

MARTINI PORSCHE 935 TURBO

TAMIYA



The Porsche 935 model, developed from the production Turbo road car, won the newly instituted World Championship for Manufacturers in 1976 and 1977. The Martini-sponsored factory car earned most of the points, backed up by private teams run by Erwin Kremer and Georg Loos. Opposition came from BMW with the fast but fragile 3.3 litre turbocharged Coupe in 1976, and a Formula 2 powered 320i the following year. The Martini-Porsche bid was decided in 1974 when the F.I.A. announced a new World Championship series in 1976 for homologated cars, that is, saloons and Grand Touring models in the so-called "Silhouette" category. A turbocharged 911 was raced successfully in 1974, and Porsche developed a road-going version called the Turbo, introduced early in 1975. 500 cars were built so that the car could be homologated for racing, and subsequently many more were built as it became a prestige car for connoisseurs. The standard 930 had a KKK exhaust-driven turbocharger boosting the power output from the 3-litre Carrera's 200 bhp to 260 bhp. The car, with a basically standard 3-litre air cooled engine, could accelerate from 0 to 100 mph (160 kmh) in 13 seconds, with a maximum speed of 155 mph (260 kmh). Further developments from the 930 were the 934 and 935. The 934 had its 3-litre turbocharged engine tuned up to around 450 bhp, and was raced successfully by private teams. The factory effort, with Martini sponsorship, was reserved for the World Championship. The engine, for homologation purposes reduced to 2.8 litres, developed no less than 620 horse-power. The 1976 Season began well for Martini-Porsche. Mass and Ickx having easy victories at the Mugello and Vallelunga 6-Hour races. At Silverstone Ickx burned out the clutch at the start and victory went to BMW. The F.I.A. decreed a change to the car's specification, demanding that the original engine cover be fitted. This meant discarding the elaborate system for water-cooling the cylinder heads, and led to a bout of unreliability. The Martini-Porsche retired at Nurburgring and in

Austria, letting BMW close up in the points table. Fortunately, the problems were solved before the end of the season, and Stommelen/Schurti won at Watkins Glen. It was still a cliff-hanger for Dijon, for BMW victory could have taken the title to Munich, but Mass and Ickx dominated the race despite a stirring drive from Peterson in the BMW, which retired within an hour. BMW did not mount a full-scale challenge for 1977 and Porsche scored a string of race victories which were but a formality. At Daytona the Martini-Porsche had tyre trouble resulting in a crash, and the race ended in victory for the Carrera RSR followed by two turbocharged Porsche 935s. At Mugello Martini-Porsche wheeled out a new car, the 935/77 with twin turbochargers, 950 horsepower, and more efficient bodywork. Factory employee Jürgen Barth wrote this off during the race and victory went to Rolf Stommelen/Manfred Schurti in the second works car. The Martini-Porsche team had no problems at the Silverstone 6-Hours, victory going to Mass/Ickx, but the gremlins struck again at the Nurburgring when the Martini car retired with an electrical fault. At the halfway stage in the series Porsch had won all four rounds, and the title was virtually assured.

Porsche-Martini began the Saison 76 with Mass and Ickx in Mugello/Italien und Vallelunga erfolgreich. In Silverstone brannte Ickx am Start die Kupplung durch und der Sieg an BMW. Eine F.I.A. Änderung verlangte, dass die Original-Motor-Abdeckung angebracht sein muss. Das ausgeklügelte System der Wasserkühlung für die Zylinderköpfe konnte nicht mehr verwendet werden, dies führte zu Unzuverlässigkeiten. Martini-Porsche fehlte auf dem Nürburgring und BMW holte die Punkte. Glücklicherweise wurden die Probleme vor Saisonende gelöst und in Watkins Glen gewannen Stommelen und Schurti. Vom Start weg führten Mass und Ickx vor Peterson auf BMW Turbo, der wegen Achsschäden aufgeben musste. Da 1977 nur BMW und Porsche fuhren, gingen auch die Punkte an diese zwei

Marken. In Daytona gab es Reifenschwierigkeiten und beim Stundenrennen siegte der Carrera RSR mit H. Haywood, J. Graves, D. Helmick - gefolgt von zwei Porsche Turbo 935. In Mugello fuhr der neue 935/77 mit 2 Turbocharger, 650 PS. Sieg an R. Stommelen und Schurti auf dem zweitem Werkswagen. Im 6 Stunden Silverstone gab es keine Schwierigkeiten, Sieg an Mass/Ickx. Zur Halbzeit war der Titel gesichert. 1976 und 1977 Doppelweltmeisterschaft, da der aus einem normalen Turbo entwickelten Porsche. In beiden Jahren sammelte der Martini Porsche, unterstützt von Erwin Kremer und Georg Loos (Privatteams) die meisten Punkte. Nur BMW trat mit dem 3.3 Turbo Coupe 76 an und dem 320i im Jahre 77. Porsche konnte sich auf seine Fahrer verlassen : Mass, Ickx, Schurti und Stommelen.

1974 beschloss die F.I.A. die Weltmeisterschaft für homologierte Wagen, d.h. die Silhouette darf nicht verändert sein, und es müssen mind. 500 Wagen produziert werden. Nachdem über 500 Wagen vom Porsche Turbo verkauft wurden, konnte dieses Fahrzeug für Rennen zugelassen werden. Es wurde der Prestige-Wagen für "Kenner".

Der Standard 930 ist ein Abgasturbolader der den 3.1 Motor von 200 auf min. 260 PS hinaufkurbelt, in 8 sec. auf 100 km/h mit 260 Spitze. Aus dem 930 wurde der Gruppe 4 Wagen 934 abgeleitet, der 935 für die Gruppe 5.

Der 934 hat den 3.1 Motor auf 450 PS getun und fährt erfolgreich in vielen Privat Teams. Für die Markenweltmeisterschaft jedoch wurde der Motor auf 2.8 1 reduziert und auf 620 PS aufgeladen, ungefähr die gleichen Werte wie der 1970 und 1971 erfolgreiche Porsche 917 mit 5 Liter.

<<Painting of Engine>>

<<Bemalung des Motors>>

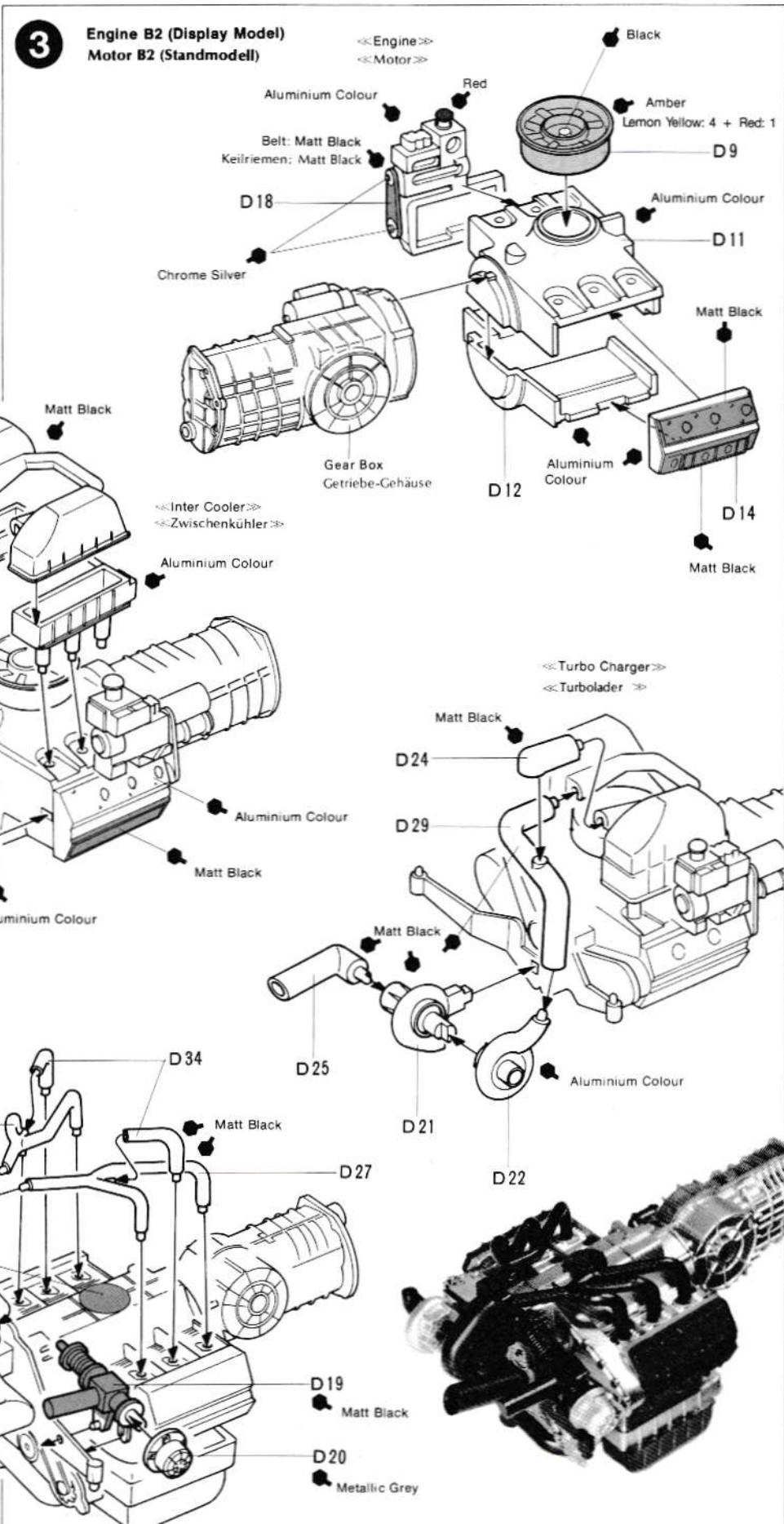
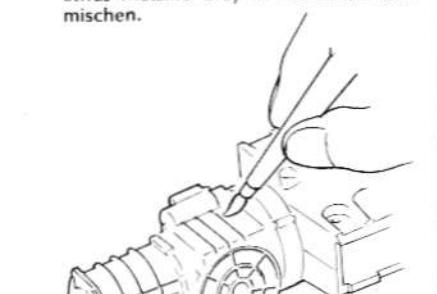
Engine and gear box should be painted in Aluminium Colour. To obtain better finish, tone up Aluminium Colour by adding a little Metallic Grey.

Motor und Getriebe:

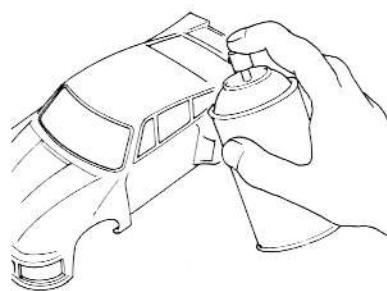
Etwas Metallic Grey in Aluminium einmischen.

3

Engine B2 (Display Model)
Motor B2 (Standmodell)



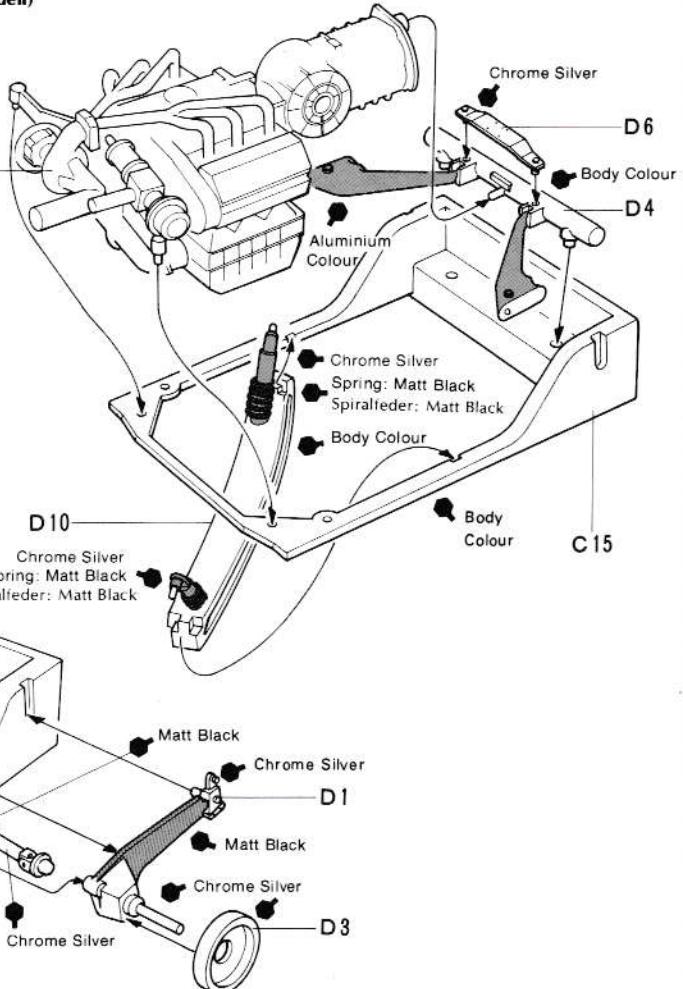
★ Use spray colour for large areas. Small parts should be painted with a brush.
 ★ Grosse Flächen mit Spray — kleine Flächen mit Pinsel bemalen.



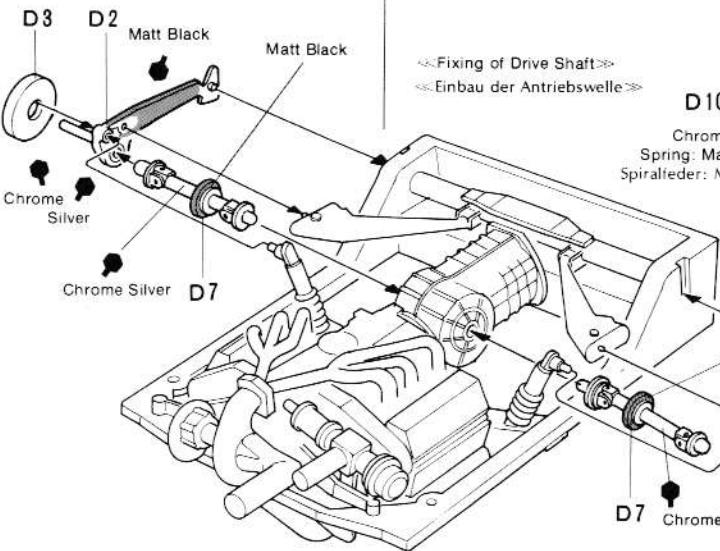
4 Engine B3 (Display Model) Motor B3 (Standmodell)

«Fixing of Engine»
 «Einbau des Motors»

Engine
Motor



«Fixing of Drive Shaft»
 «Einbau der Antriebswelle»



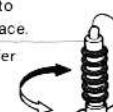
5 «Front Upright» «Vorderes Achs-Lager»

Fit each front damper to chassis without using cement and hold it in place with A15.

Vordere Stoßdämpfer nicht kleben werden von A15 gehalten.

5 Front Upright Vorderes Achs-Lager

Attach front damper to chassis in the first place.
 Erst vord. Stoßdämpfer in Chassis stecken.



C5
Do not cement.
Nicht kleben

A 15

Chassis
Chassis

Attach front damper to chassis in the first place.
 Erst vord. Stoßdämpfer in Chassis stecken.

Chrome Silver
Spring:
Matt Black
Spiralfeder:
Matt Black

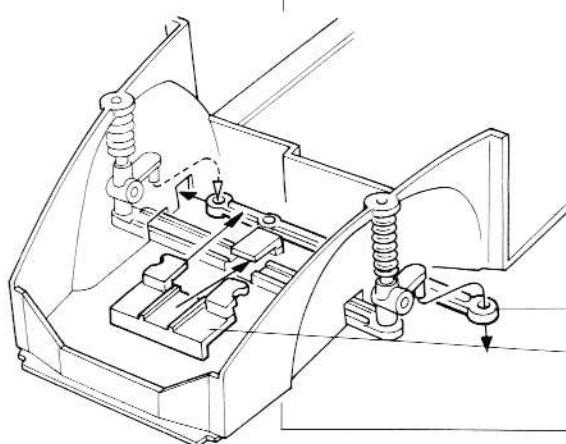
C6
Do not cement.
Nicht kleben

A 15

A 3 Do not cement.
Nicht kleben

A 14

Fix A14 last.
A14 zuletzt anbringen



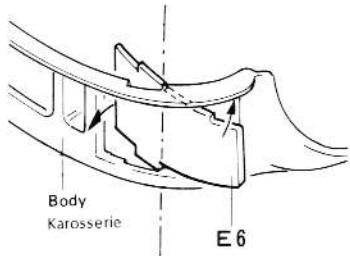
8

<<Front Body>>

<<Karosserie - Front>>

Note the direction of E1 and E2. Too much cement may cloud the windshield. Apply just enough cement to fix.

E1 und E2 Teil: Auf die Richtung achten. Scheiben mit wenig Klebstoff ankleben - sonst Verschmutzung.



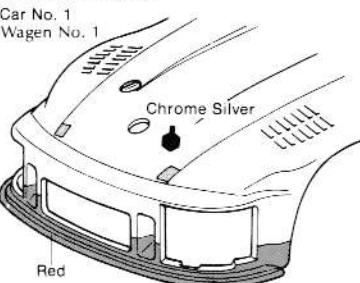
<<Painting of Front Body>>

<<Bemalung der Karosserien>>

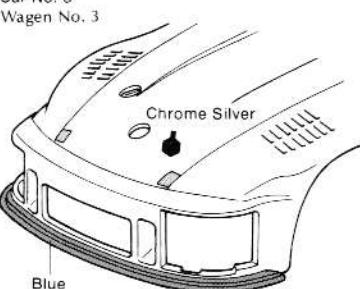
The front body should be painted differently according as the number 1, 3 or 52. The body of car number 52 is painted in orange colour overall.

Karosserie - Front von Wagen 1, 3 und 52 sind verschieben bemalt. Wagen No. 52 Karosserie orange.

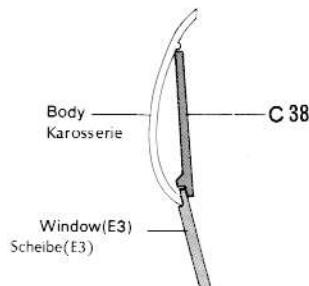
Car No. 1
Wagen No. 1



Car No. 3
Wagen No. 3

10 <<Door>>
<<Türen>><<Fixing of C38>>
<<Einbau der C38>>

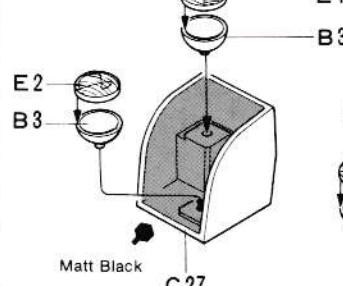
Fix C37 also to other side in the same way
auch auf anderer Seite festschrauben



8

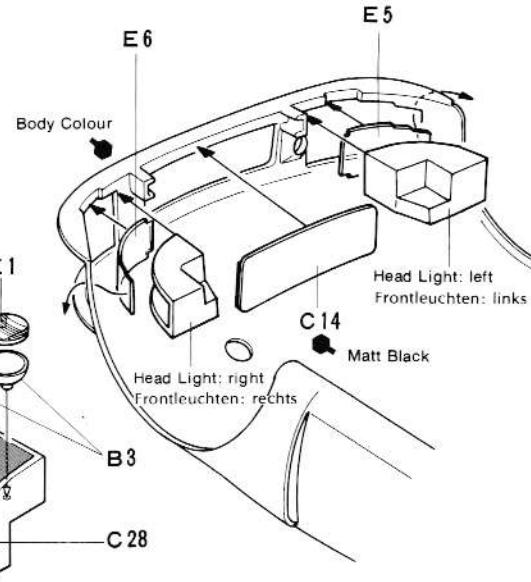
Front Body
Karosserie — Front

<<Head Light: left>>
<<Frontleuchten: links>>



<<Head Light: right>>
<<Frontleuchten: rechts>>

Matt Black



9

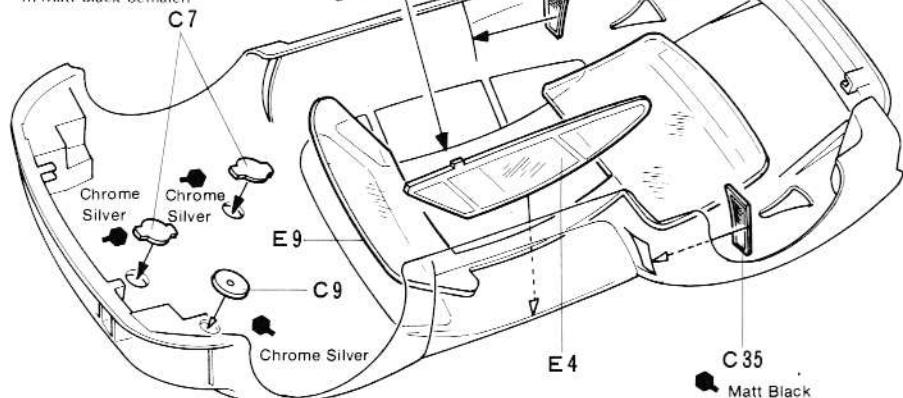
Window
Fensterscheiben

Body Inside: Matt Black

Karosserie - Innenteil: Matt Black

* Paint window frame and body
inside in Matt Black first.

* Erst Rahmen und Karosserie
in Matt Black bemalen



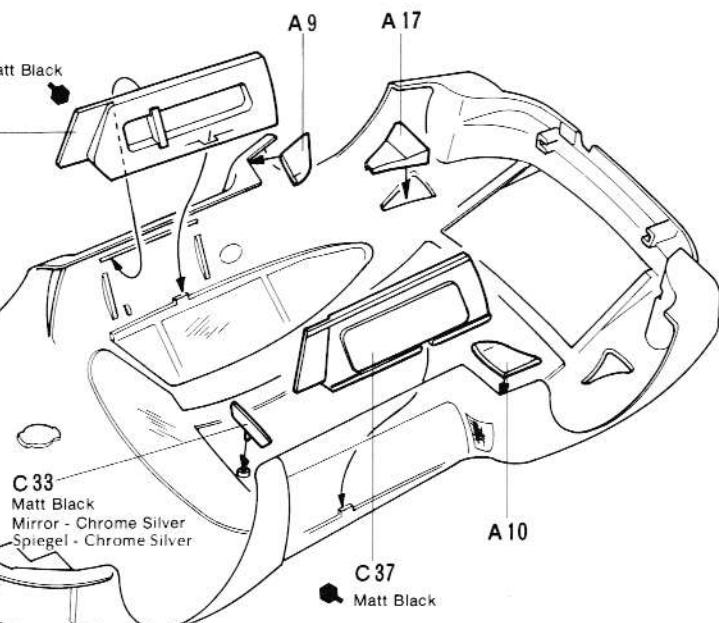
10

Door
Türen

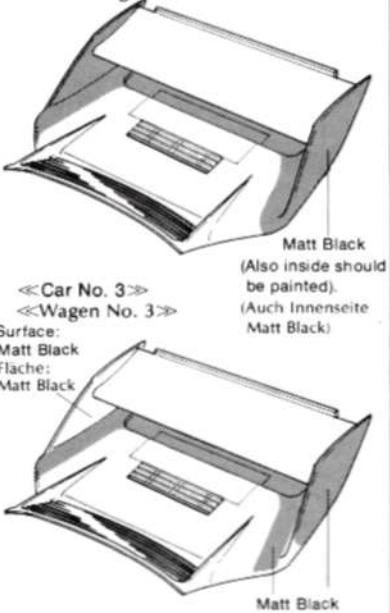
Matt Black

C38

A9 A17



- 11** << Engine Hood >>
 << Motorhaube - Heckspoiler >>
 << Car No. 1 >>
 << Wagen No. 1 >>



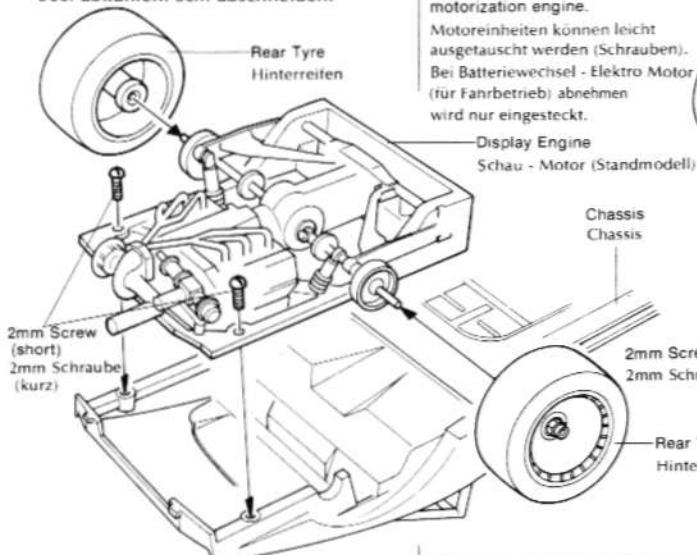
<< How to make antenna >>
 << Antennenbau >>



* Prepare about 15cm long runner. Heat the center while revolving. When it begins to melt, stop heating and stretch slowly. Hold it and cool about 15 second. Cut one 3cm-long piece.

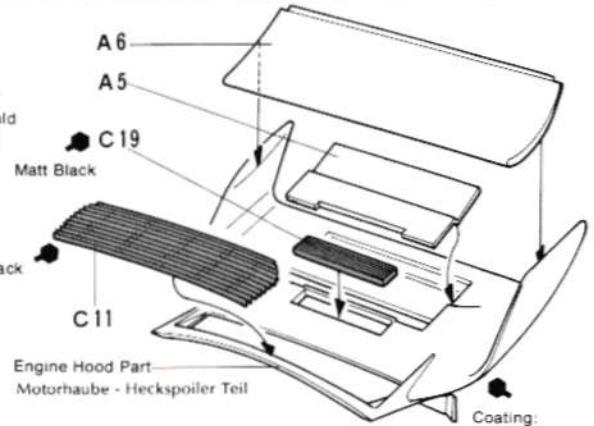
* Be careful in handling a flame to avoid fire or injury.

* Ein Stück vom Spritzling über Kerze gerade biegen. Dann in der Mitte im Drehen erhitzten. Wenn das Plastik schmilzt, nicht weiter erhitzten und langsam auseinanderziehen und ca. 15 Sec. abkühlen. 3cm abschneiden.



11 Engine Hood Motorhaube - Heckspoiler

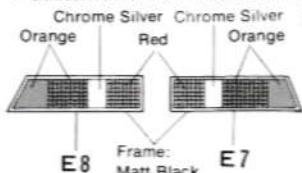
This kit contains decals for car number 1, 3 and 52. Note the engine hood should be painted differently according as the number 1, 3 or 52.
 Motorhaube - Spoiler kann als Wagen No. 1, 3 oder 52 bemalt werden.



12 Rear End Heckpartie

<< Tail Light >>
 << Schlussleuchten >>

- * Tail Light should be painted from inside.
- * Schlussleuchten von Innen bemalen



Engine Hood
 Do not cement.
 Motorhaube
 Nicht kleben - nur einstcken

E8

Matt Black

C2

Matt Black

E7

Matt Black

A18

Matt Black

C10

Matt Black

B1 A19

Matt Black

Car No. 52: Matt Black
 Wagen No. 52: Matt Black

Car No. 52:
 Matt Black
 Wagen No. 52:
 Matt Black

B1 A19

Matt Black

C1

Matt Black

Edge:
 Body Colour
 Kante:
 Body Colour

Matt Black

E7

Matt Black

A18

Matt Black

C10

Matt Black

B1 A19

Matt Black

Car No. 52:
 Matt Black
 Wagen No. 52:
 Matt Black

Car No. 52:
 Matt Black
 Wagen No. 52:
 Matt Black

B1 A19

Matt Black

C1

Matt Black

Antenna
 Antenne

Chrome Silver

A19

Matt Black

C1

Matt Black

Fix C25 after applying decal.
 C25 einkleben nach Anbringung
 des Abziehbildes.

C25

C1

Matt Black

Car No. 52:
 Matt Black
 Wagen No. 52:
 Matt Black

Car No. 52:
 Matt Black
 Wagen No. 52:
 Matt Black

B1 A19

Matt Black

C1

Matt Black

Antenna
 Antenne

Chrome Silver

A19

Matt Black

C1

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Antenna
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Antenna
 Antenne

Chrome Silver

A19

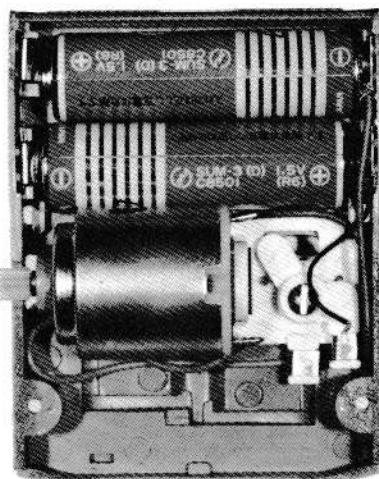
Matt Black

C1

Matt Black

Antenna
 Antenne

<Battery>
<Batterie>



BUILD A COLLECTION OF TAMIYA
CAR AND MOTORCYCLE MODELS

1/12 RENAULT RE-20 TURBO



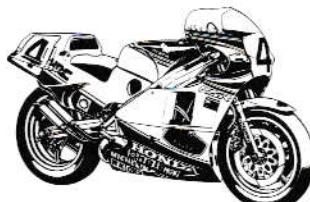
1/20 WILLIAMS FW-11 HONDA F-1



1/24 PORSCHE 959



1/12 HONDA NSR500

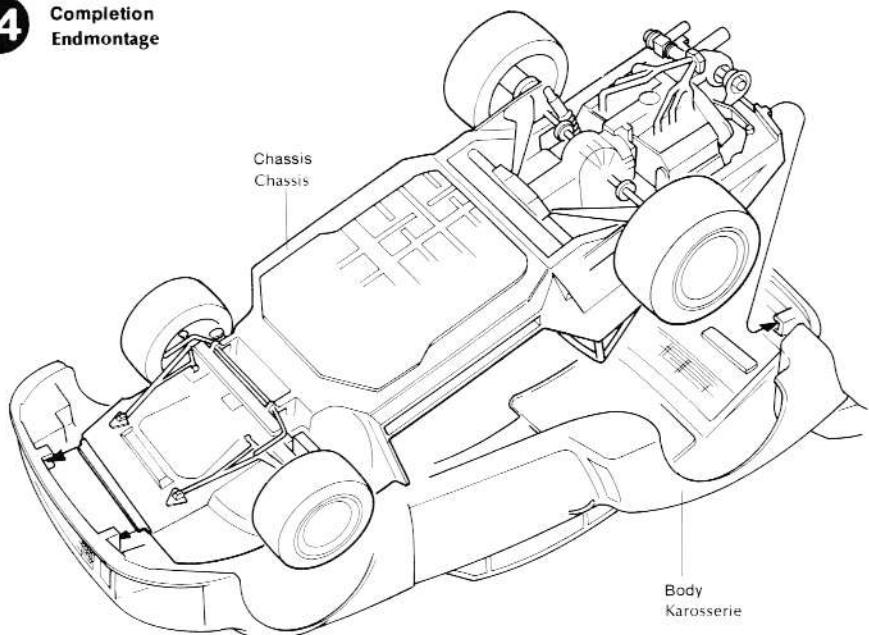


1/6 HONDA CX500 TURBO

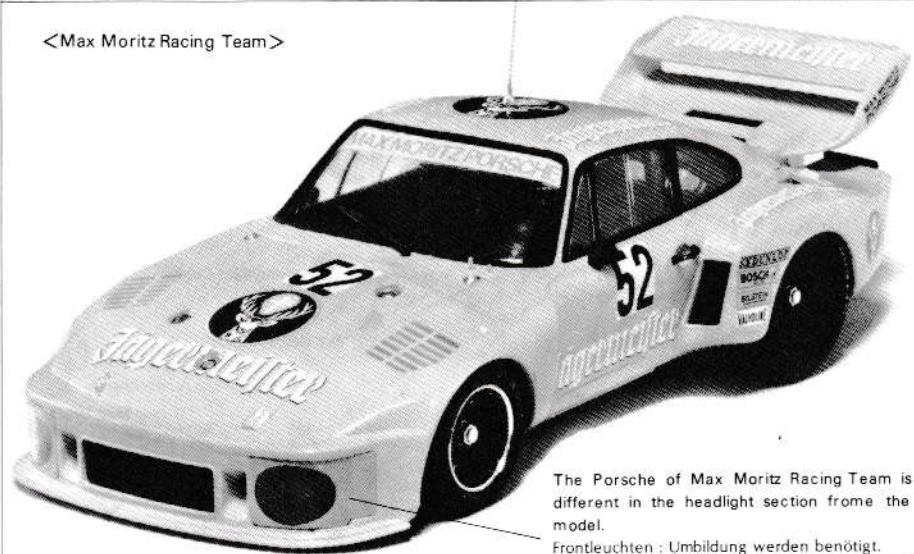


14

Completion Endmontage



<Max Moritz Racing Team>



<Martini Racing Team>



TAMIYA
TAMIYA, INC.
3-7, ONDAWARA, SHIZUOKA-CITY, JAPAN.

PAINTING

Da die Farben unter der englischen Bezeichnung zu erhalten sind, geben wir nur die englischen Namen an.

Keine Farben auf Nitrobasis verwenden !!! Wir übernehmen keine Haftung für Schäden die durch falsche Farbenwahl entstehen. Nur **Farben** verwenden, die für **Polystyrol Plastik geeignet** sind.

<<Painting and Marking of Martini Porsche 935 Turbo>>

Painting and marking of this kit represent the works Porsche 935 Turbo that showed activity under the sponsorship of Martini & Rossi, a liquor producer of world-wide fame. The white body wears stripes and marks which, like the sponsor names and marks painted on the Formula 1 machine, could be referred to as the sponsor colouring of Martini. Other marks and letters are "DUNLOP" (tyre maker), "SHELL" (oil company), "BOSCH" (electric apparatus maker), "BILSTEIN" (shock absorber maker) and "KKK" (turbo-charger maker). The car No. 1 won the Dijion 6-hour race with Jacky Ickx and Jochen Mass at the wheel. The car No. 3 took the third place with Rolf Stommelen and Manfred Schurti at the wheel.

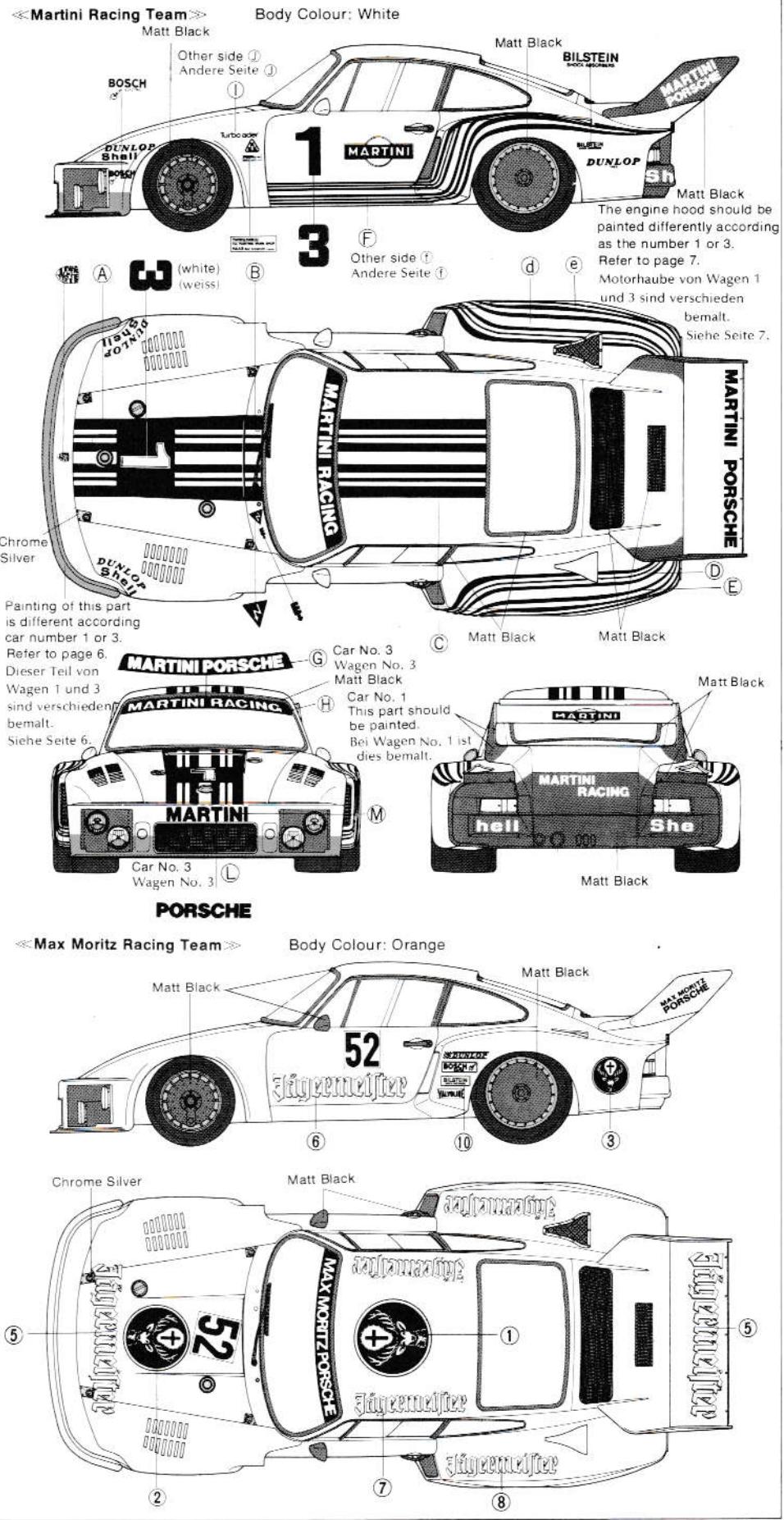
For painting of details, see the assembly drawings.

«Bemalung für MARTINI PORSCHE 935»

Dieser Werkwagen von Porsche hat die Farben des Sponsor's: MARTINI & ROSSI, weltweit bekannt als Hersteller von Wein, Schnaps und Likören. Der weisse Wagen hat Streifen und Zeichen, wie auch auf dem Formel 1 Wagen, gesponsord von MARTINI. Weitere Marken und Zeichen: DUNLOP - Reifen, SCHELL - Öl, BOSCH - Elektro, BILSTEIN - Stoßdämpfer, KKK - Turbo Charger.

Auf dem 6 Stunden Rennen in Dijon fuhr Jacky Ickx und Jochen Mass den Wagen No. 1 zum Sieg. Dritter wurden Rolf Stommelen und Manfred Schurti auf Wagen No. 3. Bemalung der Details - Anleitung.

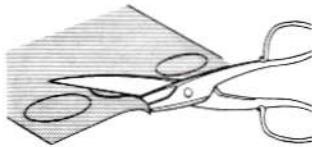
The Porsche of Max Moritz Racing Team is different in the headlight section from the model. Keep this in mind in painting.



APPLYING DECALS

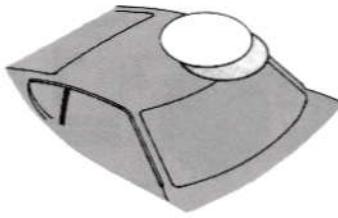
<<Applying Decals>>

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 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.

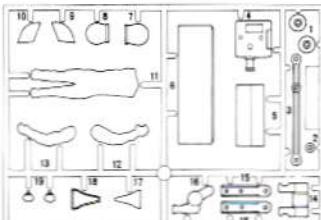
④ Etwas Wasser auf Finger und Bild auf genauen Platz schieben.



⑤ Mit Stoff Luftblasen herausdrücken, überschüssiges Wasser aufsaugen. Wenn Fläche uneben oder gebogen ist, Bild mit nassem heißem Tuch aufdrucken.

PARTS

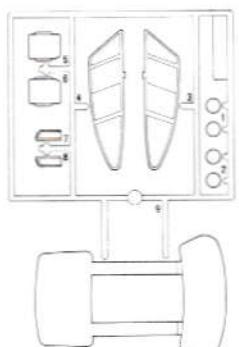
A PART



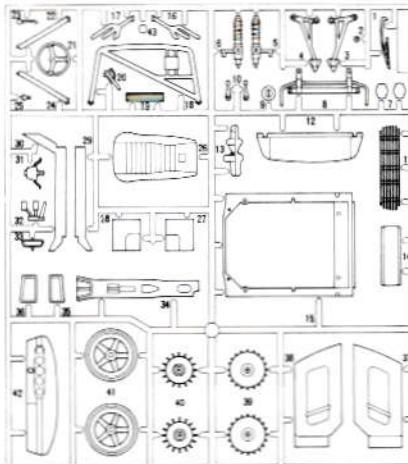
B PART



E PART



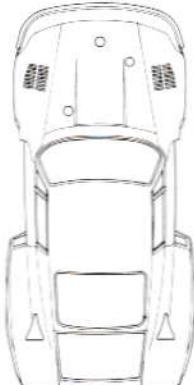
C PART Unnecessary : C43



Engine Hood
Motorhaube - Spoiler



Body
Karosserie



Chassis
Chassis



Vinyl Cord
Vinylkabel



Rear Tyre
Hinterreifen



Front Tyre
Vorderreifen



2mm Screw (short)
2mm Schraube (kurz)



Pinion Gear
Ritzel



Battery Receptacle
Metal A
Kontaktblech A



2mm Screw (long)
2mm Schraube (lang)



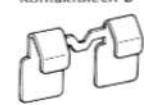
Poly Cap
Poly Cap



Switch Metal
Schalter - Kontaktblech



Battery Receptacle Metal B
Kontaktblech B



Drive Shaft
Antriebswelle



3mm Screw
3mm Schraube

