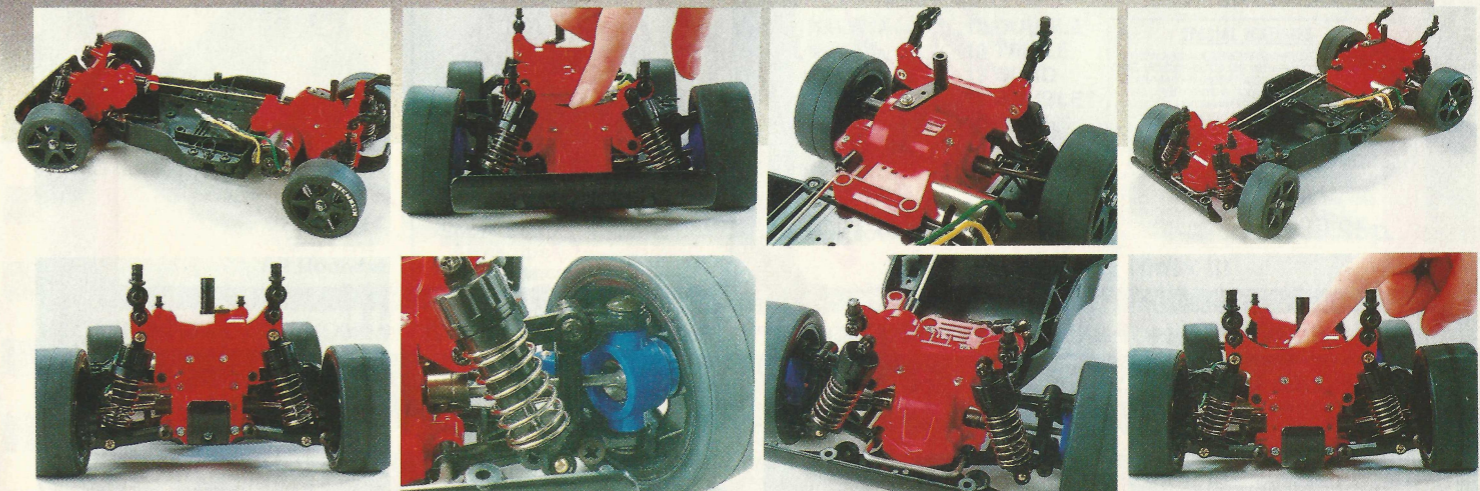
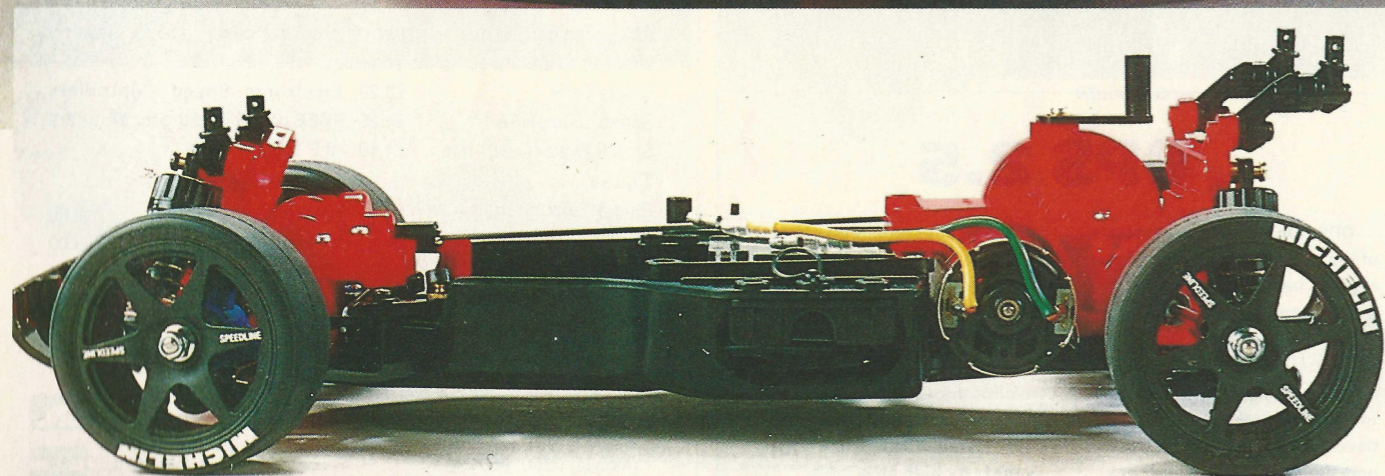


Top Tourer

The Alfa 155 is surely the most impressive Touring Car so far, the sleek red machines will hit the UK in 1994....

Alfa Romeo's racing works team, "Alfa Corse" have taken the German Touring Car Championship with Larini at the wheel.

The machine they used is the purposeful looking Alfa Romeo 155 V6 TI, the much modified version of Alfa's road going sporty 155. The car is surely one of the best looking on the track, with it's stunning Italian red livery with oversized Alfa Romeo emblem adorning the bodywork. The car carries a massive rear wing and a huge frontal airdam, making this already mean looking vehicle even meaner!



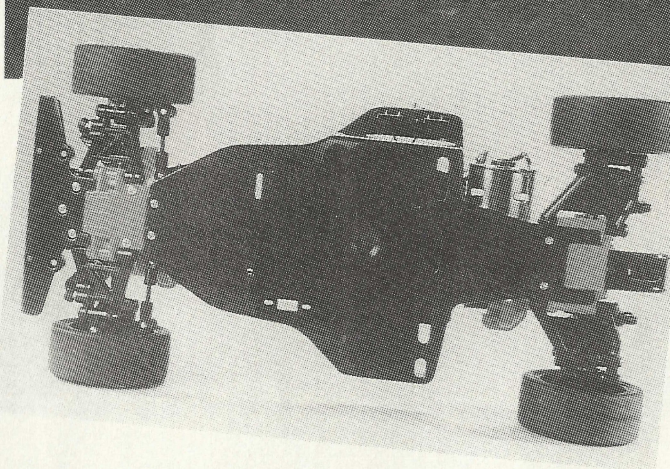
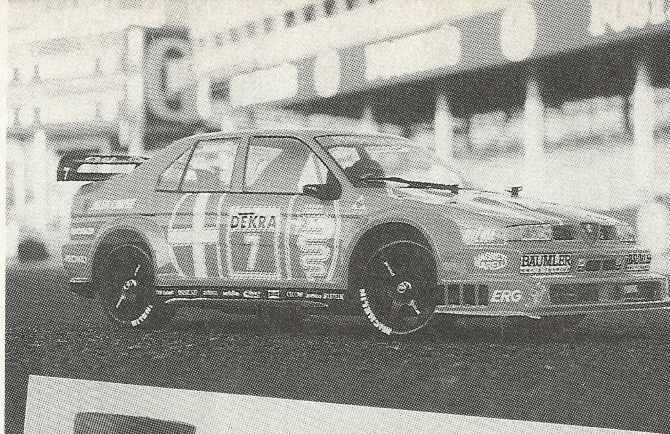
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Improvements all round

Ever since Tamiya introduced their 4WD touring car chassis, it has been subjected to constant scrutiny, just like a real racing car design.

Some improvements were in the pipeline, and Tamiya's new kit of the 155 V6 TI incorporates many. It was found that when the early chassis had upgraded motors and batteries added, it was at its performance limit – the new chassis features a repositioned motor for better balance and weight distribution, giving improved high speed handling characteristics, whilst maintaining extensive parts compatibility with the earlier design.

Longer front suspension arms move the steering pivot points to within the wheel diameter, which means much quicker steering response. This feature will appeal to all drivers, especially the more experienced ones who have already mastered driving the earlier cars.



Top; Tamiya Alfa on the main straight at Silverstone, above; New chassis weight distribution.

The kit

Tamiya really have perfected the art of planning the way a model kit builds up. Some companies offer kits that build into extremely competitive racers, but can be difficult and generally miserable to

assemble – Tamiya offer equally competitive models, but are always real pleasure to construct.

Absolutely no problems were experienced during build-up, in fact it all went together too quickly! A ball diff in the rear and geared diff in the front looked fiddly, but if you

read the instructions, you'll have no problems. Upgrades are possible throughout construction, but it's best to buy them before you start, to save disassembling your model. The wheels are very attractive, and emulate the items on the real car superbly. The body shell is very simple to paint – Tamiya provide a moulded in, peel off external mask, and internal window masking panels making the painting a breeze. The self adhesive decals are as good as they get, and look gorgeous when in position – what more can we say! All that's left is to run the car – it wasn't ready when this was written, but we hope to drive it later in '94.

This may all seem like an advert for Tamiya products, but when you've been producing model cars for as long as Tamiya have, you just get good at it!

Thoroughly recommended for lovers of accurate, scale model cars that just happen to go like greased lightning!

The Alfa 155 is fully suitable for the 1994 Tamiya Eurocup.