

McLAREN M23 FORD



TAMIYA
TAMIYA PLASTIC MODEL CO.
628, OSHIKA, SHIZUOKA-CITY, JAPAN

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Top Left: Photo of Teddy Mayer and his signature.

It is the goal of nearly every racing driver and team to enter a Formula 1 car in Grand Prix events. McLaren Racing have entered at least two cars in virtually every Formula 1 event since 1968 and have gained many victories. Bruce Leslie McLaren, a New Zealander, was initiated into racing at the age of 15 with the 24 horsepower Austin Seven which he used for local hill climbs. He won a scholarship to help him race in Europe in 1958, and signed for the Cooper Formula 1 team in 1959, winning the United States Grand Prix. He was the youngest man ever to have won a World Championship Formula 1 event. McLaren died in 1970 at the age of 32 while testing a sports car, having proved himself probably the greatest combination of car designer, engineer, builder and driver ever known.

McLaren formed his own team to compete in the 1964 Tasman Series when he built a special lightweight version of the Cooper Formula 1. Teddy Mayer and Tyler Alexander joined him and their first project was a V8 engine fitted into a second hand sports racer. This car won its first event in Mosport in Canada, encouraging Bruce to build a complete new sports car bearing his own name. The McLaren M1A was soon setting records on American circuits. At the end of 1965 Bruce left the Cooper team to concentrate on the development and driving of his own cars. Drivers Denny Hulme and Phil Kerr joined the team in 1968. In 1965 Gordon Coppuck joined McLaren and he has been largely responsible for the remarkable achievements of both the M16 Indianapolis car and the M23 Formula 1 car.

The McLaren M23 was first raced by Denny Hulme in the South African Grand Prix in March 1973 and their first win in this car was in that year when Hulme won

the Swedish Grand Prix. In 1974 Emerson Fittipaldi joined the McLaren team and driving the M23 regained the World Championship which he had won previously in 1972, the McLaren team also gaining the Constructors Championship. In 1975 Fittipaldi was second in the World Championships driving the M23, and the McLaren team was also second in the Constructors Championship. But in 1976 McLaren regained the World Championships with their M23 this time driven by James Hunt, although the McLaren team came second in the Constructors Championship.

SPECIFICATION: Chassis - Aluminium alloy monocoque with deformable structure double-skinning and integral radiator ducting. Steel fabrication at major load points. Bodywork - fibreglass. Wheelbase 108". Front track - 65.5". Rear track - 63.5". Weight - 1,300 lbs. Length - 168" (to trailing edge of rear wing). Brakes - front, outboard with 10.5" dia. ventilated discs. Wheels - front 13" dia. 10-11" rim width - rear 13" dia. 16-18" rim width. McLaren cast magnesium wheels, centre lock wheel nuts. Tyres - Goodyear.

Im Rennsport ist der Wunsch jedes Fahrers und jedes Teams in die Formel 1 Klasse aufzusteigen.

McLaren brachte seit 1968 mindestens zwei Wagen in diese Klasse und viele Siege in seinen Stall.

Bruce Leslie McLaren - ein Neuseeländer - kam bereits mit 15 Jahren in den Rennsport. Mit einem 24 PS Austin Seven fuhr er Bergrennen und gewann eine Schülermeisterschaft. 1958 kam er in Europa auf die Pisten, die United States Prix gewann er im Cooper Team, als jüngster Fahrer in der Formel 1 Klasse. McLaren starb 1970 im Alter von 32 Jahren bei der Erprobung

eines Sportwagens, der von ihm selbst entwickelt und gebaut war. McLaren war als Designer, Ingenieur, Konstrukteur, und Fahrer die grösste Kombination - in einer Person - im Rennsport.

McLaren formte 1964 sein eigenes Team als er ein Leichtgewicht des Cooper Formel 1 baute. Teddy Mayer und Tyler Alexander arbeiteten mit ihm zusammen und das erste Projekt war ein V8-Motor - eingebaut in einen 2. Hand Sportwagen. In Kanada machte dieser Wagen bereits seinen ersten Sieg und dies ermunterte Bruce McLaren, einen komplett neuen Wagen zu bauen - mit seinem Namen. Dieser McLaren M1A brachte bald Sieg auf Sieg auf den amerikanischen Rennplätzen. Ende 1965 verliess McLaren das Cooper Team um sich auf die Entwicklung und das Fahren seiner eigenen Wagen zu konzentrieren.

Dennis Hulme und Phil Kerr kamen 1968 ins Team. 1965 kam schon Gordon Coppuck mit McLaren zusammen und er war verantwortlich für den M 23 F 1 nach dem früheren M16 Indianapolis.

Der M23 wurde von Dennis Hulme erstmals im März 1973 in South Africa Grand Prix gefahren und der erste Sieg im gleichem Jahr im Schweden Grand Prix.

Emerson Fittipaldi, der Weltmeister 1972 kam ins McLaren Team und nun ging es Schlag auf Schlag :

In der Weltmeisterschaft

1974 1. Platz Fittipaldi

1975 2. Platz Fittipaldi

1976 1. Platz James Hunt

und in der Herstellermeisterschaft

1974 1. Platz, 1975 2. Platz, 1976 2. Platz.

Read before
assembly.

Vor Zusammenbau
lesen

- ★ Study the instructions and photographs before commencing assembly
- ★ You will need a sharp knife, a screwdriver, a file and a pair of pliers
- ★ Do not break parts away from sprue, but cut off carefully with a pair of pliers
- ★ Use glue sparingly. Use only enough to make a good bond.
- ★ Apply cement to both parts to be joined.

★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.

★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln, Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden. Kleine Teile hält man mit Pinzette fest.

★ Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.

1 «Engine Construction» «Motoren-Bau»

Before cementing plated parts, remove plating with a knife, etc. from the surfaces to which adhesive is applied. Pass Vinyl Cords through A21.

Chromeschicht an Klebestellen entfernen. Vinylkabel durch ein Loch zur Hälfte einführen und durch höchstes Loch heraus.

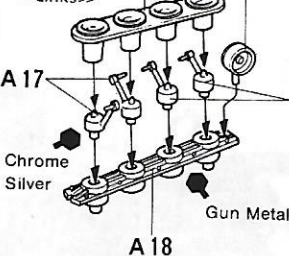
1 Engine Construction

Motoren-Bau

«Fuel Injection Plate»

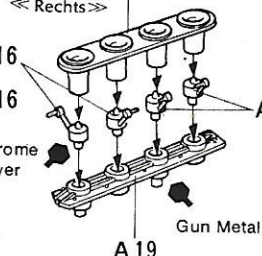
«Einspritz-Anlage»

«Left»
«Links»



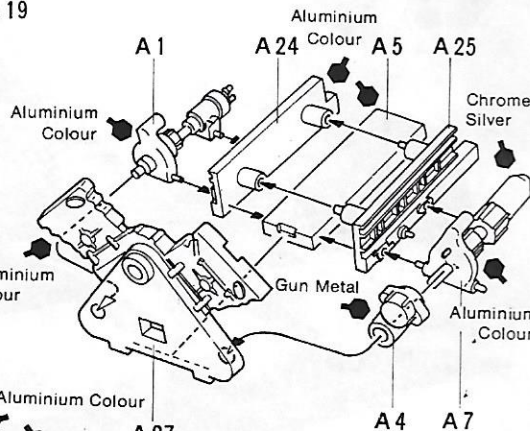
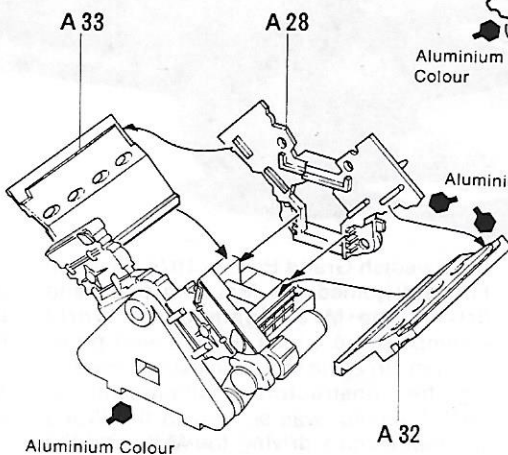
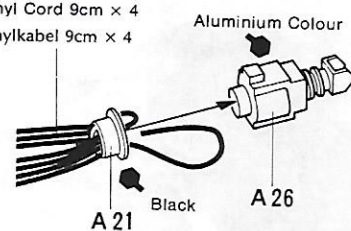
- ★ Fix A16 and A17 as illustrated
- ★ Einbau wie Gezeigt

«Right»
«Rechts»

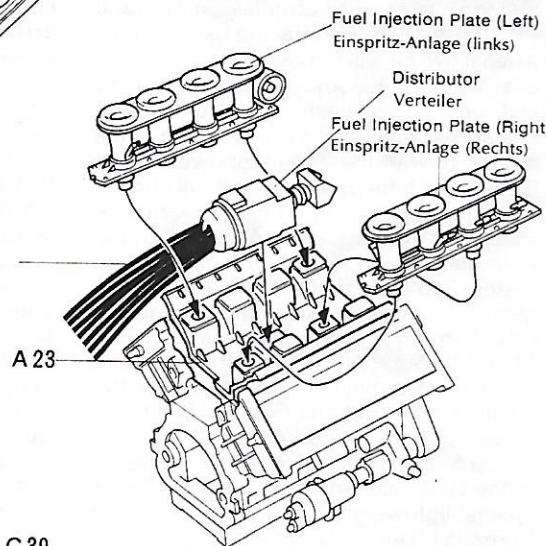


«Distributor»
«Verteiler»

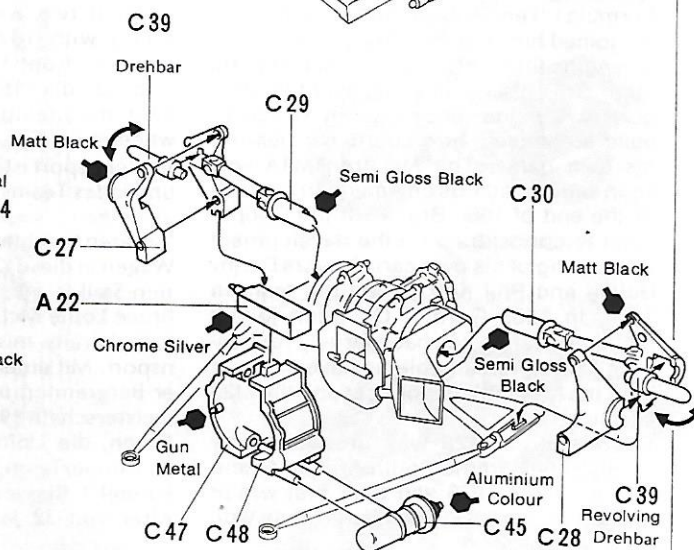
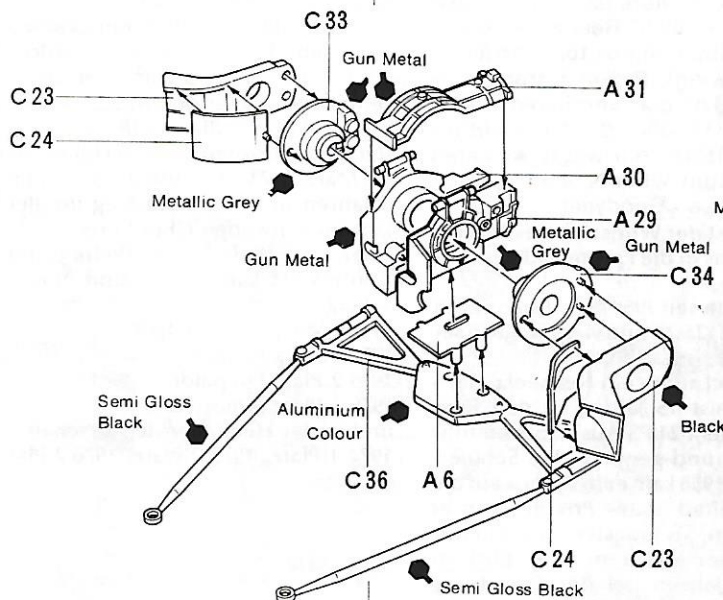
Vinyl Cord 9cm x 4
Vinylkabel 9cm x 4



- ★ Fix A27 lastly
- ★ A27 zuletzt anbringen

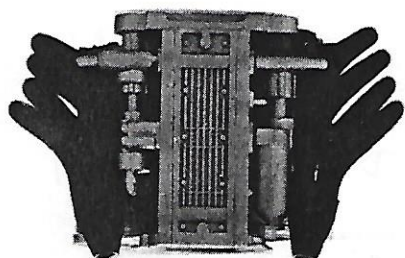


2 Gear Box Getriebe-Gehäuse

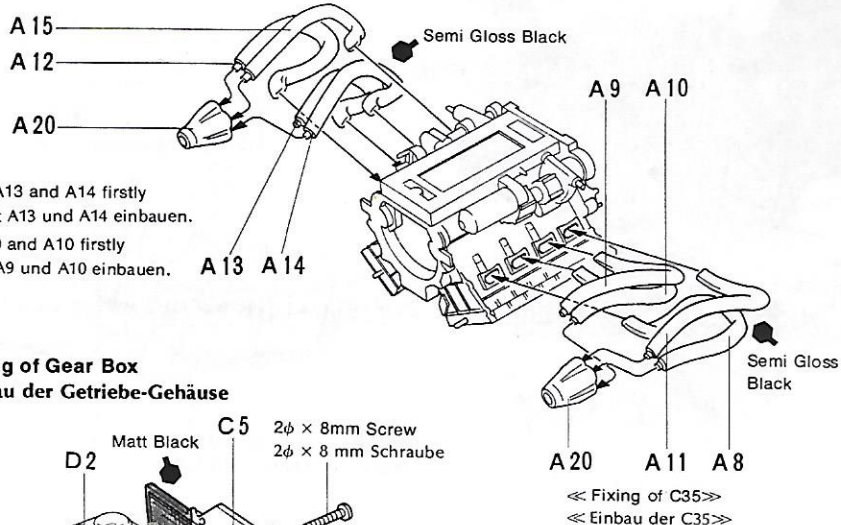


3 <<Muffler>> <<Auspuff>>

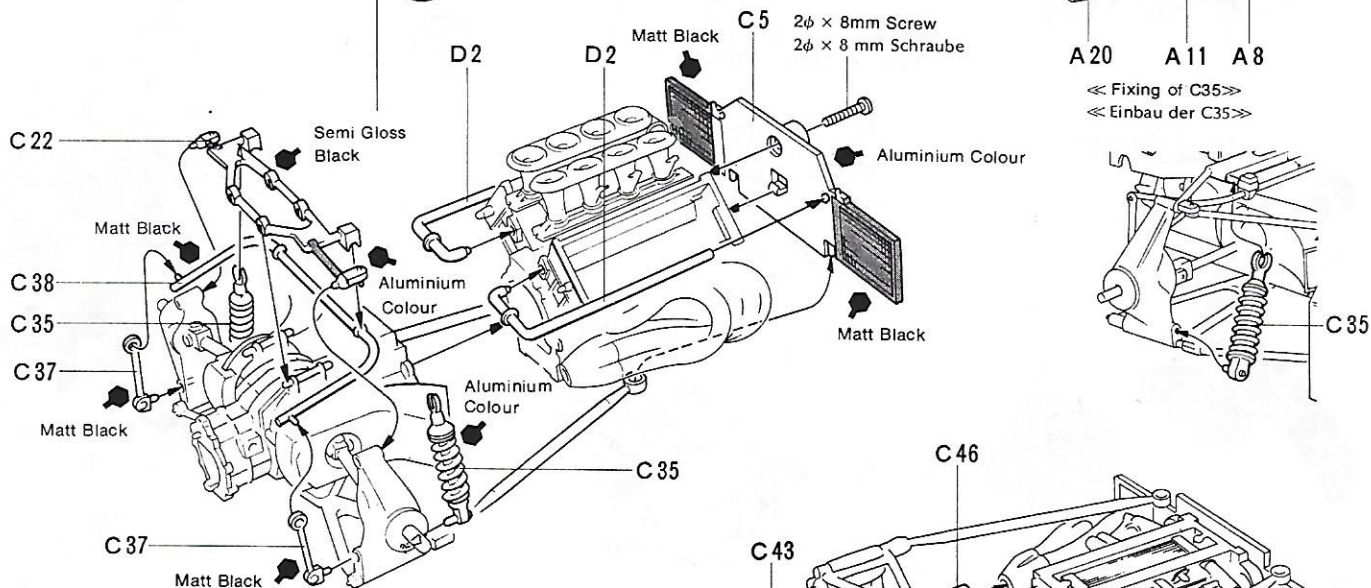
All pipes are different. Start on one side and then continue to the next side.
Alle Teile verschieden, auf Nummern achten.



3 Muffler Auspuff

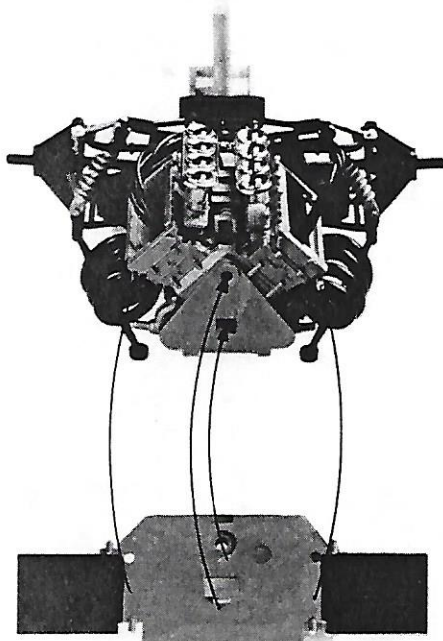


4 Fixing of Gear Box Einbau der Getriebe-Gehäuse

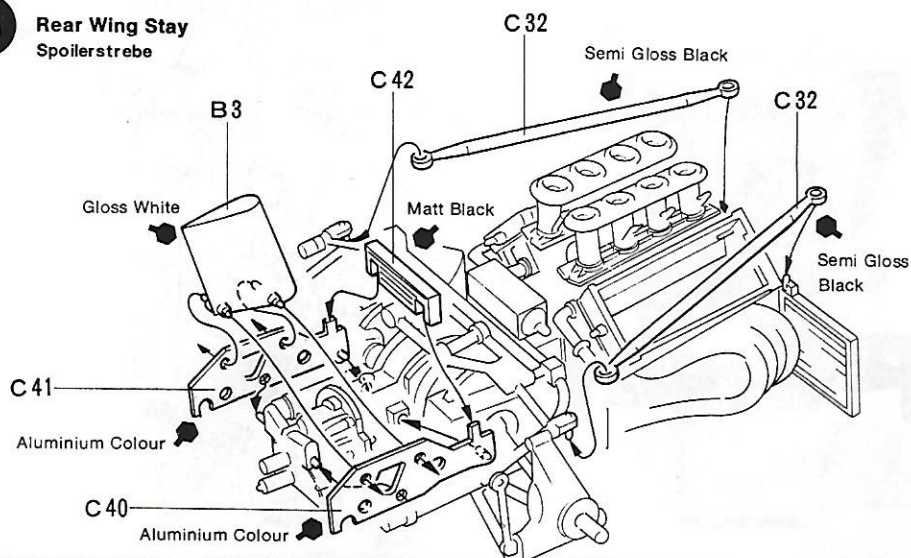


4 <<Fixing of Gear Box>> <<Einbau der Getriebe-Gehäuse>>

Bulkhead is screwed in place
Feuerwand werden Eingeschraubt



5 Rear Wing Stay Spoilerstrebe



6 << Cockpit >>

<< Fahrersitz >>

Aluminium Colour

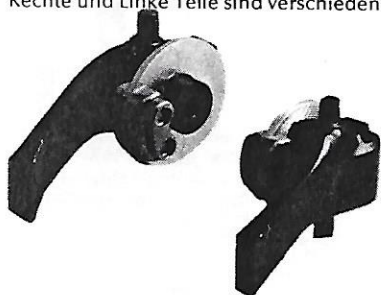
Decal
Abziehbilder (3)

Decal
Abziehbilder (2)

7 << Front Upright >>

<< Vordere Achs-Lager >>

Right and Left parts differ
Rechte und Linke Teile sind verschieden.



8 << Wheel >>

<< Räder >>

Fix Poly Cap inside C25 part without cement.

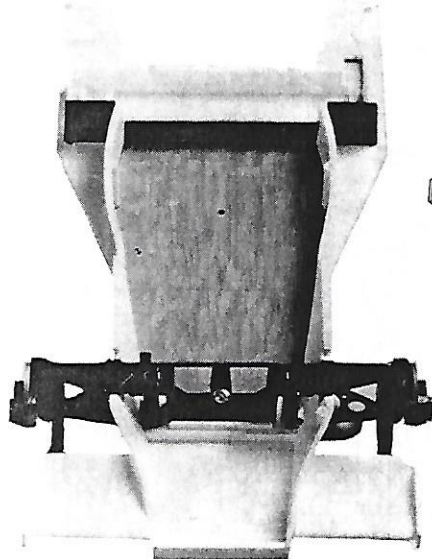
Die Poly Cap nur einstecken, muss drehbar sein.

9 << Front Suspension >>

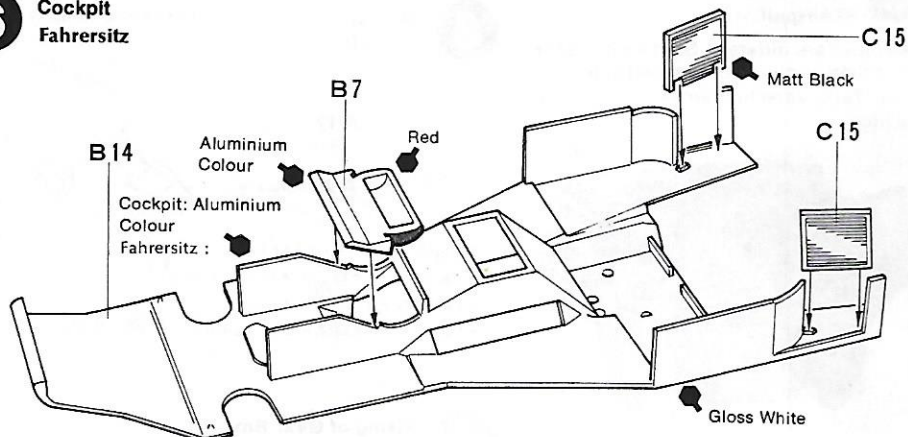
<< Vordere Achsaufhängung >>

It is recommended to construct it in order from the bottom part upward.

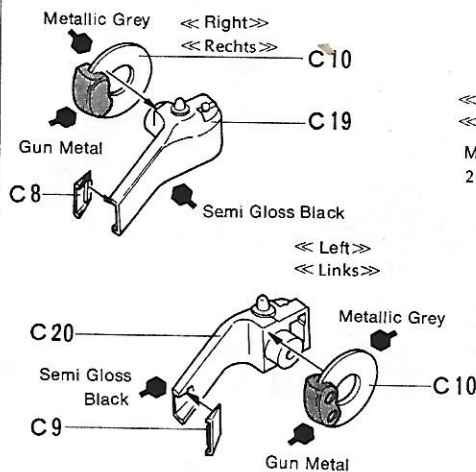
Den Zusammenbau unten mit Teil C7 beginnen.



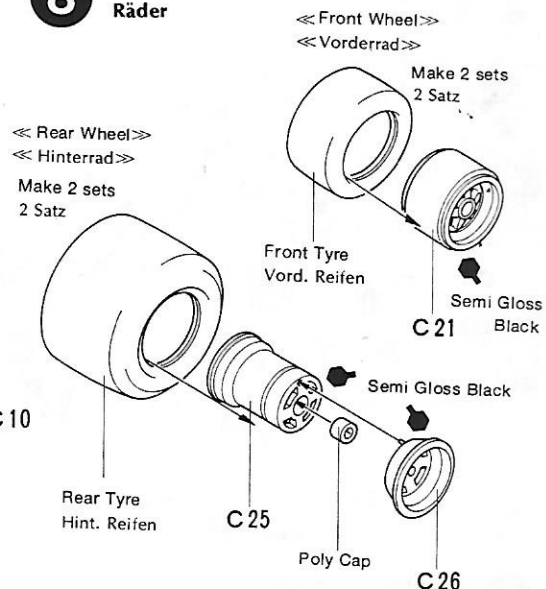
6 Cockpit Fahrersitz



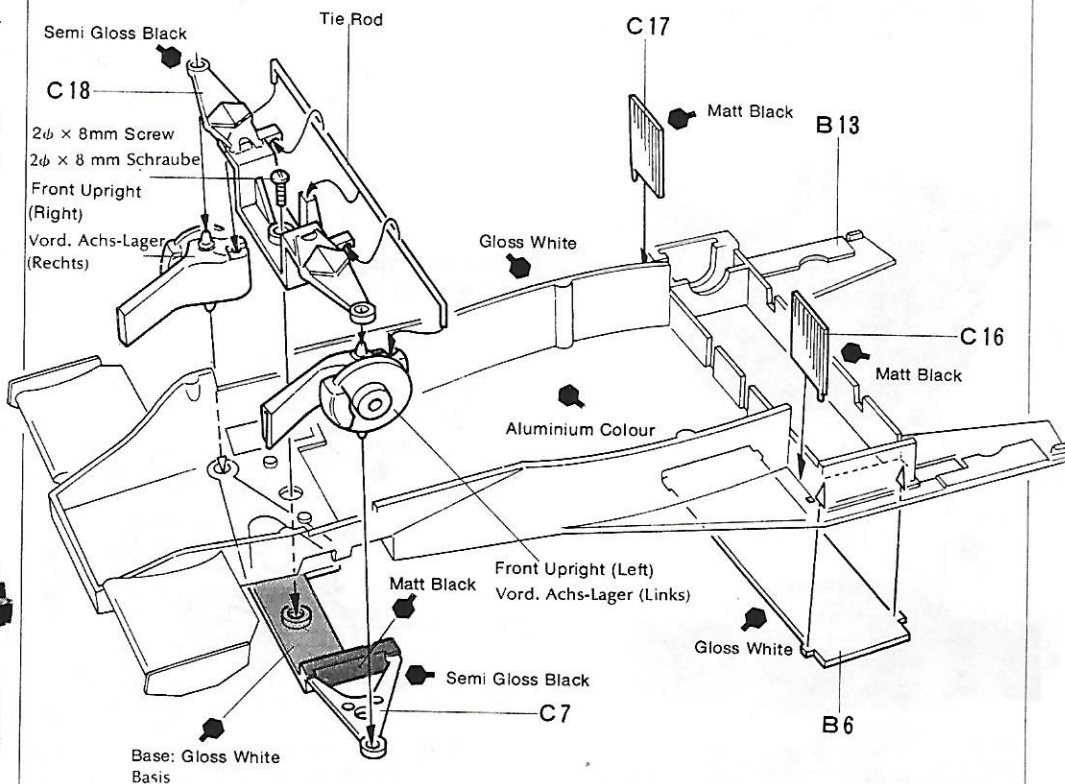
7 Front Upright Vordere Achs-Lager



8 Wheel Räder



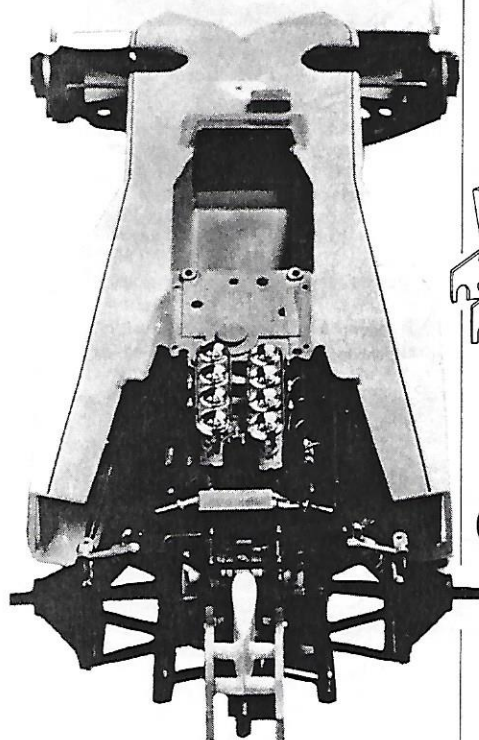
9 Front Suspension Vordere Achsaufhängung



10 <<Fixing of Engine>>

<<Motor-Einbau>>

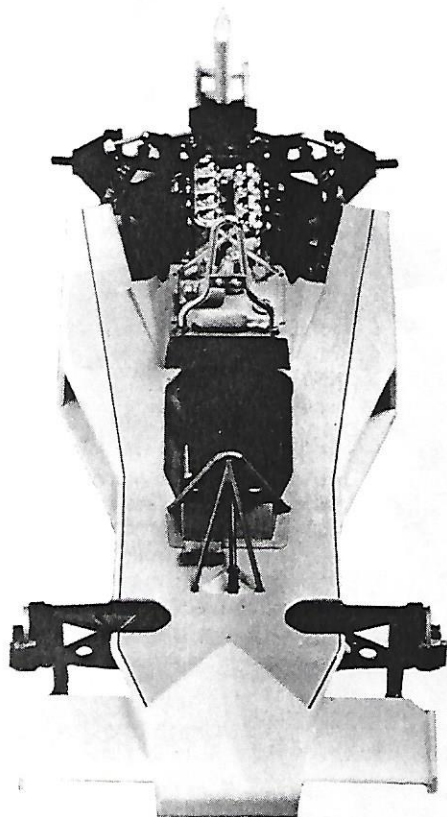
Fix Engine in Body(B13, B14). Then, cement and wire Cam Covers C49 and C50. Motor in Karosserie einkleben, Zylinderkopfdeckel C49 und C50 einkleben und kabel anbringen.



11 <<Body>>

<<Aufbau>>

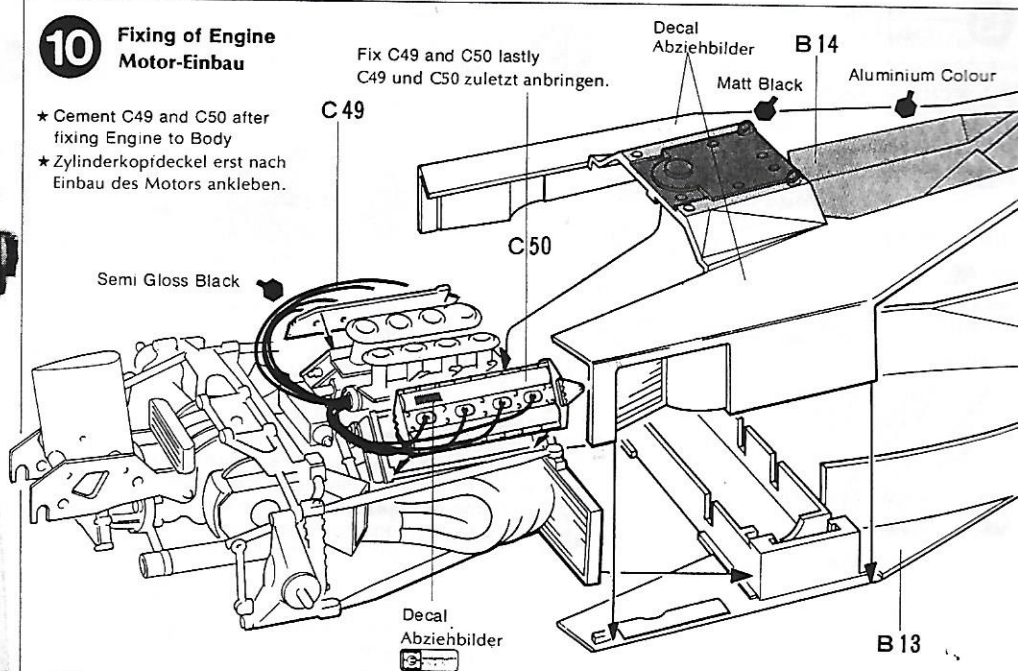
Each part has proper position
Siehe Zeichnung



10 Fixing of Engine

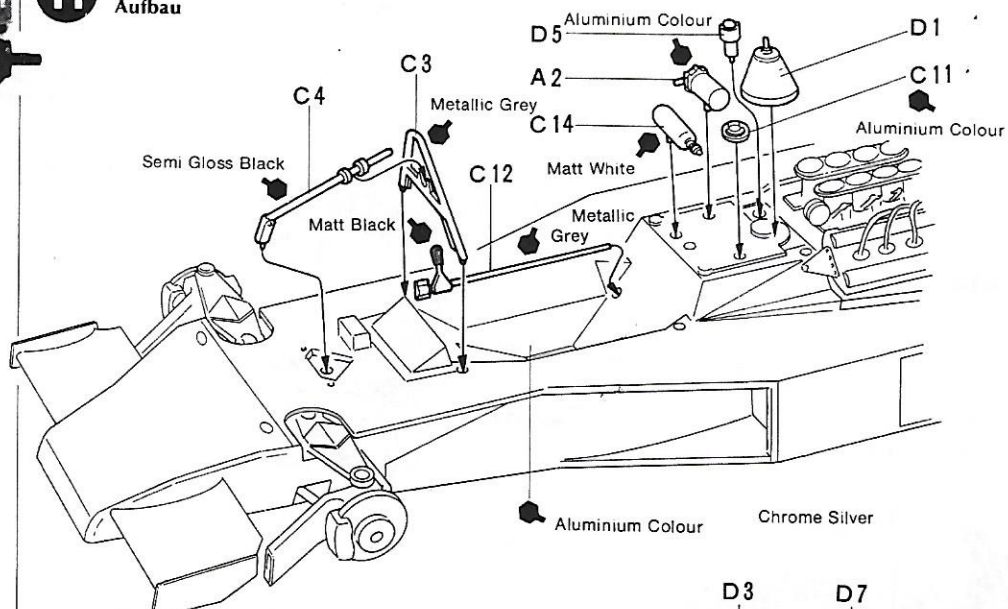
Motor-Einbau

- ★ Cement C49 and C50 after fixing Engine to Body
- ★ Zylinderkopfdeckel erst nach Einbau des Motors ankleben.



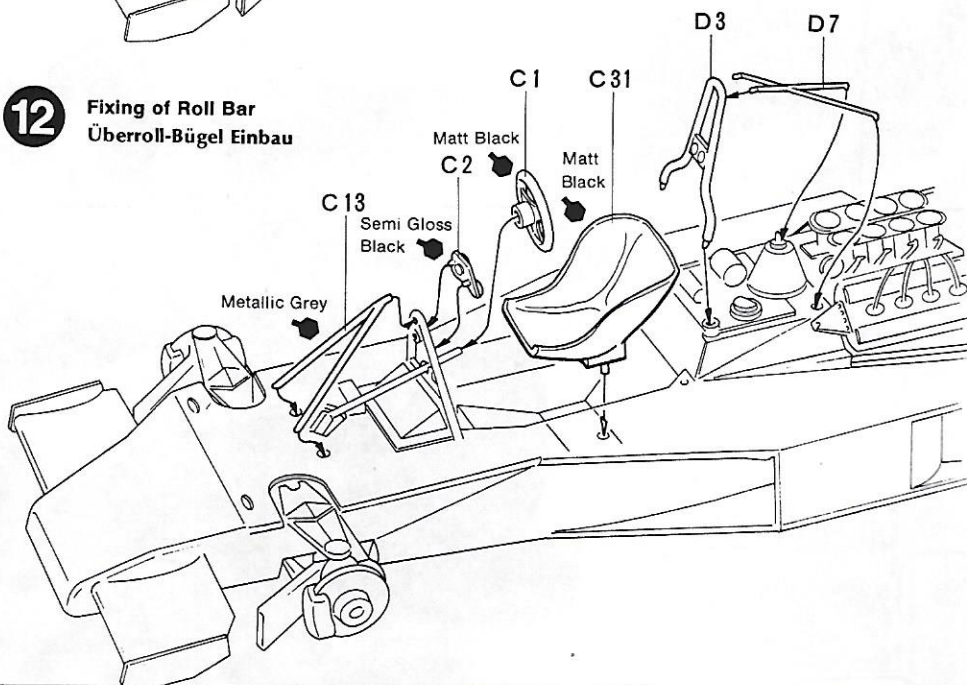
11 Body

Aufbau



12 Fixing of Roll Bar

Überroll-Bügel Einbau



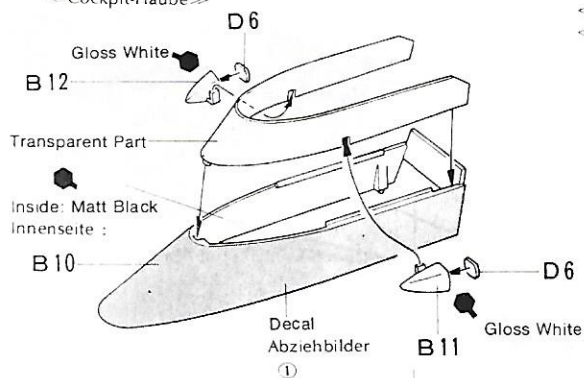
13

<< Cowling >>

<< Haube >>

<< Cockpit Cowling >>

<< Cockpit-Haube >>



14

<< Fixing of Wheels >>

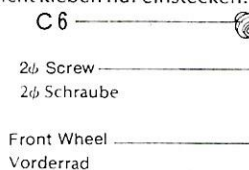
<< Radein bau >>

Front Wheels: Wheels are screwed in place.

Rear Wheels: Do not cement but just insert.

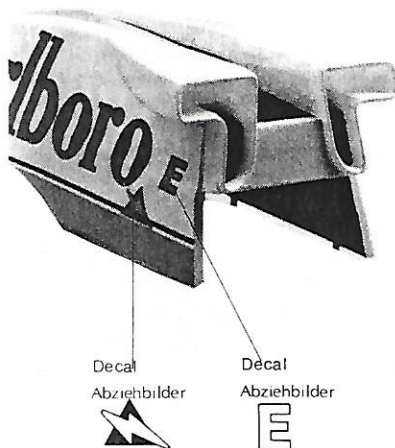
Vord. Räder : Räder werden Eingeschraubt.

Hint. Räder : Nicht kleben nur einstecken.

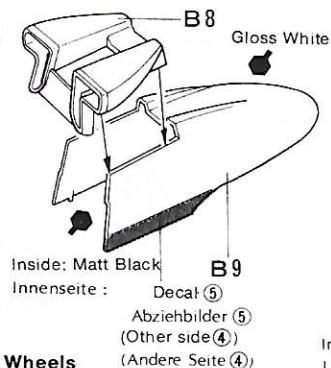
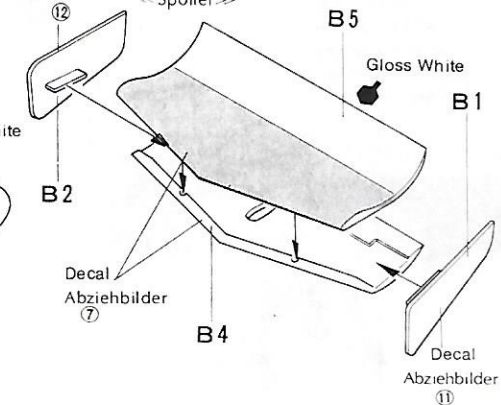


<< Marking of Induction Box >>

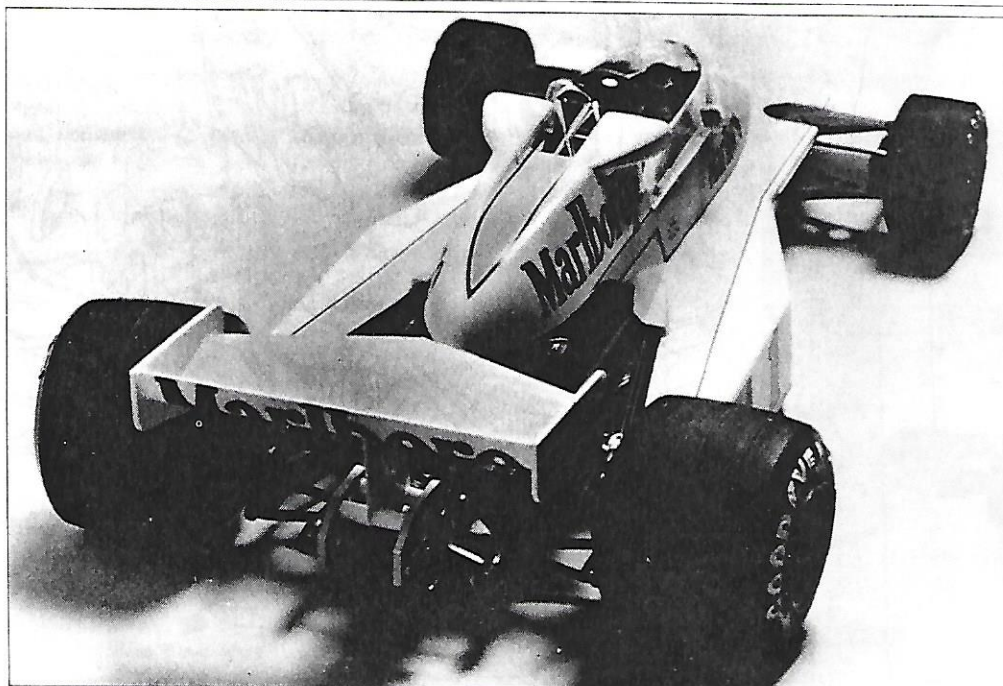
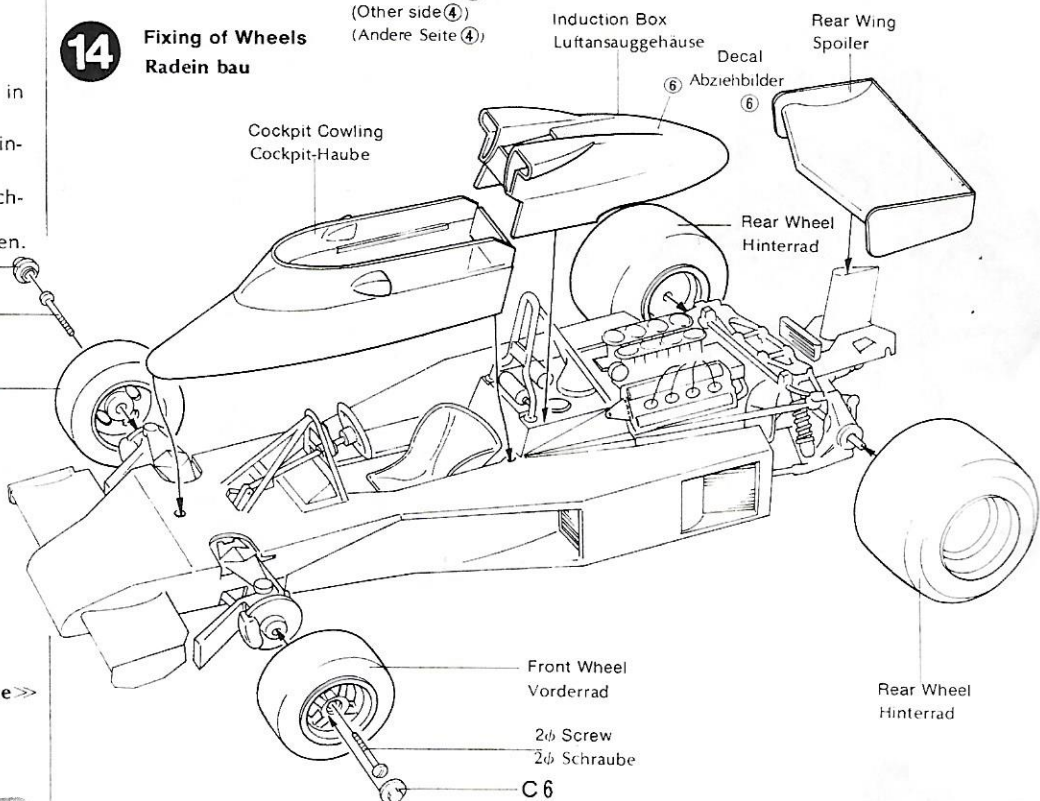
<< Markierung auf Luftansauggehäuse >>



13

Cowling
Haube<< Induction Box >>
<< Luftansauggehäuse >>Decal
Abziehbilder ⑫ << Rear Wing >>
<< Spoiler >>

14

Fixing of Wheels
Radein bau

PAINTING



APPLYING DECALS

<<Painting and Marking of McLaren M23>>

The McLaren M23 of Marlboro Team McLaren is painted red and white. These are the sponsor colours of their sponsor Philip Morris, U.S. tobacco company. The name "Marlboro", like sponsor names and marks on the Lotus and Tyrrell, is painted in large letters on the body. The car also wears Texaco marks for an oil company, McLaren team's sub-sponsor, and Goodyear marks for a tyre manufacturer. Other marks are for plug manufacturer Champion, brake manufacturer Lockheed and clutch manufacturer Borg & Beck.

When the driver is James Hunt, the car number should be "11" for 1976 or "1" for 1977. When Jochen Mass is at the wheel, the car number should be "12" for 1976 or "2" for 1977. For painting of details, see the instruction sheet for assembly and parts figures. Apply marks in respective positions as shown in the figure at right.

<<Bemalung und Beschriftung des McLaren M 23>>

Der McLaren M 23 des Marlboro Teams ist rot und weiss gemalt. Dies sind die Sponsorfarben von Philip Morris, U.S. Tabacco Comp. Der Name Marlboro ist in grossen Buchstaben auf die Karosserie gemalt. Auch die Marken von Texaco Oil Company und Goodyear Reifen, Champion Zündkerzen, Lockheed Bremsen und BORG/BECK Kupplungen sind auf dem Wagen angebracht.

James Hunt fährt mit der Nummer "11" 1976 und mit der Nummer "1" 1977. Jochen Mass hat 1976 die Nummer "12" und Nummer "2" für 1977.

<<Colours to be used>>

<<Bemalung>>

<<Gloss White>>

- Body
- Aufbau

<<Semi Gloss Black>>

- Wheel and Muffler
- Räder, Auspuff

<<Matt Black>>

- Seat
- Sitz

<<Black>>

- Ignition System
- Zündanlage

<<Red>>

- Fire Extinguisher
- Feuerlöscher

<<Gun Metal>>

- Gear Box
- Getriebe-Gehäuse

<<Chrome Silver>>

- Aluminium Parts
- Aluminium Teile

<<Aluminium Colour>>

- Chassis
- Chassis

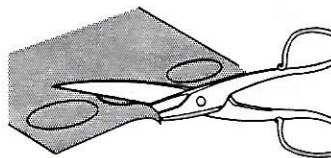
<<Metallic Grey>>

- Disc. Brake
- Scheibenbremse

<<Applying Decals>>

- ① A decal to be applied should be cut off beforehand.

- ② Place in water. When the backing paper comes, remove from water and place on a dry cloth.

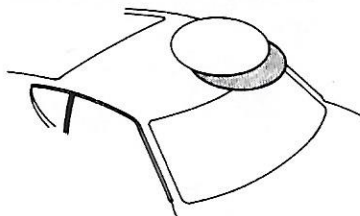


- ③ A minute or two later, hold edge of the ground paper to slide the decal onto the model from the backing paper.

- ④ Then, put a little of water on your finger to wet the decal so that the latter will be moved more easily onto the right spot.

- ⑤ Press the decal down with a soft cloth such as a towel to force air bubbles out of underside of the decal. Continue until the excess water is fully absorbed.

- When the surface to be applied with a decal is uneven or curved, press the decal down with a



hot towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion around a decal before applying. When so done, you can expect a sharp finish with the decal precisely in its specified place.

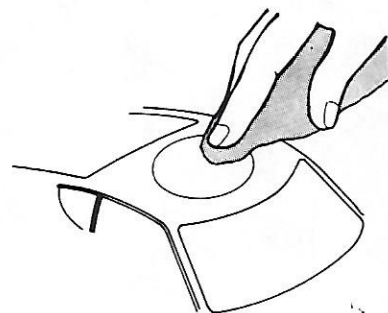
<<Abziehbilder>>

- ① Bild erst genau ausschneiden.

- ② In Wasser legen, wenn Bild abhebt, auf trockenen Stoff legen.

- ③ 1-2 Minuten später, Papier an Ecken halten und Bild abschieben auf Modell.

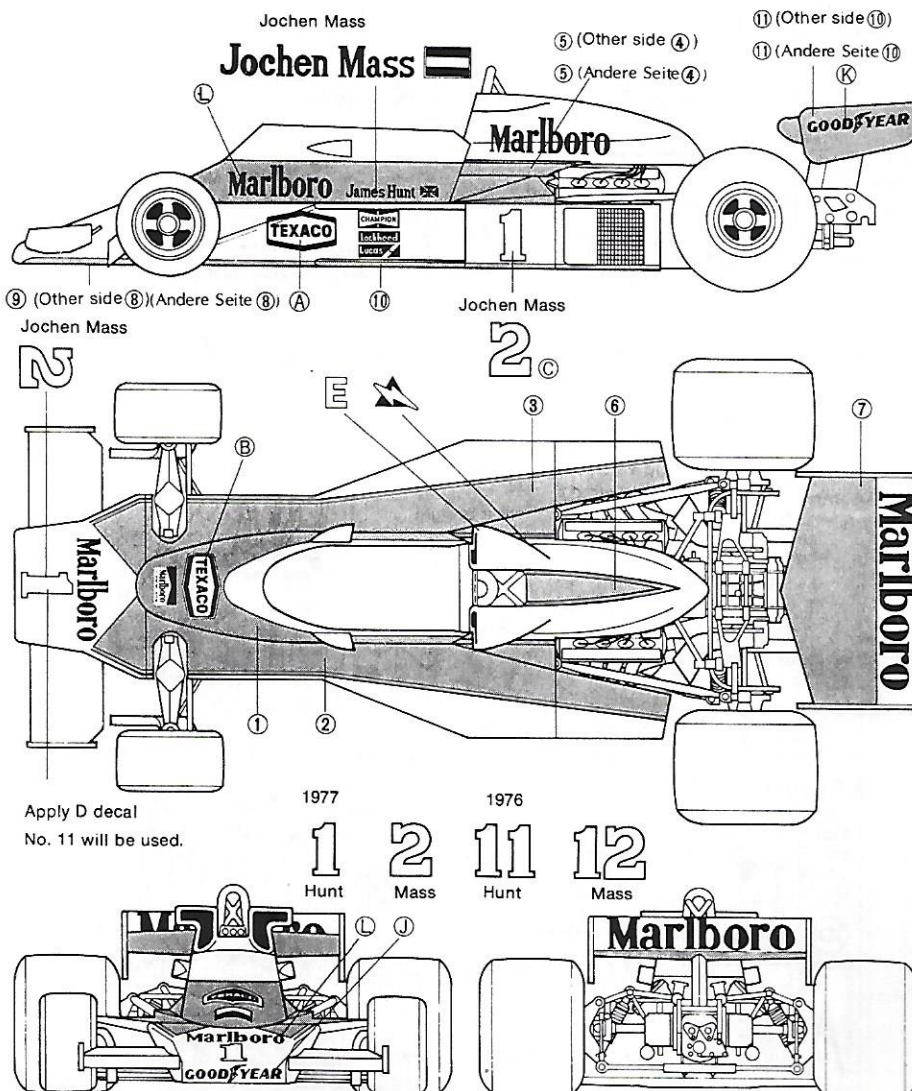
- ④ Etwas Wasser auf Finger und Bild auf genauen Platz schieben.



- ⑤ Mit Stoff Luftblasen herausdrücken, überflüssiges Wasser aufsaugen. Wenn Fläche uneben oder gebogen ist, Bild mit nassem heissem Tuch aufdrücken.

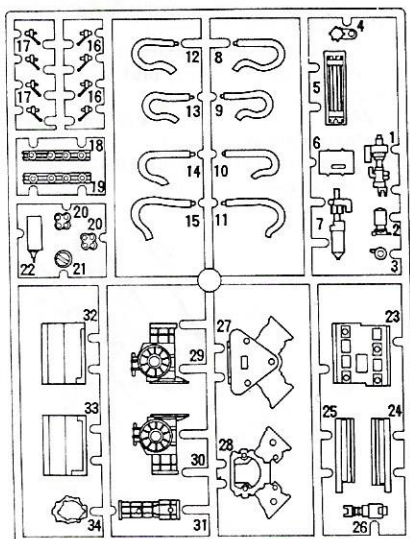
<<Painting and Marking of McLaren M23>>

<<Bemalung und Markierung der McLaren M 23>>

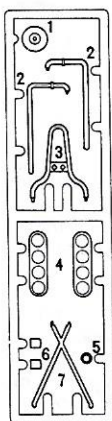


PARTS

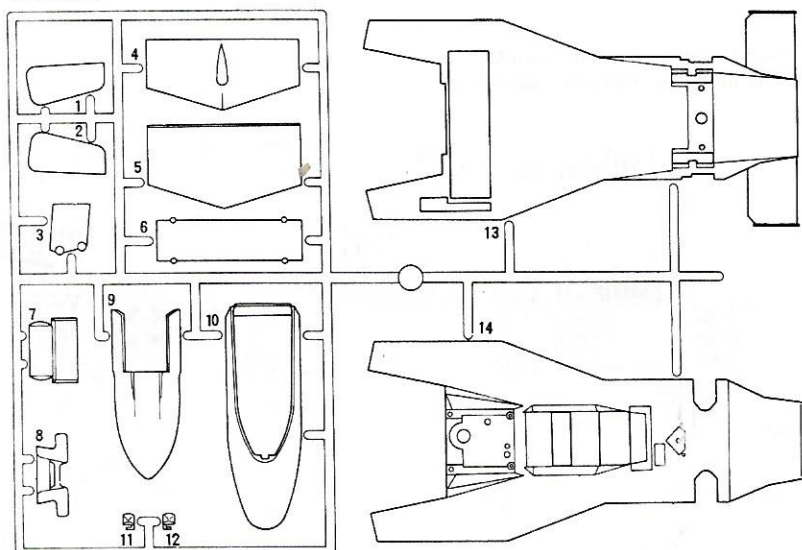
A PARTS



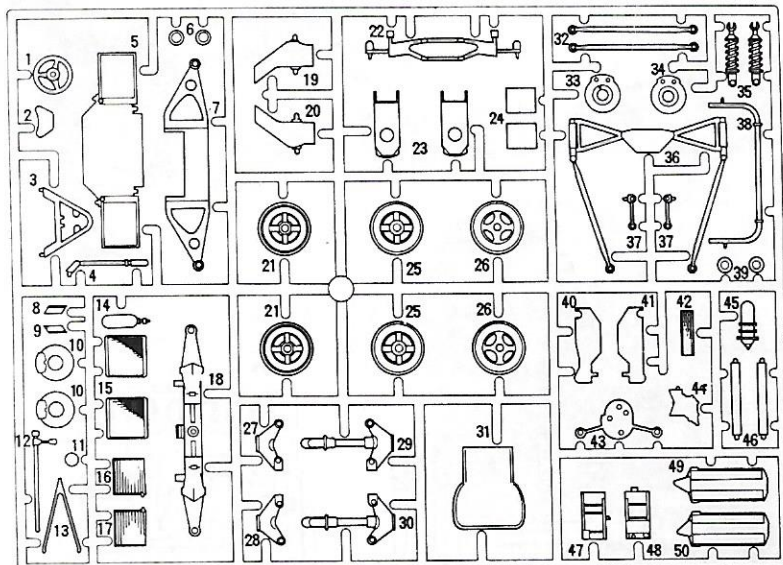
D PARTS



B PARTS

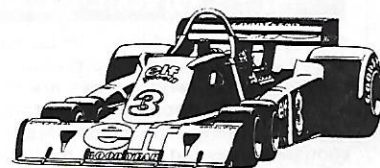


C PARTS



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PRECISION CAR AND
MOTORCYCLE MODELS

1/20 TYRRELL P 34 SIX WHEELER



1/12 FERRARI 312T



1/20 PORSCHE 928



1/12 DATSUN 240Z SAFARI



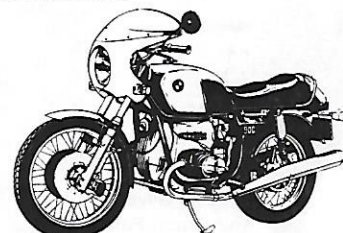
1/12 PORSCHE TURBO RSR



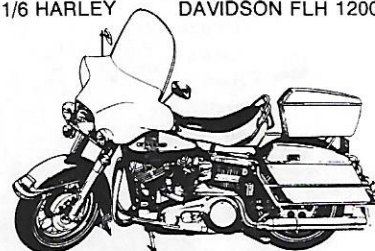
1/24 MARTINI PORSCHE 935 TURBO



1/6 BMW R90S



1/6 HARLEY DAVIDSON FLH 1200



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