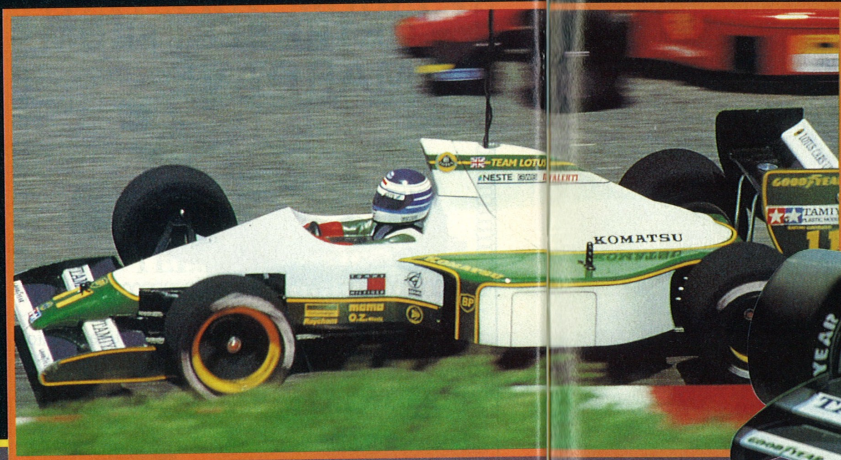


Not many of you out there who race model cars aren't interested in the real thing. At Sunday race meetings on the same day as Grand Prix the talk is often of Senna and Mansell rather than 15 quads or Schumacher blues, and there's always 'that' racer who doesn't want to know who's won so that the re-run at midnight will be that bit more exciting.

Mr Tamiya is also a fan. Tamiya and Lotus go back a long way, the two companies working together to produce plastic models that many of us stuck together as lads, and it's this long term relationship which has in part lead to the sponsorship of Team Lotus by the Tamiya Plastic Model Company. The 1991 season looked a little shaky at first for the team, they had lost their major sponsor and started out with a new car, engine and drivers. Tamiya at this point got involved. Maybe not the biggest sponsorship deal in the history of motor racing but what Tamiya donated has helped the team to a season



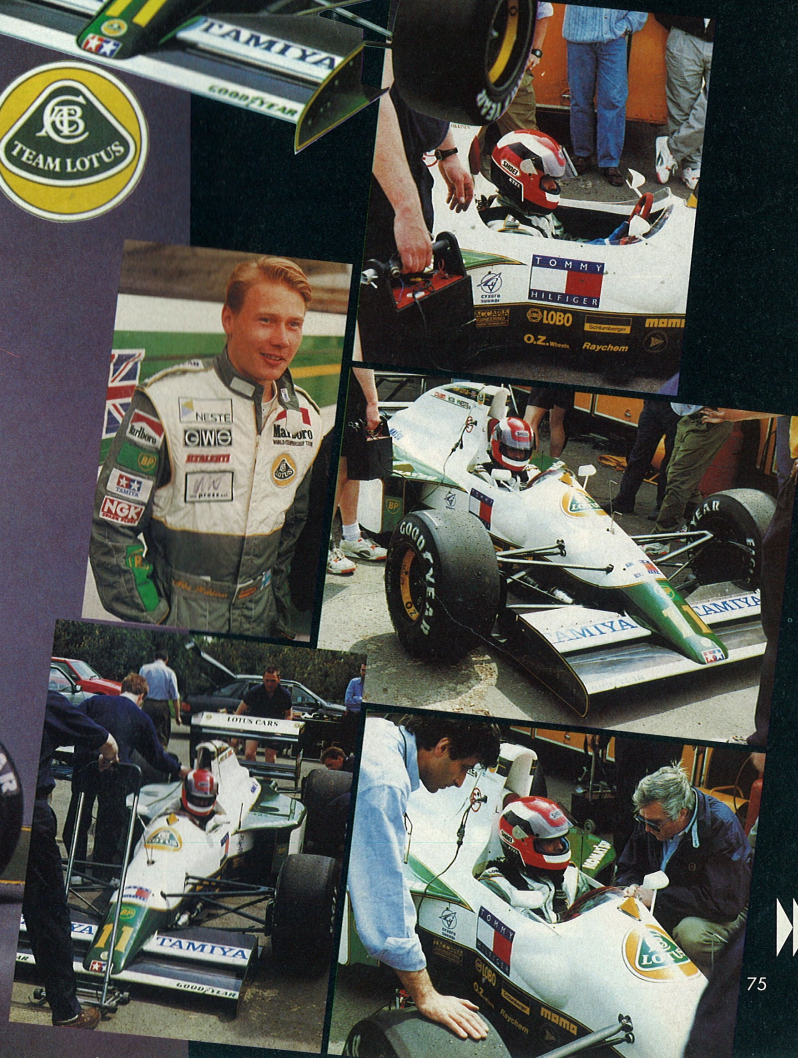
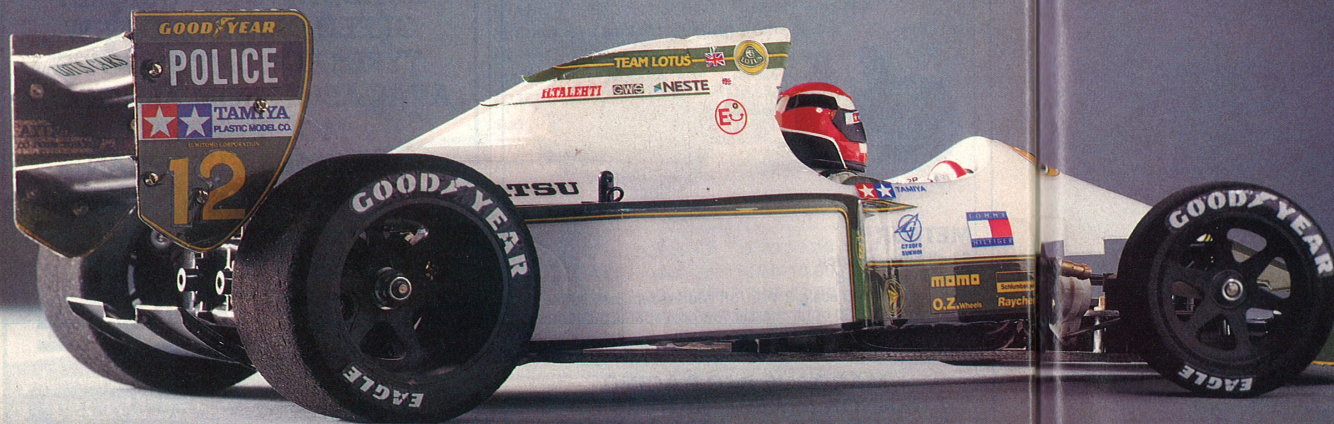
Below, some interesting shots of the F1 car and driver Mika Hakkinen. Note Tamiya sponsorship logos on front wing and flashes on Mika's sleeves.



LOTUS 102B



Tamiya's F1 sponsorship helped keep Lotus racing this year - and naturally the latest kit is a Lotus 102B



so far that has been rewarded with points in the championship – no mean feat with the high level of competition.

Long Term

Tamiya is by far the biggest model manufacturer in the world and their long term plans will surely secure their future. The Lotus connection is just a part of the publicity and promotion the company are carrying out to help promote our hobby, lets hope the connection between the two great companies continues in the future.

The latest kit is of course a model of this years Lotus chassis the 102B Judd.

The range of Tamiya F1's

is now becoming quite large – almost enough for a full grid! The latest chassis design has been used on other kits including the Ferrari and Tyrrell. On the Lotus kit there is a new front and rear wing moulding, but the chassis remains the same.

This consists of a double deck system of GRP, this forms a box section towards the rear of the car which is the base of the rear suspension. The rear end uses a three point T-piece system which allows the car to have flex at the rear. This flex is controlled by an oil filled damper which can be set to different degrees of damping to alter the handling. The rear also has other adjustments including stiffness

and ride height to tune the handling of the car to the track.

The front of the car again uses a simple set-up that works very well, plastic moulded suspension arms hold the moulded uprights. Small springs under the uprights give the front its suspension movement, this is small but enough.

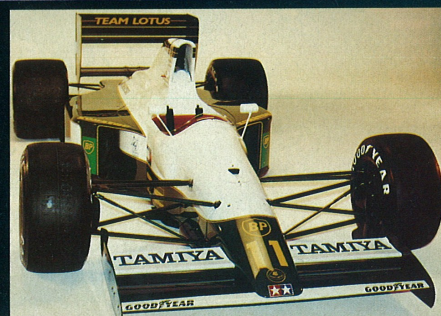
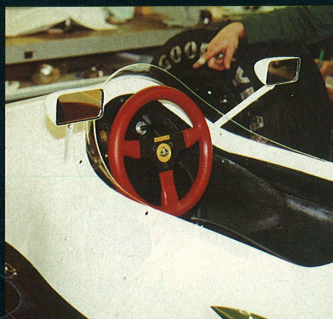
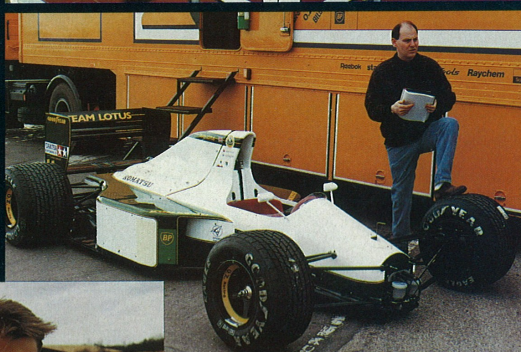
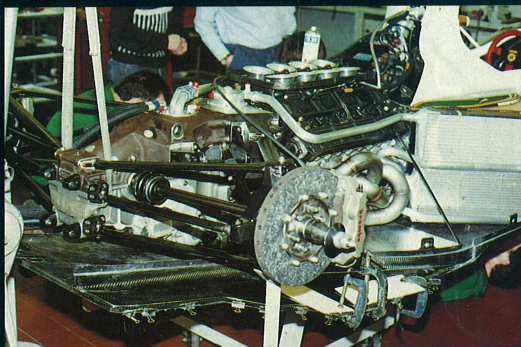
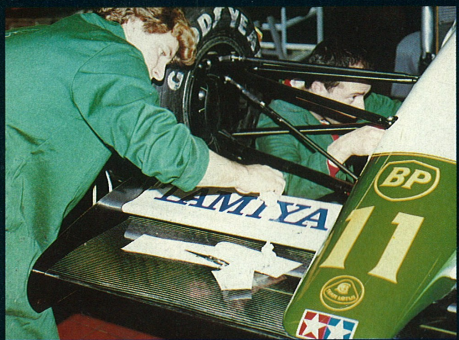
The car has a ballraced rear axle that also carries the diff. The front wheels run on metal bearings which are fine when new but wear quite quickly – a good area for some extra money to be well spent.

The motor in the kit is a standard 540, performance is reasonable as the overall

weight of the car is low. The diff action is smooth and the drive is transferred through 0.6 module gears.

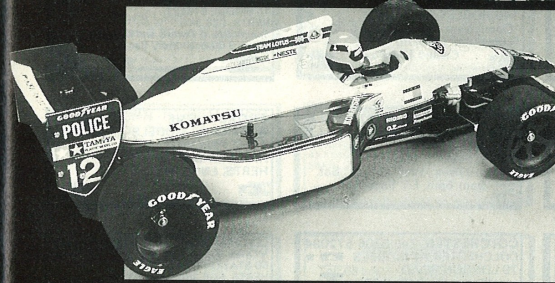
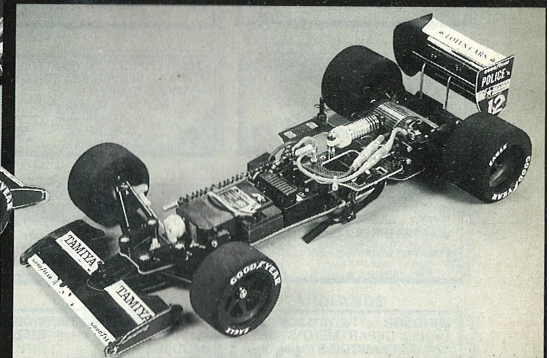
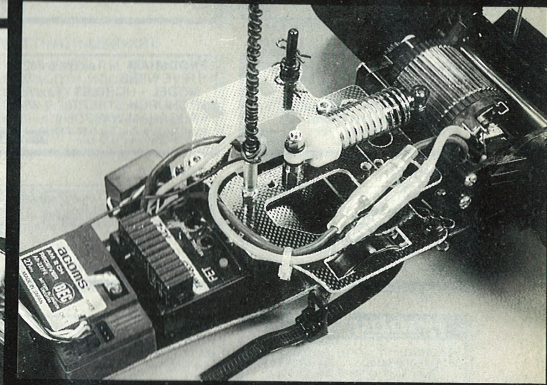
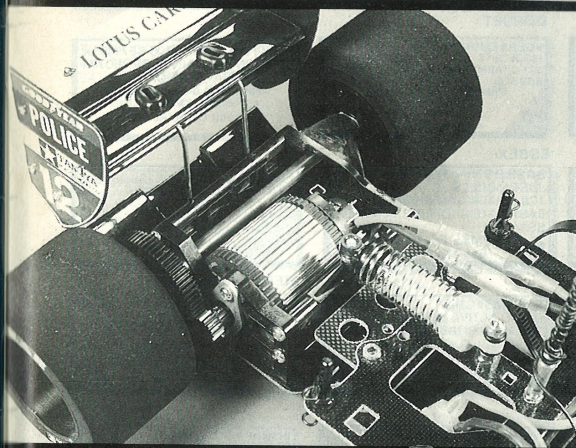
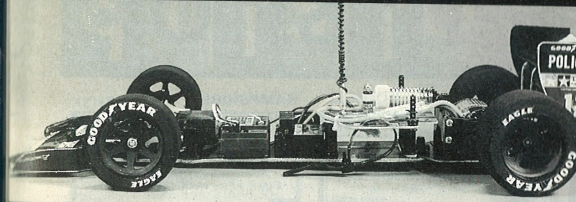
The bodyshell of the kit is a new moulding that follows the lines of the original Lotus very well, a separate moulding is used to create the air box effect. This needs to be painted and double sided taped into place. The front wing moulding is also new and again is a good representation of the original car. At the back of the car the rear wing is also formed in lexan and requires careful cutting out and assembly, the mounting to the chassis is tough and ridged and when the car is finished and stickered up the effect is very

More fascinating detail shots of the full-size car, plus at bottom, Mika with the Tamiya model. Below, working on the cellular carbon fibre front wing. Right, impressive shot of rear of car. Note G-clamps holding some vital modification in position!



LOTUS 102B

Small springs under uprights give front suspension movement. Rear lexan wing requires careful cutting out. Front and rear wing mouldings are new to the Lotus.



Chassis we have seen previously on the Ferrari and the Tyrrell consists of a double deck grp system. Oil filled damper controls the degree of flex on the rear end.

pleasing.

Running the car can be real fun, speed is OK as the car is relatively light and handling is good – sharp turn-in and just a little oversteer when the power is punched in.

The kit is a pleasure to build and can be turned into a real scale model of the original Lotus with a little time and care, we included a few pictures of the real Lotus just in case you fancy having a go!

