wrap it in a



vinyl bag, the mouth of which is firmly closed by means of a rubber band, as shown in the illustration. It is advisable to apply vinyl tape or similar to the joints of connectors and casing. It is difficult to put servos into vinyl bags because they have moving parts. However, at least their lead wire holes should be filled with synthetic rubber adhesive. The waterproof-



ing of the connectors for the radio control mechanism and traction motor is also important. Put the connectors into a vinyl bag and close it by means of rubber bands. Previously, the switch for the receiver/servos often became faulty because of short circuits, etc., caused by water. Nowadays, it is almost free of such troubles. But, it is advisable to move it to a position which is less liable to become wet, and to apply synthetic rubber adhesive to its lead wire holes. Tamiya Oil Spray will help to waterproof the speed control switch, electric motor, etc. Also, the battery is liable to be affected by water and should also be put into a vinyl



3. MAINTENANCE AFTER RUNNING

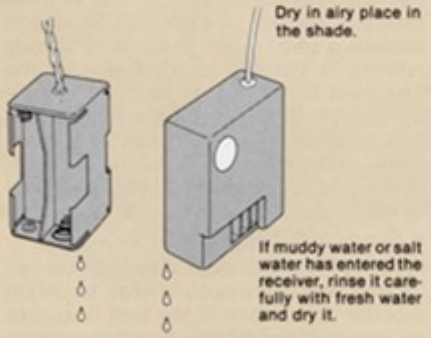
On a rainy day, the car gets very wet and dirty, and it is almost impossible to prevent water from entering the car. If it is left as it is, the chassis, etc., may rust and the radio control mechanism may develop unexpected troubles. After using the car in rain, be sure to carry out maintenance as soon as possible.

• Maintenance of car body and chassis

Wipe water off carefully with a soft cloth. The chassis, in particular, should be taken apart, the axles should be removed and thoroughly dried. Oil anew all moving parts because their oil has probably been washed away by water. Adhesive fixing of the servos, etc., may have been weakened by water. It is recommended to refix them with new adhesive. Tamiya Oil Spray gets under water and protects metal surfaces. Use it sparkingly on important parts.

• Maintenance of radio control mechanism, etc.

Remove all the connectors and wipe off water from the whole mechanism. Then, remove it from the car and dry it in an airy place in the shade. If the receiver is wet inside, remove the casing, wipe off water, and dry in the shade. (The receiver must be handled with care.) If the receiver is wet inside with muddy water or salt water, carefully rinse it with clean water. After it has dried completely carry out a perform-



ance test. If it does not work, have it serviced by the manufacturer or his agent. As for the electric motor and speed control switch, it is recommended to apply Oil Spray or similar after carefully wiping off all water. Also dry the battery thoroughly.

• The RC mechanism contains precision electric circuits. Do not attempt to take it apart.

GUIDANCE TO PARTICIPATING IN RACE

Today the radio controlled electric car races are often held in many places promoted by manufacturers and hobby stores. Participate in the official competition will you get used to operating model cars to some extent. If you attain a good score, you will gain confidence. Even with poor grades, you will see better modelers operating a car which is most likely of better performance and helps you to improve your own control technique and your model. You will also find a different kind of delight other than playing with models among just your friends.

1. APPLICATION FOR PARTICIPATION

Schedule of races may be announced at the hobby stores or in the magazines. It is mandatory to enroll yourself in the contest roster; in most of the cases you cannot apply to an event on the very day. You are required to give the class and kind of your car and frequency you will use, besides your name and age.

2. CONFIRMATION OF RULES AND REGULATIONS

TAMIYA GRAND PRIX

X th
TAMIYA GRAND PRIX

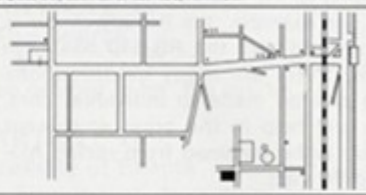
Site : Tamiya Circuit
Officials : Steering Committee of Tamiya

X month XX day 1979

Tamiya has adopted a system of classifying drivers who participated in the 1979 Tamiya Grand Prix. Drivers who have once participated in a R/C race promoted by Tamiya are recognized as the Senior Class except those who were nominated to the Expert Class. Certificates will be given if the application form is completed and sent to the Steering Committee of Tamiya. Please note, you will be automatically recognized as Freshman Class for the next race if we do not receive your application before the Xth X month 1980.

When rain put it off to April 29.
Registration: AM 9:00 ~ 9:30

Promoted by Tamiya Plastic Model Co.

Car Type	1/12, 1/10 radio controlled electric car			
Item	Speed race time system			
	CLASS	CAR & MOUNTED MOTOR	NO. of PEOPLE PARTICIPATING	
	FRESHMAN 1	GROUP 1 : RS380 or RS380S motor (modification is prohibited)	The first 30 applicants	Preliminary : 3 circuits of the long course 2 heats
	FRESHMAN 2	GROUP 2 : RS540 motor (modification is prohibited)	The first 30 applicants	Final (6) fastest from heats competed : 10 circuits of the long course 1 final
	SENIOR 1	GROUP 1 : RS380 or RS380S motor (modification is prohibited)	The first 50 applicants	Preliminary : 3 circuits of the long course 2 heats
	SENIOR 2	GROUP 2 : RS540S Motor (modification is prohibited)	The first 70 applicants	Final (6) fastest from heats competed : 10 circuits of the long course 1 final
	EXPERT	GROUP 1 & GROUP 2	Preliminary : 3 circuits of the long course 2 heats Final (6) fastest from heats competed : 10 circuits of the long course 1 final	
	MASTERS CHAMPIONSHIP	GROUP 1 & GROUP 2	Preliminary : 3 circuits of the long course 2 heats Final : 10 circuits of the long course 1 final	
Battery to be used	6V 1,200mA Rechargeable Nickel Cadmium Battery only			
Prizes	All classes 1st ~ 6th place. Prize of Concours de Elegance. Team Prize : 1st ~ 3rd place. Junior Prize (6th grade or under only). Prizes for all entrants			
Entry Fee	Free ~ Open to all			
	• Entry : 1 car/1 class/1 driver • The participants for the Expert class should be limited to the persons nominated. • The participants for the Masters Championship should be limited to shop keepers. • The participants for Freshman class should be limited to people who have failed to pass the preliminary heat of a Freshman Meeting Race or who have never participated in a race promoted by Tamiya before. • The participants for Senior class should be limited to people who have participated in a race promoted by Tamiya (except Freshman Meetings) but who have not been nominated to Expert or who have passed the preliminary heat of Freshman meeting race • Minimum weight : GROUP 1 : 950g (Freshman Class ~ 1100 g) GROUP 2 : 1200g			
Dead Line	Completed entry card must be received by Xth X month			
Guidemap				

TAMIYA GRAND PRIX

TAMIYA GRAND PRIX ENTRY CARD

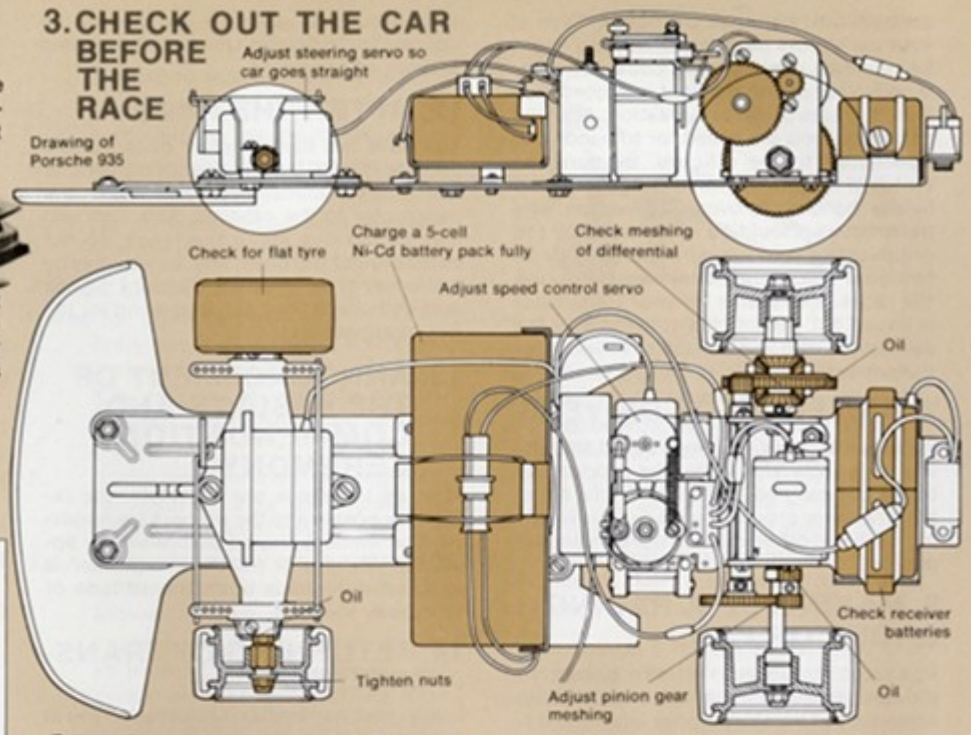
Name			Age		Occupation School Grade				Team's name					
One's dwelling									Mail No.					
									Phone					
Participating race name	Freshman 1	Freshman 2	Senior 1	Senior 2	Expert	Masters	Use's band	1	2	3	4	5	6	A B
Maker's name							Retail Store							

TAMIYA GRAND PRIX

REGISTRATION CARD

Registration Card	☎ 0542(66)5105 TAMIYA

3. CHECK OUT THE CAR BEFORE THE RACE



Rules of racing events usually tell you how the race proceeds, how to determine the winners, how to group the models, kinds of motors and batteries to use. Sometimes detailed regulations are provided to regulate the standard equipment of racing cars. Confirm these rules and regulations beforehand with your car, and remodel or modify if necessary for compliance. In official competitions, car inspection will be done at the registration area on the day to see whether or not your car is qualified. Of course, a disqualified model is rejected for competition. Therefore, if there is any point you don't understand in the rules and regulations, you should check it with the host organization.

4. PREPARATION BEFORE THE RACE

Get your car ready for the race by the previous day. The most important is the radio control system, since you are required to place the transmitter in custody of the host organization. Namely, you cannot tune it up on the competition site after registration. On top of that, gear meshing, screws or bolts and nuts, shaft and tires should be carefully looked after; repair or replace with new parts, if necessary. Of course, oil all the rotating parts. If you find batteries are low on power, replace them or charge them fully if rechargeable.

5. THINGS YOU MAY NEED AT THE RACE TRACK

It is needless to say to take a registration card or membership card with you, if anything like that is required. Be sure to bring tools, glue and oil which you use every day. Sometimes you have to mend your car even in the midst of competition. Do not forget to bring fragile parts and accessories which are easy to lose such as screws and bolts. It is advisable, in regards to the length of time of the event, that spare batteries may be recommended to have for caution's sake.

6. REGISTRATION AND CAR CHECK

Leave your home for the race site with ample time for arriving early for registration. Your delay for the registration may upset the whole schedule and annoy others. Very often registration and car check are conducted at the same spot. Undergo the registration desk, you may be given a contest number, perhaps marked on a pennant. During the whole event, you may be referred to with that number when being called or receiving your transmitter; so learn this number by heart. Car check may be done after the registration. Your car will be ex-

amined with batteries on board. Even if your car should be disqualified, you might be admitted provided you could repair or modify your car on the spot in accordance with the rules of the organization. After the car check, you are called for to hand your transmitter to the officials. Be sure the switch of the power source is disconnected before handing it over. The reason why transmitters should be impounded by the organization is to avoid interference by intentional or unintentional signals during the races. If a receipt for your transmitter is issued out, do not lose it; sometimes the pennant is used as a receipt to retrieve your transmitter.

7. BRIEFING FOR DRIVERS

Prior to the races, briefing is held for letting the contestants know the procedures of the competition. Listen carefully, since how the races proceed, penalties for violating rules and other important affairs are explained.

8. MAKING UP A RACING GROUP OR CLUB

In a radio controlled model race, cars on the same frequency cannot compete at the same time. Therefore, those who use different frequencies will make up a competing group. Before the races the combinations of the groups are announced. You should confirm which race you will be in. When time is getting close to your turn, prepare yourself for the race.

9. JUST PRIOR TO YOUR RACE

Your name or number is called to inform you of your turn. Receive your transmitter according to the official's direction; switch on both your transmitter and receiver in the car. Move the sticks of the transmitter and see if the speed control switch operates properly and the front wheels turn firmly right and left.

10. PRACTICE LAP

If you have time to make a round before the race, run your car along the course. There is no need to rush it, but drive leisurely and become familiar with the course. The most important matter is to confirm that the car goes straight on the straight course. If not, adjust it with the trim lever of your transmitter.

11. RACE

Now is the time to start; countdown has begun; try not to be hasty. Be particularly careful not to make a premature start. The first curve right after the starting section is the place where collisions occur most frequently. So drive your car prudently. The point is to keep your coolness during the race. Vying with other cars and taking corners at great speed will most likely result in spinning or sliding off the course. A rule you should keep in mind is to drive your car at your own speed calmly. When you pass another car, try not to hit it from behind. Also, it is etiquette not to hinder a faster car when being passed. During the race, priority should be given to completing the course. Try to finish all the laps designated without any accident.

12. AFTER THE RACE

You have run the complete distance and the race is over. Switch off your transmitter and receiver immediately and return the transmitter to the officials. Although you may be anxious about the result, do not stand around the finish line, as you may be in the way of the officials. Get back to your seat and check your car, preparing for the next competition.

13. ANNOUNCEMENT OF THE RESULTS AND COMMENDATION CEREMONY

After all the races are complete, the results are posted and the winners are honored. The winners should be praised by applause. Whether or not the competition is successful depends upon the attitude of everybody involved.

14. RETURNING OF TRANSMITTERS

Lastly, your transmitter is returned to you in exchange for a receipt. It is a serious breach of rules to pick up your transmitter from custody during the contest without permission. If you have to leave the site before the races are over, you must explain it to the official and get your transmitter returned by him. In such a case, you must keep the transmitter switched off until you are sufficiently away from the race site.

TYPES OF RACES

- **TIME RACE**
- **POINT SYSTEM RACE**
- **ROUND RACE**

These three are typical types of races. In the time race, the winners are determined by the time required. In the point system race, points are given according to the ranking of each heat, and the total points make the final record. In the round race, the number of rounds a car can make in a certain time decides the winners. Of these, the time race is most common. Sometimes a preliminary game is done by a time race, and the outcome is determined by the order of arrival to the finish line.

MANNERS IN RACE

Spirit of fair play is essential in any game. It is desirable to make a pleasant race event through the fair play spirit of all the participants.

- Transmitters are kept by the host organization without exception.
- Transmitters in custody will not be taken out unless given by the officials.
- Yield the way when you are about to be a faster car.
- When you hit another car, you should apologize. But do not ask for one after being hit. Responsibility should not be claimed by anyone for any collisions during a race.
- After all the races are over, clean the site. No rubbish should be left behind.

TAMIYA GRAND PRIX

1979 RADIO CONTROLLED MODEL CAR RACING RULES (TAMIYA RULES)

Tamiya has adopted a system of classification of drivers for 1979 racing programmes.

Drivers will be devided into three classes as follows:

Novice Class
For those who enter Tamiya Races for the first time.

Senior Class
For drivers of medium ability.

Expert Class
For experienced drivers, selected on the basis of past results in Tamiya racing.

We believe that beginners will enter into racing contests for the fun of it, and that as they become more experienced they will enjoy the spirit of competition and the thrills of motor racing in miniature.

Contesting cars are classified into two groups depending on which type of motor is used:

Group I is for cars with motors up to the Mabuchi RS-380(S) standard.

Group II is for cars with motors up to the Mabuchi RS-540(S).

Obviously races under each driver group are again divided according to the car groups.

Driving skill and car adjustments vary according to the characteristics of motor used. For example, the RS-380 motor is high revving and the RS-540 has high torque. There are many modifications which can be made to individual cars, which will help in the great enjoyment and fun to be obtained from racing motorised RC cars.

We invite you to enter the exciting world of Tamiya Racing.

ARTICLE 1

Driver classification

Competing drivers are divided into three classes and promotion to a higher class depends upon their racing results.

1. Novice Class

For those who enter Tamiya Racing for the first time and have failed to be placed in a preliminary heat at a novice meeting.

2. Senior Class

For those who have participated in Tamiya racing at least once, before the end of 1978, who have passed the preliminary heat of a novice meeting, and who have come 1st to 10th in the Novice Class.

3. Expert Class

For those who have obtained 1st to 30th place in the Experts Selection Race, and for those who came 1st and 2nd in the Senior Class.

(In 1979 members of the Expert Class have been selected from those who obtained overall good results in 1978 Tamiya Racing).

ARTICLE 2

Classification of Cars

Cars must be either 1:10 or 1:12 scale motorised radio controlled cars, and these are then classified into the following two groups according to which type of motor is used and total weight.

Group I

Is for cars fitted with one standard Mabuchi RS-360 or RS-380(S) motor and with a minimum total weight of 950 grams. (Minimum 1,100 grams for cars in the Novice Class).

Group II

Is for cars fitted with one standard Mabuchi RS-540(S) motor, and with a minimum weight of 1,200 grams.

ARTICLE 3

Rules for competing cars in both Groups I and II.

(1) The body of the car must be injection moulded. A clear vacuum formed body is not allowed. Modified or hand made bodies are acceptable if they are good enough to look like the real thing.

(2) A model figure of the dirver must be seated in the cockpit, and must be recognisable as such.

(3) Closed car bodies must have a transparent windscreen at the front and a similar rear window.

(4) "Wings" and spoilers must be made to scale.

(5) The tyres must be of scale size and section, and made of suitable material so that the track is not damaged or stained.

(6) Cars which lack realism in appearance or are so shaped that they might cause damage to other cars are not acceptable.

(7) A spare car can be used providing it comes under the same group as the original and also uses the same radio frequency. However, the spare car must be submitted for inspection and approved well in advance of the event. It is forbidden to exchange cars in any one heat.

ARTICLE 4
Car Propulsion Battery

This must be either a Tamiya Ni-cd battery or a nickel cadmium battery not exceeding 6 volts and 1,200 milliamps.

ARTICLE 5

The following events are held according to each driver class and group.

(1) Novice I: Group I race by Novices
(2) Novice II: Group II race by Novices
(3) Senior I: Group I race by Seniors
(4) Senior II: Group II race by Seniors
(5) Expert I: Group I race by Experts
(6) Expert II: Group II race by Experts
(7) Masters Championship — race by model shop owners or managers.

ARTICLE 6
Races

Each race is a speed event against the clock and in principle consists of two preliminary heats and a final; the final race consisting of cars which achieved high placing in the preliminary heats.

1. Competitors must make a standing start.
2. If a competitor cannot continue the race because the car has either run off the track or overturned or for any other reasons, the race officials can return the car to the track and allow it to continue the race.
3. If a competitor "cuts a corner" and passes inside instead of outside a course marker or pylon, the car must return to the point where it ran astray, using an off-course route, and then take the corner again.
4. The crossing of the finish line will be timing point.
5. In all heats and races, placing is done by timing.

   Placing in preliminary races is decided by best timings obtained in the heats. If two or more cars have recorded identical times, then placing is decided by their second best time.

   If two or more cars have recorded the same timings in the final races, the placing is decided by their times obtained in the preliminary heats.

   If it is still not possible to decide placings the ruling of the sponsor will be regarded as final.
6. Team placing is decided by the achievements of the best three members of each team.

ARTICLE 7
Penalties

Penalties such as extra time will be given to competitors who:

(1) Make a rolling start.
(2) Take a "short cut" by passing inside of outside a marker or pylon.

ARTICLE 8

The following cases will qualify for disqualification:

(1) A competitor whose car has, for any reason, become uncontrollable.
(2) A car which is judged to be liable to endanger other cars because of the drivers incompetence.
(3) A competitor who intentionally baulks the progress of the other cars.
(4) A competing car which was modified against the rules and after it had been inspected.
(5) A competitor who has committed any action which can be regarded as not fair play and who therefore causes discontent among the other participants.

ARTICLE 9
Inspection of competitors cars

1. All competing cars must be inspected before the event to ensure that they comply with all rules and regulations and if they do not comply they will be banned from racing until rectified.
2. Further inspections of competing cars may be carried out at any time during a race. Should this further inspection reveal that essential requirements have not been met, they will be deemed to have been modified after the initial inspection, and therefore any achievements will automatically be disqualified. Furthermore, they will not be permitted to enter further contests until they have been corrected to comply with the rules.

ARTICLE 10
The Course

In principle, the Tamiya circuit should be deemed to be "the course"

ARTICLE 11
Validity of Events

Even though, because of bad weather etc., the meeting has to be abandoned, the event will be considered valid if at least one heat has been completed. Placing will be decided by the results of that heat.

ARTICLE 12
Cancellation of Events

If, because of weather number of entries, or for any other reason, it is impossible to start racing, then the race must be either postponed or cancelled.

ARTICLE 13
Entrants restrictions

(1) No person or team supported by a manufacturer of radio controlled models or equipment will be allowed to enter competitions.
(2) It is forbidden for more than one competitor to use the same car.
(3) No competitor may enter into more than one event.
(4) No competitor may be a member of more than one team.

ARTICLE 14
Rules for competitors

1. Entry applications will be rejected if made on day of race.
   It is essential to apply by the appointed date using the regular procedure.
2. If too many entries are received, competitors may be decided by lottery or order of receipt etc.
3. Competitors must arrive at the track on time. Late comers may not be allowed to enter.
4. The race organisers will confiscate all transmitters during racing, and these will not be returned until racing is finished, except, of course, to actual competitors or to anyone who can prove that he has good reason to use his transmitter. (Routine adjustments is not a good reason).

   It is strictly prohibited to take transmitters back without specific permission the organisers.
5. Each entrant must confirm his readiness and ability to race in each heat, and prepare his car for racing in good time before the start. Also he must act promptly in accordance with regulations when he is called.
6. At the finish of each and every race, each competitor must immediately retrieve his car, as instructed by an official, switch off his transmitter and hand it back to the organiser.

7 Each competitor must comply with the organisers announcements etc., especially during a race, and he must also co-operate fully with the organisers to ensure efficient control of the meeting.

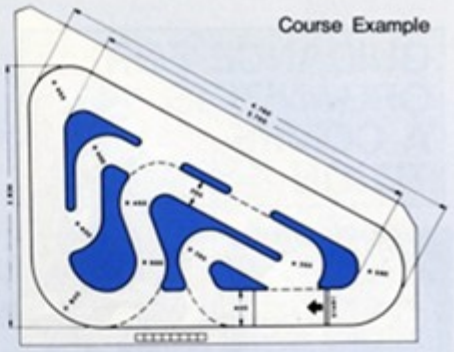
* Conditions not covered by the Tamiya Rules will be at the discretion of the organisers.

January 1979
Tamiya Racing Management Committee

TAMIYA CIRCUIT

This is a full-scale track for motorised RC model cars only. The surface is asphalt paved. The outside course is approximately 100 metres long, and combines with inner tracks to provide more than ten different types of course with a maximum length of 140 metres. The outer track is 4 metres wide, and the inside tracks are 3 metres wide with a variety of hazards including a 180° hairpin bend and "S" shaped courses. Also the entire circuit has a height differential of about 25 cms. So this circuit requires precise control and much skill. It is indeed worthy of challenge!

Course Example

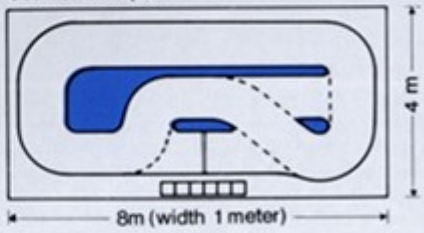


The Tamiya Circuit is available for use, completely free of charge, for racing events sponsored by Hobby Shops etc., and it is open to the public without payment, on the second Saturday and Sunday of each month.

For further particulars, please write to the "Circuit Section" Trade Department, at Tamiya.

Tamiya Plastic Model Co.,
628 Oshika, Shizuoka City Japan. 422.

Course Example



TAMIYA
TAMIYA PLASTIC MODEL CO.
628,OSHIKA,SHIZUOKA-CITY,JAPAN

PRINTED IN JAPAN

GUIDANCE FOR ORGANIZING A COMPETITION

LET'S ORGANIZE A RACING EVENT

It is a thrill to participate in a race; however, it is a more significant experience to organize a contest. A competition requires many people: timekeepers, course committee members, etc. In small races, such as those organized by hobby stores, players, often serve concurrently as officials. It will be appreciated if you can offer a hand as an official. It is not only welcomed by an organization, but it is also rewarding to yourself. The experience of taking part in a race meet as an official will surely help you with organizing another event. Moreover, it will be of much benefit to you when you participate in a contest as racer.

1. TYPES OF RACES

There are many types of races: series, single ones, and others. It is a common purpose to compete with fellow racers and to develop skills. The more races you participate in, the better results you can expect. Many races are organized in a series to compete throughout the year in order to single out a champion.

• POINT SYSTEM SERIES

Points are given to contestants in porportion to records achieved at each individual race. The winner, 2nd, 3rd places and so forth are determined respectively by the total points accumulated in the series.

• REPECHAGE SERIES (PRELIMINARY)

The big drawback of the point system series is that it is unfavorable to participants who join late. The repechage series has been organized for eliminating this drawback. For example, minor races are held every month to choose a champion of the month. The annual event is conducted to determine a champion of the year. Anyone who has become a champion of the month is eliminated from the following monthly events. In this way, a new champion (competent person to the annual final race) is chosen every month, and contestants from the middle will not be put at a disadvantage. At the same time, this system will give an opportunity to low scores to win a monthly race. Of course, the minor races can be held every week instead of every month and the grand championship can be held semi-annually. Though two types of series have just been introduced, the vital point of making a race successful lies in a consideration to disperse the chance of winning as widely as possible among all contestants.

2. QUALIFICATION FOR PARTICIPATION

- OPEN TO ANYBODY.
- SOME LIMITATION BY AGE

These are two typical systems. It is usually common that employees or members of the host organization are not eligible, but they may be admitted under the condition that they are eliminated from obtaining awards and ranking.

3. ANNOUNCEMENT OF A RACE

It can be announced through posters. Handouts are also good media to publicize the competition. Essential factors such as when, where, qualification, way of grouping, kinds of cars, type of race and method of determining ranking should be described. If the race is the series system, announcement of dates of the following events is desirable.

4. ENTRY

Entry forms should be ready at the registration desk. Columns for name, address, age, occupation, entry class, frequency of radio control system, and contest number should be provided along with entrance requirements. It is recommended for a host organization to make an entry register book, as it will be useful for reference. With a series race, it is important to keep records of contestants. Entry forms are made in duplicate; one for participant, the other for the organization to make a ledger.

STORE GRAND PRIX ENTRY CARD

Name Address	
Age (Grade)	Occupation
Class	
Car Number (check one)	
Frequency Band	1 2 3 4 5 6 A B

Store Grand Prix Entry Card

1st		2nd		3rd		4th	
5th		6th		7th		8th	

5. GROUPING OF CONTESTANTS

- GROUP BY AGE.
- GROUP BY SKILL AND EXPERIENCE.

The above two methods are good ways to form groups. There can be a beginner and an advanced class, if sorting is carefully done. Top ranking contestants in the beginner's class can be placed in the advanced class in the next race.

6. GROUPING OF MODELS

- By batteries
- By motors

Basically there are these two classes. You could classify by types of cars or vehicles or by scale, but grouping by battery type or motor type is probably more satisfactory because the demands of different types of track will alter the battery or motor requirement. On a straight course where cars can race at their maximum speed, there can be a wide difference in result between cars with dry cells and those with nickel cadmium batteries, or amongst cars with nickel cadmium batteries of different voltage. On a track where a lot of corners call for deceleration, it is imperative to have separate classes for cars with RS-380 motors, small but fast running, and those mounted with the big and powerful RS-540 motors.

- Modified car class

As a modeller enriches his experience through numerous races and grows familiar with radio control, he is urged to modify and increase the performance of his car. Increasing performance may be endlessly sought after. However, considering the cost of modifications and the finesse required, only a few people may be able to achieve this. It is practical to organise a class of modified cars with some limits set to the amount of remodelling allowed, so that those who do not have the technical knowledge or the necessary finances to carry out major modifications, may participate in the race.

7. CONSTRUCTION OF COURSES

- SPEED COURSE
- TECHNICAL COURSE

A speed course has a rather long straightaway where it is easy to pick up speed. Performance of a car is a key factor to win or lose a race. So with a speed course, a distinction of cars driven by dry battery from nickel cadmium ones and remodelled car classes are necessary. A technical course consists of a lot of curves, and the driving techniques are more important than capability of a car. With the course, therefore, sorting of classes by car types is not necessarily required. Since the Tamiya cars can go backward, it might be interesting to adopt parking and reverse going courses.

8. REGISTRATION ON THE DAY

- CAR CHECK
- IMPOUNDMENT OF TRANSMITTERS

Ascertain who the participants are with the entry form. Check if the car is qualified under the requirements of the particular racing class. At the registration desk, impound the transmitters of all the contestants. Of course, return them to assigned racers just before the races begin. As soon as the race is over, the transmitters should be impounded again. In other words, all the transmitters of the contestant are to be under custody of the host organization all the time during the event, except for those which are being used for a race. This is done at any radio control racing gathering for the purpose of preventing interference.

- The transmitters in custody had better have attached a contest number and be kept in a grouping of frequencies.

9. RACE

- RADIO FREQUENCY CONTROL
- RACE ADMINISTRATION

In a radio controlled car race, cars using the same frequency cannot compete at a time. Reversely speaking, only as many cars as there are different frequencies can race simultaneously. However, to avoid interference, cars with every other frequency should be arranged to compete.

Group / Band			
1	Mr. A	Mr. B	Mr. C
2	Mr. D	Mr. E	Mr. F
3	Mr. G	Mr. H	Mr. I
4	Mr. J	Mr. K	Mr. L
5	Mr. M	Mr. N	Mr. O
6	Mr. P	Mr. Q	Mr. R
A	Mr. S	Mr. T	Mr. U
B	Mr. V	Mr. W	Mr. X

★ Contestants will be grouped under the same frequency bands.

★ Reshuffle the contestants after each heat so they have a chance to compete in many heats.

1st heat (6 races)

Race / Band	1	2		3	4		5	6
1	Mr. A			Mr. B			Mr. C	
2		Mr. D			Mr. E			Mr. F
3	Mr. G			Mr. H			Mr. I	
4		Mr. J			Mr. K			Mr. L
5	Mr. M			Mr. N			Mr. O	
6		Mr. P			Mr. Q			Mr. R
A	Mr. S			Mr. T			Mr. U	
B		Mr. V			Mr. W			Mr. X

2nd heat (6 races)

Race / Band	7	8		9	10		11	12
1	Mr. A			Mr. B			Mr. C	
2		Mr. D			Mr. E			Mr. F
3	Mr. H			Mr. I			Mr. G	
4		Mr. K			Mr. L			Mr. J
5	Mr. O			Mr. M			Mr. N	
6		Mr. R			Mr. P			Mr. Q
A	Mr. S			Mr. T			Mr. U	
B		Mr. V			Mr. W			Mr. X

When there are eight contestants, a race is formed with four people to participate, making two races. Races are done repeatedly for each combination (each race called "heat" or "round"). Points of each heat are to be summed up to determine the final ranking.

• KINDS OF RACES

- **POINT SYSTEM RACE**
- **TIME RACE**
- **ROUND RACE**

These three are typical kinds of races. And it is common through these three that the combination of the members should be changed so that any participant has an opportunity to compete with as many other contestants as possible.

• POINT SYSTEM RACE

Points are given to each heat. The points are totaled to decide the ranking.

Depending upon combination of entrants to a heat, sometimes only 2 or 3 people can contend. Even in such a case, the points of the first place are awarded.

- When the total points of all the heats tie the score, a playoff will be held. When contestants using the same frequency should end in a draw, the winner is chosen by comparing the rankings of each heat, or else they are made to vie for superiority by running one by one for time.

• TIME RACE

Time required at each heat is recorded, and the ranking is determined by the total time. Sometimes the point system is used together with time to get the result more distinctly.

• ROUND RACE

One who makes the most number of rounds on the course in a given time is the winner. This method is often employed for long distance endurance contests. A notable common feature through point system, time and round races is that entrants have to be classified under a frequency to use. Because participants using the same frequency will never contend at the same time under any circumstances, the final ranking is not necessarily reflected with their real ability of controlling models. This is something which cannot be helped so long as the frequencies are restricted to a limited number. However, the problem can be solved to some extent by arranging races in a series form or assorted with the time race system.

10. PENALTY POINTS

A participant should be penalized when he conducts himself against the spirit of fair play or against the smooth progress of a contest. The punishment is disqualification and then imposition of a cut in marks or additional penalty time.

- It is usual that interference to other cars and remodelling exceeding the limit should be liable to disqualification.
- A breakaway is subject to demerit mark.

The penalty system should be constituted from the standard of annoyance to other participants or injustice among the entrants.

11. TROUBLE

When a model gets out of order in the midst of a race and is unable to proceed or out of control, all cars in the race should start again or the car alone should be retired.

- **RESTARTING**

In case the cars go out of control by radio interference, or the race is obstructed by spectators or somebody else, restarting will be done.

- **RETIREMENT**

In case a model cannot proceed in the race due to insufficient previous check up or becauee of an accident while racing, the said car only must retire from the race.

12. ACCOMMODATION

Ample consideration is desired to be given to conveniences and accommodations in the place of the meeting in order to produce an exciting atmosphere to the race.

- **START FLAG**

Generally a national flag or a flag of the host organization is in use.

- Finish Flag (Checker Flag)

A checker flag of black and white is waved to the winner's car just before and when crossing the finish line.

- **SCORE BOARD**

To help the race proceedings, a score board is desirable to be installed for announcing the records of each heat and ranking to the public.

- **CONTROL STAND**

A stand is very convenient to install so that the racers can command the better view of the course and the cars while racing.

- **PROPS IN THE COURSE LAYOUT**

A bridge made of a tire or advertisement sign boards of companies which can be seen along a real racing track, and miniature guard rails used as pylons in the course will enliven the race.

HOW TO BUILD A CIRCUIT

1. POINTS IN DESIGNING A RACING CIRCUIT

Building a racing course, even a simple one, lets you enjoy it far better than running a car in a large open space freely. You can make one very easily, i.e., by drawing lines with chalk or using empty bottles for pylons (when using a space of someone's possession, like a parking lot; of course, permission should be acquired beforehand). To make races more fun, some knowledge of building course are required.

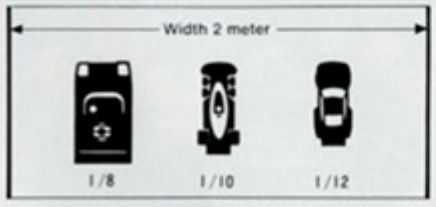
2. A TRACK BEFITTING THE CARS

You cannot expect a pleasant thrill of excitement, but only a feeling of boredom, in running cars along a too wide circuit. In a too narrow track, you cannot enjoy speedy driving. The maximum speed of 1/12 electric R/C cars is around 30 km/h and the width of the car body is about 20 centimeters. Based upon these figures, the following designing data will be introduced:

- The length of a course is 100-150 meters.
- The width of the course is 3-4 meters.
- The length of a straight way section is over 30 meters.

The maximum speed of 30 km/h comes in effect to a little over 8 meters per second. Taking the slow down at corners into consideration, the car will make a round of a 150 meters long circuit in around 15 seconds. In the Tamiya Circuit, a round of the longest course out of a few possible selections measures about 140 meters. A race is held by making three rounds. The average time required is approximately one minute. This must be rather long time to a racer, as he has to bring all his energies in the control of his car.

• COMPARISON OF 2 METER WIDE COURSE AND MODEL CARS



The width of the road should be desinged from the size (breadth) of the models. The 1/12 cars are 20 centimeters wide. So having 10 centimeters in between cars, then 2.5 meters of width is required for 8 racing cars. If a way should be established in that all cars do not start from the starting line in a row, a narrower width of the course would be permissible. But for avoiding collisions and bumping while passing each other, the breadth of over 2 meters 50 centimeters is desirable. The Tamiya Circuit is 4 meters wide (sometimes 3 meters), but still it does not look too broad. There should be at least one portion of a straight line in a course where cars are allowed to run at their maximum speed. The longest straight in the Tamiya Circuit is 42 meters long. 1/12 electric cars can cover this length in 5 seconds or so. Here, on this straight, the racer can take a breather. A longer straight course, depending on cars' ability, may be desirable. A drag race can be held in a straight of over 40 meters to contend for 0-400 meter pick-up performance (converted in 1/12, it should be about 33.4 meters.)

3. TRACK CHARACTERISTICS ARE DETERMINED BY CURVES

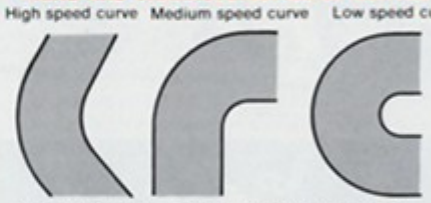
Circuits are roughly classified in two groups; a high speed course where velocity is important, and a low speed course where control techniques are more important. The features of a track are formed with the number and characteristics of many curves. An ideal circuit conceivable is a mixture of high and low speed courses for 1/12 electric model cars which boast of excellent maneuverability due to the differential gear device equipped.

- Assorted curves should be incorporated.
- Vertexes of curves should be made with some bluntness.

Curves can be divided in three groups in terms of passing speed: High speed curve which a car can go through with almost no deceleration, medium speed curve where some slow down is required, and low speed curve. And in terms of layout, a simple curve is one built with a single radius, and a complex curve consists of multiple radii. Straights between curves are also influential. With all these features being incorporated, quite a challenging circuit can be made with curves of different characteristics.

Please refer to the illustration of the Tamiya Circuit and the drawing left for the individual feature of curves. Also, note the point of vertexes are made not too sharp. According to the data gathered at the Tamiya Circuit, cars are apt to deviate from the course towards the outside at high speed curves and inside at low speed curves. The road surface of the curves have been modified accordingly.

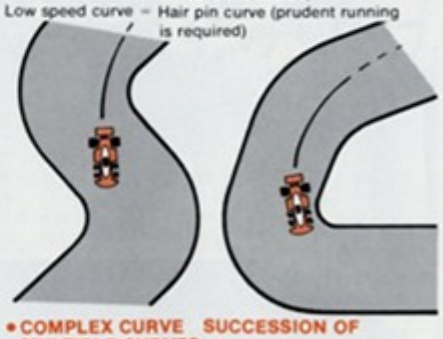
• KIND AND CHARACTERISTICS OF CURVES



High speed curve = Cars can pass through at high speed (challenging running)

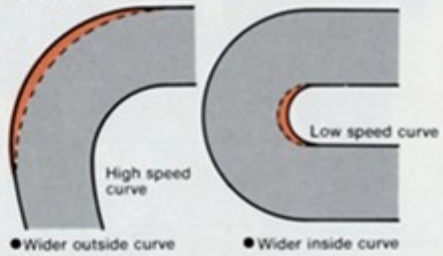
Medium speed curve = Some slow down is called for (this is where passing is done. Many car will be spinning and leave the course)

Low speed curve = Hair pin curve (prudent running is required)



• COMPLEX CURVE SUCCESSION OF MULTIPLE CURVES

Try to anticipate the course ahead.
Watch for places to pass skidding opponents.



4. FROM A DRIVER'S VIEW POINT

The biggest difference between the real car and the radio controlled model is, of course, the position of drivers. Hence, the following hints have been brought about:

- Portion of a circuit away from the drivers should be made broader.
- Complex course layout is not to be built away from the drivers.
- A circuit is to be designed with consideration from the driver's vision.

The more it is apart from the drivers, the narrower the course looks because of parallax. It would be some problem to a driver. To compensate for this, this particular portion of a circuit should be widened. In case of the Tamiya Circuit, the opposite side of the track to the dirver's stand is 4 meters wide, one meter wider than the other side. For the same reason, it is not recommended to design a course with complex curves where meticulous controlling is required at a distance away from drivers. Some bridges and gates on the circuit are very useful auxiliary articles to make the circuit lifelike. However again, attention must be paid not to block the view of curves from a driver's sight.

5. TO MAKE A RACE MORE ENJOYABLE

- Make a straight right after the start.
- A circuit must not necessarily be flat.

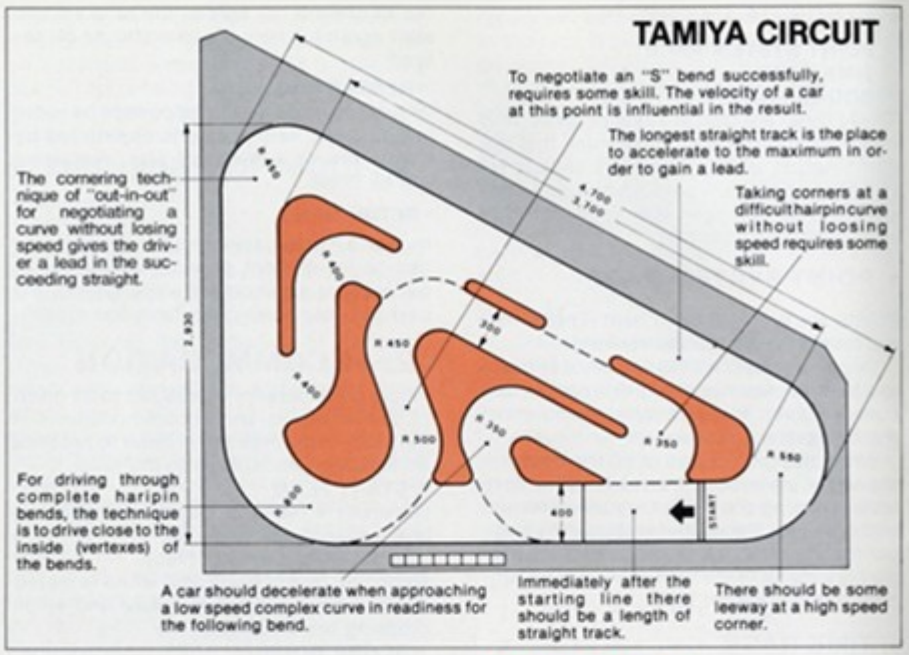
Most of the electric cars have the same or similar performance, so they would collide with each other, if there is a sharp bend right after the start line. The accidents will kill the pleasure of races; therefore, it is recommended that some length of straight should be built after the starting mark. It is not necessary to make the circuit in one level; on the contrary, some undulation and a leaping slope or two may be useful to add to the course more variety and the race will be more enjoyable, unless they would hide the racing car from driver's eye.

6. TRACK SURFACE AND COURSE SIDE

- The pavement of the track need not be very smooth.
- Drainage is important.
- Lawn is ideal for course side.

Pavement of simple surfacing asphalt is

TAMIYA CIRCUIT



adequate without firm foundation. Or a Sunday chore by the club members to lay concrete surface may suffice for the purpose. Some uneveness and slope will not be a cause of trouble, but drainage should be planned carefully.

Shortly mowed lawn on the side space of the course is the ideal when considering deviation of cars from the track. However, it would call for time and care to grow. On the Tamiya Circuit, artificial turf is employed on the spaces among the roads, and outside spaces are kept as dirt surfaces. In cases of dirt surface, all the pebbles should properly be picked up and the surface tamped down. Also, tall grass leaves must be disposed of since they might jam into a shaft of the car.

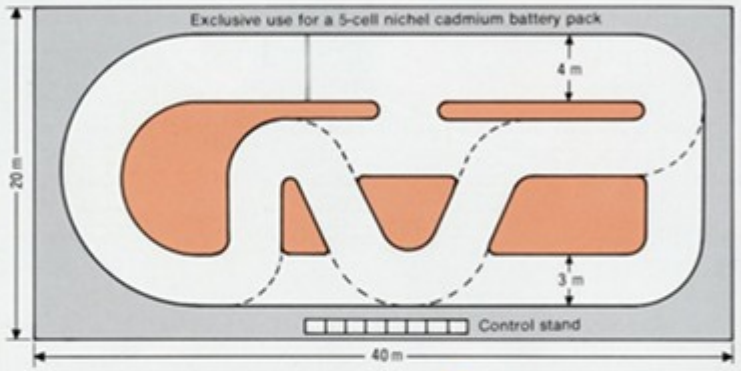
The joint of the track and the side space may be built to be one level or in gentle slope in the outside being high, if there should be any rise and fall between surface levels, in order to allow a car that deviated so it can get back to the course with ease. When the space between courses is very narrow, some device may be in need for avoiding a car to jump into the next course.

7. DRIVERS CONTROL STAND AND OTHER ACCOMMODATION

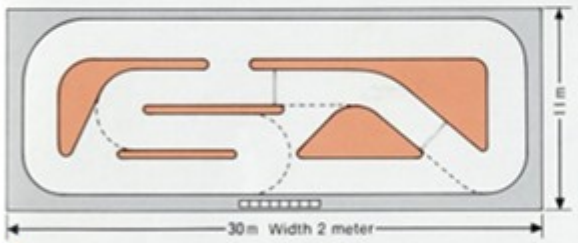
The larger a circuit is, the taller the control stand must be. The Tamiya Circuit has a control stand of 1.20 meters high. However, when a stand is too high, it would be inconvenient to step up and down. Sometimes a hand rail, for safety's sake, may be necessary.

Besides bridges and gates on the circuit, a signal light for starting, a control tower, sign boards of sponsors, and things like those are desirable so as to boost up the atmosphere; hints of such auxiliary props can be obtained in car and racing magazines.

VARIOUS PLANS OF CIRCUIT LAY-OUT



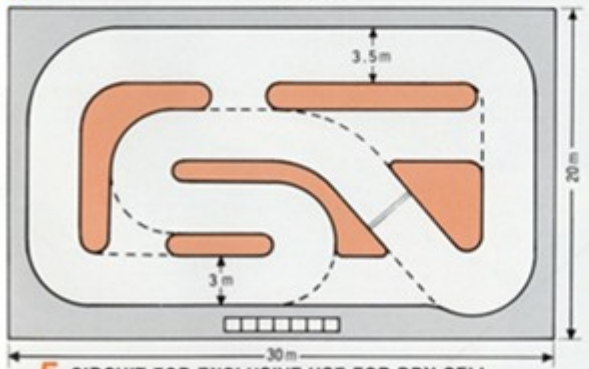
1 LARGE CIRCUIT



2 LONG AND NARROW CIRCUIT

Suitable layout for long narrow space, several curves can be possible

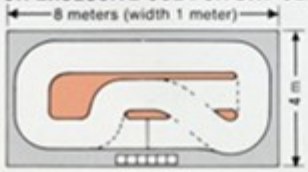
3 HIGH SPEED TECHNICAL CIRCUIT



4 SQUARE

Width of course over 2 meters

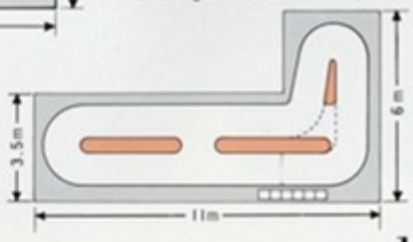
5 CIRCUIT FOR EXCLUSIVE USE FOR DRY CELL

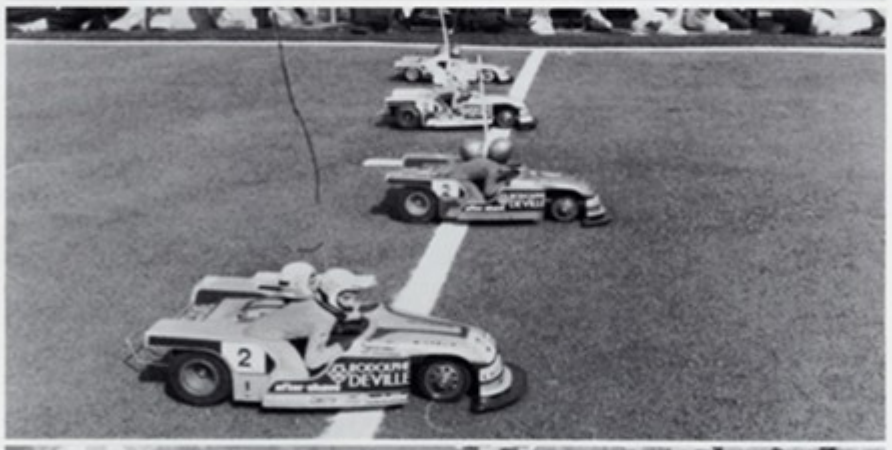


Small but 3 possible courses can be selected

6 SMALL CIRCUIT

When using small area effectively






TAMIYA
27.255
MHz
SEIKO

1 PORSCHE 934 TURBO RSR
ポルシェターボRSR934レーシング

This model is a perfect vehicle for getting started in radio control. It is equipped with a chassis of duralumin, differential gear, and coil spring rear suspension system. Speed control switch allows for two forward and two reverse speeds. This car features high refined components and ease of control with RS-360 motor. The presicely scaled body makes running this car even more enjoyable.

About the prototype ● It was developed from the 930 for group 4 GT racing and was put on the market for the public in 1976 by Porsche Co. Fitted with a 3 litre turbo engine, an excellent suspension system, and a light weight body. This car displayed out standing performance and high reliability and was far ahead of cars in same class in making racing records.

(Model Specifications) ● 1/12 in scale ● Overall length 370mm ● Overall width 168mm ● Overall height 105mm ● Wheelbase 190mm ● Tread=front 128mm, rear 134mm ● Minimum ground clearance 7mm ● Weight (all equipped) about 1.2 Kg ● Tyre diameter/width=front 50/25 mm, rear 53/30 mm ● Body=Impact-proof styrol resin ● Frame =duralumin ● Differential gear equipped ● Coil spring suspension system ● Motor=Mabuchi RS-360 ● Gear ratio =1:4.7, 1:5.8, 1:15.5, 1:19.4 ● Power source=four "C" (UM2) dry cells or four "C" (UM2) size nickel cadmium batteries (not included) ● Speed control system=two forward two reverses speeds ● Radio control system to be used =two channel proportional (not included)

2 MARTINI PORSCHE935 TURBO
マルティーニ・ポルシェ935ターボ

You can enjoy high speed running with this radio controlled electric car. Using the same chassis as used with the 1/12th Porsche 934 Turbo, and the more powerful Mabuchi RS-380 motor and resistor type 2 step variable speed control switch and a Ni-Cd battery pack, it features high performance running and cornering capabilities.

About the prototype ● It was this Porsche 935 Turbo that crowned Porsche Co. with a glory of victory in the Maker's International Championship in 1976. The car boasted the output power of about 590 horse power with 3,857 cc horizontally opposed 6 cylinder engine and won four victories in 7 series. The kit is modeled after the late type which was equipped with an improved turbo.

(Model Specifications) ● 1/12 in scale ● Overall length 407mm ● Overall width 173 mm ● Overall height 107 mm ● Wheelbase 190 mm ● Tread=front 130 mm, rear 136 mm ● Minimum ground clearance 8 mm ● Weight (all equipped) about 1.2 kg ● Tyre diameter/width=front 51/26 mm, rear 58/33 mm ● Body=Impact-proof styrol resin ● Frame =duralumin ● Differential gear equipped ● Coil spring suspension system ● Motor=Mabuchi RS-380S ● Gear ratio=1:4.7, 1:5.8, 1:15.5, 1:19.4 ● Power source=four "C" (UM2) dry cells or four "C" (UM2) size nickel cadmium batteries, or a 5-cell Ni-Cd battery pack (not included) ● Speed control system=resistor type two forward two reverse speeds ● Radio control system to be used=two channel proportional (not included)

3 TYRRELL P34 FORD SIX WHEELER
タイレルP34シックスホイーラー

This is a model of the Tyrrell P34 which caused a great sensation among people who saw the first six wheeled machine in the F-1 history. All four wheels are steerable and the front suspension system with coil springs lets the model take corners with ease. A combination of battery pack and the RS-380 motor give it excellent running capabilities. Also its intrepid appearance make this model a very attractive radio control car.
About the prototype ● The Tyrrell P34 made its debut in the racing season of 1976. The kit is modeled after the improved type of 1977. After the body cowling had been reshaped and other details improved, the car was showing good records with Ronny Peterson and Patrick Depailler at the wheel.

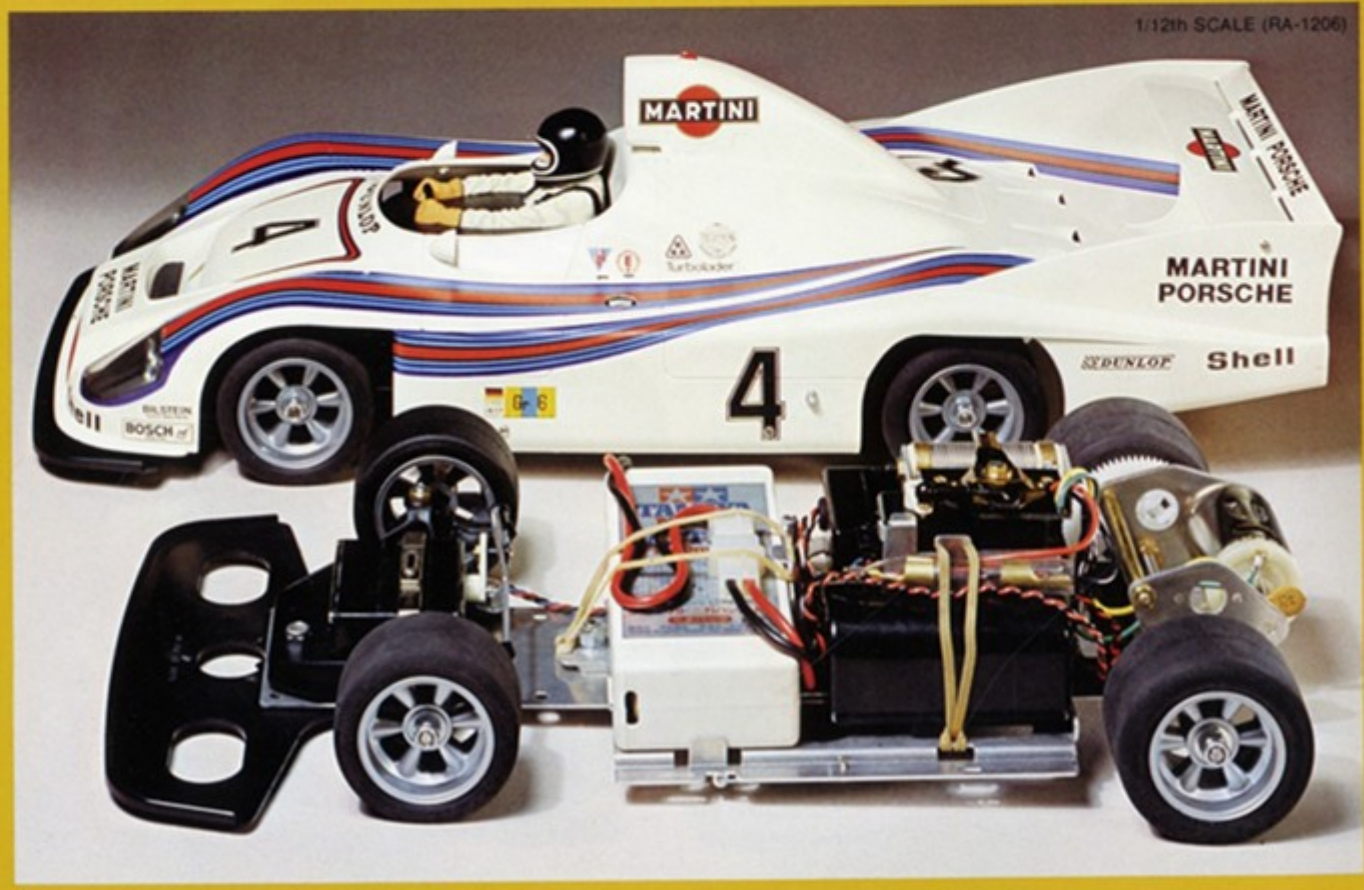
(Model Specifications) ● 1/10 in scale ● Overall length 436 mm ● Overall width 196 mm ● Overall height 94 mm ● Wheelbase 210/261 mm ● Tread=front 126 mm, rear 151 mm ● Minimum ground clearance 7mm ● Weight (all equipped) about 1.4 kg ● Tyre diameter/width=front 42/22 mm, rear 66/49 mm ● Body=impact-proof styrol resin ● Frame=duralumin ● Differential gear equipped ● Coil spring front ● Motor=Mabuchi RS-380S ● Gear ratio=1/5.8, 1/7.1, 1/19.4, 1/23 ● Power source=four "C" (UM2) dry cells or four "C" (UM2) size nickel batteries, or a 5-cell Ni-Cd battery pack (not included) ● Speed control system=resistor type two forward two reverse speeds ● Radio control system to be used=two channel proportional (not included) ● Maximum speed 26 km/h (under 1/15.8 gear ratio)

6 MARTINI PORSCHE 936 TURBO
ポルシェ936ターボ・ルマンタイプ

The aerodynamically designed low silhouette body gives it agility for racing circuit running. The frame is of two sections connected together with bolts and its flexibility absorbs the shocks of hard running. These help the model perform very stable at high speed. The speed control system is stepless variable with braking circuit built in. It has general high performance.

About the prototype ● It was built for the 1977 Le Mans 24 hour race basically on the design of the 936 Turbo which won many victories in 1976 races. The machine made Porsche Co. the Le Mans's winner in two years successively, and the last one was the fourth glory for the company.

(Model Specifications) ● 1/12 in scale ● Overall length 410 mm ● Overall width 170 mm ● Overall height 110 mm ● Wheelbase 208 mm ● Tread=front 128 mm, rear 134 mm ● Minimum ground clearance 5 mm ● Weight (fully equipped) about 1.2 kg ● Tyre diameter/width=front 50/25 mm, rear 53/30 mm ● Body=impact-proof styrol resin ● Frame=duralumin (center pivot type) ● Differential gear equipped ● Motor=Mabuchi RS-380S ● Gear ratio 1/4.7, 1/5.8, 1/15.5 ● Power source=four "C" (UM2) dry cells or four "C" (UM2) size nickel cadmium batteries, or a 5-cell Ni-Cd battery pack (not included) ● Speed control system=forward reverse variable resistor proportional speed control switch with electromotive force brake ● Radio control system to be used=two channel proportional (not included)



11 FERRARI 312 T3
フェラーリ312 T3

The name Ferrari has been held in great esteem throughout the history of F1 racing. The aerodynamically designed red-coloured body attracts the public's attention. The model kit assures stable running with two-piece type chassis composed of 1.5mm thick duralumin main frame and mechanism housing, die-cast gearcase and front arms, the same type as used with the Ligier racing car. As well as the charming Ferrari body, a polycarbonate body is included in the kit for practice running.
About the prototype • The Ferrari 312T3 made its debut in the 1978 South African GP. Mounted with a 510hp horizontally opposed twelve-cylinder engine, it won the South American, British, America East Coast and Canadian G.P. races.

(Model Specifications) ● Scale 1/10 ● Overall length 435mm ● Overall width 200m ● Overall height 105mm ● Wheelbase 250mm ● Treat-front 162mm, rear 152mm ● Minimum ground clearance 10mm ● Weight fully equipped approx. 1.3 kg ● Tyre diameter/width-front 50/25mm, rear 66/49mm ● Body-styrol resin ● Frame-centre pivot type 1.5mm thick 17S duralumin-semi-floating mount ● Ball bearings can be fitted to all journals ● Choice of gear or direct gear included ● Motor-Mabuchi RS-380S (540 can be used too) ● Gear ratio-1/5.6, 1/4.7 ● Motor power source-Tamiya Ni-Cd battery ● Speed control system-forward/backward stepless variable speed with braking circuit ● Radio control unit-2-channel proportional. (Not included in this kit)

12 LIGIER JS9 COMPETITION SPECIAL
リジェ JS9 競技用スペシャル

This model is a high performance type, an improvement on the standard Ligier JS9 model. It incorporates precision ball bearings on both front and rear axles and the powerful RS-540 motor. The contacts of the speed controller are silver plated to boost accleration and the maximum speed. Diplo tyres are used for front wheels and sponge tyres on the rear wheels, giving superb manoeuvrability.
About the prototype • The real racing career of the Ligier JS9 began with the Monaco Grand Prix of 1978. With the aerodynamically designed body, which features a sharply pointed nose, a large wing, wide side-pontoons, and a rear wing extended backwards, and with the matra V12 engine which is said to yield 520hp.

(Model specifications) ● Scale 1/10 ● Overall length 445mm ● Overall width 202mm ● Overall height 110mm ● Wheelbase 260mm ● Tread-front 162mm, rear 152mm ● Minimum ground clearance 10mm ● Weight fully equipped 1.4 kg ● Tyre diameter/width-front 50/24mm, rear 70/50mm ● Body-styrol resin ● Frame-Centre pivot type 1.5mm thick 17S duralmin semi-floating mount ● With ball bearings on all wheels ● Differential gear or direct gear can be chosen ● Motor-Mabuchi RS-540 (380S can be used too) ● Gear ratio-1/12.8, 1/3.7 ● Motor power source-Tamiya Ni-cd battery ● Speed control system-forward/backward stepless variable speed with braking circuit ● Radio control unit-2-channel proportional. (Not included in this kit)

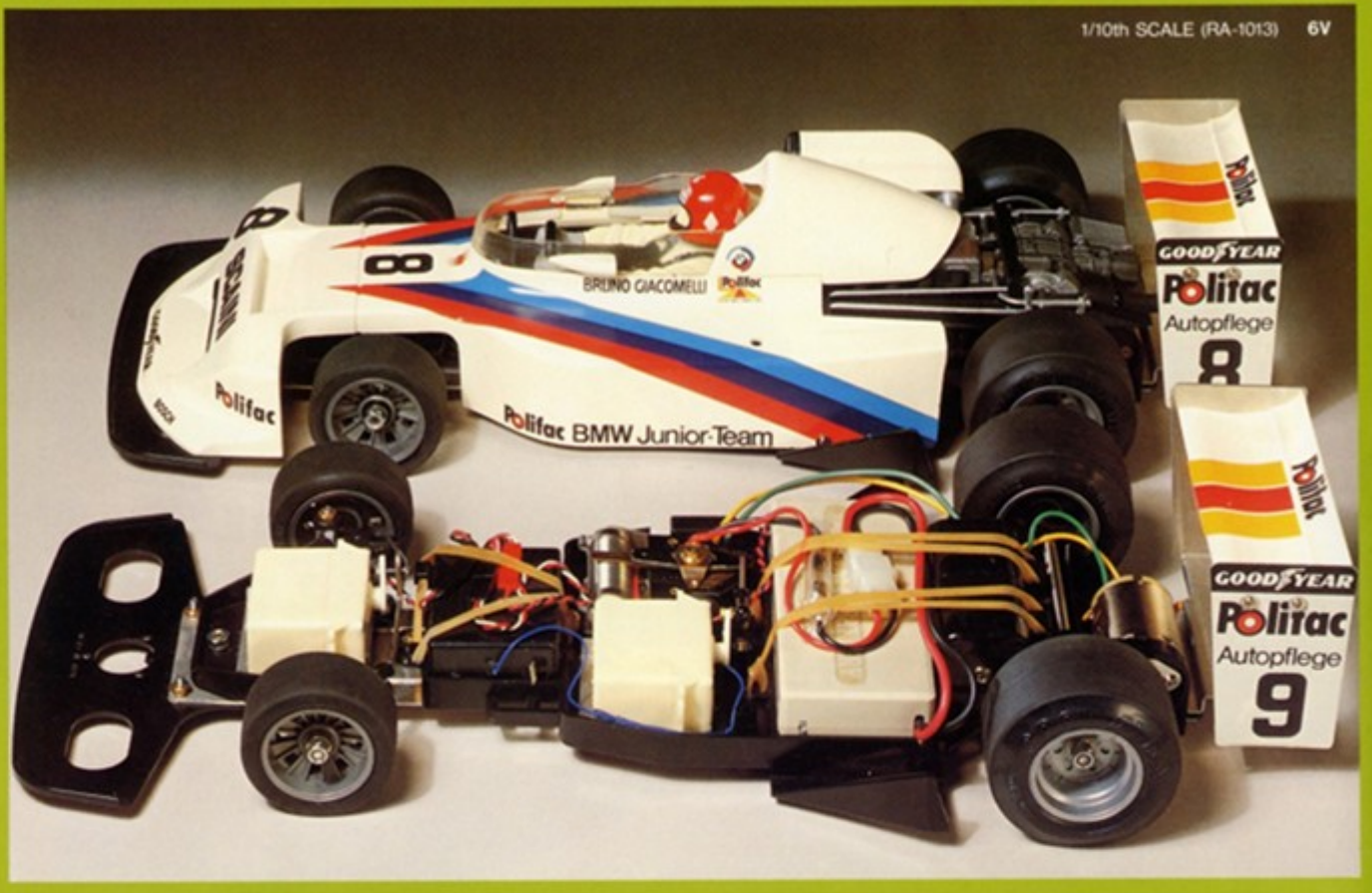
13 MARCH 782 BMW

マーチ 782 BMW・F 2

This car is recommended for beginners in the hobby of radio controlled models. Designed for simplicity and reliability, it is easy to assemble and to maintain, and the price is very reasonable. It has good stability and manoeuvrability with a 1.2 mm thick duralumin main frame and an ABS resin mechanism deck. Complete with all fundamental features, it is an ideal model for novices.

About the prototype • The March 782 was the champion car in the 1978 European F2 championship races. Driven by Bruno Giacomelli, it gained seven victories from twelve races. With the 300hp BMW engine on a chassis made by March and with a uniquely designed cowling.

(Model specifications) ● Scale 1/10 ● Overall length 422mm ● Overall width 182mm ● Overall height 96mm ● Wheelbase 240mm ● Tread-front 128mm, rear 140mm ● Minimum ground clearance 8mm ● Weight fully equipped approx. 1.2 kg ● Tyres-semi-pneumatic rubber tyre ● Tyre width/diameter-front 25/48mm, rear 40/62mm ● Body-styrol resin ● Frame-ABS resin mechanism deck-centre pivot type 1.2mm thick 525 duralumin ● With differential gear ● Ball bearings can be fixed on front and rear axles ● Motor-Mabuchi RS-380S ● Gear ratio 1/5.8, 1/7 ● Motor power source-Tamiya Ni-Cd battery ● Speed control system-forward/backward stepless variable speed with braking circuit ● Radio control unit-2-channel 2-servo digital proportional (Not included in this kit)



14 MARTINI Mk.22 RENAULT

マルティニ Mk.22 ルノー F-2

This is an ideal model for beginning radio controlled car modelling because it is designed for novices, being easy to make and to maintain. However, it is equipped with such components as the centre pivoted frame, as used with some special models for competition. Also, it has been designed so that additional parts, available separatively, may be fitted to obtain higher performance.

About the prototype • It was built by the all-French Martini team supported by "Elf," the French petroleum company. The car won four races, making the Martini the champion car in 1979 F-2 series with Didier Pironi and Rene Arnoux at the wheel.

(Model specifications) ● Scale 1/10 ● Overall length 432mm ● Overall width 82mm ● Overall height 102mm ● Wheelbase 240mm ● Tread-front 128mm, rear 140mm ● Minimum ground clearance 8mm ● Fully equipped weight approx. 1.2 kg ● Tyre-semi-pneumatic rubber tyre ● Tyre width/diameter-front 25/48mm, rear 40/62mm ● Body-styrol resin ● Frame-ABS resin mechanism deck-centre pivot type 1.2mm thick 525 duralumin ● With differential gear ● Ball bearings can be used on front and rear axles ● Motor-Mabuchi RS-380S ● Gear ratio-1/5.8, 1/7 ● Motor power source-Tamiya Ni-Cd Battery ● Speed control system-forward/backward stepless variable speed control with braking circuit ● Radio control unit-2-channel 2-servo digital proportional (Not included in this kit)


MICHELIN
Agip
Carlos Reutemann
11
ROXILL
MICHELIN
Agip
MICHELIN
Agip
EXPERT DRIVER

9 CELICA LB TURBO (COMPETITION SPECIAL)
セリカ LB ターボ（競技用スペシャル）

This is a model of the Celica LB Turbo, employing a center pivoted frame and diplo front tyres, the model has realized stable high speed running capability, sharp maneuverability, easiness to control. The standard equipments of ball bearings on the front and rear axles and the poerfull RS-540 motor add to the enjoyment of fast running.

About the Prototype ● The Celica Turbo made its abrupt debut in the 1977 German National Championship and attracted public attention. With its aerodynamically improved body and the Toyota 18 RG engine equipped with a turbo charger boasting of 560 HP output power, the car won the victory beating the Porsche.

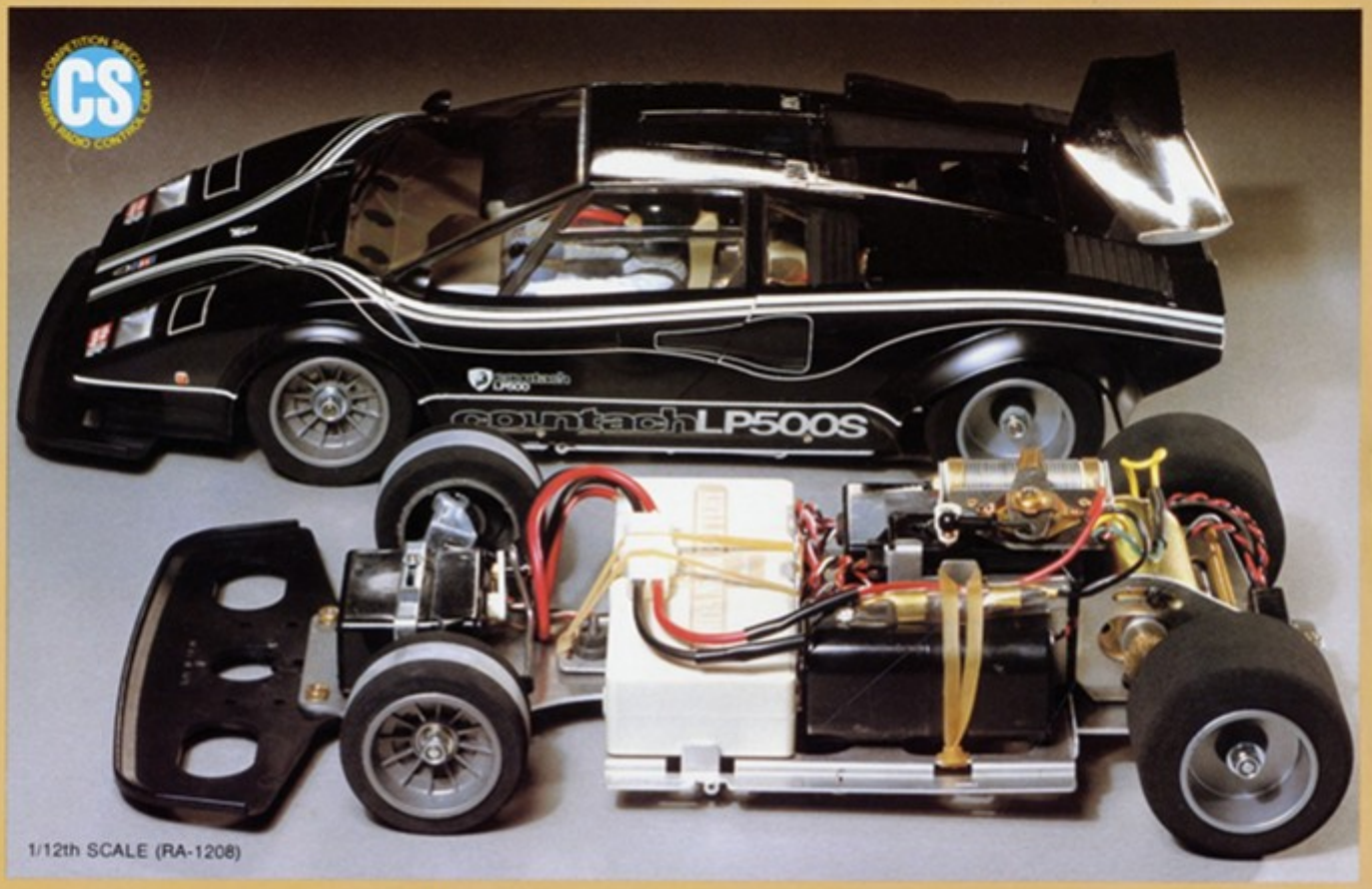
(Model Specifications) ● Scale in 1/12 ● Overall Length 380 mm ● Overall Width 176 mm ● Overall Height 99 mm ● Wheelbase 206 mm ● Tread =Front 128 mm, Rear 134 mm ● Minimum Ground Clearance 5 mm ● Weight (all equipped) about 1.3 kg ● Tyre Width·Diameter =Front 24/50 mm, Rear 40/55 mm ● Body =Impactproof ● Frame =Center Pivoted Semi-Floated Assembly 1.5 mm thick 17S Duralumin ● Ball Bearings on Front & Rear Axles ● Front Arms Die-Cast with Castor Alignment ● Either Differential Gear or Direct Gear Slective ● Motor =Mabuchi RS-540 Gear Ratio =1:2.8, 1:3.7 ● Power Source =Ni-Cad Battery Pack ● Speed Control Switch =Forward·Reverse Stepless Variable Speed with Baraking Circuit ● Radio Control System Used =2 Channel Proportional Type.
(Not included)

8 COUNTACH COMPETITION SPECIAL
カウンタックLP500S・競技用スペシャル

This model is an improved type designed for better performance by reinforcing the chassis and other related parts based upon the standard Countach. The newly designed main frame is made of 1.5 mm duralumin. Special diplo tyres are used for front wheels and sponge tyres as wide as 40 mm in the rear, ensuring excellently stability on the straight away and during sharp cornering. With the powerful RS-540 motor and ball bearings used on front and rear axles, it is a fantastic racing model.

About the Prototype ● The Countach 500S was produced by Lamborghini Co. based upon the Countach LP 400. An improved engine develops 447 horse power. Its many high performance features, such as a maximum speed of 315 km/h, captured the attention of the people.

(Model Specifications) ● Scale in 1/12 ● Overall Length: 355 mm ● Overall Width: 175 mm ● Overall Height: 93 mm ● Wheelbase: 206 mm ● Tread: Front 128 mm, Rear 134 mm ● Minimum Ground Clearance: 5 mm ● Weight (Fully equipped) 1.3 kg ● Tyre Width·Diameter: Front 24/50 mm, Rear 40/55 mm ● Impactproof Styrol Resin ● Frame: 1.5 mm 17S Duralmin with Center Pivoted Semi-Floated Assembly ● Either Differential Gear or Direct drive may be used ● Motor: Mabuchi RS-540 ● Gear Ratio: 1:2.8, 1:3.7 ● Power Source: Nickel Cadmium Battery Pack ● Speed Control Switch: Forward·Reverse Variable Resistor Proportional with Brake Circuit ● Radio Control System used: 2 Channel Proportional Type.
(Not included)



10 LIGIER JS 9 MATRA
リジェ JS 9 マトラ F 1

This model runs in a way which only F-1 cars should. The center pivoted frame made of 1.5 mm thick 17S duralumin ensures excellent stability and maneuverability. Ball bearings can be used on the front and rear axles, and the powerful RS-540 motor can be used in place of the standard RS-380 motor. These tune up kits increase the performance. Besides the precision made plastic body, a polycarbonate body is included in the kit for practice running.

About the Prototype ● The Liger JS 9 performed its first competition at the 1978 Monaco G.P. The Matra V-12 engine has an output power of 520 HP. The aerodynamically designed body displays the racing capabilities of this first class car.

(Model Specifications) ● Scale: 1/10 ● Overall Length: 445 mm ● Overall Width: 202 mm ● Overall Height: 110 mm ● Wheelbase: 260 mm ● Tread: Front 152 mm, Rear 152 mm ● Minimum Ground Clearance: 10 mm ● Weight (Fully equipped) about 1.3 kg ● Tire Width-Diameter: Front 50/25 mm, Rear 66/29 mm ● Body: Impact Proof Styrol Resin ● Frame: 1.5 mm thick 17S Duralumin with Center Pivoted Semi-Floated Assembly ● Either Differential Gear or Direct drive may be used ● Motor: Mabuchi RS-380S (RS-540 can also be used) ● Gear Ratio: 1:5.6, 1:4.7 ● Power Source: Nickel Cadmium Battery Pack ● Speed Control Switch: Forward-Reverse Variable Registor Proportional with Brake Circuit ● Radio Control System used: 2 Channel Proportional Type. (Not included)

1/10th SCALE (RA-1010)

3 WEST GERMAN GEPARD
西ドイツ・ゲパルト対空戦車

This is a radio controlled model which can be enjoyed not only because of its dynamic maeuverability, but also because of the many unique mechanics. The turret revolves 360°, the twin guns move up and down, and the radar at the rear revolves with the movement of the turret. The tank performs pivot turns and gradual turns through a drive unit utilizing a double clutch. All wheels have individual suspension with torsion plates making it like the prototype.

About the Prototype ● The West German Gepard is the newest self propelled anti aircraft gun. It is basically the Leopard, a West German master piece tank, with the ordinary turret replaced by a larger turret with twin 35 mm anti aircraft guns which are operated under a superb firing control system which is coupled with a computer and highly advance radars. It is capable of intercepting enemy airplanes flying at super sonic speed and at low altitudes.

(Model Specifications) ● Scale: in 1/16 ● Overall Length: 495 mm ● Overall Width: 216 mm ● Overall Height: 256 mm ● Minimum Ground Clearance: 28 mm ● Weight (Fully equipped) about 5 kg ● Body: Styrol Resin ● Frame: Duralmin ● Drive Unit System: Twin Clutch Mechanism, Forward-Reverse, Pivot and gradual Turning ● Turret Revolution: 360°, Guns Movement: Up and Down, Rear Radar Rotation ● Linked Metal Tracks

● Radio control system used: 2 channel proportional system is minimum requirement (Not included)


1/16th SCALE (RT-1603)

Enjoyment of radio controlled cars is not only confined to competitions, speed, etc., but great pleasure can also be derived from attractive painting of the car body. Spare body sets are available on the market for all Tamiya radio controlled model cars. Although colouring suggestions are included in the kits, you may prefer to make up your own design. Your car will create an entirely different impression painted in your own original colour scheme.

5 LAMBORGHINI COUNTACH LP500S
ランボルギーニ・カウンタック LP500S

This model is easy to build and a perfect vehicle to start in radio controlled cars. However, it can be easily modified for higher performance by purchasing the tune-up parts available separately on the market. The chassis is a centre pivot type, composed of an aluminium alloy main frame and mechanism housing, giving excellent stability. Steering and speed control linkages are easy to adjust with ball-adjusting joints employed.

About the prototype • The Countach P500S was manufactured by the Lamborghini Co. as an improved version based upon the Countach LP400. The modified engine generates 447hp with a maximum speed of 315km/h. All these high factors captured the public's attention.

(Model specifications) ● Scale 1/12 ● Overall length 355m ● Overall width 175mm ● Overall height 93mm ● Wheelbase 206mm ● Tread-front 128mm, rear 134mm ● Minimum ground clearance 5mm ● Weight fully equipped approx. 1.2 kg ● Tyre diameter/width-front 50/25mm, rear 53/30mm ● Body-styrol resin ● Frame-Centre pivot type duralumin ● Equipped with differential gear ● Motor-Mabuchi RS-380S ● Gear ratio-1/4.7, 1/5.8, 1/15.5 ● Motor power source-Tamiya Ni-Cd battery pack ● Speed control system-forward/backward stepless variable speed with braking circuit ● Radio control unit-2-channel proportional ● All tyres-semi-pneumatic rubber tyres ● With ABS resin bumper.

(RC Units are not contained in this kit)

TYRRELL P34 FORD

TYRRELL P34 FORD

CHEETAH

LAMBORGHINI RACING TEAM

LAMBORGHINI RACING TEAM

At races these days, car beauty contests are quite often held! These are known as "Concours de elegance." There is no doubt that beatifully painted cars draw people's attention even during the races.

29 RALT RT2 HART420R
ラルトRT-2

This is a body parts set of the Ralt RT2, which raced with a flourish in the 1979 F-2 races in the European countries. The set offers you a convenient way to refurbish your cars easily. Any components pertaining to the chassis are not included in this set.

About the prototype • In the 1979 European F-2 championship races, the Ralt RT2 showed good results. It is a true "ground-effect" car on which the Hart 420R 2-litre straight four cylinder engine is mounted. The driver, Brian Henton, won second place in the Championship of the Year.

(Model specifications) ● Scale 1/10 ● The body can be installed on the chassis of 1/10 electric radio controlled F-2 cars, March 782 BMW and Martini Mk.22 Renault ● Body-styrol resin ● The stay for rear wing is of sturdy aluminium ● Stickers and a driver figure are included in the set.

RACING BUGGY ROUGH RIDER

15 ROUGH RIDER
バギーチャンプ

This is a model racing buggy with realistically functioning mechanisms. For the suspension systems, many components of durable die-cast are employed. All four wheels have independent suspension systems equipped with oil filled shock absorbers. The gearcase and special plastic box housing the radio control units and batteries, are of a sealed type, enabling the car to go through puddles, over sand dunes, or almost anywhere.

About the prototype • Off-the-road races are frequently held in areas of Western America. The racing buggies are purpose-built with chassis of tubularmetal and with tuned up engines of the Volkswagen or other makes, these vehicles sometimes run at a furious speed of 200km/h on deserts and over rough terrains.

(Model specifications) ● Scale 1/10 ● Overall length 400mm ● Overall width 210mm ● Overall height 150mm ● Wheelbase 250mm ● Tread-front 170mm, rear 175mm ● Minimum ground clearance 30mm ● Weight fully equipped 2.1 kg ● Tyre width/diameter-front 19/74mm, rear 35/83mm ● Body-Styrol resin ● Frame-2mm thick FRP ● Suspension front/double trailing arm, rear/swing axle ● All wheels are fitted with oilfilled dampers ● Die cast suspension arms ● Mechanism housing and gearcase are of sealed type ● Die cast aluminium gearcase ● Motor-Mabuchi RS-540 ● Gear ratio 1/4.6, 1/3.7 ● Motor power source-Tamiya Ni-Cd Battery 7.2 volt or 6 volt can be used ● Speed control system-2 stepped speed switch ● Radio control unit-2-channel 2-servo digital proportional (Not included in this kit)

RACING BUGGY SAND SCORCHER

16 SAND SCORCHER
ワーゲン・オフローダー

Scampering along the unmade track raising clouds of dust; this is one of the charms of off-road running. The mechanism housing and the gearcase are sealed to prevent dust and water from entering them. The all wheel independent suspension systems equipped with oil dampers, die-cast aluminium parts, uniquely styled body converted from the Volkswagen Beetle.

About the prototype • The off-the-road races are grouped into several classes by types of car and their engine capacity. This buggy, remodelled from the Volkswagen Beetle, is classified as class 5. Its podgy contour with a short nose and off-the-road tyres of large diameter are very popular among the fans.

(Model specifications) ● Scale 1/10 ● Overall length 400mm ● Overall width 220mm ● Overall height 176mm ● Wheelbase 250mm ● Tread-front 170mm, rear 175mm ● Minimum ground clearance 30mm ● Weight fully equipped 2.2 kg ● Tyre width/diameter-front 21/73mm, rear 41/82mm ● Body-Styrol resin ● Frame-2mm thick FRP ● Suspension front/double trailing, rear/swing axle. ● Oil filled dampers on all wheels ● Die cast aluminium suspension arms ● Close type plastic mechanism housing and die cast aluminium gearcase ● Motor-Mabuchi RS-540 ● Gear ratio-1/4.6, 1/3.7 ● Motor power source-Tamiya Ni-Cd Battery 7.2 volt or 6 volt can be used. ● Speed control system-2 stepped speed switch. ● Radio control unit-2-channel 2-servo digital proportional (Not included in this kit)

17 B2B RACING SIDECAR
B2Bレーシング サイドカー

You really should try driving this uniquely styled sidecar. The model is designed after a racing sidecar of the B2B class. Like the prototype, the two rear wheels are driven. The steering response is extraordinary because the front wheel is located off the centre position between the two rear wheels. There is a great difference between driving this sidecar model and other vehicles designed for radio control.
The sidecar which won the 1978 championship was so revolutionary that it changed the image of sidecars from that time. It features two driven rear wheels and since its appearance in 1979 a new B2B class was established.

(Model specifications) ● Scale 1/8 ● Overall length 330mm ● Overall width 204mm ● Overall height 75mm ● Wheelbase 220mm ● Rear tread 138mm ● minimum ground clearance 8mm ● Weight fully equipped approx. 1.2 kg. ● Tyre diameter/width-front 50/25mm, rear 65/40mm ● Cowling-styrol resin ● Frame-2 piece type 2mm thick FRP main frame and duralumin mechanism housing tray. Die cast gearcase ● All bearing surfaces can be fitted at your option with a choice of ball bearings. ● Differential gear or direct drive gears are optional ● Motor-Mabuchi RS-380S (540 can be used) ● Gear ratio-1/5.6, 1/4.7 ● Speed control system-resistor type 2 forward/2 backward speeds ● Motor power source-Tamiya Ni-Cd 6 V Battery ● Radio control unit-2 channel 2 servo digital proportional (Not included in this kit)

109 MARTINI LOTUS79
マルティーニ ロータス79

The car is designed for utilizing "ground effect" to the full. The style is very eye-catching. This is a body parts set of the Lotus 79. It may be used to convert your existing F1 car. Components to do with the chassis are not included in the set. About the prototype • This machine was victorious in the 1978 F1 Grand Prix season, and the next year also, it had some spectacular results. As the first "ground effect" car, it became very popular withthe fans. Mario Andretti and Ronnie Peterson were the winning drivers for 1978; Andretti and Carlos Reutemann for 1979.

(Model specifications) ● Scale 1/10 ● The set can be assembled onto the chassis of 1/10 electric radio controlled f1 cars: Ligier JS9, Matra, Ferrari 312T3, Ligier Competition Special ● Body-Injection moulded plastic ● Aluminium stay for rear wing and a driver figure are included in the set ● Decals are designed for the car as raced in 1979.

107 PORSCHE908/3 TURBO
ポルシェ908/3 ターボ

This is a car body set of the Porsche 908/3. The injection moulded plastic body is a delight to behold. Increase your enjoyment in the painting of your cars by trying your own original style and colours. The set includes all body components, but no parts connected with the chassis. About the prototype • The Porsche 908/3 was successful in the European Sports Car Championship in 1978. It is a two seater open top sports car, classified in group 6, fitted with a turbo charged air cooled 6 cylinder horizontally opposed engine. Rheinhold Joest drove it and won three out of five races in 1978.

(Model specifications) ● Scale 1/12 ● The body can be assembled onto the chassis of 1/12 electric radio controlled racing car models of the Lamborghini Countach LP500S, Countach Competition Special and Martini Porsche 936. Also, by replacing the rear tyres, it can be fitted on the chassis of the Celica Competition Special.

7 CHEETAH
ランボルギーニ・チーター

You can drive this off-the-road model car in the park of field using its full power and speed. The suspension system is off the four wheel independent type, the chassis is the sturdy channel type, and the gear box is closed to prevent sand and dust from entering it. All are designed for excellent maneuverability along rough courses. The precisely scaled body and excellent handling allow for many pleasure filled hours of driving.
About the prototype ● This is a high performance off-the-road machine made by an Italian sports car maker, Lamborghini. It has a mid engine Chrysler 5.9 litre V8 with a output power of 180 HP and boasts a high speed as 170 km/h on the road and 140 km/h off the road.

(Model Specifications) ● 1/12 in scale ● Overall length 400 mm ● Overall width 174 mm ● Overall height 140 mm ● Wheelbase 246 mm ● Tread=front, rear 138 mm ● Minimum ground clearance 23 mm ● Weight (all equipped) about 1.8 kg ● Tyre diameter/width=front, rear 77/29 mm ● Body=impact-proof styrol resin ● Frame=duralumin (channel type) ● Double wishbone type, torsion bar spring four wheels independent ● Motor=Mabuchi RS-540 ● Gear box is closed type avoiding sand and dust ● Gear ratio=1/9.3, 1/16, 1/21 ● Power source=four "C" (UM2) dry cells or four "C" (UM 2) size nickel cadmium batteries, or a 5-cell Ni-Cd battery pack (not included) ● Speed control system=forward reverse variable resistor proportional speed control with electromotive force brake ● Radio control system to be used=two channel proportional (not included)

4 FMC・XR311
FMC・XR311 コンバットバギー

Try this off-the-road vehicle, and you will enjoy running which is somewhat different from that of racing cars. All four wheel independent suspension system, and semi pneumatic large balloon tyre with excellent traction on rough surfaces make for easy running. The precision scale also adds to the enjoyment of assembling.
About the prototype ● The XR311 is a high speed combat support vehicle developed by FMC of the U.S.A. With a Chrysler V8 rear engine yeilding 190 horse power, and equipped with such advanced devices as automatic transmission, and four wheel independent suspension. This vehicle has a maximum speed of 130 km/h and maneuvers extremely well off the road.

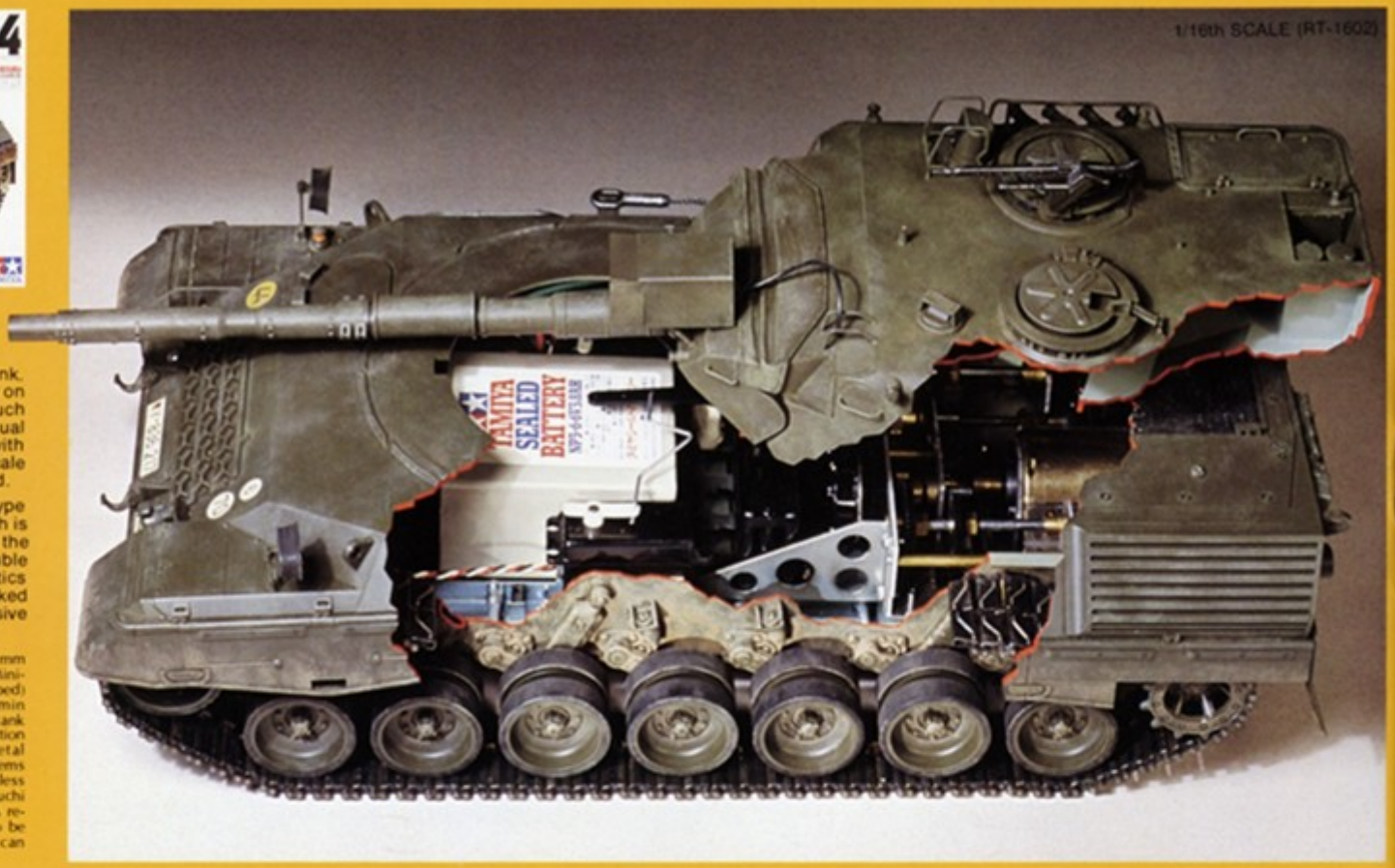
(Model Specifications) ● 1/12 in scale ● Overall length 400 mm ● Overall width 168 mm ● Overall height 139 mm ● Wheelbase 256 mm ● Tread=front, rear 138 mm ● Minimum ground clearance 23 mm ● Weight (all equipped) about 1.8 kg ● Tyre diameter/width=front, rear 77/29 mm ● Body=impact-proof styrol resin ● Frame=duralumin (channel type) ● Double wishbone type, torsion bar spring four wheels independent ● Motor=Mabuchi RS-540 ● Gear box is closed type avoiding sand and dust ● Gear ratio=1/9.3, 1/16, 1/21 ● Power source=four "C" (UM 2) dry cells or four "C" (UM 2) size nickel cadmium batteries, or a 5-cell Ni-Cd battery pack (not included) ● Speed control system=resistor type two forward two reverse speeds ● Radio control system to be used=two channel proportional (not included) ● Maximum speed 16 km/h (under gear ratio 1/9.3)

2 WEST GERMAN LEOPARD A4
西ドイツ・レオパルドA4戦車

This is a model of the West German's latest tank. You will be satisfied with its excellent mobility on rough surfaces. It is a challenge to work on such exquisit mechanisms as the drive train with a dual clutch and independent suspension system with torsion plates. Also the precisely detailed scale model is very appealing when it is completed.

About the prototype ● The newest improved type of West German Leopard tank is the A4 which is one of the most formidable combat vehicles of the world. The spaced armour on the turret (double shells) gives it excellent defensive characteristics and the computerised firing control system linked with its main 105mm gun augments the offensive power of the tank.

(Model Specifications) ● 1/16 in scale ● Overall 600 mm ● Overall width 216 mm ● Overall height 167 mm ● Minimum ground clearance 28 mm ● Weight (fully equipped) about 4 kg ● Body=styrol resin ● Frame=duralumin ● Motor power is transmitted through clutches. The tank can be made to run in either forward or reverse direction and simultaneously steer left or right ● Linked metal tracks ● All road wheels independent suspension systems with torsion plates and die cast suspension with stainless steel springs for prototypical operation ● Motor=Mabuchi RS-540 ● Gear ratio=1/26.7 ● Power source=6V 3.8A rechargeable storage battery ● Radio control system to be used=two channel proportional (not included) ● Tank can climb a 40 degree incline

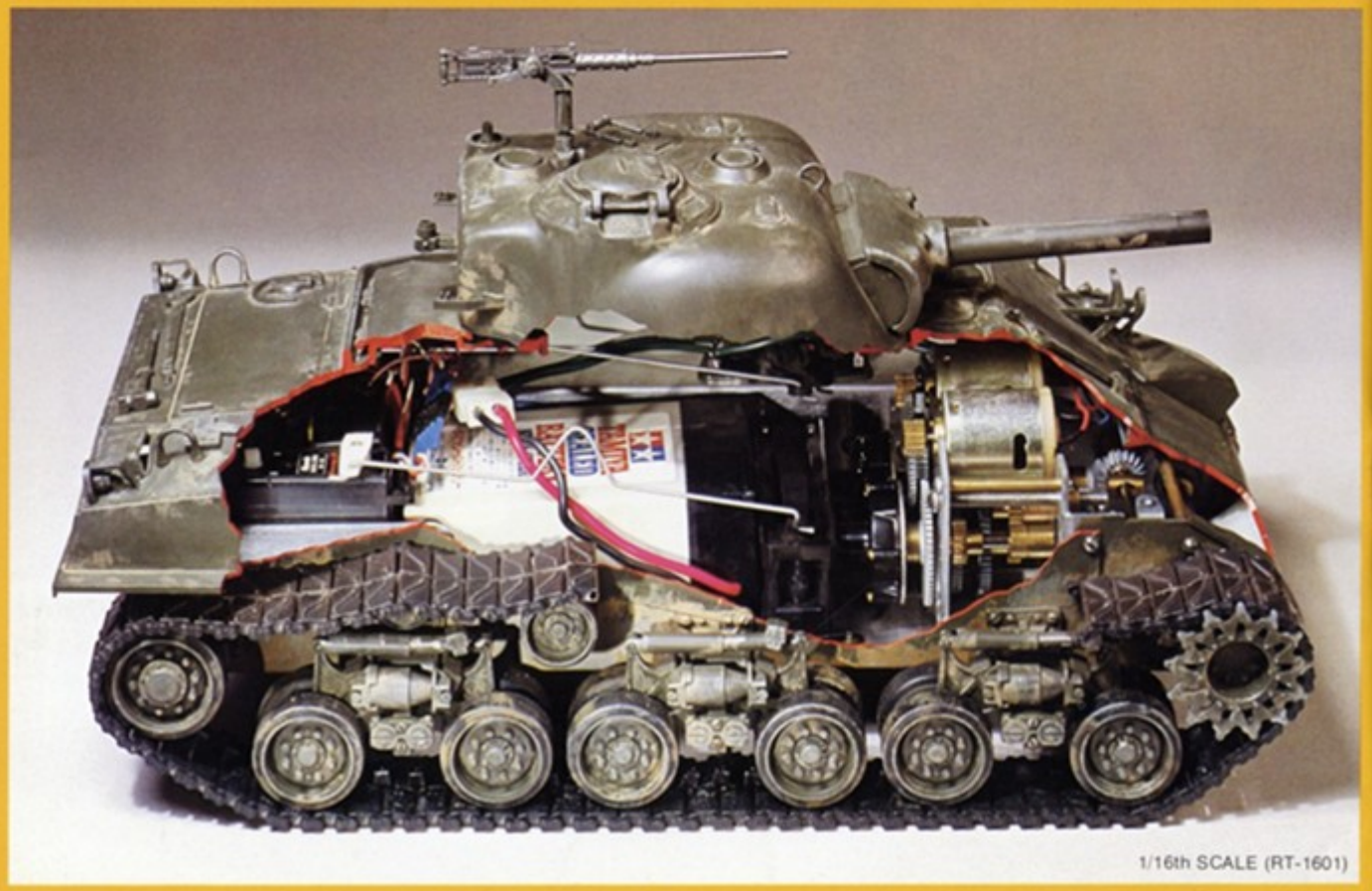


1 M4 SHERMAN 105mm HOWITZER
アメリカM4シャーマン105mm榴弾砲後期型

This kit is easy to build and simple to run, and ideal for beginners of radio controlled models. At the same time it can be enjoyed by skilled modellers because it contains highly refined components such as drive mechanism with a dual clutch and workable coil springs, which are patterned after the prototype Sherman tank.

About the prototype ● This tank is mounted with a 105mm Howitzer TheM4 Sherman series was an American masterpiece tank. 50,000 were produced during World War II. They were assigned to the headquarters of tank battalions and acted as strong firing support.

(Model Specifications) ● 1/16 in scale ● Overall 360 mm ● Overall width 183 mm ● Overall height 200 mm ● Minimum ground clearance 29 mm ● Weight (fully equipped) about 4kg ● Body=ABS resin ● Frame=aluminium ● The motor power is transmitted through the clutch mechanism and it is possible to excute slow turns by half engaging either clutch as well as forward and reverse and fast skid turns. (when digital proportional system is used). By controlling the motion of the motors through the switch control mechanism it is possible to execute skid turns as well as forward and reverse movements. (when single pushbutton system is used) ● Linked metal tracks ● Suspension =diecast Zinc. Movable by coil springs ● Motor=two Mabuchi RS-360G motors ● Power source=six "D" (UM 1) dry cells or 6V 3.8A rechargeable storage battery ● Radio control system to be used=two channel proportional or single pushbutton (not included) ● Tank can climb a 40 degree incline ● Maximum speed 1 km/h

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6
70
Y-836 217

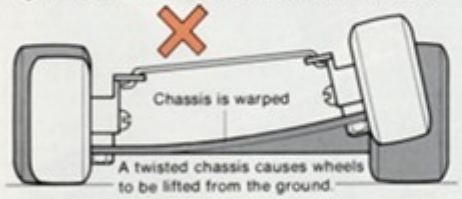
BUILDING A HIGH PERFORMANCE CAR

Even the same type of radio controlled electric car kit may produce much diversified performances and characteristics in accordance with a way it is assembled and adjusted; for example, some cars are easy to control and some are not so easy as others.

1. FUNDAMENTAL REQUIREMENT IS THAT THE CAR RUNS STRAIGHT

Even with a real automobile, moving in a straight line is the essential condition. A model should be so adjusted that it takes in a beeline for 5 meters or so without touching the steering wheel. A car which does not go straight cannot be controlled easily. Note the following points:

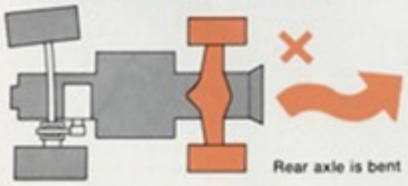
❶ A car with distorted chassis would



not go straight; therefore correct the chassis so that the four wheels should touch the ground evenly. Particularly after collision, look into it carefully.

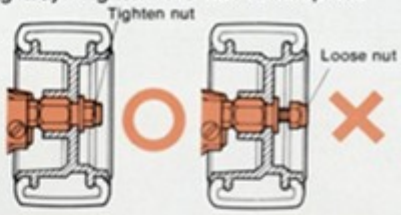
❷ If any wheel should no rotate smoothly, the car would turn to the direction of the wheel. Assemble a car with care so all wheels would revolve evenly. This is related to car's running capability.

❸ If a front axle is not set parallel to the rear axle, the car will steer crooked.



❹ With a bent rear axle the car will keep turning.

❺ When a wheel is not secured firmly with the nut, the car may be going in a zigzag way. Tighten the nut to keep the

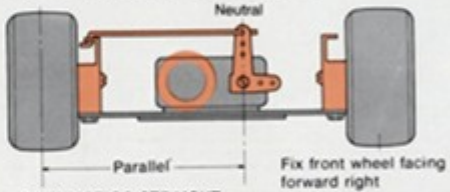


wheel in position in such a way that there is no play between the wheel and the axis, but still allowing the wheel to turn smoothly.

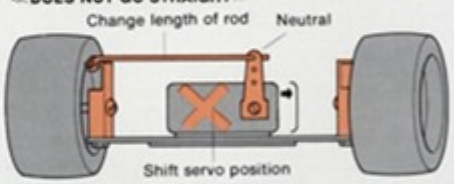
❻ The steering servo and servo horn should be arranged so that the front wheel will head forward right and the attitude of the servo horn is parallel to the front

PORCHE 934·935 (FRONT VIEW)

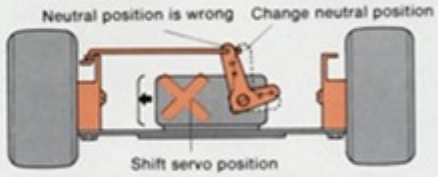
936, Countach, are fundamentally the same



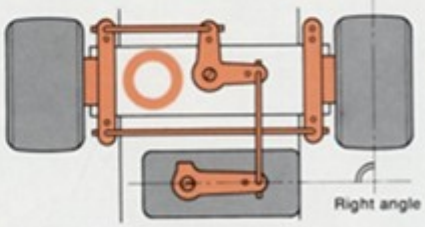
DOES NOT GO STRAIGHT



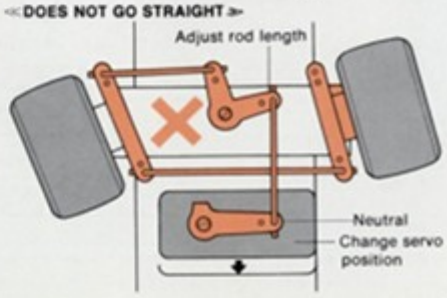
IT GOES STRAIGHT BUT TURNS UNEVENLY RIGHT AND LEFT



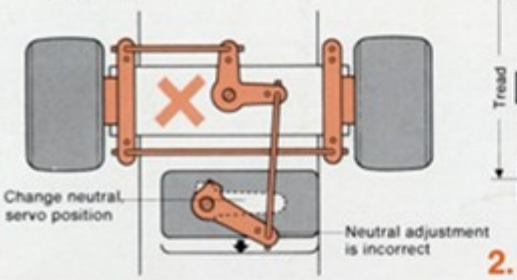
TYRRELL P34. XR311. CHEETAH (TOP VIEW)



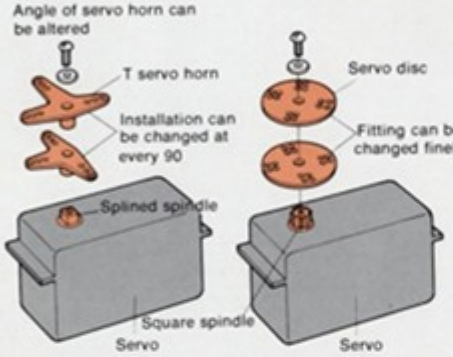
DOES NOT GO STRAIGHT



IT GOES STRAIGHT BUT TURNS UNEVENLY



wheels (some cars requiring a right angle), when the steering servo (consequently the steering stick and trim lever) is in the neutral position. When this arrangement is not right, the car would not go straight or it will change its course

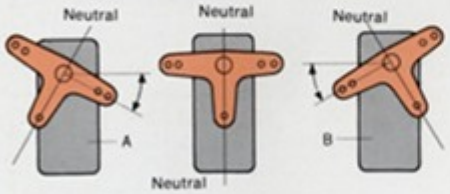


unevenly to right and left. Being installed with a screw, servo horns can be readjusted by unscrewing.

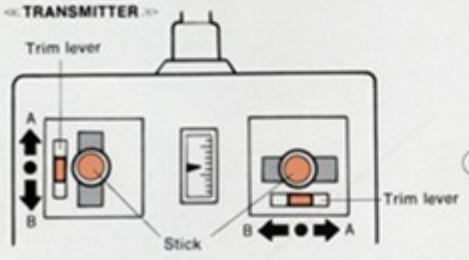
❼ Try to mount radio control units and batteries into a car, balancing the car evenly.

❽ Be careful that tires and steering linkage will not rub against the body. Lastly, have a test run to see if it advances in a beeline. If not, adjust it with the trim lever on the transmitter. With the trim lever, you can do a fine adjustment of servo

SERVO HORN MOVEMENT

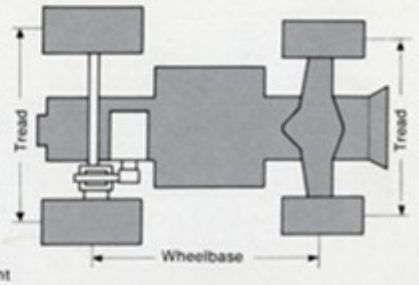


TRANSMITTER



movement, having the same effect of shifting servo position.

(HINT) A car with long wheel base in relation to tread has stability and tendency of going straight.

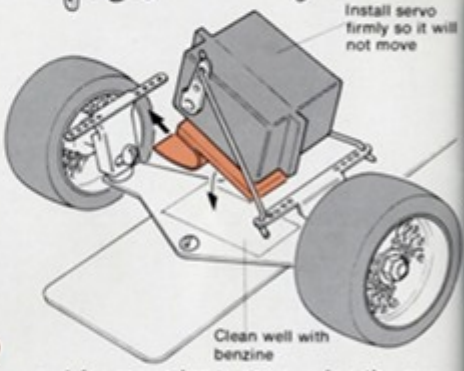


2. HOW YOUR CAR TAKES CORNERS

A car which goes straight is easy to control in principle. Such a car should have no peculiar action when taking corners. Cars with a peculiar way when turning can be corrected in the following ways.

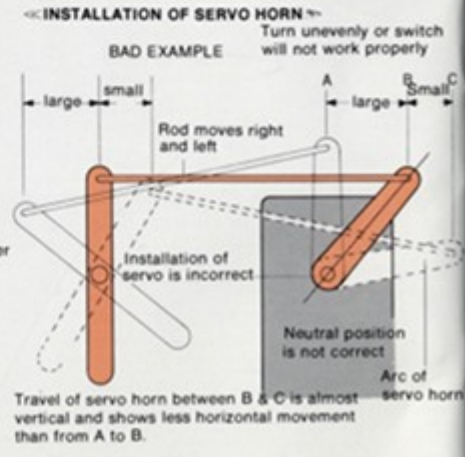
❶ The direction of front wheels are controlled by the movement of a servo. In the case a servo is not secured in position firmly, the car tends to be unstable having jittering or not responding to the control properly, or turning unevenly right and left. When dual-sided adhesive tape is

HOW TO APPLY DOUBLE FACED ADHESIVE TAPE



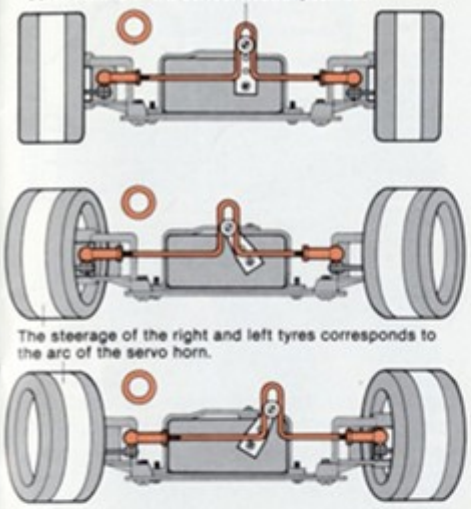
used for mounting a servo, wipe the surface of a servo with cloth dampened with benzine or solvent carefully. (Lacquer thinner may dissolve servo cases.)

INSTALLATION OF SERVO HORN



(Correct installation of servo horn)

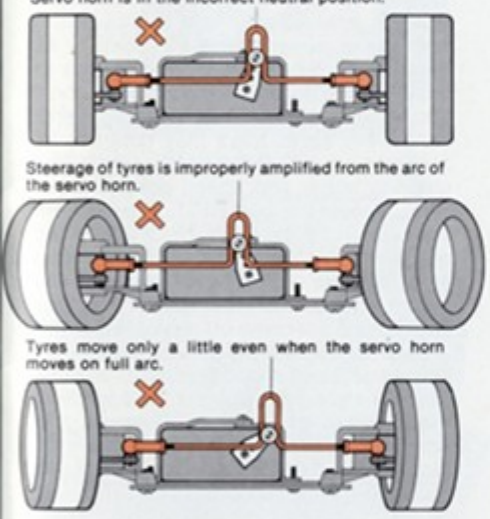
Servo horn is in the correct neutral position.



The steerage of the right and left tyres corresponds to the arc of the servo horn.

(When servo horn is installed incorrectly)

Servo horn is in the incorrect neutral position.



Steerage of tyres is improperly amplified from the arc of the servo horn.

Tyres move only a little even when the servo horn moves on full arc.

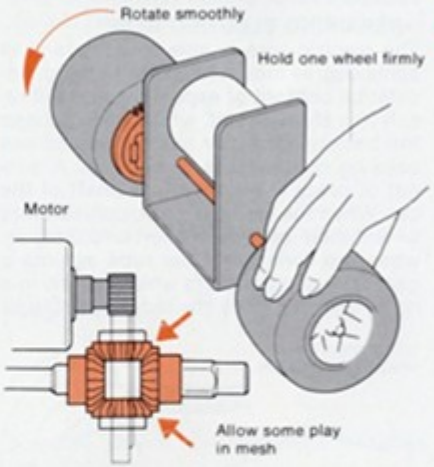
Correct example (installation of servo horn)

Bad example (installation of servo horn)

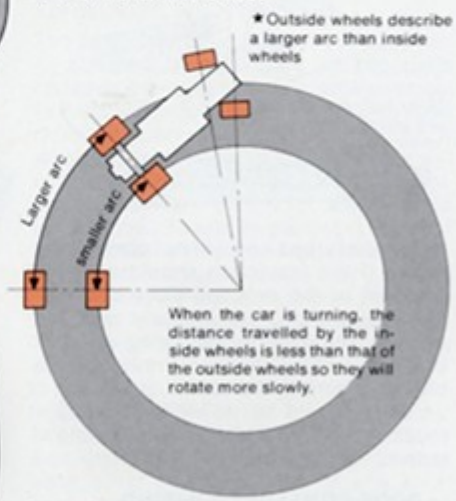
❷ In most cases where the car does not curve evenly, i.e. a small turn to the right and a bigger turn to the left under the same steering angle, it is caused by incorrect installation of a servo horn to the servo. In such a case, straighten the problem by taking the procedures as per stated in the previous chapter "Fundamental Requirement is That the Car Runs Straight"

❸ When a differential gear does not work properly (the same state as if without a differential gear), the car is apt to make a big turn or take corners awkwardly. Check it by holding one wheel firmly and turn the other wheel; smooth rotation indicates the differential gear is in good condition. When it does not, try to give some play in the gear meshing.

<< CHECKING DIFFERENTIAL GEAR >>



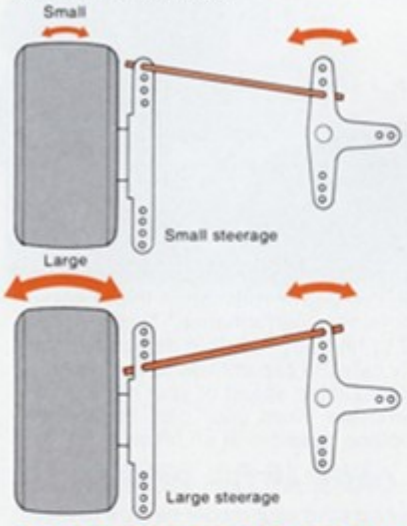
<< WHY DIFFERENTIAL IS USED >>



❹ Check whether or not a servo rod, servo horn, or wheels are in contact with something like the car body and preventing right movement.

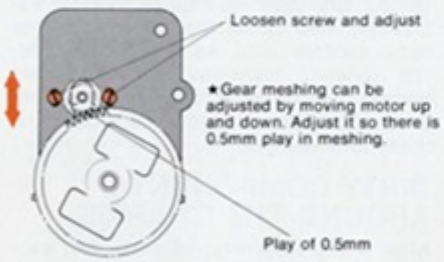
❺ Oil the king pin of the front wheels. Steering will then operate lightly.

(HINT) Steerage (degree of changing direction of front wheels) can be varied by shifting the connecting point of the servo rod. It is recommended for a beginner to select small steerage.



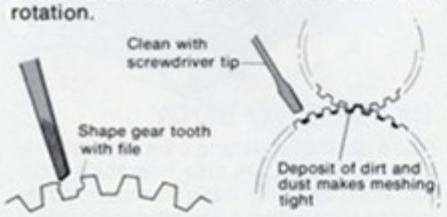
3. FOR SPEEDING UP (TUNE UP)

Most electric car kits are produced to come out with similar performance. In practice, however, the models assembled will show varied ability. The reason why some cars do not run faster than others are, in most cases, that they have additional friction around the rotating parts; in other words, they have a rotating section which, either partly or all, does not revolve smoothly. The following are the points to take care of, needless to say applying oil or grease to the places required.

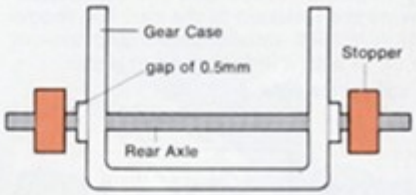


❶ Furnish some play in the meshing between the pinion gear of the motor and the differential gear. Too tight meshing degrades the rotation and hampers the speed; on the contrary, too loose meshing would damage the gear teeth.

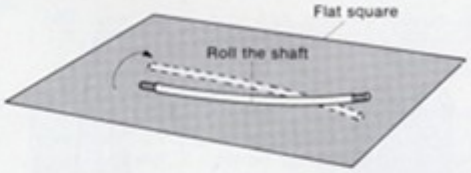
❷ Clean the surfaces of gear teeth with a used toothbrush or scrape them with the tip of a screwdriver if there is any deposit of dust and dirt which would kill the smooth rotation.



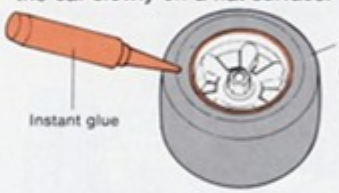
❸ A chipped or deformed gear tooth will diminish the rotation. Particularly a brass gear is easily warped; in such a case, reshape it with a file carefully.



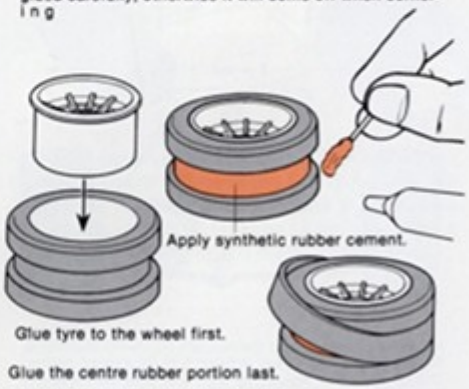
❹ The collar should not be located against the bearing too tightly. Secure them in such a way that there is some leeway so that the shaft would move slightly right and left.



❺ A bend in the rear shaft will be a cause of unstableness of the car, especially when running at high speed since it may make the car slower compared to other cars. The bend can be found out easily by rolling the car slowly on a flat surface.

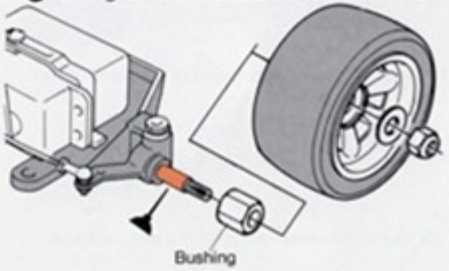


Sponge tyres should be glued firmly. In the case of sandwich tyres, the centre portion of rubber must be glued carefully, otherwise it will come off when corner-i n g



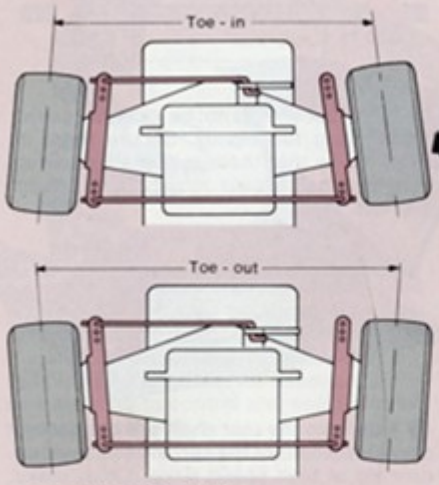
❻ When a tire is not glued firmly or the wheel hub is warped, the effect is the same as if the axle is bent; the car cannot go fast.

❼ Oiling of the front axle is often over-

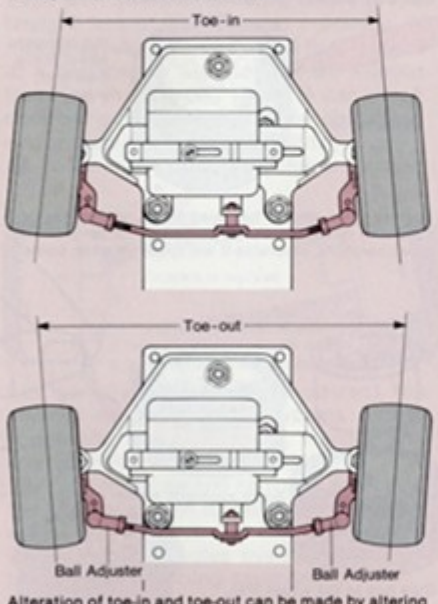


looked. Do it without fail. Poor rotation on the front wheels influences the car's speed more unfavorably than you may think.

❽ Improper toe-in and toe-out adjustments are resistant to the car. The model car runs well without toe-in and toe-out at all or with a little degree of either.

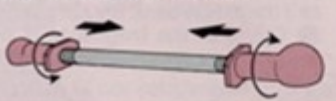


Models of the competition special type have many advantages over standard vehicles.



Alteration of toe-in and toe-out can be made by altering the ball adjusting joints. Adjust it as illustrated below. The SP1068 Ball Adjusting Joint Set may be fitted on other model cars.

ADJUSTMENT OF THE LENGTH OF THE ROD



The length of the rod is shortened by turning clockwise.

The length is extended when turning anti-clockwise.

DAILY MAINTENANCE

Daily up-keep of your cars is important for maintaining performance. This will help you to find any possible defect. Without daily care the capabilities of acceleration and maximum speed of your models can deteriorate. Keep your cars in the best condition possible at all times.

1. CARE AFTER RUNNING

After running your model be sure to clean it and carry out any necessary repairs ready for the next time you wish to run the car.

ATTENDING TO CONTROL MECHANISMS

The radio control units and switches will be covered with dust after the model has been running. The contacts of the switches must be cleaned in order to avoid poor contact. Any component damaged or out of position must be replaced or repositioned. Dry cells may be in need of exchange. Also check the batteries of the radio control units. As a general guide, the receiver batteries are exhausted sooner than those of the transmitter. Inadequate batteries tend to be a cause of many breakdowns.

DIRTY COMPONENTS AROUND THE CHASSIS

After a day's activity, all parts and sections around the chassis will be in a dirty condition. Look particularly at the moving parts; any foreign objects in the bearings influence the rotation of the wheels. For inaccessible places use Tamiya Oil Spray, which has a detergent effect and is very useful for cleaning. Check if any nut or bolt is loose and oil all journal sections. See if the rear axle is bent; replace if necessary.

DAMAGE TO BODY

Radio controlled racing cars are not only for running, but are also fine scale models. It is certainly not recommended to run the cars without a windscreen, with a door broken, or with a big hole on the body or any similar damage. Always keep your model in the best condition possible. Items you will probably need for repairing are plastic sheet and different kinds of glue. Synthetic rubber cement and instant glue are useful, as well as plastic glue.

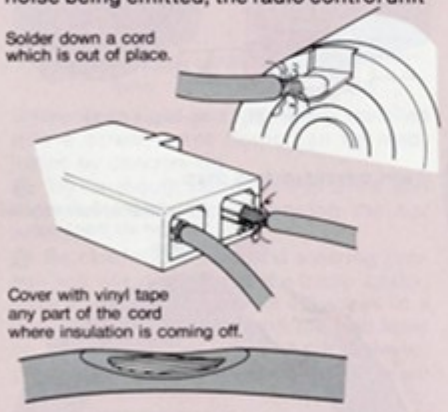
2. TO KEEP YOUR CAR AT PEAK PERFORMANCE

Parts will wear out or become broken after periods of high speed running and use. Replace any damaged parts and keep your model constantly rejuvenated.

MAINTENANCE OF ELECTRIC SYSTEMS

•REPAIRING ELECTRIC WIRE

The electric wire is able to withstand in some degree moisture and stretching. Accidental contact of exposed wires will result in a short-circuit, which may damage the battery, motor or switch; sometimes causing components to burn up. A wire out of place may jam into a shaft of the car. When the wiring of radio control units or antenna becomes short-circuited, or when the wiring of a car rubs against a gearcase or other parts which results in a noise being emitted, the radio control unit

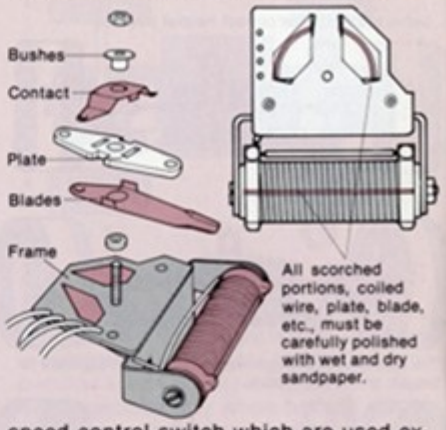


will be disturbed and will not operate correctly. If the insulation should come off any part of the exposed electric cord, it must be mended immediately and thoroughly. Any joins in the wiring about to break should be rejoined firmly, preferably by soldering. If a radio control unit or antenna should fail to work correctly, it must be repaired by a competent radio repairer.

• POOR CONTACT OF WIRING

Since it draws a lot of current, the speed control switch when it sparks will scorch its contact points. This scorching will, after a while, cause poor contact. The points of the connectors and switches must be polished once in a while to allow electricity to flow with less resistance. Most poor contacts in the connectors may be repaired by a screw driver; refer to the chapter headed "Trouble Shooting." Scorched contacts of a switch should be carefully polished with very fine sandpaper. Metal contact surfaces wear away after repeated use, particularly ones in a speed control switch which are used excessively, and should be replaced after some period of operation.

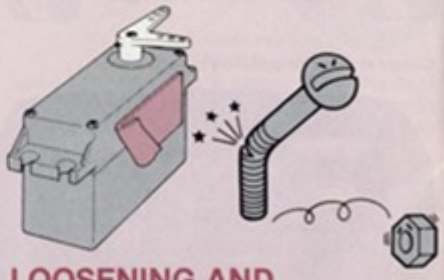
Exploded view of stepless variable speed switch



MAINTENANCE OF MECHANISM AND CHASSIS

• LOOSENED INSTALLATION OF RADIO CONTROLLED UNITS

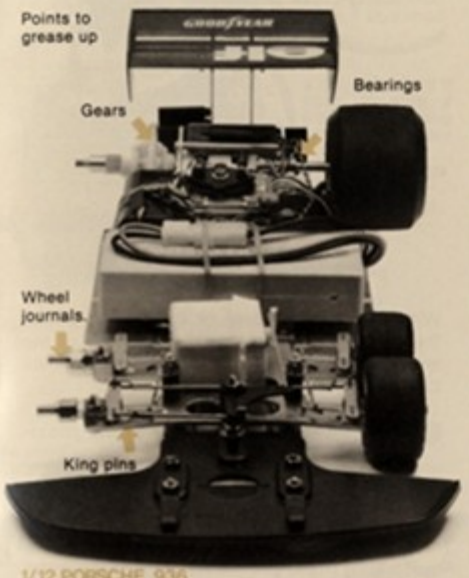
The adhesive power of double-sided tape is much reduced after one application. If the tape is reused to install servos or receivers, the units will be moved out of position due to accidents or vibrations. Loose bolts and nuts fixing the servo bands and servo trays may result in inaccurate control of the car. For installing steering servo and speed control servo firmly, renew the tape and tighten loosened bolts and nuts. Keep the double-sided adhesive tape in a cool and dry place, otherwise its adhesive properties may deteriorate. On the other hand, if the tape applied will not come off easily, wipe with a cloth dampened with benzine or water. The same cloth moistened with benzine assures strong adhesion if used to clean the surfaces of objects, i.e. servos and servo mounts, before applying the new tape.



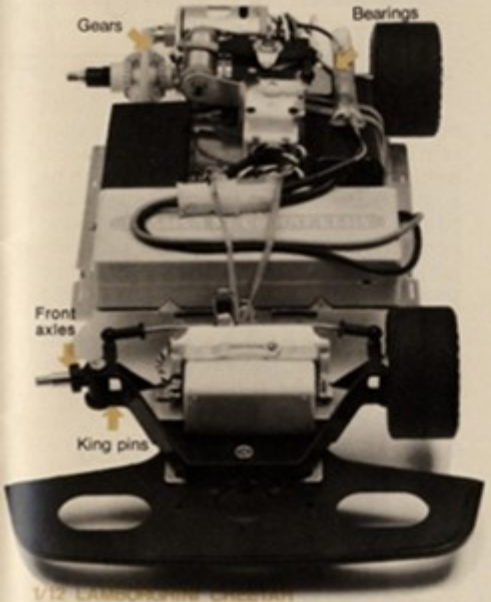
LOOSENING AND DETERIORATION OF BOLTS AND NUTS

Nuts and bolts are indispensable assembly parts and can become damaged during the running of the car or by misuse. Screws tightened excessively may twist off, or the thread may become worn. Bolts can be bent during collision and if not replaced could snap off during racing with disastrous results. Therefore, it is sensible to always change any bolts and screws that are bent, cracked or damaged in any way, before the next race.

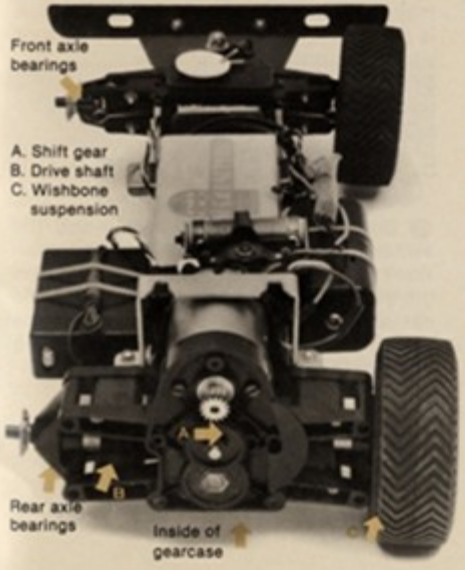
1/10 TYRRELL P34 SIX WHEELER



1/12 PORSCHE 936



1/12 LAMBORGHINI CHEETAH



Check that all nuts and bolts, including lock nuts for fixing the shafts and all other small screws, have not slackened. Retighten if necessary.

MESHING OF GEARS

The gears play a vital role in transmitting the motor power and they are subject to wear. Any dirt and dust between the gear teeth will act as a file and abrase the surfaces and any such deposit should be removed carefully. Occasionally, gears may be broken by small pebbles and these must be replaced. Your car will run much better if regular attention is given to the careful cleaning etc. of the gears. Check that the gears have not worn away so that they have to much play and cannot be adjusted. New gears require running in. If

possible, do not use new gears for races until run in.

DAMAGED CHASSIS

The performance of your car will be greatly affected by the state of the car's chassis. A bent, warped, or otherwise deformed chassis will cause the car to have different cornering characteristics. A damaged front chassis and gearcase will similarly adversely effect the performance of the car. Check for any twist or bend of the chassis by placing it on a flat surface. Some twisted chassis may be reformed. A crooked chassis may possibly be repaired by pounding with a plastic hammer. However, this may weaken the structure and make it impossible to fit perfectly.

• GREASE-UP POINTS

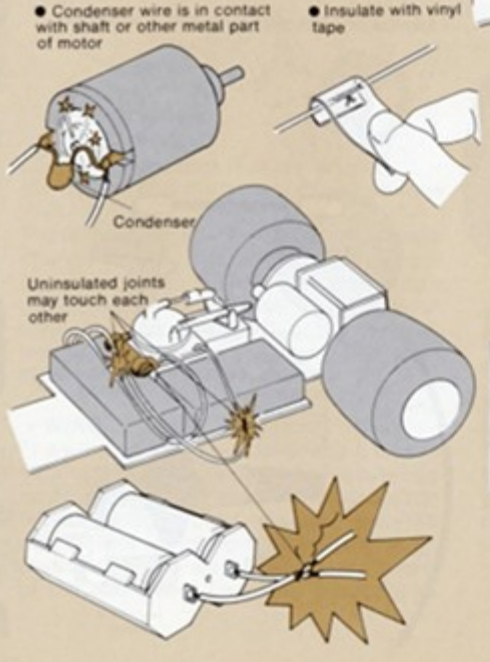
It is necessary to grease around the front and rear axles where parts rub against each other to reduce friction and abrasion. After races, besides checking of structural or mechanical parts, it is important, especially after races in the rain or through puddles, to look for signs of rust on metal parts and to check if rotating parts require oil or grease. Correct lubrication gives not only smooth rotation of wheels, but also allows proper adjustment to the steering and gives smooth operation. Lubricate the meshing of the gear teeth, suspension systems and around the rear axles which are influential in giving effective power transmission. The Tamiya Oil Spray is very useful for taking care of these sections.

TROUBLE SHOOTING

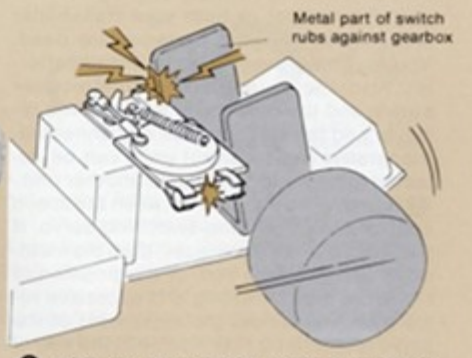
When the model car does not run satisfactorily, do not give up, but try to find out the problem. There is no breakdown which cannot be fixed. Troubleshooting is a good way to gain experience which can help you to become a skilled modeler.

1. CAUSES OF BLOWN FUSE

Nickel cadmium batteries feature the ability to discharge a lot of current at a time. Therefore, once short circuited, a large amount of current may damage the motor, switch or wiring. A fuse is installed in the circuit to protect the motor and switch by means of the fuse itself blowing out.
One of the frequent causes of a burnt out fuse, though hard to notice, is a contact between the metal part of the speed control switch and the gearbox or the chassis. Other causes are: erroneous wiring, poor insulation on the connection points of wiring and contact of the motor wires and motor shaft.

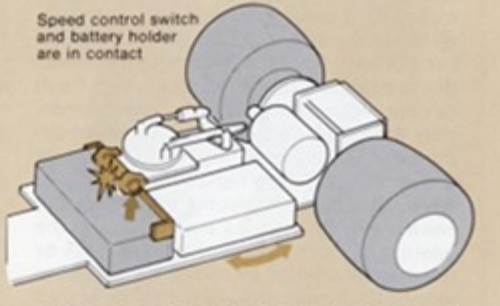


❶ In the case of the Porsche 935 particularly, a short circuit between the speed control switch and the gearbox is often found.

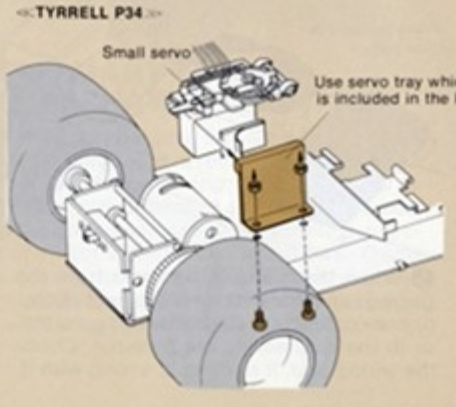


❷ With the Tyrrell P34, a short circuit is often found between the speed control switch and the holder for the nickel cadmium battery pack.

• If the fuse burns out when the car collides with something, or when the car is put on the ground, it can be suspected that the chassis is warped and the metal part of the speed switch is in contact with another metal part of the car. The speed control switch should be mounted with enough distance from the geabox and battery holders. If there cannot be sufficient clearance between them, it is a good idea to apply vinyl tape for insulation.



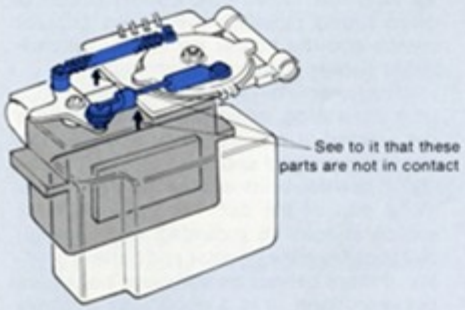
• Some servos are so small that there is not much space left between the servo and the battery holder. This will cause the problem of a short circuit. Use the servo tray (which is included in the kit) for a small servo.



2. WHEN THE CAR FALLS TO MOVE

❶ See if the switching servo operates properly. If not, you may have neglected to switch on either or both your transmitter and receiver, or your batteries are dead. You may have even failed to install batteries. Also, the wiring between the receiver switch and the receiver or between the receiver and the servo may be disconnected. Inoperative radio control units can be detected by replacing them with another unit.

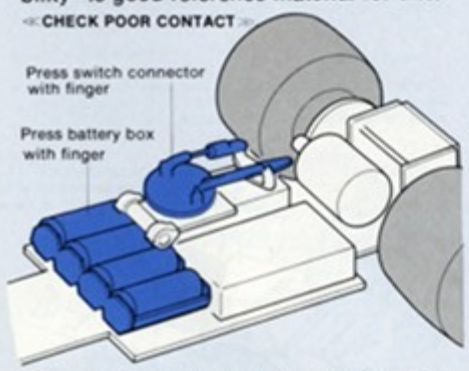
❷ Remove the pushrod between the speed control switch and the switching servo. If the servo operates correctly, then the method of installing the rod, or the position of the servo may be wrong and excessive resistance may hinder the movement of the servo. Something may also be in the way of



the movement of the speed control switch. Please also refer to (3-❶) in "When the Car Does Not Gain Speed" for methods of mounting a servo correctly.

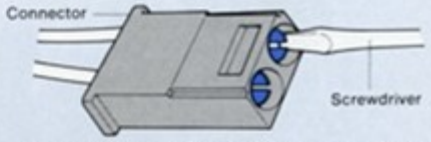
❸ When the switching servo and the speed control switch are operative and the motor does not rotate, see if the batteries are fresh or charged, and the fuse is in good condition. If the fuse is blown, repair the short circuited portion, referring to "Causes of Blown Fuse" before replacing the fuse.

❹ Remove the motor from the gearbox and see if it will run. If it does, the meshing of the gears may be too tight, or the rear axle or the drive shaft may be seized. Remove the axle or shaft and carefully polish the seized part with sandpaper and lubricate it. Determine if the axle or shaft will revolve smoothly in the bearings. "For Speeding Up" in "Building Up a Car of High Running Capability" is good reference material for this.



❺ When the motor is removed from the gearbox and does not run, incorrect wiring, or poor contacts in the battery box, switch, or in the connectors are possible. Check the wiring first. If nothing is wrong with it, press down on the battery box, switch and connectors. If the motor starts to run, it indicates that the component pressed on may have a poor contact or connection.

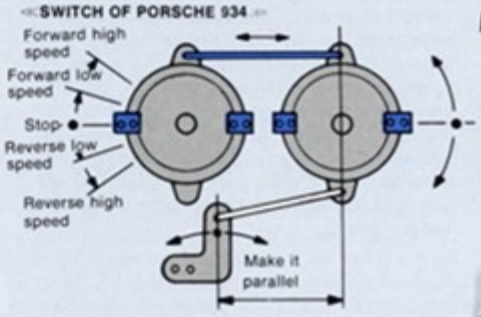
* The connector may wear out and develop a bad contact after repeated use. Crimp the tubular contact point using the tip of a screwdriver to make the contacts slip in firmly.

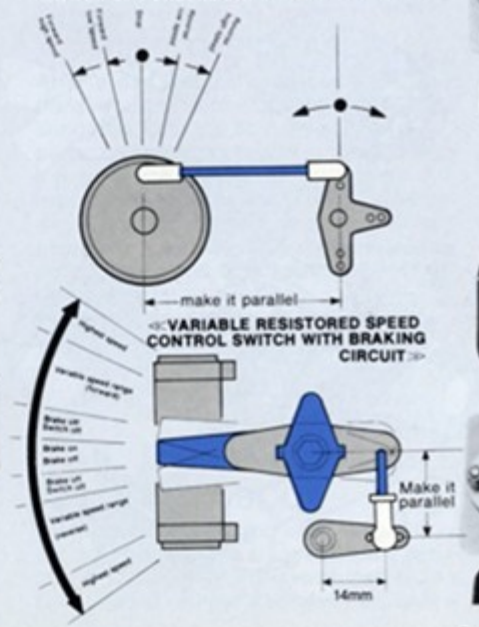


Since the motor is precision made, it can become damaged when dropped, dipped into water, short circuited, or connected to too many batteries.

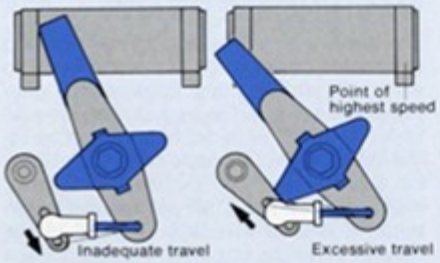
3. WHEN THE CAR DOES NOT GAIN SPEED

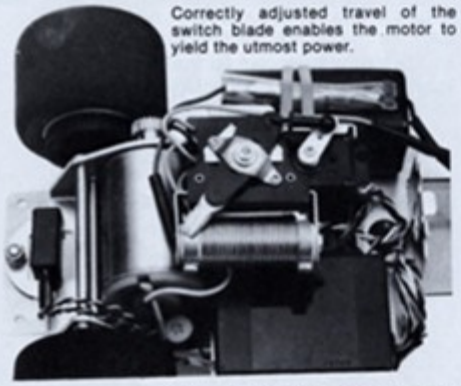
❶ Make sure the speed control switch operates properly. If the switch goes into high speed only in the reverse position, or when manipulated by hand with the servo rod disconnected, the neutral position of the servo may be out of adjustment. Adjust it with the trim lever of the transmitter. After that adjustment, if it does not shift into the reverse speed but it works correctly in the forward setting, see if the servo and the servo rod are installed correctly as illustrated below so that the switch blade can go all the way to the maximum speed end. When the adjustment is incorrect and the switch blade does not move all the way to the end or goes over it, problems may arise.



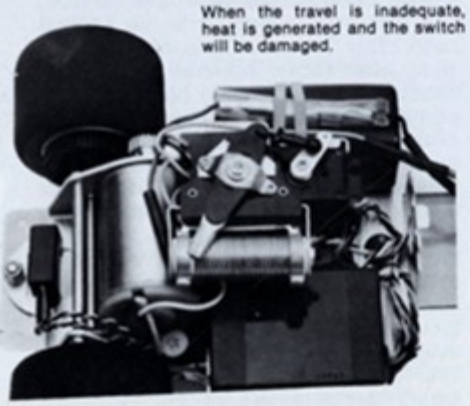


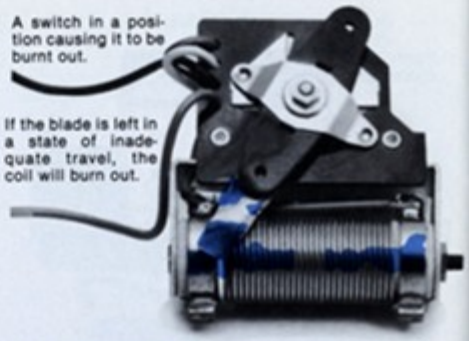
❷ See if something is in the way of the servo horn or the speed control switch which can block their proper movement.





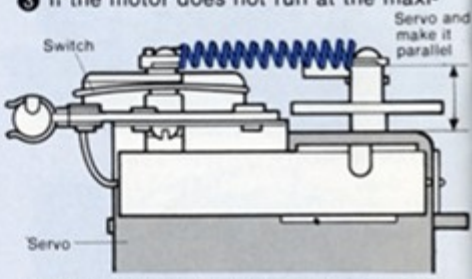
* The adjustment of the blade should be made referring to the assembly instruction sketch of the kit.





With inadequate travel of the switch blade, the coil produces heat and the colour of the lever or backlite plate will change, sometimes causing the coil to burn out.

❸ If the motor does not run at the maximum speed when the speed control switch is in its maximum position, poor contact of batteries or of the switch terminals can be suspected. Especially with the Porsche 934, when the battery terminals are making poor contact, high speed may not be obtained. The poor contact can be found by pressing the switch as it is moved into the high speed position.



❹ Check to see if the gear meshing or the shaft are too tight. Make sure the wheels rotate smoothly. Be sure to lubricate shaft and gearbox.

4. WHEN THE CAR DOES NOT TURN

❶ Does the steering servo operate properly? If not, the wiring from the receiver to the steering servo may be disconnected.

❷ Remove the steering servo. If it operates normally, the servo horn or the servo rod may be rubbing against something. Also, it is possible that the king pins of the front wheels do not move smoothly.

❸ When the car does not take corners well, refer to 1 and 2 on the page of "Building up a Car of High Running Capability"

5. WHEN A CAR DOES NOT STOP

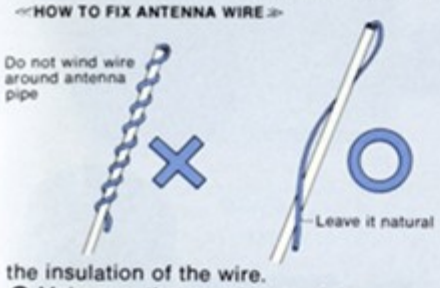
❶ Do the speed control switch and the switching servo stop at the neutral position? If not, adjust it with the trim lever on the transmitter. After the adjustment, if the car runs at high speed even though the switch is in the stop position, the switching servo or the servo rod may be mounted improperly. Correct them referring to 1 in "When the Car Does Not Gain Speed"

❷ Excessive play in the connection between the switching servo and the speed control switch may cause the switch to fail to return to the stop position even when the servo is at the neutral position.

6. IF THE RADIO CONTROL DOES NOT OPERATE

❶ If the batteries of the transmitter or receiver are low, the radio control will not operate. Replace with new batteries.

❷ Are the antennas of the transmitter and receiver ok? The following actions make the reception of radio signals poor: shortening the receiver antenna wire, winding the wire around the antenna tube, leaving the wire inside the model car, or removing



the insulation of the wire.

❸ Make sure that metal parts of the car do not rub together under vibration. Rubbing between metal parts will sometimes generate radio noise which disturbs radio control.

❹ Hold the transmitter away from the car with the control stick in the neutral position. If the servos are glitching, it is most likely caused by radio interference.

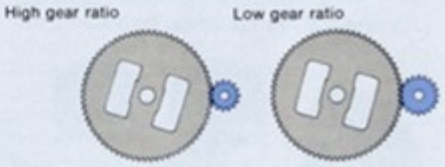
CHARACTERIZING A CAR

There are a variety of car characters: fast cars, cars with excellent acceleration, cars with good cornering capability, and so forth. Cars assembled from kits come out diversified in quality because they are built up through the assembler's own techniques. Build your car in your own way. The most apparent characterizations are formed in the gear ratio and the steering characteristics.

1. MAXIMUM SPEED AND ACCELERATION CAPABILITIES (GEAR RATIO AND SPEED)

At a given output power of the motor, the maximum speed and acceleration capabilities are determined by the gear ratio. With electric cars, the relation of the pinion gear on the motor shaft to the gear of the rear axle is important. You will have a higher gear ratio with a smaller pinion gear (smaller number of teeth) and a larger gear on the rear axle. The opposite makes a low gear ratio. With a high gear ratio, the car has a better acceleration capability, but a limited maximum speed. A car with a low gear ratio has poor acceleration but a high maximum speed.

A car with high gear ratio is suitable for a technical course which is built with hair pin curves demanding low speed driving, while a car with a low gear ratio is for a speed course consisting of longer straightaways and curves of longer radii.

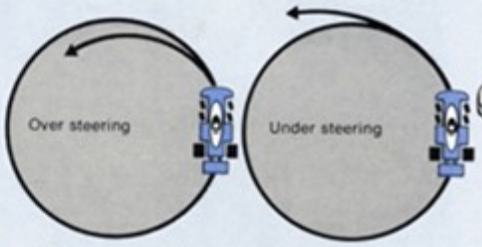


TIRES

The diameter of the drive tires is also related to the speed and acceleration characteristics. The larger the diameter of the drive tires, the higher the speed the car will develop within certain limitations.

2. UNDER STEERING AND OVER STEERING (STEERING TENDENCY)

When the steering wheel is turned, the car will also turn in the same direction. However, most cars have the tendency to turn excessively or inadequately. These characteristics are called steering traits. Cars that turn excessively have over steering traits



and the others have under steering traits. Cars that turn in close proportion to the control have neutral steering. This is hardly achieved except with cars that are running at a low speed.

STEERING WHICH IS EASY TO CONTROL

A car with slight under steering is easy to drive. A car with over steering will spin when taking corners at a high speed. Even on a straight course, it is unstable. An under steering car has difficulty making sharp turns, and at a high speed it may not be able to take corners and could leave the course. In either case, excessive steering makes a car difficult to control.

FACTORS TO DETERMINE STEERING CHARACTERISTICS

The steering characteristics are affected by the difference between the traction of the front and rear tires. When the traction of the front tires is greater than that of the rear tires, the result is over steering. The opposite condition causes under steering. Therefore, adjust the traction of the rear tires so that it is a little greater. You will then attain a slight degree of under steering.

The traction of a tire is determined by the weight it carries, by the area of contact of the tires on the road surface, and by the softness of the tire surface. The heavier the weight a tire carries, the larger the contact area becomes, and the softer a tire is the greater the traction becomes with certain limitations.

ADJUSTMENT OF STEERING CHARACTERISTICS

• DECREASING OVER STEERING

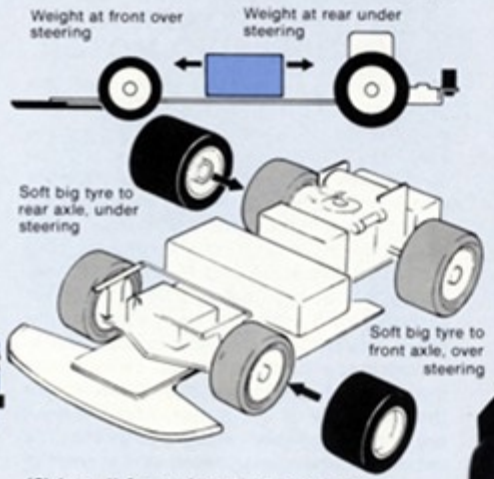
(1) Place a heavy load, such as batteries, at rear portion of the car.

(2) Replace the rear tires with larger ones or replace the front tires with smaller ones.

(3) Replace only the rear tires with sponge tires.

• DECREASING UNDER STEERING

(1) Place a heavy load at the front of the car.



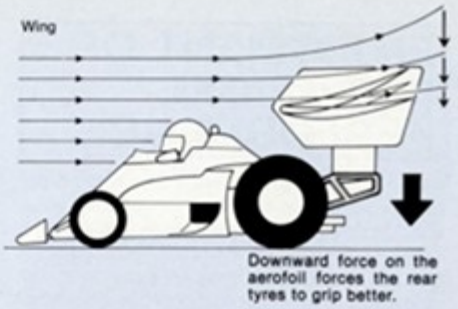
(2) Install front tires that are larger.

(3) Replace only the front tires with sponge tires.

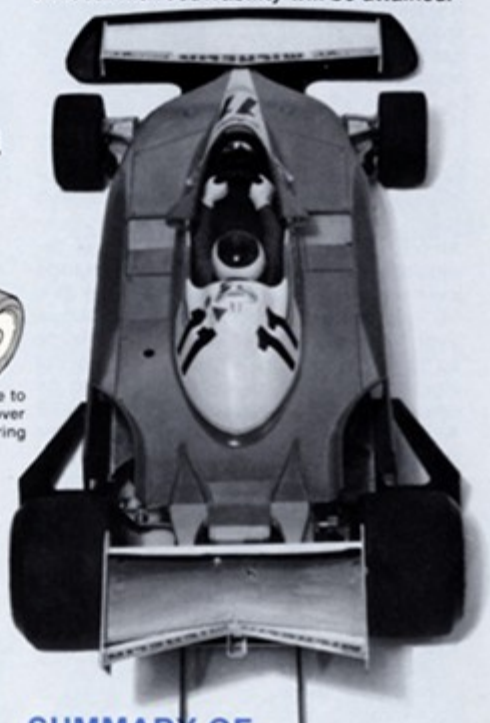
These three remedies are the basic ways to change steering characteristics. The traction of cars with suspension systems can be increased by decreasing suspension spring tension. 30% -40% of the car's full weight should be on the front wheels and 60% -70% on the rear wheels.

• WING

The wing attached on many racing cars is employed to gain stability at high speed running. With your radio controlled cars, the rear wing is used to press down the rear wheels for improving the traction on the road. In this way, the gripping power of the rear wheel becomes greater than



that of the front wheels and the steering trait changes toward under-steering. The faster the car goes, the more effective the wing becomes, that is, the greater the down thrust on the rear wheels. Depending upon the way you adjust the wing, the car can have an excellent cornering characteristic on a low speed curve, but still keep superb stability on the high speed straights. Such a car, also, will show a good adhesion to the road at high speed running. The effect of the wing is lessened when the wing is flattened. The more it is lifted, the greater the down-force. However, it increases the air drag, too, and the velocity of the car slowed. Therefore, the adjustment of the wing must be made carefully, and with the proper adjustment an ideal manoeuvrability will be attained.



SUMMARY OF CAR CHARACTERISTICS

Before you become familiar with controlling techniques, it is recommended to keep the car under steering. (Refer to "How to Turn"). Adjustment of toe-in and toe-out, tread and wheelbase all have some connections with steering characteristics. These adjustments interact closely. Test your car in various ways and find out the most proper steering characteristic for good control.

ENJOYMENT OF IMPROVING PERFORMANCE

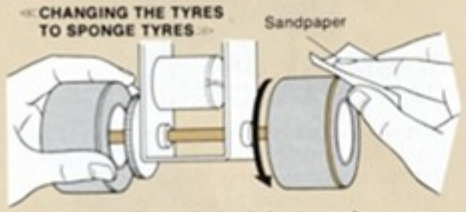
As you attain proficiency in controlling cars, you will be tempted to improve your car. This chapter will introduce handy ways of increasing performance. The most important matter you have to keep in mind when you modify your car is to keep everything in balance. By putting a big motor on your car, you can make it run faster. Still it cannot be an improvement of performance if it has lost stability. Most kits on the market are produced by the manufacturer with all factors considered such as speed, maneuverability and durability. So try to enhance the collective performance of your car.

1. UTILIZING AVAILABLE PARTS FOR IMPROVEMENT

Some car kits have optional parts for tuning up available on the market, such as a more powerful motor and a gearbox with ball bearings. For instance, the powerful Mabuchi RS 540 motor and special made ball bearing gearbox case are available for the Tamiya Tyrrell P34 and the Porsche 935. It is the most ready and effective way to use these parts for tuning up. These parts can also be used for other kinds of car kits with some reworking.

2. ADOPTING PARTS MADE FOR OTHER KITS

Antoher convenient way is to adopt the replacement, repair and tune up parts which are made for other types of car kits. For example, the Tamiya Porsche 934 kit is designed to use RS 360 motor and the change-over switch in parallel or series, using only "C" size nickel cadmium batteries. However, since the chassis is almost the same as the Porsche 935, the performance of the Porsche 934 can be easily increased by using parts produced for the Porsche 935. First, change the motor to the RS 380S type and next use the speed control switch with the resistor type variable speed control switch or the stepless variable speed switch with built in braking circuit, and the battery box with the battery pack holder, so that a nickel cadmium battery pack can be employed. Just this much of modification boosts up the capability of the Porsche 934 to that of the Porsche 935.



You can enjoy other tricks by using components for other kits like changing the tires to sponge tires according to the condition of road surface or installing ball bearings into front wheels.

3. UTILIZATION OF PARTS OF OTHER KINDS OF MODELS AND EVERYDAY LIFE COMPONENTS

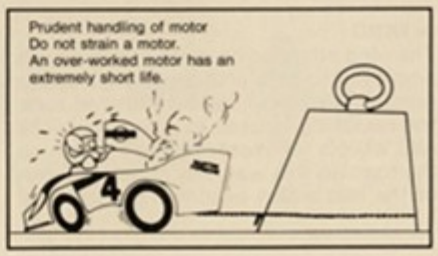
Many sorts of parts are available on the market, other than radio controlled electric car parts. For instance, a type of push rod connecting servo horns and control units in a model are sold which have threaded ends and easy to adjust length. Also, a velcro pad with one-sided adhesive may be used for binding the wiring and installing car bodies, etc. So these items of other crafts besides model building and components of daily necessities can be of good use for your radio controlled electric model cars.

4. LIGHTENING WEIGHT

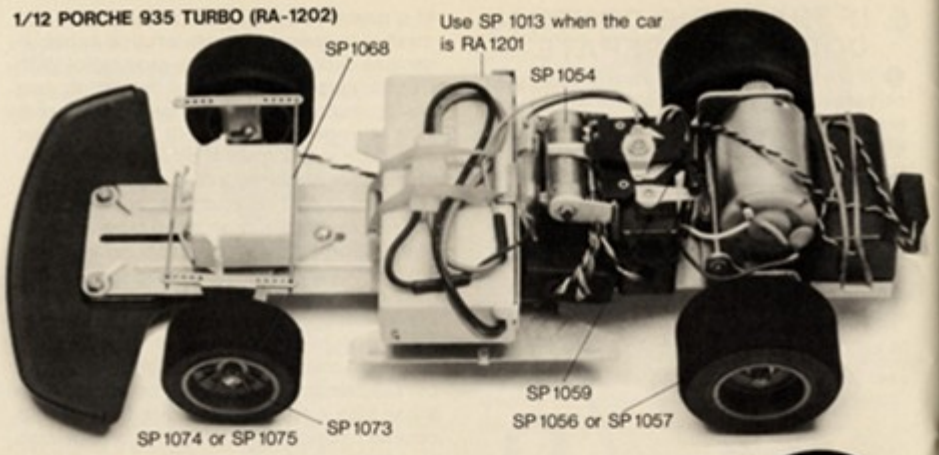
Lightening the weight of a model car is another effective way to enhance the performance. Cutting off part of chassis and gearbox case is often done. Also, the window shield is made of thin 0.2 mm transparent plastic plate or only 1 battery unit supplies energy to both the radio control receiver and the drive motor is employed. But radio controlled cars are subject to shocks from road surfaces while running, and to the impact of collisions. So the car must be very sturdily built.

5. SUPPLEMENTARY OF BATTERY POWER AND REMODELLING MOTOR

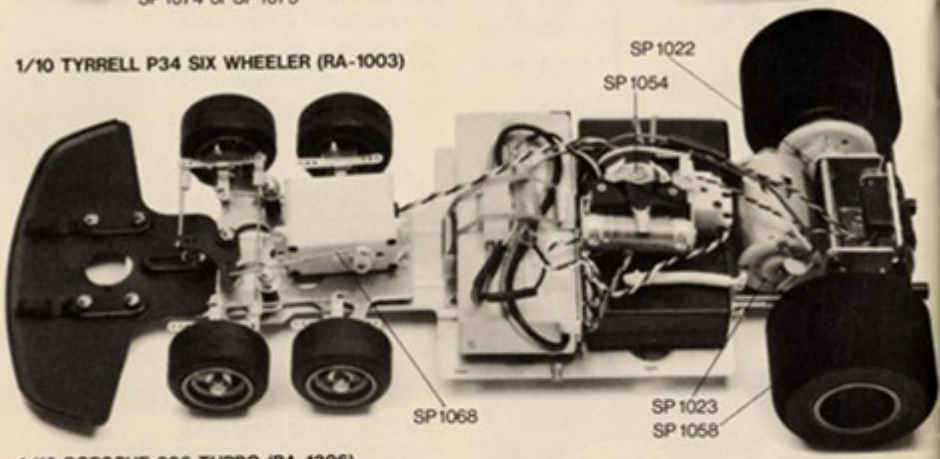
By increasing the number of batteries, improvement of performance can be certainly achieved. However, this must be done very carefully because the motor and the switch may be overstrained. Rewinding a motor armature with thicker wire makes a motor rotate faster, but it will draw much more current. Also, filling up the gap between the armature and the magnets amplifies the torque; this can be done by inserting 2 or 3 sheets of cellophane in the place. Neverthless, the motor is such a precision made item that these renovations may decrease performances or deteriorate the durability of the motor. And chances are in many official racing events that the maximum voltage is placed under restriction; sometimes reworking the motor is prohibited at all.



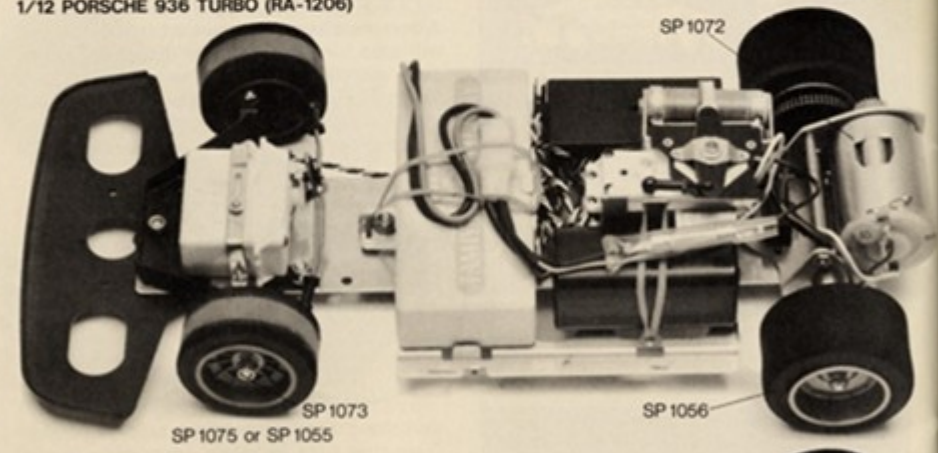
1/12 PORCHE 935 TURBO (RA-1202)



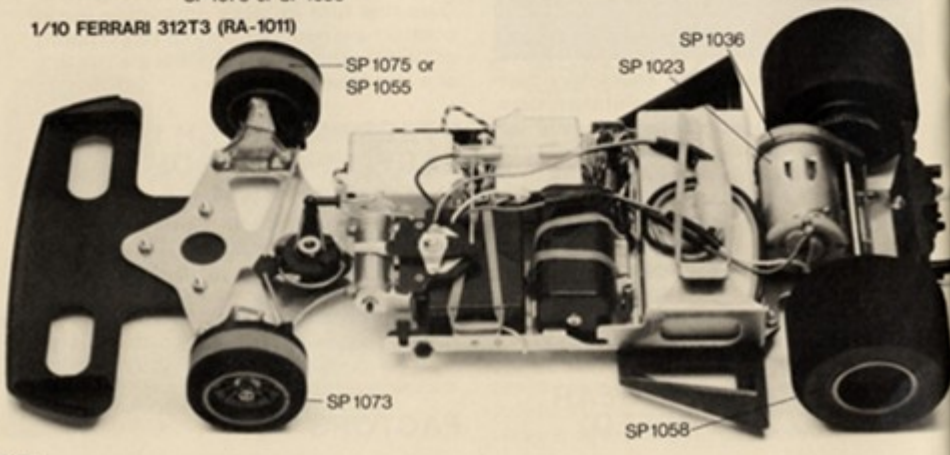
1/10 TYRRELL P34 SIX WHEELER (RA-1003)



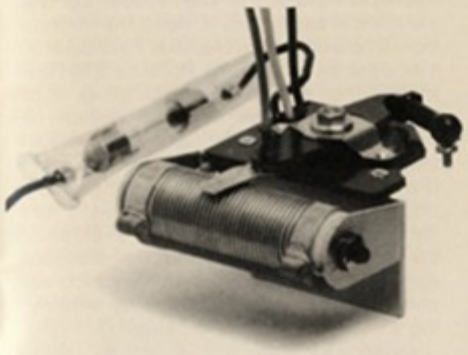
1/12 PORSCHE 936 TURBO (RA-1206)



1/10 FERRARI 312T3 (RA-1011)



SWITCH SET



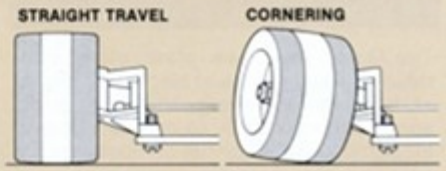
This is a stepless variable speed control switch which gives smooth and fine velocity control from stationary to very high speed. The speed control of a car is a decisive factor in taking corners. This switch enables you to make sharp turns with a sensitive control. You can achieve rapid acceleration and deceleration as it has a braking circuit installed.

PRECISION BALL BEARINGS

Ball bearings are a must for increasing the performance of all radio controlled cars by reducing friction. Ball bearings used on the front axle boost cornering capability. At the same time, they help to prolong the battery life since the loss of energy decreases considerably. Ball bearings can be used for the Porsche 934 and 935 when installed with the semi-pneumatic front tyres A.

DIPLO TYRE SET

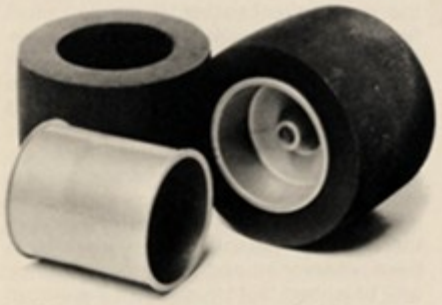
These tyres are the result of a new idea; the centre portion of the tyre is of rubber, sandwiched in between sides of sponge. It accomplishes both excellent stability on the straight and superb cornering capability. Beginning with the Countach Competition Special, it can be fitted to all other Tamiya radio control cars. The set contains 2 tyres, 2 wheels, other bearing parts. The wheels are designed to accept ball bearings, available on the market as optional extras.



The front wheels affect the control of the car more than you may think. For gaining stability in straight travel, the traction force of the front wheels should be reduced. However, this will give understeering on bends. Reversely, with the increased traction of the front wheels, sharp turns at bends can be achieved, but on the straight, the car will lose stability and with a little turn of the steering wheel will weave and zig-zag. Diplo tyres are the answer to this problem. On a straight track, the centre portion of rubber will grip the road assuring a mild response and stable running; at curves the side sponge section of the tyre, which has better gripping characteristics, will be in contact with the ground and will make sharp turns. The diplo tyres are produced to utilize the difference between the tractability traits of rubber and sponge. They have created a new enjoyment in model car driving.

SPONGE TYRE

This is a sponge tyre with a width of 40 mm. It has splendid traction characteristics. The set includes two tyres and two wheels. The tyres can be used for the Countach LP500S Competition Special. Together with SP1091 Wheel Stopper and SP1072 Gear Case & RS-540 Motor Set, it can be employed as a tune-up part for the Porsche 936 and the Countach standard model. A sponge tyre, with its excellent road grip, will not only enhance the cornering capabilities of your model, but also improves its acceleration as less energy is lost by skidding.



• The sponge tyre with its excellent gripping trait is ideal for a rather coarse surface, such as asphalt or concrete pavement. Because of their light weight, the tyres allow the wheels to rotate easier. Against wet or smooth surfaces, the semi-pneumatic rubber tyres will sometimes give better traction. So it is recommended that the tyres to be used should be selected in accordance with the road surface conditions prevailing.

SOME IDEAS OF CAR DECORATION

Decorate your car, the fruit of your effort, as pretty as possible. Plastic bodies of the radio controlled electric model cars today are made so lifelike that they can be displayed as stationary models.
From Tamiya, figures of the driver, mechanic, team manager and a tool set in 1/12 scale are already in the market. Arrange them around your car and you can make a nice lively decoration for display where you car certainly will look better.

1/12th SCALE MOTOR RACING TEAM SERIES

1 DRIVER
RM1201

This is a doll of a driver in a racing suit with a helmet in his hand. The helmet is a full face type, a visor is furniished as a separate part, a pair of gloves can be put into the helmet.

2 MECHANIC <WHEEL CHANGING>
RM1202

Tires play a vital role for a racing car. The tire manufacturers are struggling for better quality so intensely that it is called a "War of Tires" This is a figure of a mechanic holding a wheel wrench and unscrewing the nuts. A cross wrench, an air wrench, and a hammer are included in the kit.

3 MECHANIC <ENGINE TUNING>
RM1203

A powerful racing car engine requires very delicate tuning up. This is a doll of a mechanic handling a plug wrench in his hand and checking plugs of the engine. The garment he wears is a mechanic's suit, called a coverall. A plug box and a plug wrench are included in the kit.

4 TOOL SET
RM1204

Repair of the machine is done in the pit; also a piece of advice or two may be given to the driver. Many typical tools for racing cars are included: from big devices as a jack and a welder to small tools which are supposed to function as fingertips of a mechanic. The set is of very useful and helpful accessories.

5 TEAM MANAGER
RM1205

Taking the leadership of the team aiming at victory, the team manager is giving a piece of direction to the driver with one hand placed upon the car body. He is in a sweater and a jacket, having a sport cap on; the jacket consists of separate parts to create a feeling of reality.

POWER SOURCE

Dry cell batteries are not powerful enough to enable you to get full enjoyment from radio controlled cars and tanks. We recommend that you use a rechargeable nickel cadmium battery or wet cell battery. The Tamiya Ni-Cd Battery pack is widely used for powering electric radio controlled models. For radio controlled tanks, the Tamiya Sealed Battery is the most appropriate. Both batteries are rechargeable and, therefore, more economical.

TAMIYA Ni-Cd BATTERY 6V-1200mAh

TAMIYA Ni-Cd BATTERY

TAMIYA NI-CD BATTERY

The battery is developed for powering Tamiya radio controlled car models in cooperation with Sanyo Electric Co., Ltd. It is a high performance rechargeable battery with five nickel cadmium cells connected in series in a pack to assure you exciting high speed running. Being in a pack, it is more handy and effective than individual rechargeable cells. The compact square case requires no extra housing to enable the battery to be fitted in a model car. The attached customised connector gives a firm and safe connection. Since it withstands over 300 discharge-recharge cycles, it is very economical.

Tamiya ni-cd battery • Nominal capacity/(5 hours rate) 1200mAh. • Nominal voltage/6.0V • Minimum voltage at discharged point/5.0V • Standard charging current/120mAh • Standard charging time/14—16 hours • Maximum drawl/4.8Ah • Operational temperature range/discharged —20°C to +60°C, charged 0°C to +45°C, storing for long period —30°C to +35°C • Dimensions 117 x 50 x 25 mm • Weight about 305g • Produced by Sanyo Electric Co., Ltd.

TAMIYA Ni-Cd BATTERY 6V-1200mAh QUICK CHARGER

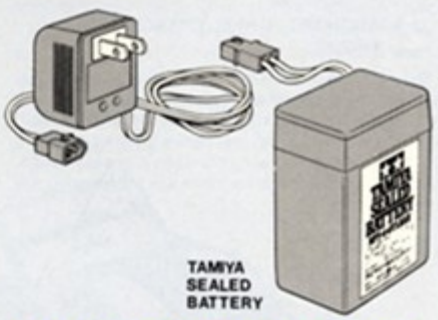
EXCLUSIVE QUICK CHARGER FOR USE WITH TAMIYA NI-CD BATTERY

This is an exclusive fully automatic charger designed for safety and reliance, for quick recharging of the Tamiya Ni-Cd battery. The charger is powered from a cigarette lighter socket in a car which makes it excellent for field use. The standard charging time is only fifteen minutes; short enough to recharge the battery during an interval of the races. When the charging is completed, the charger automatically switches off and the pilot lamp goes out. A different circuit is incorporated and whilst charging, the charger is constantly checking the state of the battery. Inadequate or overcharging is impossible and an already saturated battery cannot be damaged by continued charging. Also, the charger is designed for safety against over-heating of both charger and battery. If any extraordinary heat is generated from either unit, the switch turns off automatically. Safety is very important with a quick charger, because it supplies a lot of current at a time.

The size is about 11cm x 7cm x 5.5cm, weighing only 220 grams; very compact and easy to carry. The length of the input cord is 80cm and the outlet cord 35cm—long enough to use. The pilot lamp will light while charging and go out when the charging is complete as an extra safe guard. All in all the Tamiya quick charger features a safe and prudent design for reliable and handy operation, adding to the enjoyment of radio controlled cars.

Tamiya quick charger for Tamiya Ni-Cd Battery • Battery to charge—Tamiya ni-cd battery 5N1200 SCT (6V 1200mAh) • Power source for charging—car cigarette lighter (12V negative earth) • Charging time—about 15 minutes • Temperature range for operation—0°C to 40°C • Charging capacity—70% (nominal capacity ratio is variable according to ambient conditions) • Resistance cord is provided with over-heating protection • Dimensions 111mm x 70mm x 55mm • Weight —about 220 gram • Length of input cord—880mm • Length of output cord—350mm.

TAMIYA SEALED BATTERY 6V3.8Ah



TAMIYA SEALED BATTERY

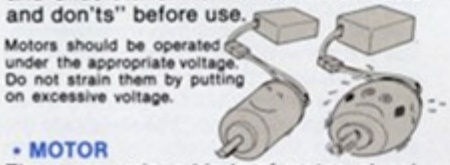
TAMIYA SEALED BATTERY

The Tamiya sealed battery is a closed type wet cell battery of 6 volts 3.8 amperes. Since it is sealed, you can lay it down without fear of leakage and it does not require to be replenished with water. You can recharge it about 100 times.

Tamiya sealed battery • Voltage—6 volts • Nominal capacity/(20 hours rate) 3.8Ah • Standard charging current/early stage 250mA/later 100mA • Charging time/10 to 12 hours • Dimensions/105mm x 71mm x 47mm • Weight/720 gram • Produced by Yuasa Battery Co., Ltd.

TAKE CARE IN HANDLING

The Motor, the power plant; nickel cadmium battery, source of electricity; charger, to restore the energy to the batteries; speed control switch, to control velocity; all of these are essential components for enjoying the dynamic running of your cars. Misuse of them leads to unstatisfactory performance, could lead to dangerous over-heating or to a breakdown. Therefore, you are best advised to read and understand the instruction of "do's and don'ts" before use.



Motors should be operated under the appropriate voltage. Do not strain them by putting on excessive voltage.

• MOTOR

There are various kinds of motor, classified by size, the number of windings on the commutator, current draw, etc. Each motor has proper voltage and load under which they are designed to operate; excessive strain shortens their life greatly. Any defect in a motor is hard to detect from the outside. So careful handling of your motor is advised.

(1) Excessive voltage will shorten motor life.

The motor RS-380 and RS-540 are most frequently used with the radio controlled cars. They are designed to work under 6 volts. The maximum permissible voltage is 12 volts. Any excessive voltage will burn the coil in the motor and ruin it.

*) Over-load also shortens motor life.

Output power of the motor is designated from the beginning in accordance with its size and the prospected voltage. Forcing it to overwork lets superfluous current flow in the motor which will turn to heat, resulting in over-heating. In the worst case, the electric wires of the motor will be fused together. Improper gear ratio, tight gear meshing, poor rotation of the wheels, these could be sources of strain on the motor. See if there is any part of the motor over-heating. If so, you must find out the cause. An over-heat motor results in loss of speed, requiring more flow of electricity, and the battery will be discharged sooner. It is almost impossible to repair a motor which has burnt out.

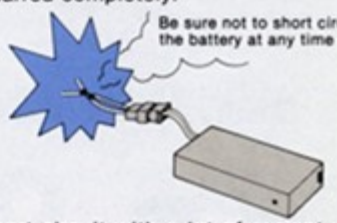
(3) Modified motor requires more attention. You can boost up the performance of a motor, such as its revolutions and torque, by altering the inside constituents. But the motors available on the mark have been researched and developed for their well balanced factors, such as the output power, the velocity of rotation in relation to their durability. Therefore, an immoderate change in the performance elements may make the motor less powerful or have poorer durability, even when the motor's r.p.m. is improved. When you mount a modified motor in your car, you should be extra cautious not to impose any over-strain on the motor than when you are using a stock type of the motor. Chances are the conversion of a motor deteriorates the performance of the motor unless you are well qualified to do it.

• SPEED CONTROL SWITCH

Improper usage of the speed control switch will easily ruin it. Read the instruction throroughly before use. Particularly, since the switch on the Porsche 934 RSR shifts the speed by separating four pieces of batteries into two groups, it cannot be used for the Tamiya Ni-Cd Battery Pack which is composed of five cells. If it was to be used in this car, the wiring and the switch blade would melt. From Tamiya, the resistor type two stepped speed control switch and the stepless variable speed control switch, which enables gradual speed change by employing a coil resistor, are on sale.

• NI-CD BATTERY

The Tamiya ni-cd batery is such a high performance power source that it is able to push out more than 30 amperes, which is equivalent to 200 watts. An erroneous handling of the battery may evoke overheating or melting of the electric cord or the case. Possibly the battery itself will be marred completely.



Be sure not to short circuit the battery at any time

(1) Short circuit with a lot of current will melt the cord. This is one of the most dangerous faults with the Ni-Cd battery and occurs frequently. With a short circuit, a large amount of electricity will flow through the circuit in a short period of time and will generate heat. This could cause the cord to burn and the battery pack to melt. When the battery appears normal, the internal soldered points may melt and the wiring may be out of contact. An accident during a race may cause an extraordinary load to be put on the motor, having the same effect as a short circuit resulting in the ruin of the motor, wiring, switch or battery.

(2) Breaking of wiring by shock

The Tamiya ni-cd battery is packed in a hard plastic case, firm enough protect the cells from some degree of shock. However, it may be damaged by a strong impact; for example, when dropped from a high place. Although the outside case appears undamaged, the inside wiring and contacts may have broken. In either event, of course, no current would flow. Pulling or kinking the electric cord is another taboo as it may cause the contacts and connectors to become out of position.

(3) Water in the battery.

Water which penetrates into a battery may cause a short circuit or corrode the internal wiring when the electricity flows through the wet wiring. When the contacts are erroded, the internal resistance increases and the discharging characteristics decreases. Therefore, if the battery becomes wet, stop running the car and

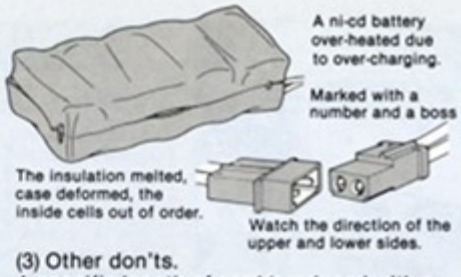
dry the battery thoroughly.
(4) Heat by over-charging is dangerous.
Over-charging shortens the battery life rapidly, especially so when the charger used is a quick charging type incorporating a timer. For instance, a charger with a 15 minutes timer charges about 5 amperes of current into a nickel cadmium battery during one charging cycle. In such a case, nickel and cadmium are expedited to react chemically and produce a gas at a rapid rate. If the charging is continued beyond the limit, chances are that heat is generated along with the gas and will melt the case or the wiring. So over-charging should be avoided under any circumstances. A feature of the Tamiya quick charger is to prevent this danger by a cut-off circuit which detects the amount of electricity in the battery and switches off the charger automatically, assuring safety of use.

• There is almost no danger of over-charging with a charger requiring 14 to 16 hours to charge. Although over-discharging is not dangerous, you are required to be careful, because the battery may become impossible to recharge. After running your cars, make it a rule to always switch off the speed controller and disconnect the battery.

• CHARGER

It is important to have the correct charger to enable you to obtain the very best performance possible from your battery.
(1) Breaking of the wiring in the circuit.
When a charger is knocked or jolted, the pilot lamp or the internal circuit may become damaged. If the portion of the circuit which controls the charging voltage and amperes snaps, the charger will not function at all.

* An overnight type charger shows a difference in voltage from 3.5 to 4.5 volts when measured between the terminals without a battery connected. This indicates the charger works correctly. In the case of a quick charger, it does not read any voltage; this is a normal condition, if the pilot lamp is on.
(2) The reverse connection will break down the charger.
Most breakdowns to a charger can be attributed to reverse connections. Enormous current will flow through the circuit between the charger and the battery in a moment if connected reversely. An overnight type charger especially is designed to allow a little current to flow for a long time and it will burn out in a moment if connected wrongly. The Tamiya system allows that an exclusive socket is fitted to each size of battery. The charger is fitted with an equivalent exclusive plug so that only the correct charger may be used on that battery.
With the quick charger in exclusive use for the Tamiya Ni-Cd battery, you are required to watch not only the direction of the connectors, but also polarity of the 12 volt power source (negative earth). Mistakes will cause the battery to burn inside and become useless.



(3) Other don'ts.
A specific length of cord (produced with a designated resistance value) is used on the input side of the quick charger for the ni-cd battery. This cord should not be cut, otherwise the resistance value varies and the cord will heat or melt. Also, do not attach any connector or clip anywhere on the cord. When a cigarette lighter of a car is not used as the power source, a cigarette lighter socket available on the market should still be used. Watch the polarity!!
When a transformer from 100 or 200 volts down to 12 volts is used as the power source insead of a car cigarette lighter, though it is not recommended, the capacity of the transformer has to be 6 to 8 amperes, or else the desired charging cannot be performed.

DECORATION OF YOUR CAR

People say that a beautiful car runs fast. Real international racing cars in top rankings are beautifully finished. Your car which has been assembled through laborious work should be painted nicely. Finishing is very important and strongly influences the impression of a machine. A color scheme for a car kit is designated in the assembly pamphlet, but you are challenged to enjoy your own coloring. Tamiya presents all car bodies only on the market under a commercial name of "Spare Body Set" These are useful not only when your car body is torn up, but also it offers you a chance of painting your car in your original way.

• FINISHING OF PLASTIC BODIES

A plastic body enables you to enjoy the life-likeness of full scale models. Unlike the clear bodies which should be painted from inside, the plastic bodies can be painted on the outside allowing you to paint with more freedom. Finishing is easier than you might imagine.
(1) Plan first your colouring scheme.
Your originality cannot be expressed just by putting paint on the plastic body. You can get great satisfaction and enjoyment from your own well-designed colour scheme. Bringing out the differing textures of rubber and metal etc. is another technique. You should first of all decide on your pattern and the colours you are going to use.
(2) Preparation is important.
Prepare the undercoat in accordance to your finishing schedule. Assemble sections such as body and a wing loosely. It is useful to put all the parts to be painted in one colour together. Previous washing of parts and sections with detergent is necessary also to remove oil and dust from surface to be painted.
(3) Masking
For painting patterns of overlaying one colour upon another, masking tape is very useful to create sharp contour lines. You can also employ paper to cover larger areas. When applying masking tape, the edges should be pressed down firmly since the ahesive substance on the tape is not very strong and the colours could seep under the tape. It is a golden rule to apply light colours first and then the darker colours when overlapping paints.
(4) Colours and polish
For finishing large parts and bodies, spray paints are handy to use. For the finishing touches, a polish compound may be used.

• FINISHING POLYCARBONATE BODIES

Polycarbonate bodies have a different finished effect. In comparison with the plastic bodies, they lack somewhat the feasibility of being finished in a more precise design. However, they have their own beauty when painted on the inside. The polycarbonate bodies are much tougher for collisions and ideal for practice running, although it requires some knack to finish them beautifully.

Polycarbonate Body for RA1011 Ferrari 312T3

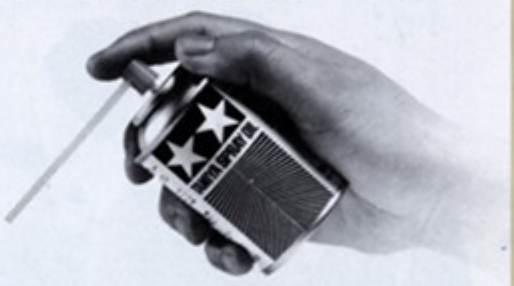
(1) Cutting out the body.
With a knife or scissors, clip off the extra edges of the body along the groove. Try not to cut off the body portion. For thicker places, draw a line first with a knife, then cut it out with scissors. The same method can be adopted to cut the detailed parts. Wheel arches should be properly rounded.
(2) Painting and masking
When painted from the inside, the polycarbonate bodies appear to be glossy as if they had a transparent layer over the surface. Painting must be done only after the surface is washed with detergent to remove any grease or dirt. Masking also should be done from inside. However, it can be applied on the outside surface for protecting the body from being daubed with paints. The masking tape can be peeled off more easily before the paint dries completely. In contrast to painting plastic bodies, when several coats are being applied, the darker colours must be painted first and then the lighter ones. The previous coat should have dried thoroughly before the next coat is applied. Some planning is required to enable the masking tape to be removed in the correct order. Water soluble paints are often used for this kind of body as ordinary plastic paint tends to come off.

HINTS FOR FINISHING

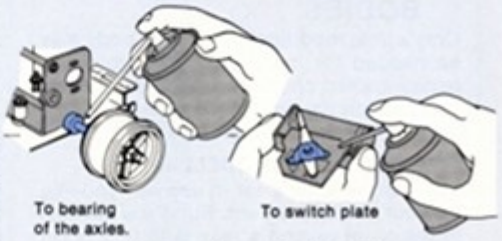
Until the latter half of the 1960s, the racing cars at the International Races were painted in National Racing Colors which were designated for each country. However lately they are painted in colors representing the image of sponsoring companies or the design of the merchandise package. Among the well known are the Martini stripes in red and blue; navy blue of the Porsche Works; a design from a cigarette pack in the black and yellow of the JP Lotus; red and white of the Marlboro McLaren. Think out your own design, assuming you were a sponsoring firm.
The following is a list of some National Colors:

Japan . .	. .2 tones Red and White
UK	.Green
USA	.2 tones Blue and White
Italy	.Red
France	.Blue
Germany	.Silver
Austria	.Stripes of Blue and Silver
Belgium .	Yellow

TAMIYA SPRAY OIL



After your cars have been running in the rain or through puddles, spray Tamiya Spray Oil onto the chassis or other metal surfaces. This will penetrate between the water and the metal surface to form a layer which helps to dry up the surface and also protects the metal from rusting.



Since it has a cleansing function, the spray promotes the conductive power of electricity and guards the contacts of a switch against abrasion. This is a must for maintaining your radio controlled models.

ORIGINAL CAR BODY

In the real car world, there are many kinds of races: of formula cars, of 2 seater open racing cars, of remodelled machines from the cars on the market. It must be delightful to create model cars which cannot be obtained from the kits. These days many modelers are to be seen participating in races with their own car body or with remodelled cars from plastic model kits. It might be an exciting idea to run a classic car on the circuit. Some skillfulness at model building may be a must, but it is a challenging job.

1. USING PLASTIC MODEL BODIES

The most handy and simple way of creating your own body is to utilize car bodies of plastic models in the same scale. The scale allows reproducing the details; as a result, some portion of parts may be going to be waste. And you have to figure it out previously whether or not there is enough space to install radio control units. When not, the chassis is sometimes transformed considerably. Also, the body may have to be reinforced sufficiently in case of collision.

2. MAKING BODIES OF YOUR OWN

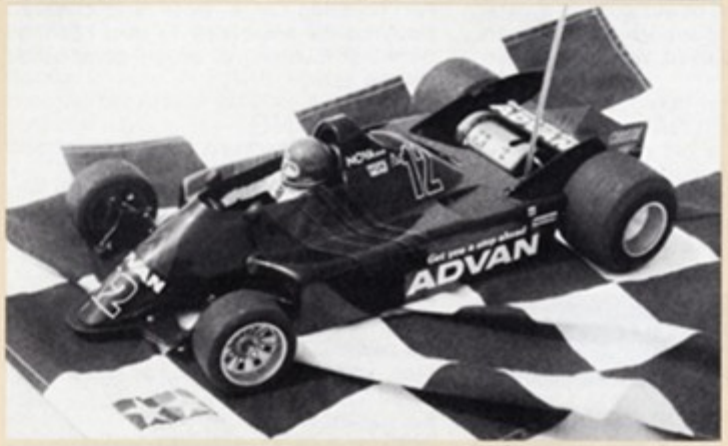
Your bodies can be made based upon a real car or on your own design. In either case, some dexterity is called for. As for material, plastic plate and thin cardboard are often used.

3. MINOR CHANGE IN KIT BODIES

Only a little modification on a kit body may be needed for making an enjoyable car, from a roofed car to an open type vehicle or an additional wing to the body or changing the front silhouette of a car.

• ADVICE FOR REMODELLING

You can remodel a car in any way you like for your own enjoyment. But if you have an intention of joining a race with it, it is recommended that your work will not be too different from real cars. Always keep in consideration to make it well balanced in function and in make up of each portion of a car. Some races will not allow cars to participate which are excessively remodelled.



COMING SOON

WILLIAMS FW-07 COMPETITION SPECIAL ●1/10

This is a 1/10 scale radio control model kit of the Williams FW-07 which won five events in the 1979 F-1 Championship and successfully ranked second in the constructor point. The same chassis as in the Lotus 79 ensures high-degree running ability. The FRP frame 2 mm thick and uprights of reinforced nylon resin have excellent durability. It is possible to change the body height, front and rear, by minor adjustment. Changing the steering characteristics by adjusting the body height will help to increase performance. This kit, as well as the Lotus 79, contains a polycarbonate spare body for use in practice running.

(RA-1019)

J.P.S.LOTUS 79 COMPETITION SPECIAL ●1/10

This is a radio control model kit of the Lotus 79 which created a ground effect boom in the 1978 F-1 world and became the champion car by its overwhelming speed. This model has been designed in pursuit of good running ability and durability. The main frame is made of FRP 2 mm thick, and its lower surface with flat head screws is smooth. The model runs very smoothly. Uprights have excellent durability because they are made of light and very rigid reinforced nylon resin. The gear case for the RS-540S motor, containing ball bearings, is made of strong and light duralumin. This high-potential model ensures high-degree and tough running.

(RA-1020)

RALT RT2 HART F-2 ●1/10

Great attraction lies in its sharp style peculiar to an F-2 ground effect car. This is a 1/10 scale model of the Ralt RT2 Hart which did very well in the 1979 European F-1 Championship races and took the second place in the series. The one-piece car body of shock-resistant styrol resin realistically reproduces the characteristic pointed front nose and even the rear exhaust pipe, and it has all the appearance of the real car. The chassis is common to all F-2 cars. The chassis of simple and reasonable composition is easy to construct and maintain. Suitable for beginners. The price is moderate.

(RA-1018)

R/C SPARE PARTS

KIT NO.	Name of Article	SUITABLE FOR	Porsche 934	Porsche 935	Tyrrell P34	Sherman	Leopard	Gepard	XR311	Cheetah	Countach	Porsche 936	Countach CS	Celica CS	Ligier	Ferrari	Ligier CS	March	Martini	Rough Rider	Sand Scorcher	Sidecar
SP-1001	Porsche 934 Wheel Set		●									●										
SP-1002	Porsche 934 Sticker 'A'		●																			
SP-1003	Porsche 934 Sticker 'B'		●																			
SP-1004	Porsche 934 Sticker 'C'		●																			
SP-1005	RS-380 Motor Set		●	●	●						●	●			●	●		●	●			
SP-1006	Porsche 934/935 Gear Case Set		●	●																		
SP-1007	Porsche 934/935 Chassis Set		●	●																		
SP-1008	Porsche 934/935 Steering Set		●	●																		
SP-1009	Rear Shaft Set		●	●	●						●	●	●	●	●	●	●	●	●			●
SP-1010	Switch Set		●	●	●				●													●
SP-1011	Differential Gear Set		●	●	●						●	●						●	●			
SP-1012	Pinion Gear Set for RS-380 Motor		●	●	●						●	●			●	●		●	●			●
SP-1013	Ni-Cd Battery Holder Set		●	●	●																	
SP-1014	ABS Bumper Set		●	●	●						●	●	●	●				●	●			
SP-1015	Fuse Set			●	●			●	●	●	●	●	●	●	●	●	●	●	●			●
SP-1016	Porsche 935 Decal			●																		
SP-1017	Track Set (17 links)					●	●	●														
SP-1018	Micro Switch Set					●	●															
SP-1019	Tyrrell P34 Sticker				●																	
SP-1020	Tyrrell P34 Chassis Set				●																	
SP-1021	Tyrrell P34 Steering Set				●																	
SP-1022	Tyrrell P34 Gear Case Set																					
SP-1023	RS-540 Motor Set				●		●	●	●	●			●	●	●	●	●			●	●	●
SP-1024	Pinion Gear Set for RS-540 Motor								●	●			●	●			●			●	●	
SP-1025	Double Faced Adhesive Tape Set		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SP-1026	XR311 Chassis Set								●	●												
SP-1027	XR311 Under-guard Set								●	●												
SP-1028	XR311 Bevel Gear Set								●	●												
SP-1029	XR311 Parts 'E'								●	●												
SP-1030	XR311 Parts 'G'								●	●												
SP-1031	XR311 Parts 'Z' Figure								●	●												
SP-1032	XR311 Parts 'D' Wheel								●													
SP-1033	XR311 Gear Set								●	●												
SP-1034	XR311 Shaft Set								●	●												
SP-1035	XR311 Universal Shaft Set								●	●												
SP-1036	Ball Bearing Set (2 pcs.)								●	●	●		●	●	●	●	●	●	●	●	●	●
SP-1037	Porsche 934/935 Catch Pin Set		●	●	●																	
SP-1038	Tool Set		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SP-1039	Battery Connector Set		●	●	●				●	●	●	●	●	●	●	●	●	●	●	●	●	●
SP-1040	Cheetah Wheel Set									●												
SP-1041	Porsche 934 Slick Racing Tyre 'Front'		●									●	●									●
SP-1042	Porsche 934 Slick Racing Tyre 'Rear'		●									●	●									
SP-1043	Porsche 934 All-weather Tyre 'Front'		●									●	●									●
SP-1044	Porsche 934 All-weather Tyre 'Rear'		●									●	●									
SP-1045	Porsche 934 Body Parts Set		●																			
SP-1046	Porsche 935 Spare Tyre with wheel 'Front'			●																		
SP-1047	Porsche 935 Spare Tyre with wheel 'Rear'			●																		
SP-1048	Porsche 935 Body Parts Set		●	●																		
SP-1049	Tyrrell P34 Spare Tyre with wheel 'Front'				●																	
SP-1050	Tyrrell P34 Spare Tyre with wheel 'Rear'				●										●	●						
SP-1051	Tyrrell P34 Body Parts Set				●																	
SP-1052	XR311 Spare Tyre Set								●													
SP-1053	XR311 Body Parts Set								●													
SP-1054	Variable Resistor Speed Control Switch Set		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●					
SP-1055	Sponge Tyre Set 'Front-A'		●	●							●	●	●	●	●	●	●	●	●			●
SP-1056	Sponge Tyre Set 'Rear-A'		●								●	●										
SP-1057	Sponge Tyre Set 'Rear-B'			●										●								
SP-1058	Sponge Tyre Set 'Rear-C'				●										●	●	●					
SP-1059	Porsche 934/935 Gear Case & RS-540 Motor Set		●	●																		
SP-1060	Cheetah Spare Tyre Set									●												
SP-1061	Cheetah Body Parts Set									●												
SP-1062	Countach Body Parts Set										●	●	●									
SP-1063	Countach Wheel Set										●	●										
SP-1064	Countach Sticker										●		●									
SP-1065	Countach/Porsche 936 Gear Case Set										●	●										
SP-1066	Countach/Porsche 936 Chassis Set										●	●										
SP-1067	Countach/Porsche 936 Steering Set										●	●										
SP-1068	Ball Link & Adjuster Rod Set		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SP-1069	Bush Set		●	●	●						●	●	●	●	●	●	●					
SP-1070	Porsche 936 Body Parts Set										●	●	●									
SP-1071	Porsche 936 Sticker											●										
SP-1072	Countach/Porsche 936 Gear Case & RS-540 Motor Set										●	●	●	●								
SP-1073	Ball Bearing Set (4 pcs.)								●	●	●		●	●	●	●	●	●	●	●	●	●
SP-1074	Rubber Tyre Set 'Front-A'		●	●							●	●	●	●	●	●	●	●				●

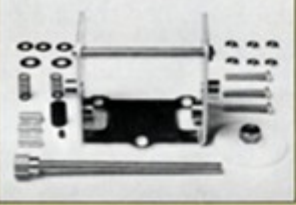
R/C SPARE PARTS

KIT NO.	Name of Article	SUITABLE FOR	Porsche 934	Porsche 935	Tyrrell P34	Sherman	Leopard	Gepard	XR311	Cheetah	Countach	Porsche 936	Countach CS	Celica CS	Ligier	Ferrari	Ligier CS	March	Martini	Rough Rider	Sand Scorcher	Sidecar
SP-1075	Diplo Tyre Set 'Front-A'		●	●							●	●	●	●	●	●	●	●	●			●
SP-1076	Sponge Tyre Set 'Rear-D'												●									
SP-1077	Differential Gear (Small) Set												●	●	●	●						●
SP-1078	Special Chassis Set												●	●								
SP-1079	Special Steering Set												●	●								
SP-1080	Countach/Porsche 936 Catch Pin Set										●	●	●	●								
SP-1081	Celica LB Turbo Body Parts Set										●	●	●	●								
SP-1082	Ligier JS9 Body Parts Set														●	●	●					
SP-1083	Celica LB Turbo Sticker													●								
SP-1084	Ligier JS9 Sticker														●		●					
SP-1085	F-1 Bumper Set														●	●	●					
SP-1086	F-1 Gear Case Set														●	●	●					●
SP-1087	F-1 Chassis Set														●	●	●					
SP-1088	F-1 Steering Set														●	●	●					
SP-1089	Upright Set (2 pcs.)										●	●	●	●	●	●	●	●	●			
SP-1090	Special Pinion Gear Set for RS540 Motor												●	●			●					
SP-1091	Wheel Stopper Set		●	●	●						●	●	●	●	●	●	●					●
SP-1092	Ferrari Body Parts Set														●	●	●					
SP-1093	Ferrari Sticker														●							
SP-1094	March Body Parts Set																	●	●			
SP-1095	Martini Body Parts Set																	●	●			
SP-1096	Rubber Tyre Set 'Rear-D'																	●	●			●
SP-1097	March Sticker																	●				
SP-1098	Martini Sticker																		●			
SP-1099	F-2 Chassis Set																	●	●			
SP-1100	F-2 Steering Set																	●	●			
SP-1101	F-2 Switch Set																	●	●			
SP-1102	F-2 Bush Set																	●	●			
SP-1103	F-2 Gear Case for RS-540 Motor																	●	●			
SP-1104	Sponge Tyre 'Rear-E'																	●	●			●
SP-1105	Circuit Breaker		●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●	●
SP-1106	7.2V Connector Set																			●	●	
SP-1107	Porsche 908 Body Parts Set										●	●	●									
SP-1109	Martini Lotus 1979 Body Parts Set														●	●	●					
SP-1110	Rough Rider Body Parts Set																			●	●	
SP-1111	Sand Scorcher Body Parts Set																			●	●	
SP-1112	1/10 Racing Buggy Sticker Set																			●	●	
SP-1113	1/10 Racing Buggy Switch Set																			●	●	
SP-1114	1/10 Racing Buggy Rear Guard																			●	●	
SP-1115	1/10 Racing Buggy Front Suspention																			●	●	
SP-1116	1/10 Racing Buggy Rear Suspention																			●	●	
SP-1117	1/10 Racing Buggy Universal Joint																			●	●	
SP-1118	1/10 Racing Buggy Damper Set																			●	●	
SP-1119	Rough Rider Spare Tyre "Front"																			●	●	
SP-1120	Rough Rider Spare Tyre "Rear"																			●	●	
SP-1121	Sand Scorcher Spare Tyre "Front"																			●	●	
SP-1122	Sand Scorcher Spare Tyre "Rear"																			●	●	
SP-1125	B2B Racing Sidecar Body Parts Set																					●
SP-1126	B2B Racing Sidecar Wheel Upright Set																					●
SP-1127	B2B Racing Sidecar Bumper Bush Set																					●
SP-1128	1/10 Racing Buggy Upright Set																			●	●	
SP-1129	Ralt Body Parts Set																	●	●			
SP-1130																						

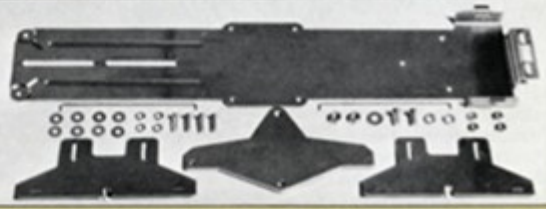
SP-1001
PORSCHE 934 WHEEL SET

SP-1002 / SP-1003 / SP-1004
PORSCHE 934 STICKER 'A' / **PORSCHE 934 STICKER 'B'** / **PORSCHE 934 STICKER 'C'**

SP-1006
PORSCHE 934/935 GEAR BOX SET



SP-1007
PORSCHE 934/935 CHASSIS SET

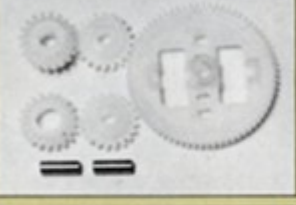


SP-1008
PORSCHE 934/935 STEERING SET

SP-1009
REAR SHAFT SET

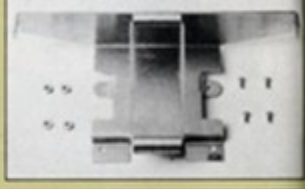
SP-1010
SWITCH SET

SP-1011
DIFFERERENTIAL GEAR SET



SP-1012
PINION GEAR SET FOR RS-380 MOTOR

SP-1013
Ni-Cd BATTERY HOLDER SET

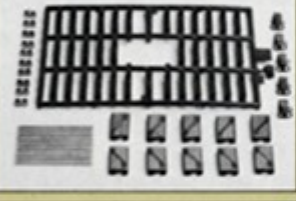


SP-1014
ABS BUMPER SET

SP-1015
FUSE SET

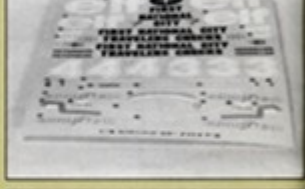
SP-1016
PORSCHE 935 DECAL

SP-1017
TRUCK SET (17 Links)



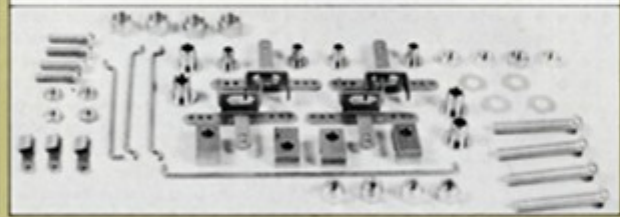
SP-1018
MICRO SWITCH SET

SP-1019
TYRRELL P34 STICKER



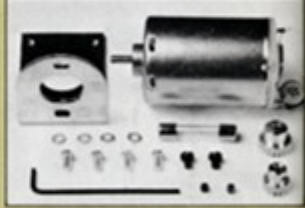
SP-1020
TYRRELL P34 CHASSIS SET

SP-1021
TYRRELL P34 STEERING SET



SP-1022
TYRRELL P34 GEAR BOX SET

SP-1023
RS-540 MOTOR SET



SP-1024
PINION GEAR SET FOR RS-540 MOTOR

SP-1025
DOUBLE FACED ADHESIVE TAPE SET

SP-1026
XR311 CHASSIS SET

SP-1027
XR311 UNDER-GUARD SET

SP-1028
XR311 BEVEL GEAR SET

SP-1029
XR311 PARTS 'E'

SP-1030
XR311 PARTS 'G'

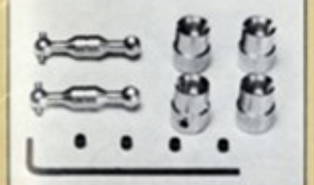
SP-1031
XR311 PARTS 'Z' FIGURE

SP-1032
XR311 PARTS 'D' WHEEL

SP-1033
XR311 GEAR SET

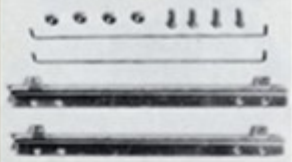
SP-1034
XR311 SHAFT SET

SP-1035
XR311 UNIVERSAL SHAFT SET

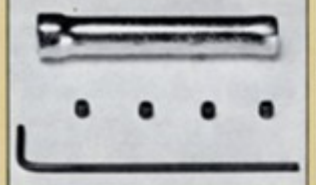


SP-1036
BALL BEARING SET (2 pcs.)

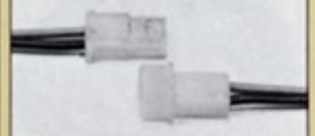
SP-1037
PORSCHE 934/935 CATCH PIN SET



SP-1038
TOOL SET



SP-1039
BATTERY CONNECTER SET

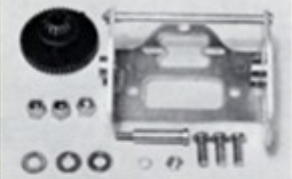


SP-1040
CHEETAH WHEEL SET

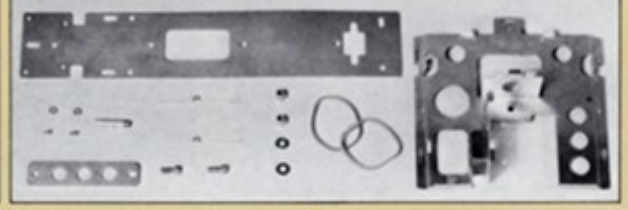
SP-1063
COUNTACH WHEEL SET

SP-1064
COUNTACH STICKER

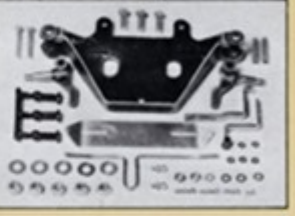
SP-1065
COUNTACH/PORSCHE 936 GEAR BOX SET



SP-1066
COUNTACH/PORSCHE 936 CHASSIS SET



SP-1067
COUNTACH/PORSCHE 936 STEERING SET



SP-1068
BALL LINK & ADJUSTER ROD SET

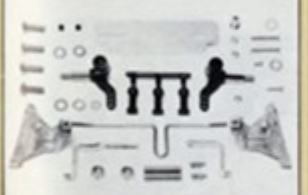
SP-1069
BUSH SET

SP-1071
PORSCHE 936 STICKER

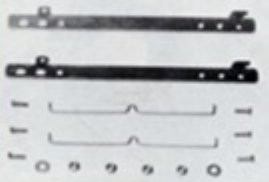
SP-1077
DIFFERENTIAL GEAR (SMALL) SET

SP-1078
SPECIAL CHASSIS SET

SP-1079
SPECIAL STEERING SET



SP-1080
COUNTACH/PORSCHE 936 CATCH PIN SET



SP-1083
CELICA LB TURBO STICKER

SP-1084
LIGIER JS9 STICKER

SP-1085
F-1 BUMPER SET

SP-1086
F-1 GEAR BOX SET

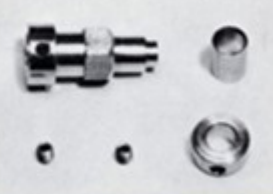
SP-1087
F-1 CHASSIS SET

SP-1088
F-1 STEERING SET

SP-1089
UPRIGHT SET (2 pcs.)

SP-1090
SPECIAL PINION GEAR SET FOR RS540 MOTOR (22 and 24T)

SP-1091
WHEEL STOPPER SET



SP-1093
FERRARI STICKER

SP-1097
MARCH STICKER

SP-1098
MARTINI STICKER

SP-1099
F-2 CHASSIS SET

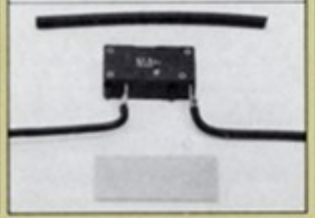
SP-1100
F-2 STEERING SET

SP-1101
F-2 SWITCH SET

SP-1102
F-2 BUSH SET

SP-1103
F-2 GEAR CASE FOR RS-540 MOTOR

SP-1105
CIRCUIT BREAKER



SP-1106
7.2V CONNECTOR SET

SP-1112
1/10 RACING BUGGY STICKER SET

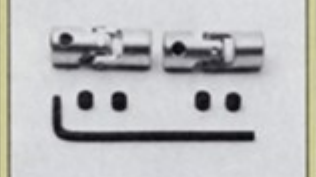
SP-1113
1/10 RACING BUGGY SWITCH SET

SP-1114
1/10 RACING BUGGY REAR GUARD

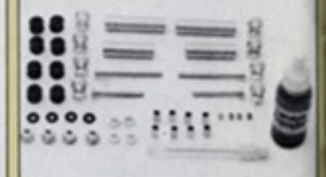
SP-1115
1/10 RACING BUGGY FRONT SUSPENTION

SP-1116
1/10 RACING BUGGY REAR SUSPENTION

SP-1117
1/10 RACING BUGGY UNIVERSAL JOINT



SP-1118
1/10 RACING BUGGY DAMPER SET



SP-1005
RS-380 MOTOR SET

SP-1041
PORSCHE 934 SLICK RACING TYRE 'FRONT'

SP-1042
PORSCHE 934 SLICK RACING TYRE 'REAR'

SP-1043
PORSCHE 934 ALL-WEATHER TYRE 'FRONT'

SP-1044
PORSCHE 934 ALL-WEATHER TYRE 'REAR'

SP-1046
PORSCHE 935 SPARE TYRE 'FRONT' WITH WHEEL

SP-1047
PORSCHE 935 SPARE TYRE 'REAR' WITH WHEEL

SP-1049
TYRRELL P34 SPARE TYRE 'FRONT' WITH WHEEL

SP-1050
TYRRELL P34 SPARE TYRE 'REAR' WITH WHEEL

SP-1052
XR311 SPARE TYRE SET

SP-1055
SPONGE TYRE SET 'FRONT-A' WITH WHEEL

SP-1056
SPONGE TYRE SET 'REAR-A' WITH WHEEL

SP-1057
SPONGE TYRE SET 'REAR-B' WITH WHEEL

SP-1058
SPONGE TYRE SET 'REAR-C' WITH WHEEL

SP-1060
CHEETAH SPARE TYRE SET

SP-1074
RUBBER TYRE SET 'FRONT-A' WITH WHEEL

SP-1075
DIPLO TYRE SET 'FRONT-A' WITH WHEEL

SP-1076
SPONGE TYRE SET 'REAR-D' WITH WHEEL

SP-1096
RUBBER TYRE SET 'REAR-D' WITH WHEEL

SP-1104
SPONGE TYRE 'REAR-E' WITH WHEEL

SP-1119
ROUGH RIDER SPARE TYRE "FRONT" WITH WHEEL

SP-1120
ROUGH RIDER SPARE TYRE "REAR" WITH WHEEL

SP-1121
SAND SCORCHER SPARE TYRE "FRONT" WITH WHEEL

SP-1122
SAND SCORCHER SPARE TYRE "REAR" WITH WHEEL

SP-1045
PORSCHE 934 BODY PARTS SET

SP-1048
PORSCHE 935 BODY PARTS SET

SP-1051
TYRRELL P34 BODY PARTS SET

SP-1053
XR311 BODY PARTS SET

SP-1061
CHEETAH BODY PARTS SET

SP-1062
COUNTACH BODY PARTS SET

SP-1070
PORSCHE 936 BODY PARTS SET

SP-1081
CELICA LB TURBO BODY PARTS SET

SP-1082
LIGIER JS9 BODY PARTS SET

SP-1092
FERRARI 312T3 BODY PARTS SET

SP-1094
MARCH BODY PARTS SET

SP-1095
MARTINI BODY PARTS SET

SP-1107
PORSCHE 908 BODY PARTS SET

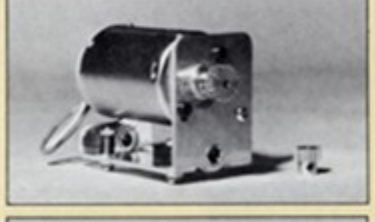
SP-1109
MARTINI LOTUS 1979 BODY PARTS SET

SP-1110
ROUGH RIDER BODY PARTS SET

SP-1111
SAND SCORCHER BODY PARTS SET

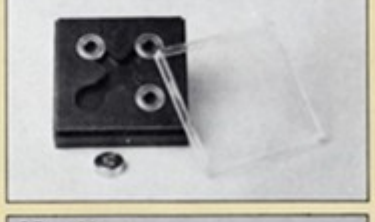
SP-1054
VARIABLE RESISTOR SPEED CONTROL SWITCH

SP-1059
PORSCHE 934/935 GEAR CASE & RS-540 MOTOR SET



SP-1072
COUNTACH/PORSCHE 936 GEAR CASE & RS-540 MOTOR SET

SP-1073
BALL BEARING SET (4 pcs.)



SP-1125
B2B RACING SIDECAR BODY PARTS SET

SP-1126
B2B RACING SIDECAR WHEEL UPRIGHT SET

SP-1127
B2B RACING SIDECAR BUMPER BUSH SET

SP-1128
1/10 RACING BUGGY UPRIGHT SET

SP-1129
RALT BODY PARTS SET

ROUGH RIDER(1/10) RA1015

SAND SCORCHER(1/10) RA1016

XR311(1/12) RA1204

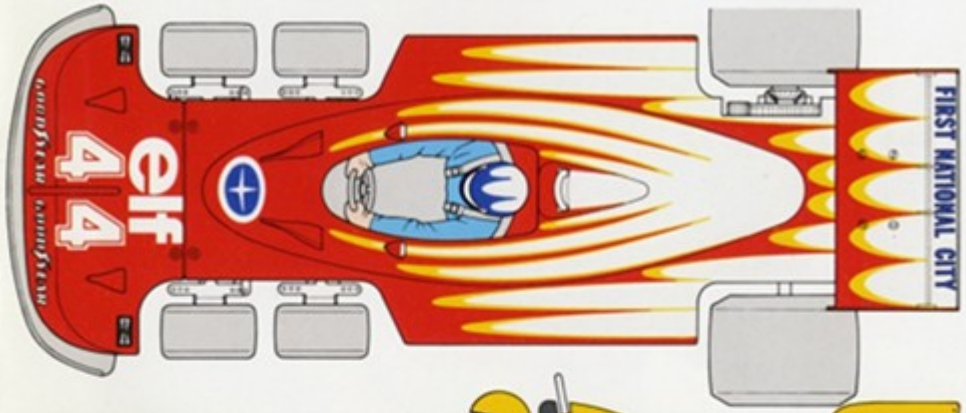
CHEETAH(1/12) RA1207

LEOPARD A4 (1/16) RT1602

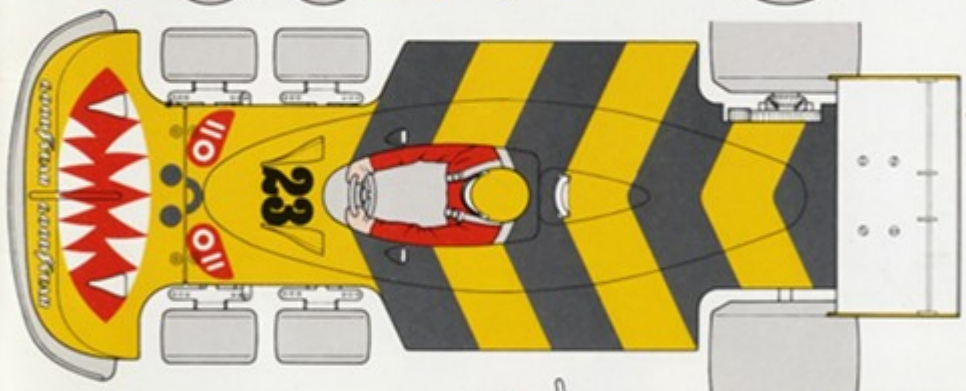
M4 SHERMAN(1/16) RT1601

GEPARD(1/16) RT1603

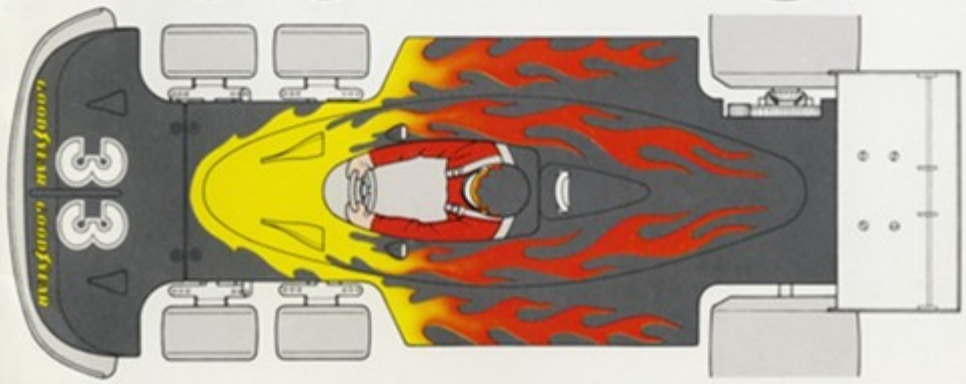
PAINTING 1



PAINTING 2



PAINTING 3

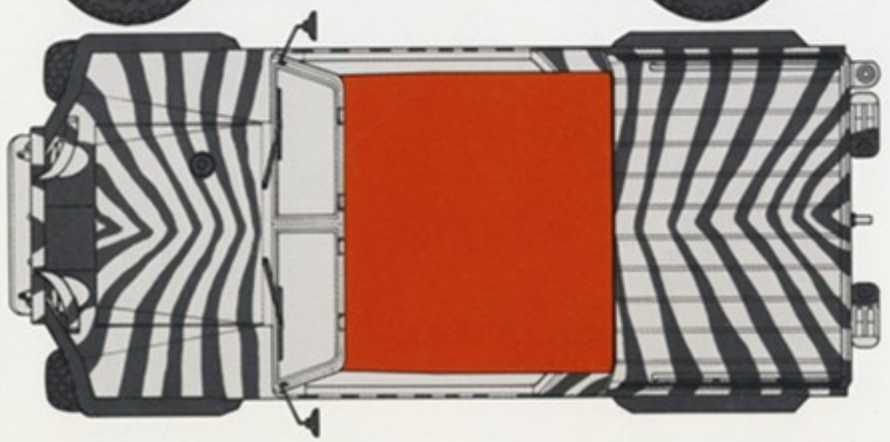


PAINTING 4

XR311

CHEETAH

PAINTING 5



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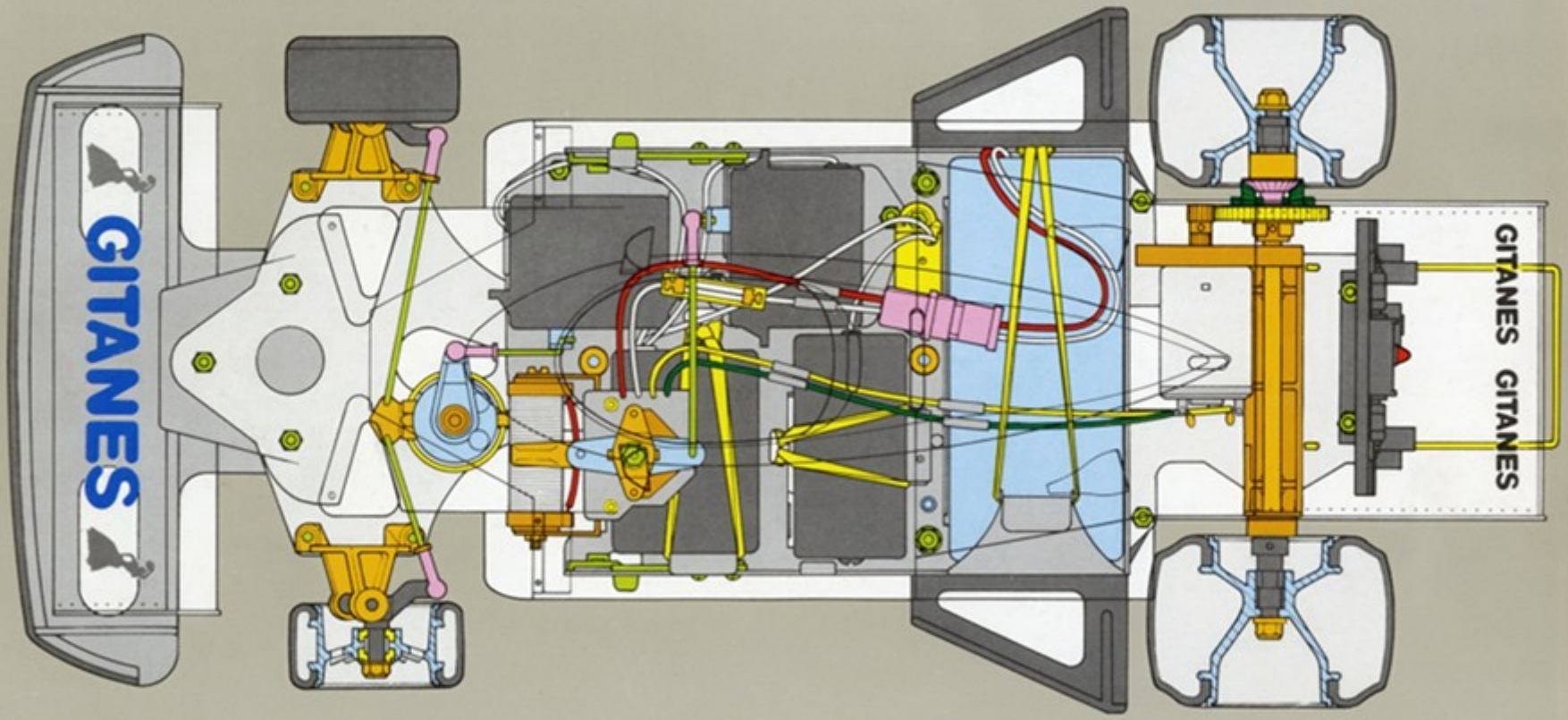
TAMIYA PLASTIC MODEL CO.
628, OSHIKA, SHIZUOKA-CITY, JAPAN

TAMIYA RADIO CONTROL GUIDE BOOK



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