

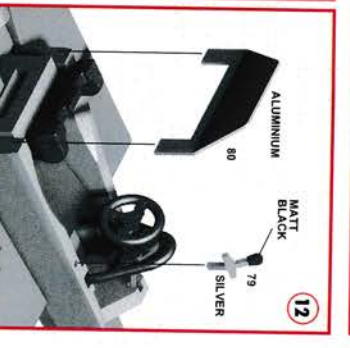
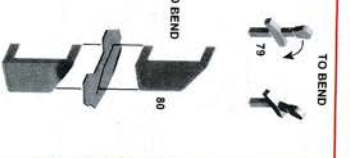
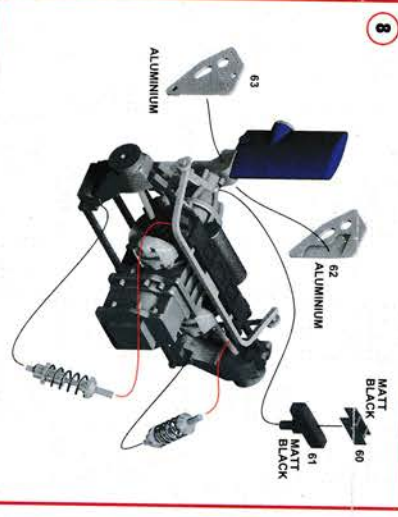
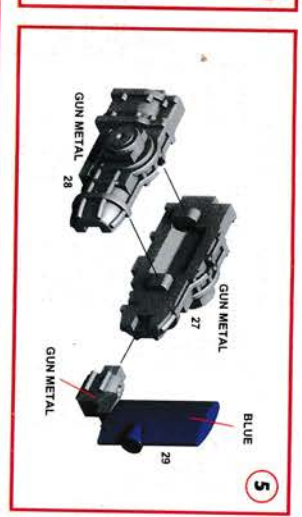
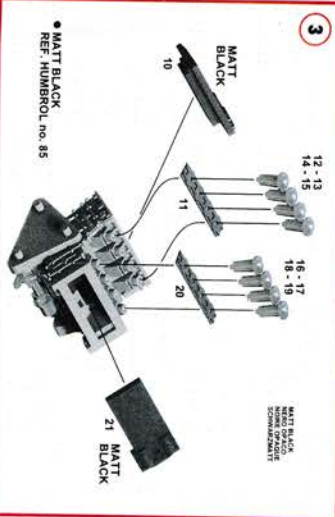
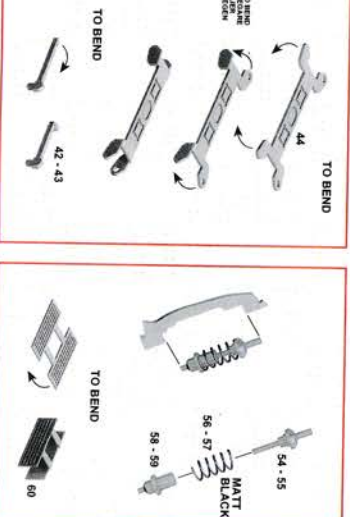
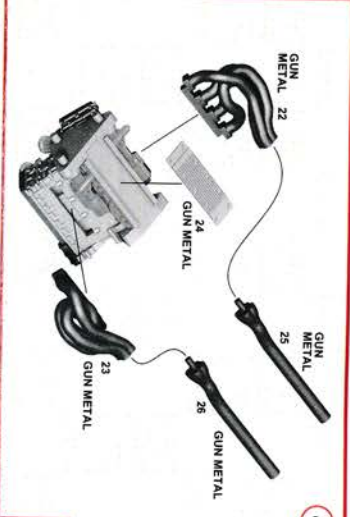
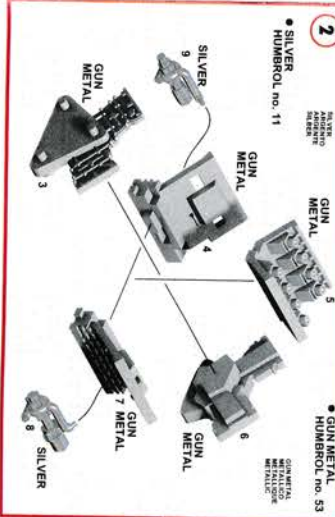
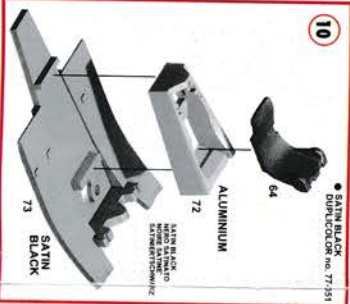
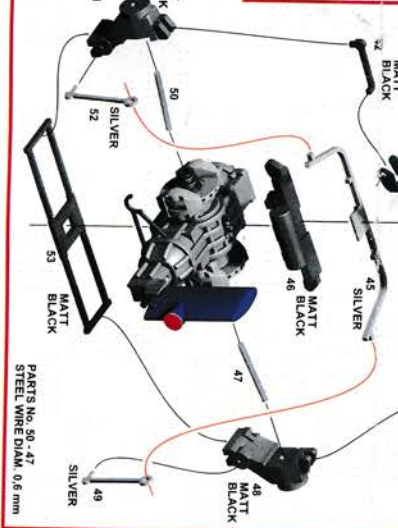
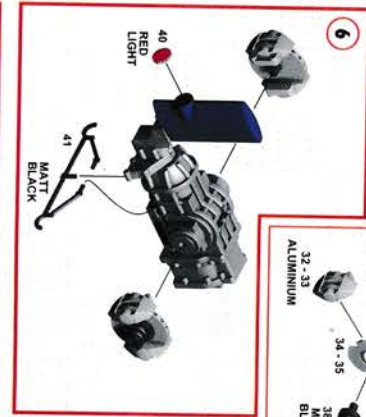
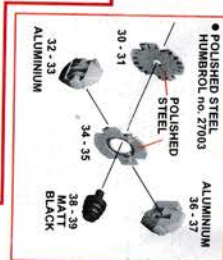
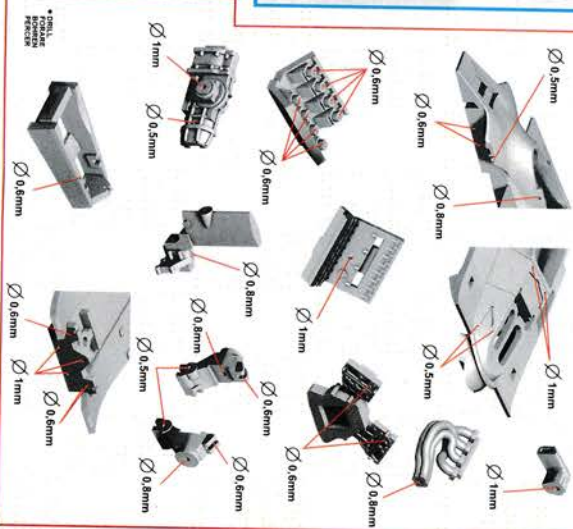
TMK272

SHADOW FORD DN96
"Samson Shag"

BELGIAN G.P. 1979

Manufactured under license from
"SHADOW MODEL SERVICE"

HOW TO DRILL



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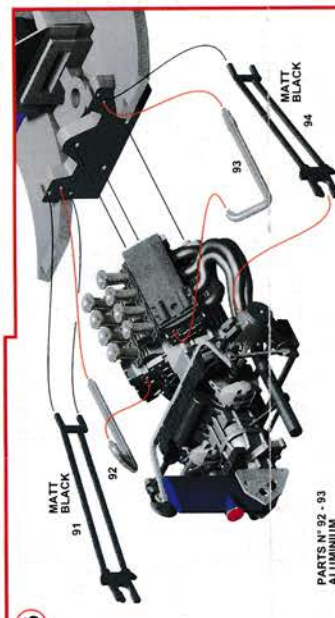
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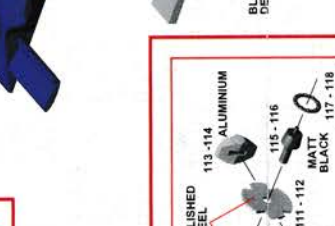
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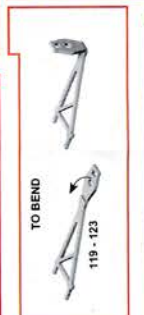
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Commento di Don Nichols
Proprietario Team Shadow

Commentaire M. Don Nichols
Propriétaire équipe Shadow

Comments from Don Nichols
Team Shadow's Proprietor



Commento di Jo Ramirez
Team Manager Team Shadow

Commentaire Jo Ramirez
Gérant équipe Shadow

La Shadow DN9A, versione 1978, di Hans Stuck/Clay Regazzoni si è classificata per tre volte al quinto posto nei Gran Premi. La Arrows FA1, "un clone della Shadow DN9A", la cui progettazione era fondamentalmente identica a quella dell'altra vettura, pilotata da Riccardo Patrese, ha dominato nel Gran Premio del Sudafrica fino agli ultimi giri (si è poi ritirata per rottura del motore) ed ha terminato al secondo posto nel Gran Premio di Svezia. L'abbandono del progettista Tony Southgate ne interruppe lo sviluppo ed influì negativamente sul potenziale vincente della vettura DN9, nella stagione dei Gran Premi 1979.

Il modello Shadow DN9B del 1979, era dotato di minigonne e di nuovi dispositivi nel campo dell'effetto suolo. Fu inoltre affidata a due giovani e brillanti piloti, Jan Lammers e Elio De Angelis e a Danny Ongais, un veterano della "NHRA AA Fuel Drag Racing" e "Funnycar Champion" più volte vincitore delle corse Indycar.

Purtroppo, durante la stagione 1979 la politica della Goodyear ridusse in larga misura la fornitura dei pneumatici e la vShadow non riuscì ad ottenere gli speciali pneumatici da qualificazione, se non in rare occasioni. Questo compromise notevolmente il suo sviluppo e le sue prestazioni, nonostante gli sforzi eccezionali compiuti da Elio De Angelis. Alla fine, durante l'ultima corsa, il Gran Premio degli Stati Uniti, Elio De Angelis riuscì a conquistarsi il belissimo 4° posto usando pneumatici di tipo standard. È opinione comune che la DN9B non abbia mai potuto raggiungere il suo pieno potenziale.

La vettura Shadow DN9A, versione 1978, di Hans Stuck/Clay Regazzoni a ottenerla per tre volte la cinquemila place dans les Grands Prix. La Arrows FA1, "un clone de la Shadow DN9A", dont la conception était pratiquement identique à celle de l'autre voiture, pilotée par Riccardo Patrese, a tenu la tête au Grand Prix d'Afrique du Sud jusqu'aux derniers tours (elle a dû se retirer parce qu'elle a fondus son moteur) et a obtenu la deuxième place au Grand Prix de Suède.

Le départ du concepteur Tony Southgate a interrompu le développement et a compromis le potentiel de réussite de la voiture DN9 pour la saison des Grands Prix 1979.

Le modèle Shadow DN9B de 1979 était équipé de minijupes et de toute une série de nouveaux dispositifs dans le domaine de l'effet de sol. Elle fut, en outre, confiée à deux jeunes et brillants pilotes, Jan Lammers et Elio De Angelis, et à Danny Ongais, un vétéran de la "NHRA AA Fuel Drag Racing" et "Funnycar Champion", qui a gagné plusieurs fois la course "Indycar".

Malheureusement, au cours de la saison 1979, la politique de la société Goodyear réduisit fortement la fourniture de pneus et la Shadow ne put obtenir que les pneus de qualification, si ce n'est en rares occasions. Ceci compromit notablement son développement et ses performances. À la fin, pendant la dernière course, le Grand Prix des États-Unis, Elio De Angelis réussit à arracher une merveilleuse quatrième place en montant des pneus de type standard. Tout le monde estime que la DN9B n'a jamais pu atteindre son plein potentiel de réussite.

The 1978 Shadow DN9A's of Hans Stuck/Clay Regazzoni achieved three 5th GP places and Arrows FA1 "Shadow DN9A clones" of basically identical design and driven by Riccardo Patrese, dominated the South African GP until the final laps (finally retiring with a blow engine) and finished 2nd in the Swedish GP. Departure of designer Tony Southgate interrupted the development and winning potential of the DN9 concept for the 1979 Grand Prix season.

The 1979 Shadow DN9B featured sliding skirts and other new ground effects updates plus two brilliant young drivers - Jan Lammers and Elio de Angelis and veteran NHRA AA Fuel Drag Racing and Funnycar Champion and multiple Indycar race winner Danny Ongais.

Unfortunately in the 1979 season Goodyear's policy severely reduced tyre support and Shadow was unable to receive special qualifying tyres except on rare occasions and therefore its development and performance potential were impaired despite daring efforts by Elio de Angelis. Finally, in the final race at the US GP, Elio de Angelis managed a strong 4th place on standard tyres. It is believed that the full potential of the DN9B was never realized.

La Shadow del 1979 è stata, probabilmente, la prima vettura di Formula Uno per la quale si è usata la verniciatura con aerografo, rivoluzionaria per quell'epoca, per disegnare il "Leone Samson", simbolo dello sponsor principale. Il risultato finale fu una vettura dal "look" eccezionale, che incorporava l'idea della velocità e del coraggio.

La vettura, affidata al giovane Jan Lammers ricco di carisma e di talento, rese il 1979 la più fantastica stagione della mia carriera, nonostante la scarsa affidabilità della vettura ed i limitati successi, dovuti al basso budget operativo di cui disponevamo.

En 1979, Shadow fut, probablement, la première voiture de Formule Un pour laquelle on utilisa la technique de peinture aérographe, qui à l'époque était révolutionnaire, pour peindre le "Lion Samson", symbole du sponsor principal de l'équipe. Le résultat fut une voiture au "look" exceptionnel qui incarnait l'idée de la vitesse et du courage.

Cette voiture, confiée au jeune Jan Lammers au grand talent et charisme, fit de 1979 la plus fantastique des saisons de ma carrière, malgré le peu de fiabilité et le moindre succès obtenu en raison du petit budget opérationnel dont nous disposions.

The 1979 Shadow was probably the first Formula One car to use the then revolutionary air-brush painting for the design of the "Samson Lion", the symbol of our main sponsor, the end result was an outstanding looking car which embodied the idea of speed and courage. This car is in the hands of the charismatic and talented young charco, Jan Lammers made

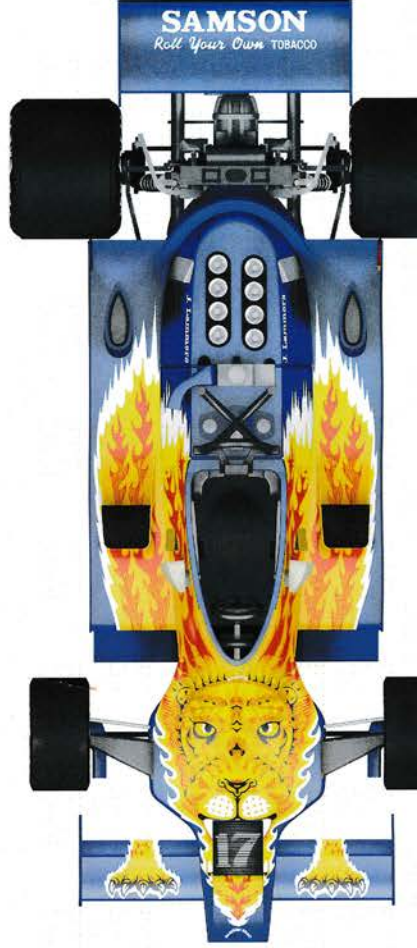


BELGIAN G.P. 1979



17 - Jan Lammers

10th.





TAMMO ARCHIVES



SPANISH G.P.

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TAMMO KITS
TAK272 SHADOW FORD DN9b
BELGIAN G.P. 1979



BELGIAN G.P.

TAMMO ARCHIVES

TAMMO KITS srl

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