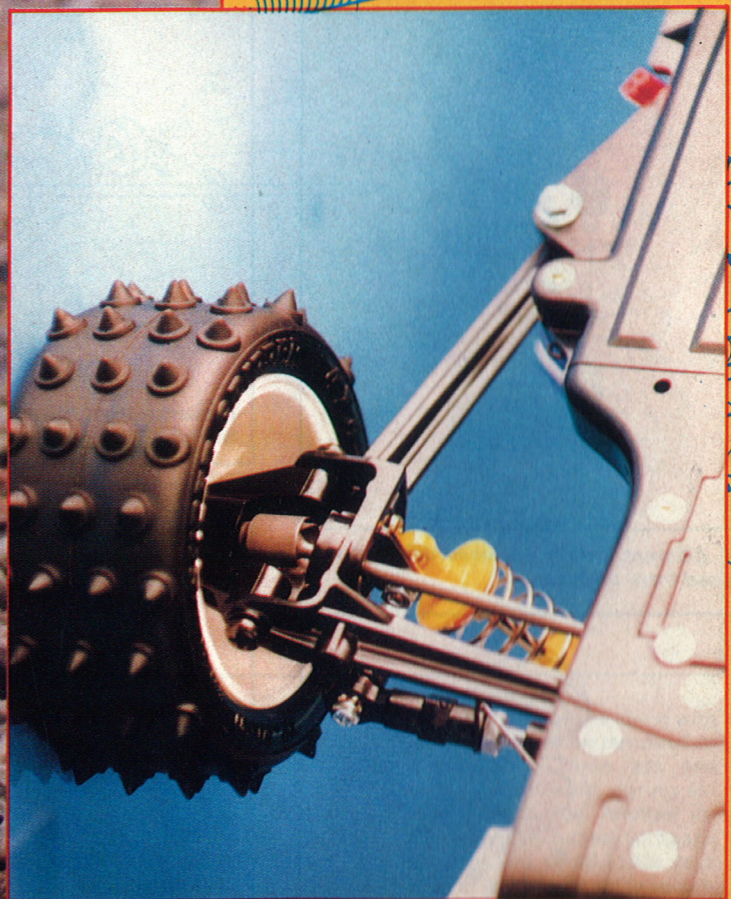


VANQUISH



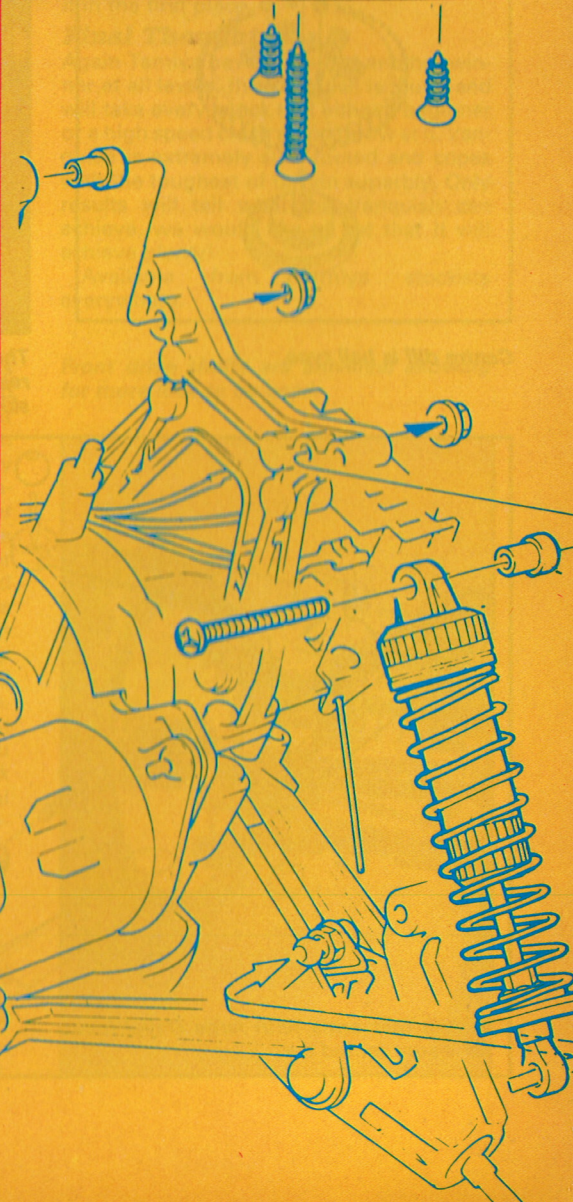
Rear wishbone and driveshaft, rear suspension is not trailing arm but does have plenty of travel for rough ground.

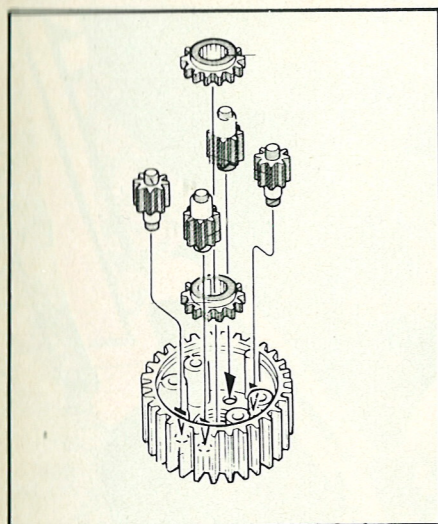


Tamiya's new 4WD racer the Vanquish is a sure winner

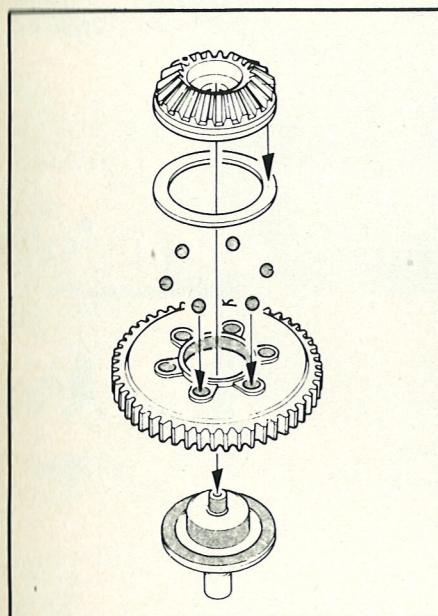
Every now and then an R/C car will be released onto the market that in one way or another will be big. Being big can happen in several different ways, winning a World Championship is certainly big, in another sense so is being the favourite club member car! Let's face it there are more club members than World Champions aren't there? Tamiya's latest release, the Vanquish should be bigger than big. It should be enormous for it will appeal to every racer, no matter what level he enjoys the sports at. Comparisons are very rarely fair, seldom are they valid. However, as the Vanquish is similar to the Avante, at first glance, it is both inevitable and understandable that some people may envisage that some of the shortcomings of one may well be inherent in the other, we can say beyond question that this is not the case as racing at club beginner level was to prove!

Step by Step
It must be said that the Vanquish is not the most straight forward of the Tamiya range of cars to assemble, mostly due to the fact that the Vanquish has been designed as a racing car and racing makes certain demands on vehicles that have to be allowed for in the design stages, sometimes this factor must override all else to achieve the end results. Tamiya do supply, as usual, an extremely comprehensive instruction booklet which if followed to the letter will not lead you astray. One of the early stages of assembly covers the rear differential, if you are a first time builder you will be at a slight advantage as the Vanquish has a different diff arrangement to most other cars, the principle is exactly the same but is achieved differently. Non first time builders, build it exactly as it appears, contrary to what your instincts tell you we know, but do it any-

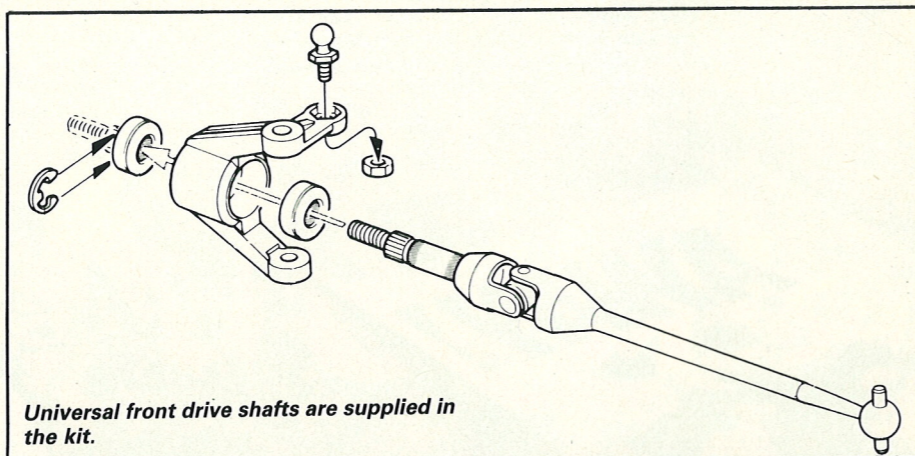




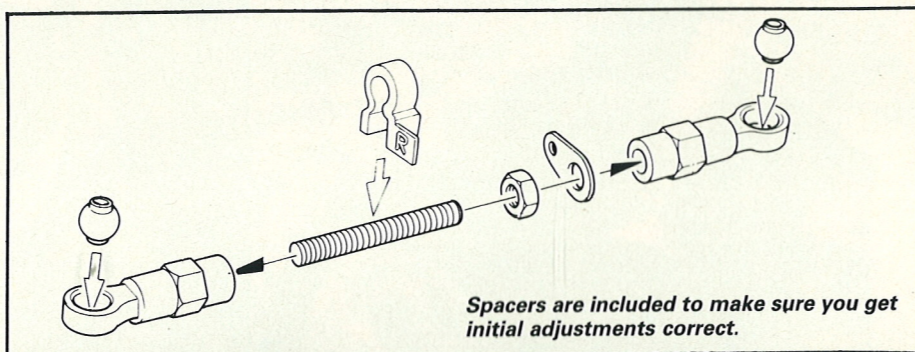
A different, totally enclosed differential is used front and rear.



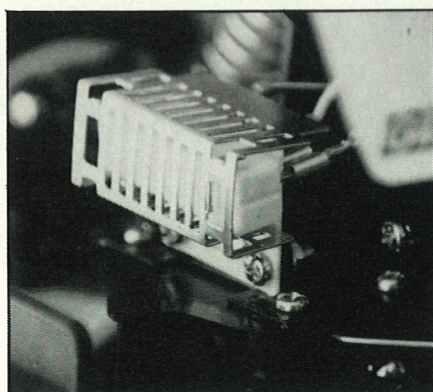
Centre diff is ball type.



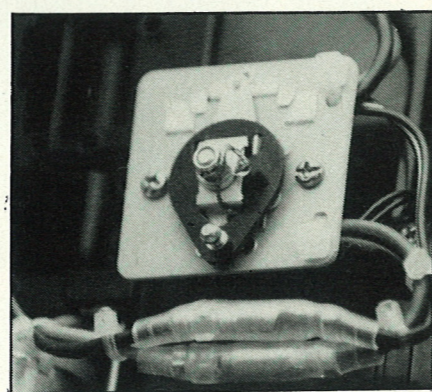
Universal front drive shafts are supplied in the kit.



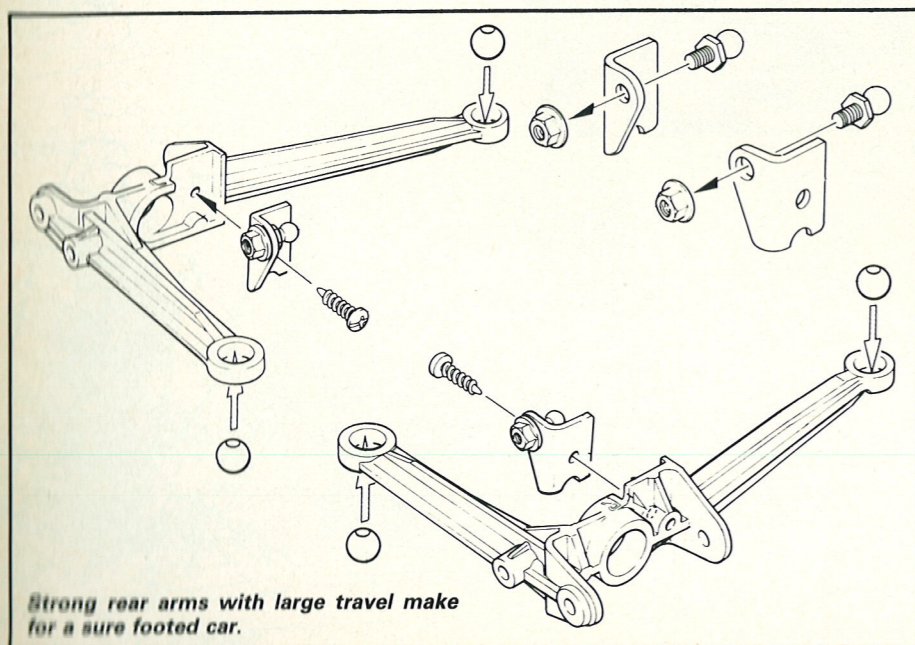
Spacers are included to make sure you get initial adjustments correct.



The speed controller resistor is set at the rear of the car and is well protected by a skid plate.

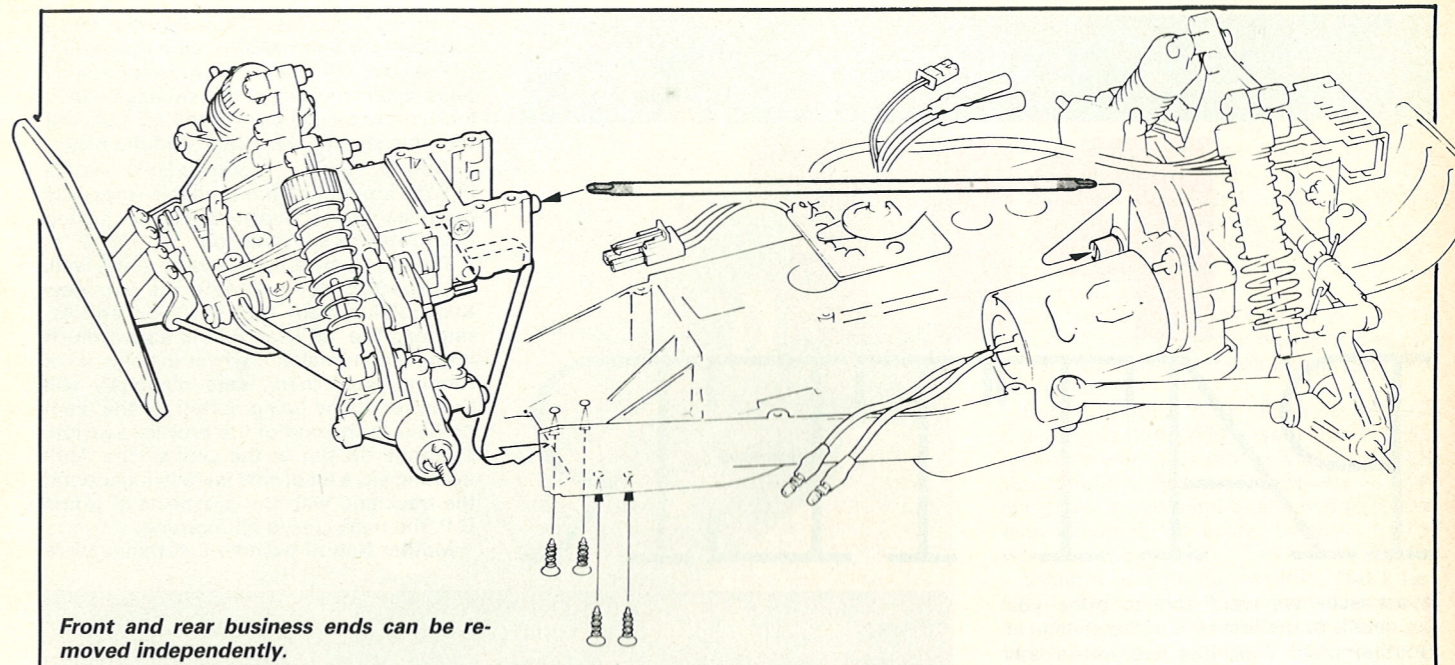


A simple yet very efficient speed controller is included in the kit.

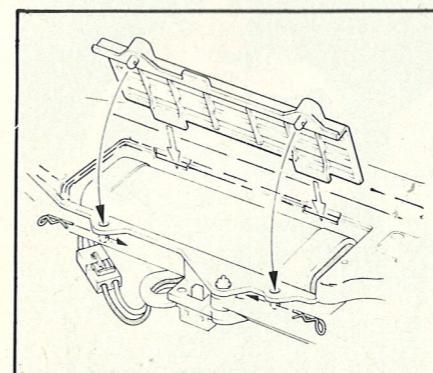


Strong rear arms with large travel make for a sure footed car.

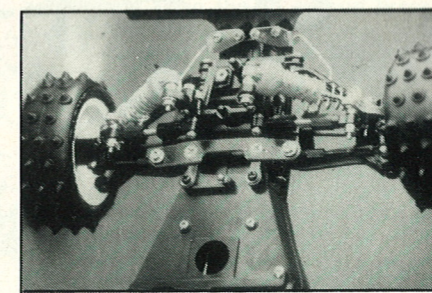
way! The diff is an enclosed planetary type which defies accurate description so we have included an exploded drawing. Actually when you have studied the drawing and worked out how it works it is a very neat piece of engineering which should be extremely strong in use. Just when you thought that the fiddly bits were over, turn the page and one of the most interesting bits appear. We were to find out later that the Vanquish is extremely sure footed, something that can be attributed in part to the centre differential. Now we must say straight away that the centre diff is of the ball variety but it is like all the other ball diffs very easy to build and adjust. What it does can easily, if a little simply, be described as sense where along the drive chain the power is most needed and put it there. A very useful piece of in-car equipment. Rear gearbox, centre diff and motor are contained in one unit which bolts directly onto the monocoque chassis. Next stage of construction is the mechanical speed controller, complete with B.E.C. take off lead, this unit comes complete and simply screws into position on the chassis.



Front and rear business ends can be removed independently.



A very secure battery tray is incorporated into the chassis.

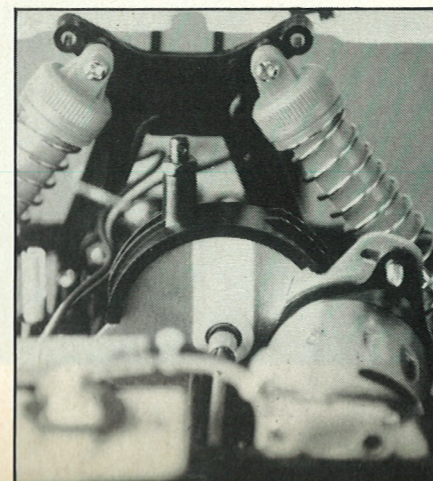


Front end shows similar but much improved lines than that of the Avante.

Rear Suspension

Although at first glance you may be forgiven for thinking that the Vanquish is equipped with a rear trailing arm suspension set up, in fact it is not. Vanquish uses what is an extended arm wishbone that pivots on ball links, this system does give a large amount of suspension travel to help you through the roughest ground. Camber changes can be affected by altering the length of the upper link arm, a simple and straightforward procedure. Shockers front and rear are the now famil-

Centre diff is neatly housed but proves awkward to get at in a hurry so make sure it is properly adjusted before you leave for the track.



Front Gearbox and Suspension

Again an enclosed planetary diff is employed here, only one point to watch and that is when installing the front propeller joint make sure that it is firmly seated in the bearing provided, it must rotate freely after installation. If it does not you must realign the propeller joint! Single lower wishbones are employed at the front of the car along with adjustable top links to alter camber settings. A point to note, included in the kit are two spacers, these fit onto the threaded rod portion of the top link. When both ball connectors meet this spacer stop screwing them on, remove the spacer and repeat the performance for the other side. Take note that the rear spacer and the front spacer are different sizes, should you forget or fail to take note your car will look extremely unusual, believe me! Universal drive shafts are used at the front, this enables a great deal of steering lock to be designed into the car without one or both of your drive shafts falling out, very useful.

Final Assembly

Vanquish follows the same constructional theory as some of Tamiya's other more successful marques, namely the Thunderbolt family and its derivatives. Whereby a unitised form of construction is employed al-

lowing front and rear gear boxes along with suspension components to be removed or assembled individually. There are two areas where this is invaluable, during assembly and at the track side. Another invaluable item is the built in battery compartment, the only way you could lose your battery with this car is if you forget to secure it in the first place.

Final Thoughts

Again Tamiya have produced another winner at all levels, the Vanquish is tough and will take every knock that either a beginner or a high speed crash could throw at it. Vanquish is extremely sure footed and copes with the toughest of terrain superbly. Only results will tell what the Vanquish can achieve, we would like to bet that it will achieve plenty!

Available from Tamiya stockists everywhere.

Front drive shafts are universal allowing for more lock to be used.

