

## Ace In the Hole - or maybe not! Building Ace Model's Tyrrell 011

By Ed Roberts

Over the last couple of years, as the number of 1/43 kit releases has fallen, the slack seems to have been taken up by the production of 1/20 resin kits. For those of us approaching middle age (or, indeed, waving it good-bye) this is a good thing as the larger pieces are easier to handle.

Though I've built several of Tamiya's 1/20 plastic kits I've never built a multi-medium 1/20 kit. Curiosity and negotiations with the editor soon rectified that situation, as we went for the Ace Models Tyrrell 011. The chosen kit was the late season version ([ACM20004](#)).

By the early 1980's, with the ground effect era in full swing (remembered with the same fondness as disco is remembered by music fans) the Tyrrell team was at a low ebb. There hadn't been a Tyrrell victory since 1978 and the team had been reduced to being propped up by rent-a-drivers. Introduction of the 011 in mid-1981 was an attempt to bring back the glory days but it languished at the back as drivers Eddie Cheever and Michele Alboreto lacked speed and experience.

The Ace Tyrrell 011 comes in a proper postal system-proof box so first impressions are good. The instructions look clear (with references to Tamiya paint codes) and well-drawn and the decals are first-rate. Honestly, the latter are the best part of the kit. The metal parts are less impressive - thrown into a small bag the more fragile bits were badly bent and did not appreciate being reshaped. The metal used is resistant to knife and file - I ended up using a grinding tool to remove the excess. While an extra set of upper front suspension members and wheels are included they are directed for use on 'Late Type' with no indication as to when 'Late' was. The resin body arrived broken into four parts and the resin itself tends to shatter rather than carving clearly. The resin body is also rather thick and heavy. That caused problems with the finished kit.

Test fitting the body revealed more problems. The first is that the engine cover is not the same shape as the rear of the body. The cowling is lower, thinner, has curved shoulders and a flaired lower edge that doesn't match the body. It also lacks the pointed end to the roll-bar cover. In a perverse way the broken body helped matters. I glued the engine cover to the body (you can't leave it loose as the engine lacks a top end) as best I could then glued the broken bits up to that. The underside was strengthened with a couple of pieces of 15-thou plastic sheet. Massive lashings of Squadron White Putty (my favourite) got everything looking right. The flair at the bottom was recreated



*Ill fitting rear deck*



*After applying much putty.*

by shovelling on putty then smoothing it out with a finger wetted with alcohol (any cheap Canadian white wine or a Welsh claret will do). The missing part of the rollbar cover was created by using the end off of an aircraft kit drop-tank and blended in with putty. A fair amount of work with file and putty was needed to clean up the radiator outlets. The ends of the sidepods needed quite a bit of effort to clean up both flash and large pinholes.

The metal cockpit cowling never did fit properly. It is simply too wide though bending it did reduce the problem.

One is required to drill out the suspension mounting holes - six on each side. On my example half the holes were just not marked at all and careful measurement was required. The rest of the body did require a lot of clean-up - especially in the radiator ducts. The brittle resin made this a less than enjoyable process.

To be honest this is where I put the kit aside for a month or so. There just seemed to be so many niggling little problems that I needed to build something else to reassure myself that I could still do this. A couple of old Provence Moulage kits later I felt much better.

Ace offers a choice as to the front wing arrangement with the larger tray-type seeming only to have been used by Cheever at the British G.P. I could find no photo showing Alboreto with this configuration in a race but I liked the look of it so ... On the subject of references - Good Luck! My usual source (Grand Prix International) had nothing and my own photos from the 1981 Dutch Grand Prix were too distant to do much good (did get some good ones of the Toleman). Curiously, the best source was an article in Scale Models magazine (July, 1983) - thank you, Roger Taylor! A search through Motor Sport found no

photos but did confirm that Cheever used Goodyear tyres while Alboreto used Avons. Ace provides both decals - nice catch!

Attention now turned to the engine, which looks eerily familiar to anyone who's built a few 1/20 plastic kits and everything fitted well after a clean-up. Curiously, the instructions show a full engine but the kit lacks the head covers and the bit between them. To provide strength I glued pieces of plastic sprue between the front and rear covers. The exhaust headers fitted perfectly to one side but did not give up without a fight on the other. Mounting the engine to the body as provided in the kit is a hit-or-miss affair. There are no mounting points and if you get this wrong you'll end up with an odd-looking Tyrrell. Here the origins of the engine casting come in handy. I broke up a Tamiya Williams FW07 for the rear bulkhead to which the engine mounted perfectly and, with corners rounded off, the bulkhead fitted neatly to the body. While you've got the Williams out remove the radiators (the Ace ones don't come close to fitting - about 3mm too wide and, given the hard metal would need considerable effort to fit), the front wheels, the radiator inlets, the half-shafts and the aft sus-



*Underside. Note plastic card bracing & Tamiya radiators*

pension mount.

The elements of the engine, oil tank and transmission need to be carefully aligned and I needed to remove a couple of the mounting pins to be sure of this. Assembly of the rear suspension needs a great deal of care and study of the instructions. Ace's brake discs and rotors look great but will not be seen on the finished product - a shame. Do not follow the instructions literally though. They would have you mount the tops of the shock absorbers to the anti-roll bar (or whatever part M30 is?) - that would produce an interesting handling situation. Instead they ought to mount to the inboard end of the suspension rocker. The Ace half-shafts are far too long and cannot be altered to fit as the excess is all in the shafts themselves. The Tamiya parts are also too long but can be trimmed to fit without losing the universal joint



*Ace/Tamiya hybrid engine, transmission & suspension*

covers. Instead of the Ace rearmost suspension mount (M27) use the one from the Williams - the Ace part is too shallow and has no defined location resulting in a suspension that sloped downward towards the back. I have to admit that I never did figure out how to mount the suspension rod (nor what to call it, except part M43).

The front suspension produced less dramas and fitted together well though the broken mounting pins have left it a bit weak. Curiously, the instructions show a set of etched brackets (EB13 and EB14) to act as mounting points but the kit does not include them. As a result I used the plastic Tamiya front wheels to reduce stress while moving the kit around.

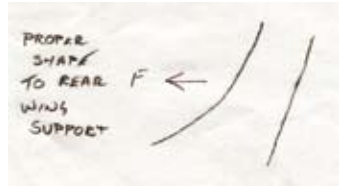
Painting the kit is a snap - it's all white so no masking to be done. The photos of the finished model show what seems to be a green interior (but don't mention it in the instructions) but I went with aluminium on the inside of the body and semi-gloss black (Tamiya X-18) for the baseplate. The Williams radiators fitted with only a slight trim and I also used the inlet covers from the same kit. These needed considerable carving about but look great - preventing a 'see-through' appearance. The decals went on beautifully, conformed to any curves without solvent and seemed densely-coloured. As I said, they may be the best part of the kit.

The interior consists of a base plate with a seat which looks like a beanbag chair, an instrument panel, steering wheel and a gear-lever with no location. To be blunt the interior is not convincing. The ground-effects cars were notable for having a rather solid fabricated structure and there is no trace of it here. I chopped up the Williams to see if its structure would fit and, if I hadn't been loathe to grind the inside of a finished body, I think it would have worked. The lack of internal structure also means that there is nothing to support the instrument panel or the steering wheel. The former was merely glued to the inside of the body while the latter got a shaft made out of Contrail rod as a support. There is full seat-belt hardware included but no material. I made the belts from Tamiya masking tape folded over on itself and painted Pollyscale Conrail Blue (a perfect match for Willans blue but I have no idea why it was in my paint supply, I've never built a train model in my life).

Though they have no guides as to their assembly, the wings went together nicely. Just measure carefully and life will be good. It's an oddity of the real car that both front and rear wings lack any sort of sponsorship markings for the races included in the kit. A really distant shot of the car at Las Vegas does seem to show some markings though. I would suggest filing small flat areas into the extreme nose (if using the tray-type wing) to make it more secure.

Both wings do leave me with questions though. The underside of the front wing has two rather substantial triangular bits hanging down from it. If these are meant to be the adjust-

ment guides they would have been better done as etchings. The rear wing has a large square indentation in it - I have no idea what that is supposed to be. The rear wing mount is - from the references I could find - just flat-out wrong. Taylor's drawings and all photos (including my own from Zandvoort) show a plate straight at the back but with a concave front edge (see drawing). Ace provides



a rectangular post. Could the latter have been used? Maybe, but the

Scale Models article has a photo from 1982 with that same concave shaped post being used.

The final stretch now seemed in sight - the muttering subsided and my hair began to grow in again (sorry, dear editor!)

The front and rear wheels were mounted without incident and the skirts added. From the photos I had the skirts seem to angle inwards. I bent them at 30 degrees and they seemed happy. Given the weight of the finished model, most of the load is taken up by these skirts. The front suspension is not strong enough to support the kit - I dug out a set of plastic discs that Tamiya supplied with one (don't ask which) of their 1/12 kits to support the mid-section. If I'd used the Ace metal front wheels I'd have been in real trouble.



Ace provides a set of intake trumpets that, after a quick clean-up were painted silver (Tamiya X-11). Carefully install them into the holes in the rear decking, being sure to get them in straight lines as indicated in the in-

structions. Now, carefully pull them all out because they actually aren't meant to be there. The brass screen provided won't fit over them and the photos of the completed kit don't have them. The kit is now complete.

## FEEDBACK

### Reader's model

Dear GPM,

Many thanks guys for safe receipt of my track display base ([TRA034C](#)). I've never attempted a diorama before but always wanted to give it a try. As you'll see from the attached photo a few minor kerb colour additions, a "Fosters" ad, and hey presto, Adelaide 1994. The car is by Tameo ([TMK181](#)) and the figures are Denizen ([DEN014](#) & [DEN058](#)).

As a devoted Lotus fan this was of course an immensely sad day and one we don't really want to be reminded of. But as you'll see from the diorama I've put together, its Sandro Zanardi's track side retirement in the team's last ever GP. I don't know for sure whether Sandro retired in the pits or trackside but as his throttle jammed wide open, I'd assume it was trackside.

Lets hope we continue to be thrown a few Lotus "crumbs" by current producers and while maybe you won't like it (as devotees of hand-builts) thank god for Spark!!!! Any chance of models of the Eclat, Excel, and second generation Elite (Type 75).

There's not a lot left to ask for by way of single seaters but a few F2 and F3 variations would be nice

(including Tenariv re-releases?), a Formula 5000 (Type 70), a F2 Texaco Star (Type 74) and definitely the last Lotus to appear (but not compete) at Indy (Type 64).

regards,  
**Peter Stevenson, Carrickfergus, Northern Ireland**

### Emeryson

Dear GPM,

Thanks, as always, for 4 Small Wheels. Always a good read.

Issue 10 was of particular interest to me because of the Jade Emeryson-Jaguar. It is nice to see these less well known cars being used as a subject for models.

I knew Paul Emeryson quite well both from the 500cc days and then again in the later Hillman Imp and Dastle days in Fulham. He was a brilliant welder of all materials particularly of mag-alloys. He did some work for me on a 4wd sprint car in the late 1960s.

He and his father were innovative special builders and great scroungers of 'bits'.

This particular car started life in 1952/53 and was powered by an DB Aston-Martin engine reduced to 2 litres.

This engine was soon replaced

by a 2 litre Alta engine, an engine he was familiar with having worked at Atlas, on and off. Later the engine was enlarged to 2.5 litres but was very fragile and only worked well in UK short races. Perhaps the most famous was his tussle with Stirling Moss at Crystal Palace in 1956.

He had developed a petrol injection system which he used on a 500cc engine in 1955, so when he installed a 2.4 Jaguar engine fitted with a 'C' type cylinder head, he also used a development of his injection system using a CAV diesel pump. I seem to recall that the Vanwall system was inspired by Pauls efforts.

It ran without its bodywork at Shelsley Walsh driven by Roberta Cowell, so if anyone wants chassis detail, look out for pics from these events.

After it was discarded by Paul it went through a number of hands, even acquiring a two seat body at one time, though it would appear that a single seat body was restored to the chassis sometime after 1970 and by 1980, it was in France looking rather tired!

I hope the above is of interest. In my own scratch modelling days, I started a model of the first Emeryson F1 car of 1948, which was never finished. See attached photo of the original.

Kind regards,

**Neil Murray, Aston Martin Heritage**

### Corrections

Hi Guys,

Just got 01-2008 and have a couple of comments which may clarify things.

First, the caption on the completed model photo (Target Riley) should have been with a different photo. The rear wing *struts* as seen in the photo are correctly painted black. The caption refers to four small p-e rear spoiler supports which can't be seen in this photo, that caption was intended for another lower angle shot.

The Bizarre Cunningham "C-2R Street" isn't. After receiving mine I dug into my references and found that only three C-2R's were built. While those may have been driven on the street by later owners, they had a different windscreen and were powered by Chrysler Hemi engines. Bizarre's model has the windscreen and metallic blue paint of the single C-1 prototype (Cadillac-powered) built but has the bumpers of the C-2R (there were no C-2's) so it's a combination that isn't quite right for either. If Brooklyn Cunningham bumpers will fit that will make it much more like the C-1.

Best regards,

**Wayne Moyer, Dayton, Ohio**

*Apologies for the confusion. We hope that modellers have read this before painting their models! - Ed*

