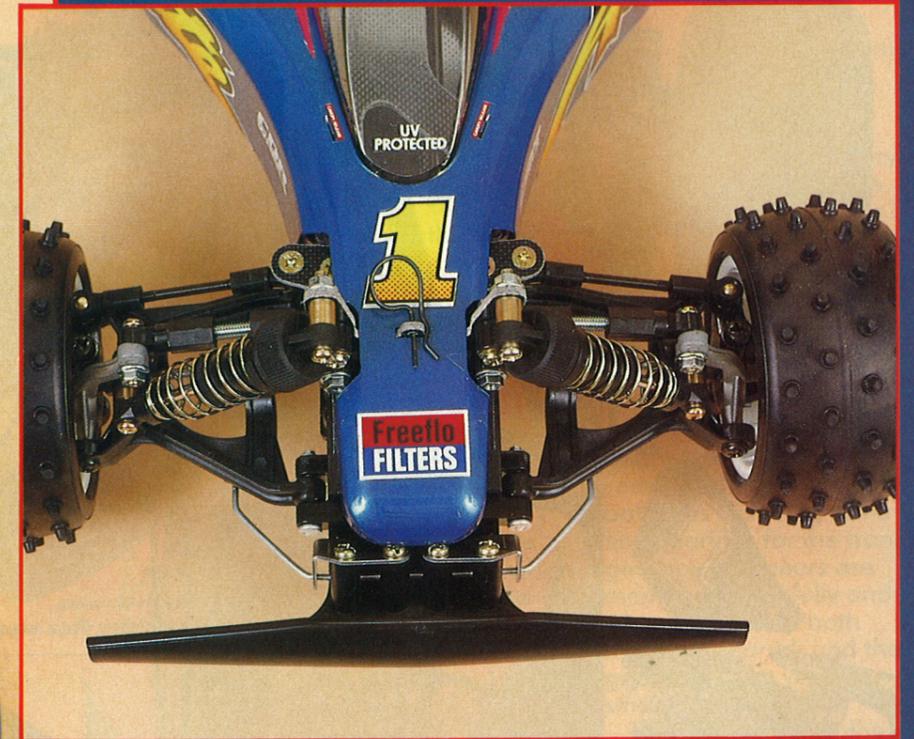




The sleek lines of the Avante have been revamped and renamed - the 2001!



AVANTE
2001



Around two years ago Tamiya produced what was for them a radical new kit; up until then Tamiya were well known as the best producers of RC kits for the non racing side of the hobby, with cars like the Monster Beetle, Rough Rider and Hotshot II, Tamiya knew all about the market they were aiming at and were basically the best in the business.

With the introduction of the Avante they broke the Tamiya mould by entering the full blown racing arena, somewhere that was new to them and would be a challenge.

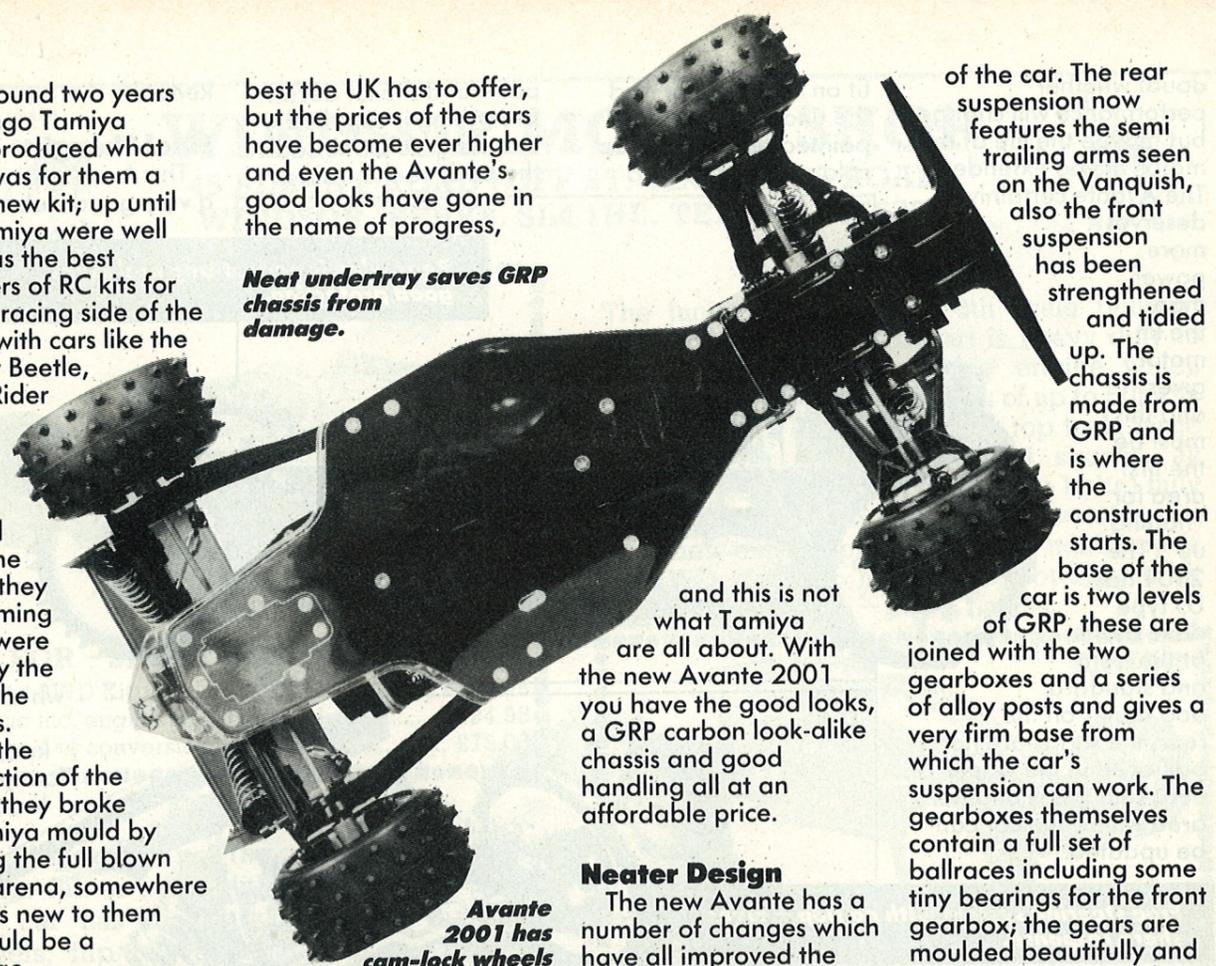
Model Cars reviewed the Avante as a possible world beater. In the hands of our reviewer the Avante showed good promise at local club meetings and indeed to this day that same reviewer has continued to drive Tamiya race cars, using the Vanquish and now the Egress. The original Avante did have it's problems, being both over complicated and slightly fragile, but the design was first class and the trend had been started for Tamiya to make cars designed for racing.

Clean Up Time

Since the original Avante Tamiya have moved on to producing expensive Carbon fibre filled cars such as the Egress, and the cars have certainly proved their race track ability especially in the hands of Jamie Booth, who has already taken on the

best the UK has to offer, but the prices of the cars have become ever higher and even the Avante's good looks have gone in the name of progress,

Neat undertray saves GRP chassis from damage.



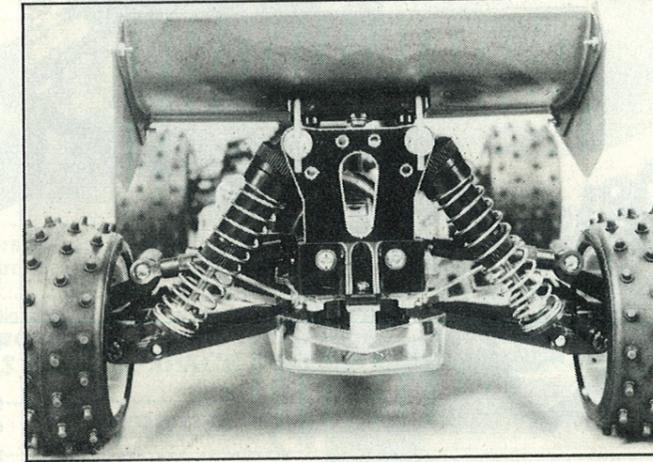
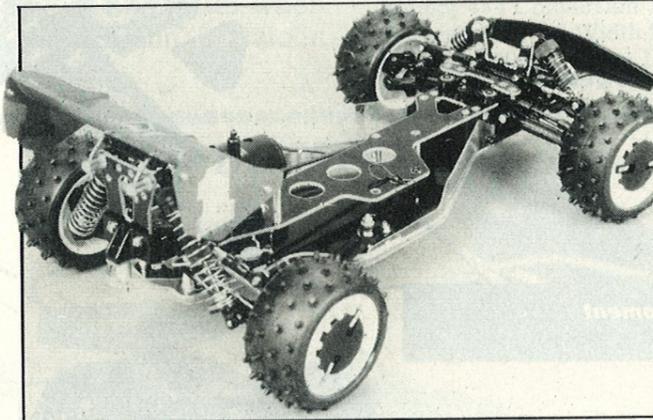
and this is not what Tamiya are all about. With the new Avante 2001 you have the good looks, a GRP carbon look-alike chassis and good handling all at an affordable price.

Neater Design

The new Avante has a number of changes which have all improved the reliability and handling

of the car. The rear suspension now features the semi trailing arms seen on the Vanquish, also the front suspension has been strengthened and tied up. The chassis is made from GRP and is where the construction starts. The base of the car is two levels of GRP, these are joined with the two gearboxes and a series of alloy posts and gives a very firm base from which the car's suspension can work. The gearboxes themselves contain a full set of ballraces including some tiny bearings for the front gearbox; the gears are moulded beautifully and when assembled both the diffs (geared) and the gearboxes are very smooth.

Avante 2001 has cam-lock wheels and new soft rubber tyres.



The suspension on the car pivots on various ball joints and alloy pins, everything fits to the Tamiya high standard and the four corners of the car soon come together. Damping on the new Avante is no longer carried out by alloy shocks, as this task is now given to the new plastic units seen on other Tamiya releases. The shocks are of a different diameter front and rear and are also of a different length. Assembly is quick and easy but do follow the instructions to ensure that the dampers are filled to the right levels.

Motor Changes

The Avante kit still contains the standard 540 motor but it now has new style bearings and a flash new label, we

doubt whether performance will change but maybe the life of the motor will be extended. The Avante certainly deserves more power than the kit motor gives and this must be the first area for "hotting up". The 2001 has UJ type drive shafts at the front and standard dog bones on the rear, the shafts are not ballraced in the wheel hubs and this is another area where the car can be updated.

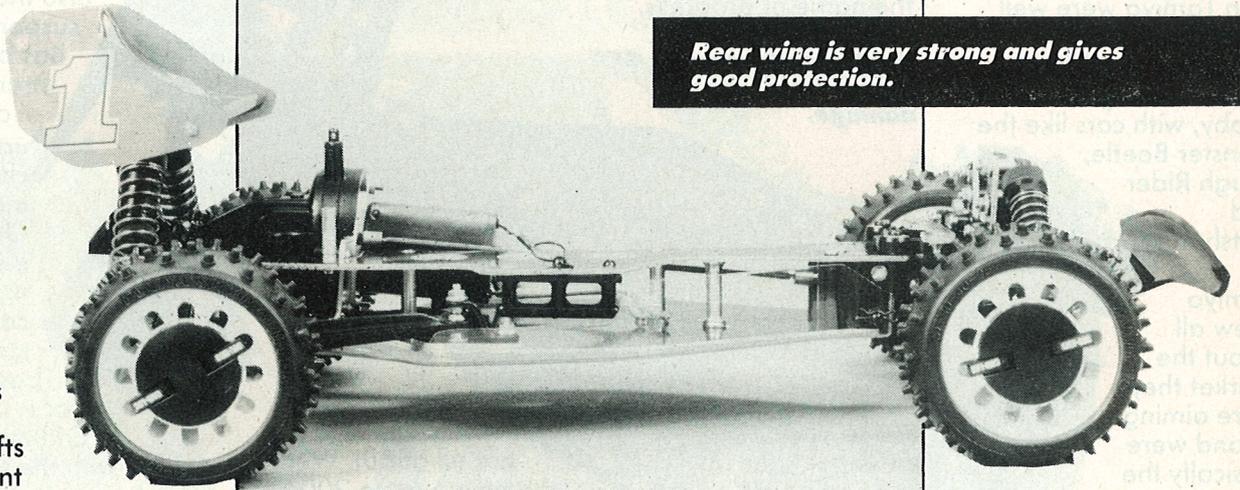
fit on both the car and the undertray; we painted ours in box top colours using Tamiya

paint and the kit decals. Everything is supplied including Velcro to seal the body to the train to

keep the dirt out.

Final Thoughts

The Avante is basically a very good club car

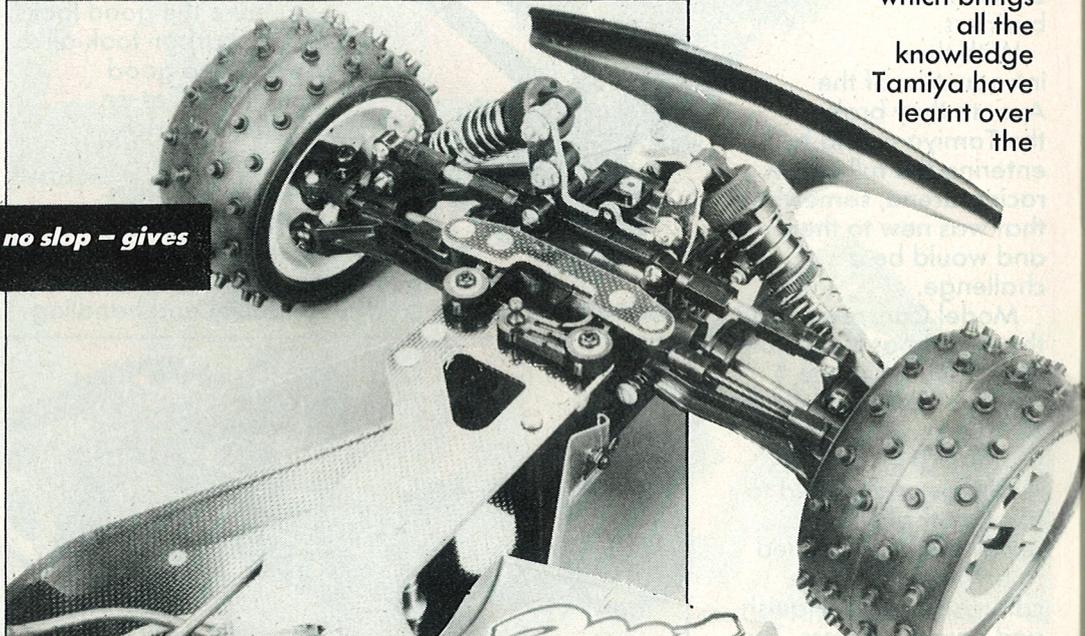


Rear wing is very strong and gives good protection.

Free steering system with no slop – gives sharp response.

Loads a Diffs

The new Avante still has three diffs, this is to make the car easy to drive for beginners and does work; the car is less likely to spin out as the diff takes away the wheelspin and softens the handling. The diff can always be replaced at a



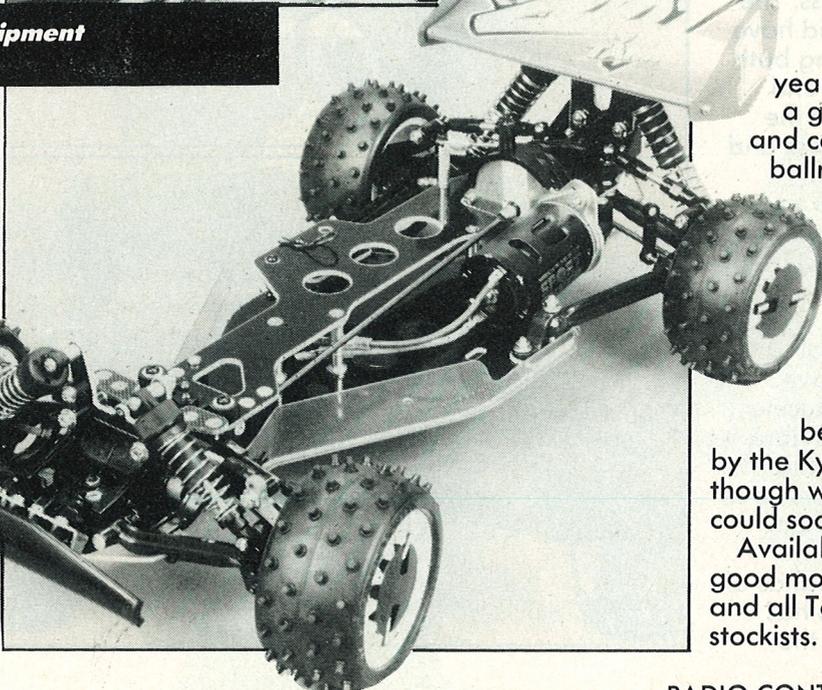
which brings all the knowledge Tamiya have learnt over the

Chassis before radio equipment has been fitted.

later date if required.

Tamiya recommended fitting an electronic speed controller and one servo. This is easy to do and gives plenty of room in the car for the receiver. The radio layout is suggested in the instructions and this gives a good guide on how to fit it all in.

The bodyshell is just about the best shape available and is a perfect



past two years together. It has a good specification and comes almost fully ballraced, the chassis handles well and is also tough, something the old car couldn't claim. The Avante fills a gap at club level presently being looked after by the Kyosho Mid, though we feel this could soon change!

Available from all good model shops and all Tamiya stockists.