



Put the Williams team's quantum leap to the test  
on your **SCX**® digital 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 digital system



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**® the digital system. 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**® the digital system 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 suit 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® the digital system** 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



**SCX**® has been offering digital Formula 1 cars thanks to the small-size digital chip for two seasons now, so that you can run F1 races with all the authenticity of the real thing. Pit stops, refuelling and overtaking tactics, all accurate to scale. All of it as real as what you see on TV on a Sunday.

The chassis of today's **SCX**® F1 models are not very different one from another. They are competing on a level playing field. This is a series of scale model cars which are similar in design, shape and weight, with the same tyres and power and transmission system.



These are models which impress by their excellent proportions. They have a narrower wheel track and are longer, which means a generous guide distance. The result is a more stylised car, a scale representation of modern F1's. Its light weight gives it dynamism, less inertias and increased agility in changing lanes and to stop in the boxes with a minimum of manoeuvring.

These Formula 1 cars are longer and narrower than other **SCX**® models and can race side by side without any risk of colliding. Overtaking a slower car is not hard. We conducted the trials with the extra magnet fitted, adjusted using the screws to be as close as possible to the track. Using a piece of material just over a millimetre thick will make the magnet very low and highly effective.

On the track the F1's are very fast, with plenty of acceleration thanks to their length and a healthy skid when the magnet loses contact. Their behaviour overall is very similar to the other *digital system* cars, and it is probably their single-seater appearance that gives them that edge of intensity that they exude.

\* Digital cars are tested with factory settings.

### Sport Table of Measurements

Wheelbase	96mm	Bearing	Bronze double-wall
Guide distance	103mm	Crown	Scalextric grey plastic
Front wheel track	54mm	Car weight	73g
Front wheel diam.	19mm	Body weight	10.5g
Front tyre	19.5 x 11 3-line rubber. Front semi-axes	Digital chip	Special F1
Rear wheel track	59mm	Motor	Rx44 Special Digital
Wheel diameter	20mm	Transm. type	4x2 direct rear
Rear tyre	20x12 3-line rubber	Transm. ratio	9/27 = 3

Guide type	Digital black AutoReturn Suspension
Braids	Double
Screws	4 (1+1+2)
Ground Effect magnet	Yes, adjustable
Others	Steering system Multi-part bodyshell

Product reference no.: **13540**



## 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 17<sup>th</sup> place in which he had finished the year before.