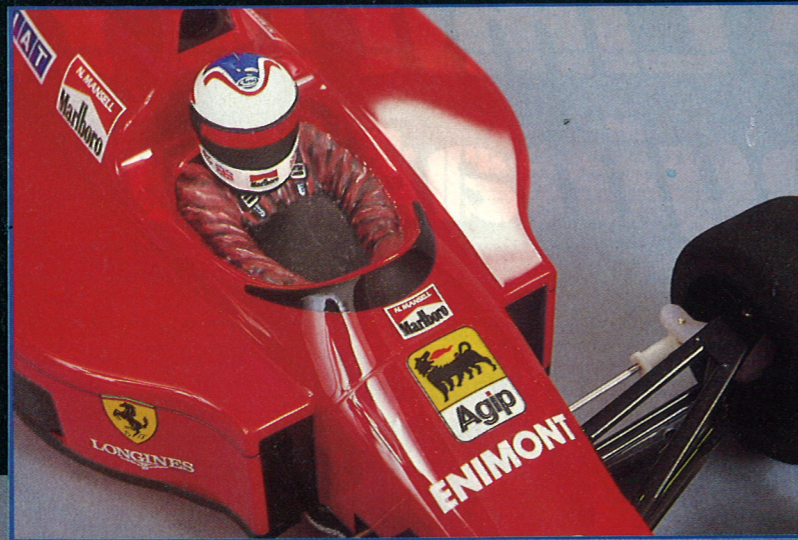
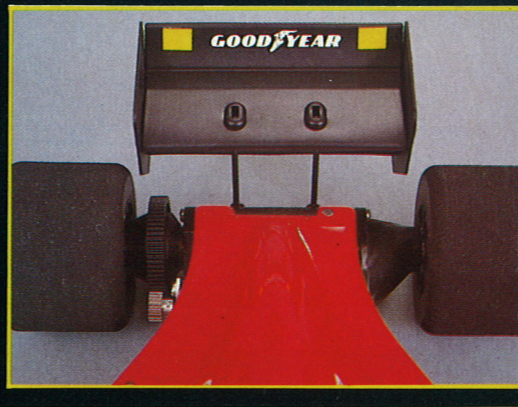


# WWEILL



A brand new F1 chassis for on road racing – from Tamiya





Tamiya, over the past twelve months, have produced various models of Ferrari's F189 Formula One racer from their excellent plastic range, including both the early and late versions. To this they add their latest release, a 1/10 on road racer, to replace the old road wizard chassis range.

#### Under Construction

First to be tackled on the construction of F189 turned out to be the most tricky part of the whole assembly. The wheels and tyres are bonded together by means of double-sided tape! This may sound easy but just imagine that the tyre is a tight fit on to the wheel with the tape sandwiched in between which then needs to be unpeeled. The instructions suggest firstly sticking the tape on to the wheel, then placing the tyre completely on the wheel and with tweezers gently pulling the tape off, keeping the tyre in line with the wheel. This is a little tricky and gluing may seem an easier alternative but be patient and as usual the Tamiya method works fine.

#### Chassis Construction

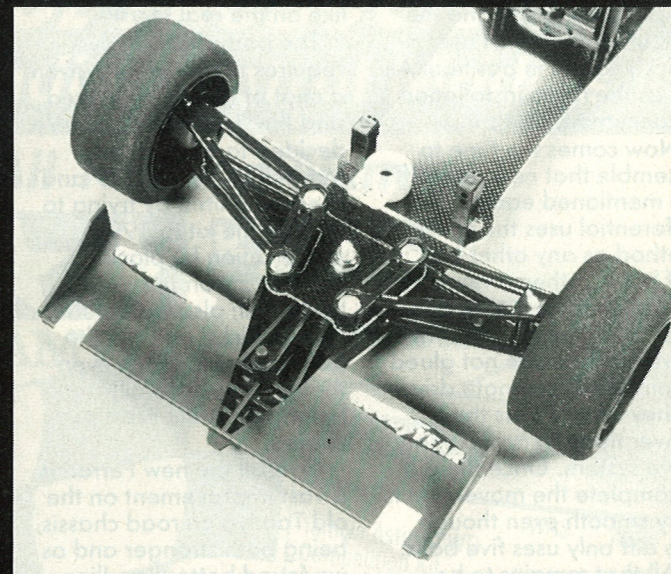
Work on the F189 chassis starts by placing the rear body mounts on to the top deck; these are rubber mounted to allow the bodyshell some movement on the chassis. This top deck also houses the rear damper mounting but more of this later.

This upper deck is then mounted to the main chassis with long countersunk bolts which then forms half the rear pod to which the rear T-piece is neatly mounted on rubber O rings, giving a flexible rear end.

The rear gear case assembly is next to be assembled. This uses four components made from Tamiya's usual tough plastic, and when squarely bolted together on a flat surface is finally attached to the rear T-piece. This gives a very solid feel to the rear end of the car and a good basis for the motor and rear axle to work from.

#### Put the Power Down

Tamiya's Ferrari has a standard steel rear axle which runs on high quality ballraces in the rear gear case. What is novel is that the rear axle appears to be



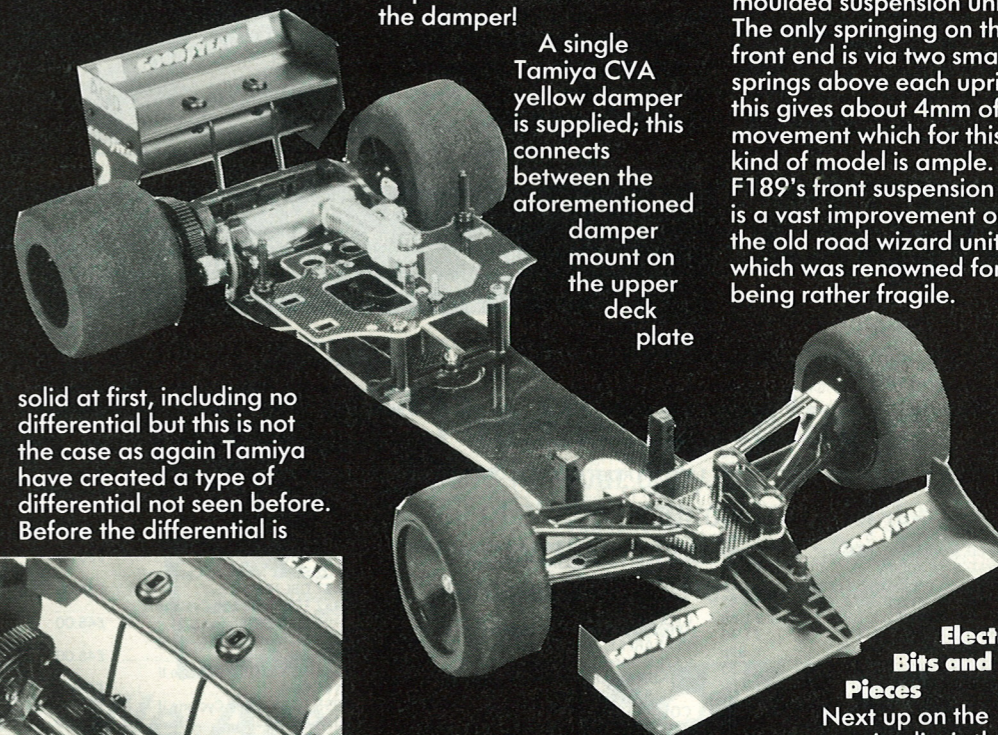
All new neat and tough front end looks more releastic too!

assembled the 540 standard motor complete with connections is temporarily secured in the rear gear case. At this stage construction of the rear end stops and we move on to the damper!

#### Front Suspension

Tamiya's Ferrari does not have a complicated pull rod suspension system like the real F189, but does have an all new and very neatly moulded suspension unit. The only springing on the front end is via two small springs above each upright; this gives about 4mm of movement which for this kind of model is ample. The F189's front suspension unit is a vast improvement on the old road wizard unit which was renowned for being rather fragile.

A single Tamiya CVA yellow damper is supplied; this connects between the aforementioned damper mount on the upper deck plate

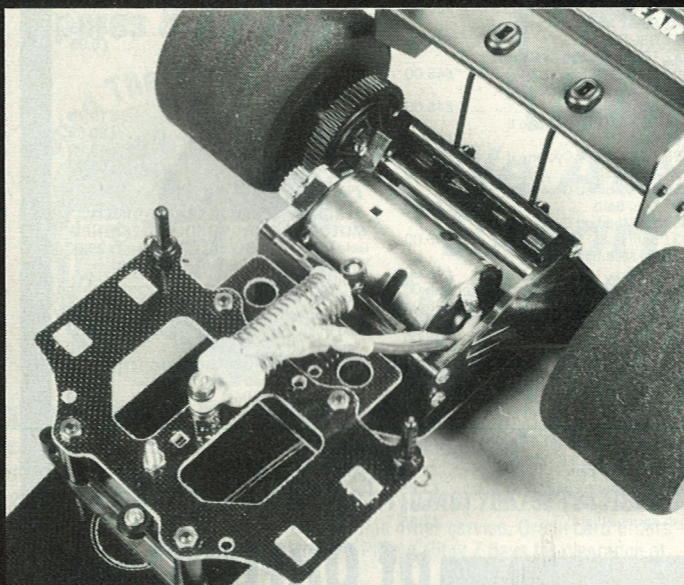


solid at first, including no differential but this is not the case as again Tamiya have created a type of differential not seen before. Before the differential is

#### Electric Bits and Pieces

Next up on the construction list is the installation of the radio system. Tamiya advise in the instructions to use a CPR unit. This makes life very easy because everything fits in with room to spare; this is how we did it and really we advise you to do the same as the Ferrari's cockpit, just like the real one, is rather cramped. The steering servo

to a ball joint on the rear gear case assembly. Tamiya, as usual, supply the oil to fill the damper and the instructions show a range of Tamiya oils to adjust the damping. The damper is also fitted with a soft spring to keep the rear end of the Ferrari off the ground.



Left: Damper fitted to rear end. Above: Clean neat chassis, note also new dished wheels.

simply bolts in-situ and the CPR unit and switch are quickly taped in position. As far as the radio installation is concerned, that's it.

Now comes the time to assemble that new rear diff we mentioned earlier. The differential uses the same method as any other ball diff but is rather strange in construction as it all works over a solid shaft. Also the drive washers are not glued or pinned to promote drive – they simply pass the power through an octagon drive system. Once the diff is complete the movement is very smooth even though this diff only uses five balls.

All that remains to be done is for the motor pinions to be attached to the motor, the gear mesh to be set and your F189 is ready for the circuit bar the painting of the bodyshell.

### **Finishing Touches**

The rear wing has to be cut from a Lexan sheet and bolted together; we then gave this whole unit including the wing wire a coat of matt black paint just

like on the real Ferrari.

The bodyshell simply requires to be cut out, given a coat of Ferrari blood red and the decals applied. We decided to have Nigel Mansell pilot our F189 and cheated a little by trying to update the kit to 1990 specification by placing number 2's on the bodyshell; also we put the yellow 'flicks' on both the front and rear wings even though they normally belong on Alain Prost's chassis.

Overall the new Ferrari is a vast improvement on the old Tamiya on road chassis, being both stronger and as we found better handling. The car has all the usual Tamiya niceties during construction, looks great when completed and should be put on the top of any forthcoming shopping lists.

***Right: Driver detail is good including helmet decals. The view the competitors get!***

