

Hot on the heels of the recently launched Vanquish, Tamiya's much simplified and improved Avante follow-up, comes yet another design which is the next logical step in the chain, a car incorporating the best from the Avante

So what do you get?

Overall, if you put the Egress alongside the Vanquish, at first sight there appears to be little that's different. You have to look beneath the surface to

discover the wealth of 'Hop-up' options that come as standard with Egress. And those changes start right from the first items you put together – the front and rear differential units. These are now the ball type and can be adjusted for 'torque slip' by the number of shims included when assembling, enabling of course different slip settings to be created for front and rear. Although quite complicated mechanical marvels, the usual excellent Tamiya instructions and the superb engineering make assembly of these an absolute pleasure. There is never any

need to make small engineering modifications to components as can be the case with too many other manufacturer's products.

The basic gearboxes at front and back are otherwise as per the Avante and Vanquish, and are to the usual precision Tamiya quality and a delight to assemble – more important they are very smooth and friction free as all bearings and gears are ball-raced.

The other obvious change is the replacement of the plastic chassis in the Vanquish with an ultra light carbon graphite top and bottom deck. Servo and battery pack sit on the bottom, with speed

and the Vanquish, with the obvious aim of slimming off even more of the surplus fat the Avante carried, and simplifying the ultra complicated Avante suspension, the ball joints alone of which probably weighed more than the complete Egress suspension.

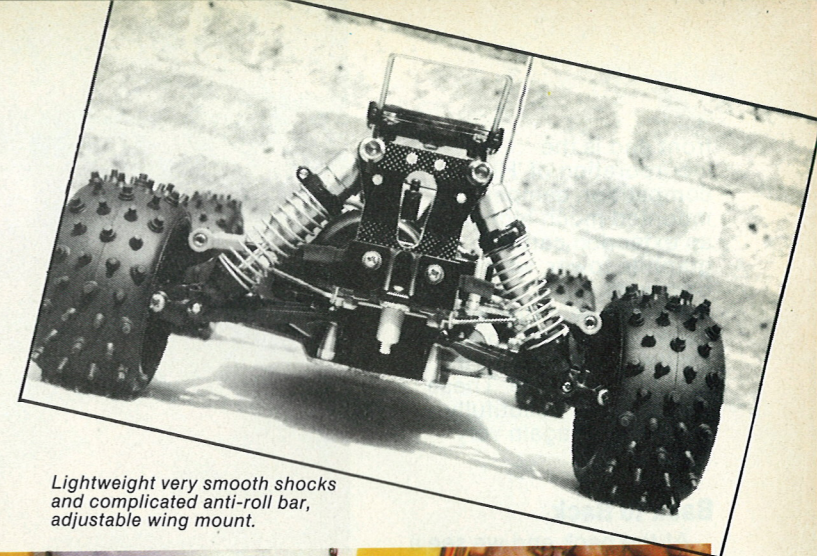
John Cundell goes hi-tech with Tamiya's latest progression



Top: black wheels, a la Vanquish, all-encompassing undertray which matches smart body, held in situ with split pins and Velcro.

EGRESS!

RADIO CONTROL MODEL CARS



Lightweight very smooth shocks and complicated anti-roll bar, adjustable wing mount.

controller and receiver on top deck, all à la Avante. The two decks are held apart with aluminium supports and the whole assembly is screwed together with lightweight, and again expensive, titanium screws and aluminium nuts.

Suspension

The successful Vanquish wishbones and trailing arms system are kept, although aluminium captive balljoints at the rear reduce weight. Front and rear wishbones are fitted with adjustable upper arm links, ball socketed, and it was our opinion that these were a little sloppier than the non-ball type used on the front of the Vanquish. The only other change to the



front end is the incorporation of 'Hi-Cap' competition dampers mounted much higher on an extended carbon graphite tower, which could be a weak point - although it must be said that we never managed to break the similar grp set up on the rear of the Avante. These dampers are beautifully smooth and again very light.

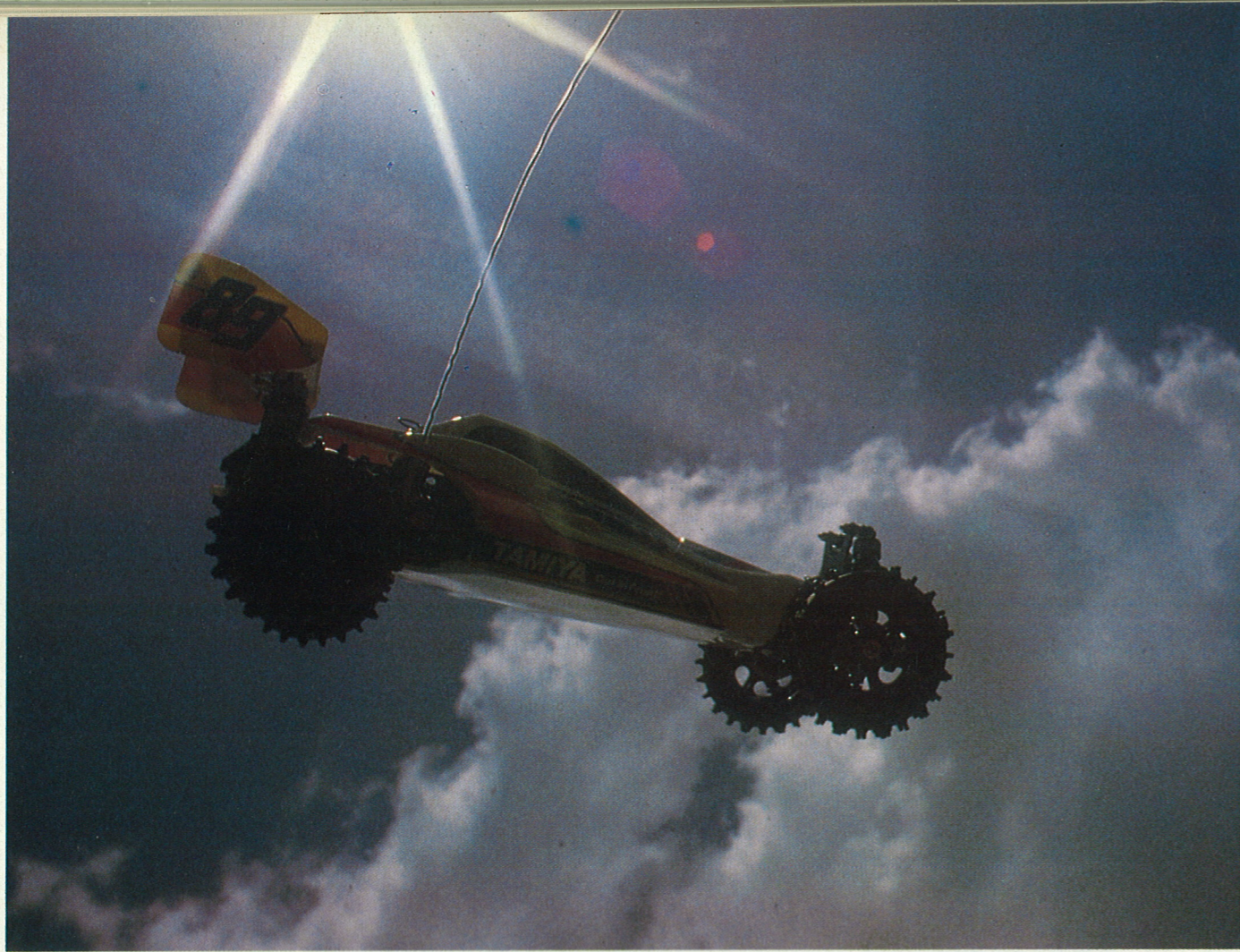
Back to Back

At the back end we see a similar pair of dampers, again mounted on a carbon graphite tower which also doubles as the rear wing mount. Again, extensive use of lightweight titanium and aluminium fittings. The rear stabilisers are quite a complicated affair - more so than the Vanquish which is simply a bent piece of wire slotting into links on the upper adjustable arms. On Egress the piece of wire ends in two beautifully turned, tapered aluminium ball ends which are connected to the wishbones by plastic ball socketed arms. One gets the impression that whenever Tamiya come up against a design problem, they always go for the complicated technical answer rather than the normal British simple approach. Anyway the system seems to work but it's all rather prone to a thump up the back end!

The complication of the steering system survives in the form of the 'Hop-up' package produced to replace the Avante's original 'million-lever' system, and carried over to the Vanquish, but the inclusion of eight miniature ball races has removed all the friction. We still think there is a much easier way and intend to work on this for a future issue.

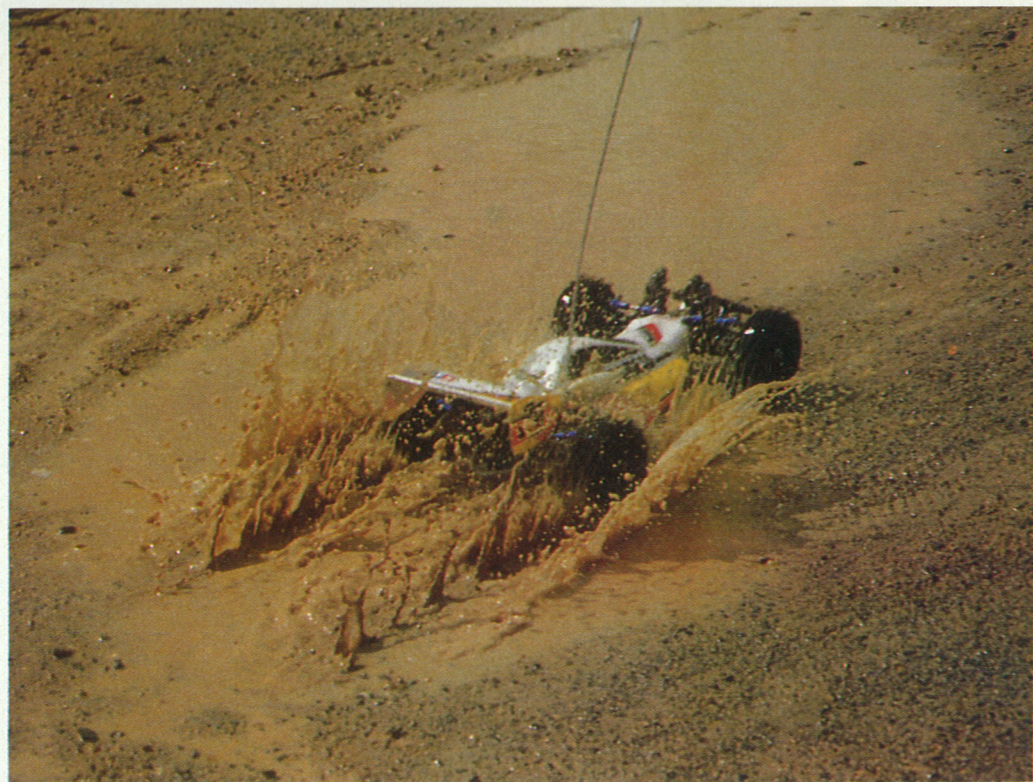
Tamiya are persevering with the shaft drive system and in-line motor, although there are a couple of improvements - first the motor is now very easy to change and work on, quite a problem with the Avante and not really solved with Vanquish; and more important, the builder now has a choice of installing a





one-way or a fixed centre drive gear instead of the differential which almost all Avante and Vanquish owners locked up after just a few runs. Tamiya reckon the one-way drive works better on long grass and that is how we have set up our car, however, it is the work of a few minutes to revert to the fixed system.

The drive out to the wheels is again all ball-raced and at the front is via Tamiya's superb universals with standard ball and pin type at the rear. If desired the latter can also be changed to the universal type. The wheels are exactly the same as the Vanquish except they are moulded in black rather than white. The tyres are yet another new design, best described as a mixture of conical bottomed cylindrical studs and concentric cylindrical studs! Who designs these things? One thing they are and that's real grippy, certainly more than the Vanquish's "points", and they're pretty sticky. On short grass in the middle of this year's hot spell, they needed almost all the top half of the points trimmed off before the car would stop rolling, despite what



we did with the set-up. But take heart, Cat and others fit.

This car is even easier than the Vanquish to work on and all major components can be accessed or removed

quickly - excellent for the necessary changes or repairs often required between races.

The body is much more angular than the smooth flowing lines enjoyed by the Avante and the Vanquish,

but the one big advantage it does have, particularly over the Vanquish, is a proper undertray which matches the top superbly, and

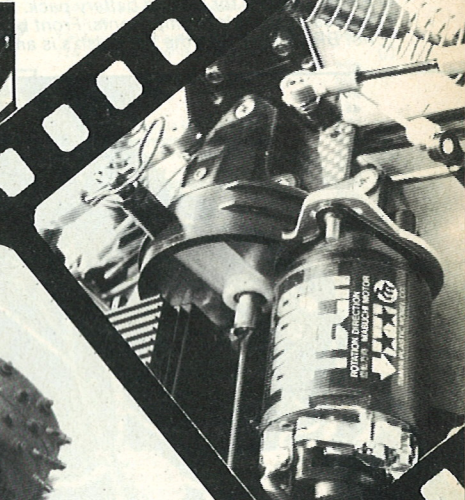
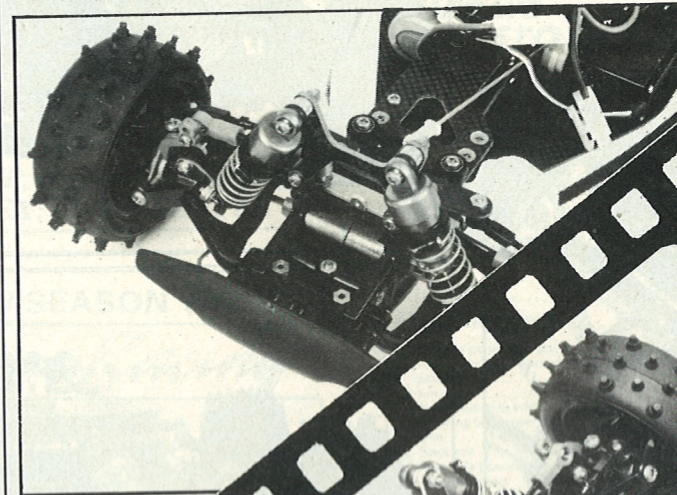
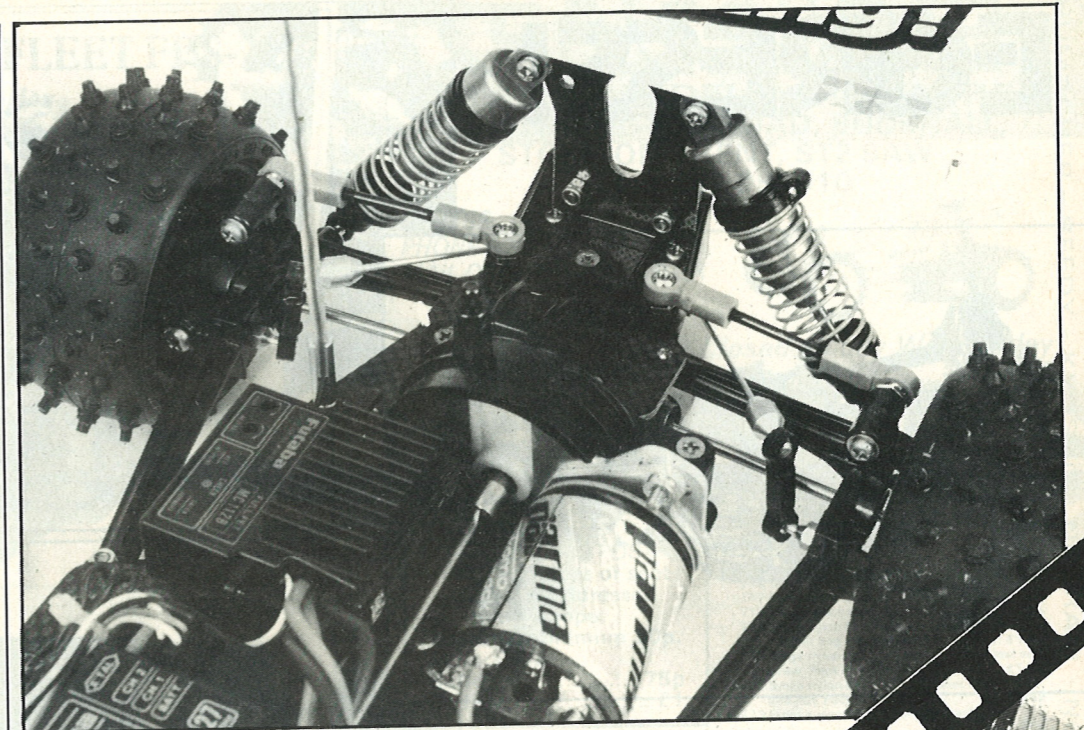
resulting in a very well protected car. This was one of the best points of the Avante and quite important in our normal inclement summers. The front bumper is the ultra small one favoured by the Avante not BRCA legal, but it is possible to exchange same for the slightly longer, if heavier, Vanquish part.

In Conclusion

The Vanquish hasn't been around very long, but in that short time has started to make its presence felt, much more than the Avante did during its two years' life. And it is starting to give some of the 'accepted' makes a good run for their money. The Egress must be even more competitive, if only because of the 34 ball races and its weight advantage, some 150 grams lighter than the Vanquish in race ready condition.

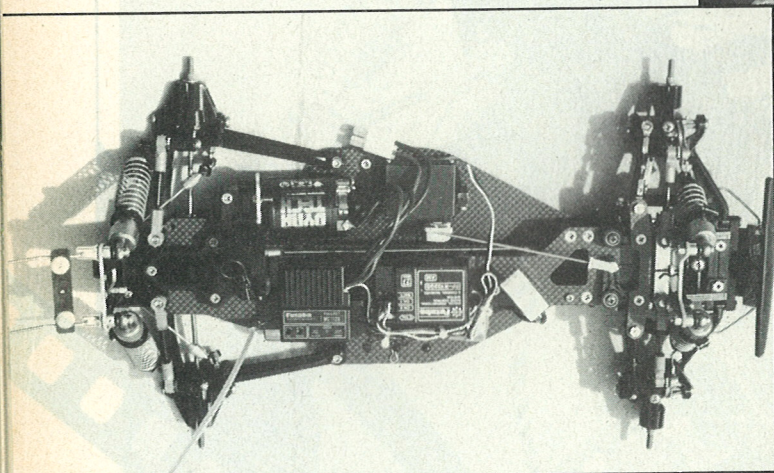
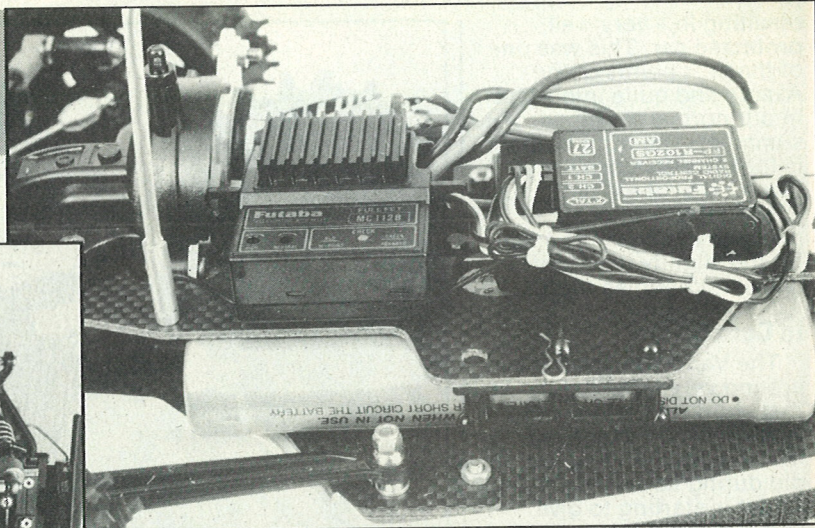
Tamiya must be congratulated in following the learning curve. It would have been so easy to have just opted out of the competitive market when the Avante was not the success that they obviously expected it to be, but the 'de-development' (perhaps unfair, but you know what we mean) to the Vanquish and now the 'Hop-up' to the Egress is more than likely to give the world's largest model car company a 'way out' (dictionary definition of 'Egress') from the Avante memory. The only problem may be the price, expected to be around £250.00.

Easy access to motor and gearbox; simplified 'Vanquish' front end; carbon fibre chassis. You can tell the Editor didn't have to clean Egress after his test drive!

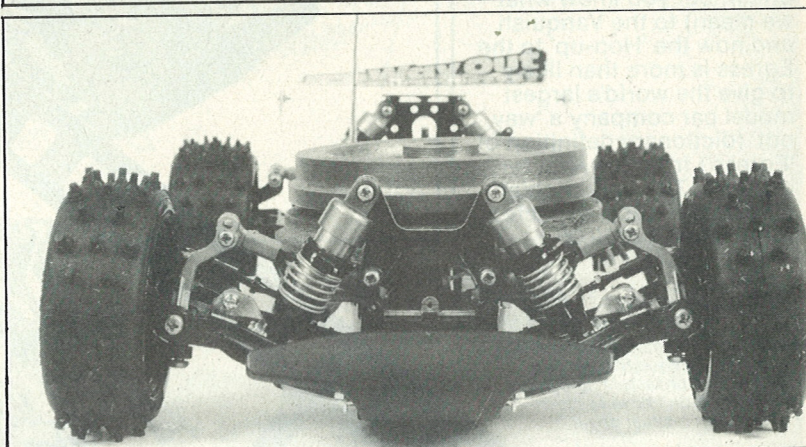
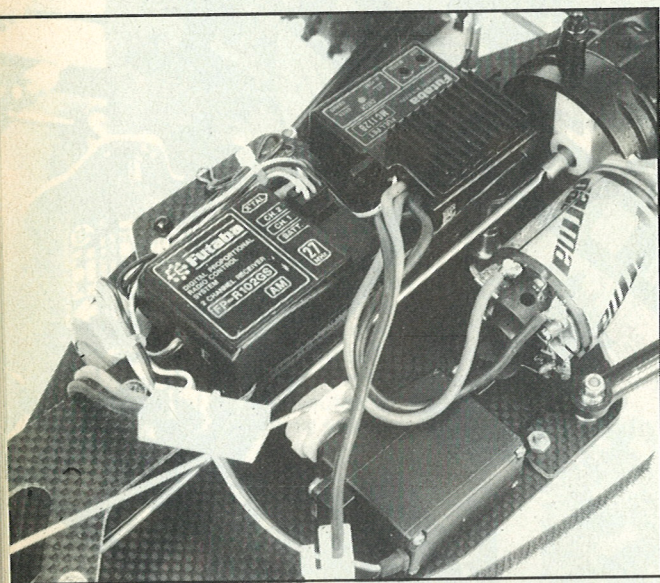
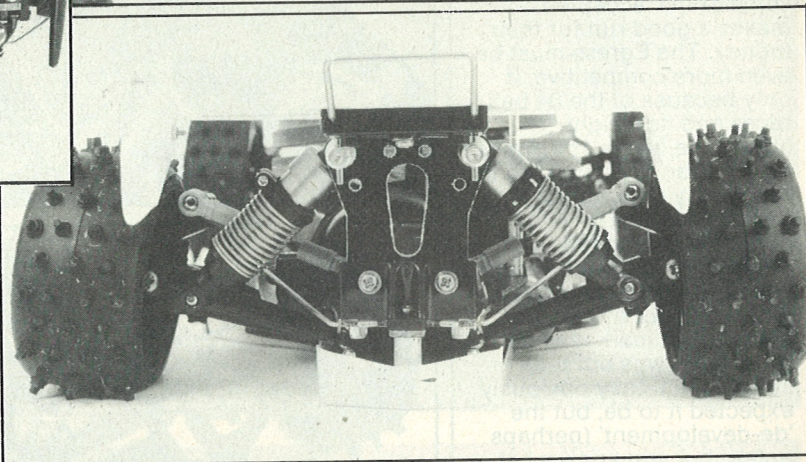


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Plenty of room for r/c and battery pack. Easy access to all major components. Front bumper is not BRCA legal, but the Vanquish's is and it fits.



Front and rear suspension under load shows geometry.

