

EGRESS

Running Report

John Cundell runs the hottest contender for the 1990 4WD crown

In the November issue we reviewed Tamiya's latest challenge to the ultra competitive four wheel drive 1/10th off-road market, the Egress. The usual editorial deadlines precluded any lengthy running report as we just about had time to let the Editor drive the car for the photos in that issue, and it was off to the printers pronto!

The editorial Egress had its first competitive outing at an inter-club meet on one of the hottest days of the year. We used the car straight from the box with the addition on a Tamiya Dynatech motor and Tamiya EX nicads. We also installed the one way centre bearing rather than the fixed bearing. Gear pinions for Egress range from 16 to 23 teeth; Tamiya's recommendation being the 18 with the Dynatech and a 19 turn armature.

For the first practice we fitted the 16 tooth pinion and the grippy Tamiya Egress tyres. The track was very dry with short grass. As expected, there was much too much grip and the car rolled on turns. At this point we didn't want to trim the tyres as they were the only set available and we wanted to try them in other conditions, so a set of hard Cats, three row front, that had worked successfully with the Avante and Vanquish were tried. Results were very encouraging, and it didn't take very long to obtain a perfectly balanced car by adjusting the various parameters.

Tamiya supply a fully detailed setting up leaflet with the instructions which tells how to adjust for oversteer, understeer, grippy tracks, etc., by altering tracking, camber angles (front and rear), and dampers. Try altering one item at a time and noting the effect. The car is very forgiving and very precise. In effect it can be set up to suit the driving style, as

well as the surface and conditions. The first day was successful and we finished higher up in the results than ever before, suffering no mechanical problems at all with the car.

Out for the count

Second outing was at the St. Albans round of the Chiltern Challenge, an inter-club competition that runs throughout the season between eight clubs in the Chiltern area. Competition is quite fierce as there is a very strong club spirit to do well, plus an individual award at the end of the day. Poor St. Albans track had suffered like everyone else's in the long dry summer, and despite mammoth efforts from the club, it was extremely bumpy with many potholes to catch out the unwary.

The only change to the set-up was to remove every other spike from the front tyres, still the Cats, and we used a 15 Single in the Dynatech. This was a superb test for the suspension system and the Egress came through with flying colours, taking the rough and turning it into the smooth. After a few laps it was realised that one could almost ignore the track conditions and simply look for the driving line. Unfortunately the car was then disqualified as the organisers didn't consider the Dynatech was legal (it is, of course, and since that meeting the situation has been clarified), however it was necessary to effect a rapid change to a Parma motor, also fitted with a 15 turn quad armature, now turning a 17 tooth pinion. Your reviewer again achieved his best ever result, and no doubt a better driver would have put the car in the A final!

The third meeting was at a wet club meeting on new grass, and this gave us an

opportunity to try the Egress tyres again. We had learnt a lot more about setting the car up by now, and soon had a good balance. These tyres are magic in the wet. Unfortunately we had fitted the 18 tooth pinion; there was too much grip (like the Space Shuttle taking off) and we dumped the cells and fried the motor! Still made the 'A' final though! The other good news was that the excellent snug fitting undertray and body kept all the important parts dry and clean, just like the Avante did.

The Chiltern Challenge

The final round of the Chiltern Challenge returned to dry conditions on very short grass after some morning dew, and by now we had received some spare Egress tyres, so the opportunity was taken to cut down a set. The extreme tips were removed, and we had a good handling car with certainly more grip and drive than with the Cats. Because of the large number of entries, one only gets three rounds at Chiltern meetings, so it's all systems go straight from the start - no chance of using a heat to set the car up. Unfortunately, the extra grip again was more than we expected; the cells just lasted, and we cooked another motor! but we were lying fifth at the end of the first round. The Egress couldn't improve her times for the remaining heats, but did well in the B final, moving up four places.

The last outing to date was on a relatively smooth track, all grass, with the latter disappearing by mid afternoon, and very dusty, slippery conditions. The opportunity was taken to again try the uncut Egress tyres, and with the rebuilt Parma quad 15 turning a 16 tooth pinion, excellent results were achieved, just one second off FTD. Unfortunately the car dumped and a 15 tooth pinion would have no doubt been just right. Tamiya do not make one specifically for the Egress, but any .6 modular pinion will fit.

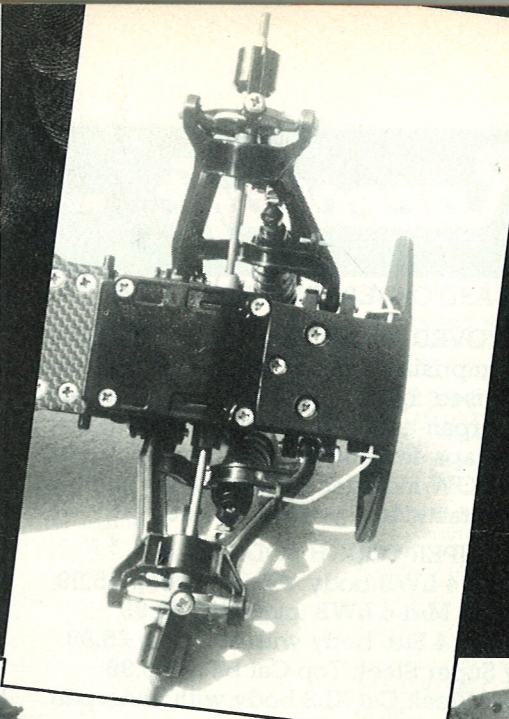
The car has now taken part in at least 36 heats and has finished every race bar two, and both these failures were due to a receiver and a speed controller blow up.

Nothing has broken over this period and all moving parts are still operating sweetly and smoothly, so the bugbear with the Avante, where one managed to break something on almost every race has gone.

The Egress is certainly a racer's car and will bring out the best in you and itself. It is easy to set up and drive, and is very forgiving during the learning stage. The engineering quality is amongst the best that can be found, and reliability has been achieved with this car.

Changing of motor and pinion is easy, as is maintenance and it keeps dry in the wettest of conditions.

There is no disputing that Tamiya have a winner on their hands with this car, and they deserve it after their perseverance. We are going to see the name Egress appearing more and more in the winner's frame.



The Egress carbon chassis holds all the necessary parts in place. Egress excellent spring damper units keep the car stuck to the ground.

