

# An RRC Kit Review

## WILLY'S WHEELER



Remember Wild Willy — that tricky stunt vehicle launched by Tamiya earlier last year? Well, following in its off road wheeltracks is the 'street' version. Devoid of its huge tyres and military styled body the townie version boasts fibreglass flared body parts reminiscent of a group 5 saloon (fun-size of course!).

The model is based on the Honda city turbo — a 1200 cc car developing around 100 bhp from its turbocharged engine — giving 2 litre sports car performance.

A further stage of tuning brings these cars into the 'hyper turbo' class giving 126 bhp around 122 mph top speed and 0-60 mph in 5.6 secs.

Lots of scope then for alternative drive motors you may want to fit to the model!

Enough of the real thing on with the model review.

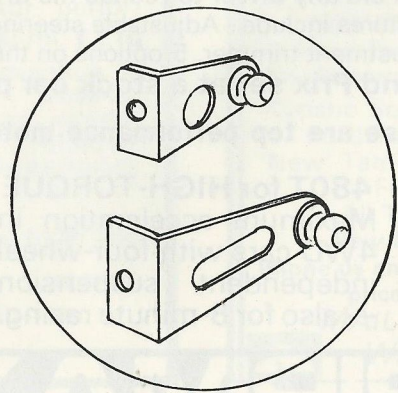
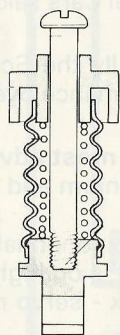
### GENERAL

The chassis is a further version of the original Wild Willy concept — a note here for those with early Wild Willy models using the short arm stay — this bodyparts set will not fit without new stays (see inset). It's a simple matter to assemble the chassis components following the illustrations in the building manual.

The proven components fit together easily and should be no problem even to a youngster.

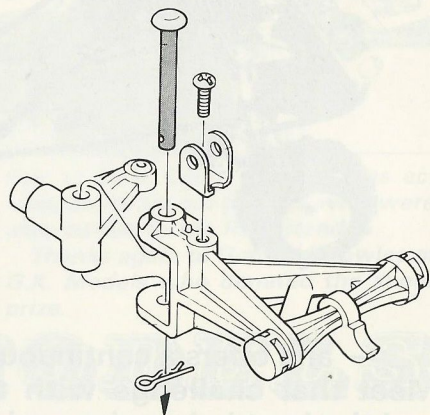
### FRONT SUSPENSION

Independent wishbone suspension with spring damping is featured here. Rubber boots protect this arrangement. Full suspension travel introduces bump steer toe-in but in use does not present a problem.



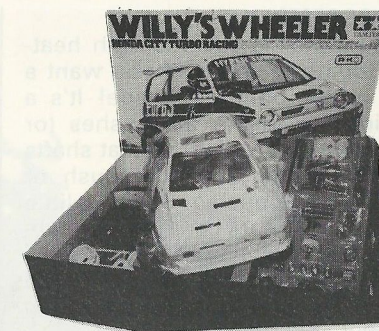
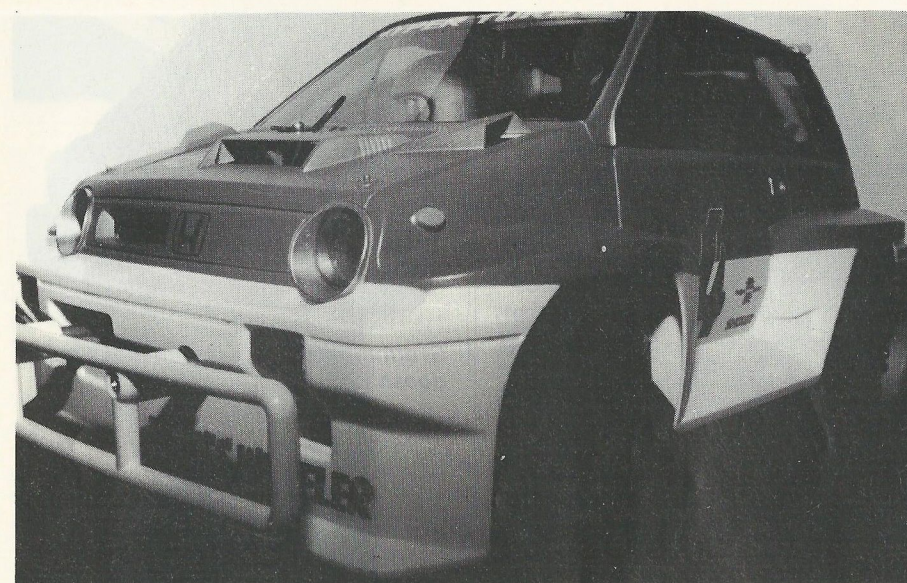
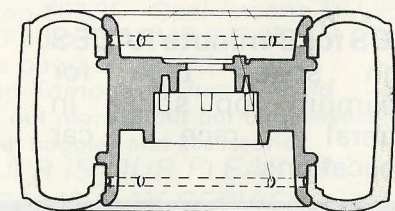
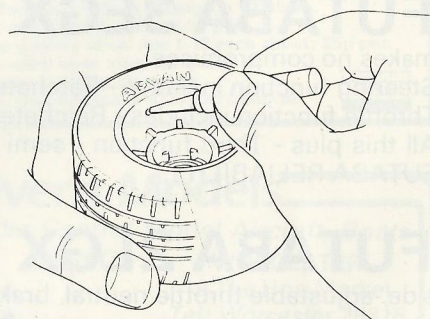
### STEERING

The steering servo located in the chassis box directly outputs to a linkage servo saver and 3mm ball joints and track rods. The steering knuckles are retained with body clips. Simple and effective.



### WHEELS AND TYRES

The bearings in the front wheels are retained by a plate secured with five screws. The tyre should be glued to the wheel rim using instant cement. Be careful to ensure tread pattern is correctly located. The rear wheels/tyres assemble in a similar manner and are retained on the hexagonal drive nuts with a captive 5mm nut — a drop of loctite is recommended.



How do they get it all in the box?

Short and dumpy—a cross between a Metro and a Group 5 Saloon—the Impressive Willy's Wheeler Honda Turbo.



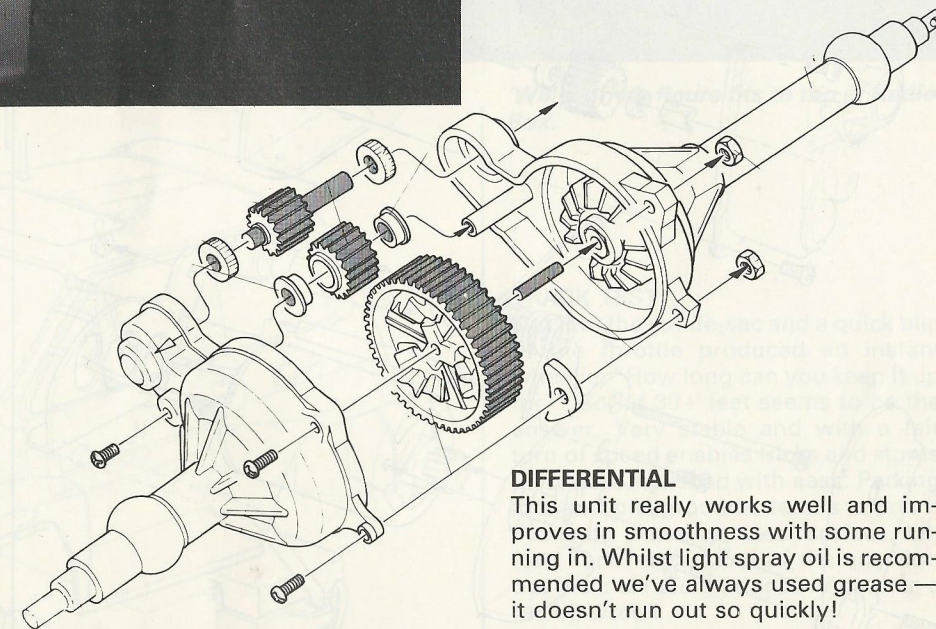
Driver detail superbly captured here.

### DRIVER AND BODYSHELL

All that's left now is to paint the driver and finish the bodyshell off.

Tamiya acrylics were used for the driver. As the review kit forms part of our 1984 display team equipment, it was painted in the usual colour — fluorescent pink — Hitech paint adheres very well to these styrene shells.

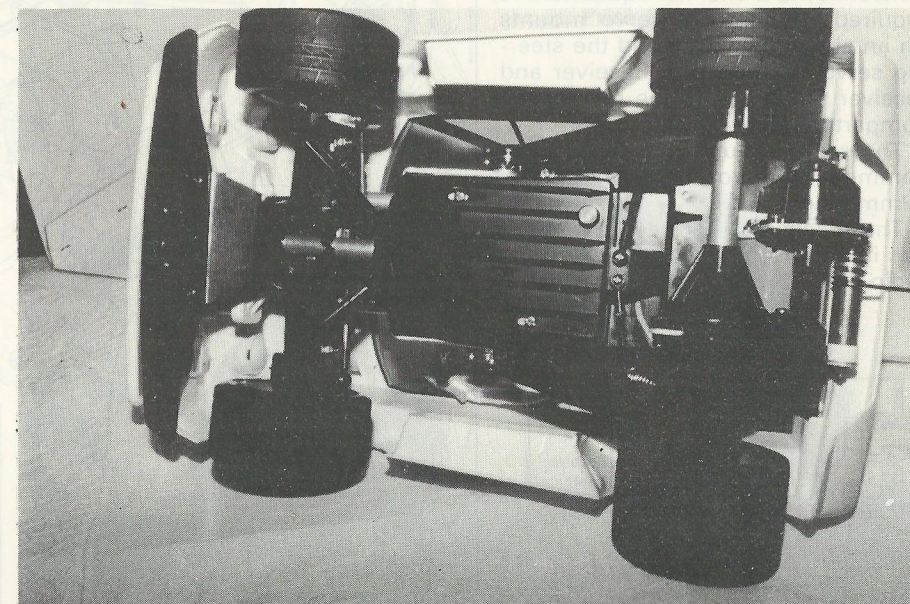
A full set of decals are provided to give a 'scale' finish or alternatively you can just use the numbers etc. each to their own choice! Watch out for the pink, yellow and green ones!! A functional bumper is fitted in addition to the Kydex underbumper.



### DIFFERENTIAL

This unit really works well and improves in smoothness with some running in. Whilst light spray oil is recommended we've always used grease — it doesn't run out so quickly!

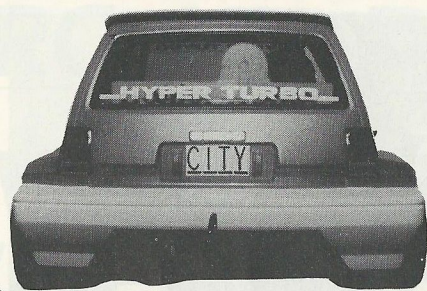
Underside view—Note Kydex front bumper.



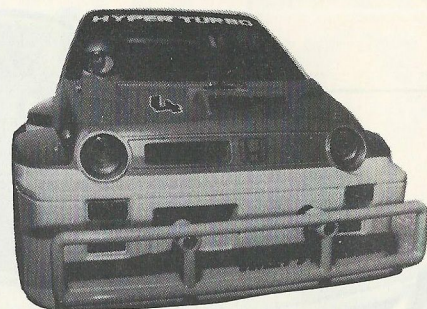
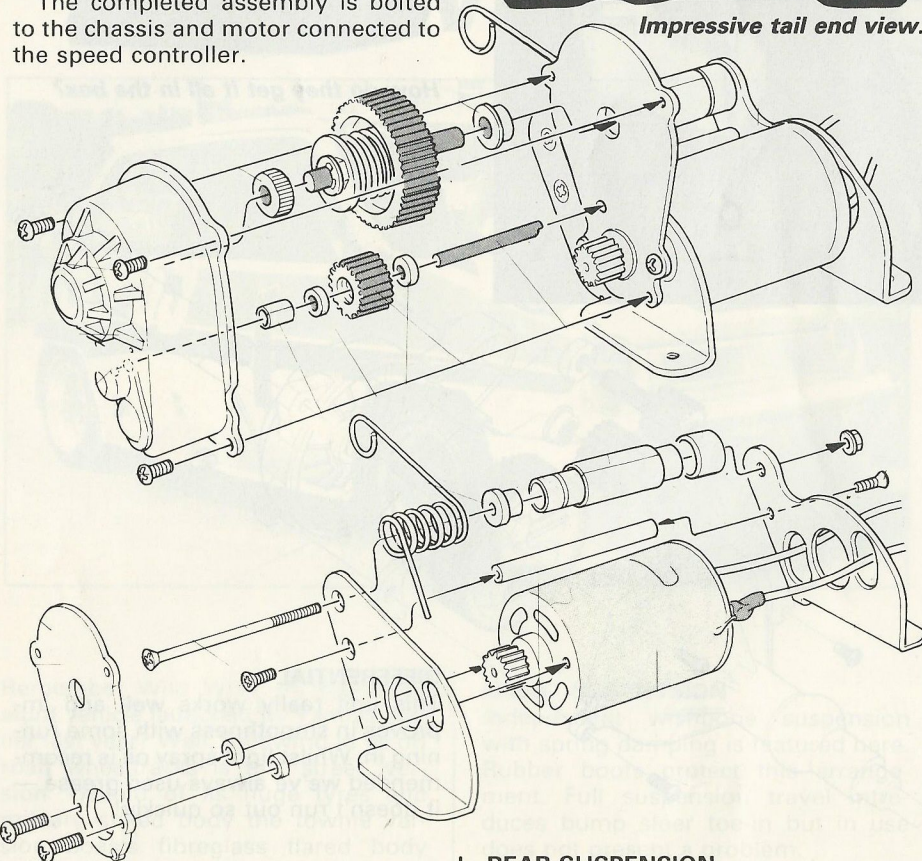
**DRIVE ASSEMBLY**

The 540 motor is covered with heat-shrink tubing to seal it. If you want a cooler motor omit this stage! It's a good idea to loctite the bushes (or bearings if you so wish) so that shafts etc. rotate rather than the bush or bearing in the housing. Spend a little time meshing gears correctly and lubricating with a quality light grease.

The completed assembly is bolted to the chassis and motor connected to the speed controller.



Impressive tail end view.



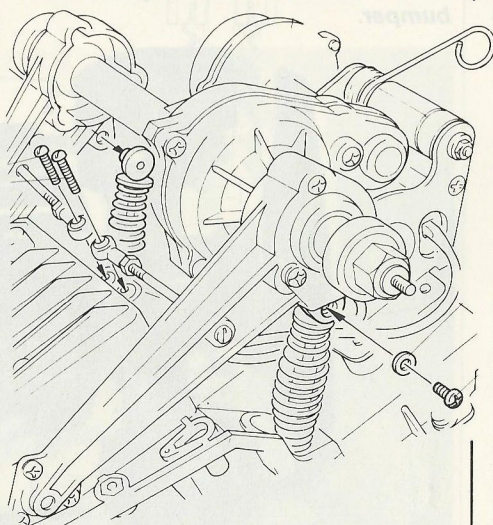
Ground effect?—certainly looks mean doesn't it?



Unusual overhead view showing access to on/off switch.

**REAR SUSPENSION**

Adjustable coil springs are fitted which can be altered to suit conditions. The hard (compressed) setting is recommended for road use.



Independent trailing arms support the differential assembly and final drive is via a brass universal joint.

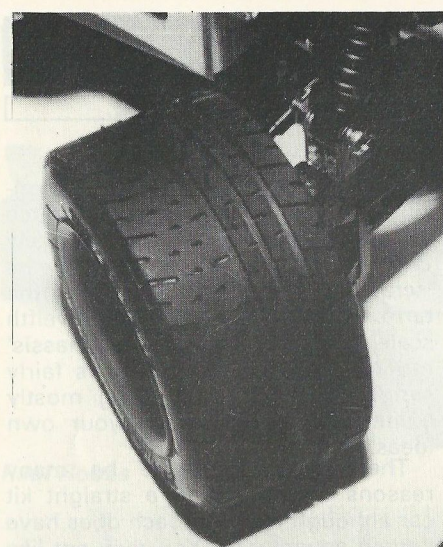
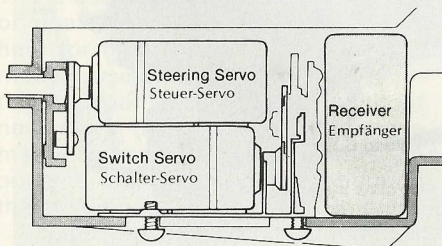
The radius arms are connected by ball jointed tie rods to the chassis box.

**RADIO EQUIPMENT**

Conventional 2 channel equipment is required. The throttle servo mounts on an aluminium plate and the steering servo is stuck to it. Receiver and receiver battery fit to the rear of the compartment.

The servo mounting plate will accommodate servos between 32 and 42mm height.

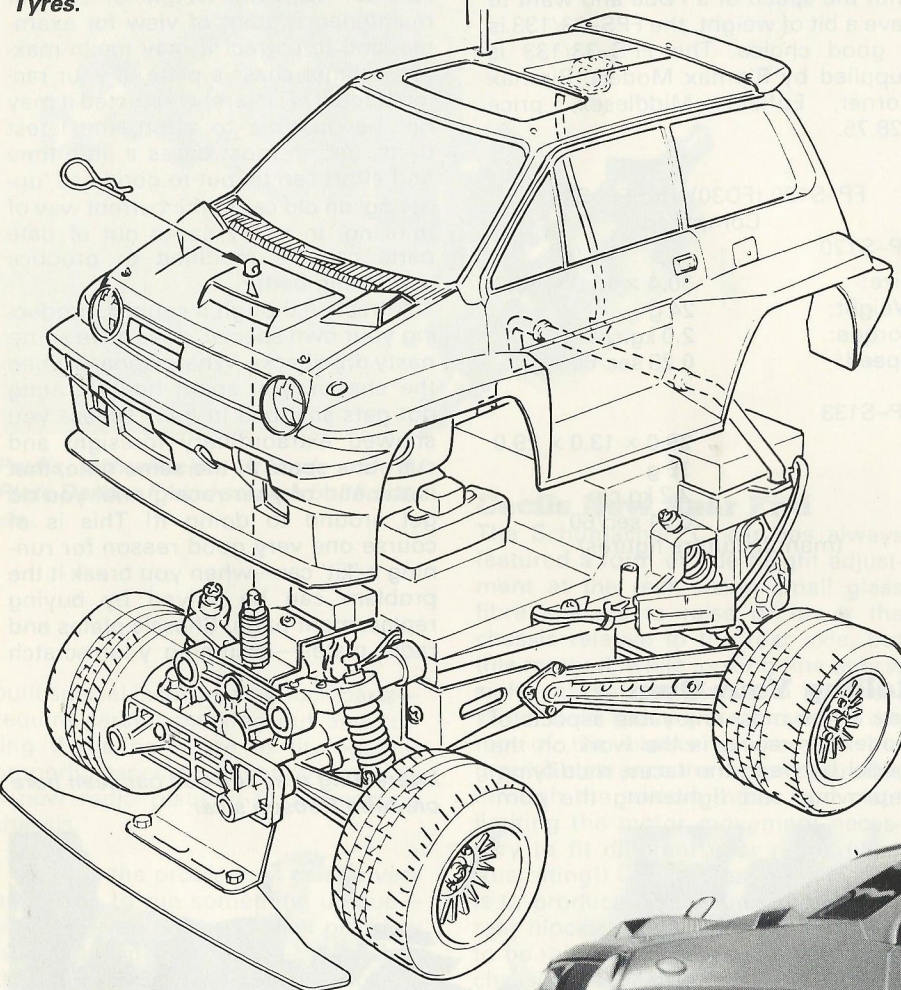
The mechanical 3 speed controller has its resistors mounted outside the radio box.



Close up of those Special Racing Tyres.



'Willy' driver figure fits to top of Radio Box.



**TRACK TEST**

Out into the cul-de-sac and a quick blip of the throttle produced an instant wheelie. "How long can you keep it up for?" So far 30+ feet seems to be the answer. Very stable and with a fair turn of speed enables tricks and stunts to be accomplished with ease. Parking lots and playgrounds, tennis courts if available prove an ideal surface. Lilford Park may be out of the question but it's a simple matter to improvise a racing circuit.

Lots of fun and a real eyecatcher. Perhaps not for competition but certainly a design that will appeal to the 'boy racers' amongst you.

Distributed by Richard Kohnstam Ltd., 13-15 High Street, Hemel Hemstead, Herts.

Available from all good model shops. Price £79.95 or less.



Willy's Wheeler



How long can you keep a Wheelie for?

