



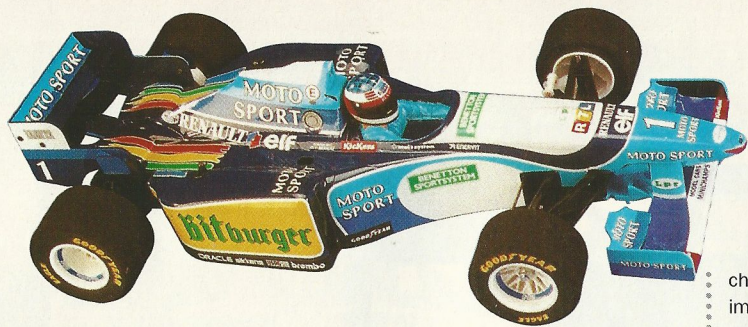
F1

KIT REVIEW

Tamiya have now changed the packaging and system in which their *F1* models are purchased. The *F103RS* chassis is improved and two new body shells are available with excellent detail



Grid LOCK



Back in the distant seventies and eighties, Formula One enthusiasts were rather less in number than they are now. Models were available of cars of that and previous eras, but radio controlled versions were few and far between until that is, Tamiya decided to introduce a range of scale 1/10th F1 models. The body shells were extremely detailed injection moulded type and were fitted to various chassis styles, invariably which were of aluminium

construction. I suppose this reflected the full size engineering materials of the time, i.e. aluminium monocoque construction, etc., but meant that with just one big shunt the car became virtually undrivable with the tweak that had occurred with the chassis pan. A variety of subjects suffered this fate - JPS Lotus, Ligier and Ferrari to name just three.

Seeing this shortcoming, Tamiya introduced the Competition Special versions utilising a glass fibre

chassis sheet instead. This improved handling considerably, and was obviously part of the future thinking and design that Tamiya would build into later models.

Their 'Road Wizard' was the first of their innovative new design's which led onto a couple of mid 80's cars, the William's Honda FW11 and the Lotus 99T. Again lessons were learned from these cars which saw further development improvements in transmission and chassis components in the first, of what is now the current breed of race proven chassis types; the Ferrari 189. Based on the Nigel Mansell version, this car was seen in huge numbers at early Tamiya Euro Cup events together with Tyrrell and Lotus variants.

Tamiya's sponsorship of Team Lotus in the early 90's - three seasons to be exact, saw replica cars being introduced on a regular basis. McLaren and Williams followed together with Jordan and Footwork models. At one stage it looked as if Tamiya might produce the whole twenty six car Grand Prix Grid! Schumacher's (the driver not

the well known Off Road manufacturers) car was next and concluded the type 102 chassis range.

Tamiya's continued policy of development and introduction of new items, coupled with the changes in tyre and nose cone design of the real F1 cars, meant that the new type 103 chassis could be utilised to good effect, enabling the slim line bodies that became the norm in 93, could now be modelled accurately for radio control versions.

Johnny Herbert's Castrol Lotus 107B was the first to be released, followed by the Sauber C12 and the gorgeous Ferrari 412 T in 94 - that devastating year for Formula 1.

The Ferrari, ironically, was released at Imola on F1's worst ever weekend and was Tamiya's only F1 release of the year, as they felt deeply saddened by the loss of their favourite sons Senna and Ratzenberger. Not a lot of people know about Roland's regular visits to Tamiya and his affection for this modelling contact in Japan.

Despite Euro Cup's continuing success, the lack of new items looked set to influence the

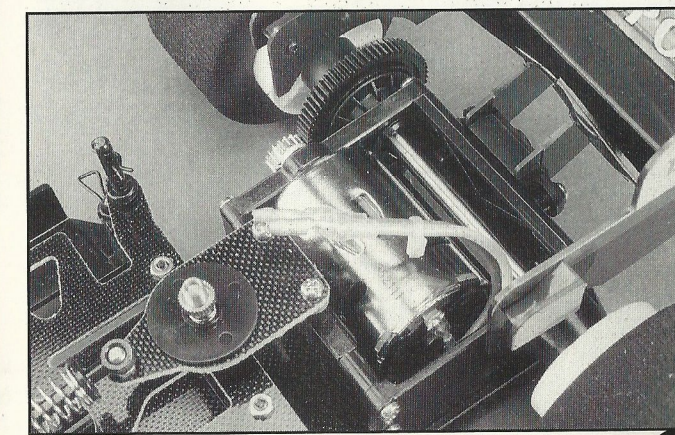
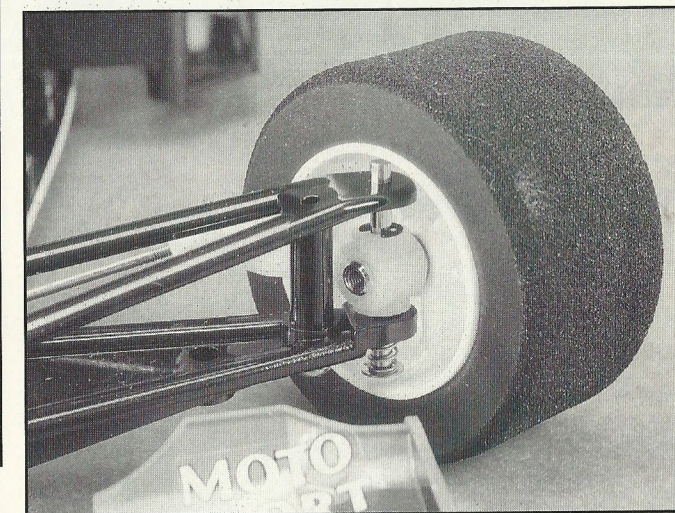
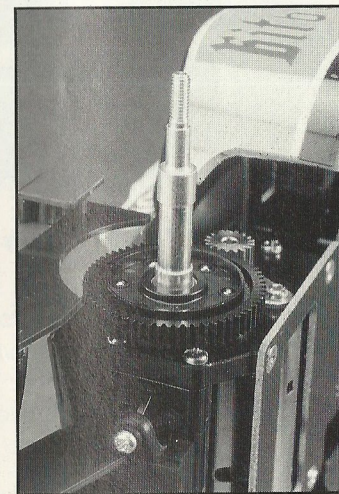
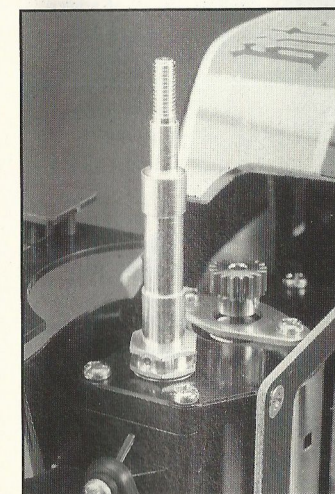
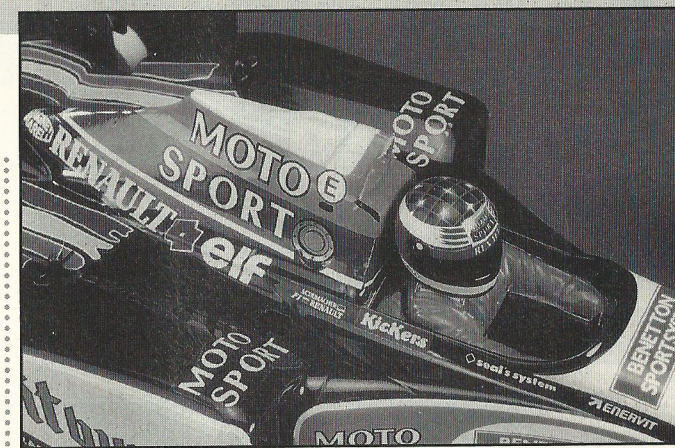
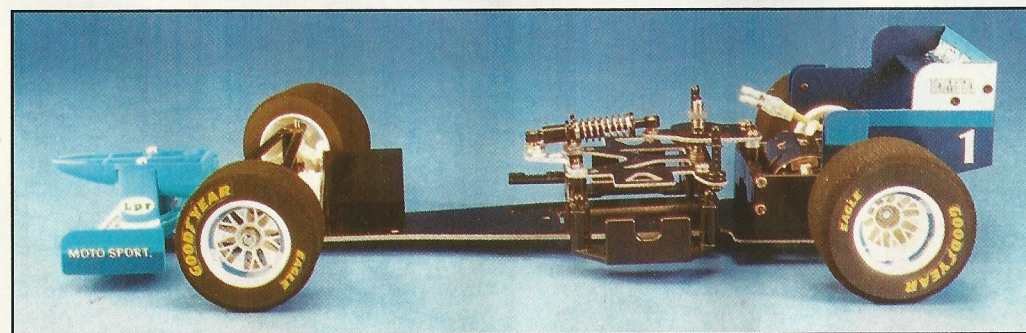
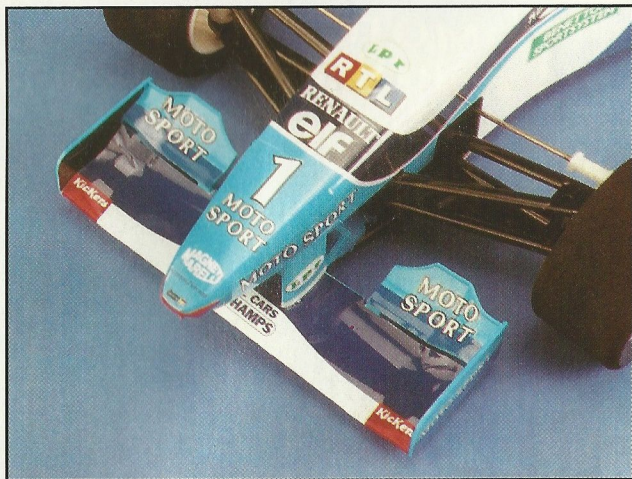
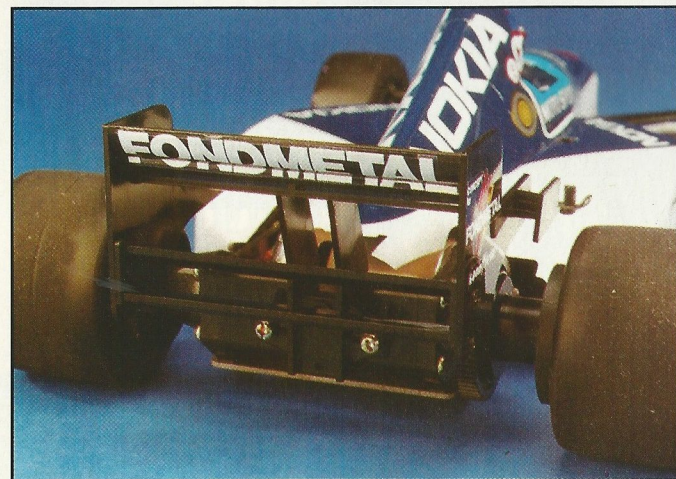
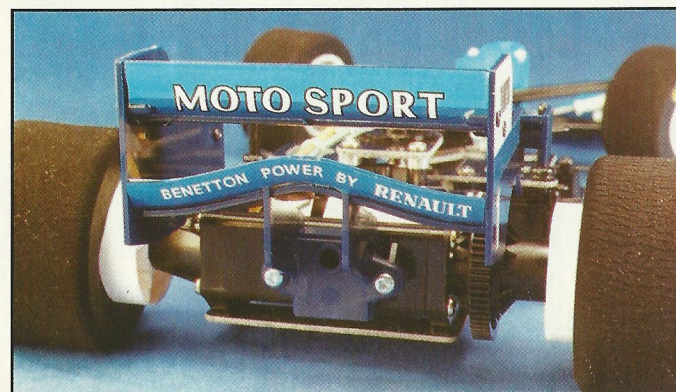
continuation or not of the F1 Class. Competitors were adept at painting body sets in other liveries to vary the starting grids and by now of course, everyone was starting to adapt their 192 Benetton's to the Michael Schumacher version of the '94 World Champion.

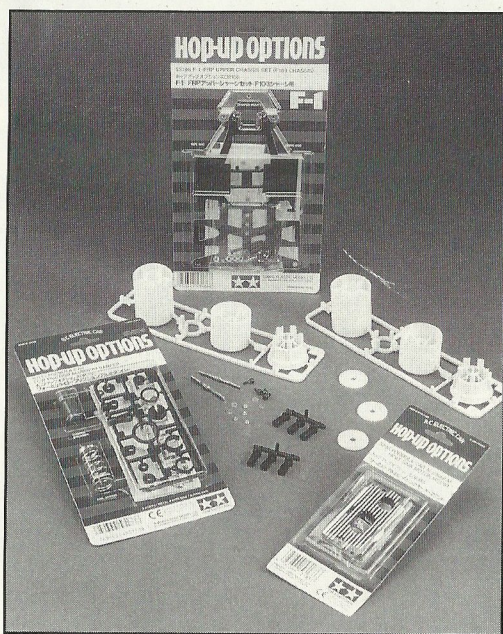
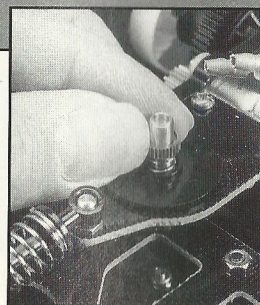
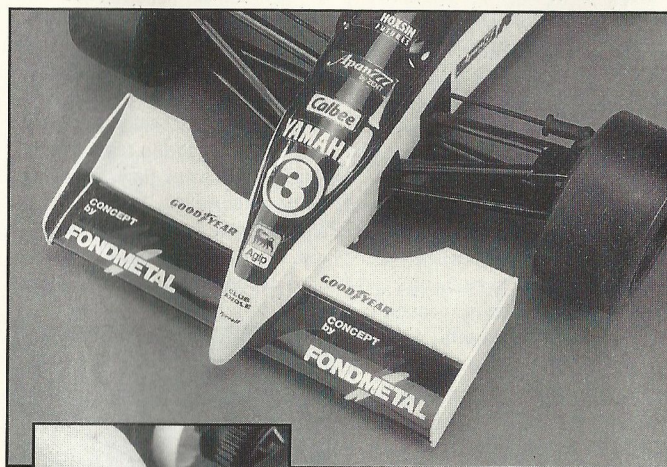
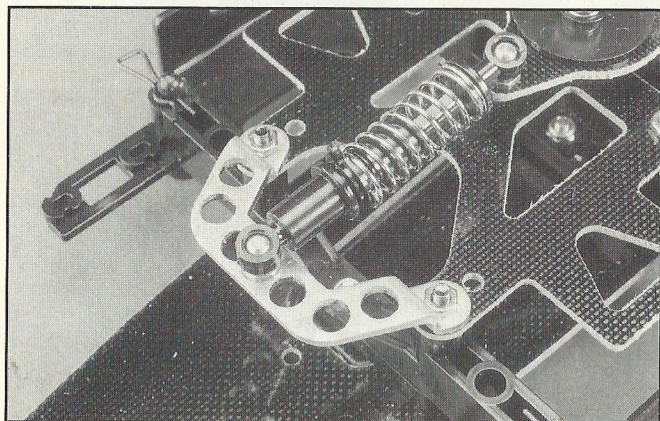
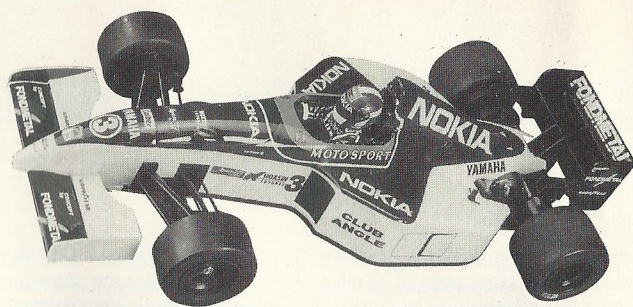
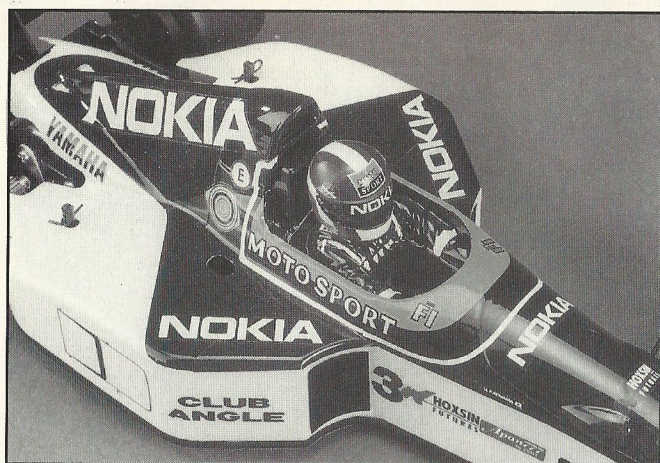
In February this year, Tamiya decided to restart their F1 programme and chose Tyrrell and Benetton for the new release. Licensing and team demands meant a new package had to be found - hence the introduction of separate chassis and body shell sets.

The F103RS (Racing Special for the uninitiated) chassis set is a further development of the breed. Mr. Arimura, Tamiya's F1 designer, has visited all of the Euro Cup finals listening to drivers requests and watching how the F1 cars were developing the hobby, coming up with this latest design.

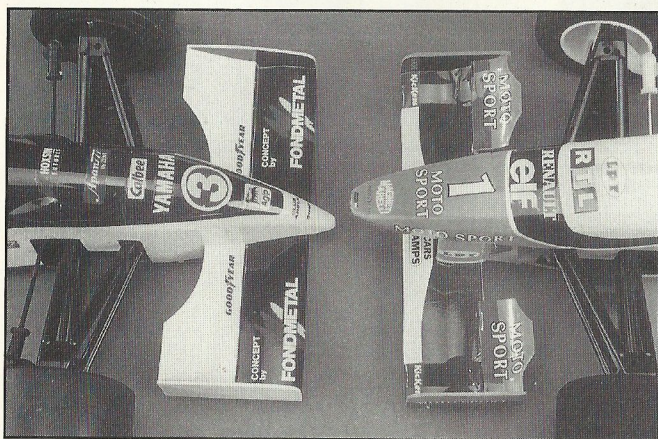
Outwardly, the 103RS chassis looks very similar to its

predecessor the 103. On closer inspection, there are some useful changes. The rear suspension pivot has been changed, using an adjustable friction post, rather than the former body clip retained version. The rear hub carriers have been superbly machined to offer a better support to the rear wheels whilst at the same time, benefiting from lighter weight. The ball differential is an improved design too. The overall simplicity of the chassis means a quick assembly





Range of beautifully made Tamiya Hop-up options for the F1 cars seen here and outlined in the text.



1995 Spec front and rear wing sets add even more realism and of course the driver choice is up to you. A comprehensive decal sheet makes finishing simple. The complex lines of sponsors liveries are produced to perfection with Tamiya's decals. A word of advice here - put all the decals on before spraying and check that difficult curves are adequately covered with the right amount of cover before spraying - we ended up with a slight problem behind Mr Schumacher's head!

time and despite what some other ex-racer may tell you, is easy to set up. Remembering that Tamiya's promotion of the Euro Cup series involves the use of standard motors, only the set up is more than adequate for a well balanced car.

Various Hop Up parts are available to those drivers who want to develop the car further.

Carbon fibre chassis - in different stiffness grades, aluminium damper, Teflon friction pads, titanium screws etc., are all there to spend your hard earned money on!

As is the case with all of Tamiya's F1 models, you'll need an electronic speed controller, as space is at a premium under the body shell.

Tyrrell or Benetton? Both look fabulous when constructed and it's a matter of choice between the high nose B195 or the compact 023.

The addition of the now available white BB wheels on the Benetton (50669) finishes the model off. Well worth it!

Incidentally, before anyone asks - the Benetton is specced from the Canadian Grand Prix '95 as is the Tyrrell. This gets around the increasing difficulties encountered with cigarette sponsors logos rather neatly I feel!

So, take a look at our picture strip if you fancy joining those F1 fanatics racing throughout the World. The UK's own Tamiya Euro Cup '96 season is not that far away and I'm sure you can find a box of drivers helmets to effect the various changes.



Hop Up parts list

RRP

53186	Upper Chassis Set	£19.00
53173	Low Friction Damper	£13.99
53149	Teflon Friction Pads	£11.50
53150	F1 Steering Turnbuckle Set	£6.99
53183	Aluminium Motor Mount	£20.50