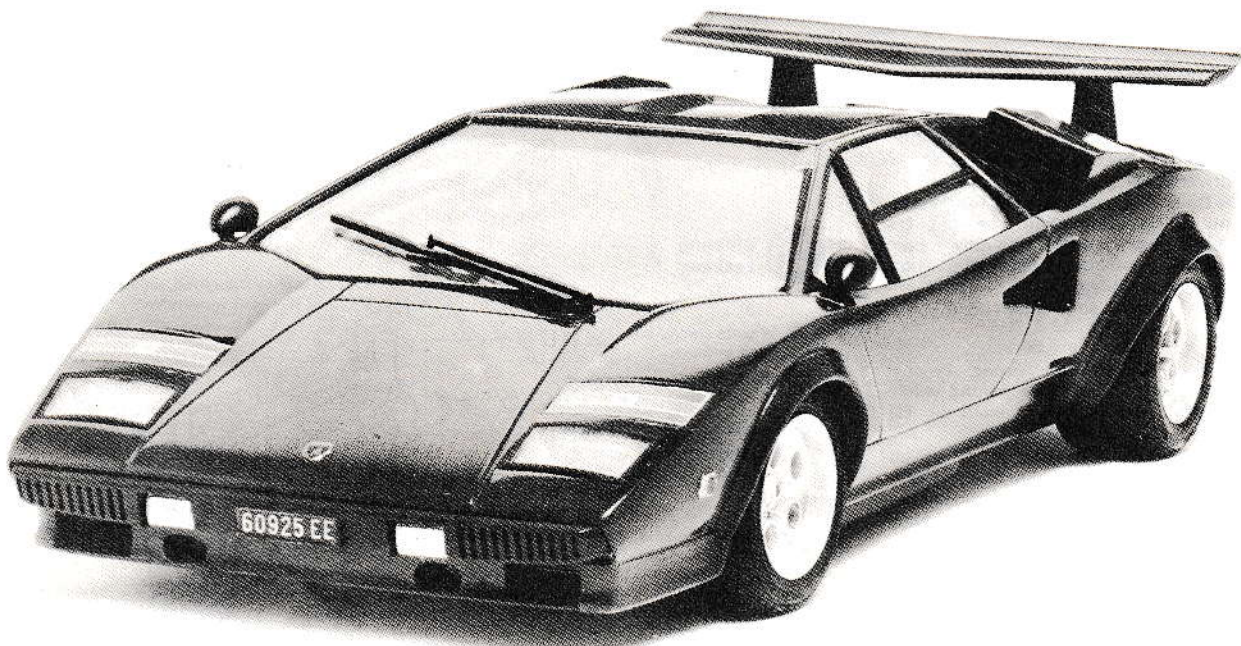




lamborghini LP500S

countach



At the end of WWII it was one of the main ambitions of wealthy Italian, Ferruccio Lamborghini, to own an exotic high-performance sports car. He bought a then typical Italian exotic car, a Ferrari. This car was not entirely satisfactory to him, and in 1962 he made up his mind to make his own cars which must be better machines than the Ferraris. It is safe to say that each Lamborghini machine has been made to rival the Ferraris. The now world-renowned and respected Lamborghini emblem of the fighting bull, which was originated since it was under the zodiac sign of Taurus (The Bull) that Ferruccio Lamborghini was born, has been often compared with the Ferrari emblem of the prancing horse. The Miura released at the 1966 Geneva Show, made people recognize Lamborghini as Ferrari's rival and prompted some re-thinking. The Miura, with an attractive body made by Bertone, was fitted with a 4-litre V 12-cylinder engine amidships and had a maximum speed claimed of 290 km/h. Five years later at the 1971 Torino Show, the first production Ferrari with a midship engine, appeared. About 900 Miuas were manufactured. Lamborghini had an even more exciting model to take the place of the Miura. This was called the Countach, which is still manufactured as Lamborghini's top model. The prototype appeared at the 1971 Geneva Show, and a production model at the 1973 Geneva Show. The futuristic, wedge-shaped body was designed by Bertone. It is characterized by the doors which open upward. A V 12 cylinder engine is mounted amidship with its back towards the front, the displacement being 5 litres for the prototype and 4 litres for the production model. The engine power is

transmitted forward to the clutch and gearbox wherefrom it is transmitted backward through the engine bottom to the differential gear behind the engine. The production model is called the LP 400 and has a maximum speed of 300 km/h. A special order, the LP 500S is a further upgraded version. One of these machines is owned by Walter Wolf, A Canadian businessman famous for the Wolf Formula One Racing Car. In this car many modifications, such as the improved compression ratio, the engine, of the same displacement of 4 litres, develops no less than 447 hp. In addition, the body lightened. As a result, the LP 500S is said to have a maximum speed of 315 km/h. The addition of the front and rear over-fenders, rear wing, etc. and the use of very wide Pirelli P7 tyres combine to make the car's appearance really dynamic. A number of details remain unknown, however, because this is not Lamborghini's production model, such mystery making the Countach LP 500S more and more attractive, and the envy of every enthusiast lucky enough to have seen one.

* * *

In Italien gehörte es zum Zeichen des Wohlstandes, einen Sportwagen zu besitzen. F. Lamborghini kaufte sich einen Ferrari, den typischen italienischen Sportwagen mit dem springendem Pferd als Markenzeichen. L. war jedoch nicht zufrieden und so beschloss er, eigene Sportwagen herzustellen. 1966 zeigte L. in Genf den Miura, als Marke den "Bullen", sein Tierkreiszeichen. Die Leute staunten, Ferrari jedoch wurde zum Nachdenken gebracht. Bertone hatte die Karosserie geschneidert,

der 4 Liter V 12 Motor brachte max. 290 km/h und war in der Mitte eingebaut.

Erst 5 Jahre später erschien in Turin der erste Ferrari mit einem Mittelmotor.

Über 900 Miura's - eine beachtliche Zahl für einen "Exoten" - wurden produziert. 1971 wurde dann der "Countach" als Proto-Type in Genf vorgestellt, der Produktionswagen folgte 1973.

Die keilförmige Form war wieder ein Werk Bertone's, die Türen gingen nach "Oben" auf, der Mittelmotor mit 5 Liter als LP 500 Prototype und mit 4 Liter als LP 400 Serienwagen, all dies, setzte die Betrachter in Erstaunen und Bewunderung.

Ganz neu war die Anordnung des Motors: Das Motorende zeigt nach Vorne; die Kraft wird ebenfalls nach Vorne auf Kupplung und Getriebe übertragen und von da aus, unten, durch den Motor zurück auf's Differential hinter dem Motor. Der LP 400 hat max. 300 km/h.

Auf besonderen Wunsch wird der LP 500 S hergestellt. Die verbreiterten Kotflügel, der aufgesetzte Heckspoiler und die überbreiten Pirelli P7 Reifen zeigen die ganze Dynamik dieses "Exoten".

Viele Details jedoch bleiben ungenannt, es ist ja nicht der Produktionswagen.

Walter Wolf, der kanadische Ölmann, mit dem eigenem Rennstall der Formel 1, ist einer der wenigen Besitzer eines LP 500 S, die nur auf besonderen Wunsch hergestellt werden.

All das Geheimnisvolle an der Produktion und Einbauten machen den LP 500 S immer mehr zum Wunschtraum manchen Auto-Fan's.

READ BEFORE ASSEMBLY.

ERST LESEN
— DANN BAUEN.

- ★ This kit does not contain 2 U3(AA) size cells.
- ★ 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 glue to both parts to be joined.
- This mark shows the colour.

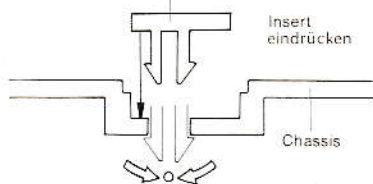
- ★ Zwei U3 Batterien werden benötigt.
- ★ Vor Beginn die Bauanleitung studieren und den Nummern nach die Elemente zusammenbauen.
- ★ Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden oder abwickeln, Teile vor Kleben zusammenhalten, auf genauen Sitz achten. Nicht zuviel Klebstoff verwenden.
- ★ Kleine Teile halt man mit Pinzette fest.
- Zeichen für Bemalung.

3 Fixing of Steering Einbau der Lenkung

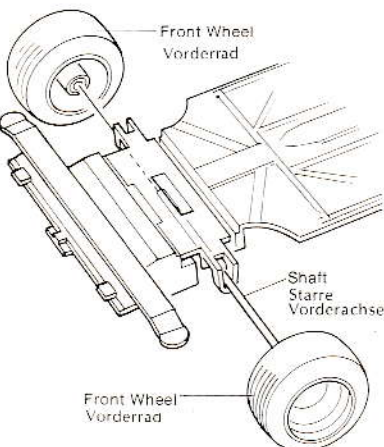
The kit contains steering for changing wheel direction and steering D16 for going straight on. These are interchangeable. Choose either of them according to the purpose.

Räder können lenkbar oder nicht lenkbar eingebaut werden.

«Steering»
«Lenkung»



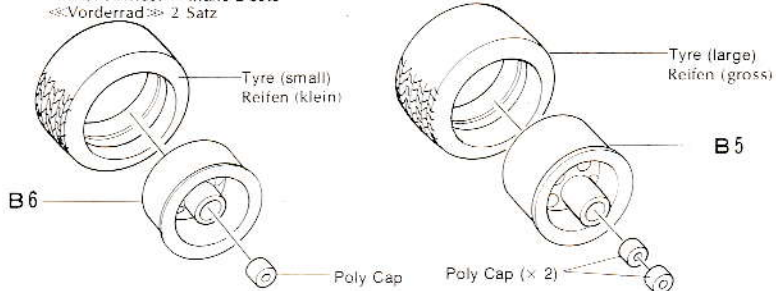
«Steering for going straight on»
«Nicht lenkbar»



1 Wheels Räder

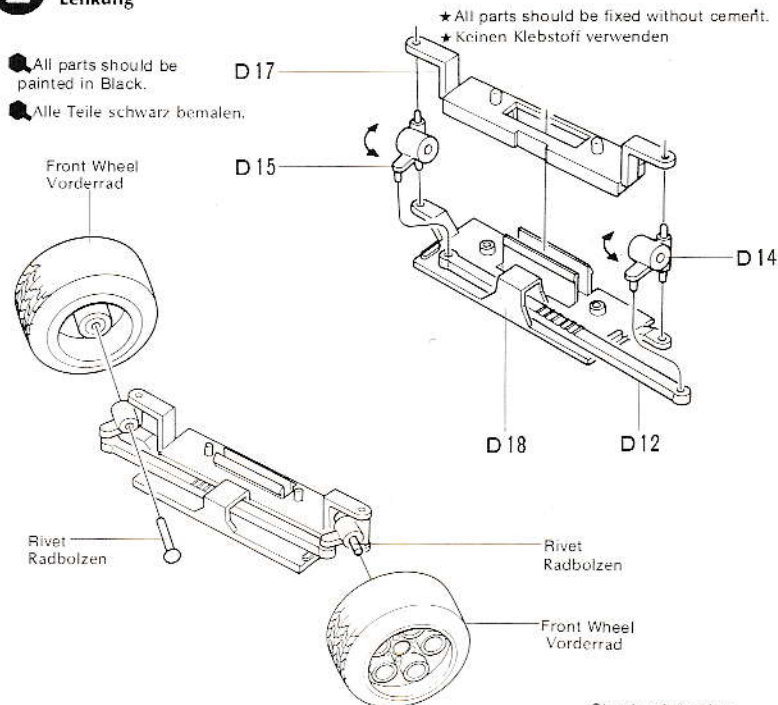
«Front Wheel» Make 2 sets
«Vorderrad» 2 Satz

«Rear Wheel» Make 2 sets
«Hinterrad» 2 Satz



2 Steering Lenkung

- All parts should be painted in Black.
- Alle Teile schwarz bemalen.

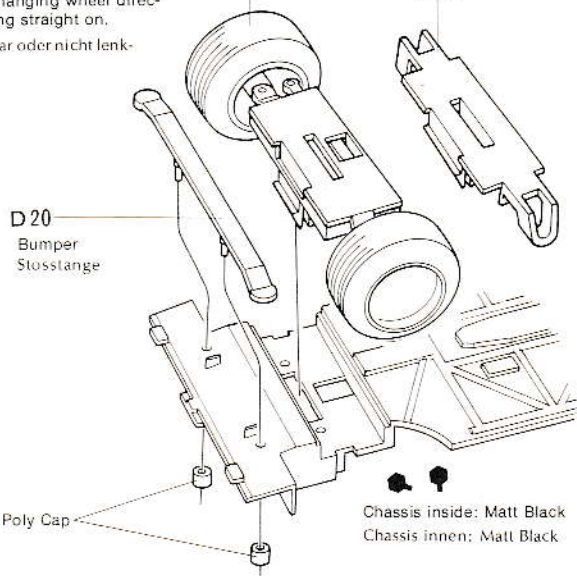


3 Fixing of Steering Einbau der Lenkung

Fix either steering for changing wheel direction or steering for going straight on.
Lenkung entweder lenkbar oder nicht lenkbar einbauen.

Steering for changing wheel direction: do not cement.
Vorderachse lenkbar

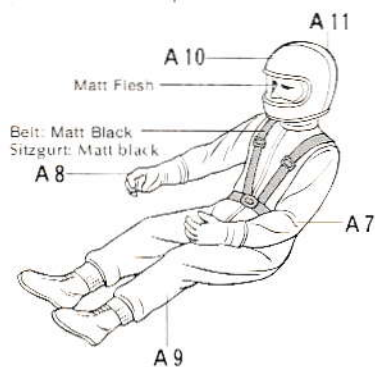
Steering for going straight on: do not cement.
Vorderachse nicht lenkbar
D16



4 Cockpit

Driver
Fahrer

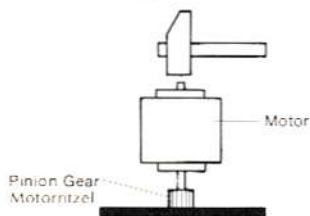
Paint driver as you like. Glue driver's arms in accordance with steering size.
Fahrer je nach Wunsch bemalen. Arme dem Steuerrad entsprechend einkleben.



5 Motor

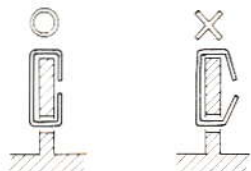
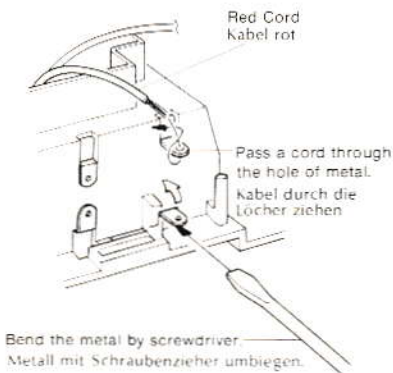
Pinion Gear
Motorritzel

Drive pinion gear into motor shaft.
Ritzel vorsichtig auf Motorachse klopfen.



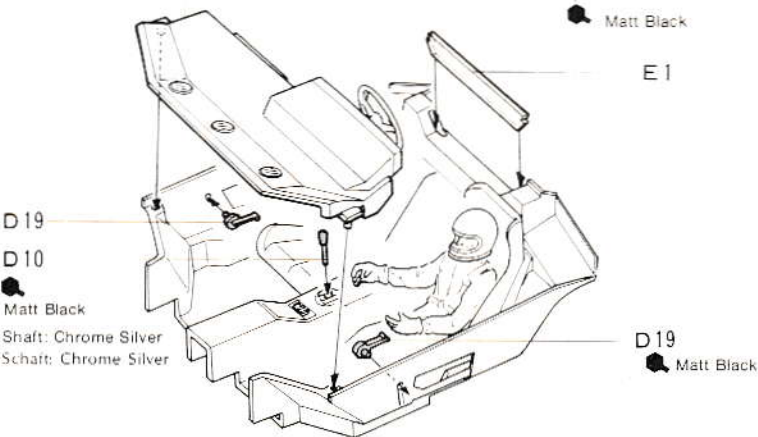
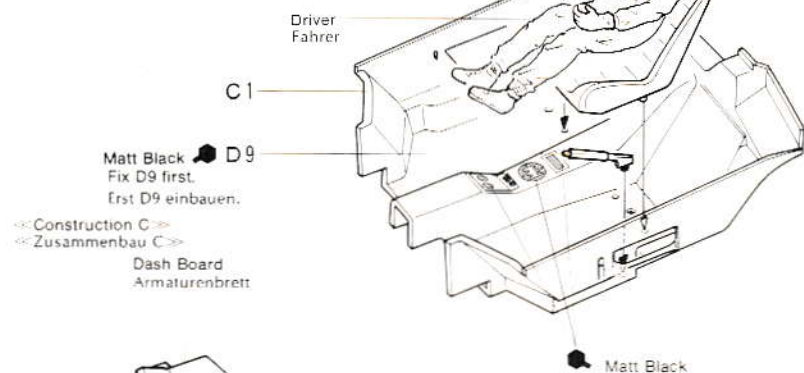
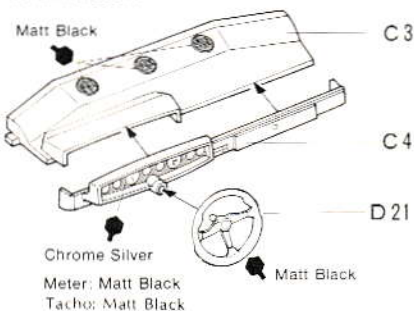
Battery Contact Metal
Batteriekontaktblech

Pass cords through the chassis.
Kabel durch Chassis stecken

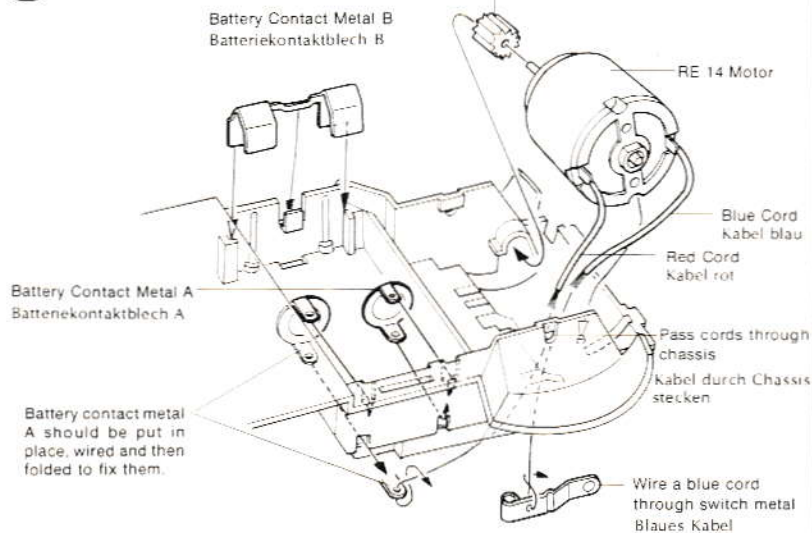


4 Cockpit

Construction A
Zusammenbau A

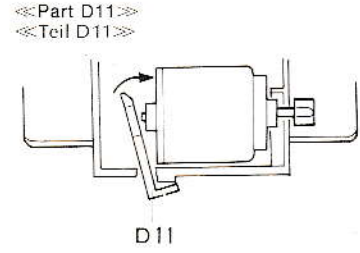
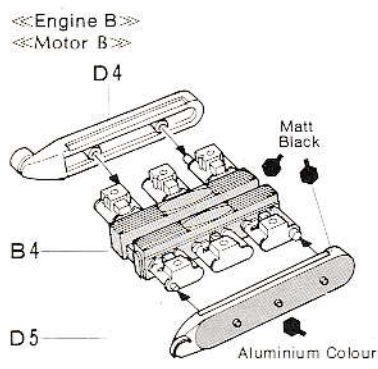


5 Motor

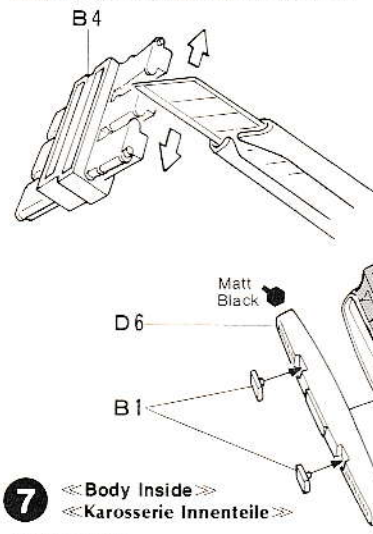


Construction B
Zusammenbau B
Seat is painted in the same colour of cockpit. Paint it as you like.
Sitz wie Cockpit bemalen

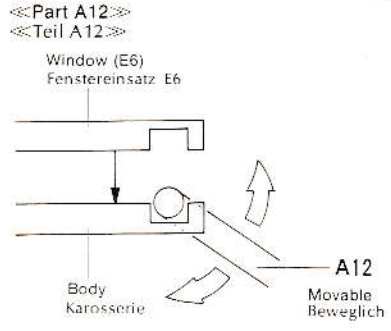
6 << Fixing of Cockpit >>
<< Einbau der Cockpit >>



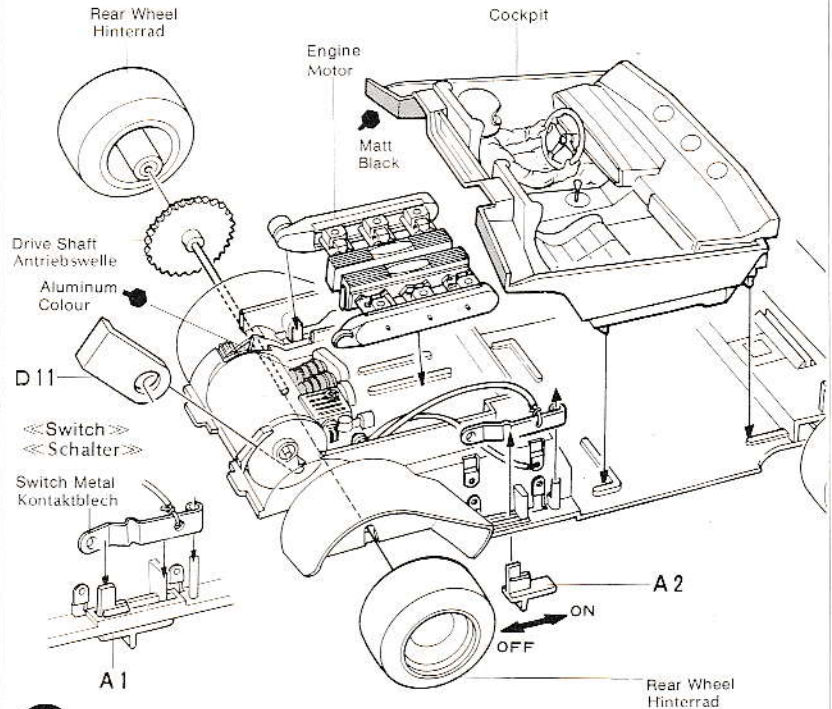
Before cementing plated parts, remove plating with a knife, etc. from the surfaces to which adhesive is applied.
Chromschicht an Klebestellen eintfernen.



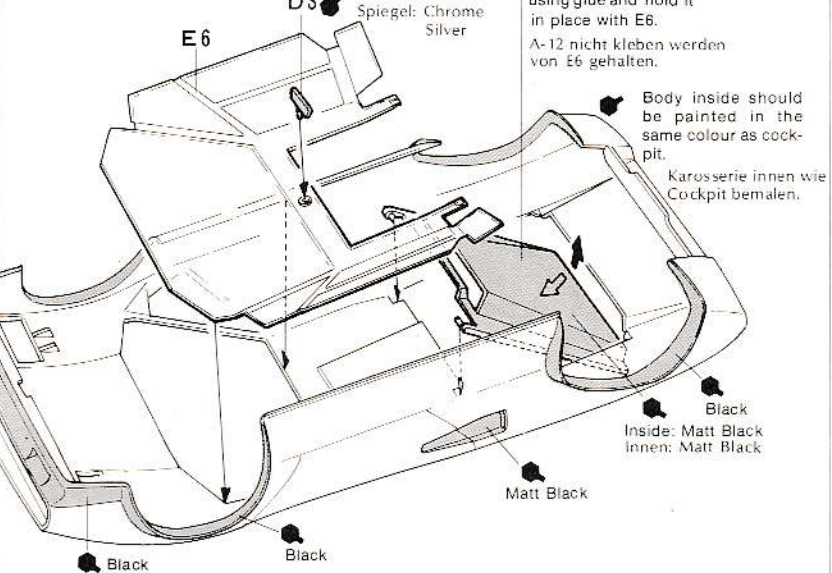
7 << Body Inside >>
<< Karosserie Innenteile >>



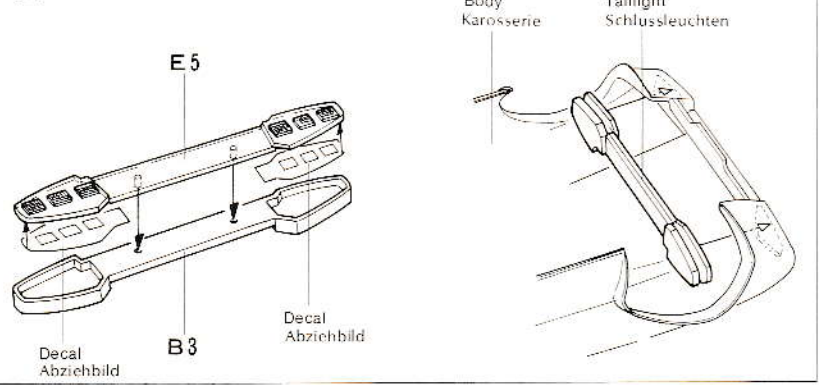
6 Fixing of Cockpit
Einbau der Cockpit



7 Body Inside
Karosserie Innenteile



8 Taillight
Schlussleuchten



PAINTING

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.

It is said that two Countach LP 500 S were made, one in red and the other in blue, on special orders from Mr. Walter Wolf. It seems that the Countach LP 500 S were made in Black which shape of wing and wheels are a little different from Walter Wolf's machines. But there is a lack of definite information as to them.

《《 Bemalung des Countach LP 500 S 》》
Diese "EXOTEN" werden farblich nur je nach Wunsch des Käufers hergestellt. Walter Wolf soll einen Countach LP 500 S in rot und einen zweiten in blau gekauft haben.

《《 Colours 》》
《《 Bemalung 》》

- Black
- Orange
- Red
- Chrome Silver
- Matt Black
- Aluminium Colour
- White
- Blue

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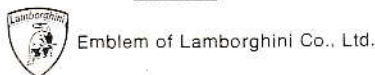
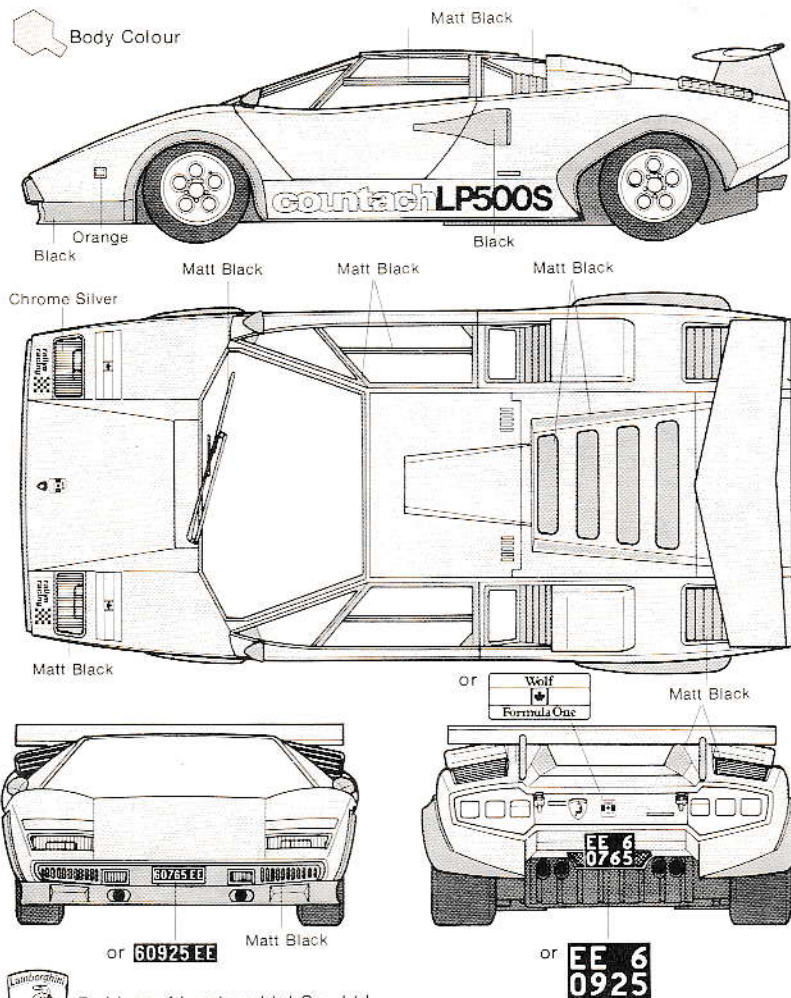
1/24 DATSUN 300ZX



1/24 CAMPUS FRIENDS SET



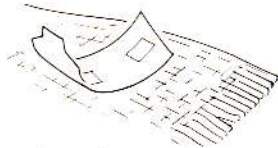
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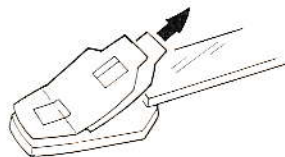
APPLYING DECALS

《《 Applying Decals 》》

- ① A decal to be applied should be cut off beforehand.
- ② Dip it in water. When the ground paper is on arches, take out of Water to place on a cloth such as a towel.
- ③ A minute or two later, hold edge of the ground paper to slide the decal onto the model from the ground 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 the work until the excess water, too, will be fully absorbed. When the surface to be applied with a decal is uneven or curved, press the decal down



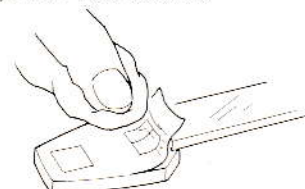
with a steamed towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion



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 abschleiben 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.