



Put the Williams team's quantum leap to the test on your SCX® circuit

SCX® PRESENTS THE WILLIAMS TOYOTA FW29

The gorgeous blue and white British car driven by Nico Rosberg
is brought to you by SCX®



The **Williams Toyota FW29** driven by **Nico Rosberg** in the 2007 Formula 1 World Championship is among the latest novelties brought to you by **SCX®**. With a bodywork very similar to that on the 2006 model, apart from the white part being on the nose instead of the side, the car boasts a discreet but smart colour scheme, using no more than shades of blue and the white mentioned above.

The first thing to catch the eye in this **SCX®** model is the simplicity of the front spoiler compared to the team's previous model. This is one of many changes implemented on this vehicle. Small fins can be seen projecting from the top of the nose.

Rosberg's cockpit features the driver with fully detailed overall and helmet, the latter in red and yellow, contrasting with the vehicle's colour scheme. Behind the figure of the German driver a headrest sticks up, with his name and an aerodynamic fin on each side.



As usual on Formula 1 cars, the nose area is where the main sponsors' logos appear. In this case the names of Philips, Airasia and Randstad accompany the driver's number 16. The only feature other than the advertising is the telecommunications aerial.



The **Williams Toyota FW29** from **SCX®** also includes the logos on the wheels and tyres. In fact, both sides are decorated with a wealth of logos, each of them in proportion to the importance of the sponsor in question. Nevertheless, the most striking feature on the side of the car is without a doubt the air intake, with a small fin projecting from it.

More small fins are fitted further back, where the dominant feature is the large rear spoiler. The sides of the spoiler are decorated with the AT&T and Hamleys logos. The Lenovo logo appears on the top of the spoiler. Like the other **SCX®** Formula 1 cars, this model includes the centre brake light (though it does not work) and two exhaust pipes.



Track Trials

The similarity in mechanical and above all size terms between the Formula 1 models in the current **SCX®** range, with almost identical chassis, makes for terrific competitiveness on the track. The same technology is used here, and the budgets of the different teams hardly differ, which means that at the outset there are no advantages beyond what happens on the track.

While it is a car with a very narrow rear wheel track, its impressive guide distance compensates for its tendency to slide, making it a fast car on the bends. Driving therefore needs to be smooth, without sharp trigger movements. Let the car get ahead as if the trigger were a traction control, and watch it take one bend after another at a good intermediate pace.



The car's light weight stops the dreaded inertias appearing. Its other performance features are on a par with its colleagues in the F-1 paddock. All of them are long, low cars which move in a way that further enhances the spectacular look of some fine scale models.

* Tests carried out without extra magnet and following a small tune-up.

Sport Table of Measurements

Wheelbase	97mm	Transmission type	4x2 direct rear
Distance	104mm	Transmission ratio	9/27 = 3
Rear wheel track	62mm	Guide type	Pivoting ARS w/steering
Rear wheel diameter	20mm	Screws	4 (1+1+2)
Front wheel track	55mm		
Front wheel diameter	20mm		
Car weight	66g		
Bodyshell weight	10g		

Motor	RX-F1
Drive	Rear
Front	Ø 18.4 x 10.9mm
Rear	Ø 19.5 x 11.7mm

Product reference no.: **62880**



The Real Williams F1 2007

The Williams team's latest car has a Toyota engine. The **Williams Toyota FW29** was launched at the team's base in Oxford in late 2006.

The car is in line with the philosophy of its predecessor, with a design which leaves no place for wasted energy. Another notable feature of the new version is the improved cooling without using larger air intakes, improved mechanics and a structural redesign of the chassis to minimise the problems it suffered in the previous season. Aerodynamic features were also overhauled to achieve a lower, more compact surface. A final difference worth highlighting is the rear spoiler, altered to meet the new FIA regulations.

The team, also known as **Williams Grand Prix Engineering**, was set up by Frank Williams in 1977, following two previous attempts to run teams. This one scored some major successes in the 80's and 90's, and continues to be one of the big Formula 1 teams, alongside Ferrari and McLaren.

In 2007, **Williams** decided to sign a contract with **Toyota** for the supply of engines, so breaking its contract with Cosworth. The team's main drivers for the 2007 season were **Nico Rosberg** and **Alexander Wurz**, the latter replacing Mark Webber who signed a contract with Red Bull Racing. The test drivers were Narain Karthikeyan and Kazuki Nakajima.

The 2007 season kicked off with a respectable seventh place for **Nico Rosberg** in Australia. In Malaysia, **Nico Rosberg** had to withdraw when he was in seventh place – sixth before refuelling – while **Alex Wurz** finished the race outside the points. In the Bahrain Grand Prix, neither driver managed to score any points. In Monaco, **Wurz** scored his first points for the team, coming in seventh. In the Canadian Grand Prix, **Alex Wurz** got the first podium position of the season with a third place, after starting off nineteenth. Subsequently, at the European Grand Prix held at the Nürburgring, **Alex Wurz** earned fourth place in a race which was completely transformed by rain.

After this **Wurz** failed to score any more points in races. In China neither driver gained any, and **Alex Wurz** announced his immediate withdrawal from the competition after the Grand Prix, so he had to be replaced by Nakajima in Brazil. However, **Rosberg** managed to finish the world championship in ninth place, a considerable improvement on the 17th place in which he had finished the year before.