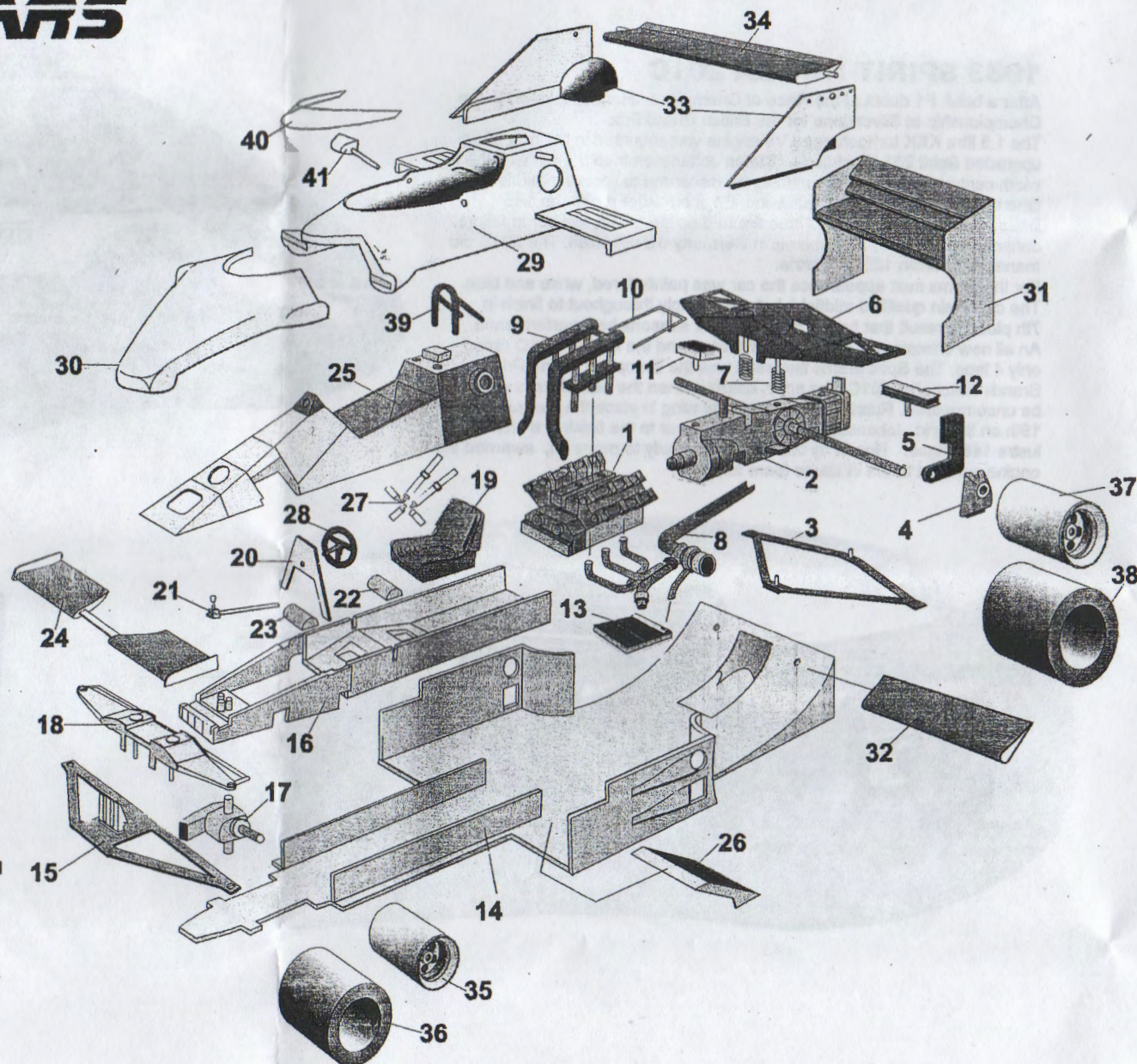


SCALE RACING CARS

SRC 59 Spirit Honda

1983 British GP Silverstone.

- 1) V6 ENGINE block gunmetal
- 2) TRANSAXLE & GEARBOX gunmetal
- 3) Rear lower WISHBONES black
- 4) Rear HUBS 1 pair gunmetal
- 5) Rear brake DUCTS 1 pair black
- 6) Rear upper ROCKER ARMS black
- 7) Coil SPRINGS x 2 black
- 8) EXHAUST & TURBO DUCT 1 pair gunmetal
- 9) PLENUM CHAMBERS 1 pair black
- 10) FUEL INJECTION feed pipe silver
- 11) TRANSISTOR BOX gunmetal
- 12) Oil RADIATOR silver
- 13) Turbo RADIATORS 1 pair silver
- 14) CHASSIS white, side radiator floors black
hand paint engine bay and tail section gunmetal.
- 15) Front lower WISHBONES black, pedals silver
- 16) Cockpit FLOOR silver
- 17) Front HUBS 1 pair gunmetal, brake ducts black
- 18) Front upper ROCKER ARMS black
- 19) SEAT semi matt black
- 20) DASHBOARD black
- 21) GEAR LEVER silver
- 22) Fire EXTINGUISHER red
- 23) OXYGEN cylinder black
- 24) Front WINGS black
- 25) COCKPIT/FUEL TANK silver, interior and fuel tank matt black
Position Engine/Rear Suspension unit (1-13)
- 26) Side RADIATORS x 2 matt black
- 27) Seat BELTS etch red
- 28) Steering WHEEL semi matt black
- 29) Cockpit BODYWORK white, interior matt black
- 30) Front BODYWORK white
- 31) Rear WING endplates white, wings black
- 32) Chassis WING black
- 33) Central Wing ENDPLATES 1 pair white, tyre guards gunmetal
- 34) Central WING black
- 35) Front WHEELS x 2 black
- 36) Front Tyres x 2
- 37) Rear WHEELS x 2 black
- 38) Rear Tyres
- 39) ROLL BAR black
- 40) WINDSCREEN vacform
- 41) MIRRORS 1 pair black



Note:- Car did not race in th British GP with central wing in position.

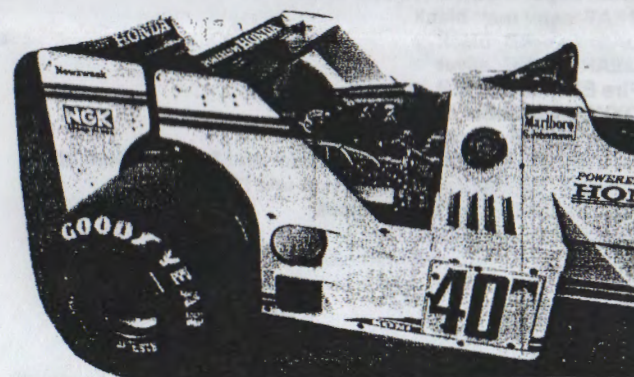
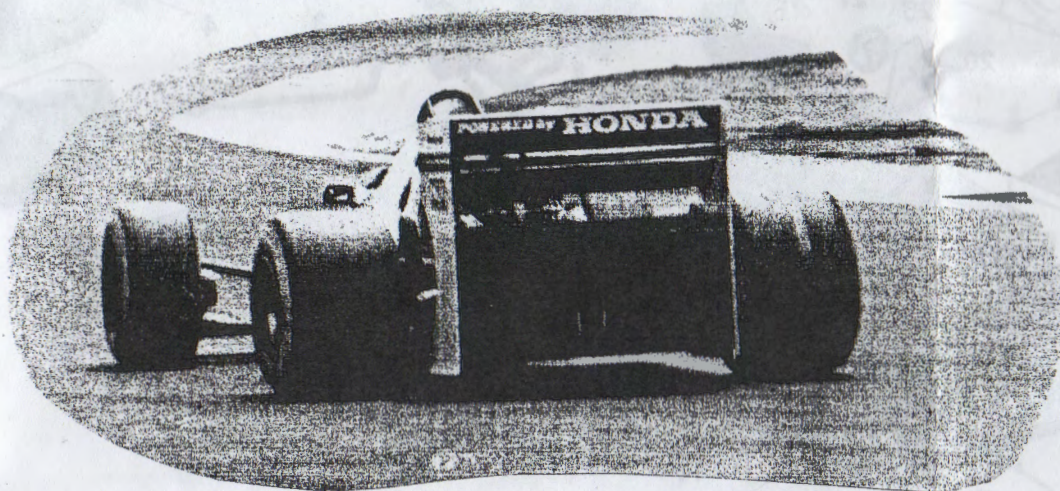
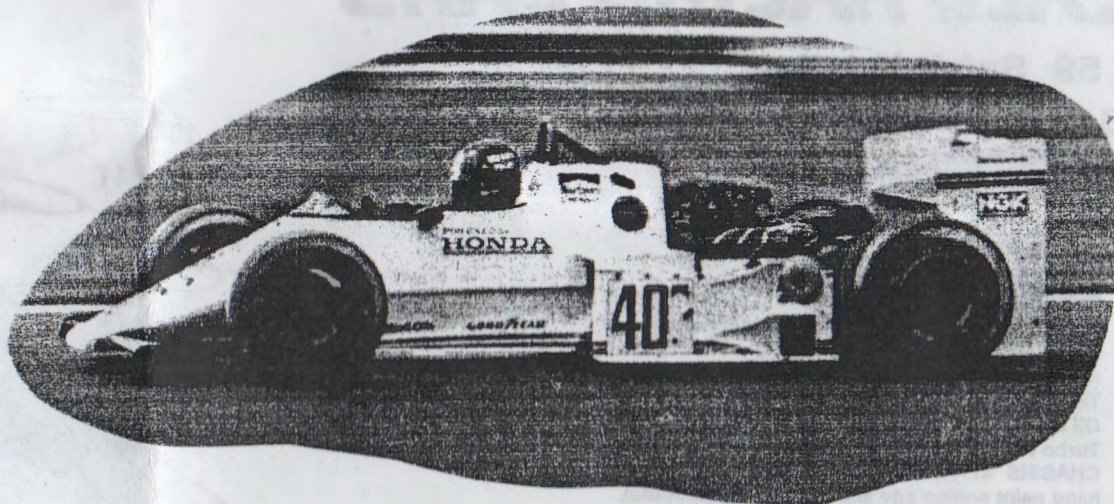
(Parts Nos 31 & 32)

1983 SPIRIT HONDA 201C

After a brief F1 debut at the Race of Champions, Honda returned to the Championship at Silverstone for the British Grand Prix.

The 1.5 litre KKK turbocharged V6 engine was mounted in the rear of an upgraded Spirit 201 F2 chassis. Stefan Johansson tried the car with the full width central wing in place, but this was discarded to record a midfield time running with the single rear wing. Engine misfire problems also limited practice. The Swedes race finished on lap 5 with fuel pump failure. Johansson, after similar problems in Germany did not finish. The 201C did managed to finish 12th in Austria.

For the teams next appearance the car was painted red, white and blue. The car again qualified midfield, but ran strongly throughout to finish in 7th place, a result that turned out to be their seasons best performance. An all new chassis was not ready for Monza and the original 201C raced only 4 laps. The Spirit teams final race was the European Grand Prix at Brands Hatch, the 201C was again entered when the new chassis proved to be uncompetitive. Running with the central wing in place the car qualified 19th on the grid. Johansson again raced the car to the finish in a lack lustre 14th place. Honda by this time were ready to move on, awarded the engine contract to the Williams team for 1984.



Check all parts against the exploded drawings, clean off any flash with a modelling knife and needle files, and drill out all location holes. Paint parts prior to assembly using automotive paints in aerosol form, commencing with primer followed by 3 to 4 light coats of colour. Assembly should follow the numerical sequence of the parts list, we suggest the use of 2 part epoxy or contact adhesive. Decals should be soaked in warm water, slid into place and pressed down firmly with a soft absorbent cloth.

HEALTH WARNING: Please ensure that when working with white metal, dust particles are not inhaled and that hands are thoroughly washed prior to eating.