TAMIYA

EVERY SO OFTEN, I have to drop all my racing gear and go have a different kind of R/C fun. Usually, going back to my good old local parking lot does the trick. There, I can simply blast around, without the concern of a course to follow, tires to select, or run time. That's what I set out to do with the Tamiya* Mazda 787B, but something happened. Instead of enjoying the serenity of my solo cruise through the lot, I was eagerly looking for someone's butt to kick. This car isn't a super-duper graphite racing machine, but it's smooth and super-cool looking, and it would be a blast to run it against a field of its own.

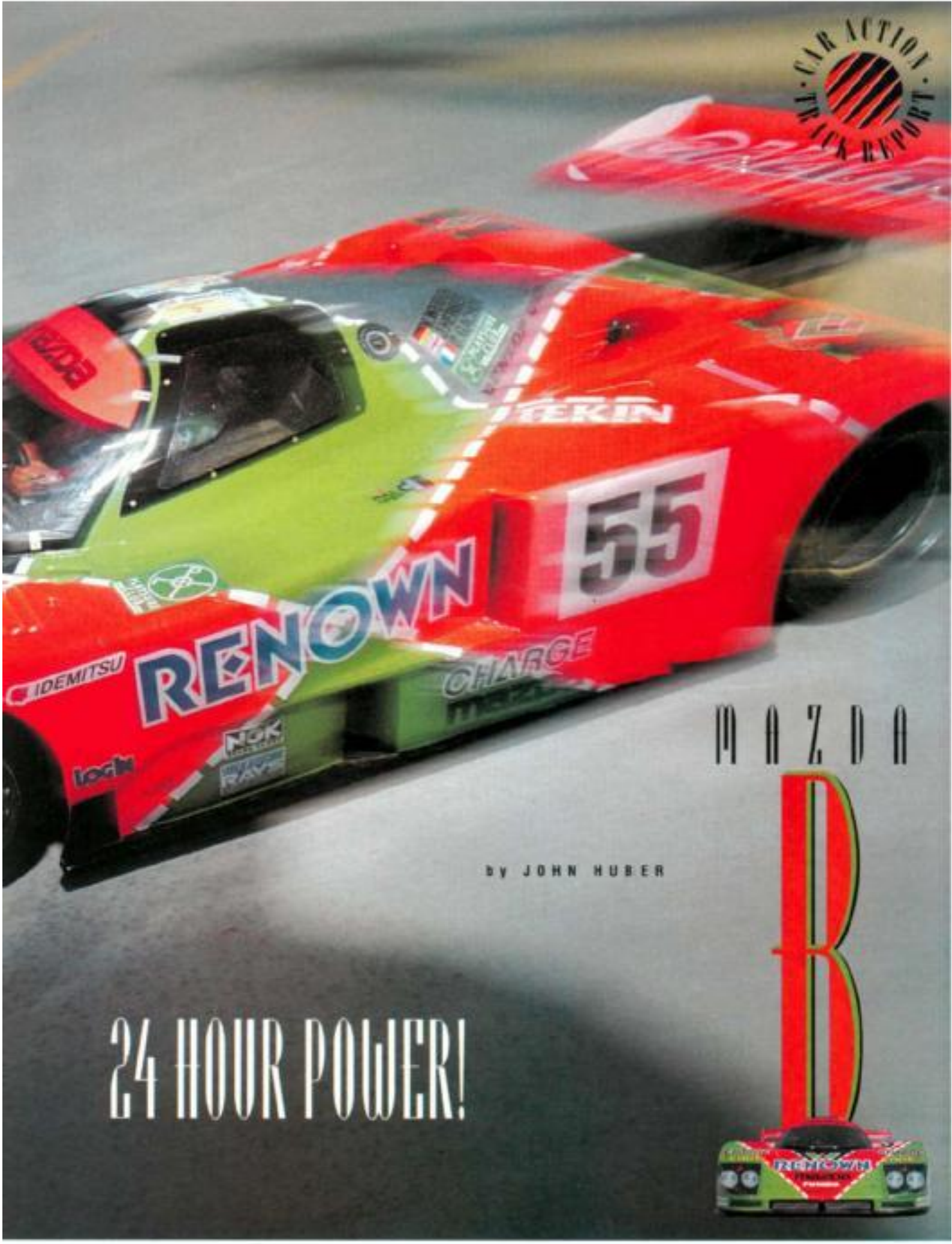
CLASSY CHASSIS

The Mazda 787B is based on Tamiya's newest ball-diff on-road chassis (also used on the Mercedes C11 and the Ferrari F-40) The heart of the chassis is a molded plastic tub that houses the battery and electronics and protects them from the elements. It might seem a little odd to use a tub for an on-road car, but it's very stiff when it's assembled.

The front end is attached to the tub with an upper plastic brace and a lower fiberglass plate that doubles as a servo mount. You can add or remove spacers to alter the front ride height. The wheelbase is adjustable to allow the use of different bodies; for this body, however, there's only one correct setting.

Wide, "Indy-style" front arms

support the floating front axles. The stock springs are rather stiff, but if you want to replace them, lighter springs are available.



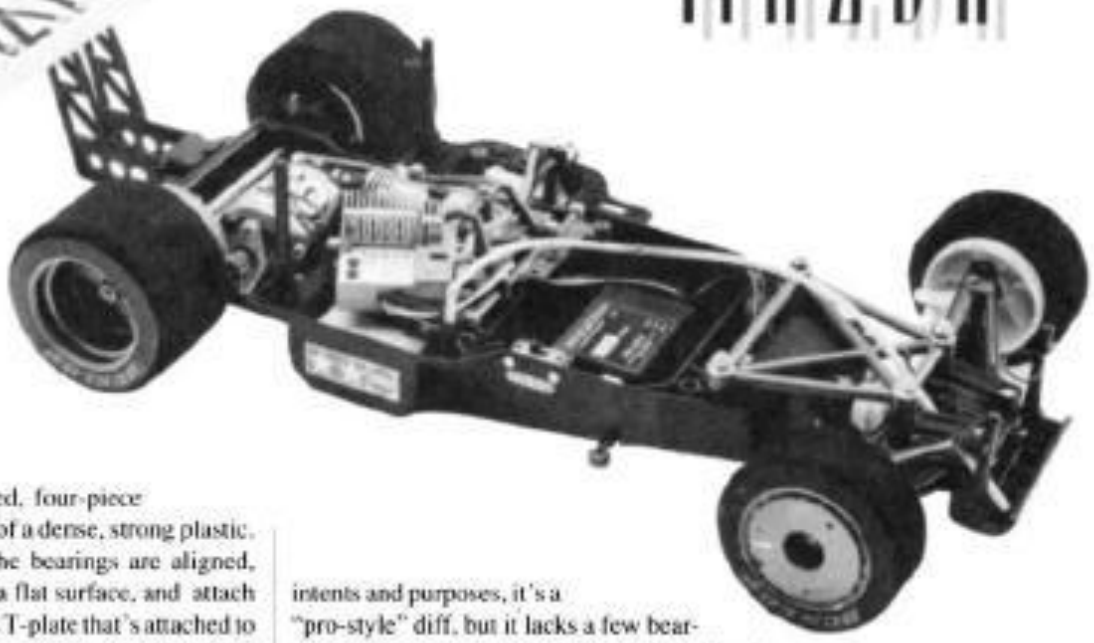
MAZDA 787B

24 HOUR POWER!

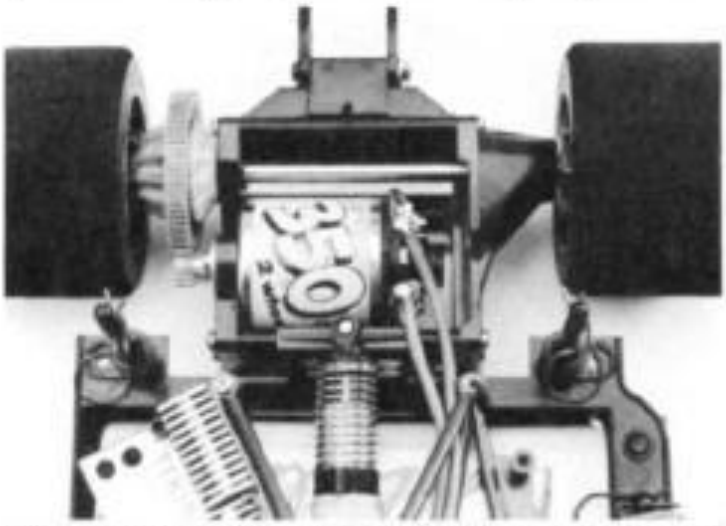
by JOHN HUBER

CHARGE

MAZDA 787B



The well-designed, four-piece rear pod is made of a dense, strong plastic. To ensure that the bearings are aligned, build the pod on a flat surface, and attach it to the fiberglass T-plate that's attached to the rear of the tub. To alter the ride height in the rear, insert spacers between the pod and the T-plate. The front of the T-plate is rigidly mounted to the chassis, but the rear mount is adjustable and has an O-ring spacer. Tightening the rear mounting screw increases the stiffness of the plate, and this gives more steering. I adjusted the rear mount until I obtained a balance between oversteer and understeer.



A Speedworks 350 motor provides a slight increase in top speed and still allows good run times. Tamiya's ball diff is very smooth; if it had three more bearings, it would be a "pro-style" diff.

DIFFERENT STROKES

The differential on this car is one of the best that I've ever seen. The hex diff rings lock to the hubs without pins or glue. For all intents and purposes, it's a "pro-style" diff, but it lacks a few bearings. To keep costs down, Tamiya used bushings rather than bearings in the spur gear and the right hub. Despite this, the diff's action is extremely smooth.

I wanted all the diff balls to receive even pressure from the rings, so I took an extra step and smoothed one side of the diff rings on a sharpening stone. To do this, put a drop of oil on the stone, put the ring on one of the hubs, and rub it against the stone in a figure-8. I saw irregularities in the ring almost immediately. When the surface was uniform, I stopped polishing.

THE WILD AND THE MILD

I went in both directions with the radio gear. I used a Tekin* 408S Sport ESC for the car, and I attached the switch with a Holeshot* ESC switch clamp. The 787B comes with a Mabuchi motor, but I used a Speedworks* 350 18-turn double motor that has good punch without hair-raising top speed. For power, I chose a Trinity* Maxzilla 1400 SCR pack. This model calls for a stick pack, so the Maxzilla was the perfect choice.

Now for the wild: I happened to buy the new JR* R-756 radio just before I finished the car, so I installed the PCM receiver and a 2035 servo, and I adjusted the transmitter to match them. Boy, what a breeze! I simply set all the trims and stored "Mazda" into the transmitter. This high-zoot radio system is overkill for a sport car like this one, but because it has memory for six models, I can still use it with five other cars.

THE TEST

As I said before, this car is a blast to drive. It may not have the best performance, but for smoothness and realism, it can't be beat. Its ground clearance was adequate for a smooth parking lot, and as long as I kept away from sandy areas, the spur stayed clean. I dialed out a bit of the brakes, because the car locked 'em up too easily. Traction was pretty good, even though there was a little pollen on the ground (springtime, ya know). Full-speed blasts lit up the tires and sent out a greenish cloud.

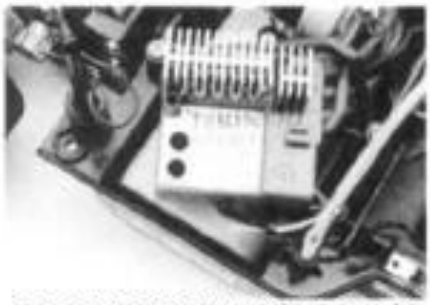
At speed, I noticed that the car was pushing a little, so I simply tightened the rear T-plate mounting screw. Now, I had almost enough steering. A little more tightening, and it was dialed. I thought about playing with the rear shock oil, but it

787B

I used JR's new R-756 radio for the test drive. It's a little wild for a car of this caliber, but with its six-model memory, switching it to another car is just a matter of pushing a button.

worked flawlessly with the supplied oil. I left the parking lot with a car that still looked great, and I was eager to return with a friend and race.

In Japan, these cars are very popular, and they're raced in competition. The racing is extremely close because the cars are similar. I think that the Mazda (or any other of the cars in this series) would be a great spec-class car that could help bring new blood into our hobby.



A speed controller wasn't included with the Mazda kit, so I used a Tekin 408S Sport—a high-frequency, budget-priced ESC.

**Here are the addresses of the companies mentioned in this article.*
***Tamiya America Inc.**, 101 Columbia, Aliso Viejo, CA 92656*
***Tekin Electronics**, 970 Calle Negocio, San Clemente, CA 92672*
***Holeshot Racing Products**, P.O. Box 640, Canton, MA 02021*
***Speedworks**; distributed by Trinity Products Inc.*
***Trinity Products Inc.**, 1901 E. Linden Ave. #8, Linden, NJ 07036*
***JR Propo**; distributed by Hobby Dynamics Distributors, P.O. Box 5726, Champaign, IL 61820.* ■

FIRST JAPANESE AUTOMAKER TO WIN AT LEMANS

IN A SMALL town west of Paris, a Mazda 787B prototype model took the checkered flag at the world's most famous sports-car race—the 24 hours of LeMans. The sleek, rotary-engine Mazda, driven by England's Johnny Herbert, Belgium's Bertrand Gachot and Germany's Volker Weidler, finished two laps ahead of the leading entry from the defending-champion Jaguar team; this was the first time that a Japanese car had won sports-car racing's biggest prize.

The MazdaSpeed team, captained at LeMans by six-time race winner Jackie Ickx of Belgium, triumphed over a field that included entries from Mercedes-Benz, Jaguar and Porsche—companies whose cars have dominated this classic event for nearly forty years.

As mechanical attrition took its toll, the Mazda drivers utilized the legendary reliability of the R26B four-rotor engine to move the 787B from 19th place to 1st with three hours left on the clock. They completed a record-breaking 3,058.9 miles at 127.307mph around the revised 8.45-mile Sarthe circuit.

COURTESY OF MAZDA MOTOR OF AMERICA

SPECIFICATIONS

Manufacturer	Tamiya
Type	On-road
Scale	1/10
Price	$180
DIMENSIONS:	
Overall Length	18 inches
Width	8.2 inches
Wheelbase	10.5 inches
Front Track	6.75 inches
Rear Track	6.125 inches
WEIGHT:	
Gross (with battery)	3 pounds, 7.4 ounces
BODY:	
Type	Mazda 787B
Material	Polycarbonate
CHASSIS:	
Type	Tub
Material	Plastic/fiberglass
DRIVE TRAIN:	
Primary	Pinion/spur
Transmission	None
Differential	Ball diff
Bearings/Bushings	2 ball bearings, 7 bushings
SUSPENSION:	
Front: Type	Floating kingpin/coil spring
Damping	none
Rear: Type	T-plate
Damping	Oil-filled, coil-over shocks
WHEELS:	
Front: Type	One-piece plastic
Dimensions (DxW)	1.75 x1.25 inches
Rear: Type	One-piece plastic
Dimensions (DxW)	1.75x1.75 inches
TIRES: (f/r)	Foam
ELECTRICS:	
Motor	Mabuchi Sport
Battery	7.2V stick*
Speed Controller	Electronic*

OPTIONS AS TESTED:
JR Propo receiver and transmitter, Tekin 408S Sport ESC with Holeshot switch clamp, JR 2035 servo, Trinity 1400mAh Maxilla pack, Speedworks 350 18-turn double motor.

COMMENTS:
It wasn't built specifically for racing, but it's a blast to run. The Tamiya ball diff is extremely smooth, and it's even better if you add three bearings. The Tekin ESC performed well during testing; it only heated up slightly. Good, low-speed throttle control is possible because of the high-frequency switching. I can't say enough about the JR radio. Its six-model memory makes switching it from car to car a snap, and in the PCM mode, it provides fail-safe security.

* not included