

Astute has been modified and updated - have Tamiya taken steps in the right direction? RCMC investigates

Around two years ago Tamiya released the Astute. The car was something really different for Tamiya being designed for racing with a fairly high specification and possibilities to be tuned to a top racing machine.

To drive their new nimble and neat looking Astute the talents of Jamie Booth were employed, this gave the car real chance of becoming a winner and the possibilities for the chassis to be developed into a title contender.

Two Years On

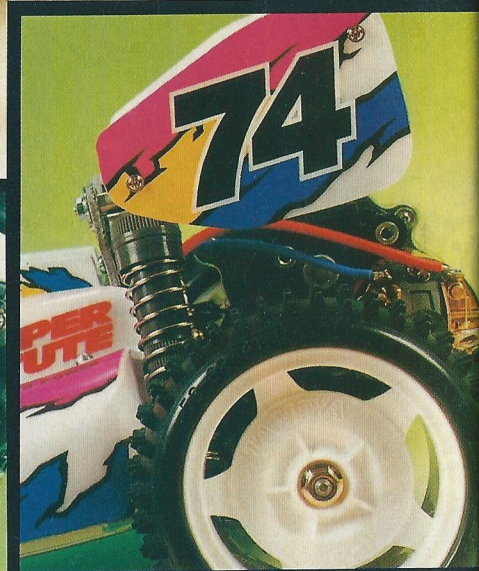
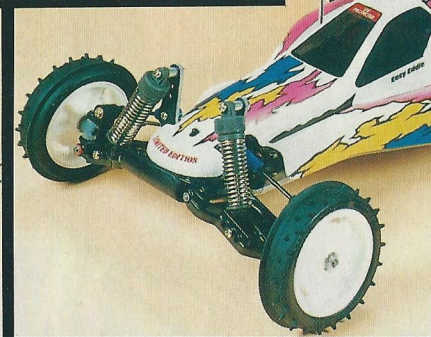
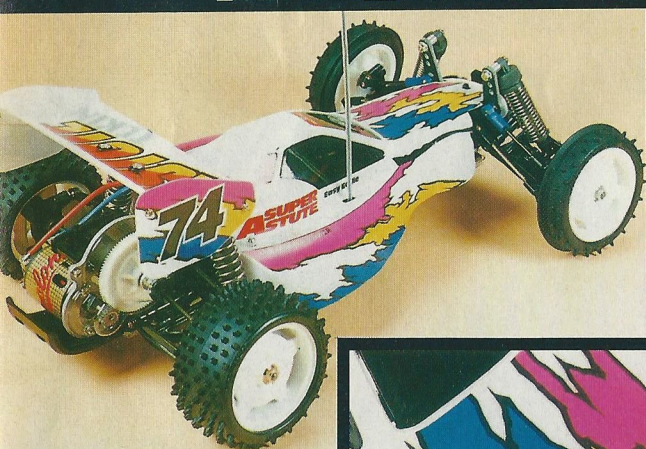
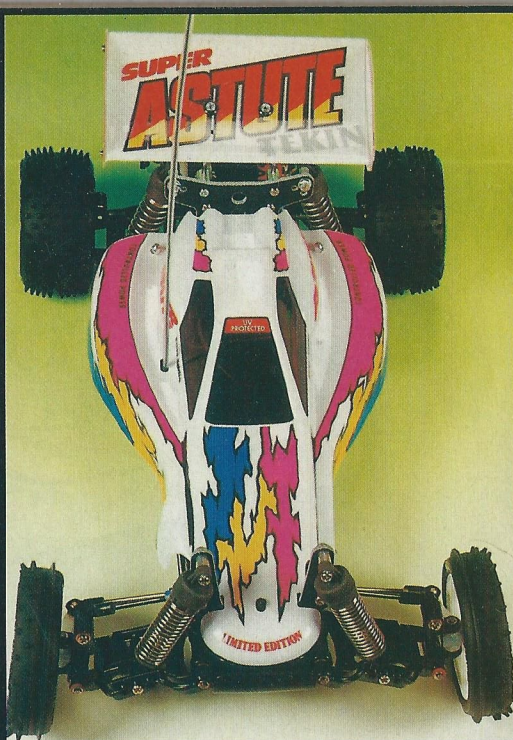
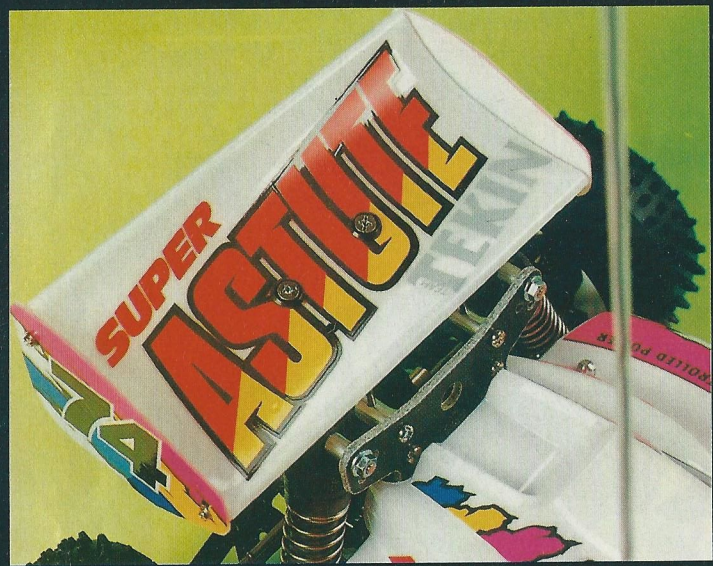
So here we are two years further down the racing road, and the Astute is not a champion. What looked like a real racer didn't quite come up with the goods for a number of small reasons, those reasons have now in part been attended to, Super Astute is here and ready for the challenge.

One of the main areas that required attention on the car was the gearbox, this has been totally re-designed and updated to be more reliable, efficient and to include the all important slipper clutch. The gearbox is based around an excellent base moulding that houses the gears. This moulding is bolted to an alloy plate which in turn is bolted to the motor. The plate also acts as a heatsink for the motor. Gears in the car are beautifully moulded in 0.5



SUPER
Astute!

Below; Rear wing on Super Astute bolts together and is adjustable. Neat petite body gives Astute a racy look. New wheels and tyres are light and grippy.



module which is very similar to 48dp, the gears run smooth and true and are the best there is. The best part of the gearbox is the slipper clutch, this uses a system similar to others of sliding plates and slip washers. The slipper works well in saving the gears from excessive

shocks and is easily adjustable through a neat inspection hole in the clear gear cover. That's the end of the gearbox description, basically Tamiya seem to have got it just right and the unit should give no problems.

What Else?

The rest of the mods to the car are quite minimal, the chassis remains FRP not carbon which is too flexible and not up to a high standard. The suspension has new parts and geometry but still seems to lack somewhere in comparison to other top

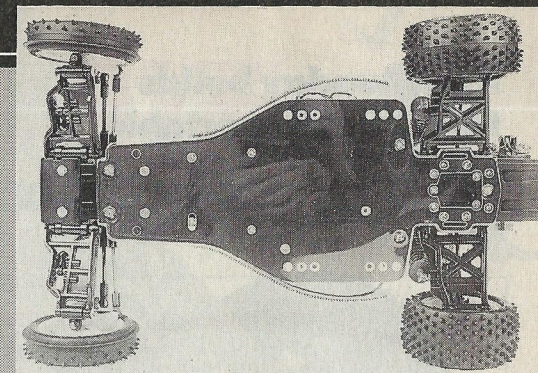
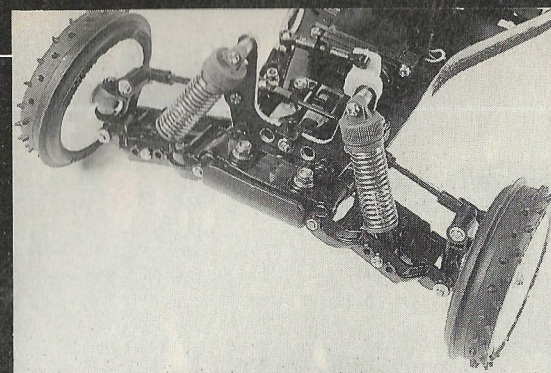
racers, the shocks seem to have only changed colour. The layout of the car is simple, all the equipment is placed on the flat chassis around the centre mounted battery pack, this is neat quick and easy and is well protected by the undertray. Sealed perfectly to the

undertray is the Astute body, this really is a nice shape to our eyes being slim low and racy.

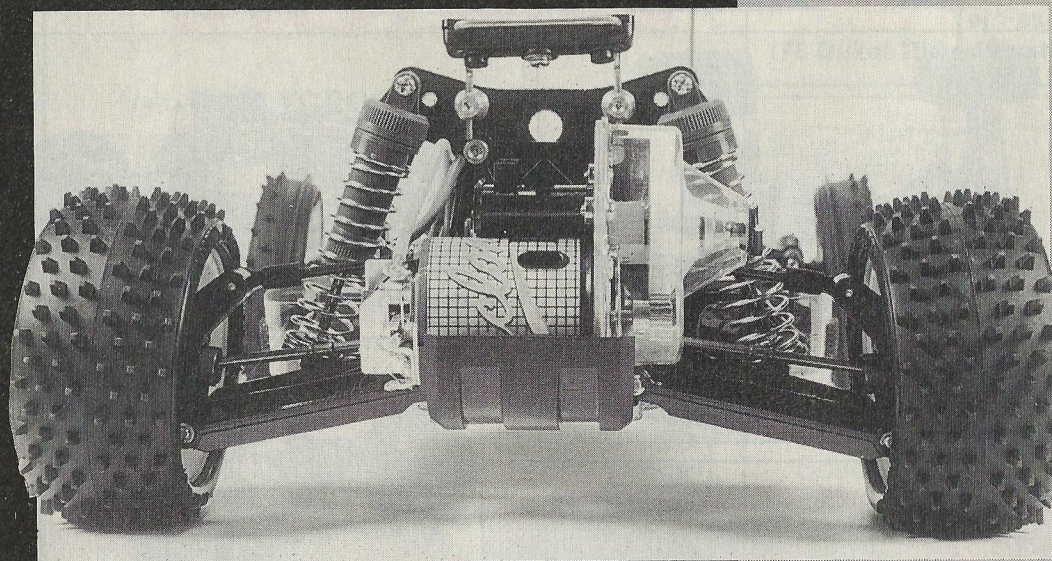
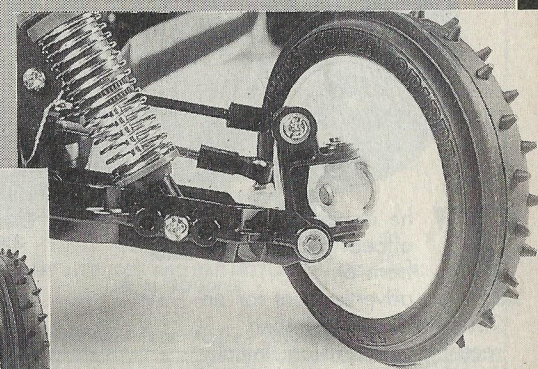
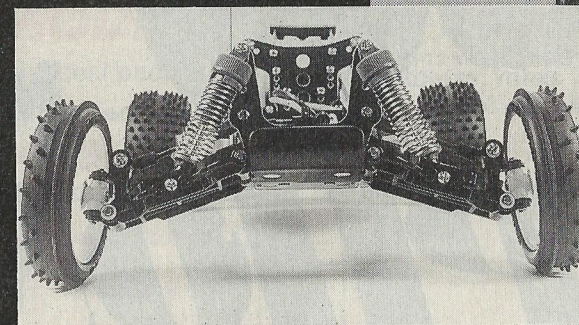
Round and Round

To finish off the changes the Super Astute has new wheels and tyres, these are well designed and far more stronger and suited to racing than the old ones, tyres are also bigger, lighter and look really grippy. The car really is set-off by these neat items.

Overall we were a little disappointed that Super Astute was not in our opinion a big enough leap in the right direction as far as top competition is concerned, for club racing the semi-ballraced, geared diff spec will be fine - but surely Tamiya were aiming higher than that when the idea was first conceived.



Ground clearance on the car is reasonable but damping and springs seem a little light. New steering hubs are part of the new handling package.



Specification;
 2 Wheel Drive
 Independent Suspension
 4 Oil Filled Dampers
 FRP Chassis
 0.5 Module Gears
 Slipper Clutch
 Lexan Body/Undertray
 No Motor
 No Speed Controller
 Semi-Ballraced
 New Wheels and Tyres
 Requires Electronic Speedo

We fitted 16 double motor and electronic speedo into RCMC Astute. Rear camber change is not adjustable.

