

KIT REVIEW

Reviewed by Lee Boulden

Ferrari 412T1



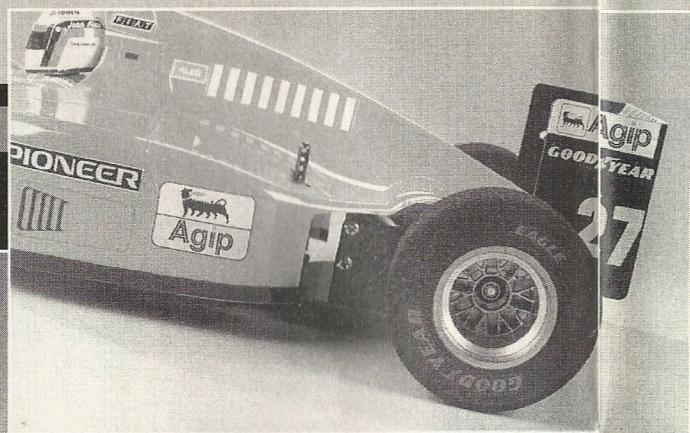
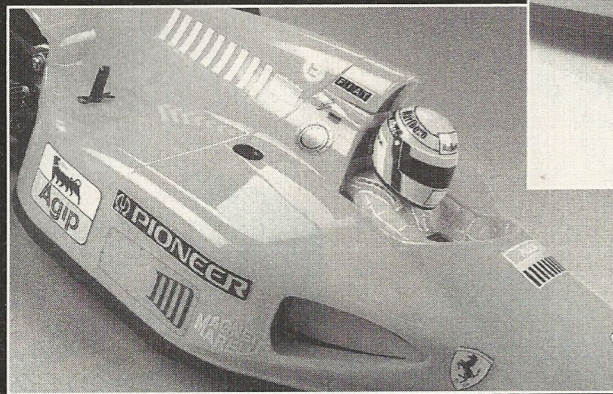
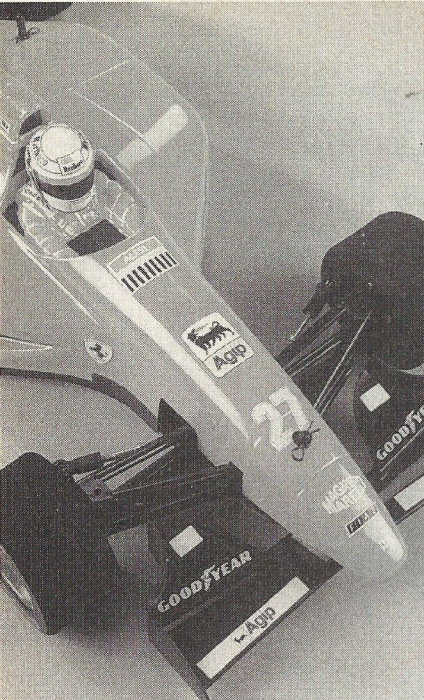
The real Ferrari 412T1 is still considered to be one of the most beautiful F1 cars ever - Tamiya have modelled the kit with their usual expertise

Italians truly love Formula 1, but over recent years the nation pride that is Ferrari haven't really had a lot of success. The prancing horse has been off the pace in recent years, without a Grand Prix win since Alain Prost past the chequered flag in the Ferrari 641/2 at Spain in 1990. Their thirsty V12 engine appear to be their downfall, for what the car gains in the straight line speed they lose in extra weight. But this year, with the introduction of refuelling, the balance has been swung in their favour.

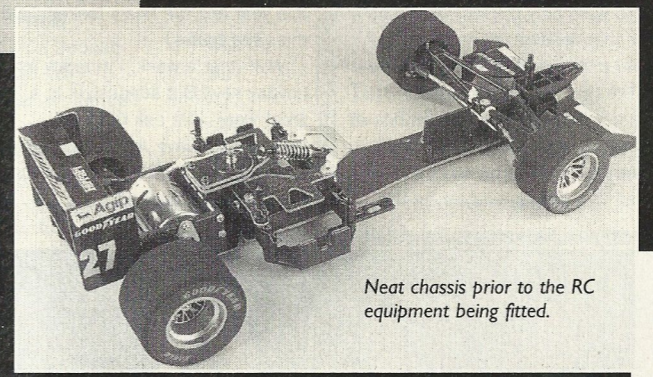
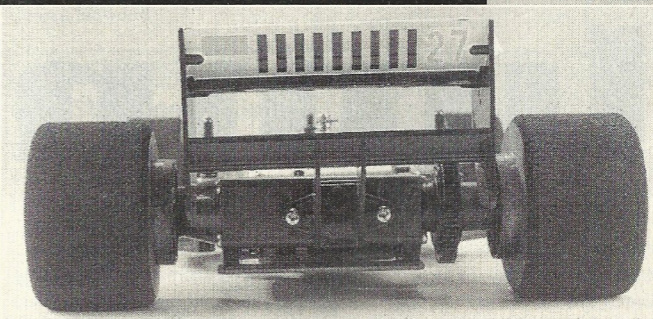
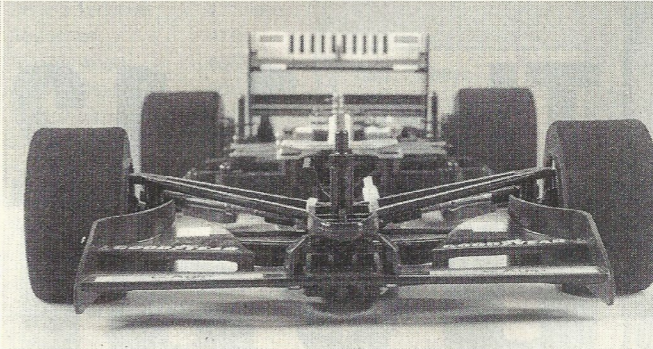
Officially released at a press conference in Italy, the John Barnard designed Ferrari 412T1, certainly looked impressive with its raised nose and streamline, almost jet aircraft like, body. If Formula 1 was just about looks, the Ferrari team would have wrapped up the title on the first parade lap of the season!

Between them in 1994 season, Alesi (27) and Berger (28) managed a grand total of 10 podium finishes from only 3 pole positions, totalling 65 championships points. One of the most impressive was Berger's win at Germany after Schumacher retired with engine trouble.

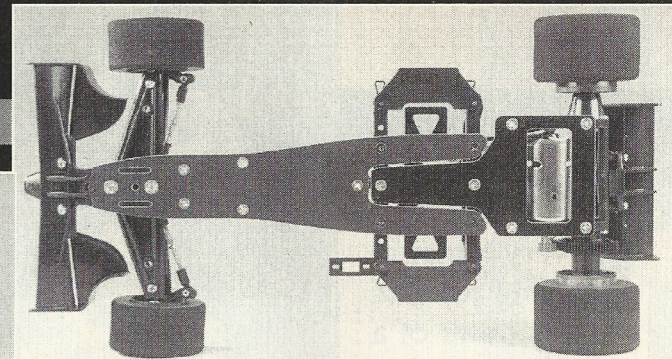
To coincide with this new lease of life at Ferrari, Tamiya have released a 1:10 RC version that truly captures the lines of the full size car. Anyone already familiar with any of Tamiya's kits won't be surprised to learn that again the



Tamiya's latest design of sharp handling chassis is used on the Ferrari along with a lexan flowing body shell that mimics the real car.



Neat chassis prior to the RC equipment being fitted.



in black plastic, and so will require painting to achieve the authentic Ferrari gold wheel look. Painting before assembly will mean no tricky masking is required. I used the excellent Tamiya spray paints. To achieve the best results several coats were applied allowing each coat to dry before applying the next.

The two halves of the left rear wheel are simply screwed together. The right rear however requires slightly more attention as it contains part of the differentials. Following the diagram, a total of six small parts consisting of one ball bearing, two washers, two disk springs and one differential spacer are all placed inside one half of the two part wheel before being screed together, holding the six pieces together. Next both wheels were secured to the tyres. The kit does provide strong double sided adhesive tape to hold the tyres in position but just to be sure I opted to glue them on with impact adhesive. Both wheels, complete with tyres are then attached to the car with lock nuts.

The second part of the differentials is then constructed, remembering to add grease into the spur gear. Again Tamiya offer Hop-Up fine pitch gears which can be added, in place of the ones provided. Final construction deals with the attachment of the front wing and adjustable rear wing. These are both excellently moulded in black plastic and therefore will not require painting.

Finally, the body was cut out, masked and painted. As the body is a clear Lexan moulding, it requires painting from inside with special polycarbonate paints. The body is made up of five parts. The main body, the small air intake situated above the driver, the nose cowl and the two main air ducts located beside the drivers cockpit. The two air ducts are optional, as the main body already has recess lines in these areas but the optional air ducts definitely look better. Although it does require some tricky knife work to cut out the existing ones. With the driver painted and stickers applied (remembering to match the stickers to the driver you've chosen) the Ferrari is complete, ready for its first testing session.

Summary

The Ferrari 412T1 is certainly a sexy car, and this new 1:10 RC racer from Tamiya conveys the same image. It was a pleasure to build, with absolutely no problems encountered at all, thanks to the very clear instructions and excellent fit of parts.

I definitely recommend this kit to all car makers, experienced or beginner, and it's an absolute must for all Ferrari fans!



box artwork is superb. On opening the box, even the most experienced builders/drivers couldn't help but be impressed at the way the kit is package!

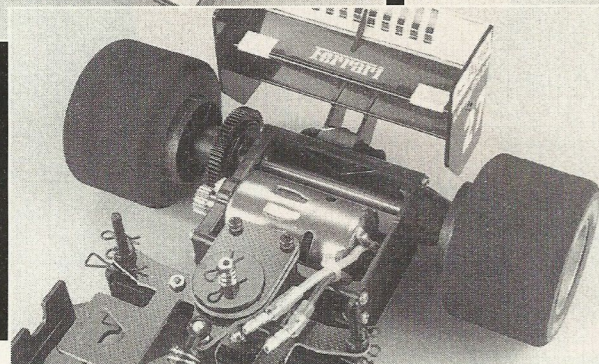
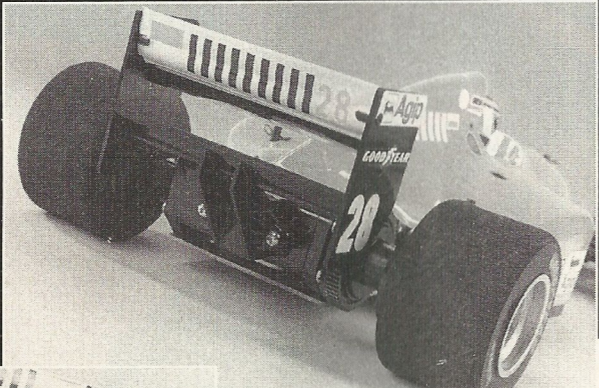
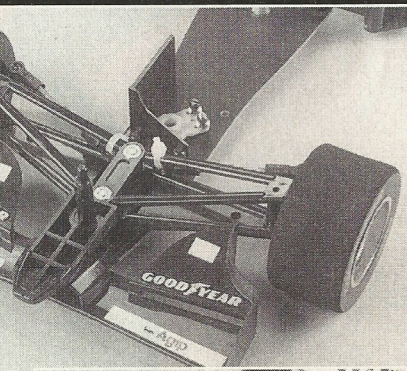
As usual the construction manual is beautifully designed to the highest standards now expected from Tamiya, with the parts needed panel in the left margin and the detailed exploded view drawings on the right.

Although each screw bag, parts bag etc is numbered, it's a good idea to empty the contents of each bag into a separate container remembering to label these containers.

Construction

Construction commences with the new double deck F103 chassis. Assembly starts at the rear of the car, with the battery holder and motor mount which are both screwed to the T-Bar. For the more experienced drivers there is an adjustable chassis roll which can be altered but for the beginner, the manual shows the standard setting.

The next step concerns the construction of the upper deck



which will be screwed on to the battery holder and will form the base for the triple friction plate. Also on the upper deck are the rear body mounts. When positioning these remember, as the manual points out to have the pin holes orientated properly.

In the next step a decision has to be made concerning the electronic speed controller and its placement so that it doesn't interfere with the damper mount. Although the radio gear, servos, speed controller and receiver does not have to be installed yet, it is a good idea to have them ready or if you haven't bought them yet, decide which set-up you intend to use. Once decided which position the damper mount should be, in relation to your set-up the T-Bar complete with motor mount,

battery mount and upper deck can be screwed to the main chassis plate.

Construction then moves onto the rear shaft assembly. The more experienced builders may want to add a graphite or glass fibre rear shaft which are part of the Tamiya Hop-Up Options but the shaft included in the kit is more than sufficient for first time builders. After threading the shaft through the back of the motor mount, a ball bearing and either the wheel stopper (on the left) or the differential joint (on the right) are secured to each end with grub screws. A small flat recess on each end of the shaft keeps the grub screw attached firmly.

Following the motor installation, the construction turns to the friction damper. Although the

manual indicates that you should use the ball differential grease supplied in the kit. Tamiya produce three different damper greases ranging from soft to medium to hard, which alter the damping effect. After attaching the rear damper, (which can also be upgraded with the Hop-Ups) construction switches to the front of the car, starting with the uprights. In order to attach the uprights to the front wishbones small E clips must be attached. The very fiddly clips have a tendency to fly off unexpectedly, lost forever in the realms of your carpet. To avoid spending hours on your hands and knees looking for these lost clips I recommend you assemble them with the part and your hands in a clear plastic bag.

Attaching the wishbones complete

with uprights and suspension to the chassis plate, construction can move onto the installation of the steering servo. A certain modification is then called for. The manual instructs you to remove the screw hole end pieces on the servo, so that it can stand upright just behind the front wishbones. At this point you should really have your radio gear speed controller and battery, as stage 14 shows you how to prepare and connect it all together.

Stages 15 and 16 concentrates on attaching the steering servo to the tie rods, which in turn are attached to the front uprights via plastic adjusters and metal ball connectors. Connection is very simple and just requires a little pressure to snap them in place.

Once the upright servo has been attached to the chassis and the rest of the radio gear installed, construction again switches to the back of the car for the rear wheel assembly. The wheels are moulded

