Mike Haswell looks at the famous Red 5.

Tamiya Williams FW14 Renault

Tamiya's latest Formula One release is the all conquering Williams Renault FW14 of Ricardo Patrese and Nigel Mansell, who is now the 1992 F1 World Champion. The basic chassis is the same as the McLaren MP4, but has a completely different body kit and front wing. I won't bore you with the details on how to build the car as Tamiya's instructions are the best you will find anywhere, however I would recommend that you get the ballrace set (approx £10) for the front wheels (part no. 53030 4 x 850 sealed ball bearings) and the rear differential (part no. 53066 3 x 1280 bearings). You will not need any ballraces for the rear axle as these are already supplied with the kit. The standard motor supplied with the kit is a Mabuchi RS 540SH which on the standard gear ratio is quite nippy, as well as being very economical on battery power. However for those speed freaks who want to go faster, Tamiya market a Sport Tuned motor which costs a mere £13 and is legal for the Tamiya F1 Euro Cup races.

Set-Up
Having participated in the Euro Cup, we have found that the car performs well out of the box with just a little bit of toe-in on the front wheels (ie the wheels both point SLIGHTLY inwards).

By tightening the rear screw on the bottom of the T-bar you can adjust the roll-stiffness of the car. For slippery tracks it is better to run the T-bar on the loose side and tighten the screw up to make the car stiffer for the higher grip tracks. With the cars being raced in standard form, on kit tyres, the racing is all about driving skill and not the latest hot motors and super-duper batteries, in fact quite a few drivers have been using batteries that are a few years old and are making the A finals at the Euro Cup.

So for all you would-be Nigel Mansells out there, rush out to your nearest model shop and get yourself a Formula 1.

Available from your nearest Tamiya stockist. Distributed in the U.K. by Richard Kohnstam Ltd.