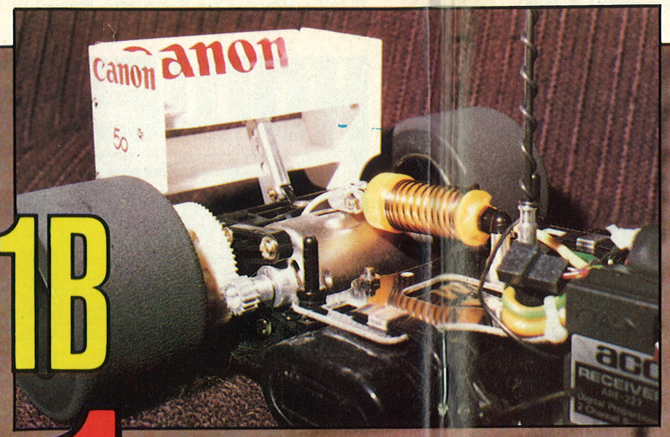
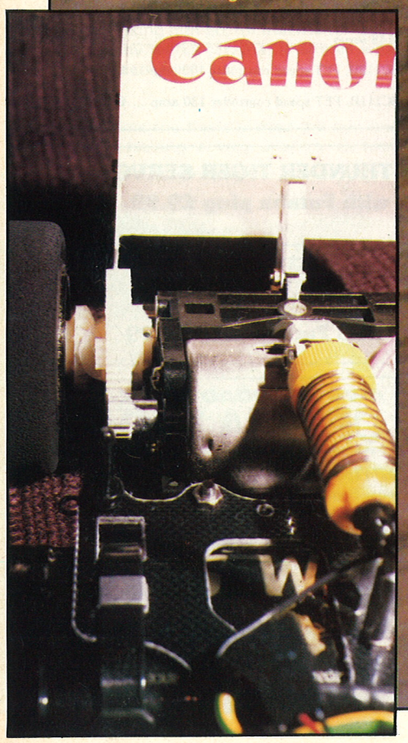
# TAMIYA
# WILLIAMS FW11B
# HONDA F-1



The single monoshock is mounted longitudinally, this and the chassis soak up all the shocks.

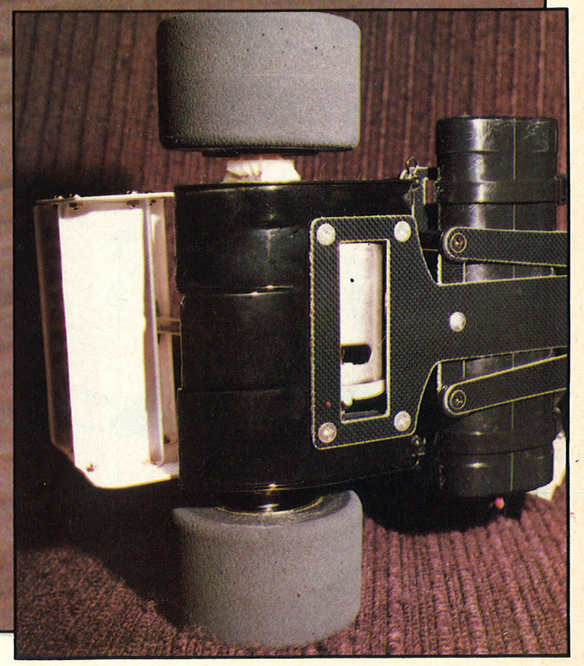
Finishing the Williams Honda is not an easy job but well worth the extra effort.

The 1/12 scale type exposed differential can be clearly seen in this photograph, care must be taken when assembling the motor mount to make sure it is perfectly square and flat otherwise the diff could be damaged.

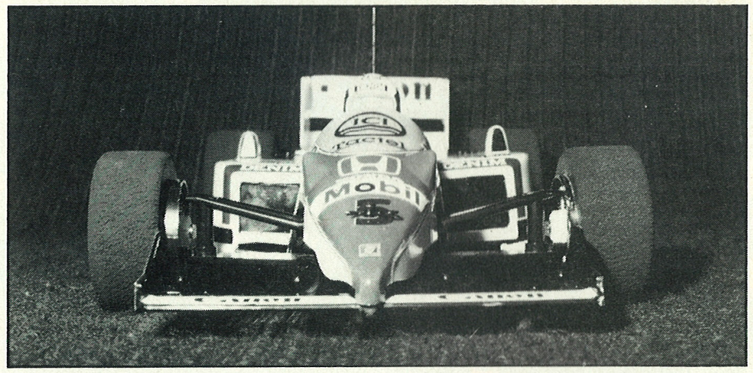


At rest and in action the Williams Honda looks exactly like the snarling angry beast that it represents.

The lexan guard prevents small pieces of grit and stones from entering the exposed differential and adds to the scale appearance.



## A new style of 1/10 car from Tamiya that could catch on at the tarmac circuits



*This is the view that Nelson Piquet must have seen so much of last season, the nose cone of Mansells car pushed firmly into his slipstream.*

As some of you may have already noticed, tarmac racing is becoming very popular in the UK. Several clubs have already taken to racing in this style and the first tarmac national has just been held.

Tamiya then could not have chosen a better time to release into the UK their scale formula one cars. The Williams Honda really is a superb car to look at, as much at home on the display shelf as on the circuit, Tamiyas designers have really gone to town on this bodyshell reproducing a fine scale model.

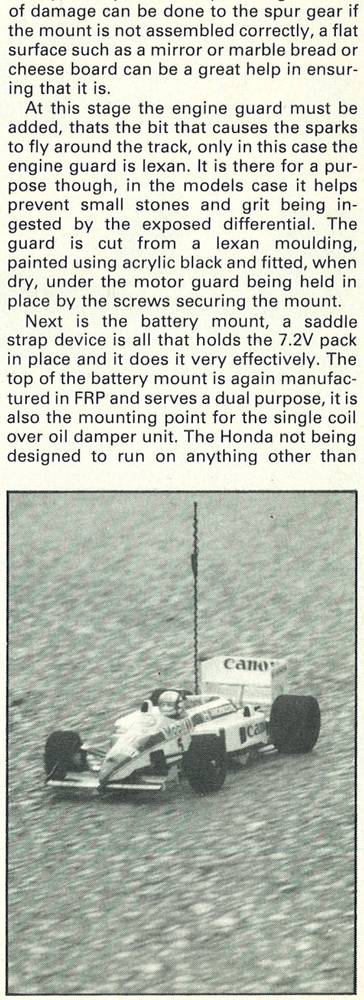
### Back to Basics

Tamiya have done exactly that with the Williams Honda and gone back to the basics of 1/12, not 1/10 car construction. A fibre reinforced plastic chassis is utilised giving the car excellent strength and amazing lightweight, this FRP chassis is stiffened using a rigid fibreglass plate screwed and glued into position.

The rear of the car is taken up by the standard 540 motor which is supplied in the kit and the engineering quality plastic motor mount. Care has to be taken when assembling this mount to ensure that it is built perfectly flat and square, a great deal of damage can be done to the spur gear if the mount is not assembled correctly, a flat surface such as a mirror or marble bread or cheese board can be a great help in ensuring that it is.

At this stage the engine guard must be added, thats the bit that causes the sparks to fly around the track, only in this case the engine guard is lexan. It is there for a purpose though, in the models case it helps prevent small stones and grit being ingested by the exposed differential. The guard is cut from a lexan moulding, painted using acrylic black and fitted, when dry, under the motor guard being held in place by the screws securing the mount.

Next is the battery mount, a saddle strap device is all that holds the 7.2V pack in place and it does it very effectively. The top of the battery mount is again manufactured in FRP and serves a dual purpose, it is also the mounting point for the single coil over oil damper unit. The Honda not being designed to run on anything other than



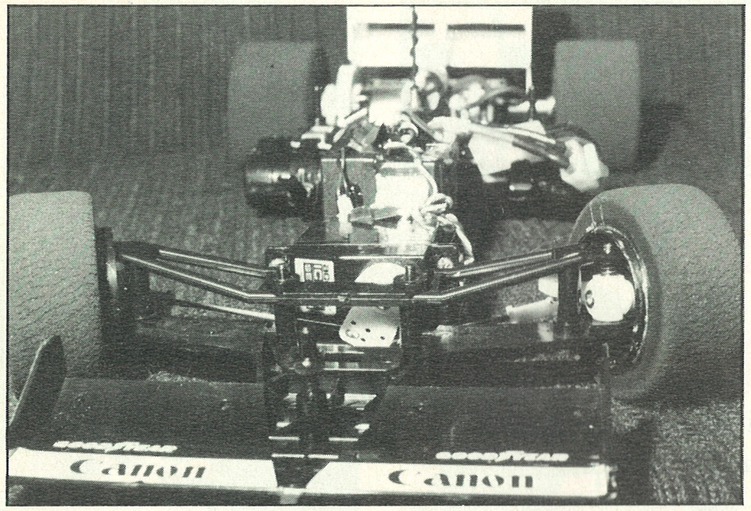
*Exploded diagram shows the 1/12 type differential and how it fits together.*

*Motor and axle carrier, take care when assembling this component!*









*This photo shows how fine the front upper wishbones are, the Honda Williams wont take punishment like other Tamiya 1/10 cars, be warned.*

true, flat surfaces needs no other damping as all shocks are soaked up by this damper and the natural flex of the chassis.

The front end is simplicity itself, again scale detail is followed closely wherever possible and a very fine upper wishbone is the result, the lower one is much thicker giving strength. Front suspension is provided by a coil spring fitted above the stub axle block and held in place by the Kingpin.

Power is delivered to the road surface through a simple train, motor, external spur gear/differential and finally large sponge tyres again a la 1/12. Front tyres are also sponge, both sets of tyres have to be glued onto the rims, this is a messy task with no short cuts, but dont be tempted to omit it as the only result will be no traction, no grip and no tyres.

The Honda Williams is ideally suited for use with Tamiyas new Adspec radio, this features a CPR or control process receiver. This really is a compact device that utilizes a receiver and speed controller in one box. Don't worry if you dont posses the new Adspec radio though as most speed controllers will fit somewhere although careful juggling needs to be carried out with both the speedo and the receiver.

Finally the bodyshell needs to be masked and sprayed, this is no easy task and requires a great deal of painstakingly carefull masking, it is well worth it though as the finished result is first class.

### Driving

Bear in mind all the driving and testing of the Williams Honda was carried out using a standard motor, in this form the Williams was moving rather like an exocet missile that had been turbocharged, at least as a 1/10 driver thats how it seemed to me. Handling as you can well imagine at this speed is rather like the real thing I would imagine, interesting. Any rapid stick twiddling is rewarded with the back end instantly breaking away. Road holding in general though is very, very good the foam tyres doing their job well. Most road shocks are taken by the monoshock or absorbed by the chassis this gives almost life like scale flat turns again, dont be tempted to run the Williams on anything but level tarmac or concrete, the best you'll get away with is torn tyres.

Be careful and have a great time with your Tamiya Williams Honda.

Available from your nearest Tamiya dealer.