

Tyrrell P34 SIX WHEELER

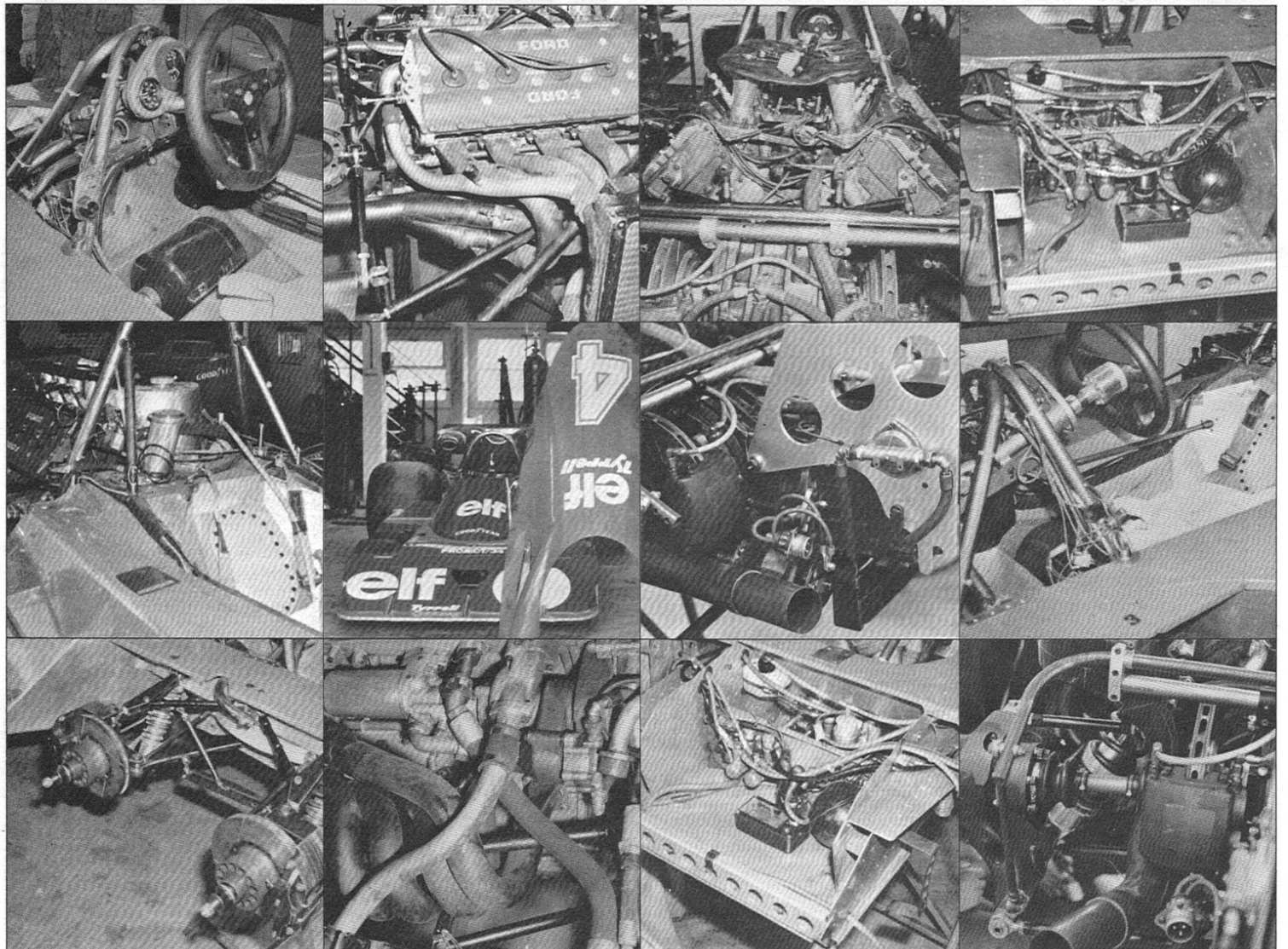
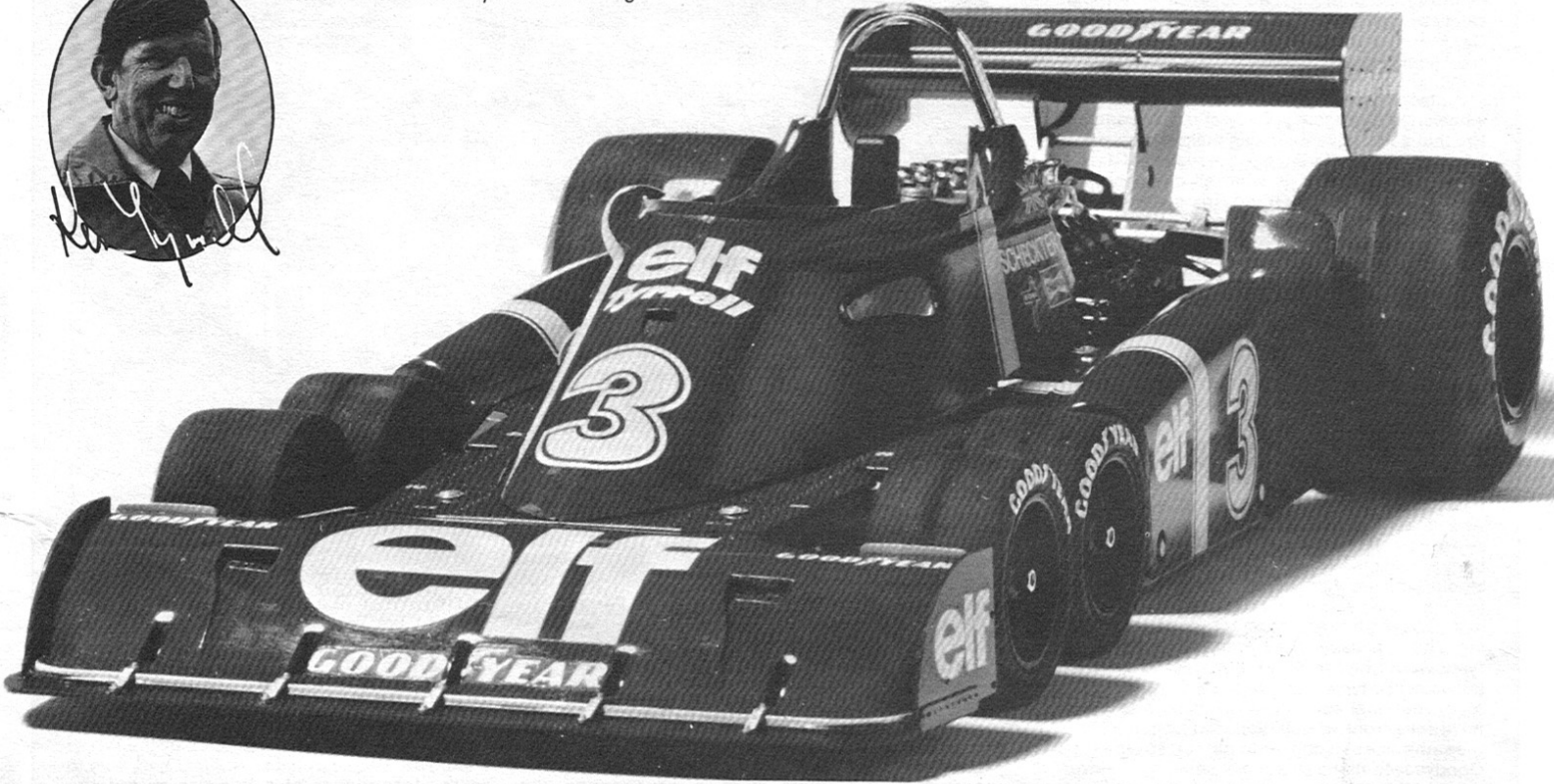
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1:12 SCALE

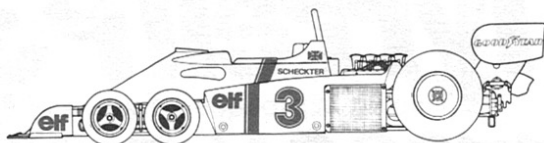
- Length 336mm ○ SUPER DETAILED FORD D.F.V. ENGINE
- Width 168mm ○ MOVABLE FRONT & REAR SUSPENSION
- Height 83.5mm ○ STEERABLE FRONT WHEELS
- DETACHABLE BODY PANELS

BIG SCALE 1/9 ★ ★ **TAMIYA**
TAMIYA PLASTIC MODEL CO.
628, OSHIKA, SHIZUOKA-CITY, JAPAN.

left: Photo of Ken Tyrrell and his signature.



Tyrrell P34 SIX WHEELER



PUTTING SIX WHEELS INTO PERSPECTIVE

The basic concept of six-wheeled Elf-Tyrrell Project 34 formula 1 car is a major step forward in Grand Prix technology, an advance in terms of safety as well as race track performance. Derek Gardner, the designer, explains the basis of his six-wheel theory and analyses the advantage of a racing car layout with six wheels, six brakes, and steering through the four Mini-sized front wheels. "Motor racing is so very, very competitive that a tiny advantage can make a disproportionately large difference to the results of a race, and this 'advantage' is what all designers are striving to achieve. A Grand Prix car should be fast in a straight line, as fast as possible in corners, and brake effectively. In a race one assumes that all cars corner at the same speed, so you have to overtake on a straight and that is difficult when nearly everyone has the same engines. Or you could outbrake into a corner. You might have a car that does not handle as well, but if you are fast on the straight and have good brakes, you will be faster round the circuit. Our aim was to build a car no worse than an existing car in a corner, but with superior speed on the straight and superior braking. From wind tunnel tests we knew it would be fast in a straight line and the advantage gained in braking with our new layout was an elementary calculation. The wheels generate lift and drag on any racing car so to completely shroud them in a sports car body would greatly increase the speed, but regulations limit the width of the nose to 1500mm and to tuck the wheels inside the nose would result in a narrow track and a deterioration in cornering. This is because the dynamic loading on the tyres would be too great, but sharing the load between two tyres in tandem is the equivalent of a conventional car with wide track. And if you have four front wheels you don't need wheels the same size as a conventional car, so we asked Goodyear to make us special small tyres - even smaller than those we have on the car now. When the Goodyear people told us the tyre size they could produce for us, we designed the car around them. The front tyres are now inside the nose so that the lift generated by rotating tyres in a free air stream is almost completely cancelled. I calculated that the reduction in drag on our new car would be equivalent to at least 40 horsepower and we thought if we had a car with that



advantage we could be competitive with Ferrari. An added important factor that emerged was that of safety. Deflation of a front tyre leads to loss of control, but our system of four front wheels all steering has let to a 'fail-safe' condition. Patrick Depailler pulled in to the pits at Silverstone during testing to complain of understeer and a check revealed that one of the front tyres was completely deflated, yet the driver had noticed only a deterioration in the handling. There was no suggestion of him losing control." Gardner first conceived the idea of a six-wheeled racing car while working with Harry Ferguson Research on four-wheel drive transmission developments on Indianapolis cars. His idea then was to incorporate his four-wheel steering with four-wheel drive, with the rear pair of tandem fronts driving as well as steering and

braking. When Gardner joined Ken Tyrrell to build the first of the Elf-sponsored Tyrrell-Ford cars in 1970 he again raised his six-wheeled concept but Tyrrell rejected the idea then on grounds of over-complication on what had to be a simple, reliable and fast car for Jackie Stewart to defend his world championship title gained during 1969 with the Matra entered by the Tyrrell team. The 'simple, reliable and fast car', was to be the fore-runner of a line designated the double-zero series, which was to win a total of 18 Grand Prix races, and two World Championships. The 007 model appeared in 1974 to be driven by Jody Scheckter and Patrick Depailler and after three years the updated design was still proving competitive as the fastest Ford-engined car at Long Beach during the US Grand Prix West in March 1976. GENERAL SPECIFICATION A six-wheel triple-axle arrangement having four front wheels with the first and second axles in tandem. Front track is narrow and is designed so that the wheel rims do not protrude outside the body line. The mid-engined rear wheel drive layout follows current practice. Water radiators are positioned aft of the monocoque in a longitudinal plane so that the surface of the matrix is flush with the body. Twin oil radiators are sited at the rear. CHASSIS Light alloy. A 360deg tubular steel roll-over hoop is bolted to the rear of the monocoque and provides attachment points for the engine and upper and lower radius arms of the rear suspension. Engine is employed as a stressed member. A fabricated tubular steel frame, bolted to the engine and gearbox, supports the rear suspension. A supplementary roll over hoop is provided in front of the driver together with a substantial crash resistant structure forward of the clutch and brake pedals. DIMENSIONS Wheelbase to first axle 96.58 inches (2.453m), to second axle 78.48 inches (1.993m). Front track (both axles) 49.56 inches (1.26m). Rear track 58 inches (1.47m) using an 18 inch wheel rim. Overall height 39.0 inches (0.99m) to top of roll over bar. Overall length 155 inches (3.94m). Ground clearance 2.76 inches (70mm) with driver and fuel. SUSPENSION All front wheels are independently sprung using special Koni dampers and co-axial dual rate springs. Wheels are linked together by a common anti-roll bar. Rear employs unequal length transverse links located longitudinally by tubular radius arms. Suspension is by dual rate coil springs and Koni dampers. STEERING Rack and pinion operating first axle. Second axle linked to first axle by slave rods and levers. Steering wheel 11 inches (28cm) dia. BRAKES Divided hydraulic system operating on all six wheels. Front calipers are integral with kingposts. Front discs are turbo ventilated, 8 inches (20.3cm) in dia. 0.70 inches (17.8mm) thick. The ventilated rear discs are 10.45 inches (26.5cm) dia. 1.10 inches (27.9mm) thick. Braking system has been produced in conjunction with AP Racing (Lockheed). TRANSMISSION Hewland FG400 mod-



Main Specification

Chassis.....Light alloy monocoque
 Length.....3940 mm
 Height.....990 mm
 Wheelbase.....First axle 2453 mm
 Second axle 1973 mm

Transmission.....Hewland FG400
 Engine.....Ford Cosworth DFV V8 2993cc
 Tyre • Wheel.....Goodyear
 Front 8-9J-10 inches
 Rear 17-20J-13 inches

ified to dry sump. Twin-plate Borg & Beck clutch. GKN/Lobro constant velocity joints in rear drive shafts. COOLING Water and oil radiators supplied by Serck. WHEELS Cast magnesium alloy retained by centre locknut. TYRES specially designed and manufactured by Goodyear. Front 10 inches rim diameter by 8 or 9 inches wide. Rear 13 inches rim diameter by 17-20 inches wide. BODYWORK Nose, cockpit fairing, seat and air intake moulded in resin bonded glass fibre. INSTRUMENTS All instruments supplied by Smiths. SAFETY Fuel cells manufactured by Marston. Self contained Graviner fire extinguishing system using a Bromochlorodifluoromethane (BCF) extinguishant. Operation by driver or by heat sensing switches. Graviner life support system providing medically pure air to the driver's helmet.

ELF und ELF TEAM TYRRELL

Die offizielle Bezeichnung für den Grand Prix Wagen mit den 6 Rädern ist : ELF-TYRRELL Project 34. Das Tyrell Team wird von ELF, der zweitgrößten Oil-Company in Frankreich gefördert.

1968 - mit dem MATRA/Cosworth V8 Motor für Jackie Stewart - begann die Alliance ELF - KEN TYRRELL. Diese Verbindung ist die Längste im Rennsport und die Erfolge zeigen es : 3 Weltmeisterschaften und 28 Grand Prix Siege in neun Jahren.

Wie wichtig der Wert der Rennen für die Oil Company ist, zeigt die Tatsache, dass Jackie Stewart Vicepräsident der Oversea Marketing der ELF Gruppe ist. Als zweitgrößter Erdölproduzent und der führende Lieferant von Erdgas in Frankreich forscht ELF heute in 45 Ländern und hat das drittgrößte Konzessionsgebiet auf der Welt.

Ein Rennwagen mit 6 Rädern.

Das Grundkonzept des 6-rädrigen ELF TYRRELL Project 34 Formel 1 Rennwagen ist ein grosser Schritt nach Vorne in der Grand Prix Technologie, ein Fortschritt in Sicherheit und auch in Rennleistungen.

Derek Gardner, der Designer, erklärt den Grundgedanken seiner 6 Rad Theorie wie folgt : Rennen und Rennsieg sind so sehr abhängig von winzigen Vorteilen, die sich aber im Ergebnis mit ganz grossen Unterschieden auswirken können - und diese winzigen Vorteile will jeder Designer auf seiner Seite haben.

Ein Grand Prix Wagen muss schnell in der Geraden sein, so schnell als möglich in der Kurve und muss auch gute Bremsen haben. Wenn alle Wagen in der Kurve gleich schnell sind, dann

kann nur auf der Geraden überholt werden und dies ist fast unmöglich, wenn alle Wagen die gleiche Motorleistung haben - oder - man kann in den Kurven ausbrechen.

Man kann einen Wagen haben der nicht ganz so gut ist, aber wenn er in den Geraden schnell ist und gute Bremsen hat, dann wird er schneller um den Kurs herumkommen. Unser Ziel war, einen Wagen zu bauen - nicht schlechter als die anderen in den Kurven, aber mit tollem Anzug auf der Geraden und guten Bremsen. Aus Erfahrungen im Windtunnel erkannten wir, dass der Widerstand am Bug das Fahrzeug abbremst und das wollten wir ändern. Die Rennbestimmungen schreiben vor, dass das Fahrzeug an der Front nicht breiter als 1500 mm ist. Normale Reifen lassen sich da nicht in die Verkleidung unterbringen, es würde eine enge Spur bedingen und die Kurvenlage sehr verschlechtern. Die Reifen würden sich mehr als normal aufladen und da kam unser Gedanke :

Wenn man die Aufladung auf 2 Tandemreifenpaare aufteilt, dann könnten die Reifen auch wesentlich kleiner sein und auch ziemlich in der Verkleidung verschwinden. Wir fragten bei Goodyear an, uns speziell kleine Reifen zu machen, kleiner als die, die wir jetzt auf den Wagen haben. Als Goodyear uns die Grösse die machbar wäre bekanntgab, begannen wir das Auto um die Reifen herum zu konstruieren. Jetzt sind die Reifen in der Frontverkleidung und Aufladungen und Luftströmungen fast ausgeschlossen, der Widerstand wesentlich verringert und dies bringt uns ca. 40 PS Mehrleistung, ein Vorteil, um eigentlich den Kampf mit Ferrari aufzunehmen. Unsere 4 Frontreifen - jeder einzeln gelenkt - hatten auch noch Sicherheitsvorteile - z.B. bei einem Plattfuss kann das Fahrzeug nicht wie üblich ausser Kontrolle geraten und auch das Übersteuern merkt man praktisch nicht.

Gardner hatte die Idee des 6 Rad Fronter als er noch mit Harry Ferguson zusammenarbeitete. Als er zu Ken Tyrrell kam, nahm er seinen alten Gedanken wieder auf aber Tyrrell war nicht begeistert davon etwas ganz neues zu bauen, es ging ja darum, dass Jackie Stewart seine 69er Meisterschaft verteidigen musste. Stewart musste einen guten, sicheren und unkomplizierten Wagen haben - und dieser Wagen wurde der Vorläufer der 00 bezeichneten Serie, die 18 Grand Prix und 2 Weltmeisterschaften erringen sollte. Der 00 erschien 1974 - gefahren von Jody Scheckter und Patrick Depailler und nach 3 Jahren war der verbesserte Entwurf immer noch der schnellste Ford/Motor Wagen in Long Beach während der US Grand Prix West im März 1976.

Technische Angaben :

Der 3 - Achser hat folgende Anordnung : Erste und zweite Achse als Tandem in Front, die Räder gehen nicht über die Aussenkannte hinaus. Die dritte Achse hat Mittelgetriebe wie gewöhnlich. Die Wasserkühler sind so angebracht, dass sie flach in langer Ebene hinter dem Monocoque auf dem Boden sind, während 2 Ölkühler ganz hinten befestigt sind. Das Chassis ist aus Leichtmetall. Ein Überrollbügel aus Rohr Stahl hinter dem Cockpit schützt Motor und die oberen und unteren Schwingarme. Ein weitere Stahlrohrrahmen am Motor und Getriebe verstärkt die Hinterachse. Vor Kupplung und Bremspedal ist eine starke Knautschzone angebracht.

Radabstand zur 1. Achse ist '2.453 m, zur 2. 1.993 m Spurbreite vorne (beide Achsen) 1.26, hinten 1.47 m bei 18 inch Felgen.

Höhe über alles 0.99 m (einschl. Überrollbügel) Gesamtlänge ist 3.94 m, Bodenfreiheit am Start 70 mm !! Radaufhängung : Alle Vorderräder sind unabhängig mit Koni Dämpfern und Zwillingssfedern aufgehängt, ebenso die Hinterachse.

Steuerung erfolgt auf die erste Achse direkt, zweite Achse ist mit der ersten Achse durch Gestänge und Führungsstäbe verbunden. Steuerrad hat 28 cm Durchmesser.

Hydraulische einzeln wirkende Bremsen. Frontbremsen sind turbogelüftet, 20.3 cm ϕ - 17.8 mm stark Hinterradbremsscheiben ebenfalls belüftet, 26.5 cm ϕ und 27.9 mm stark. Bremssystem wurde hergestellt in Zusammenarbeit AP Racing (Lockheed).

Getriebe von Hewland FG400 trockensumpft Kupplung als Doppelplatte von Borg & Beck. GKN/Lobro Schnellverbindung in hinterer Antriebswelle. Wasser und Ölkühler von Serck.

Magnesium Leichtmetallräder gegossen mit Mittelschraube. Reifen speziell entworfen und hergestellt von Goodyear

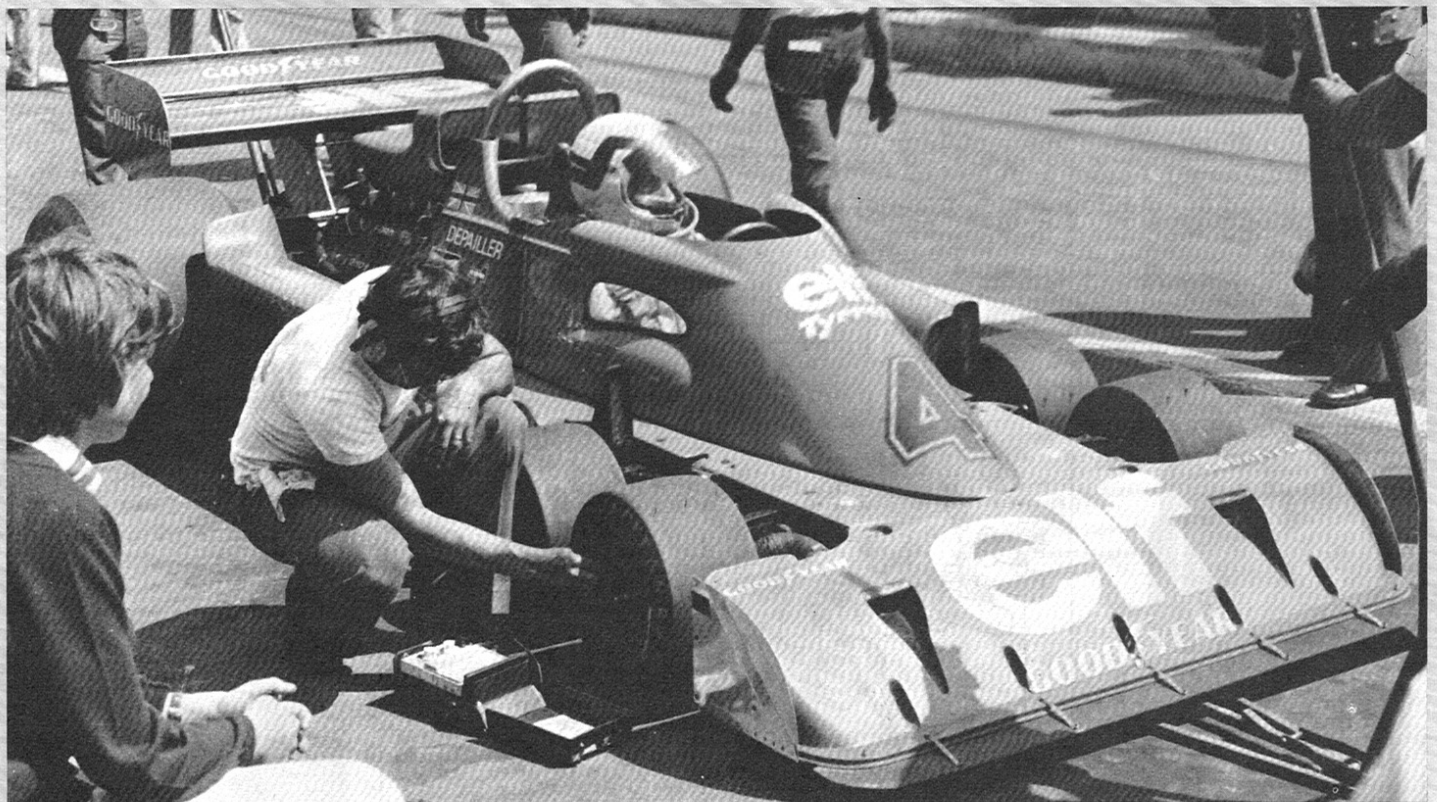
Frontfelgen 10 inch ϕ x 8 oder 9 inch Breite, Hintere Felgen 13 inch ϕ x 17-20 inch Breite. Karosserie - Nase - Cockpit - Sitz und Luftsauger aus Glassfieber.

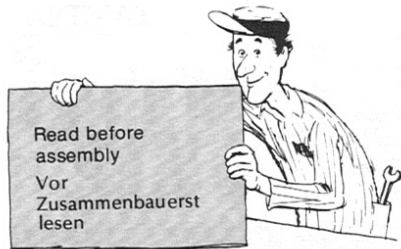
Alle Instrumente von Smiths.

Sicherheitstankzellen von Marston.

Feuerlöscher (automatisch) mit Bromochlorodifluormethan (BCF) wurden von Graviner eingebaut. Betätigung durch Fahrer oder Überhitzschalter automatisch.

Sauerstoffzufuhr in Fahrerhelm durch Graviner System.





Read before assembly
Vor Zusammenbau erst 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 abzwicken, 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 <<Steering Gear Box>> <<Lenkgetriebe>>

K16 and K15 are movable. Make sure the proper parts are glued to each other, before assembly.

K16 und K15 sind Beweglich. Kein Klebstoff auf bewegliche Teile.

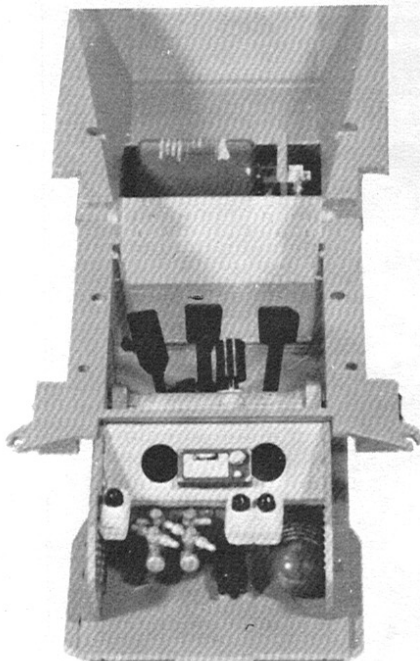
2 <<Pedal>> <<Pedal>>

Fix D43 first
Erst D43 einsetzen

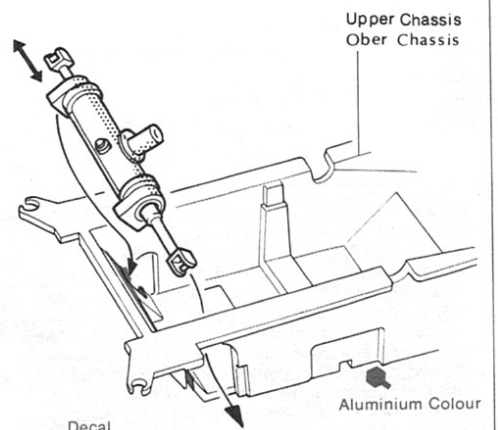
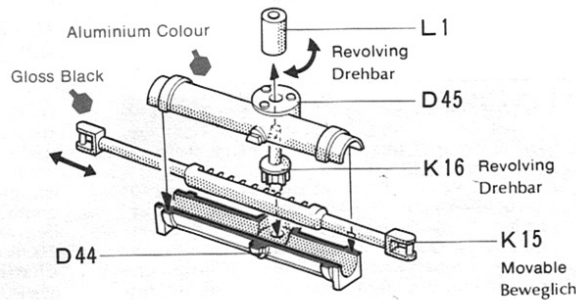
3 <<Chassis>> <<Chassis>>

Insert L4 parts before fixing Lower Chassis.

Erst L4 Teile einstecken

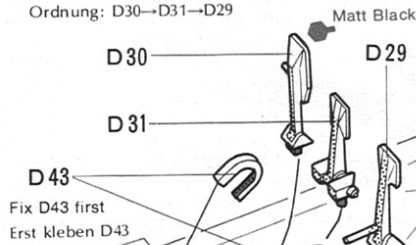


1 Steering Gear Box Lenkgetriebe

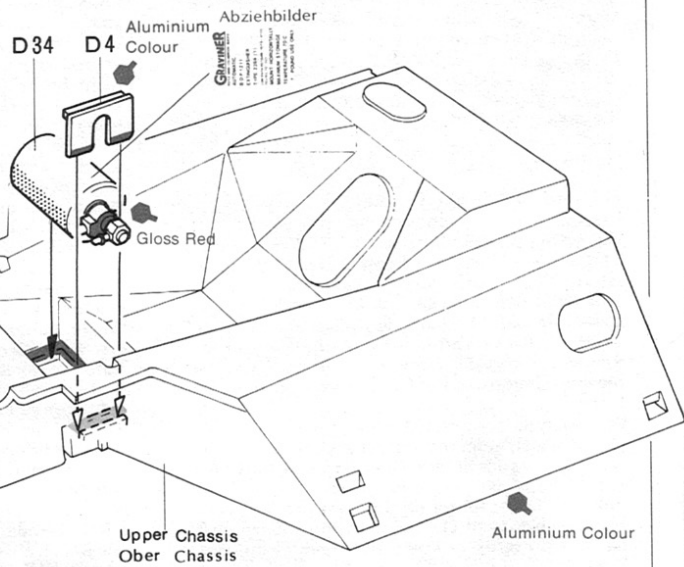


2 Pedal Pedal

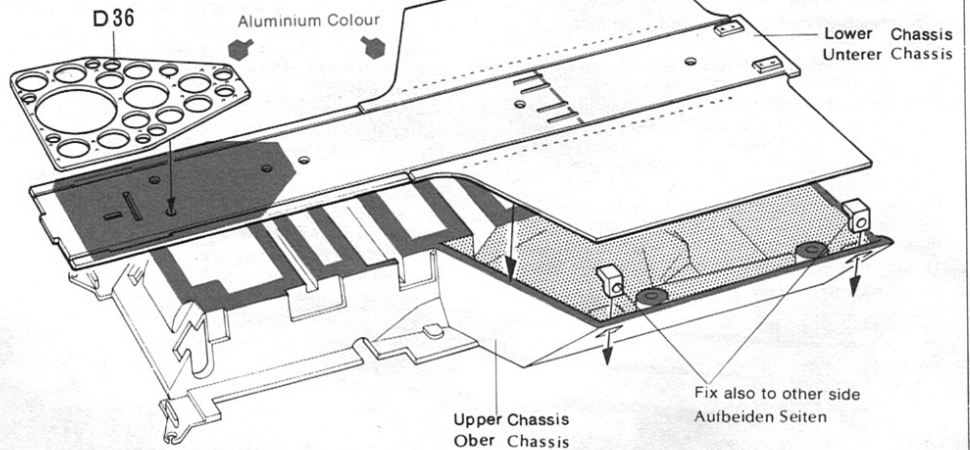
★ Fix Pedal parts following order: D30→D31→D29.
Ordnung: D30→D31→D29



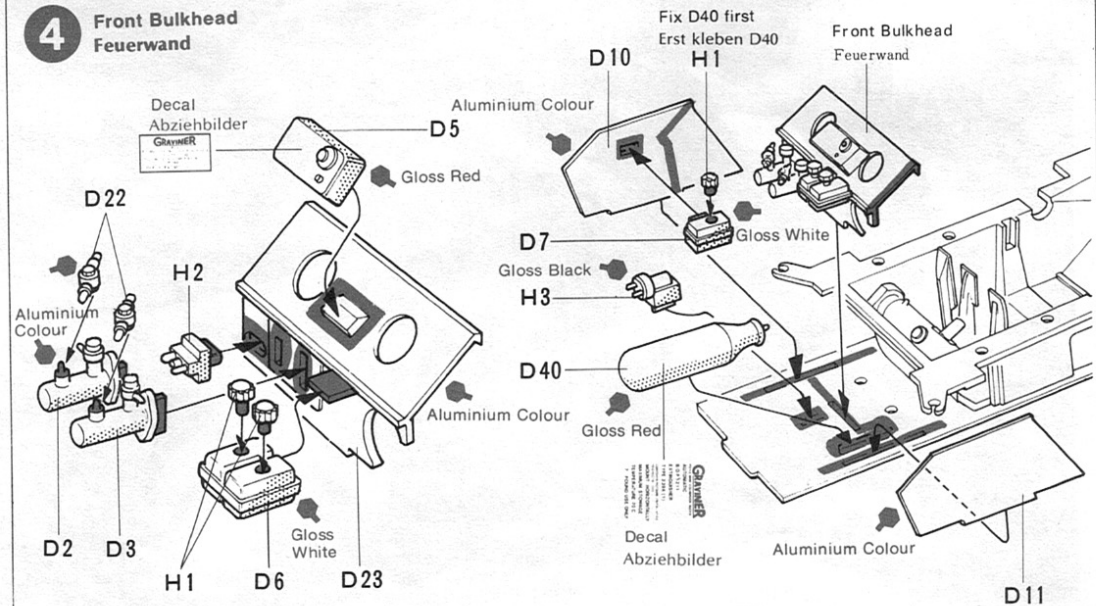
Fix D43 first
Erst kleben D43



3 Chassis Chassis



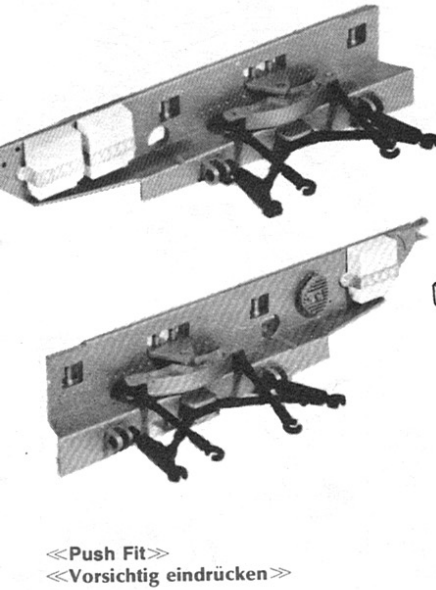
4 Front Bulkhead Feuerwand



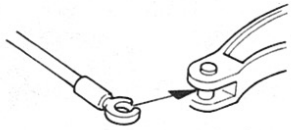
6 <<Front Suspension (B)>>
 <<Vordere Achsaufhängung (B)>>
 D42 is movable. Hold in position with D27 and D9.

D42 nicht kleben nur in D27 und D9 stecken.

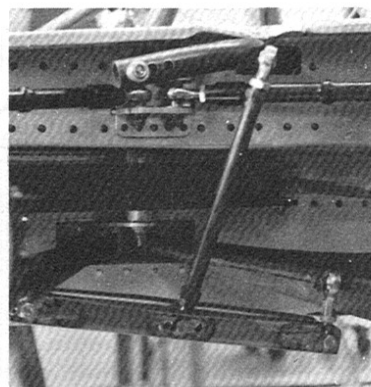
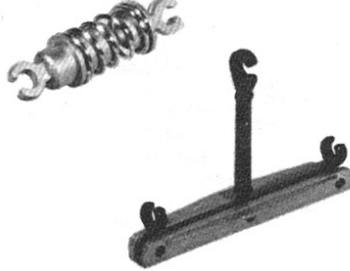
7 <<Upper Arm>>
 <<Achssarm A>>
 Do not cement K10, K13 and K8, but just insert.
 K10, K13 und K8: Nicht kleben nur einstecken



<<Push Fit>>
 <<Vorsichtig eindrücken>>

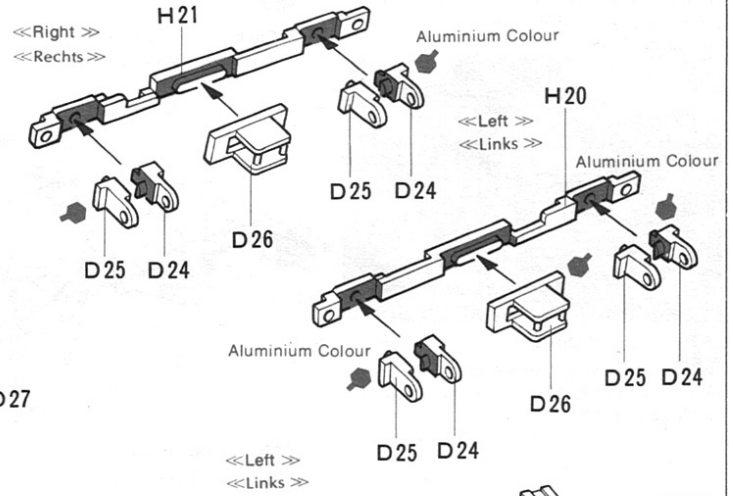
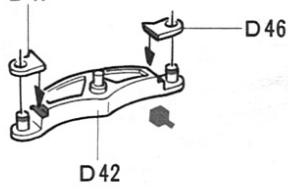


9 <<Front Damper>>
 <<Vord. Stossdämpfer>>
 After cementing D32 and D33, pass K9 through coil spring. Then insert K9 through D32 and D33.
 D32 und D33 zusammenkleben, Feder aufstecken und K9 eindruecken. K11 und K12 müssen beweglich sein.



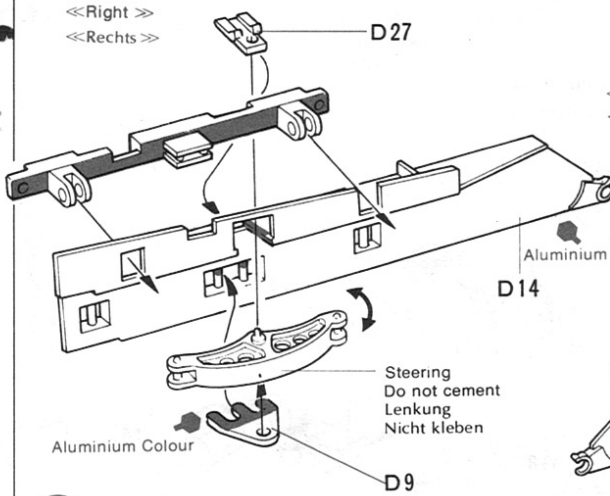
5 Front Suspension (A)
 Vordere Achsaufhängung (A)

<<Steering>>
 <<Lenkung>>
 Make 2 sets
 2 Satz

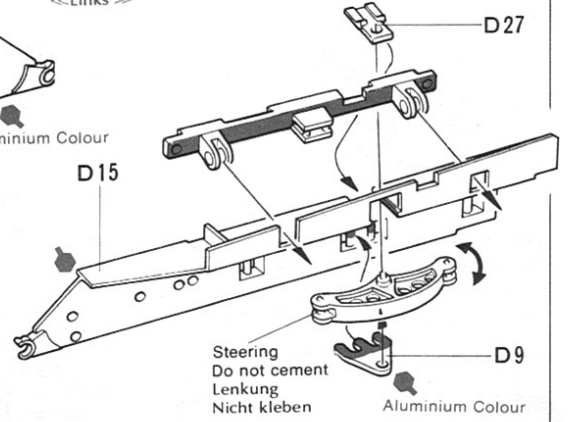


6 Front Suspension (B)
 Vordere Achsaufhängung (B)

<<Right>>
 <<Rechts>>

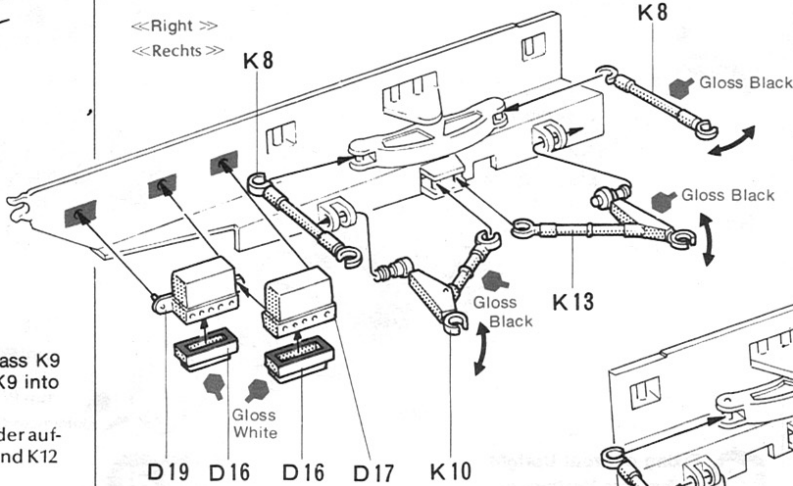


<<Left>>
 <<Links>>

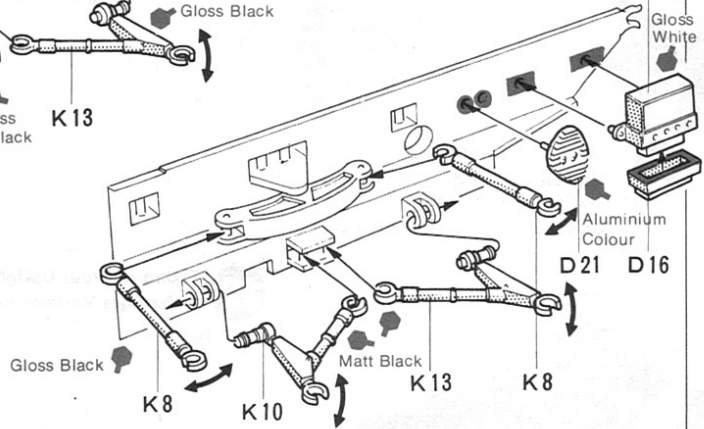


7 Upper Arm
 Achssarm A

<<Right>>
 <<Rechts>>

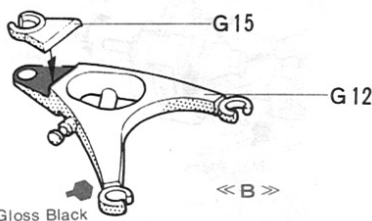


<<Left>>
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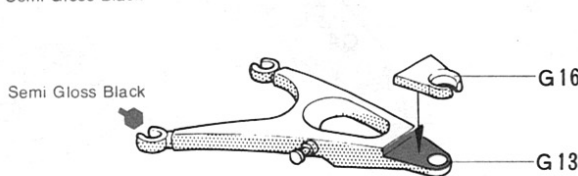


8 Lower Arm
 Unter Arm

<<A>>
 Make 2 sets
 2 Satz

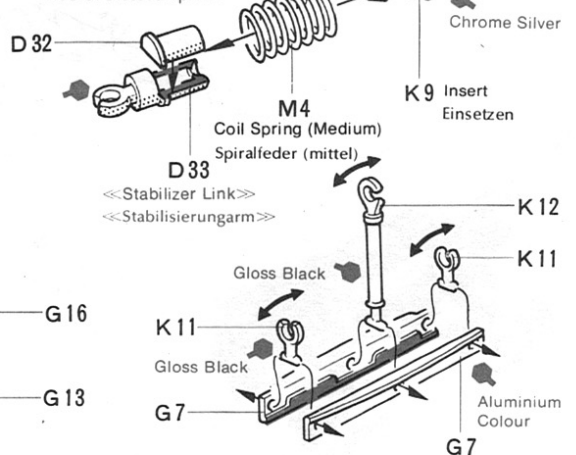


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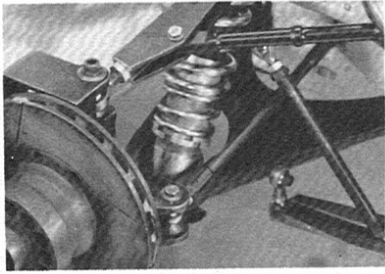
9 Front Damper
 Vord. Stossdämpfer

<<Front Damper>>
 <<Vord. Stossdämpfer>>
 Make 4 sets
 4 Satz



10 <<Fixing of Lower Arm>>
<<Achssarm Einbau>>

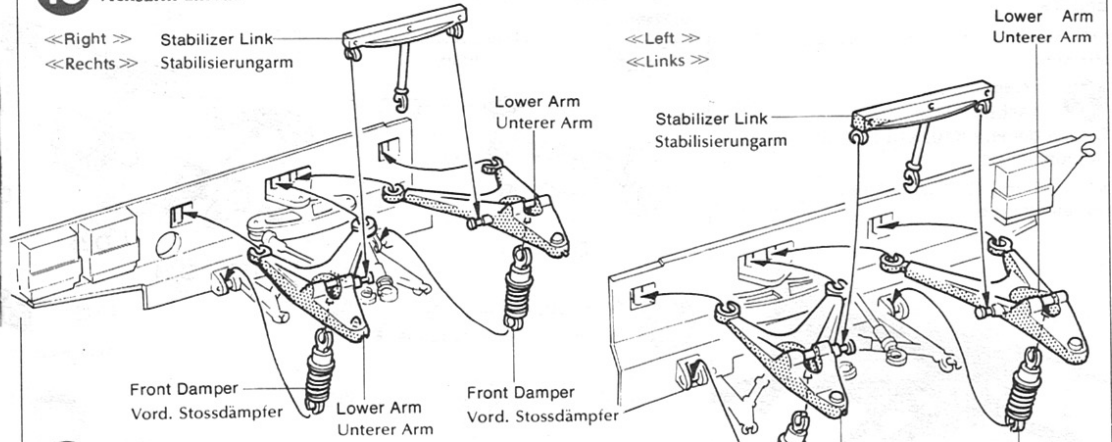
All parts are inserted without cement.
Nicht kleben - nur einstecken
Achssarm: Drehen



10 Fixing of Lower Arm
Achssarm Einbau

<<Right>> Stabilizer Link
<<Rechts>> Stabilisierungsgarm

<<Left>>
<<Links>>



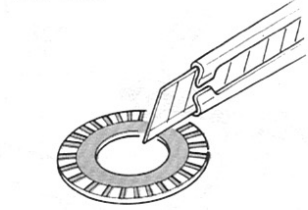
11 <<Front Upright>>
<<Vorderes Achs-Lager>>

G18 is revolving. Make sure that no glue is placed on revolving parts.
G18 drehbar, kein Klebstoff auf drehbare Teile.

11 Front Upright
Vorderes Achs-Lager

<<Right (front)>>
<<Rechts (vord.)>>

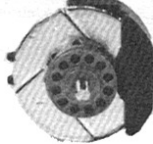
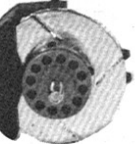
<<Right (rear)>>
<<Rechts (Hint.)>>



Before cementing plated parts, remove plating with a knife, etc. from the surfaces to which adhesive is applied
Chromschicht an Klebestellen entfernen

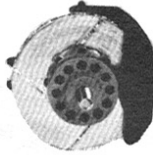
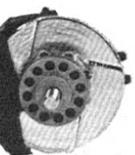
<<Right (rear)>>
<<Rechts (Hint.)>>

<<Right (front)>>
<<Rechts (vord.)>>



<<Left (front)>>
<<Links (Vord.)>>

<<Left (rear)>>
<<Links (Hint.)>>



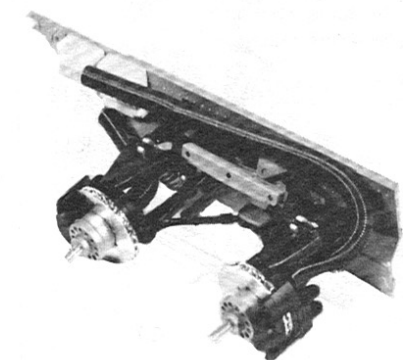
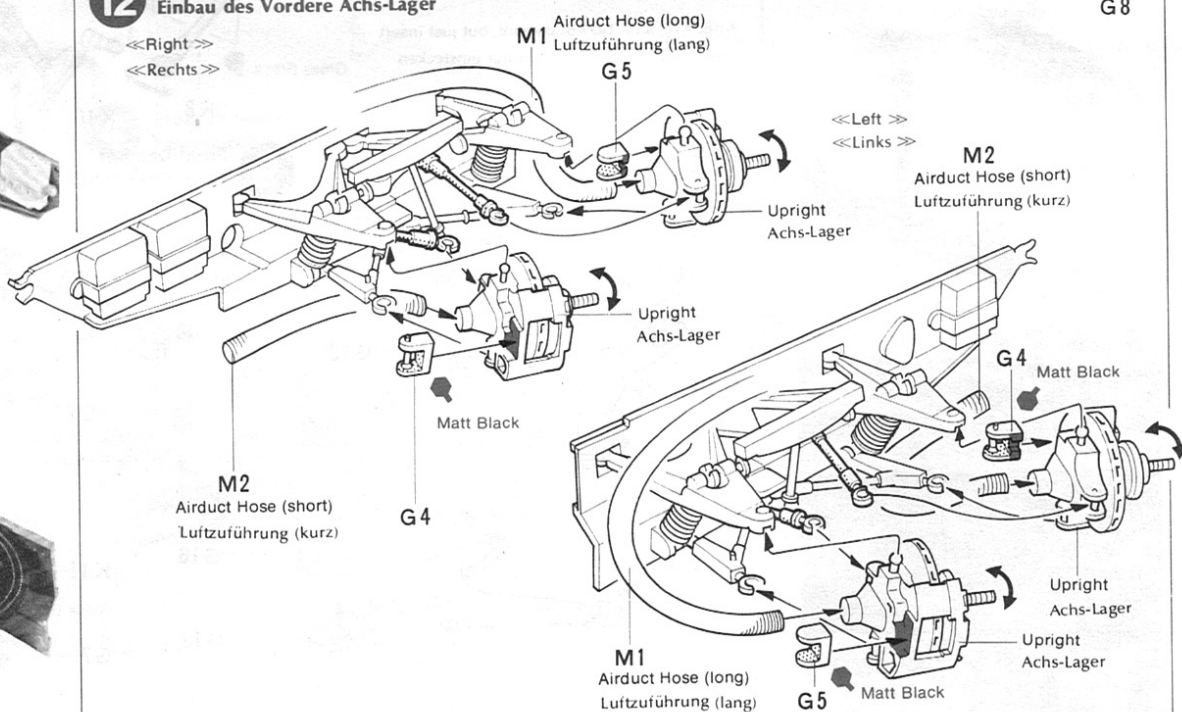
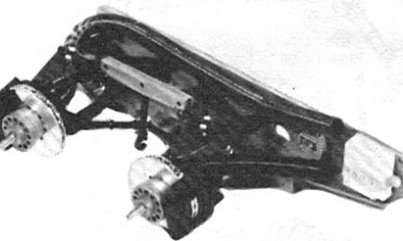
12 <<Fixing of Front Upright>>
<<Einbau des Vorderen Achs-Lager>>

Fix Air Duct onto Front Upright.
Luftführung auf Vorderen Achs-Lage kleben.

12 Fixing of Front Upright
Einbau des Vorderen Achs-Lager

<<Right>>
<<Rechts>>

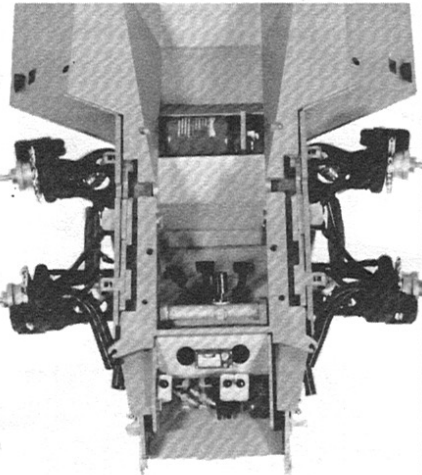
<<Left>>
<<Links>>



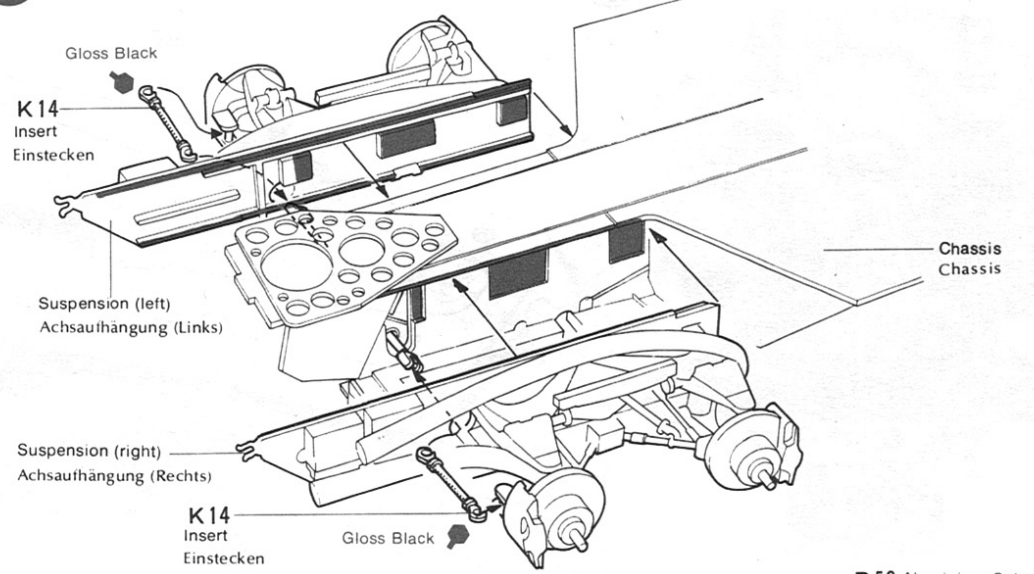
13 << Fixing of Suspension >>
<< Achsaufhängung Einbau >>

After fixing Suspension Panel, insert K14 without cement.

Aufhängungsfächer an Fahrgestell setzen. Dann K14 in Aufhängungsfächer stecken.



13 Fixing of Suspension
Achsaufhängung Einbau



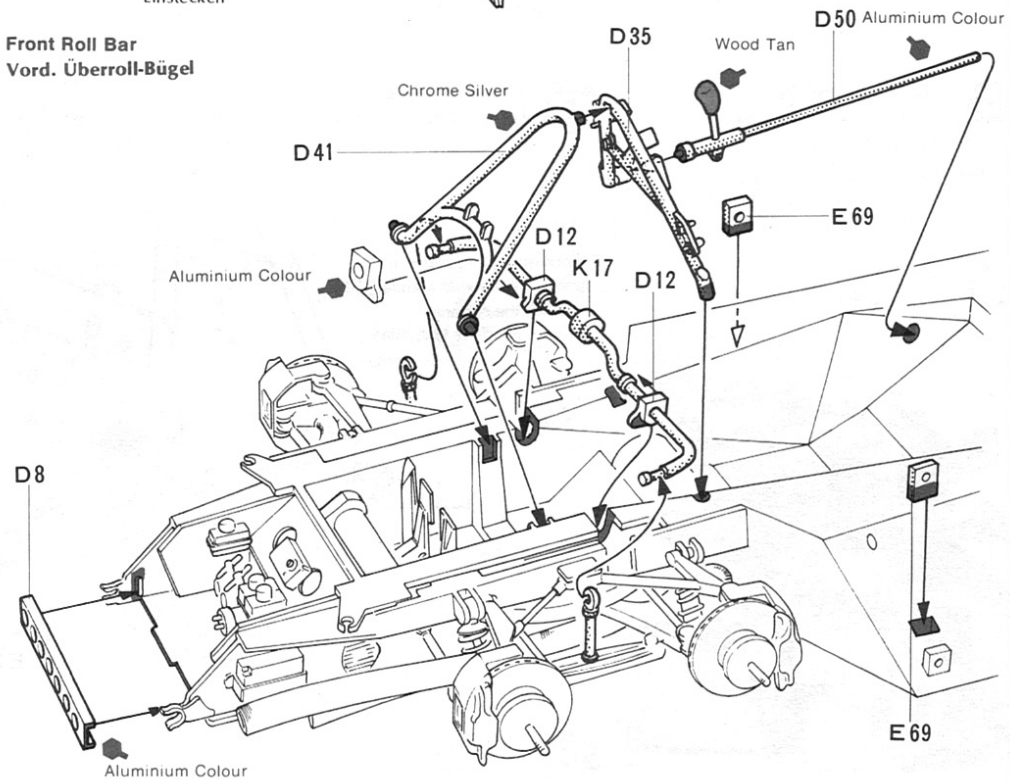
14 << Front Roll Bar >>
<< Vord. Überroll-Bügel >>

After inserting D12 into K17, fix K17 to Chassis. K17 is movable.

D12 auf K17 stecken und einhängen. Siehe Bild.



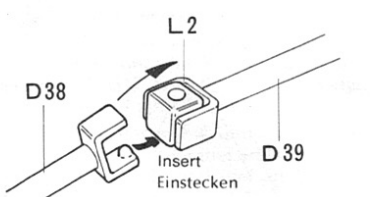
14 Front Roll Bar
Vord. Überroll-Bügel



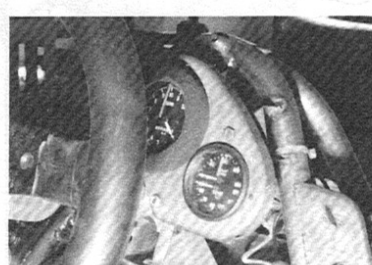
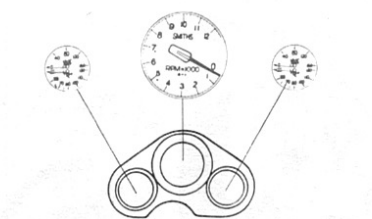
15 << Steering Shaft >>
<< Lenkwelle >>

Do not cement D39 and D37. Put D39 into D37 hole.

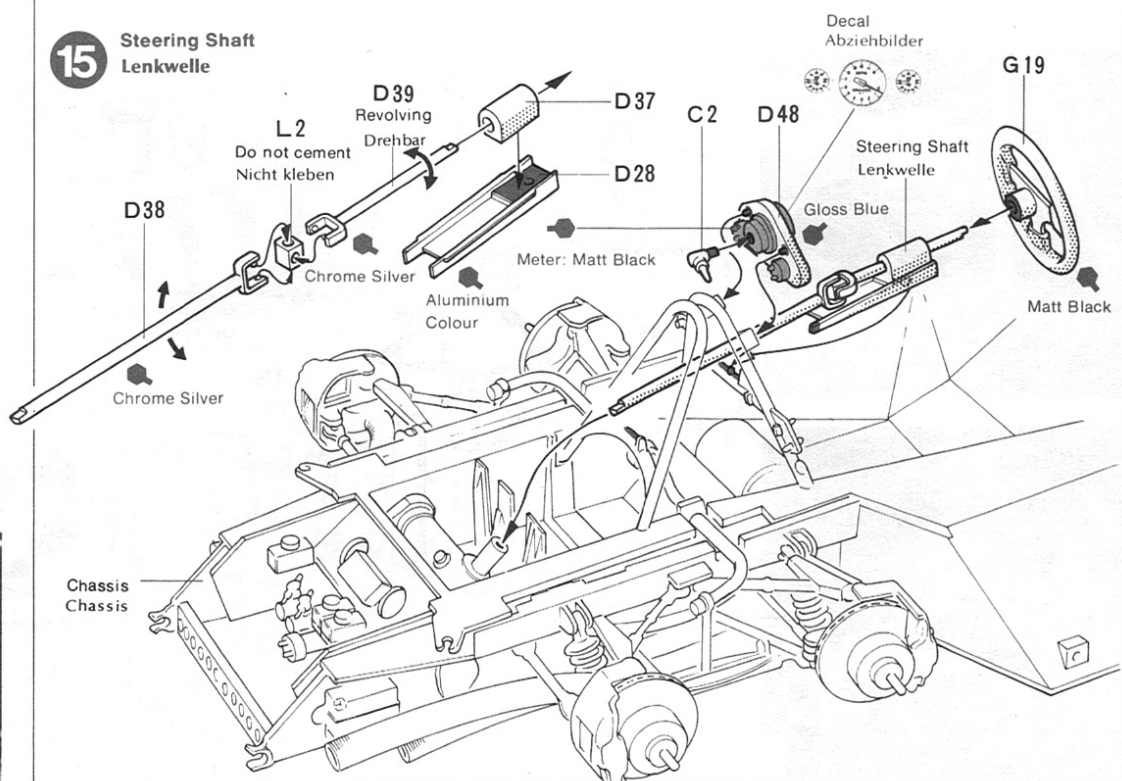
D39 und D37 nicht kleben. Welle D39 nur in Loch D37 stecken - Nicht kleben.



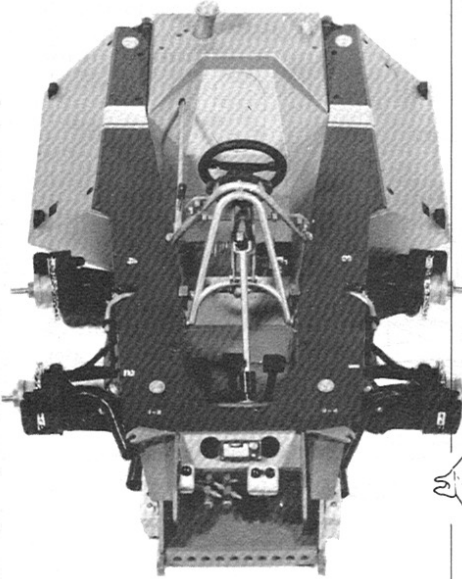
<< Marking of Dash Board >>
<< Markierung der Armaturenbrett >>



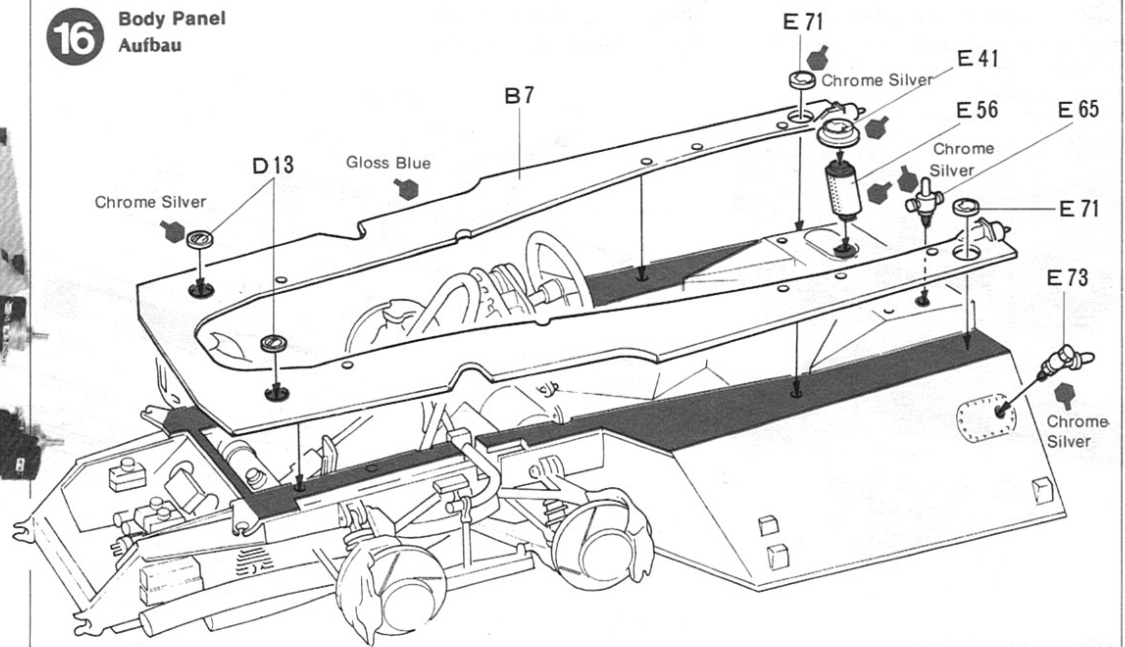
15 Steering Shaft
Lenkwelle



16 <<Body Panel>>
<<Aufbau>>



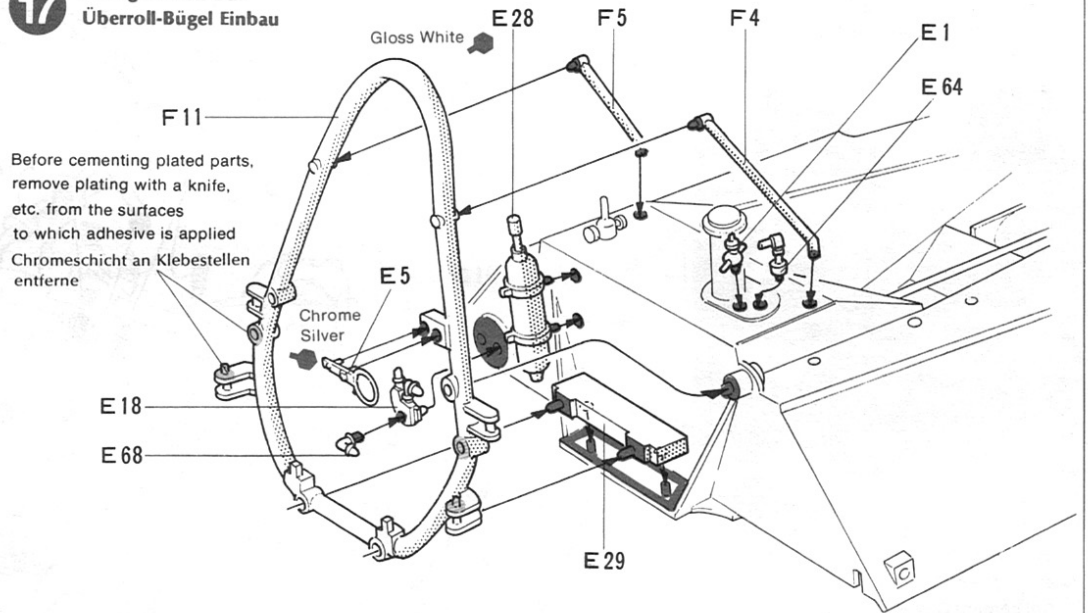
16 Body Panel
Aufbau



17 <<Fixing of Roll Bar>>
<<Überroll-Bügel Einbau>>

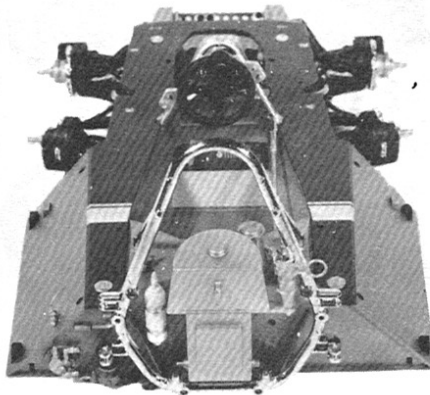
Fix them as illustrated.
Einbau wie Gezeigt.

17 Fixing of Roll Bar
Überroll-Bügel Einbau



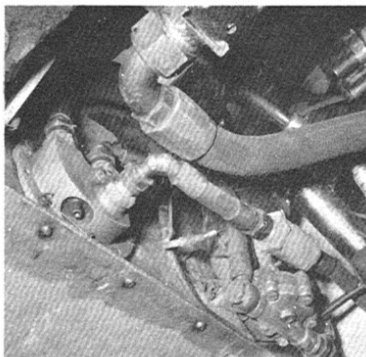
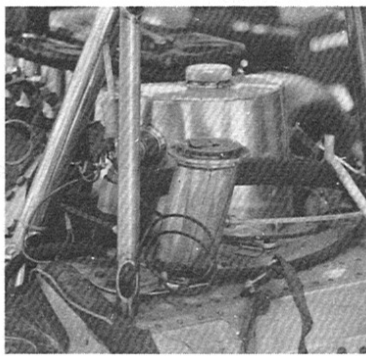
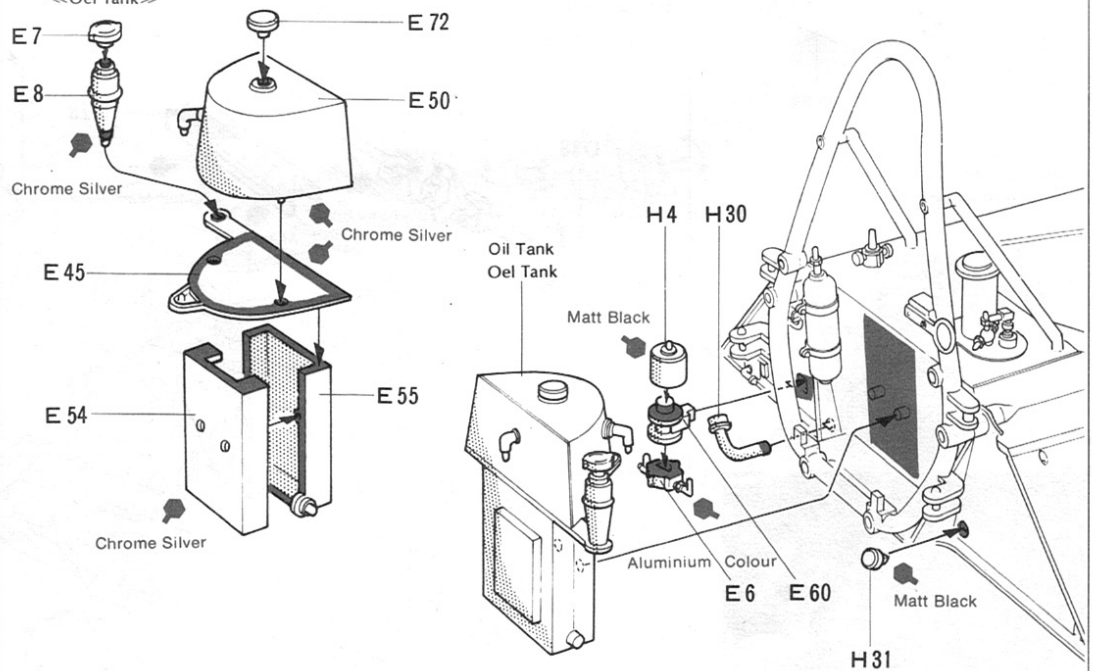
Before cementing plated parts, remove plating with a knife, etc. from the surfaces to which adhesive is applied
Chromeschicht an Klebestellen entferne

18 <<Oil Tank>>
<<Oel Tank>>



18 Oil Tank
Oel Tank

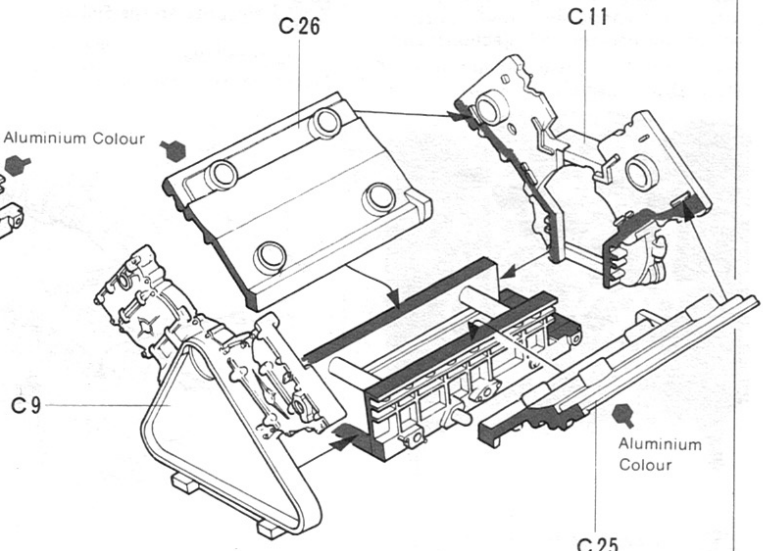
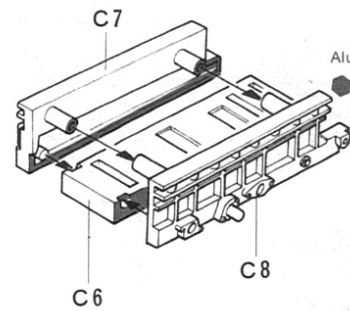
<<Oil Tank>>
<<Oel Tank>>



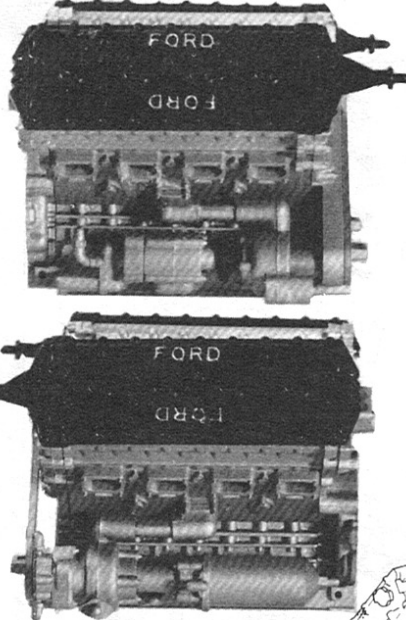
19 <<Engine>>
<<Motor>>

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

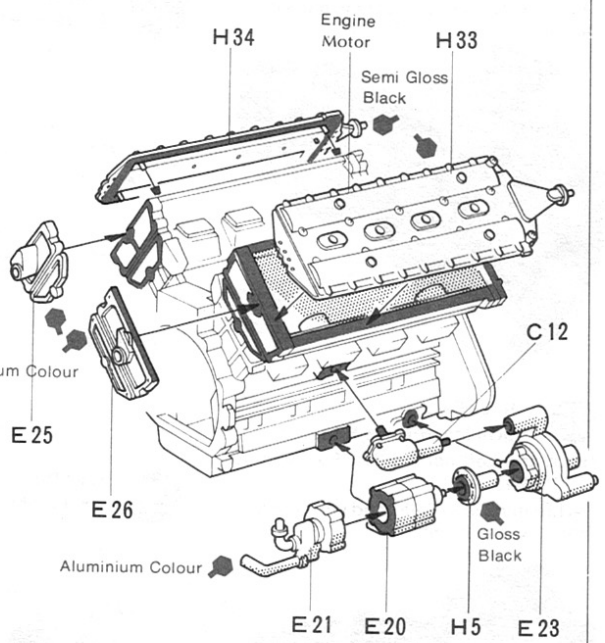
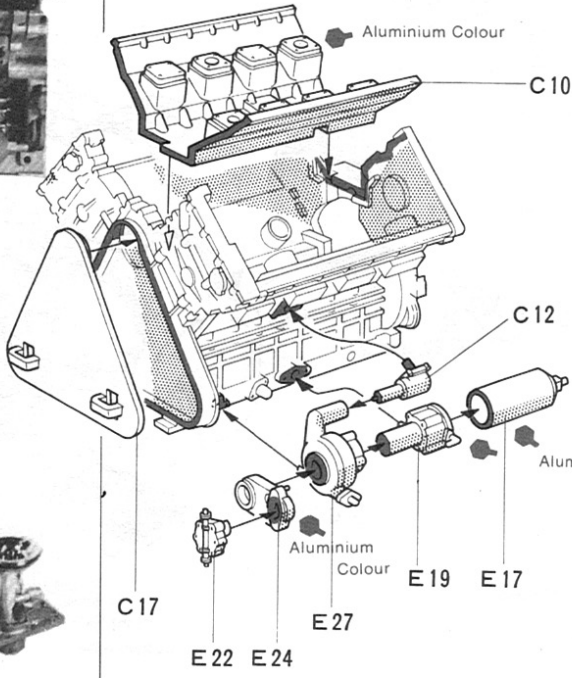
19 Engine Motor



20 <<Engine Parts>>
<<Motor Teile>>

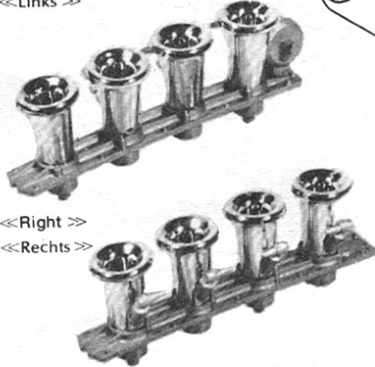


20 Engine Parts Motor-Teile



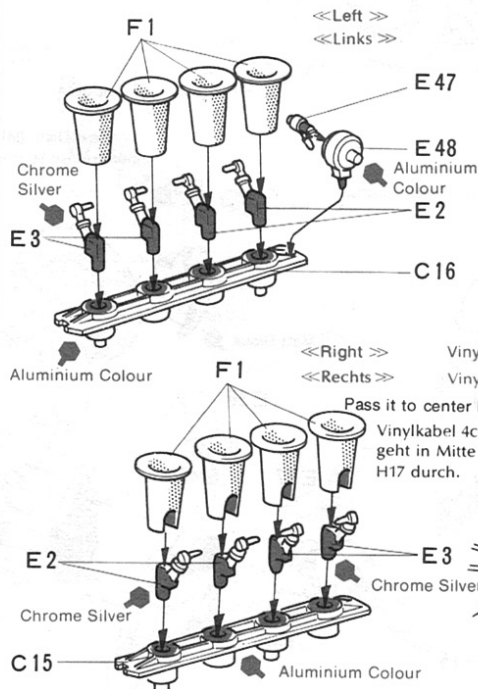
21 <<Fuel Injection Plate>>
<<Einspritz-Anlage>>

<<Left>>
<<Links>>



<<Right>>
<<Rechts>>

21 Fuel Injection Plate
Einspritz-Anlage



22 Injection System
Einspritzaggregat

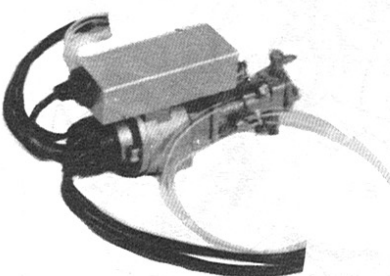
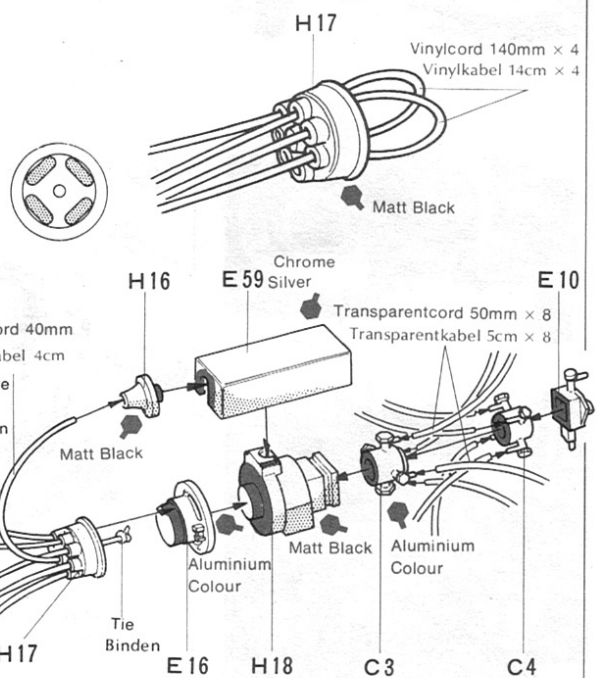
22 <<Injection System>>
<<Einspritzaggregat>>

Cut off vinyl cords to a length of 140mm (x 4) and 40mm. Black Vinyl cord connects with H17 and Transparent vinyl cords connect with C3 and C4.

Vinylkabel in 14cm (x 4) und 4cm schneiden. Schwarze Vinylkabel an H17 anbinden und transparentkabel an C3 und C4 anbinden.

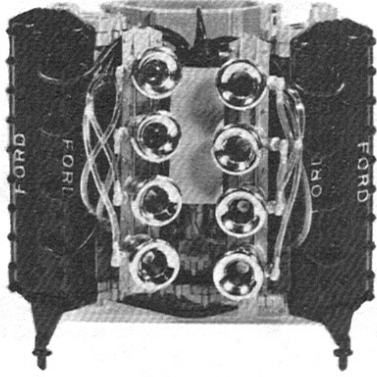
<<Left>>
<<Links>>

<<Right>>
<<Rechts>>



23 <<Fixing of Fuel Injection Plate>>
<<Einspritz-Anlage Einbau>>

After fix transparent vinyl cords as shown, and cement Fuel Injection Plates. Transparentkabel wie gezeigt setzen. Dann Drosselplatten auf Motor setzen.



23 Fixing of Fuel Injection Plate
Einspritz-Anlage Einbau

Fuel Injection Plate (left)
Einspritz-Anlage (Links)

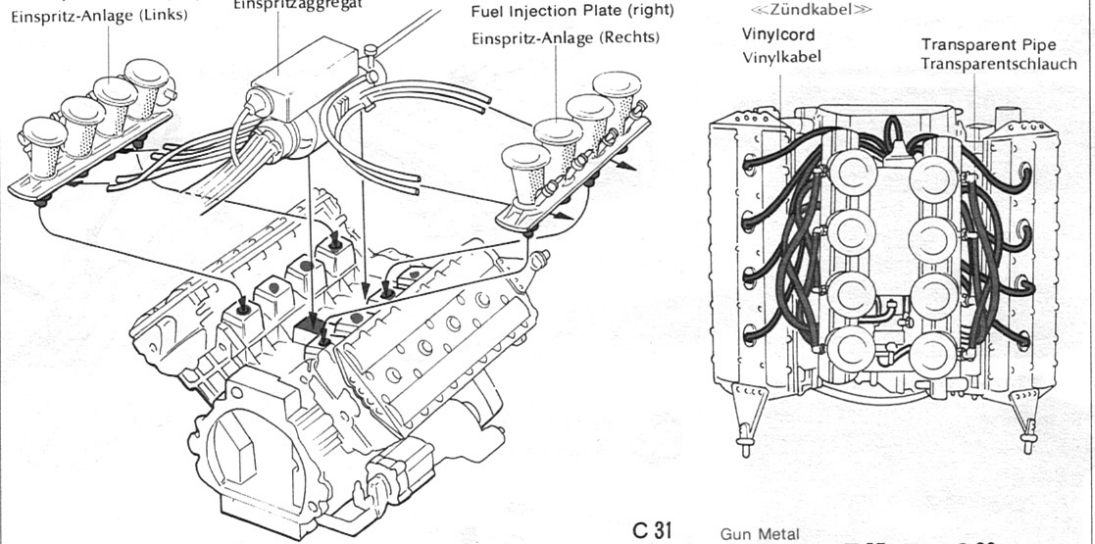
Injection System
Einspritzaggregat

Fuel Injection Plate (right)
Einspritz-Anlage (Rechts)

<< Plug Cord >>
<< Zündkabel >>

Vinylcord
Vynylkabel

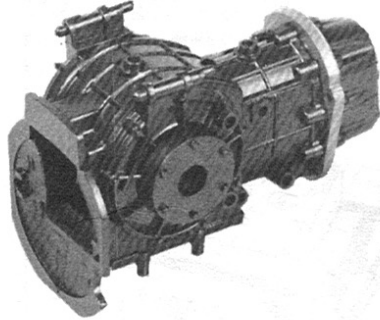
Transparent Pipe
Transparentschlauch



24 <<Gear Box>>
<<Getriebe-Gehäuse>>

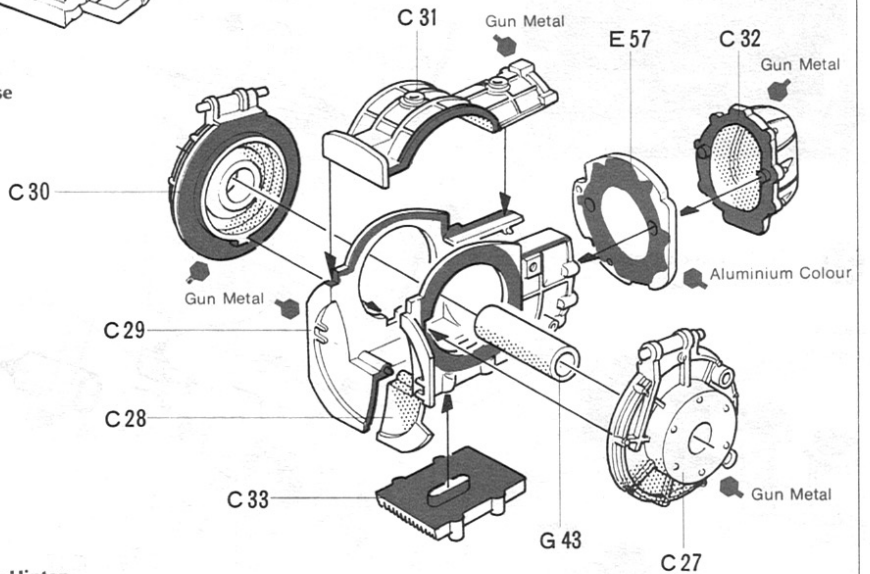
Cement Gear Box in which part G43 must be contained. Fix part G43 inside Gear Box without cement.

Die Achse G43 nur einstecken, muss drehbar sein.



24 Gear Box
Getriebe-Gehäuse

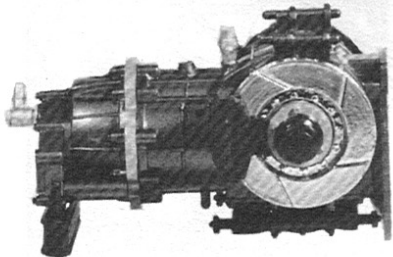
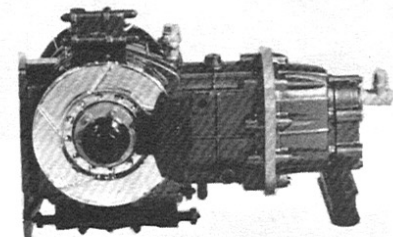
G 43 Revolving
Drehbar



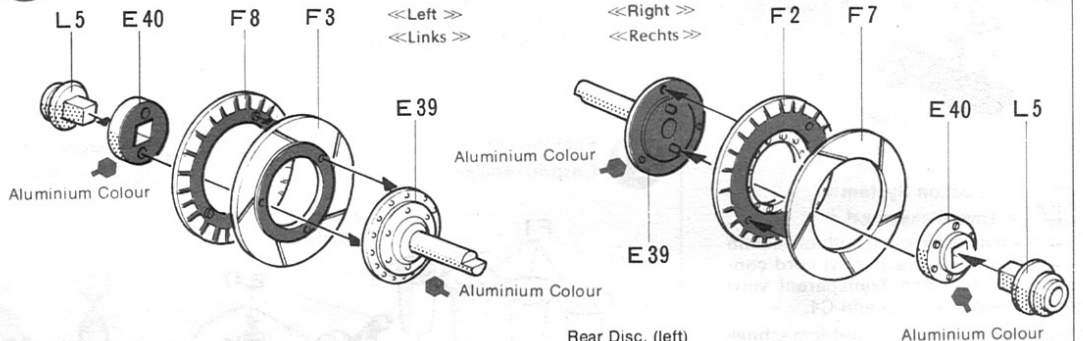
25 <<Rear Disc>>
<<Scheibenbremse Hinten>>

Right and Left parts differ. Fix them as illustrated.

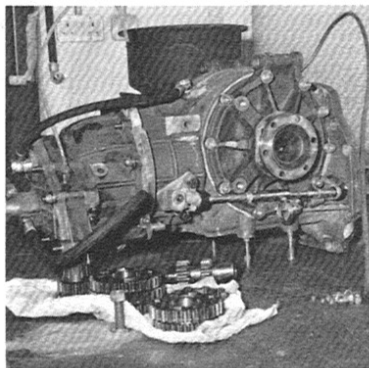
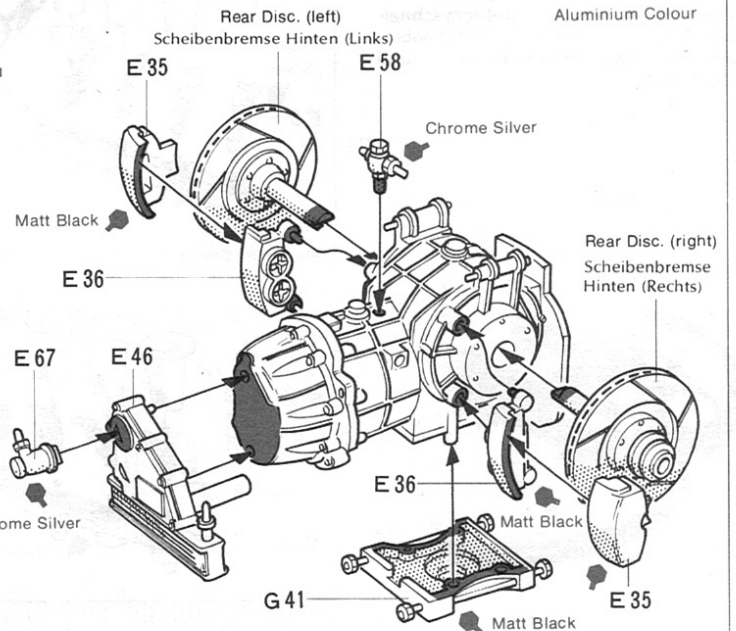
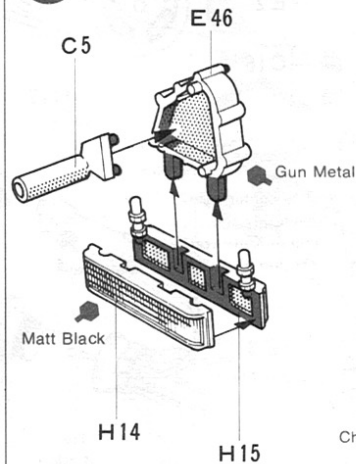
Techte und Linke Teile sind verschieden. Einbau wie Gezeigt.



25 Rear Disc
Scheibenbremse Hinten



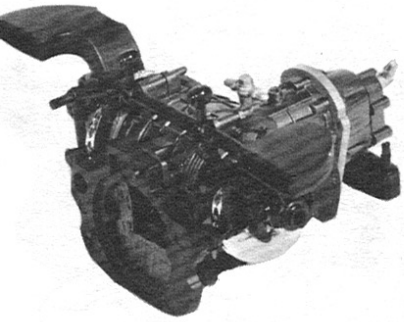
26 Fixing of Rear Disc
Scheibenbremse Hinten Einbau



28 <<Fixing of Rear Suspension Arm>>

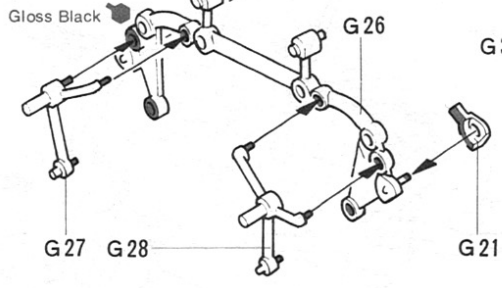
<<Hinterschwingarm Einbau>>

Do not cement Air Duct.
Luftführung nicht kleben

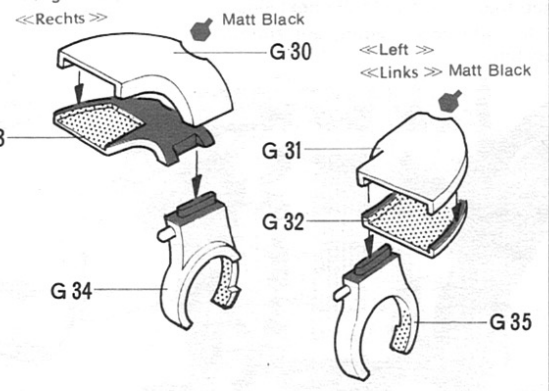


27 Rear Suspension Arm Hinterschwingarm

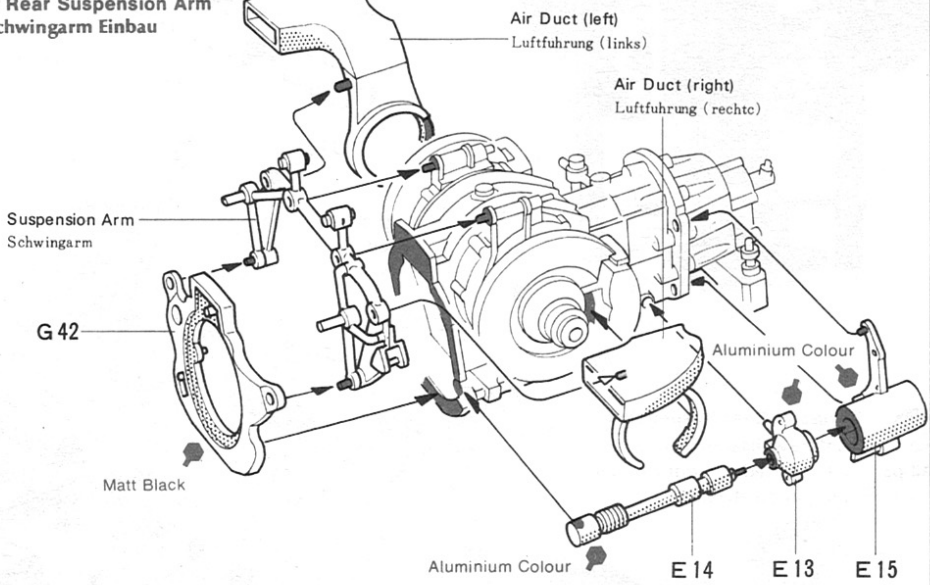
<<Suspension Arm>>
<<Schwingarm>>



<<Brake Airduct>>
<<Bremsluftführung>>

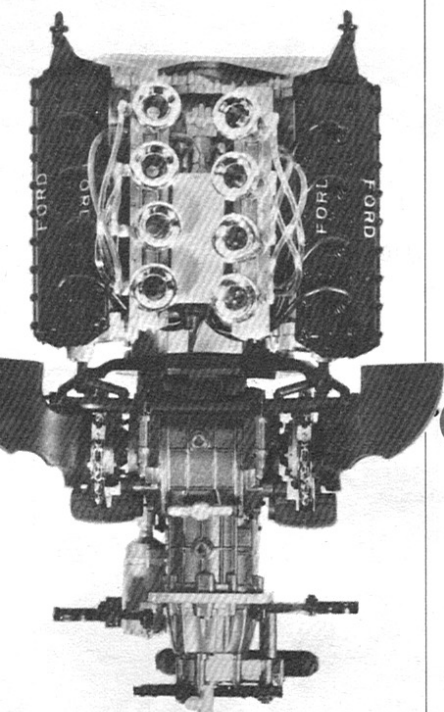


28 Fixing of Rear Suspension Arm Hinterschwingarm Einbau

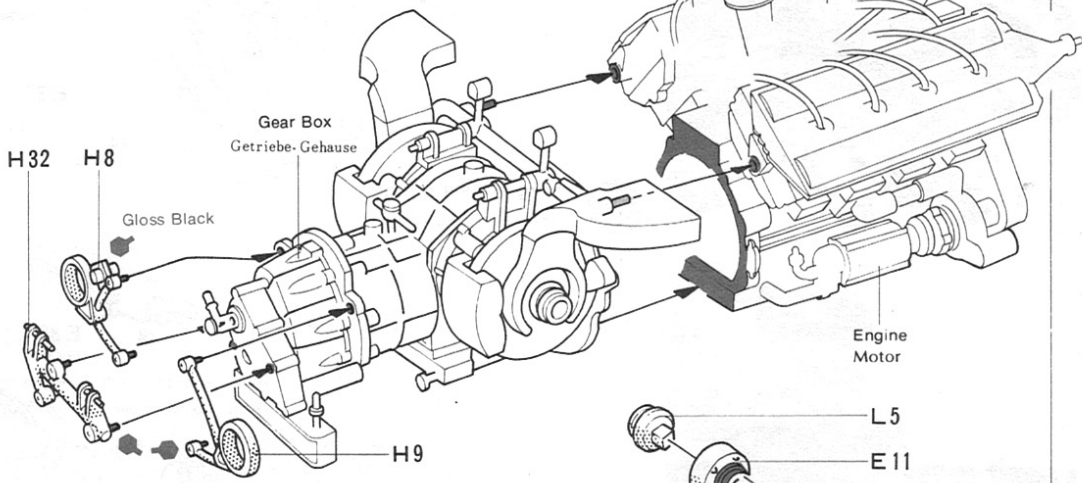


29 <<Fixing of Gear Box>>

<<Getriebe-Gehäuse Einbau>>
Cement Gear Box onto Engine. Use enough cement to make a strong bond.
Getriebe-Gehäuse auf Motor kleben, auf festen halt achten.

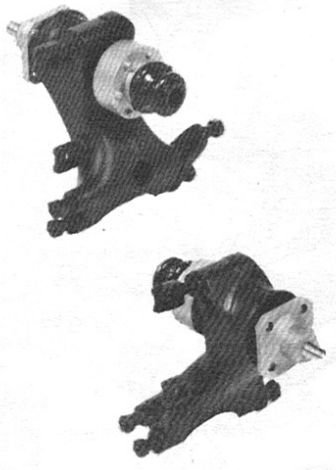


29 Fixing of Gear Box Getriebe-Gehäuse Einbau

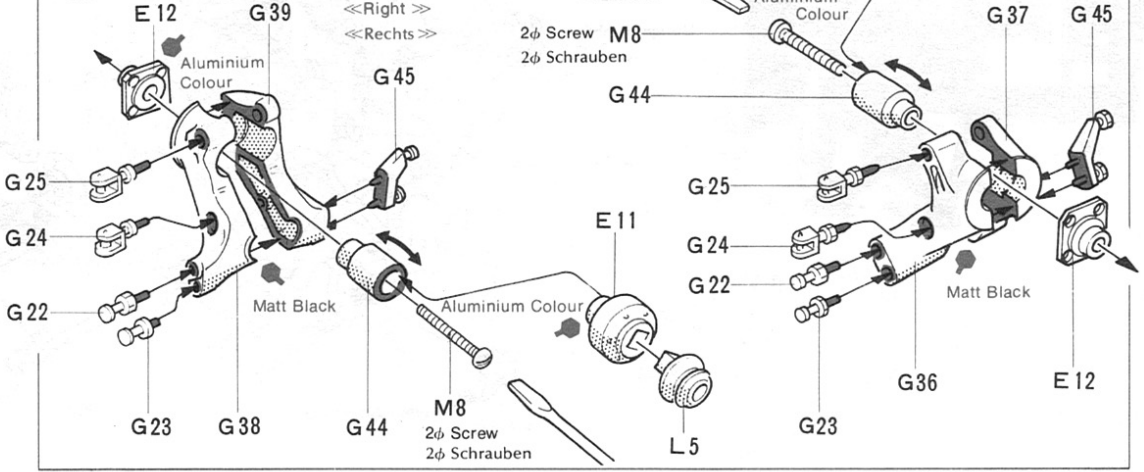


30 <<Rear Upright>>

<<Hintere Achs-Lager>>
G44 is revolving. G44 and E12 are screwed in place.
G44 drehbar. G44 und E12 werden eingeschraubt.

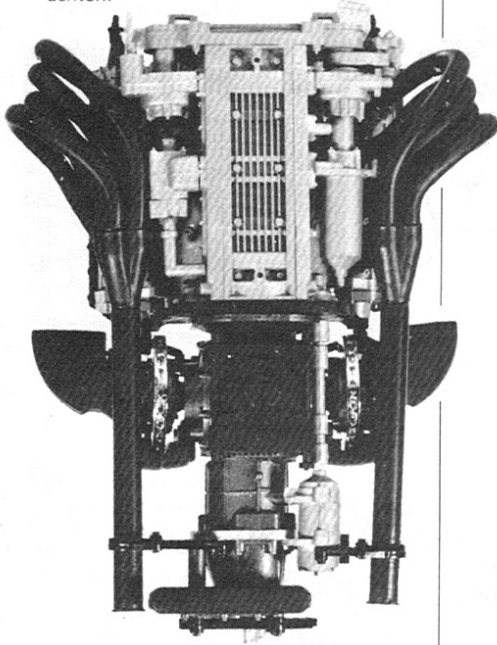


30 Rear Upright Hintere Achs-Lager

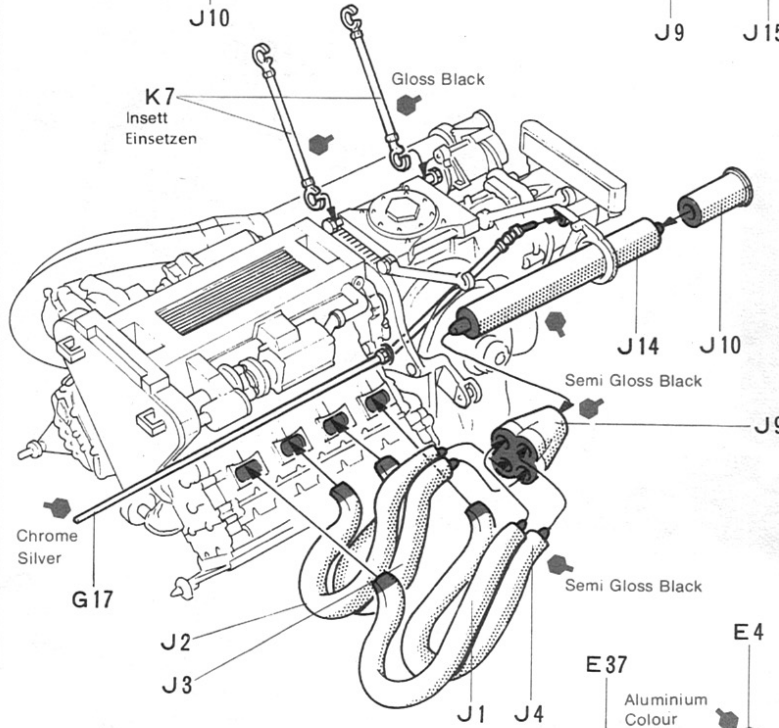
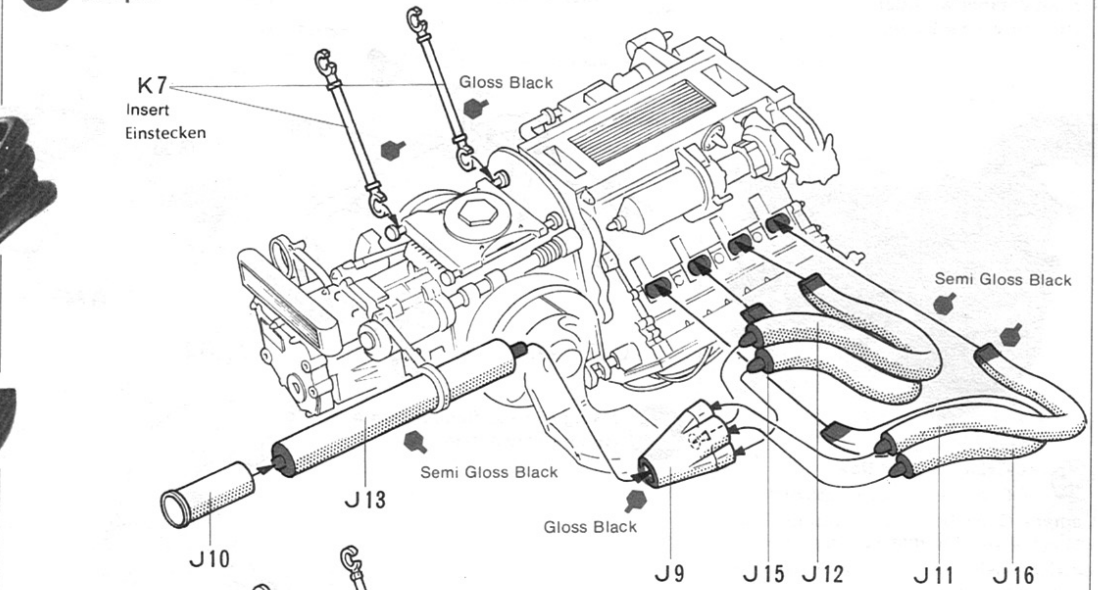


31 <<Exhaust Pipe>>
<<Auspuff>>

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

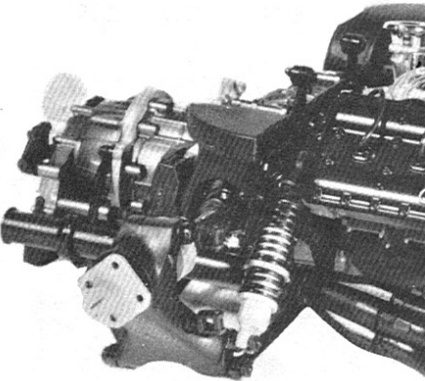


31 Exhaust Pipe
Auspuff

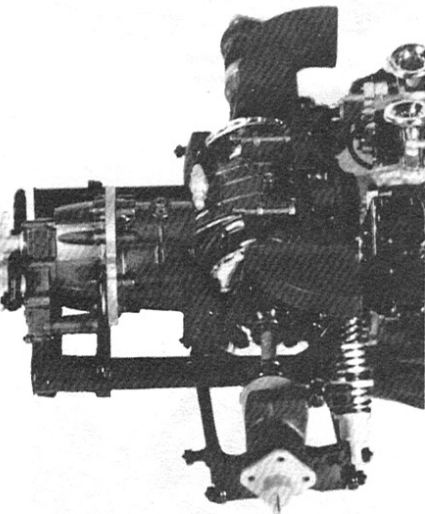
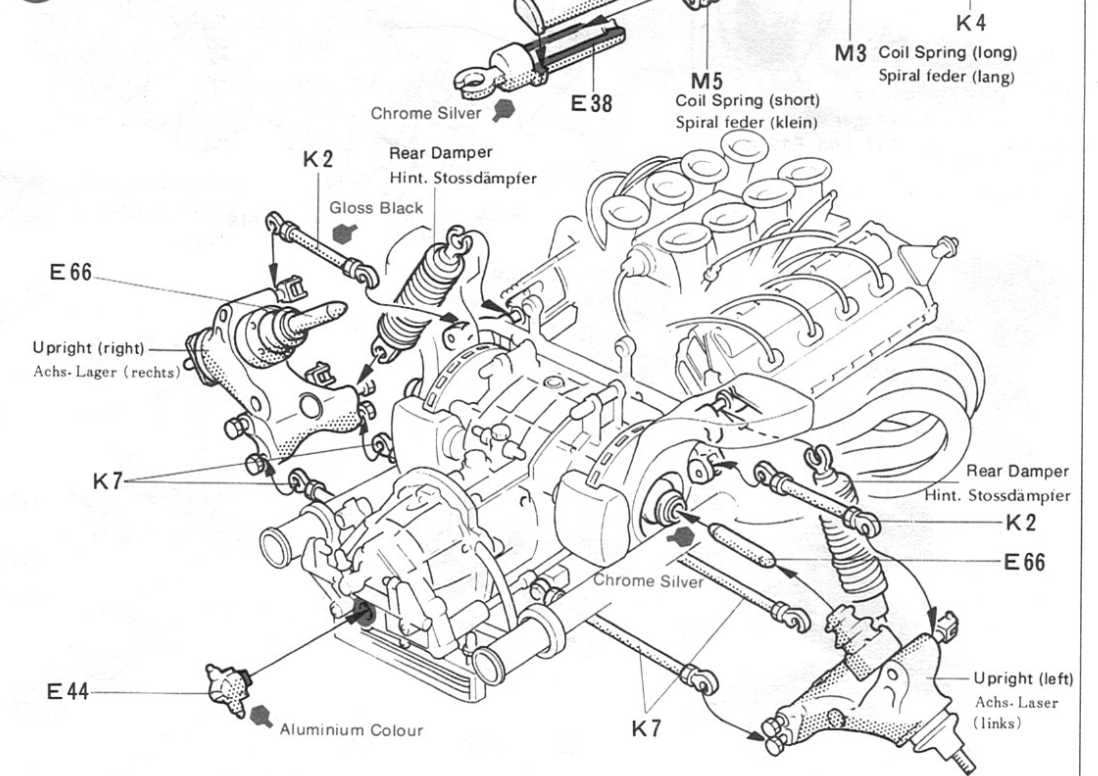


32 <<Fixing of Rear Suspension>>
<<Hintere Achsaufhängung>>

All parts are inserted without cement.
Nicht kleben-nur einstecken

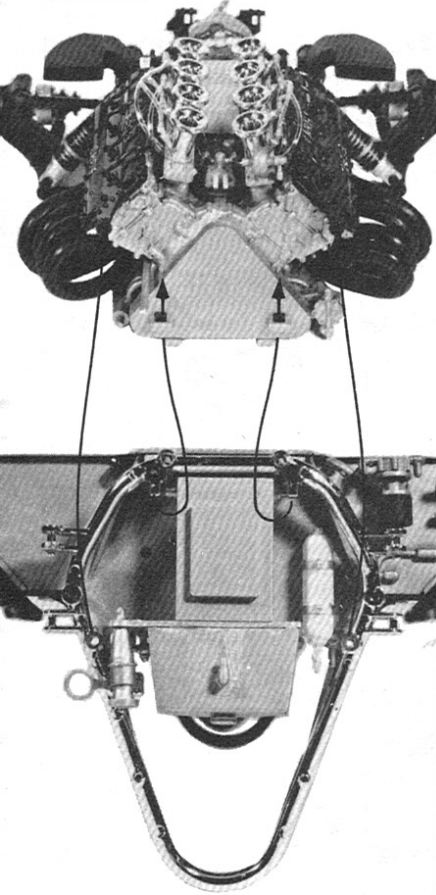


32 Fixing of Rear Upright
Hintere Achs-Lager

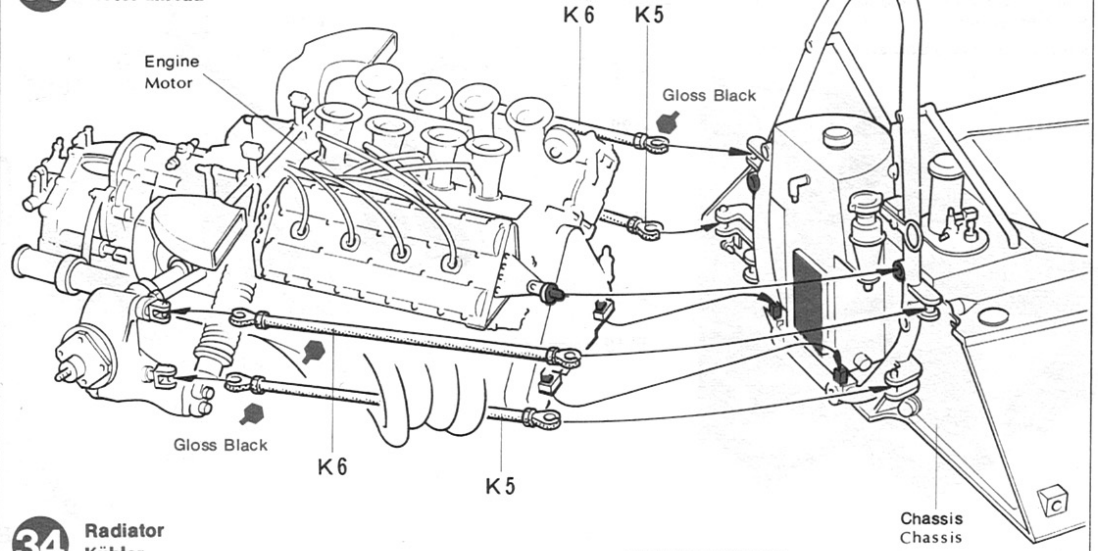


33 <<Fixing of Engine>>
<<Motor Einbau>>

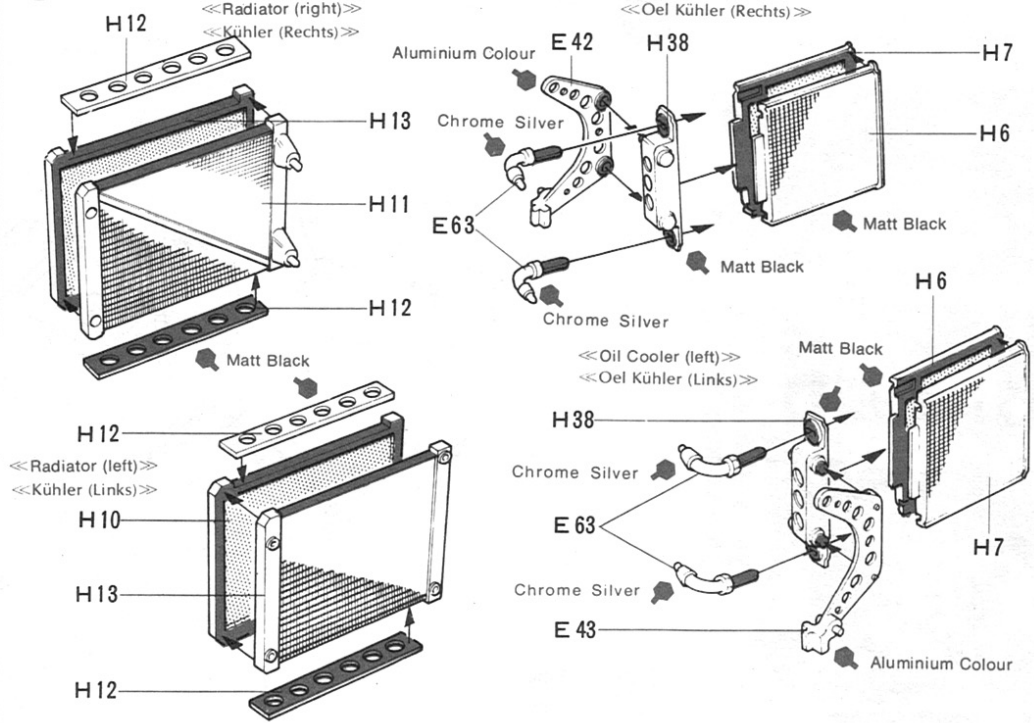
Cement engine onto Chassis. Use enough cement to make a strong bond.
Motor auf Chassis kleben, auf festen halt achten.



33 Fixing of Engine
Motor Einbau

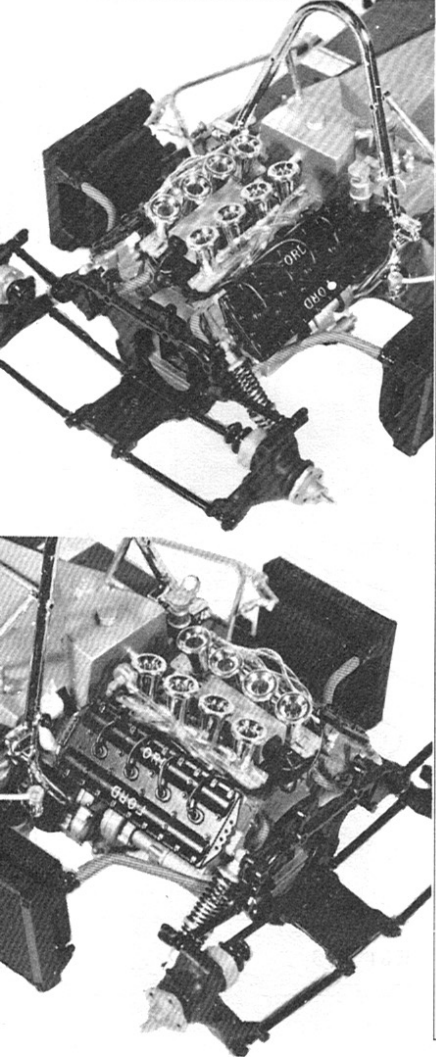


34 Radiator
Kühler

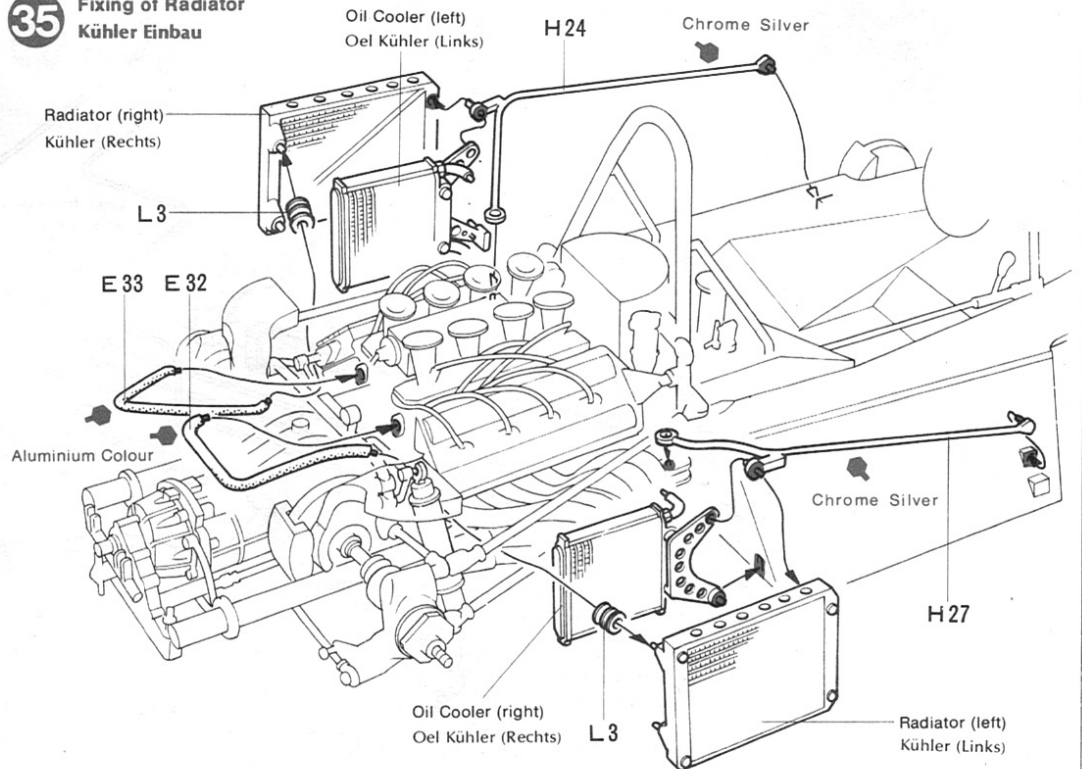


35 <<Fixing of Radiator>>
<<Kühler Einbau>>

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



35 Fixing of Radiator
Kühler Einbau



37 <<Fixing of Wing Stay>>
<<Spoiler Einbau>>

Pass K1 through E62 and fix K1 to G29.
K1 is movable.

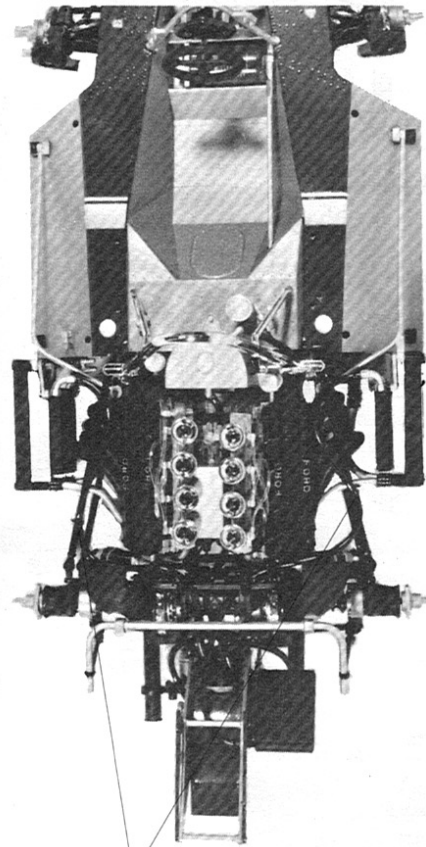
K1 in E62 stecken und an G29 ansetzen.



38 <<Wiring of Cord>>
<<Verkablung>>

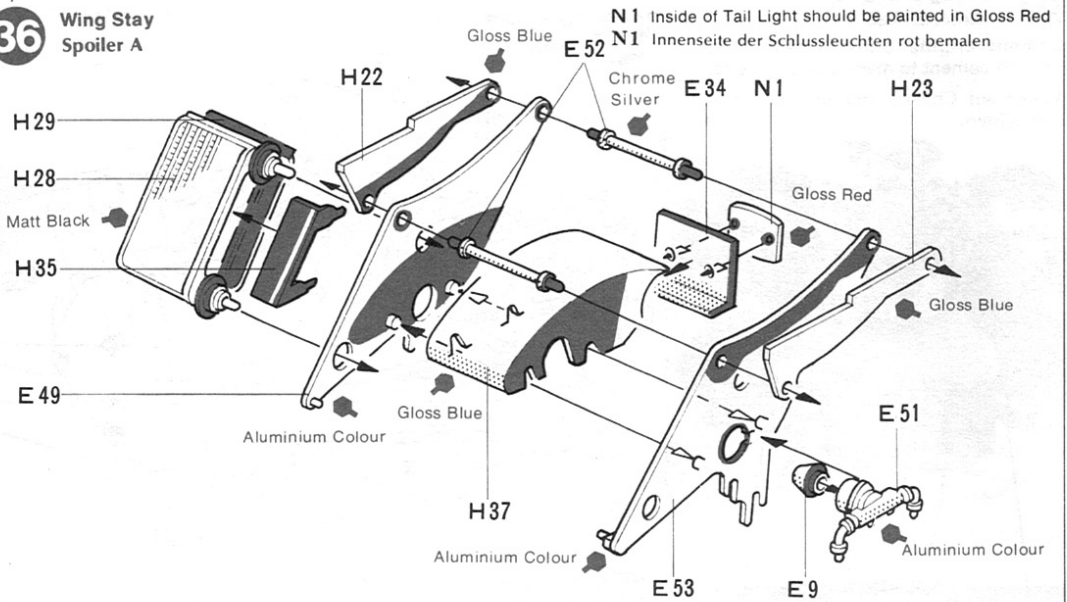
For wiring of cords use the figure.

Siehe Zeichnung

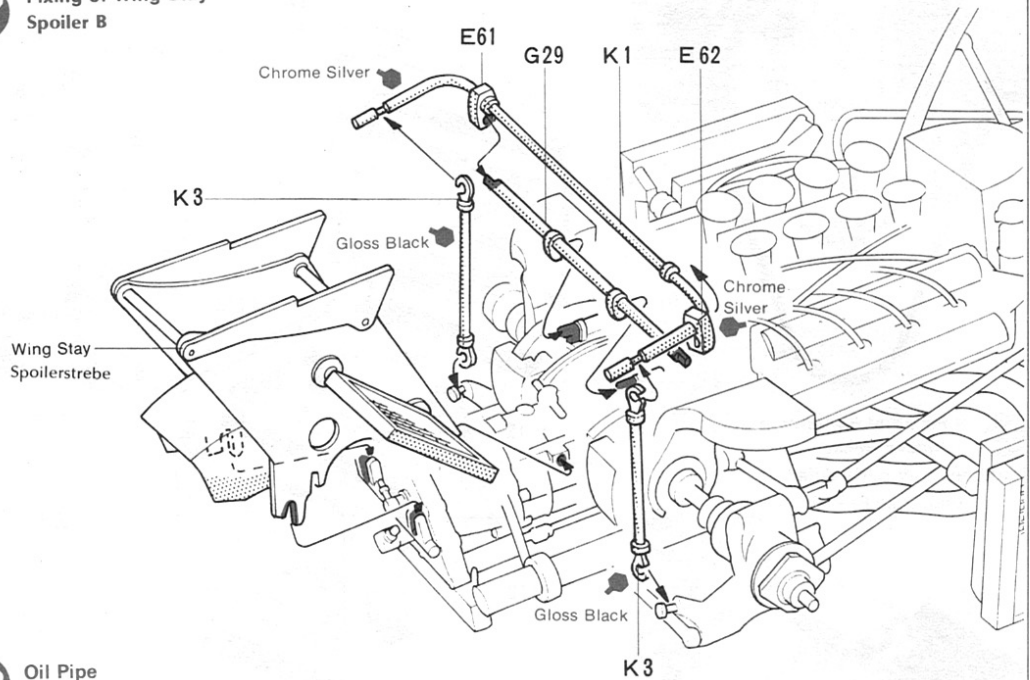


Vinylcords are tied by enamel wire to K6
Vinylkabel mit Emaikabel binden

36 Wing Stay
Spoiler A

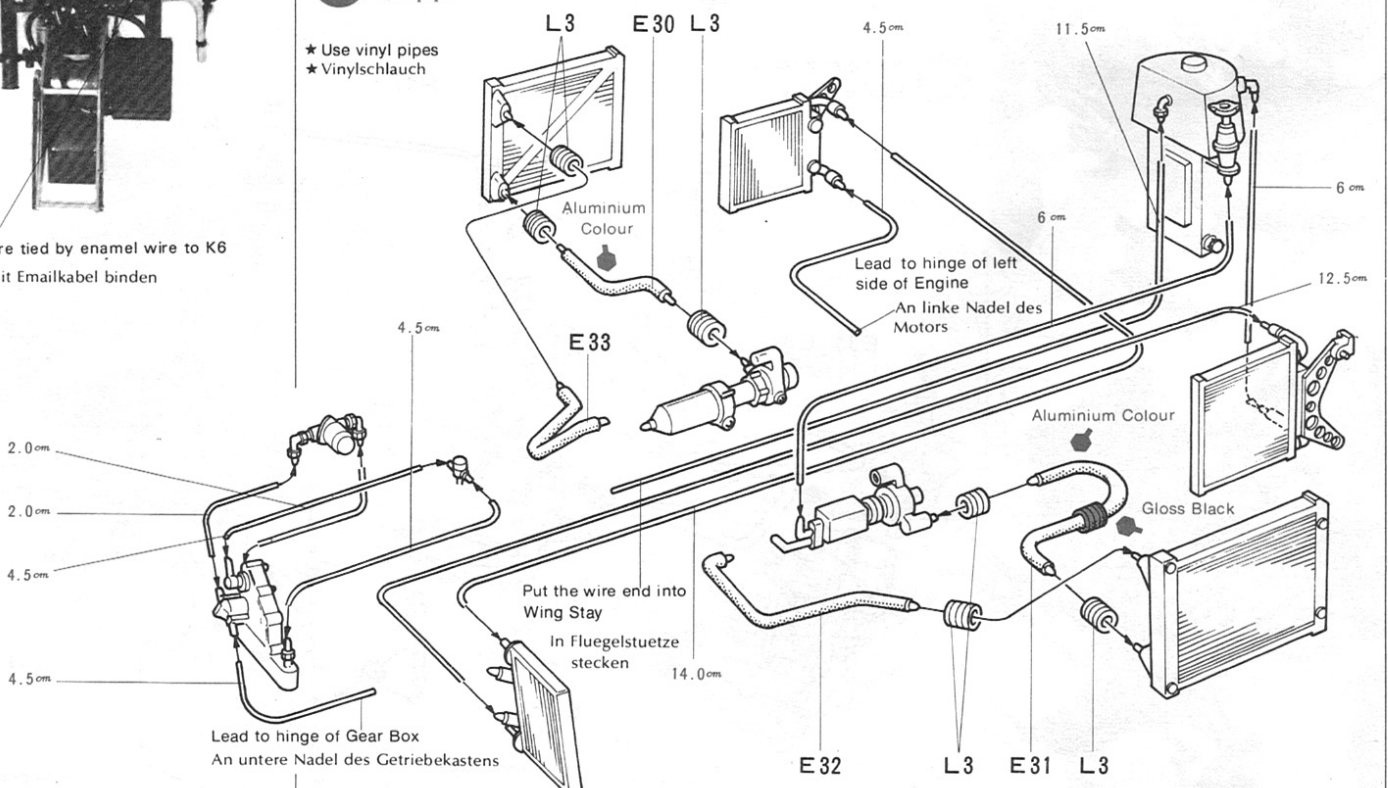


37 Fixing of Wing Stay
Spoiler B



38 Oil Pipe
Oel pipe

★ Use vinyl pipes
★ Vinylschlauch

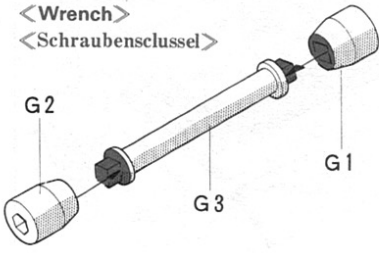


39 <<Wheel>>
<<Räder>>

Front Wheel: Make 4 sets.
Rear Wheel: Make 2 sets.

Vorderrad: 4 Satz
Hinterrad: 2 Satz

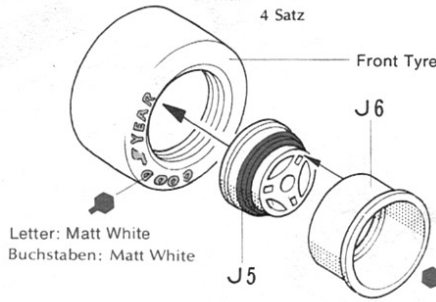
<Wrench>
<Schraubenschlüssel>



39 Wheel
Räder

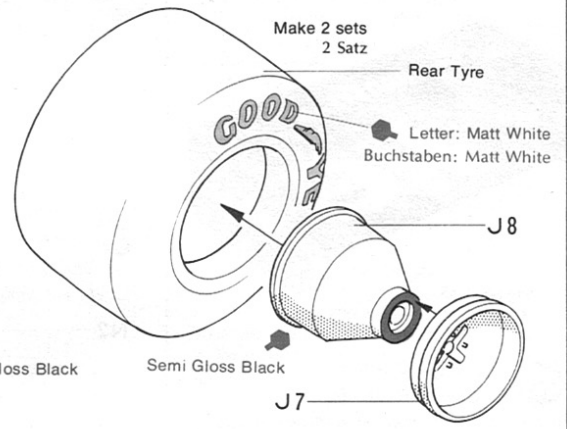
<<Front Wheel>> <<Vorderrad>>

Make 4 sets
4 Satz



<<Rear Wheel>> <<Hinterrad>>

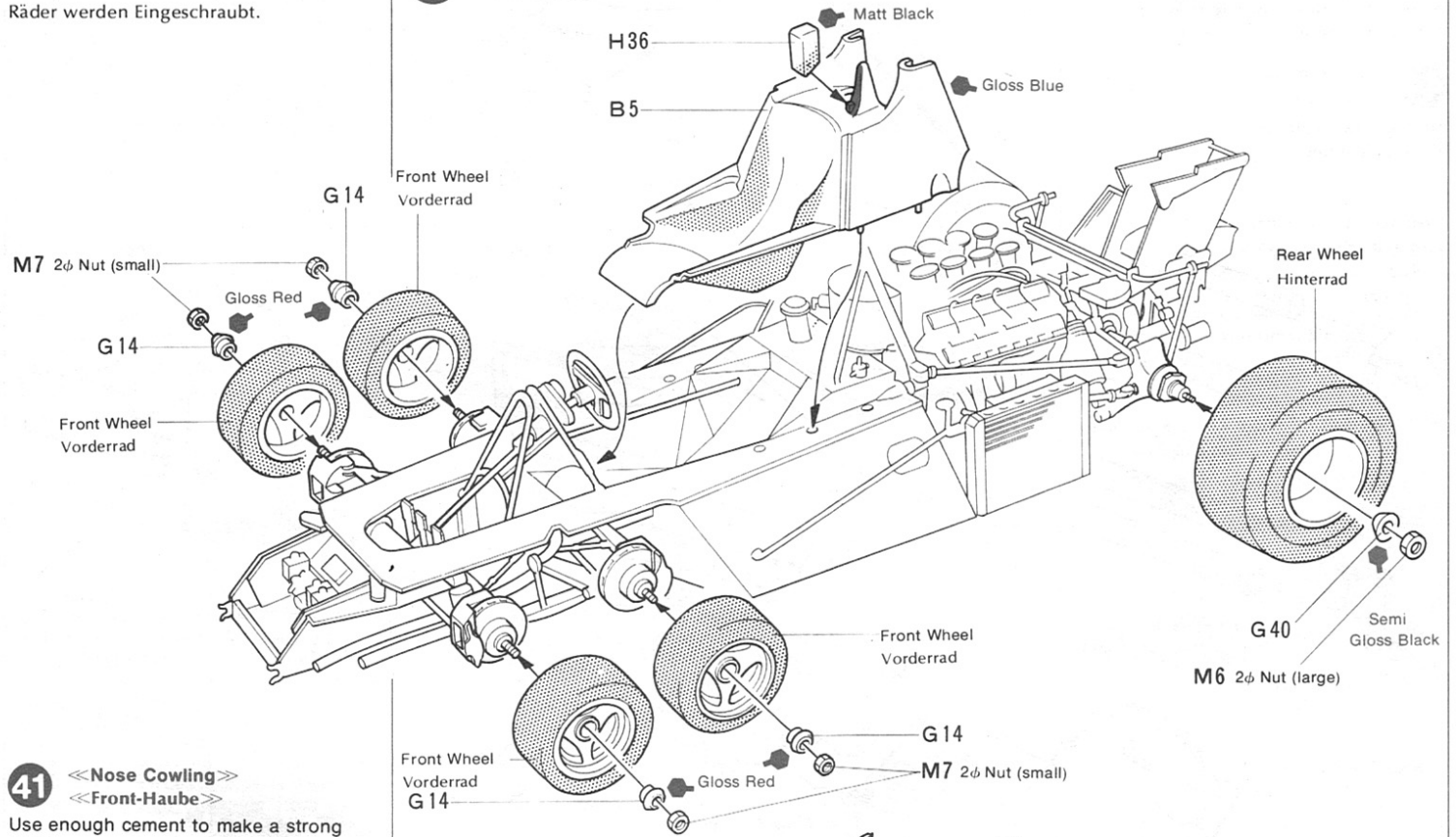
Make 2 sets
2 Satz



40 <<Fixing of Wheel>>
<<Räder Einbau>>

Wheels are screwed in place.
Räder werden eingeschraubt.

40 Fixing of Wheel
Räder Einbau

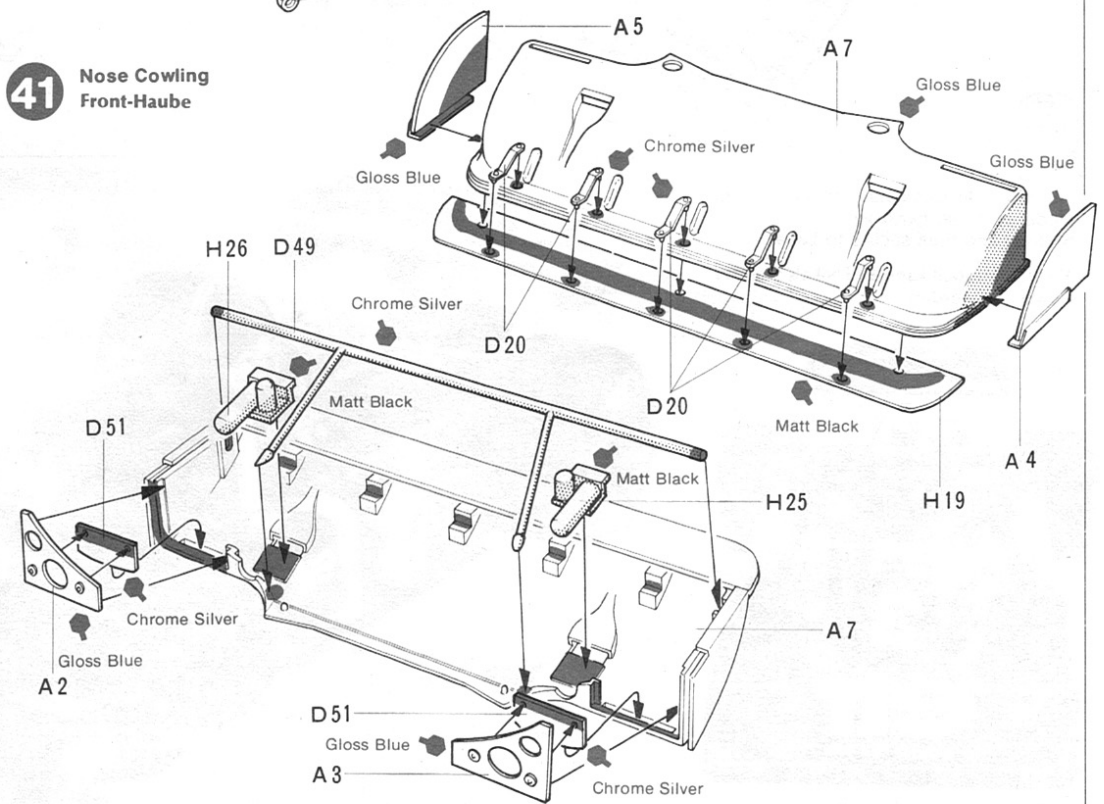


41 <<Nose Cowling>>
<<Front-Haube>>

Use enough cement to make a strong bond.

Front-Haube gut ankleben

41 Nose Cowling
Front-Haube



42 <<Rear Wing>>
<<Spoiler C>>

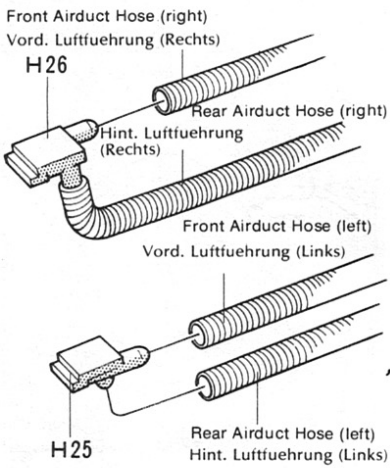


43 <<Cockpit Cowling>>
<<Cocipit-Haube>>

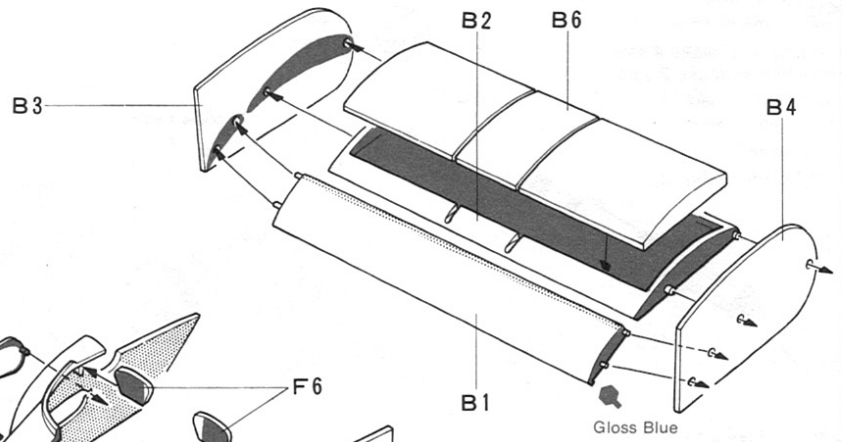
Too much cement may cloud the windshield.
Apply just enough cement to fix.
Windschutzscheiben vorsichtig mit wenig
Klebstoff anbringen

44 <<Completion>>
<<Endmontage>>

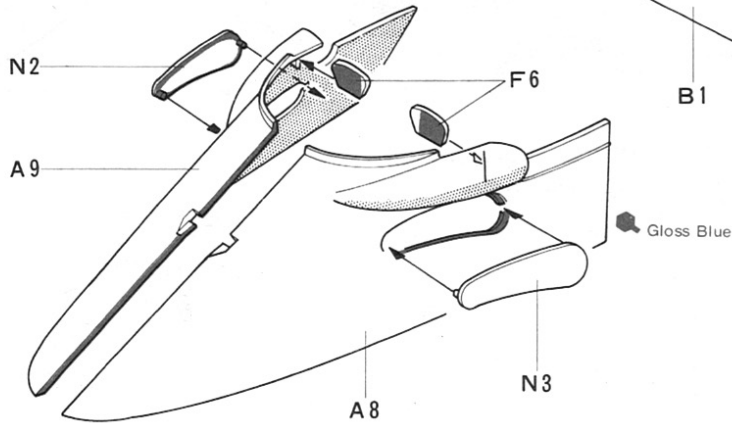
Fix them as illustrated.
Siehe Zeichnung



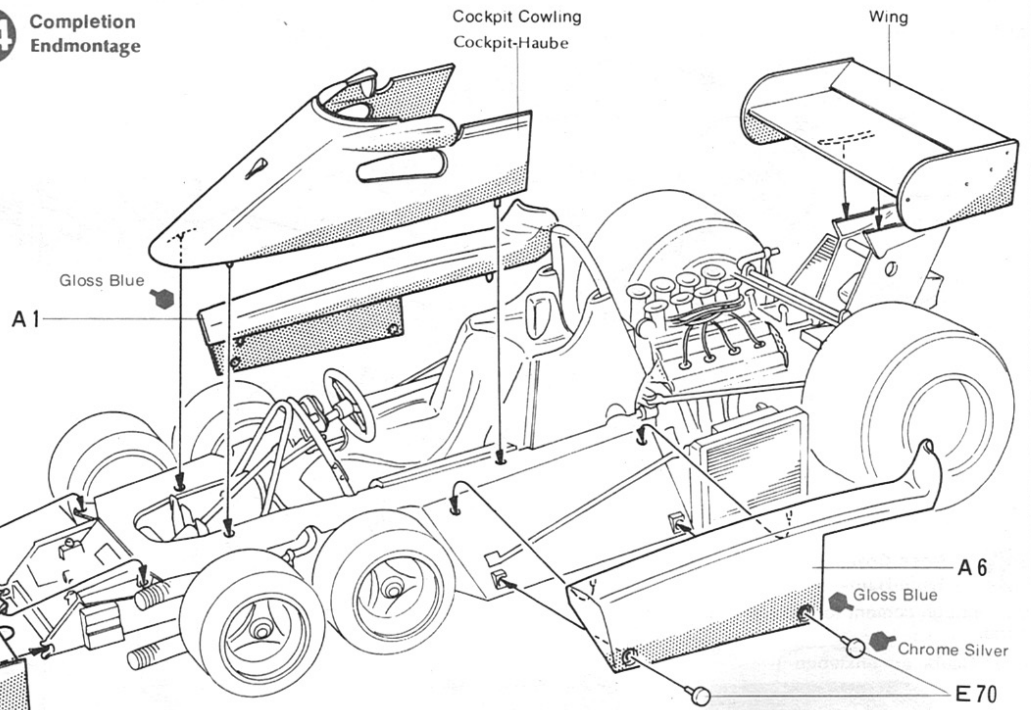
42 Rear Wing
Spoiler C



43 Cockpit Cowling
Cockpit-Haube

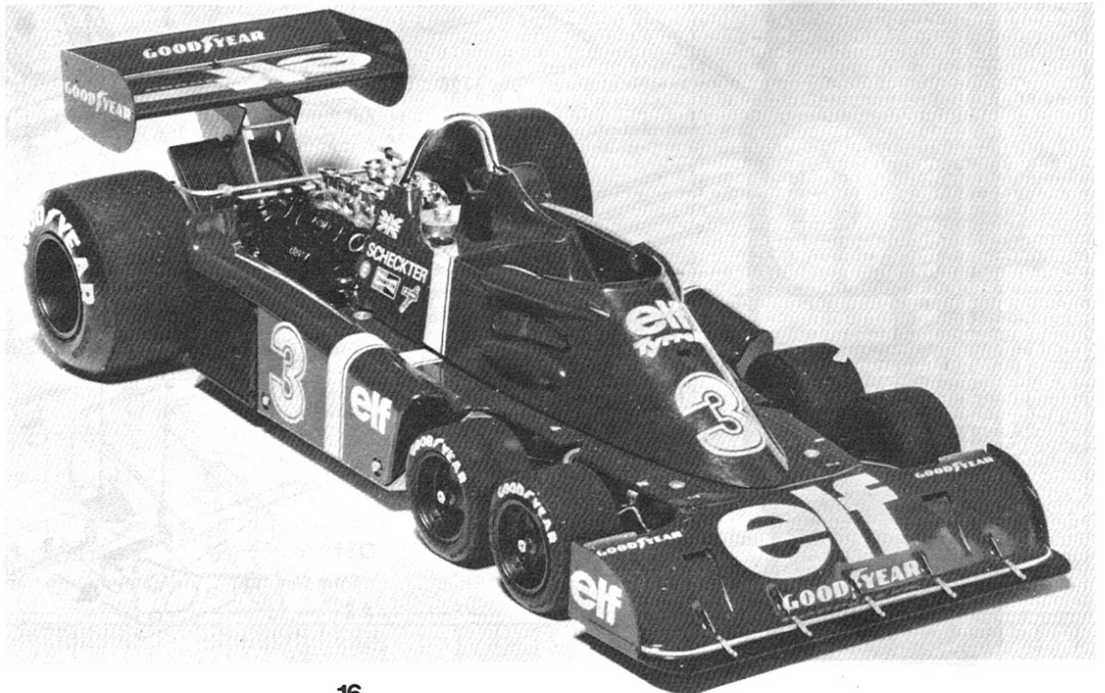


44 Completion
Endmontage



If you wish to display this completed model on base, fix N4 parts to underside of Body and then secure to base.

Als Standmodell kann Teil N4 als Ständer verwendet werden.



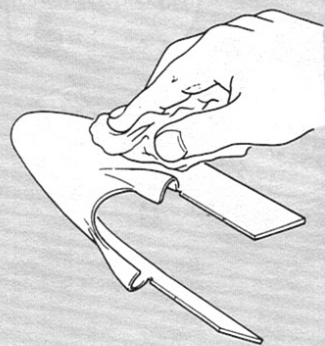
PAINTING & APPLYING DECALS

<<Painting>>

When painting your model remember to try and be as authentic as possible. 10 basic colours are recommended for your use. If you stick by these colours you will convey the real aura of the actual machine.

<<Bemalung>>

Beim Bemalen des Modelles soll man versuchen, so genau wie möglich zu sein. 10 Grundfarben werden benötigt für eine "echte". Tyrrell P34



<<Before Painting>>

Remove all dust dirt and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. As previously mentioned remove excessive glue or joins with a file, sharp knife or very fine emery cloth. Most parts are best painted after assembly, but some inaccessible parts may be painted before removing from the sprue.

<<Vor dem Malen>>

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht schlechte Bauarbeit. Unebenheiten mit Feile oder Klinge entfernen.

Viele Teile lassen sich erst nach dem Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Spritzling.



<<Caution>>

Take enough precautions against fire in handling the paints. Paints and solvents catch fire easily.

<<Vorsicht>>

Farben und Verdüner sind brennbar, nicht in Nähe offenes Feuers Bemalung vornehmen.

<<Painting of Tyrrell P 34>>


The Tyrrell P34, six-wheeled car of Elf Team Tyrrell, is painted in the dark blue which could be referred to as the team colour of their sponsor Elf, French oil company. The whole body is accentuated by a yellow stripe painted from the side cowl to the cockpit fairing. The letters "elf", like sponsor marks on the Lotus and McLaren, are written big on the Tyrrell. Also seen on the car are Goodyear marks for tyres. Champion marks for plugs and Koni marks for shock absorbers. Union Jacks which show that the team is of British nationality are stuck above the driver's names. The car number is painted yellow. The car numbered 3 was driven by Jody Scheckter, while the car with number 4 was by Patrick Depailler.


<<Bemalung der Tyrrell P 34>>


Der Tyrrell P34 ist in den Farben des ELF Teams bemalt. Um das Fahrzeug ist ein gelber Streifen gezogen. Die Wagennummer ist ebenfalls gelb. Die Sponsormarke : ELF ist gross in weiss aufgemalt. No. 3 ist Fahrer Jody Scheckter, No. 4 Patrick Depailler. Sonstige Bemalung und Abziehbilder siehe Karton.


<<Colours to be used>>


<<Bemalung>>


<<Gloss Blue>>
 Body Colour
 Aufbau Farben



<<Matt Black>>
 Pedal and Upright
 Pedal, Achs-Lager



<<Semi Gloss Black>>
 Wheel, Exhaust Pipe
 Rad, Auspuff



<<Gloss Black>>
<<Gloss Black>>
 Upper Arm and Rods
 Achsarm, Stange



<<Matt White>>
<<Matt White>>
 Brake Oil Tank and Battery
 Bremskühlöl Tank, Batterie


<<Gloss Red>>
<<Gloss Red>>
 Tail Light
 Innenseite der Schlussleuchten


<<Gun Metal>>
<<Gun Metal>>
 Gear Box
 Getriebe-Gehäuse

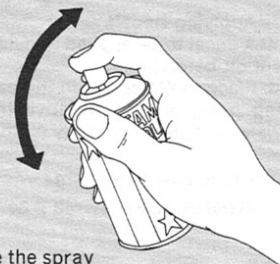

<<Chrome Silver>>
<<Chrome Silver>>
 Oil Tank and Aluminium Parts
 Öl Tank


<<Aluminium Colour>>
<<Aluminium Colour>>
 Chassis
 Chassis


<<Metallic Grey>>
 Upright
<<Metallic Grey>>
 Achs-Lager

SPRAY PAINTING HINTS

Firstly always spray indoors in windless and dust-free conditions. Spread newspaper under your work. Mix the paint well by shaking the can for three minutes and then test spray against some cardboard from about 20 cm, checking that the paint is properly mixed. When spraying the car body, hold the can about 20 cm from the plastic, moving the can quickly always in the same direction and ensure an even application. A good tip is to imagine you are spraying a larger surface, i.e. the surrounding newspaper-you will then probably achieve a more even finish.



Shake the spray can for about three minutes.

PAINTING WITH MASKING TAPE

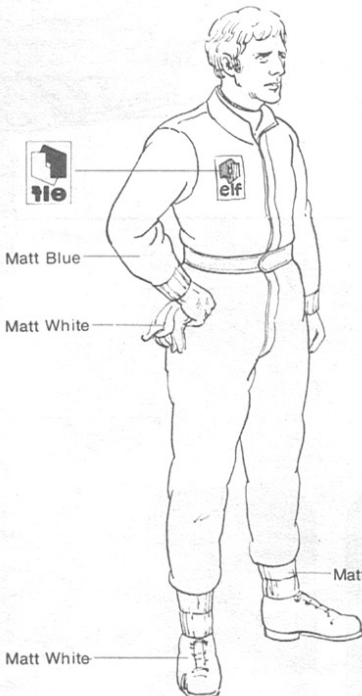
When the paint is completely dry apply masking tape or sticky paper (not cello tape) over the whole area of the body. Draw out the required shape you want onto the paper with a hard pencil, then cut the paper along the lines you have drawn very carefully. Then remove the paper not required to mask the body. Finally press the mask firmly down on to the plastic to ensure it seals it from the paint. Then paint as instructed in previous paragraphs.

<<Decals for Helmet and Driver>>

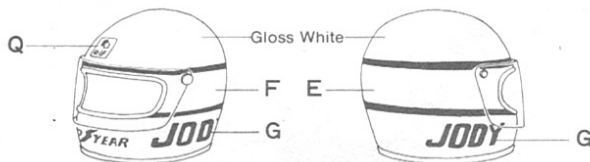
Decals for Helmet and Driver are contained. Please refer figures as shown below when these decals will be used.

<<Decals for Helmet and Driver>>

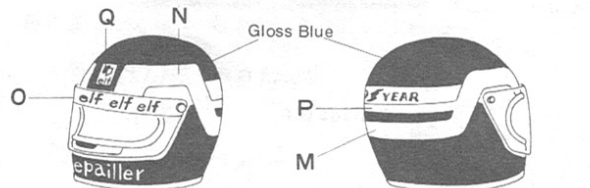
This driver figure is not contained in the kits. Use decals for Helmet and Driver when diorama will be made, or as F-1 cars accessories. Figur (RM-1201) werden benötigt.



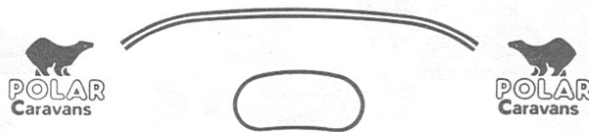
Jody Scheckter



Patrick Depailler



*Helmet mark of Ronnie Peterson is Printed on a decal sheet.



PAINTING & APPLYING DECALS

<<Applying Decals>>

- ① A decal to be applied should be cut off beforehand.
- ② Place in Water. When the backing paper arches, remove from water and place on a dry cloth.

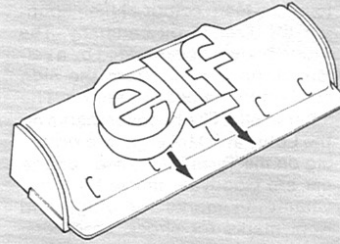
③ A minute or two later, hold edge of the backing paper to slide the decal onto the model from the backing paper.



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 trans-



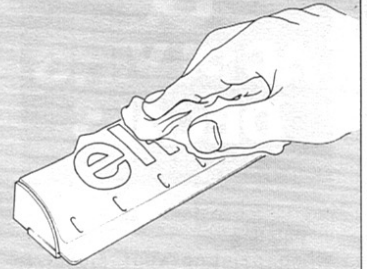
parent portion around a decal before applying. When so done, you can expect a sharp finish with the decal precisely in its specified place.

<<Abziehbilder>>

- ① Bild erst genau ausschneiden.
- ② In Wasser legen, wenn Bild abhebt, auf trockenem Stoff legen.

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

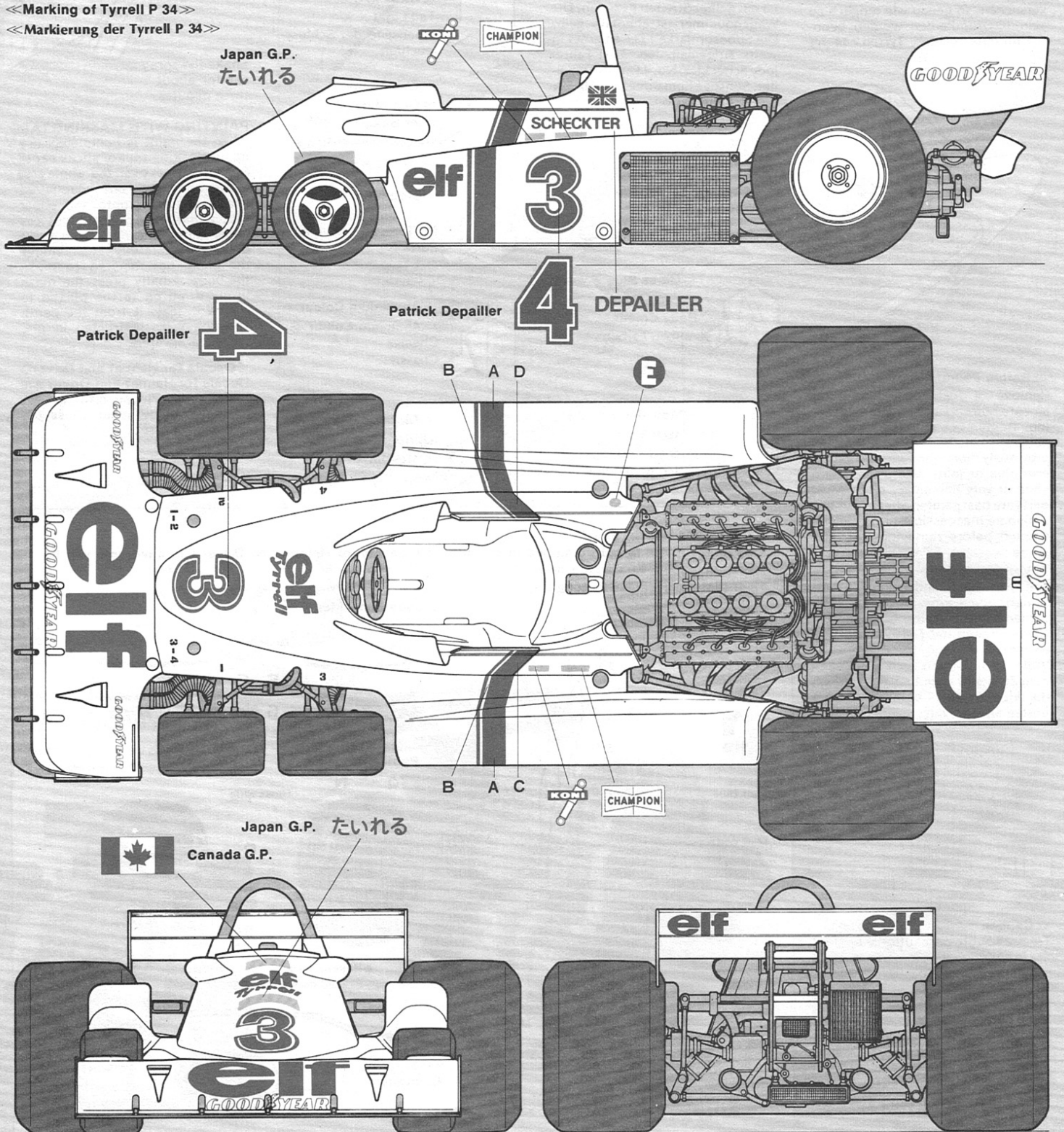
④ Etwas Wasser auf Finger und Bild auf genauen Platz schieben.



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

<<Marking of Tyrrell P 34>>

<<Markierung der Tyrrell P 34>>



A PARTS

Gloss Blue

B PARTS

Gloss Blue

C PARTS

Aluminium Colour
Gun Metal
Matt Black
Unnecessary

N PARTS

Gloss Red
Matt Black

D PARTS

Aluminium Colour
Chrome Silver
Matt Black
Red Brown
Gloss White
Gloss Red
Gloss Blue

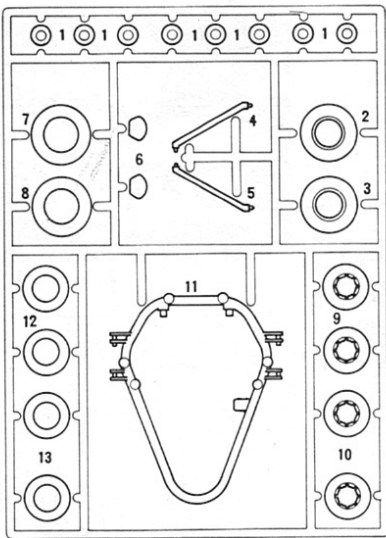
G PARTS

Matt Black
Gloss Black
Chrome Silver
Gloss Red

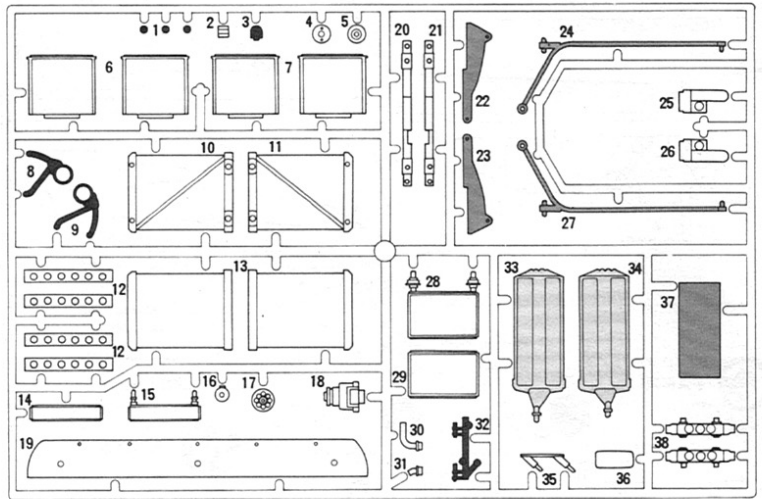
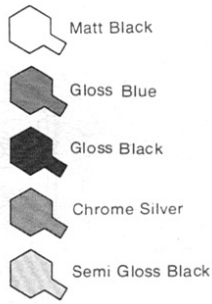
E PARTS

Aluminium Colour
Chrome Silver
Gun Metal
Matt Black
Gloss White

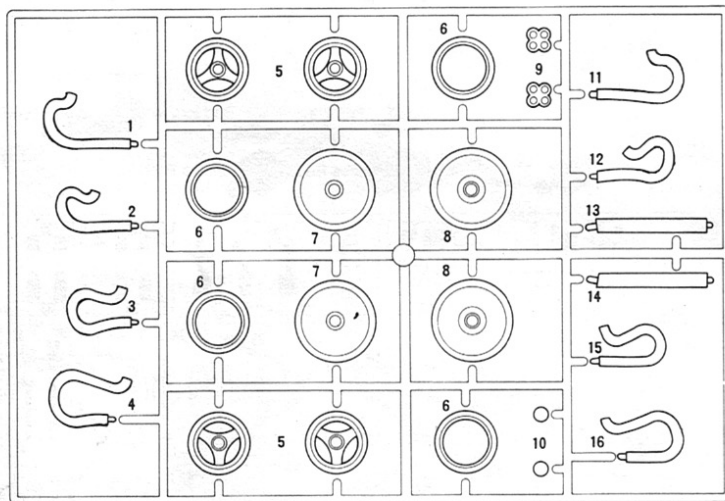
F PARTS



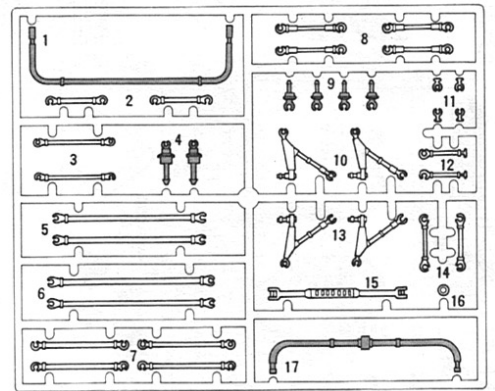
H PARTS



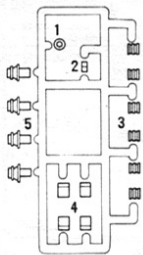
J PARTS



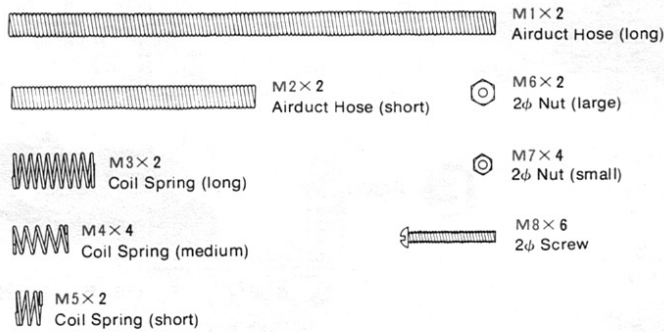
K PARTS



L PARTS

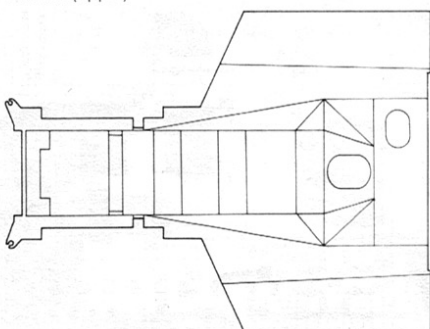


M PARTS



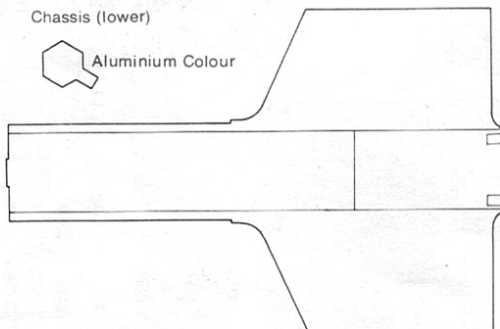
Vinylcord
Vinyl Pipe
Transparent Pipe

Chassis (upper)



Chassis (lower)

Aluminium Colour



Gloss White
Rear Tyre × 2



Gloss White
Front Tyre × 4

