

TYRRELL

Model cars goes head first into the world of F1.

019

The biggest news in the model car industry of late is the announcement that Tamiya will be sponsoring the Lotus Formula One Racing Team for the 1991 season.

This represents a big step forward in the modelling industry being recognised as a major force, imagine now telling your friends that the people who make your model car are involved in Formula 1.

Apart from the kudos of being associated with the Lotus Formula One Team, Tamiya have now helped to keep one of the most historic teams on the racetracks, as well as opening avenues into the F1 circus to enable them to carry on their development and manufacture of their vast model range.

The Latest Kit

With all this in mind the possibilities seem endless, for now though we must look at the latest edition to the vast Tamiya range.

Oddly enough a real Formula 1 car is the latest to get the Tamiya treatment, last year during the Formula 1 calendar the Tyrrell team with drivers Jean Alesi and Satoru Nakajima made a real impact on the top teams always qualifying well and



even leading races.

Later in the season the release of the Tyrrell 019 with its dramatic front wing has changed the shape of most of the F1 cars, as the rest of the teams struggle to find the same advantage Tyrrell seemed to gain from the revolutionary wing.

Apart from these facts, the strong Japanese tie-up with Tyrrell and Epson and the fact that the car is driven by the first Japanese F1 driver has helped make Tamiya choose to model the blue and white charger from Great Britain.

The Kit

Basically straight forward. The chassis is that used in the lovely Ferrari F189 kit, this features a double layer black glass fibre chassis with a glass fibre T-piece controlled by a Tamiya CVA damper. The damper has a plastic body with a polished steel shaft, a choice of pistons is given and a small bottle of oil is also in the kit. The damper when complete is smooth and leak free!

The rear pod forms a solid basis for the rear of the car, this consists of four sides which are bolted together on a flat surface (to assure a square structure). The pod is moulded from a very hard tough plastic and when bolted to the rear T-piece gives a totally solid unit.



TYRRELL 019

The motor is fixed to the pod via an alloy plate and the usual 3mm screws, the motor is the newly labelled standard 540.

The rear axle is made from steel and spins on two ballraces, the differential is of a novel design and really is smooth when complete, this may be partly due to

the jam like diff lube supplied in the kit.

The front suspension is simple. Two fixed arms bolt to the chassis and the only suspension movement is given by small springs on steering blocks. Part of the front end is the fixing of the front wing, this is moulded to the same weird shape as the original seen on the F1 Tyrrell. This means the wing appears far too high in the initial stages of build up and only looks spot on once the bodyshell is applied.

Think Electric

Tamiya supply the Tyrrell with no electrics. Servo mountings and servo saver are included but there is no form of

speed controller, this needs to be either a small electronic type or one of the Tamiya CPR units. The

radio equipment is a bit of a squeeze but once all the bits are stuck in and the wires cable tied down the body will fit!

The body is a good representation of the real 019, the wing is also

catered for with an all new moulding and new sideplates. Blue and white are base colours, we mixed ours using Pactra blue and black and were happy with the results, you local dealer should be able to find you an easier alternative.

The stickers in the kit are to the usual standard although we painted the

whole of our car including the black areas. The silver lining on the bodywork is a little tricky but with patience a good finish is possible.

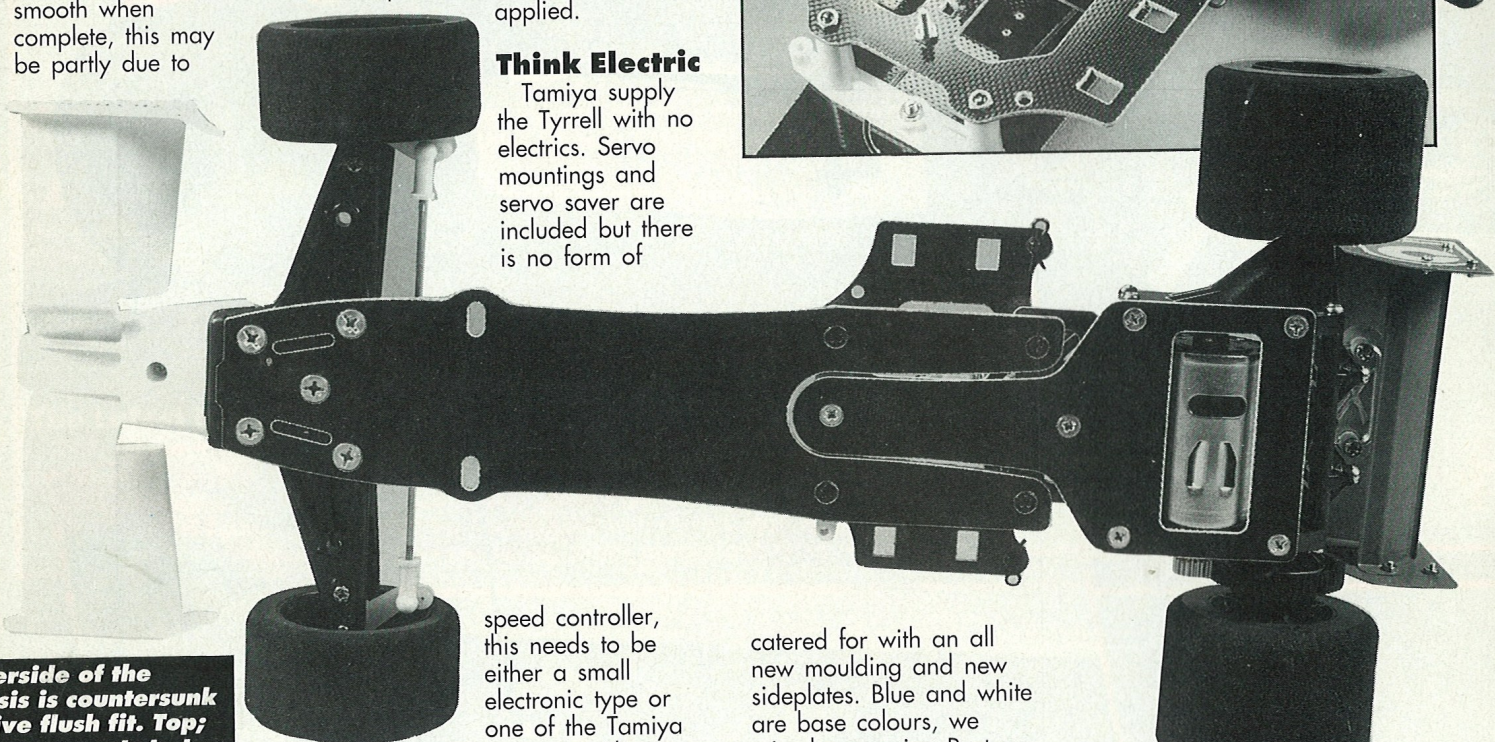
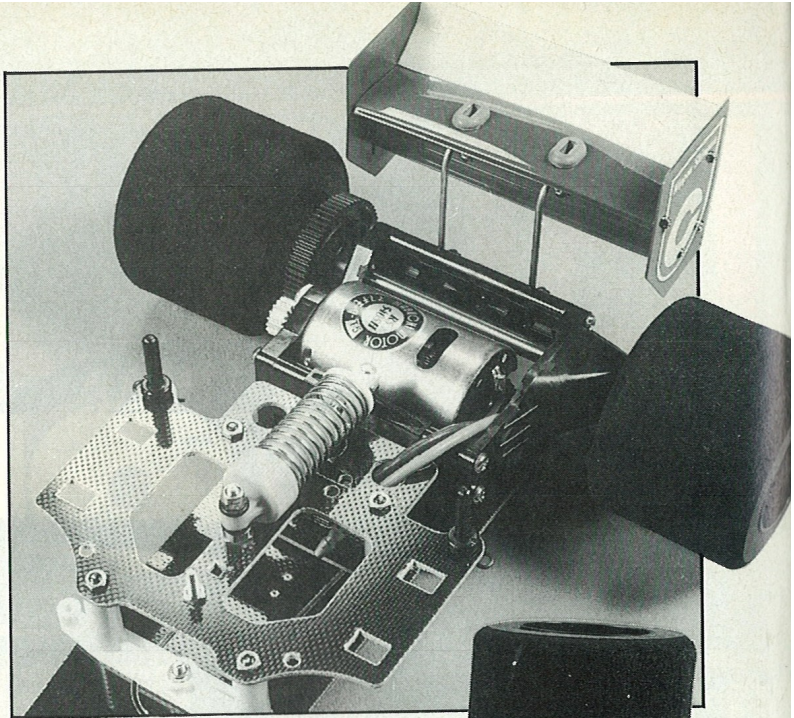
Sum-Up

The kit is supplied with two ballraces for the rear axle and brass bushes for the front, no speedo is included but almost everything else required is in the box. The motor is a standard unit which could be updated easily to a modified if required. Differential is of a novel design and works well, and the gears are of a fine pitch which gives good mesh.

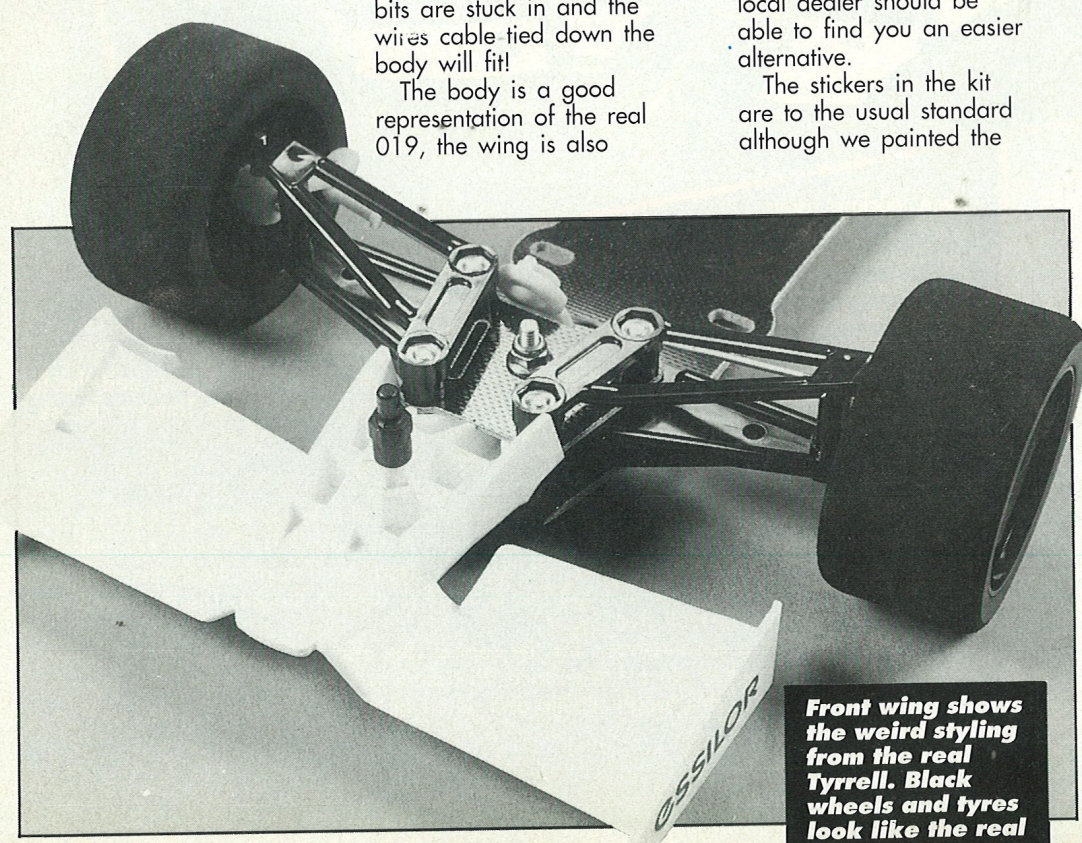
The kit overall is nicely made, up to date and when finished wouldn't look out of place in a display cabinet.

Who knows what will be next from Tamiya but we're sure a Lotus won't be to far on the horizon.....

RADIO CONTROL MODEL CARS



Underside of the chassis is countersunk to give flush fit. Top; Damper mounts to top plate, spring tension can be adjusted.



Front wing shows the weird styling from the real Tyrrell. Black wheels and tyres look like the real thing.