

Avante 2001

The latest competition racer from Tamiya is reviewed by RRC.

Early 1988 saw the release of the original Avante. Many people were rightly intrigued by the completely new design of the car that would be Tamiya's first real attempt at a 'racing' buggy.

The car was nearly fully ballraced, had aluminium bodied shock



absorbers on all four corners (instead of a front mono shock found on many of their previous cars such as the Thundershot etc), three differentials, including a centre ball type item and a double deck GRP chassis.

The most interesting feature about the Avante was its suspension. Both the front and rear utilised beautifully made rose joints for the linkages.

Unfortunately these were extremely heavy and this was the main reason why the car never really got the results it deserved.

The conception of the Avante was excellent and had definite race winning potential, and this is why Tamiya have refined the original car in the form of the Avante 2001.

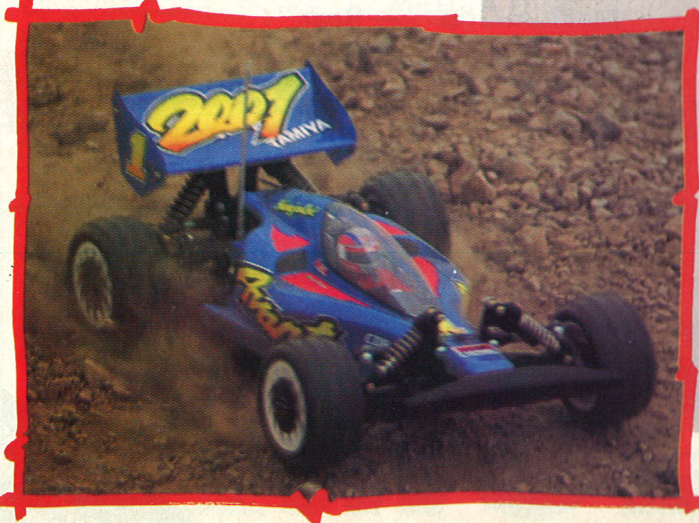
Now for something completely different??

At first glance the similarities between the Avante and the 2001 seem obvious. The basic design has altered very little but the subtle changes that have been made should ensure the success of the 2001.

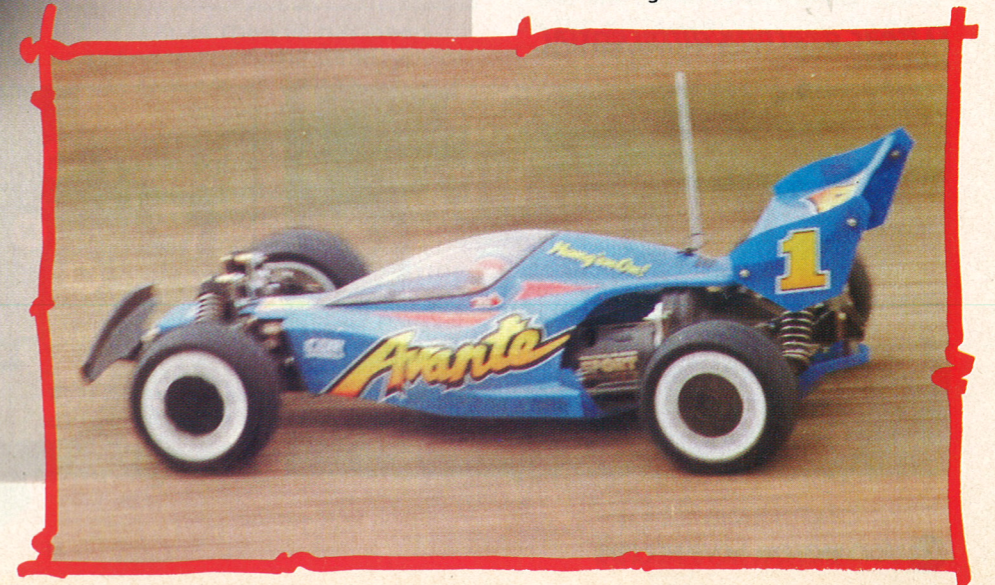
The chassis consists of two parts. The upper part is (unlike the original Avante) a thin GRP brace. This means that the wider lower chassis section on the 2001 can house all of the radio gear except the speed controller, thus the majority of the weight is kept lower which aids the handling of the car.

The shock absorbers on the 2001 are made from plastic. There aren't necessarily any advantages to this, except maybe a slight weight saving, but the units work extremely well and are very smooth.

The rose joints have been



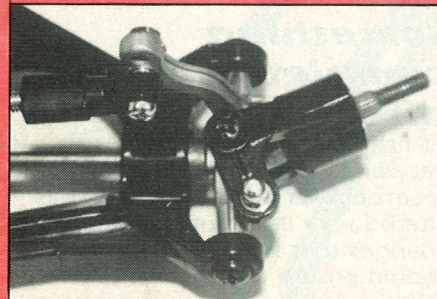
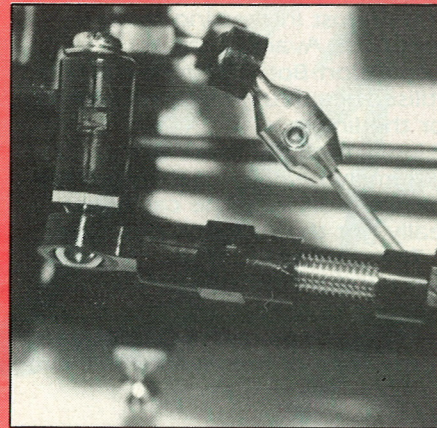
AVANTE 2001



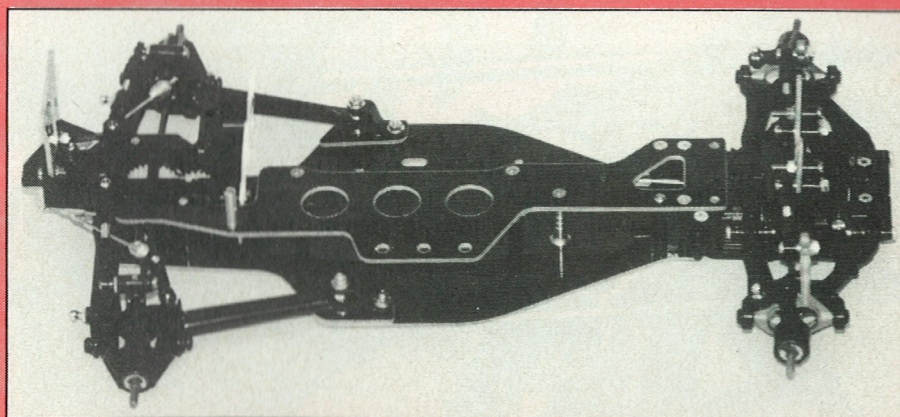
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☉ **Bare bones of the Avante 2001.**

☉ **Rear stabiliser helps keep the car flat over all of those bumps!**

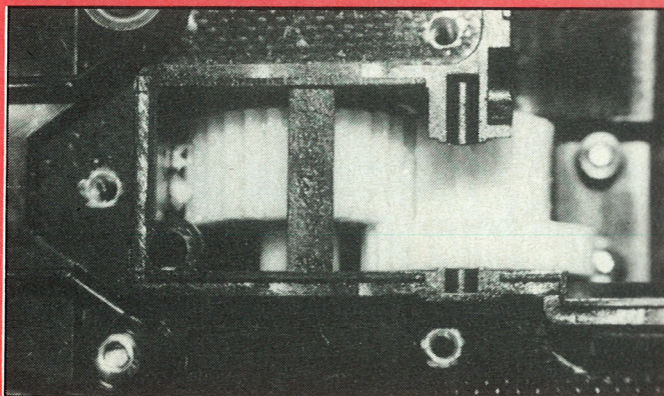


☉ **Front U.J. driveshafts can be seen here.**

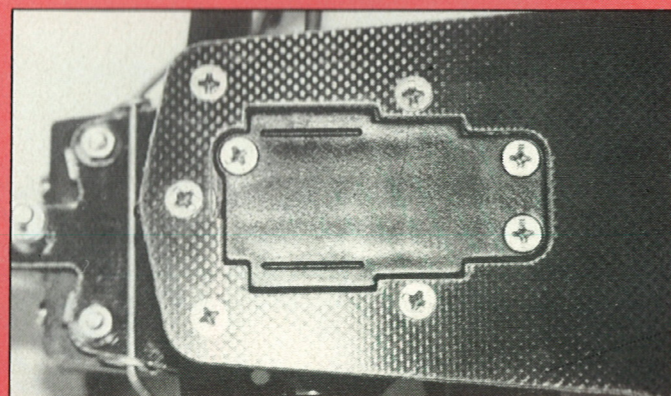


2001
TAMIYA

☉ **Rear gearbox/differential details.**

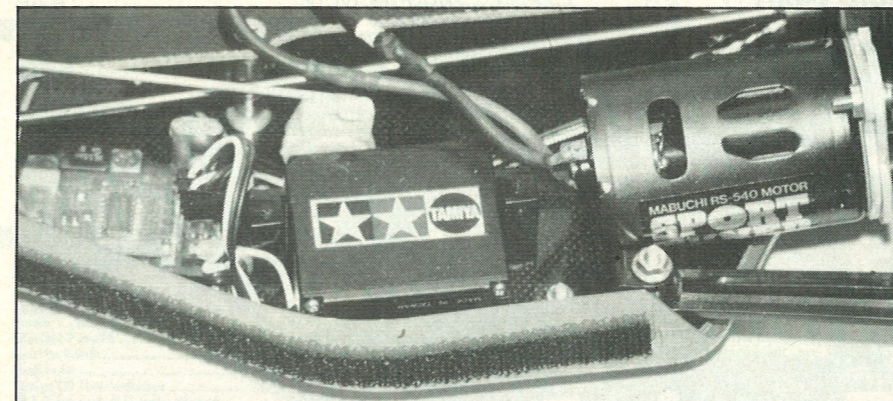
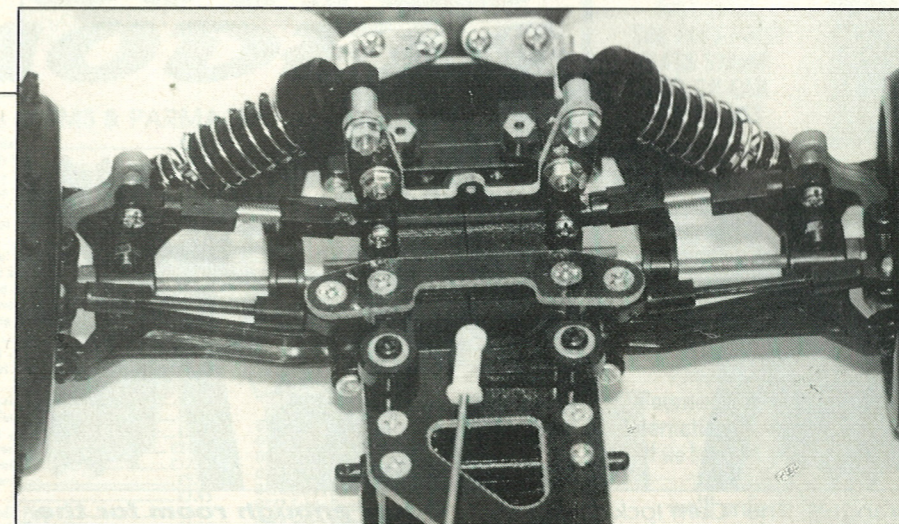


☉ **Gearbox inspection hatch makes maintenance easy.**



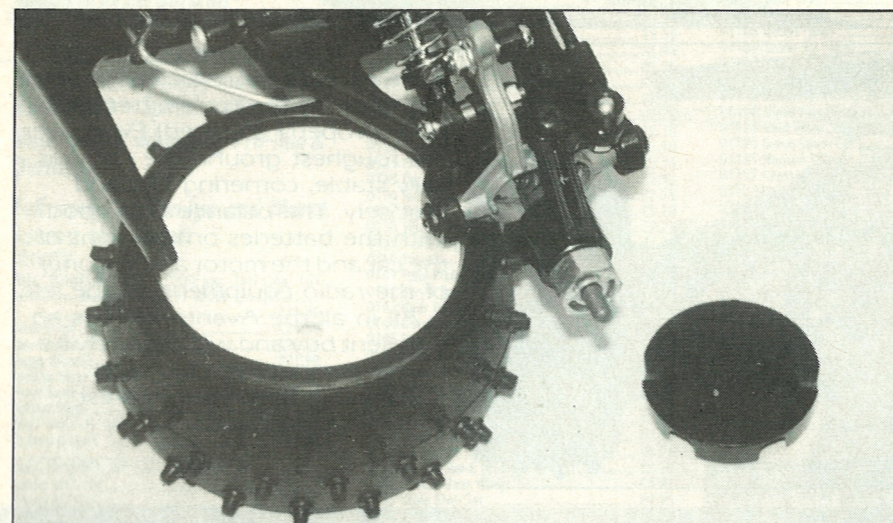
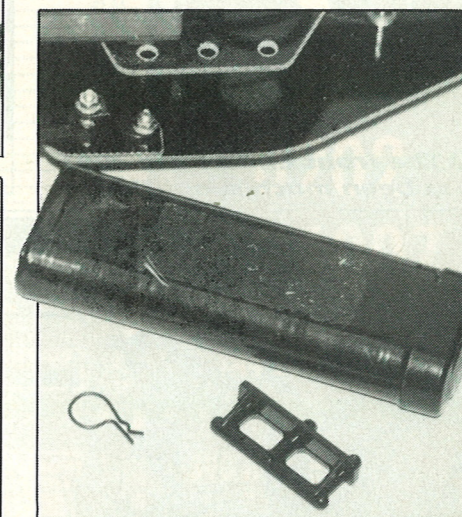
☉ **The steering linkage system can be seen in the centre of this picture.**

replaced by conventional plastic ball joints which are much lighter. The over-complicated front suspension has been simplified with the use of a plastic lower A arm, and the aforementioned plastic ball jointed adjustable rods on both sides. Camber adjustment on the front is quick and simple so the car can be dialled for different tracks very easily.

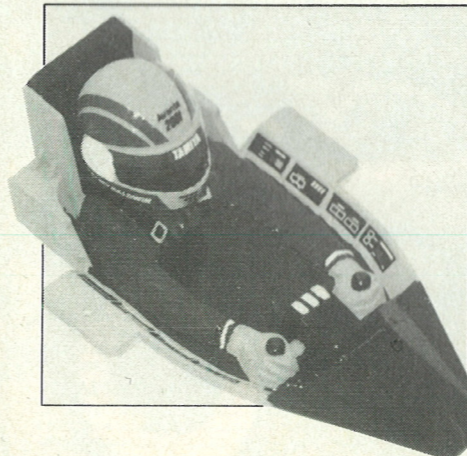


☉ **The motor, servo and receiver balances the car out with the battery on the other side.**

☉ **Battery changing is quick and easy via the retainer and clip.**



☉ **The 'Cam lock' wheel fixing system.**



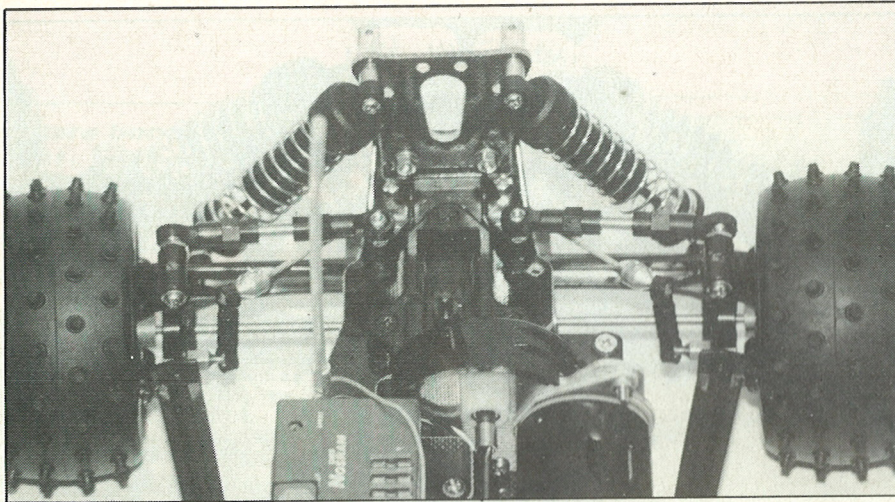
The rear of the car has been simplified but uses the same type of design features as on the original Avante, ie. rear semi trailing arm link suspension. Again the parts have been made lighter by the use of plastic, and adjustable upper links are again employed to alter the amount of camber.

Three differentials are used in the car, front and rear geared 'unitised' items and a centre ball type differential. The two geared

☉ **If painted well the detailed driver figure can give your car that extra concourse winning touch.**

differentials are, once constructed, extremely smooth and should be very efficient. Transmission is provided by a long centre driveshaft that can't bend or work loose like some of the items found on the early Tamiya shaft driven cars. The centre ball differential is also a quality piece of engineering. The object of this device is to limit/alter the amount of drive that gets to the front wheels. This has obvious uses when different tracks are being raced on because some will be grippier than others. For most uses however the differential will almost always be fully locked up. When assembling all of the differential units it is important to remember to apply plenty of grease for a smooth action!

Wheels and tyres are the same as those found on the Avante (except that they are white instead of



⊙ *Rear suspension geometry works very well!*

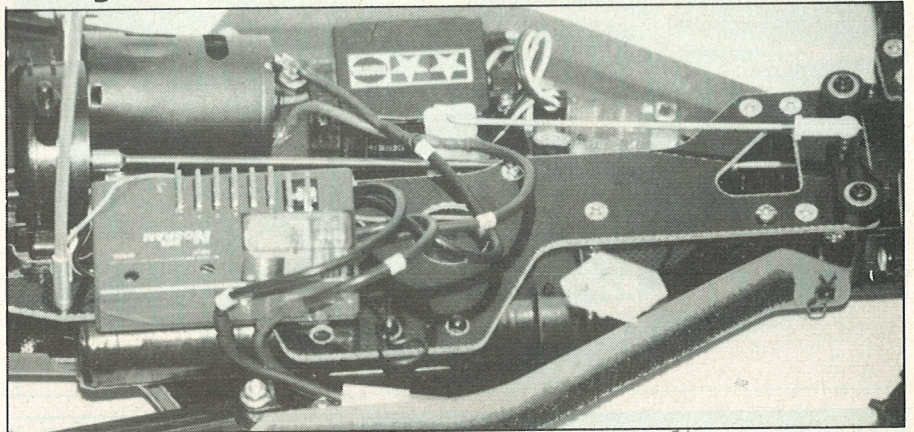
Track Test

The car was tested on a mixture of very bumpy grass and shale. The suspension worked extremely well and the wheels could be seen taking every little undulation with ease. Speed from the 540 motor was very good to say the least, and the 1200mah batteries lasted for a good eight minutes even though the car had been driven very aggressively.

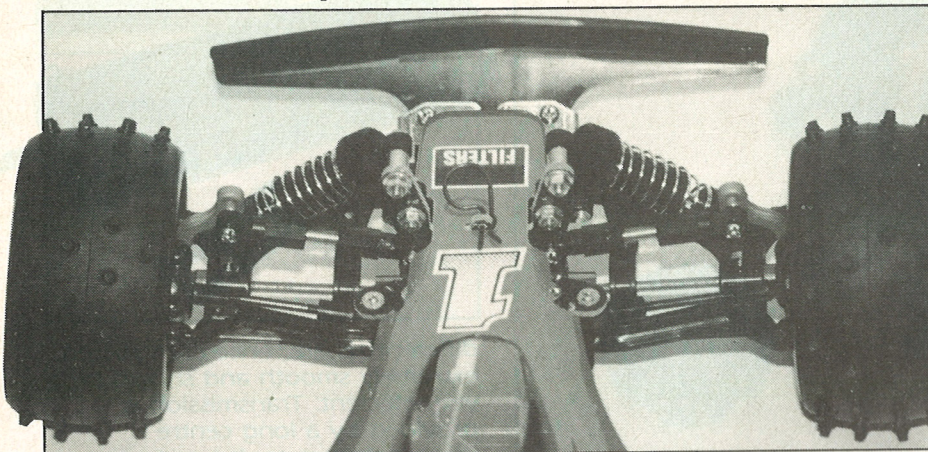
orangell). The 'Cam lock' design is also retained. Basically this is a large round plastic type wheel nut that screws onto the driveshaft and is held in place by two small levers. This means that wheels and tyres can be changed in seconds without the need for spanners etc.

The moulded polycarbonate body is a new design and follows the 'Futuristic' trends of late. A neat undertray is also supplied that not only helps keep the upper part of the body on, it also shelters the radio gear.

⊙ *Just enough room for the radio gear.*



⊙ *The front end of the 2001 has been much simplified.*



The turning abilities of the car were exceptional, especially when the rates on the transmitter had been properly adjusted! Even over the roughest ground the car was very stable, cornering fast and precisely. The balance was good with the batteries on the right of the car and the motor and majority of the radio equipment on the left.

All in all the Avante 2001 is an excellent buy and will definitely be a very competitive club racer.

Available from your nearest Tamiya stockist. ●

