

TAMIYA

## EGRESS

**Will Tamiya's  
Egress make  
them the next  
World Champions?  
It could well do!**

It would be a mammoth task to list the exact number of cars that have throughout the years, been released into the r/c car consumer market. It would be a lot easier to recall the number of cars that could be described as pure racing cars, it would be easier still to name the few cars that fit into the memorable bracket and what a simple task it would be to

name the one or two legendary cars that have swept all and sundry aside and gone on to prove that they are indeed a true champion, season after season! Well it's time to get the hammer and chisel out again and carve another name into the space reserved for legends, Egress! Tamiya's latest 4WD racer is a surefire winner straight from the box, it has every

conceivable uprate part supplied ready to fit, not for the sake of gimmickry but solely in an attempt to provide you with the fastest, most sure-footed car yet.

#### **Moving Out, to Exit**

The word Egress means to move out or to exit, if that is a statement of things to come from Tamiya then the

1990's is going to be a time to look forward to.

Presentation, packaging and instructions are as usual up to Tamiya's extremely high standard, the best salesman for Tamiya products have always been the boxes themselves, emblazoned with tremendous pieces of art work as well as schematic, colour coded systems diagrams. I am al-

➤ **Front upright showing universal jointed drive shaft.**

➤ **Rear gearbox inspection cover, note all screws are countersunk for extra ground clearance.**

ways amazed that you don't see more box tops of this quality framed and hung on the walls of workshops and bedrooms, maybe I am just a sentimental old fool.

#### **It's all Differentials to me**

The first stage of construction deals with both the front and rear differential assembly, take a little time and

care here as both front and rear diff housings are almost identical, a longer than average squint at the instructions will save you disassembly time later. Both front and rear diffs are of the ball type and need to be assembled with care following the instructions precisely, we did and found no problems here at all.

Gearboxes, both front and rear are

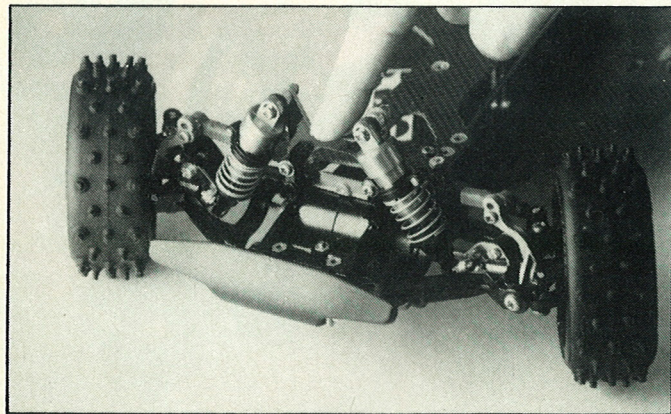
now moulded in reinforced plastic and are fully ballraced throughout, it seems that the basic rule with the Egress was "if it moves, ballrace it" everything right down to the steering bellcranks are fully ballraced, in fact no fewer than thirty ballraces are used throughout the car, every one is supplied in the kit. One final noteworthy point before we move away from

the gearboxes is that each one is fitted with an inspection hatch allowing the owner driver to carry out inspection and regular maintenance easily.

#### **Just like the Real Thing**

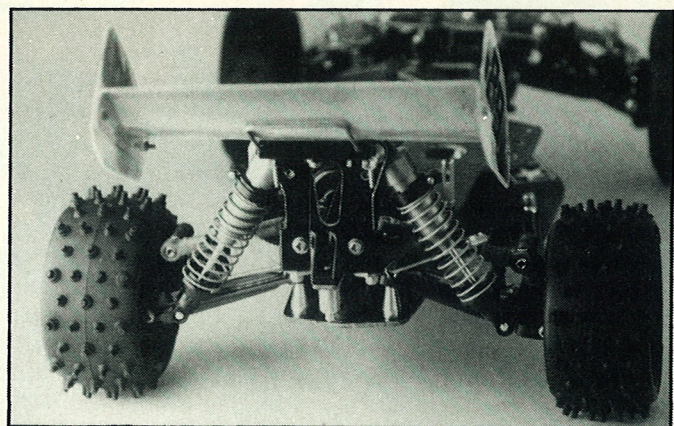
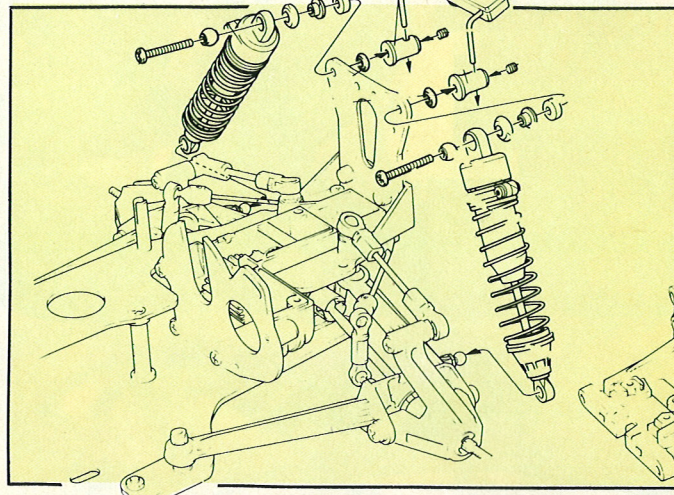
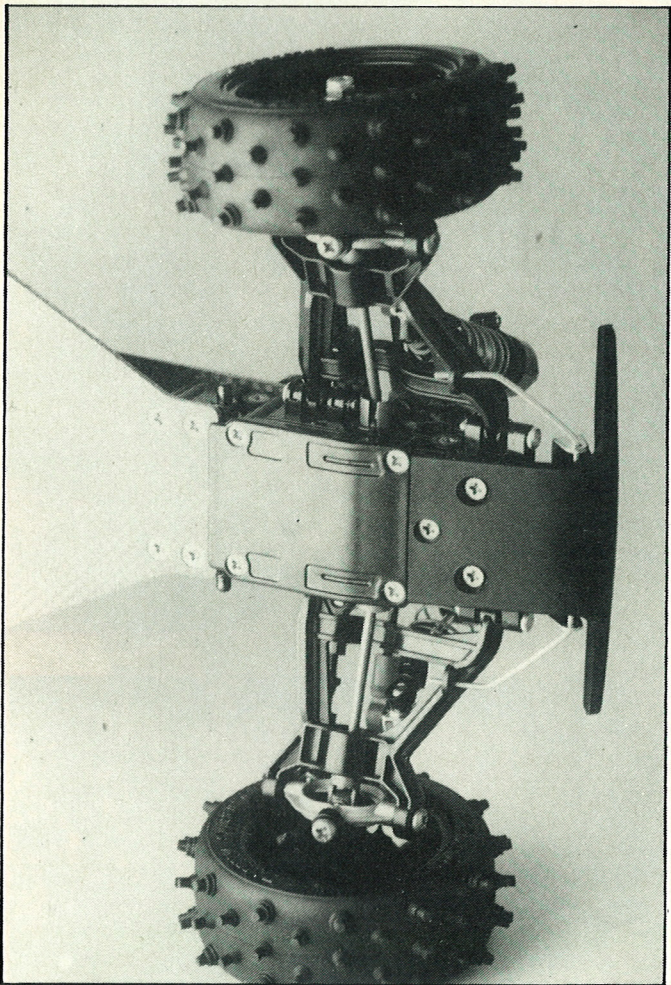
Carbon fibre is a material that full size racing car constructors took to their hearts straight away, it is first and foremost very, very strong, a guy cal-



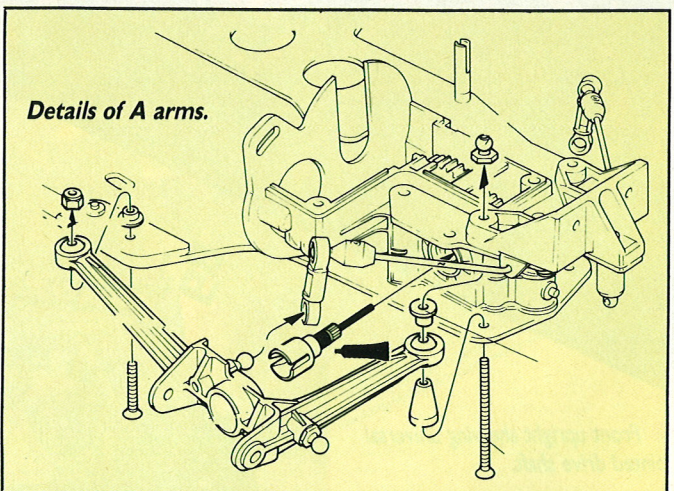


Ⓐ Ground clearance and suspension travel is of the highest order.

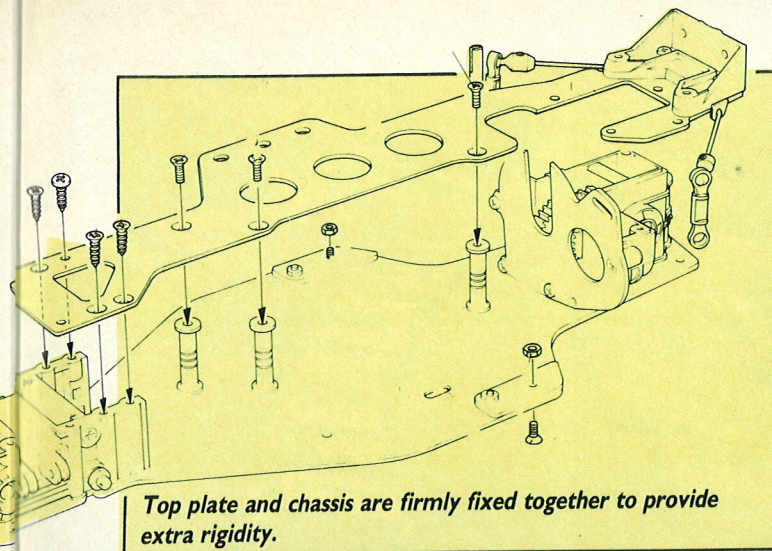
ⓓ Egress front showing inspection cover for forward gearbox.



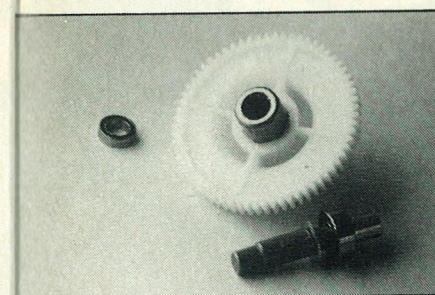
Ⓐ Its those shockers again, large amounts of travel are soaked up by these high volume shocks.



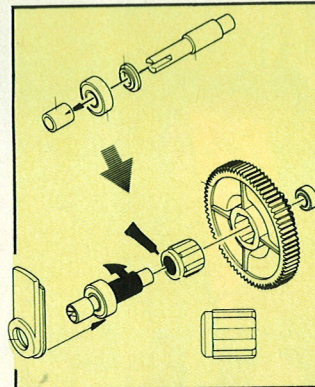
Details of A arms.



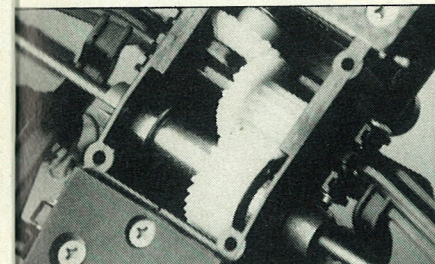
Top plate and chassis are firmly fixed together to provide extra rigidity.



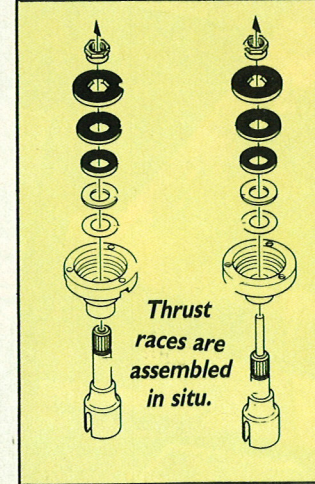
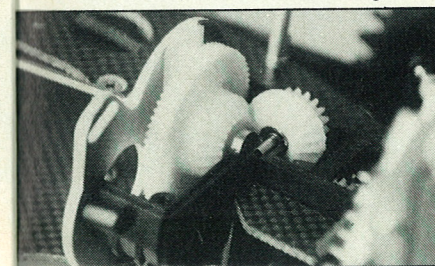
Ⓐ Centre diff gear showing position of one way bearing. This simple idea gives the Egress amazing handling characteristics.



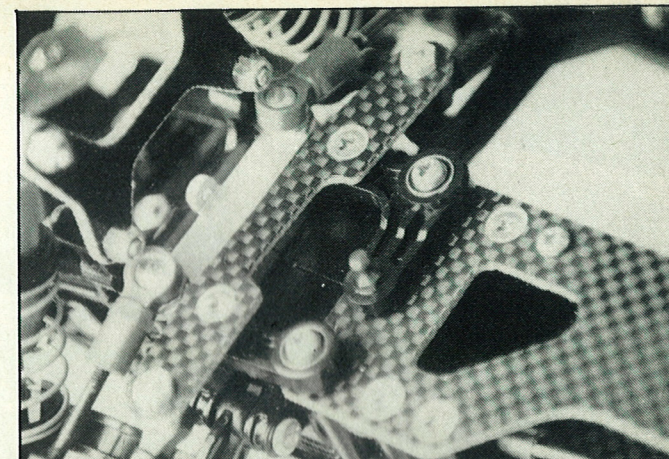
ⓓ With the hatch off it's easy to get to the whirly bits.



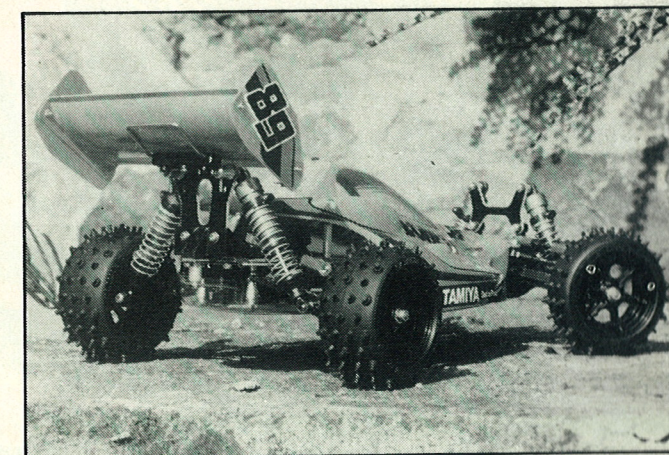
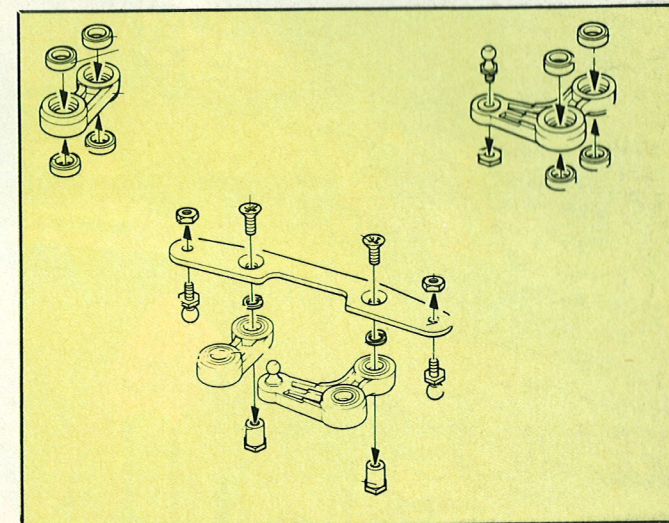
Below, centre diff and bevel gear.



Thrust races are assembled in situ.



Ⓐ Everything is ball raced, right down to steering bellcranks.



led Gerhardt Berger can testify to that! Carbon fibre is also extremely lightweight, another great plus point if you are building racing cars. Just like the real thing the Egress is supplied with carbon fibre chassis and top deck, this allows the car to be strong, light and torsionally very stiff, all of these three elements make for a great base to build a car around. All fixings used throughout the build phase are also aluminium or aluminium alloy in order to keep weight to a minimum and the centre of gravity low.

### Suspension, Anti Roll Bars and all

Front suspension is supplied using lower wishbone and top adjustable tie rod, Tamiya have wisely stuck with the time tested plastic that they have used very successfully for several years now, it is strong and very durable. Tie pins and circlips are used either side of the wishbone in order to secure it firmly to the gearbox, two are less likely to bend in the event of a collision. Both front uprights are manufactured from an alloy and are secured

to the wishbone using threaded pivot pins and to the tie bar using a ball joint. Rear suspension is provided using two A arms, these are once again manufactured using the same plastic type material already mentioned. Both rear arms pivot around a ball and socket type arrangement that gives all the suspension travel you could wish for.

Drive shafts are employed front and rear to transmit power to the road wheels, standard dog bone type shafts are used at the rear of the car and universal shafts are used at the front,

this ensures that a large amount of lock is available for use in those tight infield sections of the track. Anti roll bars are fitted to the front and rear of the Egress, they both work and are not just for show, but oddly enough they are not adjustable although this would be an easy matter to remedy.

It must be stated right here and now that the dampers supplied with the Egress are the smoothest that this writer has yet come across, they handle uneven surfaces, ruts, bumps, dips, stones, anything that you wish

to throw at the car with remarkable ease, ironing out the surface to give you the easiest of drives across the roughest of terrain.

### To Lock or not to Lock? That is the Question

Supplied with the Egress is the choice of using the car either in permanent 4WD mode or fitting a one way bearing into the shaft drive unit, only you can decide which is best for your driving style. Permanent 4WD will give you a little bit more turn in but with

the amount of lock and the high bite tyre that you are already supplied with you may find that on grass tracks enough is enough. Fitting the one way bearing, in theory, gives the Egress the best characteristics of both a 2 and 4WD car and enables the car to be very fast in a straight line, whilst providing good 4WD characteristics as well as sending power to the wheel that needs it most. What more do you want? A motor is not supplied with the Egress but a choice of pinions from 17 to 20 teeth are.

### And the Rest

Tyres are a new design and should give excellent performance levels under all conditions, a hexagonal locking nut keeps the wheel firmly attached to the hub. An undertray is also provided to keep all the usual track debris out.

You should now have the radio installed, the body and wing cut out, sprayed and ready to go and go you will. Without meaning any disrespect it has been said in the past, that as the company responsible for starting the

whole one tenth ball rolling, it seems such a shame that Tamiya do not have a top class, international level, competitive racing car! The news is now they do, it's called the Egress!

Tamiya products are available from your nearest Tamiya agent. ○

