

Wolf WR1 FORD F1

1:12 SCALE

Length 349mm
Width 164mm
Height 79mm

○ SUPER DETAILED FORD D.F.V. ENGINE
○ MOVABLE FRONT & REAR SUSPENSION
○ STEERABLE FRONT WHEELS
○ DETACHABLE BODY PANELS

BIG SCALE 22



TAMIYA
TAMIYA PLASTIC MODEL CO.
3-2 ONDAWARA, SHIZUOKA-CITY, JAPAN

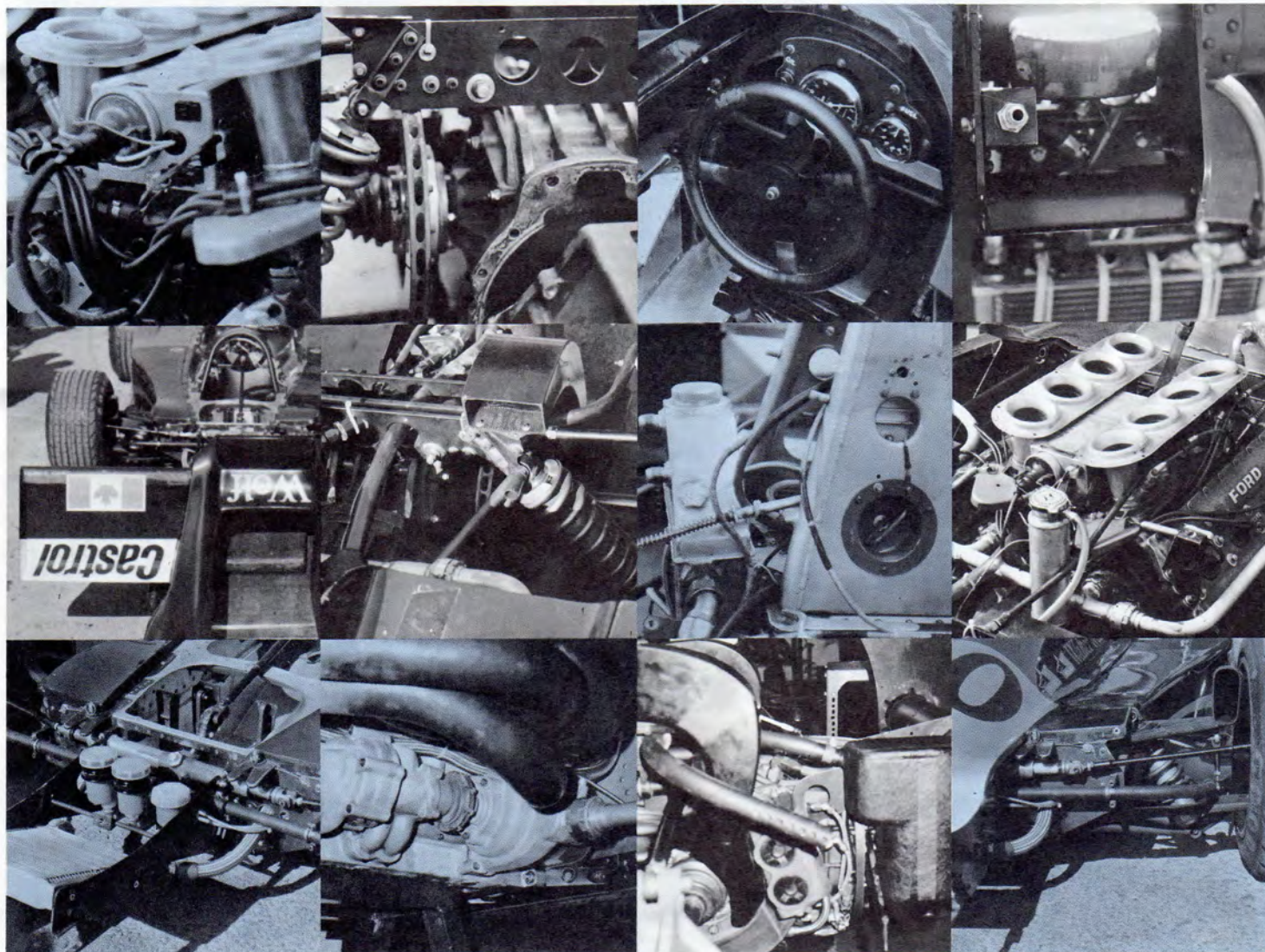


It is a pleasure for us to have actively co-operated in the design of this kit, which has been produced from original factory drawings.



Top left: Photo of Mr. Walter Wolf and his signature.

Oben links: Photo von Walter Wolf und seiner Unterschrift.

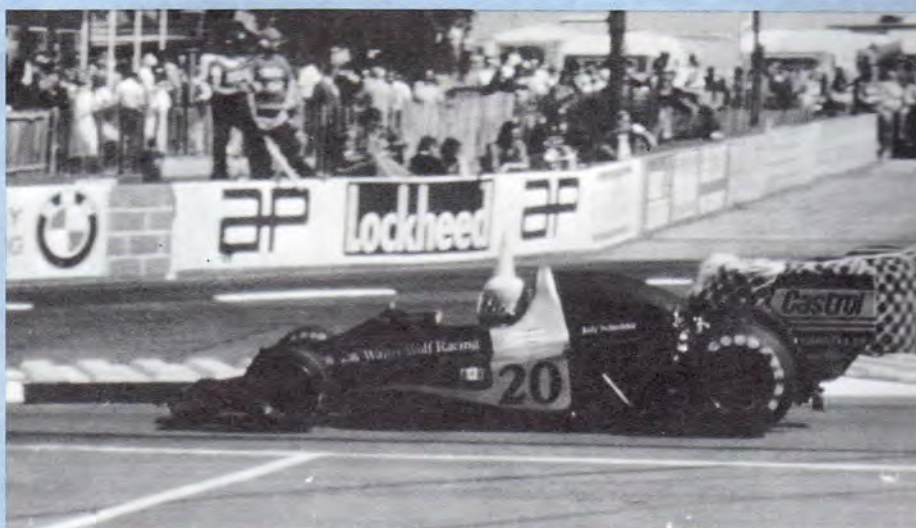


Wolf WR1 FORD F1



HISTORY OF THE TEAM The Walter Wolf Grand Prix racing team has earned itself a very special place in the history books. On January 9, 1977 in the sweltering heat of the Argentine it became the first-ever team to win a Grand Prix with a new car on its first outing. In September of 1976 Canadian millionaire industrialist Walter Wolf decided that he would run his own team and build his own car. At that point he had just obtained the services of top team manager Peter Warr, leading designer Harvey Postlethwaite and star driver Jody Scheckter. He also took possession of a modern factory at Reading close to London's Heathrow airport. At that point Wolf had people, a factory, a working team but no car. And he had the eyes of the worlds press on him, and it must be said, a slightly jaundiced eye which doubted that he would be able to deliver the goods he had promised. But less than two months later - on November 9th 1976 - Wolf invited the worlds press to the spectacular unveiling of his new car. With obvious pleasure he pulled back the drapes beneath the floodlights to reveal the Wolf-Ford WR1. Now he had the people and the car. He had met the promises he had made two months earlier. But now he was making more promises. Promises of results. He said all the things an eager press wanted to hear. He told them he had the right people and now the right car to do the job. He intended to win races.

With only six working weeks between the launch of the brand new car and the Argentine Grand Prix there was what Peter Warr described as "six months hard work and development to be done". The car ran at Silverstone. It worked. Scheckter was happy with its performance. But in today's competitive world of grand prix racing a car that works isn't enough. To win a car must be honed to absolute perfection. The designer and the driver working together must extract every last ounce of power from the 500 horsepower engine, they must extract the maximum handling qualities, the best cornering performances. For to be a front runner in the world where the difference between success and failure is measured in split tenths of seconds the key is mechanical perfection. This is not something that happens of its own accord. It is something that some designers and drivers arrive at after months of patient work together. Some designers and drivers never ever achieve this. So running time with the new car became a matter of paramount importance. And in November in England fine days are not easily come by. At this point the team scored another first. Wolf and Scheckter persuaded Enzo Ferrari to allow them to test the Wolf car at



the secret Ferrari test circuit - Fiorano near the Ferrari factory. No racing car other than Ferrari had ever been on this circuit - probably the most sophisticated test facility in the world. It bristles with electronic recording devices, computers and methods of recording exactly what the car is doing around every metre of the track. As Peter Warr said, "It's the only place in the world where it's possible to do six months work in six weeks." The team made good use of Ferrari's generosity and his fantastic facilities.

By the end of December the three key members of what was now a 31-person team had a fine understanding of their car. On New Years Day of 1977 they loaded it onto a plane bound for Argentina. The first race of the new car, the maiden outing of the new Wolf team. The celebration of that victory went on until the early hours of the morning. The new team with the new car had done the impossible. They had won their first-ever motor race. What a way to begin!

THE FIRST SEASON Each Grand Prix season has 17 races in 16 different countries and drivers score points at each event on the basis of 9-6-4-3-2-1 9 for the winner, 6 for second and so on. Scheckter went on to score a second place in his native South Africa, thirds in Spain and California and a spectacular victory in Monaco. For the first 8 races of the season he held the lead in the chase for the championship title. It was only in France that Niki Lauda managed to overhaul

him on points. But a second place in Germany and a third in Holland kept Scheckter and the Wolf team still in second place and still with a chance of doing the impossible - winning the world championship title first time out. A non-finish in the Italian put paid to the teams chance of winning the Championship but a win in Canada and a third place in America ensured Wolf of their second place in the World Championship for 1977.

THE WOLF TEAM During the 1977 season the team ran three cars - known simply as WR1, WR2 and WR3. Outwardly they looked the same but each had its differences. Two cars travelled to each event while the third stayed at base being updated and worked on. To maintain a programme like this the team employs 31 people at the Reading factory, fabricators, secretaries, van drivers, designers, mechanics all of them playing an important part in the success of the team. The team holds a stock of eight of the V8 Ford-Cosworth engines, five of the special 6-speed Hewland gearboxes and owns 56 different wheels on which the 16-inch wide Goodyear tyres are mounted. A stylish motorhome which acts as office and hospitality centre for the team at races is part of the fleet which consists of two massive transcontinental transporters and three smaller vans. Running a successful Grand Prix team takes time, tremendous energy and a great deal of money. Most other Grand Prix teams have commercial sponsors. Walter Wolf's team has not. He is the owner and sponsor himself. He allocated a budget of £1m for the 1977 season. Each racing engine alone costs £12,000 to buy and each gearbox £1600 and each of the precision made lightweight wheel rims costs £100.

THE PEOPLE — WALTER WOLF Born in Austria but now a naturalised Canadian Walter Wolf is 38 years old. He arrived in Canada in 1960 with only \$7 in his pocket. He worked in the construction business until the company he was working for went into liquidation. He managed to raise the money - \$25,000 - to buy the company, put it back on its feet and later sold it at a profit. This was the beginning of Wolf's Meteoric career that was to take him into the oil industry and make him a millionaire. He now controls an empire which operates in the Middle East, Japan, the North Sea and Bermuda. In his youth he was a downhill ski racer and later his interest turned to fast cars. His private fleet consists of a specially built Lamborghini Countach, a Ferrari Boxer, a Rolls Royce and several motor bikes. His love of fast cars and fast moving sports brought him into motor racing. Wolf lives in Lugano, Switzerland, with his wife and two young daughters.

Am 9. Januar 1977 passierte das, was es noch nicht gegeben hatte: In Argentinien, bei mörderischer Hitze, wurde ein neuer Wagen eingesetzt und dieser neue Wagen wurde Sieger: Der Südafrikaner Jody Scheckter steuerte den brandneuen Wolf WR 1 zu einem Überraschungssieg. Im September 1976 beschloss der kanadische Ölmillionär Walter Wolf ein eigenes Team fahren zu



<< Main Specification >>

Overall Length 4195 mm
 Overall Height 955 mm
 Wheelbase 2615 mm
 Tread Front 1410 mm, rear 1525 mm
 Suspension Front double wishbone, rear four links

Engine Cosworth DFV, V8 2993 cc
 Gear Box Hewland FG400
 Tyre Wheel Front Good Year 13 inch x 10 - 11 Magnesium
 Rear Good Year 13 inch x 18 - 19 Magnesium



lassen und auch einen eigenen Wagen zu bauen. Er konnte als Team Manager Peter Warr, Designer Harvey Postlethwaite und Fahrer Jody Scheckter verpflichten.

Eine moderne Fabrik in Reading in der Nähe des Flughafens London/Heathrow wurde übernommen. Nun hatte Walter Wolf Leute, eine Fabrik, ein Arbeitsteam aber noch keinen Wagen. Die ganze Weltpresse schaute auf ihn und zweifelte daran, dass Wolf nicht halten könne, was er versprochen hatte.

Aber bereits am 9. November 1976 lud Wolf die Presse ein und mit grossem Vergnügen zog er den Vorhang hoch - da stand der neue Wolf-Ford, WR 1. Nun hatte er die Leute - und den Wagen. Er hatte sein Wort gehalten, welches er 2 Monate vorher gegeben hatte. Aber nun machte er noch mehr Versprechen, Versprechen von Ergebnissen. Er sagte all das, was eine gierige Presse eben hören will: Mein Wagen wird gewinnen.

Nur 6 Wochen bis zum Grand Prix in Argentinien, Silverstone - der Wagen fuhr. Scheckter war zufrieden mit seiner Ausdauer. Aber in der heutigen Welt des Konkurrenzkampfes ist es nicht genug dass der Wagen läuft - Nur absolute Perfektion bringt einen Sieg, das letzte muss aus der 500 PS Maschine herausgeholt werden - Bruchteile von Sekunden entscheiden über Sieg oder Platz. Das wichtigste war nun ein Training, aber in England gibt es im November keine schönen Tage.

Wolf und Scheckter überredeten Enzo Ferrari,

den WR 1 auf der Ferrari Teststrecke in Fiorano fahren zu dürfen und zu testen. Kein anderer Rennwagen bisher als Ferrari konnte auf diesem Versuchsgelände fahren mit den vielleicht weltbesten Testeinrichtungen.

Voll mit elektronischen Aufzeichnungsgeräten, Computern und Möglichkeiten, alles zu speichern und jeden Meter den der Wagen fährt zu prüfen. Wie Peter Warr sagte: Der einzige Platz in der Welt um die Arbeit von 6 Monaten in 6 Wochen zu machen.

Ende Dezember hatten die 3 Topleute des nunmehr 31 Mann Teams genaue Kenntnisse über ihren Wagen. Am Neujahrstag wurde der Wagen in ein Flugzeug verladen. Das erste Rennen des Jahres sollte das erste Rennen für den Wolf sein. Die Siegesfeier ging bis in die Morgenstunden. Das neue Team und der neue Wagen hatten das Unmögliche fertig gebracht: Den ersten Sieg im ersten Rennen.

Jede Grand Prix Saison hat 17 Rennen in 16 verschiedenen Ländern und die Fahrer machen Punkte bei jedem Start: 9 für den Gewinner, 6 für den Zweiten, 4 für den Dritten, 3, 2, 1. Scheckter machte den Zweiten in seiner Heimat, Südafrika, Dritter in Spanien und Californien und Erster in Monaco. Für die ersten 8 Rennen führte er die Jagd nach dem Titel. Nur in Frankreich konnte Niki Lauda mehr Punkte sammeln. Zweiter in Deutschland, Dritter in Holland hielten Scheckter und das Wolf Team immer noch auf dem 2. Platz

und Titelchance. In Italien - Ausscheiden aber Sieg in Canada und ein dritter Platz in Amerika sicherten den zweiten Platz in der Weltmeisterschaft 1977.

In der 77er Saison wurden 3 Wagen eingesetzt: WR 1, WR 2, WR 3 und diese Wagen sahen äusserlich gleich, hatten jedoch Unterschiede. Zwei Wagen wurden zu jedem Start gesandt, der Dritte blieb zu Hause und wurde verbessert. Um diese Arbeiten auszuführen wurden 31 Leute eingesetzt. Arbeiter, Sekretärinnen, LKW-Fahrer, Designer, Mechaniker usw. spielten eine grosse Rolle am Erfolg des Wolf Teams. Acht V8 Cosworth Motore standen bereit, fünf Spezial 6-speed Hewland Getriebe und rund 56 verschiedene Felgen mit 16-inch Goodyear Reifen. Ein Wohnmobil als Office und zwei massive Überlandtransporter sowie drei Lastwagen brachten das Team von Start zu Start. Ein erfolgreiches Team zu unterhalten kostet viel Zeit, unheimliche Energie und sehr viel Geld. Die meisten anderen Grand Prix Teams haben Sponsoren. Walter Wolf's Team hat keine. Er ist Eigner und Sponsor selbst. Für die 77er Saison hat er rund 1 Million Pfund eingesetzt. Jeder Rennmotor kostet 12.000 Pfund und jedes Getriebe 1600 Pfund. Die Präzisions-Leichtmetall-Felgen kosten pro Stück schon 100 Pfund.

Der naturalisierte Kanadier Walter Wolf wurde vor 38 Jahren in Österreich geboren. Nach Kanada kam er mit 1960 mit 50.- Mark in der Tasche. Er arbeitete in einer Baufirma und als diese Firma in Schwierigkeiten kam, brachte er 25.000 Dollar zusammen um diese Firma zu kaufen, stellte die Firma wieder auf die Beine um sie dann mit Profit zu verkaufen. Dies war der Anfang der Erfolgskarriere des Walter Wolf. Er ging ins Ölgeschäft und wurde Millionär. Sein Empire arbeitet im Nahen Osten, Japan, in der Nordsee und auf den Bermudas. In seiner Jugend war ein rasanter Skifahrer und dann kam sein Interesse an schnellen Wagen. Sein Autostall kann sich sehen lassen: Lamborghini Countach Special, Ferrari Boxer und ein Rolls Royce, sowie verschiedene Motorräder.

Wolf lebt in Lugano und seine Liebe gehört seiner Frau, den zwei Töchtern und - dem Rennsport.



READ BEFORE ASSEMBLY

ERST LESEN -
DANN BAUEN

★ Study the instructions photographs before commencing assembly.
★ You will need a sharp knife, a screwdriver and a pair of pliers.

★ Do not break parts away from sprue, but cut off carefully with a pair of pliers.

★ Before finally cementing each part together be sure that parts fit correctly together. And that you are aware of the next sequence to be followed.

★ Use glue sparingly. Use only enough to make a good bond. Apply cement to both parts to be joined. Only blue shaded parts should be glued.

● This mark shows the colour. This part should be painted. Colours are indicated in the construction drawings.

★ Vor Beginn des Zusammenbaues wollen Sie bitte die Bilder der Anleitung studieren und Schritt für Schritt, den Nummern nach, die einzelnen Teile zusammenbauen.

★ Bei den Abschnitten sind mit diesem Zeichen die Bemalungsvorschläge angegeben.

★ Die Bauteile nicht vom Spritzling abbrechen, sondern vorsichtig abschneiden oder abzwicken. Teile vor dem Kleben zusammenhalten und auf genauen Sitz achten.

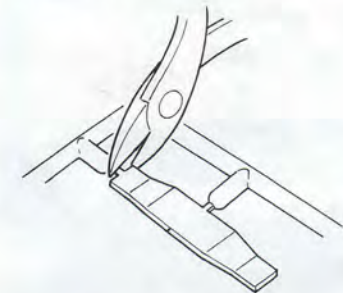
★ Nicht zuviel Klebstoff verwenden, Klebestellen sind in der Anleitung blau gedruckt.

★ Wichtig ist, dass bei allen Chromteilen die Chrom oder Alusicht an den Klebestellen abgeschabt wird, da sonst der Klebstoff nicht bindet. Kleine Teile hält man zum Kleben mit einer Pinzette fest.

★ Abziehbilder vorsichtig von der Unterlage im Wasser abschieben, auf richtigen Sitz achten und gut trocknen lassen.

Do not break parts away from sprue, but cut off carefully with a pair of pliers.

Bauteile nicht vom Spritzling abbrechen, vorsichtig abschneiden, oder abzwicken.



4 <<Steering Gearbox>>

L8 and L9 are movable. Make sure the proper parts are cemented to each before assembly.

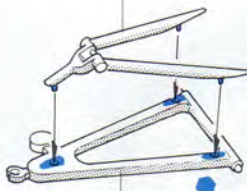
Teile L8 und Teile L9 sind beweglich. Kein Klebstoff auf beweglich Teile.

1 Suspension Arm Achsaufhängung Arm

<<Lower Arm>>

<<Untermarm>>

H38 Left links

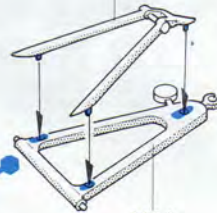


H23

Semi Gloss Black

Right rechte

H37



H24

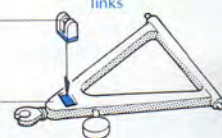
<<Upper Arm>>

<<Achsaarm>>

Left links

H16

H12



Semi Gloss Black

Right rechte

H16

H11



2 Fixing of Suspension Arm Achsaufhängung Arm Einbau

F24

F13

Aluminium Colour

Aluminium Colour

F23

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4 Steering Gearbox Lenkgetriebe

L9

F33

Aluminium Colour

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5 Fixing of Steering Gearbox Einbau der Lenkgetriebe

H6

H5

Semi Gloss Black

Semi Gloss Black

Semi Gloss Black

Semi Gloss Black

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Steering Gearbox
Lenkgetriebe

Steering Gearbox
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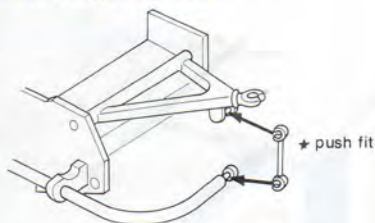
Steering Gearbox
Lenkgetriebe

Steering Gearbox
Lenkgetriebe

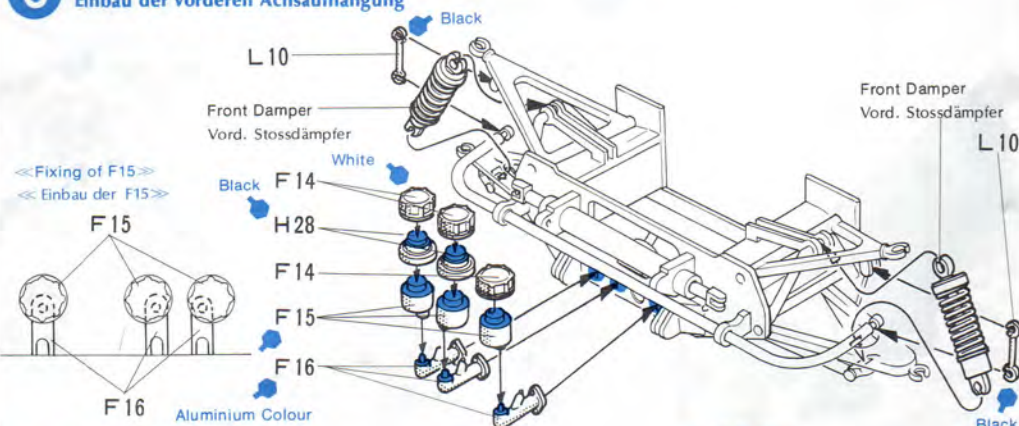
6 «Fixing of Front Damper» «Einbau der vorderen Achsaufhängung»



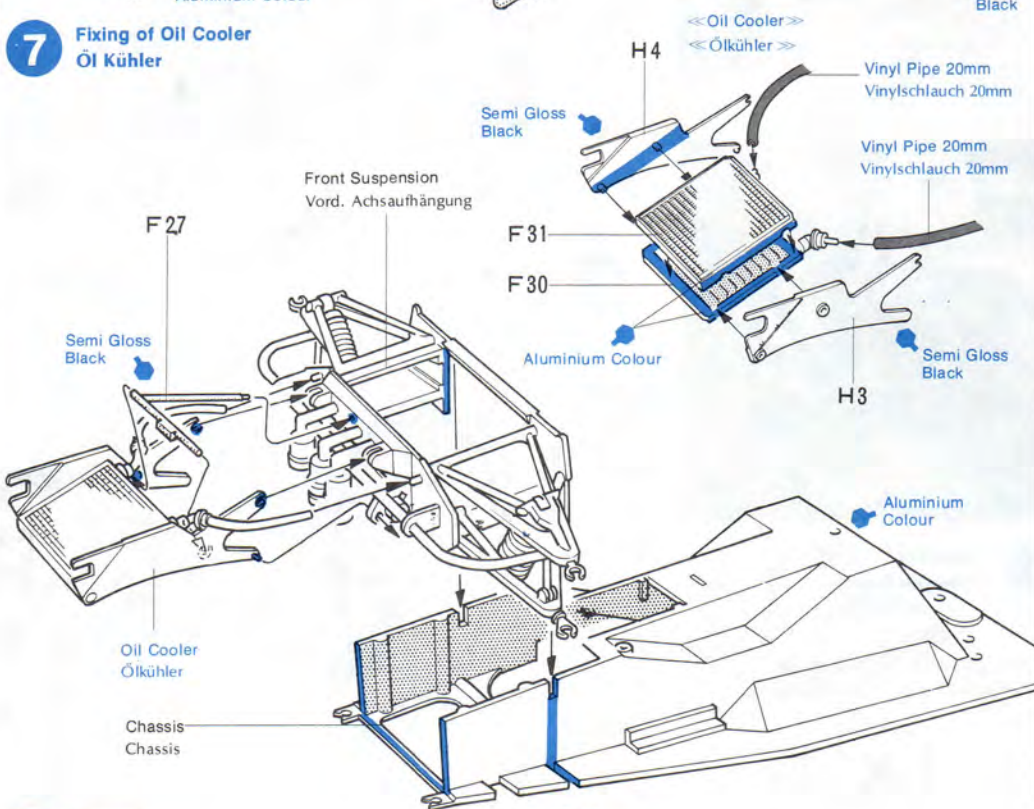
«Push Fit»
«Vorsichtig eindrücken»



6 Fixing of Front Damper Einbau der vorderen Achsaufhängung

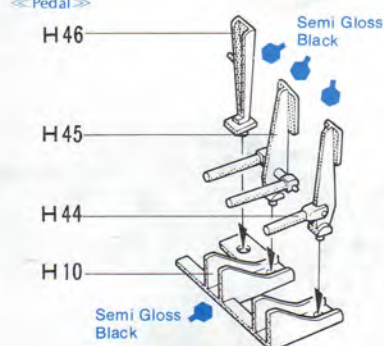


7 Fixing of Oil Cooler Öl Kühler

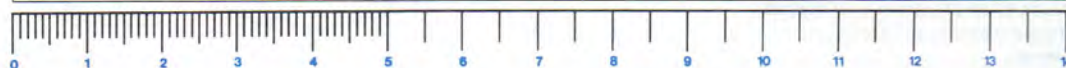
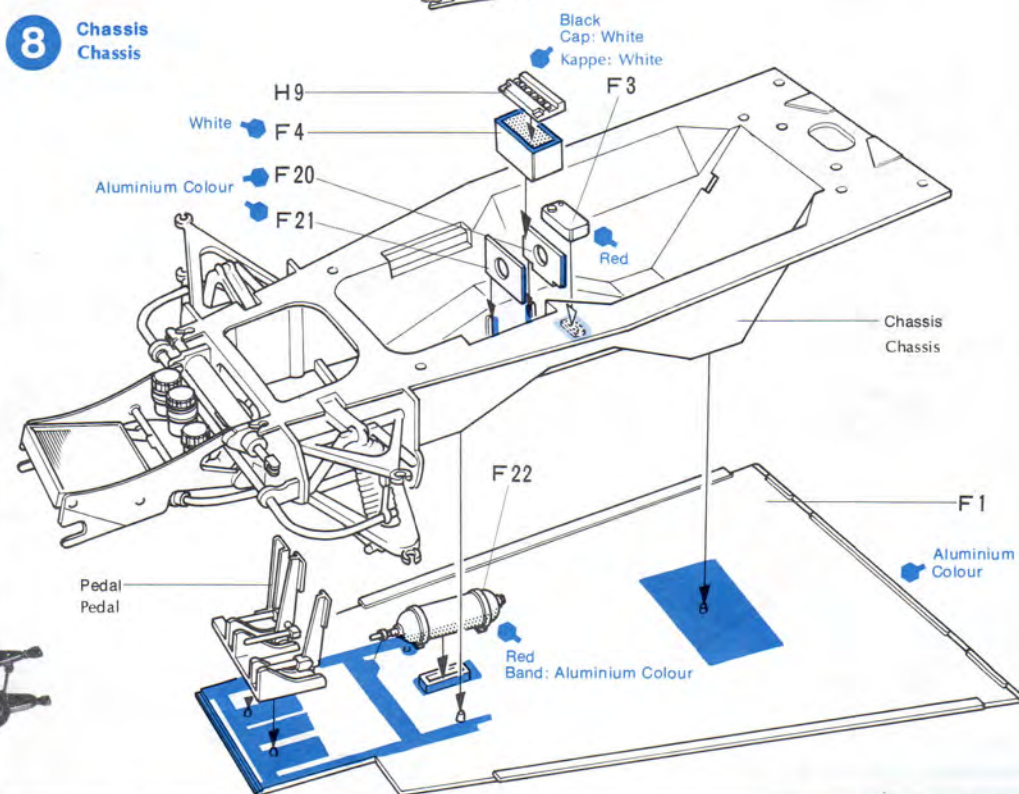


8 «Chassis» «Chassis»

«Pedal»
«Pedal»



8 Chassis Chassis

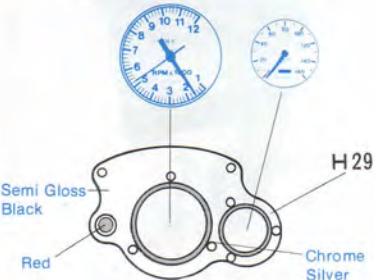


9 «Rear Bulkhead» «Feuerwand»

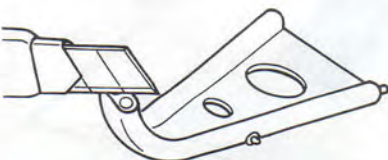
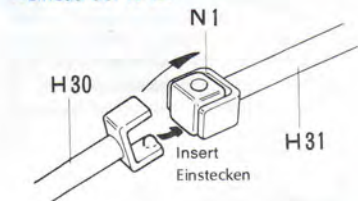


11 «Roll Bar» «Überroll Bügel»

«Marking of Dash Board»
«Markierung der Armaturen Brett»

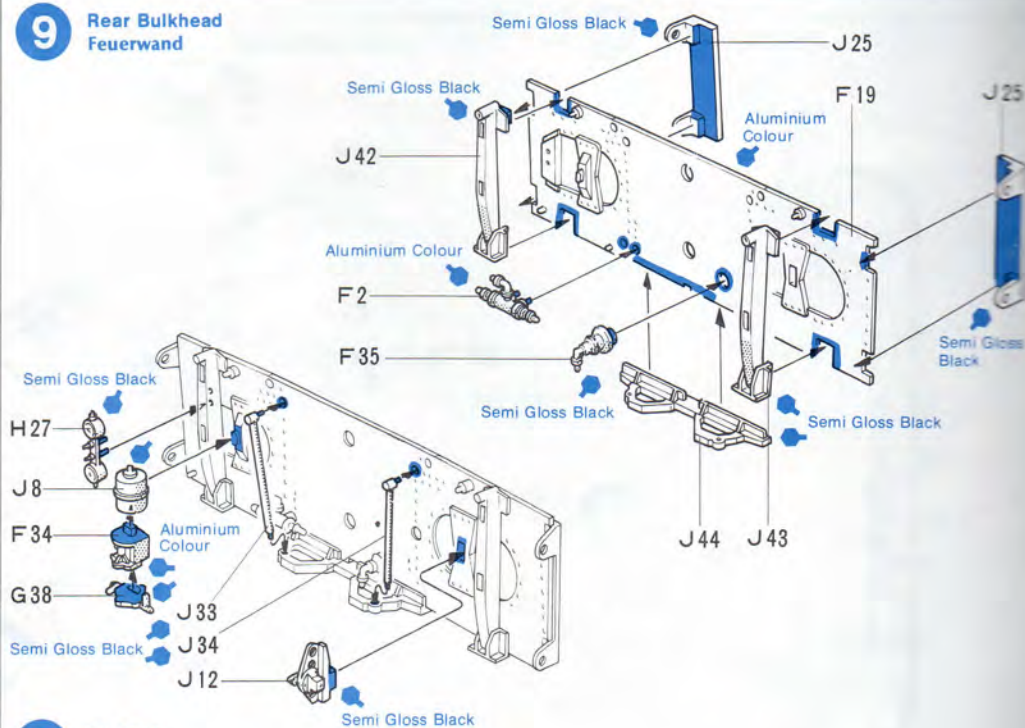


«Fixing of N 1»
«Einbau der N 1»



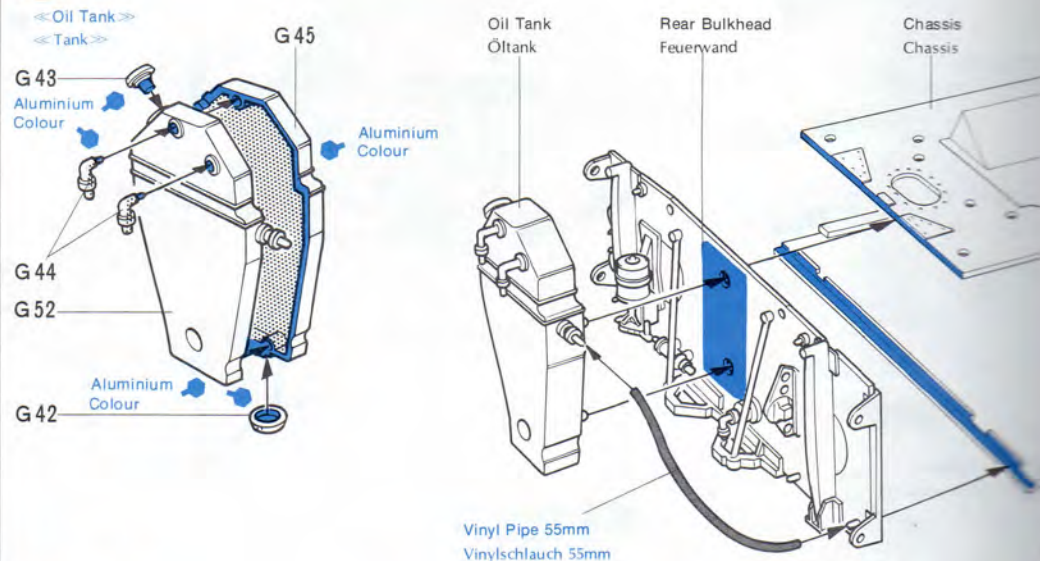
Before cementing painted parts, remove painting with a knife, etc. from the surfaces to which adhesive is applied.
Farbeschicht an Klebestellen entfernen.

9 Rear Bulkhead Feuerwand



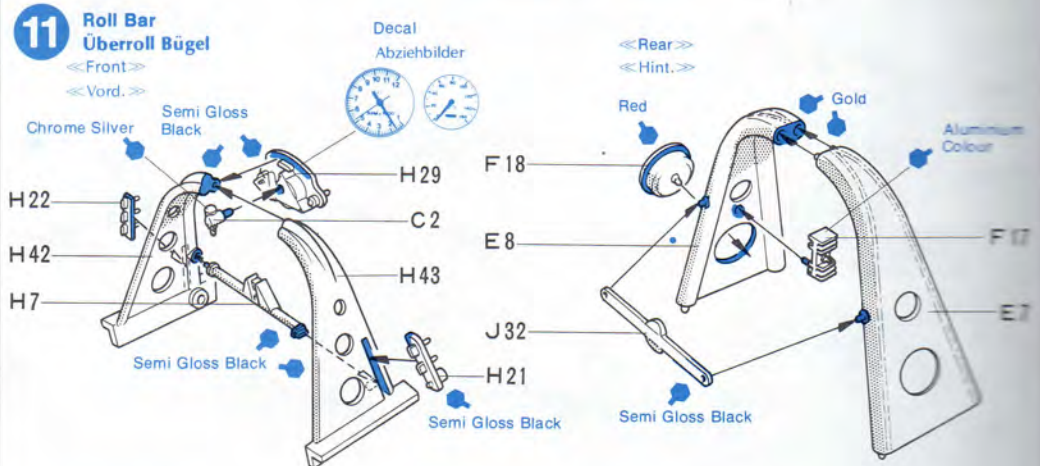
10 Oil Tank Tank

«Oil Tank»
«Tank»

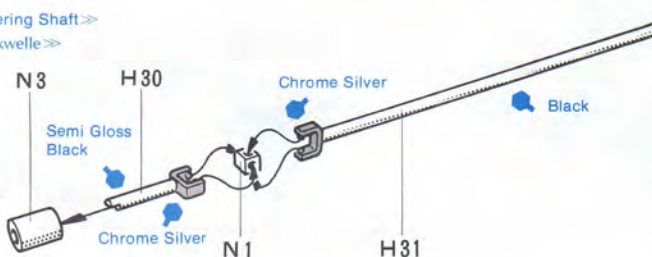


11 Roll Bar Überroll Bügel

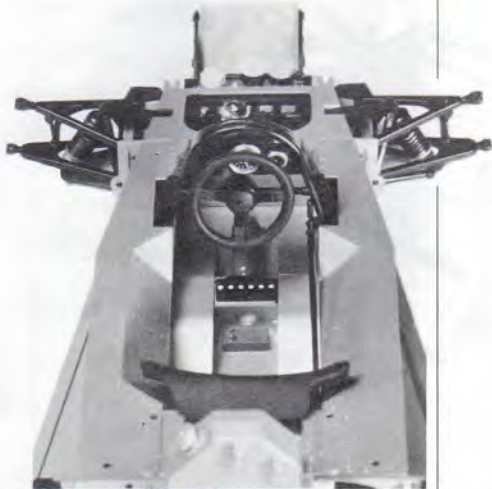
«Front»
«Vord.»



«Steering Shaft»
«Lenkwelle»



12 <<Fixing of Steering Shaft>> <<Lenkwelle>>

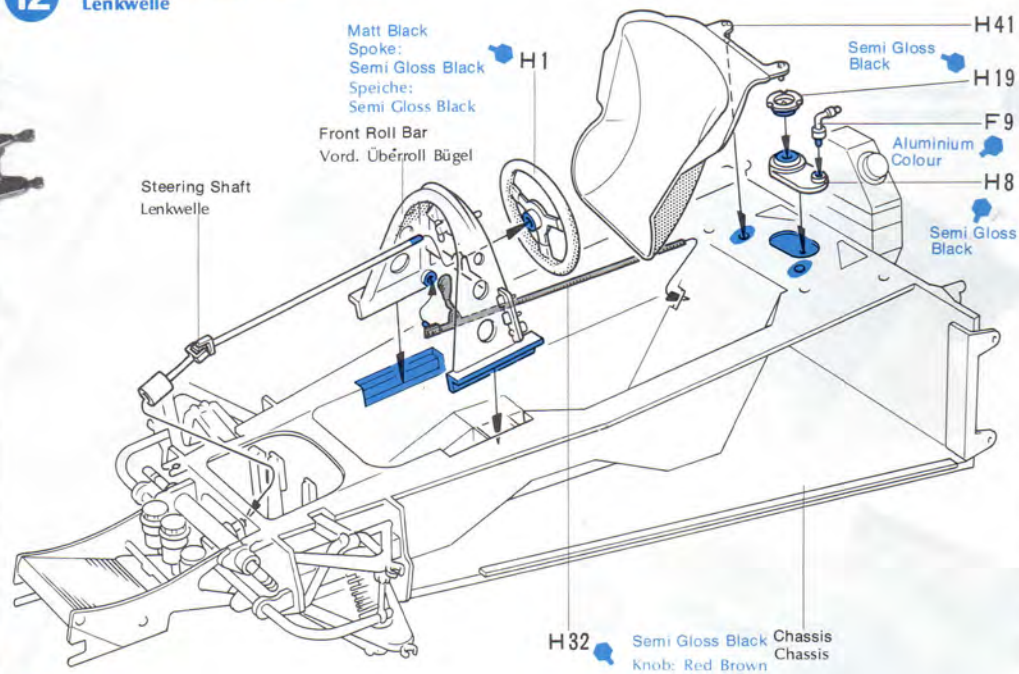


14 <<Body Panel>> <<Karosserie>>

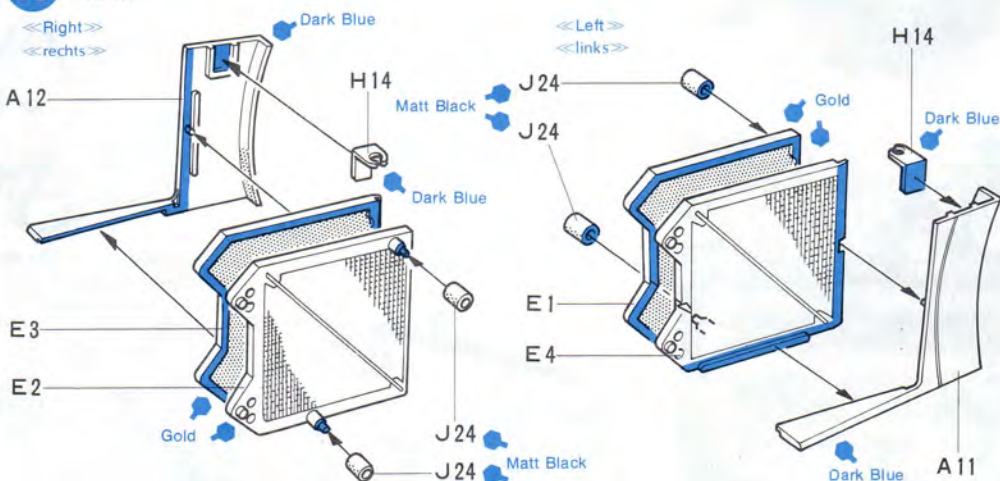
Fasten parts B6 with cellophane tape temporarily after fixing D3, D4 and radiator.

Erst D3, D4 und Kühler einkleben, dann B6 mit Tesa zum Kleben festhalten.

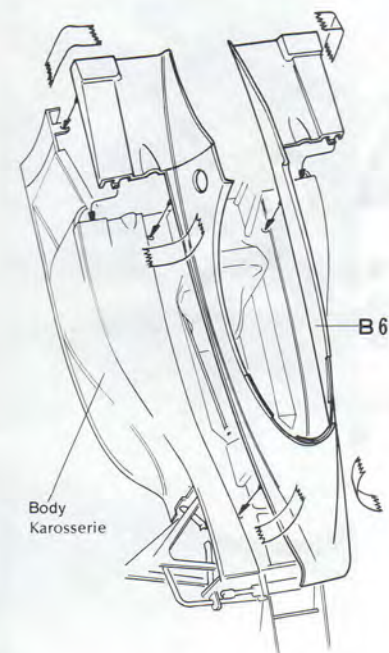
12 Fixing of Steering Shaft Lenkwelle



13 Radiator Kühler

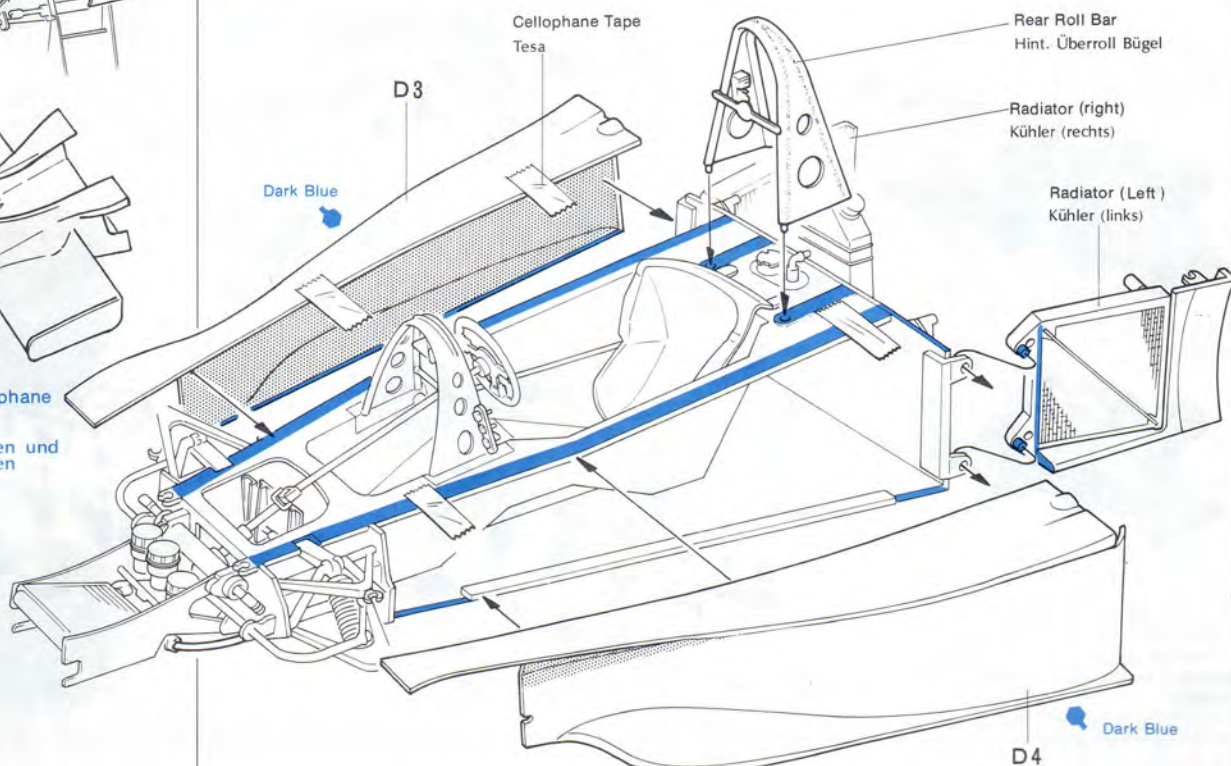


14 Body Panel Karosserie

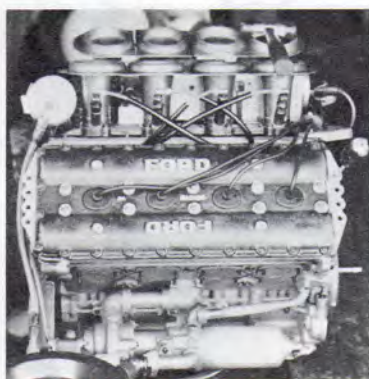
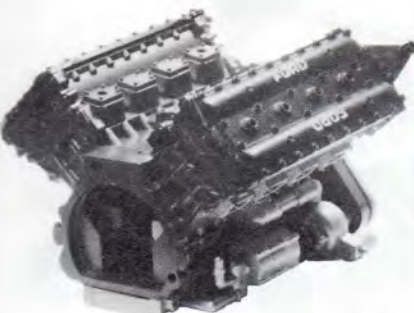
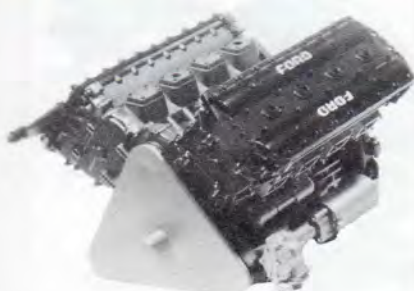


Fasten parts with cellophane tape temporarily.

Teile in Position kleben und mit Tesa zum Trocknen festhalten Tesafilm.



16 <<Engine Parts>>
<<Motor Teile>>

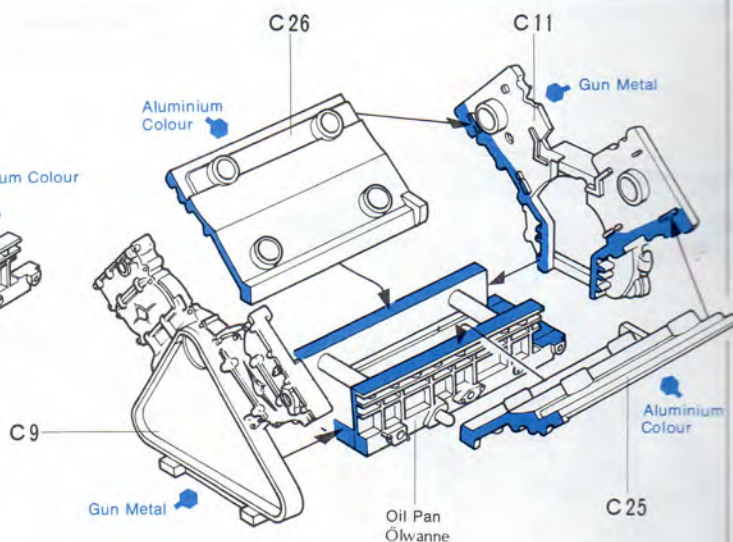
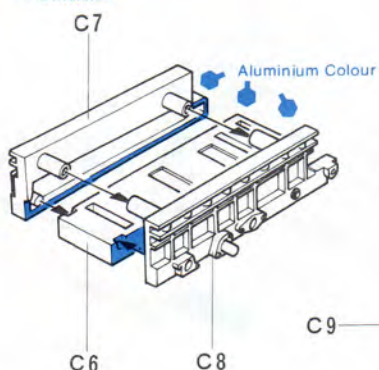


<<right>>
<<rechts>>

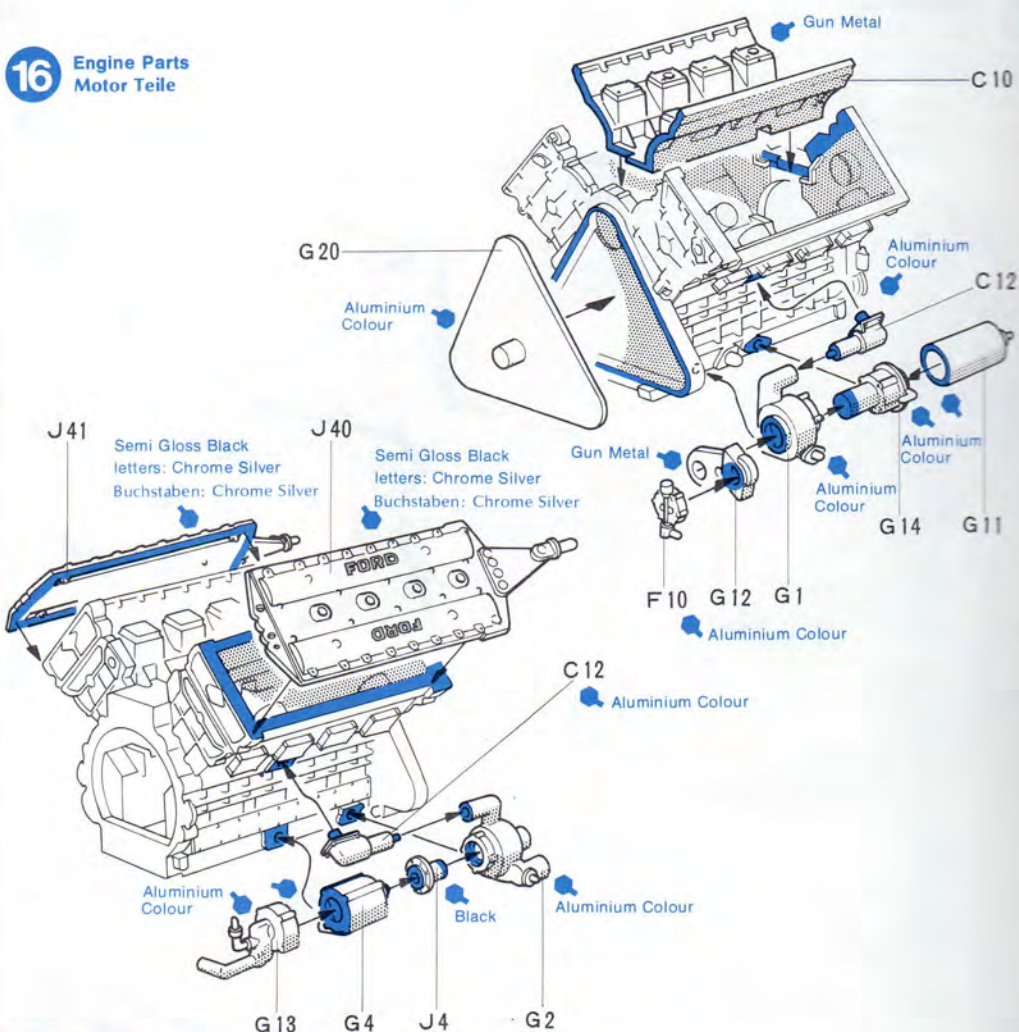


The latest in cars, boats, tanks and ships. Motorized, radio controlled and museum quality models are all shown in full color in Tamiya's latest catalogue. English, German, French and Japanese versions available.

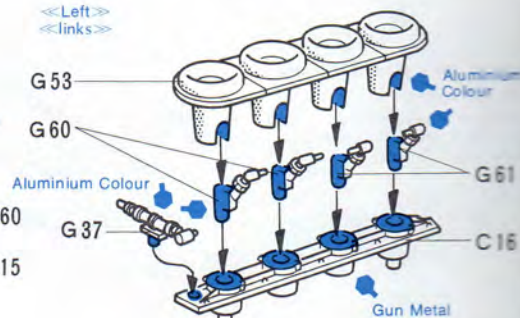
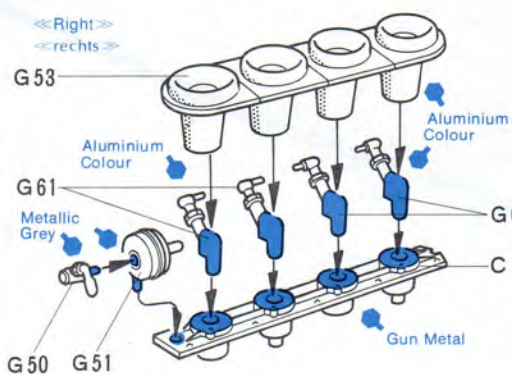
«Oil Pan»
«Ölwanne»



16 Engine Parts
Motor Teile



«Right»
«rechts»

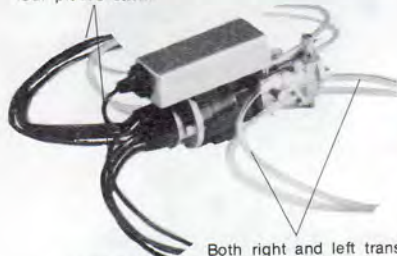


18 <<Ignition System>> <<Einspritzaggregat>>

Cut off vinyl cords to a length of 140mm (x4) and 40mm. Black vinyl cord connects with J10 and transparent vinyl pipe connect C3 and C4.

Vinylkabel in 14cm (x4) und 4cm schneiden. Schwarze Vinylkabel an G3 anbinden und Transparentschlauch an C3 und C4 anbinden.

Vinyl cords must be separated right and left, four pieces each.



Both right and left transparent pipes must be separated before and behind, two pieces each.

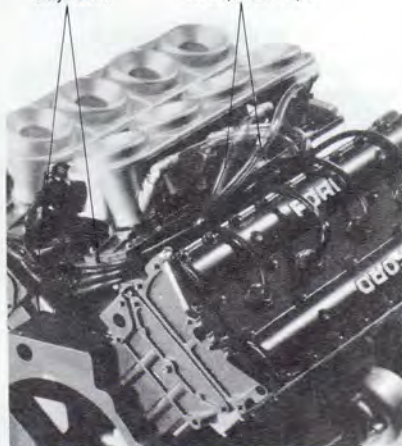
19 <<Fixing of Fuel Injection Plate>> <<Einspritz-Anlage Einbau>>

After fix transparent vinyl cords as shown, and cement fuel injection plates. Transparenzkabel wie gezeigt setzen. Dann Drosselplatten auf Motor setzen.

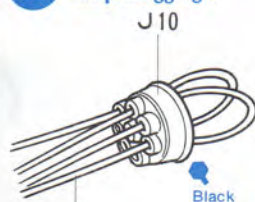


Cut cords and pipes to proper length and insert them into respective holes. Vinylkabel und Transparentschlauch auf richtig Länge schneiden und in die Löcher stecken.

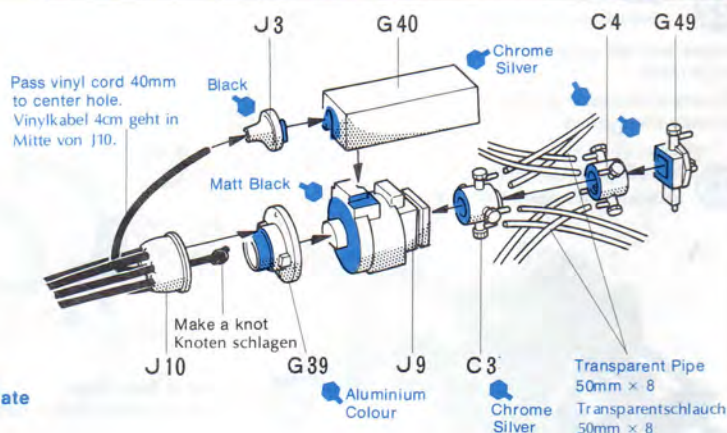
Vinyl Cord Transparen Pipe



18 Ignition System Einspritzaggregat

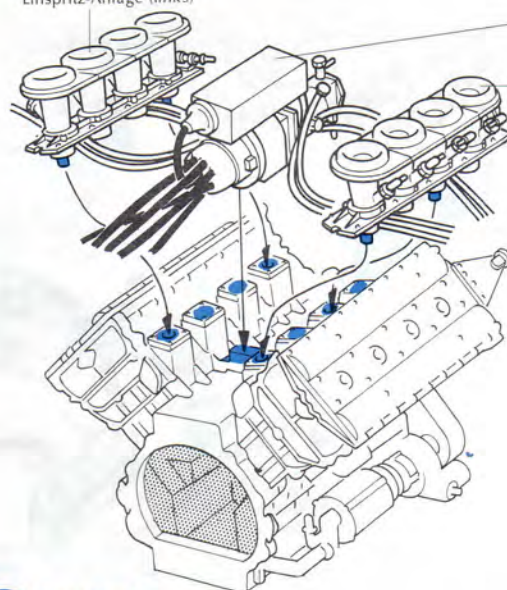


Vinyl Cord 140mm x 4
Vinylkabel 140mm x 4



19 Fixing of Fuel Injection Plate Einspritz-Anlage Einbau

Fuel Injection Plate (left)
Einspritz-Anlage (links)

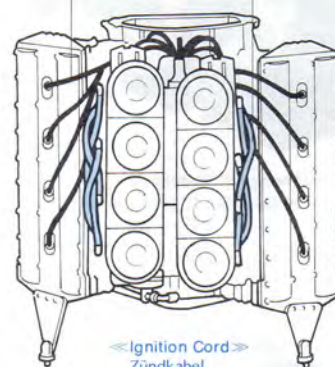


Injection System
Einspritzaggregat

Fuel Injection Plate (right)
Einspritz-Anlage (rechts)

Vinyl Cord
Vinylkabel

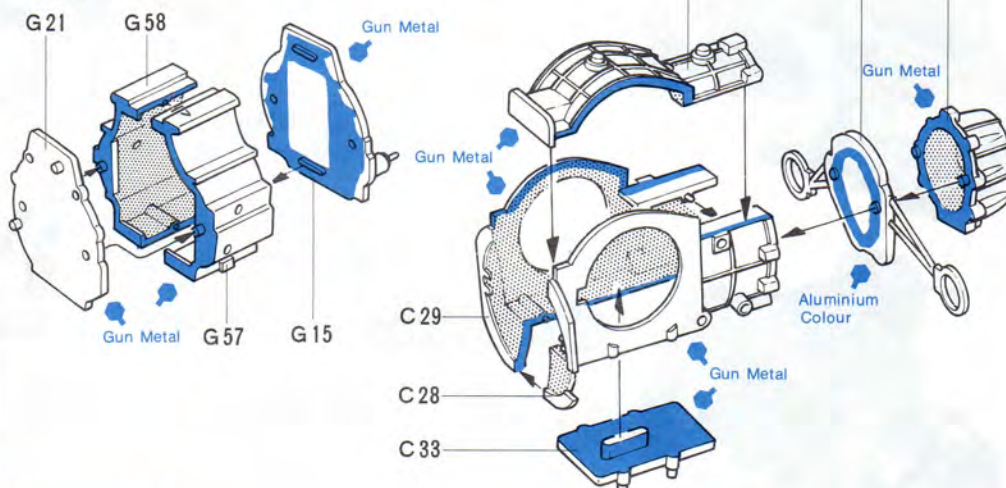
Transparent Pipe
Transparentschlauch



<<Ignition Cord>>
Zündkabel

20 Gear Box A Getriebe-Gehäuse A

<<Spacer>>

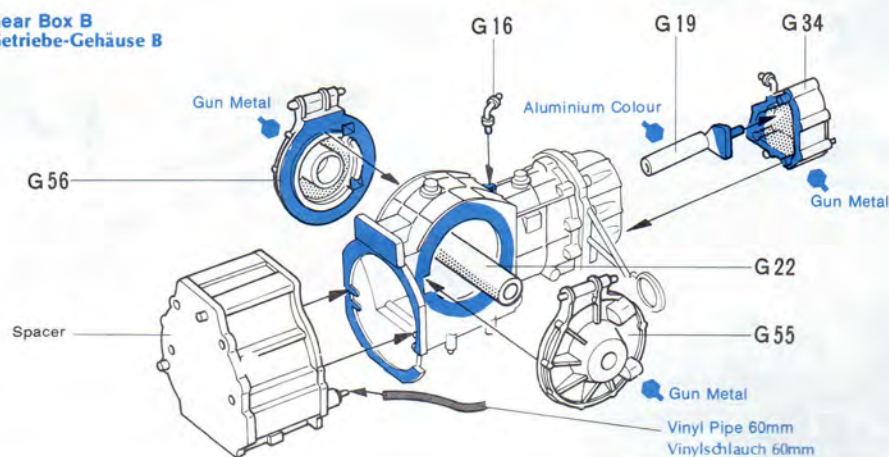
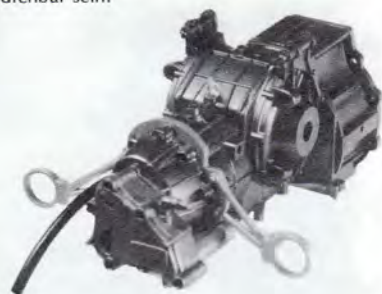


21 Gear Box B Getriebe-Gehäuse B

21 <<Gear Box B>> <<Getriebe-Gehäuse B>>

Cement gear box which part G22 must be contained. Fix part G22 inside gear box will without cement.

Die Achse G22 nur einstecken, muss drehbar sein.

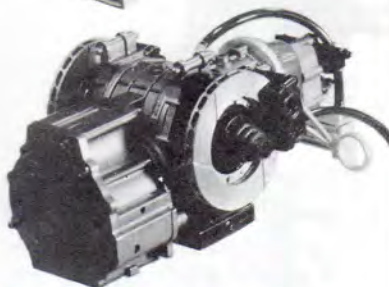
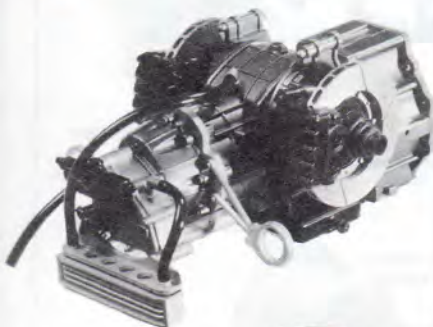


22 <<Rear Disc>> <<Scheibenbremse hinten>>

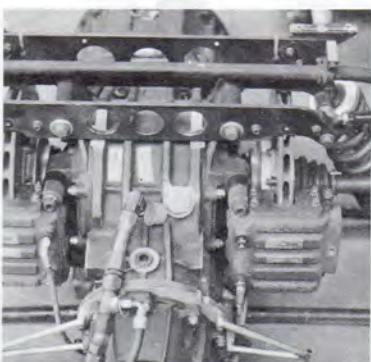
Right and left parts differ. Fix them as illustrated.

Rechte und linke Teile sind verschieden. Einbau wie gezeigt.

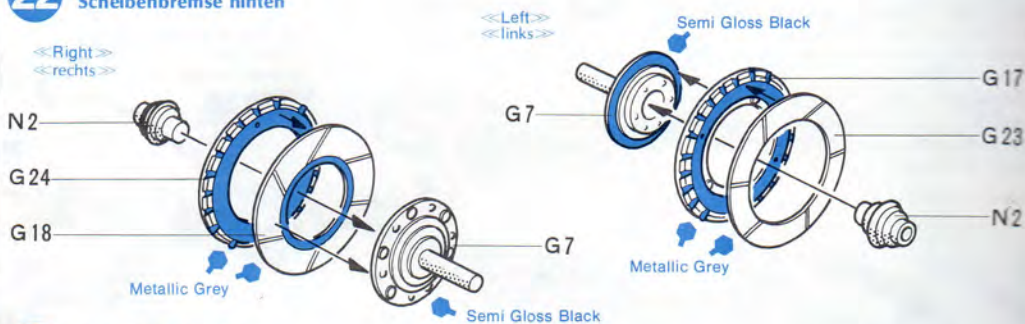
23 <<Fixing of Rear Disc>> <<Scheibenbremse hinten Einbau>>



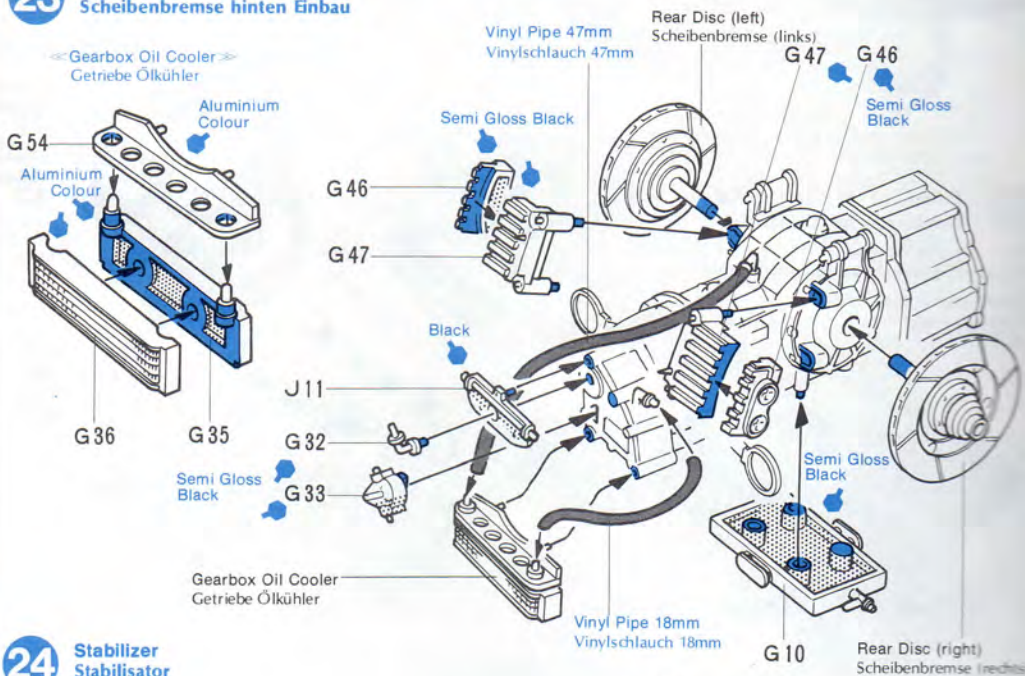
25 <<Fixing of Stabilizer>> <<Einbau des Stabilisator>>



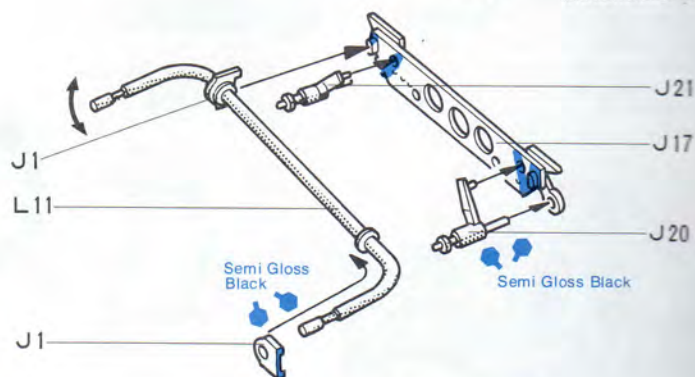
22 Rear Disc Scheibenbremse hinten



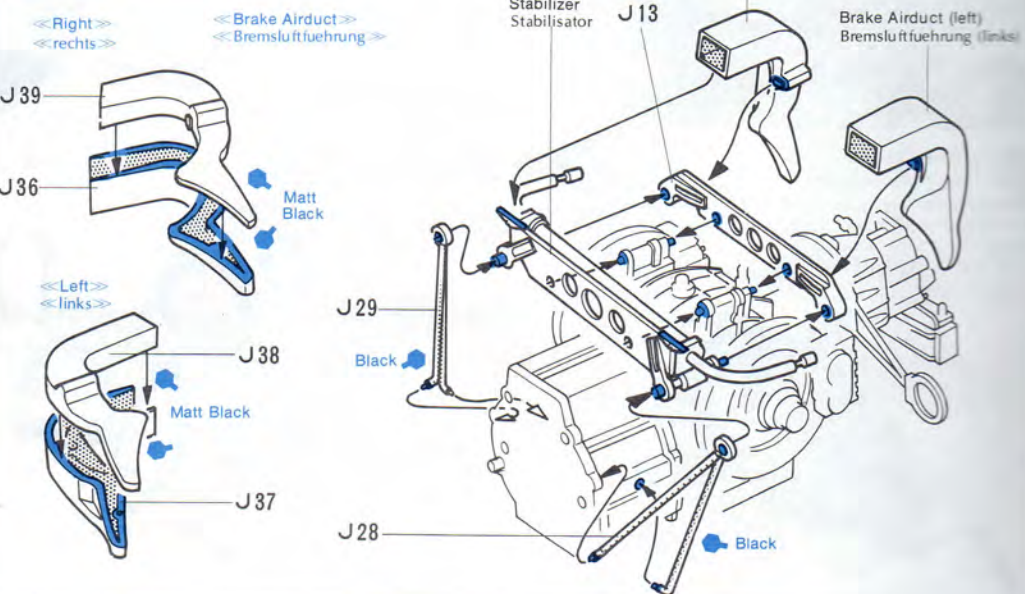
23 Fixing of Rear Disc Scheibenbremse hinten Einbau



24 Stabilizer Stabilisator



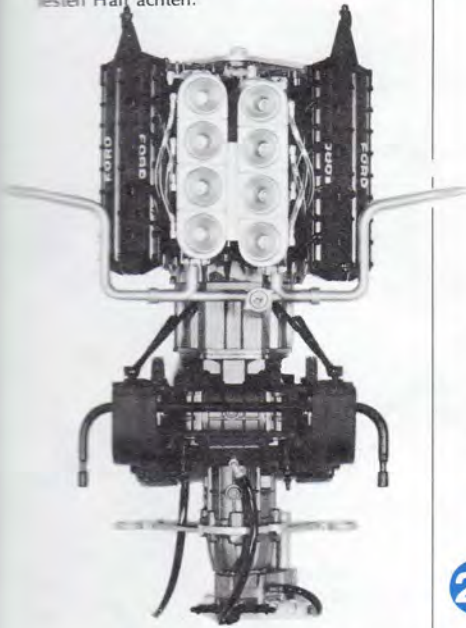
25 Fixing of Stabilizer Einbau des Stabilisator



26 <<Fixing of Gearbox>> <<Einbau des Getriebe-Gehäuse>>

Cement gear box onto engine. Use enough cement to make a strong bond.

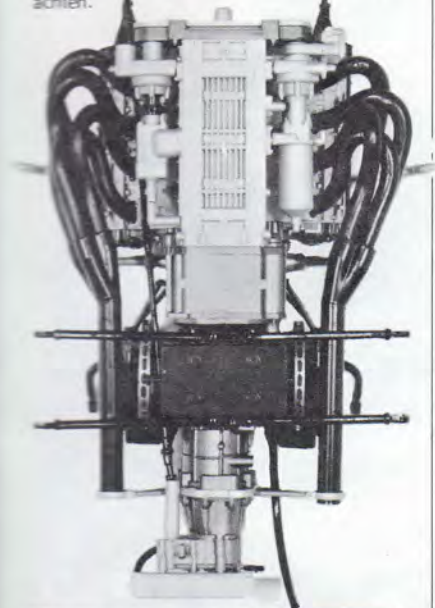
Getriebe-Gehäuse auf Motor kleben, auf festen Halt achten.



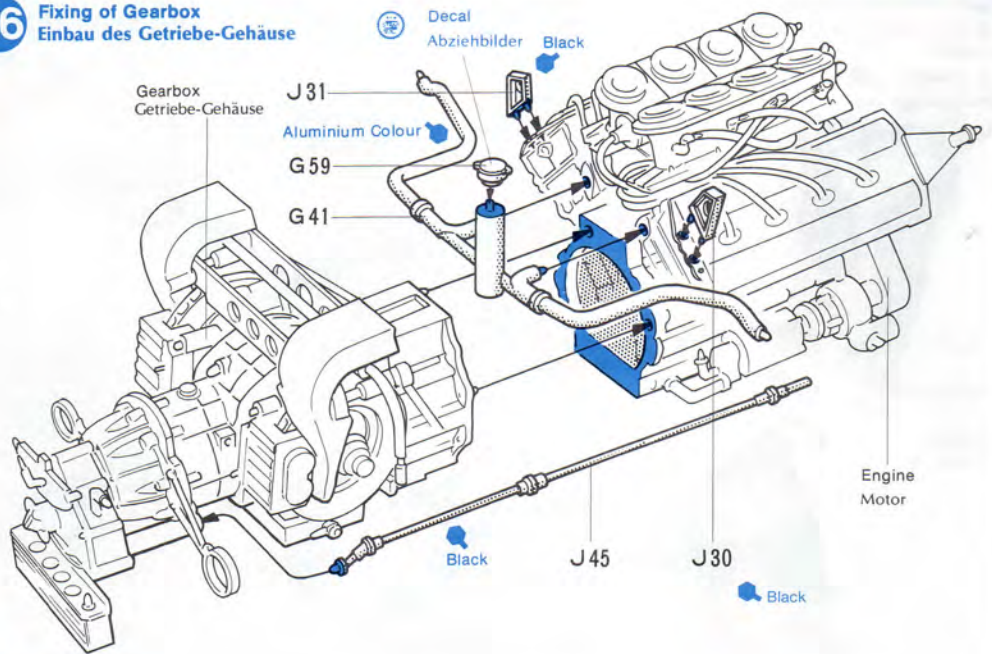
27 <<Exhaust Pipe>> <<Auspuff>>

All pipes are different. Start on one side and then continue to the next side.

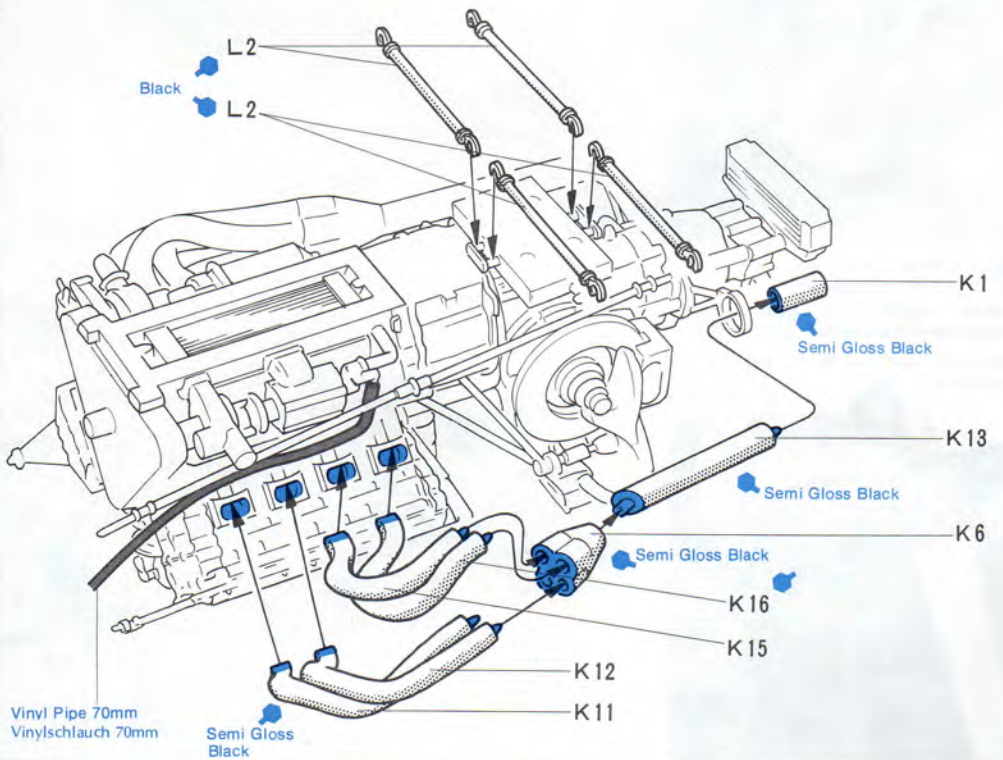
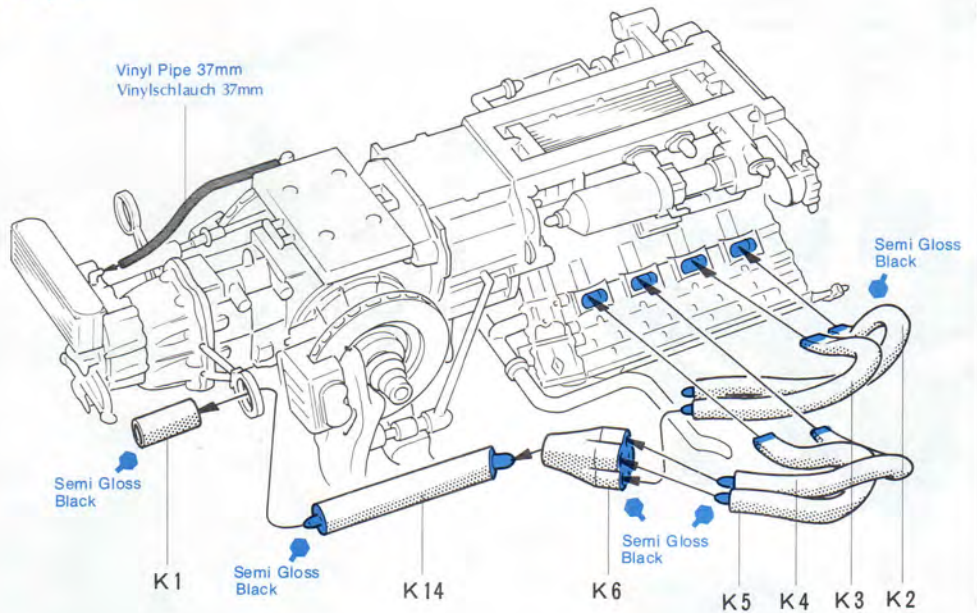
Alle Teile verschieden, auf Nummern achten.



26 Fixing of Gearbox Einbau des Getriebe-Gehäuse



27 Exhaust Pipe Auspuff



28 <<Rear Upright>> <<Hintere Achs-Lager>>

J6 is revolving. J6 and J7 are screwed in place.

J6 drehbar. J6 und J7 werden eingeschraubt.

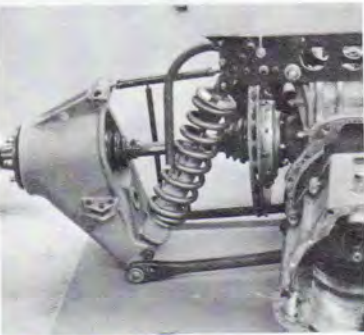
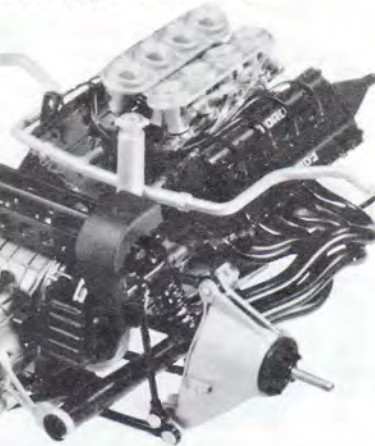


<<left>>
<<links>>



29 <<Fixing of Rear Upright>> <<Einbau der hinteren Achs-Lager>>

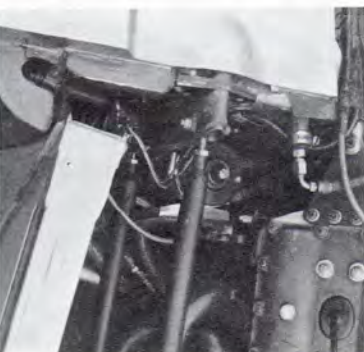
All parts are inserted without cement.
Nicht kleben - nur einstecken.



30 <<Fixing of Engine>> <<Motor - Einbau>>

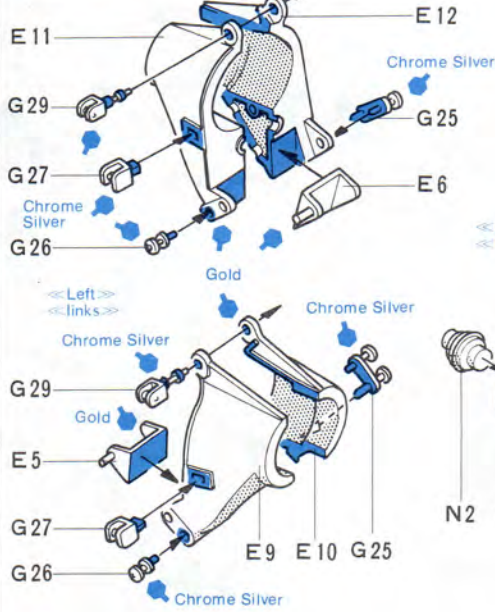
Cement engine onto chassis. Use enough cement to make a strong bond.

Motor auf Chassis kleben, auf festen halt achten.

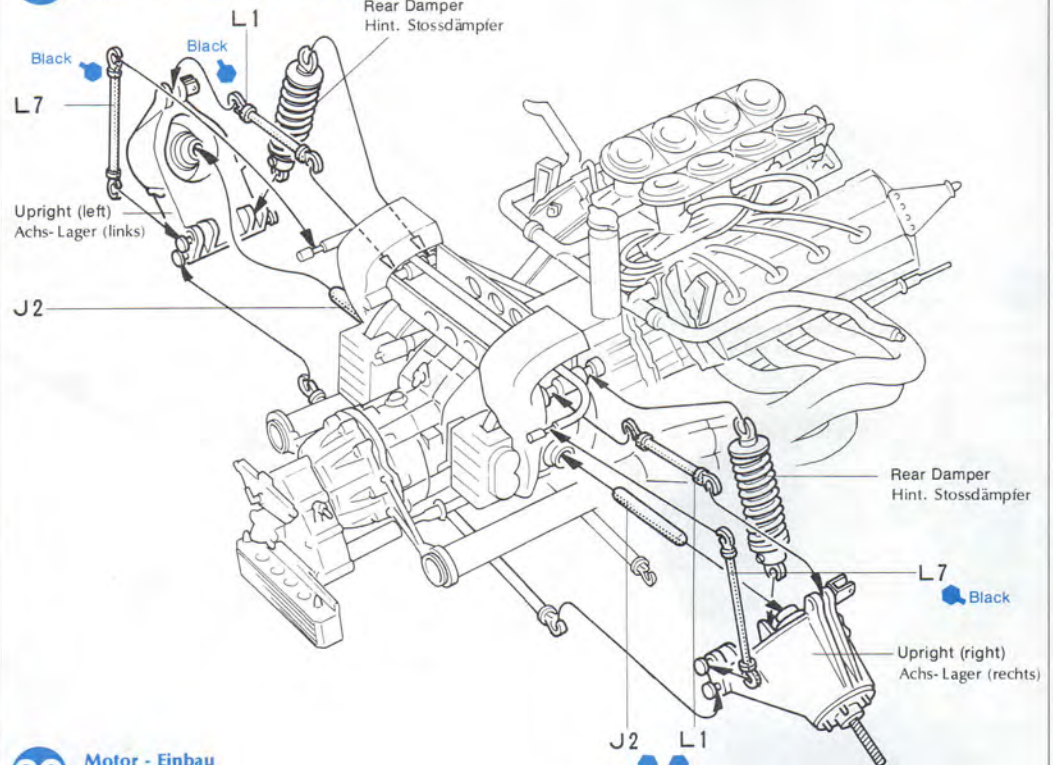


28 Rear Upright Hintere Achs-Lager

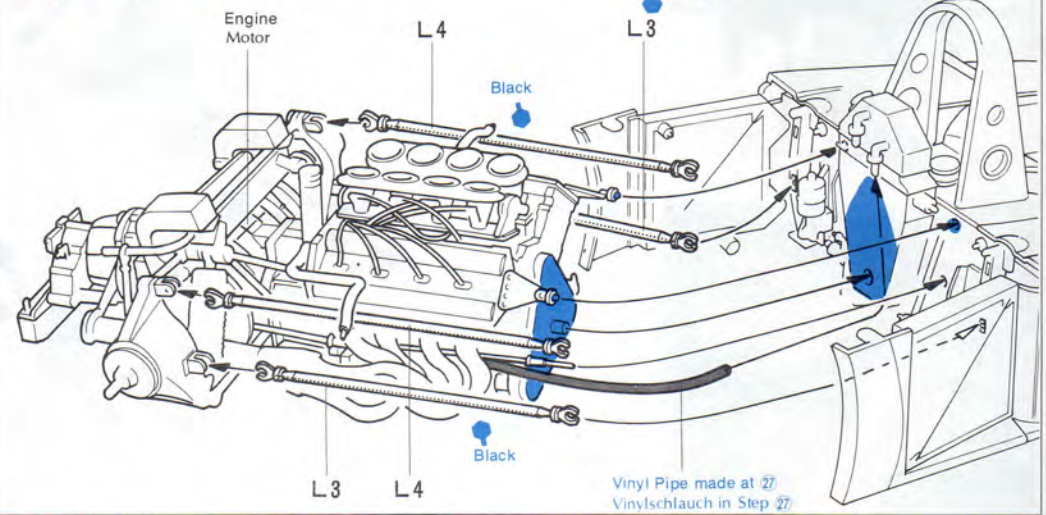
<<Right>>
<<rechts>>



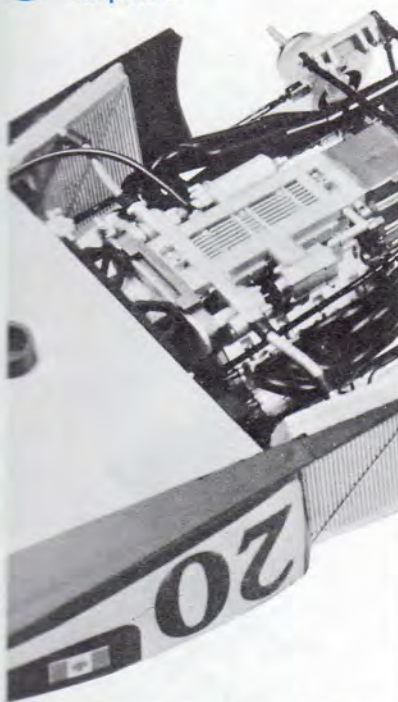
29 Fixing of Rear Upright Einbau der hinteren Achs-Lager



30 Motor - Einbau Fixing of Engine



31 «Fixing of Oil Pipe» «Öl pfeife»



32 «Front Upright» «Vorderes Achs - Lager»

F11 are revolving

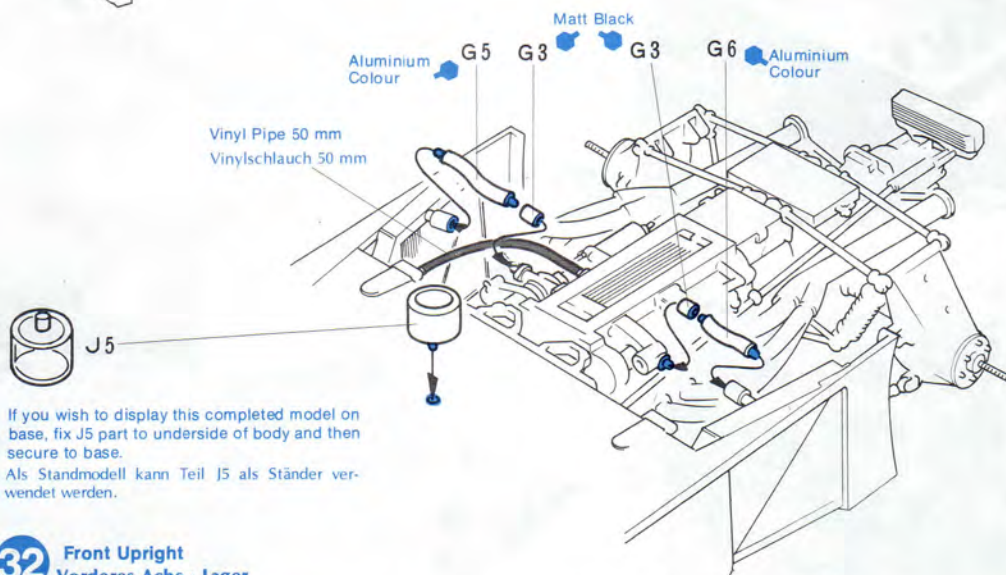
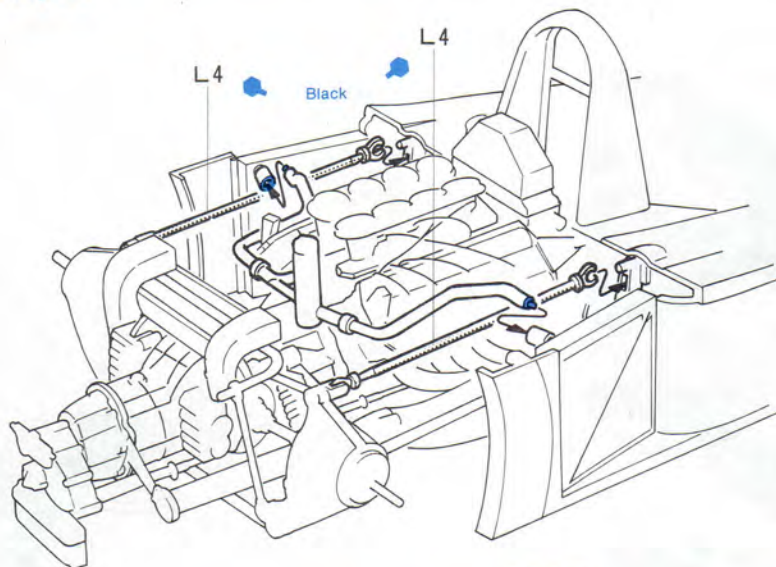
F11 drehbar

«right»
«rechts»

«left»
«links»



31 Fixing of Oil Pipe Öl pfeife

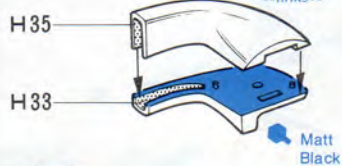


If you wish to display this completed model on base, fix J5 part to underside of body and then secure to base.
Als Standmodell kann Teil J5 als Ständer verwendet werden.

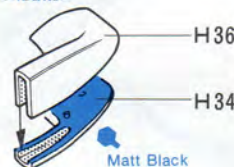
32 Front Upright Vorderes Achs - Lager

«Brake Air Duct»
«Bremsluftführung»

«Left»
«links»



«Right»
«rechts»



Metallic Grey

Semi Gloss Black

H2

F6

F8

Semi Gloss Black

H40

H15

F11

2mm Screw
2mm Schraube

Brake Air Duct: left
Bremsluftführung: links

«Left»
«links»

F25

F26

Semi Gloss Black

F11

H15

Brake Air Duct: right
Bremsluftführung: rechts

H39

F26

F25

Semi Gloss Black

Metallic Grey

F7

F5

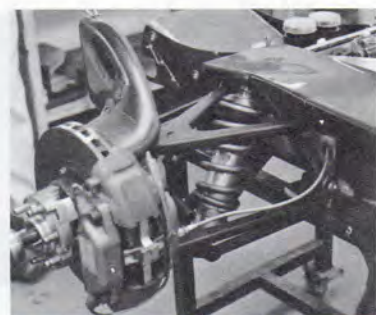
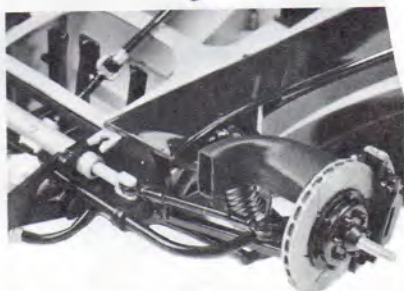
H2

2mm Screw
2mm Schraube



33 <<Fixing of Front Upright>> <<Einbau der vorderen Achsaufhängung>>

All parts are inserted without cement.
Nicht kleben - nur einstecken.



34 <<Rear Wing Stay>> <<Spoiler-Lager>>



35 <<Rear Wing>> <<Spoiler>>



33 Fixing of Front Upright Einbau der vorderen Achsaufhängung

Front Upright
(right)
Vord. Achs- Lager
(rechts)

L 12

Black

Black

L 12

Front Upright (left)
Vord. Achs- Lager (links)

34 Rear Wing Stay Spoiler-Lager

J 26

Black

J 27

J 22

J 19

Matt Black

J 14

J 16

G 48

Red

Semi Gloss Black

J 35

Black

Black

Semi Gloss Black

J 26

J 27

J 23

Aluminium Colour

Semi Gloss Black

J 35

J 18

35 Rear Wing Spoiler

A 8

Dark Blue

A 3

Dark Blue

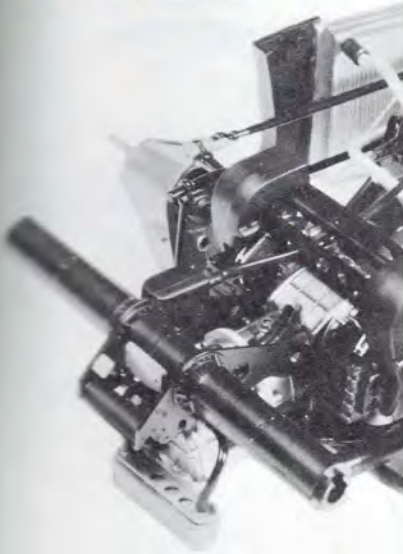
A 4

Dark Blue

A 9

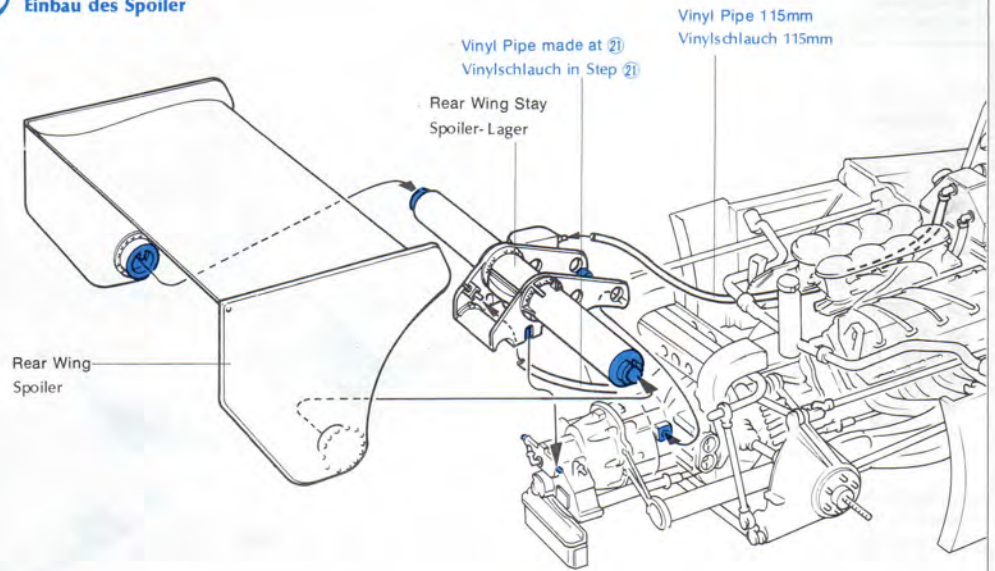
36

«Fixing of Rear Wing»
«Einbau des Spoiler»



36

Fixing of Rear Wing
Einbau des Spoiler



37

«Wheels»
«Räder»

Front Wheel: Make 2 sets
Rear Wheel: Make 2 sets

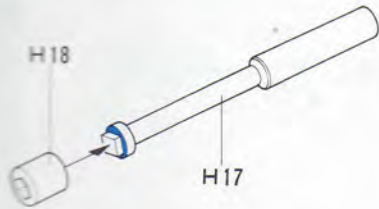
Vorderrad: 2 Satz
Hinterrad: 2 Satz

38

«Fixing of Wheels»
«Radeinbau»

Wheels are screwed in place.
Räder werden eingeschraubt.

«Wrench»
«Steckschlüssel»



37

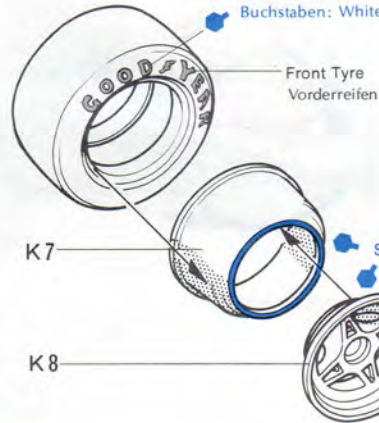
Wheels
Räder

«Front»
«Vorderrader»

Make 2 sets
2 Satz

Letters: White
Buchstaben: White

Front Tyre
Vorderreifen



«Rear»
«Hinterrader»

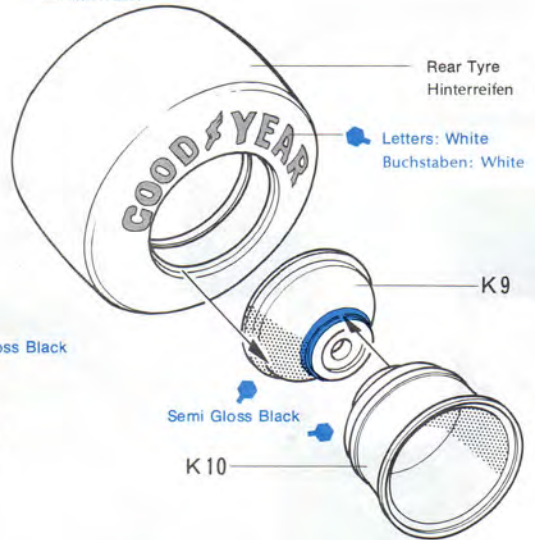
Rear Tyre
Hinterreifen

Letters: White
Buchstaben: White

K9

Semi Gloss Black

K10



38

Fixing of Wheels
Radeinbau

Black

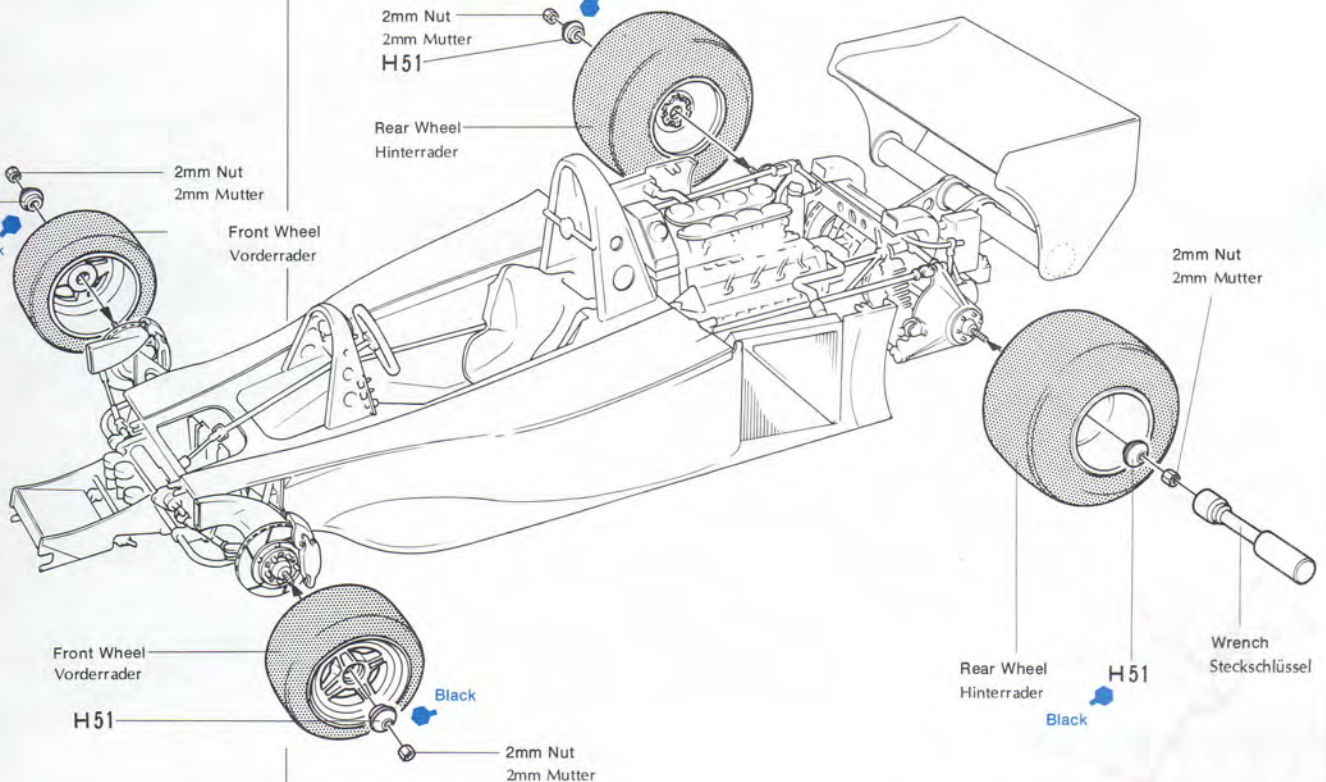
2mm Nut
2mm Mutter
H51

Rear Wheel
Hinterrader

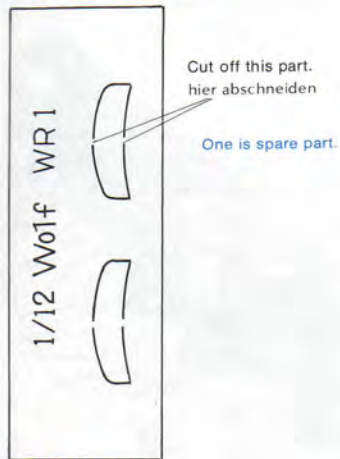
H51
2mm Nut
2mm Mutter

Front Wheel
Vorderrader

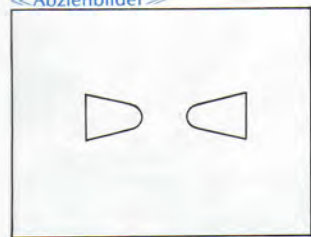
Black



39 <<Cowling>>
<<Haube>>
<<Windshield>>
<<Windschutzscheibe>>



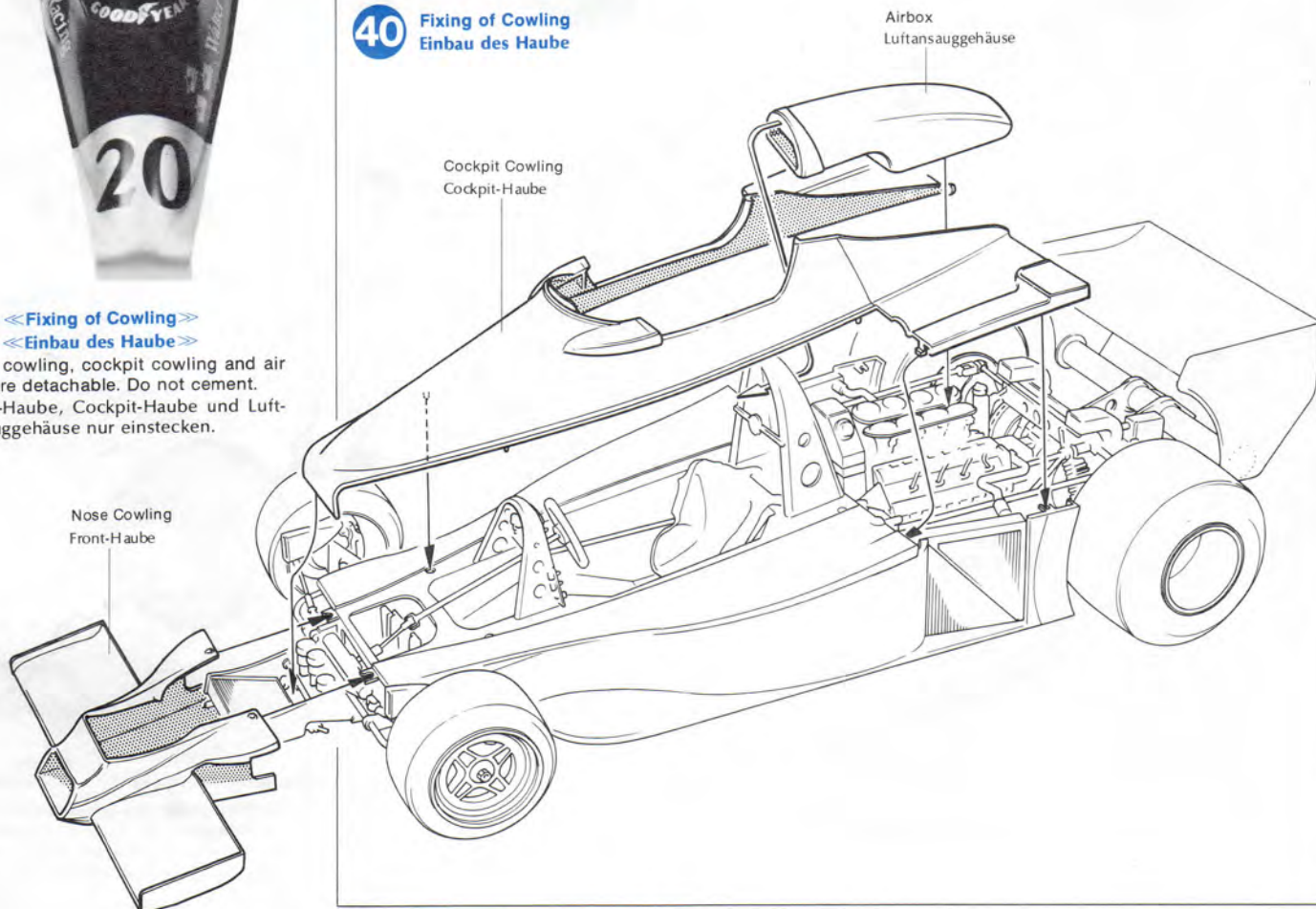
<<Decal>>
<<Abziehbilder>>



40 <<Fixing of Cowling>>
<<Einbau des Haube>>

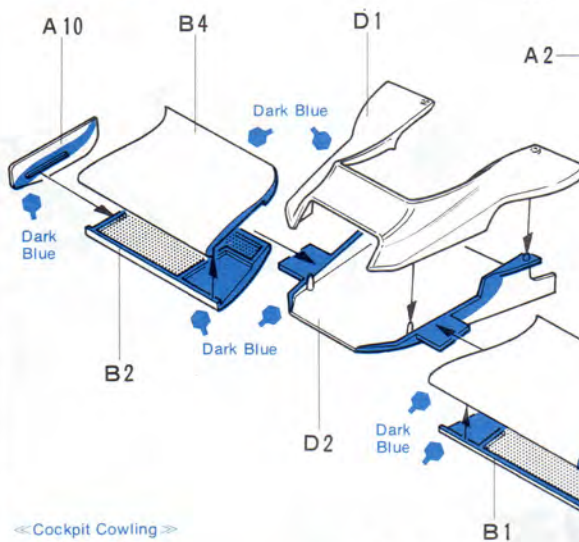
Nose cowl, cockpit cowl and air box are detachable. Do not cement.
Front-Haube, Cockpit-Haube und Luft-
ansauggehäuse nur einstecken.

Nose Cowling
Front-Haube

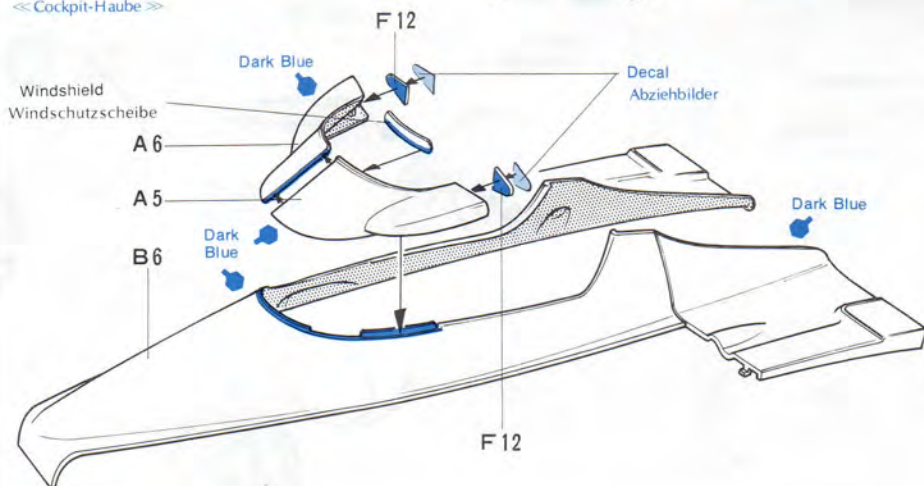


39 Cowling
Haube

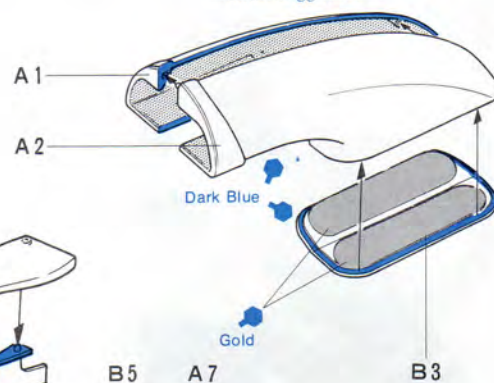
<<Nose Cowling>>
<<Front-Haube>>



<<Cockpit Cowling>>
<<Cockpit-Haube>>



<<Air Box>>
<<Luftansauggehäuse>>



40 Fixing of Cowling
Einbau des Haube

PAINTING & APPLYING DECALS

Da die Farben unter der englischen Bezeichnung zu erhalten sind, geben wir nur die englischen Namen an. Keine Farben auf Nitrobasis verwenden!!

Wir übernehmen keine Haftung für Schäden die durch falsche Farbwahl entstehen. Nur Farben verwenden, die für Plastik geeignet sind.

«Painting»

When painting your model remember to try and be as authentic as possible. 12 basic colours are recommended for your use. If you stick by these colours you will convey the real aura of the actual machine.

Beim Bemalen des Modelles soll man versuchen, so genau wie möglich zu sein. 12 Grundfarben werden benötigt für eine "echte". Wolf WR1 ford F1.

«Before Painting»

Remove all dust dirt and adhesive smears before attempting any painting. Remember painting does not generally hide bad workmanship. As previously mentioned remove excessive glue or joins with a file, sharp knife or very fine emery cloth. Most parts are best painted after assembly, but some inaccessible parts may be painted before removing from the sprue.

«Vor dem Malen»

Soll man Staub und Leimreste entfernen. Auch eine gute Bemalung verdeckt nicht schlechte Bauarbeit. Unebenheiten mit Feile oder Klinge entfernen.

Viele Teile lassen sich erst nach dem Zusammenbau bemalen, jedoch die kleinen Teile bemalt man am besten am Spritzling.



«Caution»

Take enough precautions against fire in handling the paints. Paints and solvents catch fire easily.

«Vorsicht»

Farben und Verdünner sind brennbar, nicht in Nähe offenes Feuers Bemalung vornehmen.

«Painting and Marking of Wolf WR-1»

The Wolf WR-1 is basically painted in two colours: dark blue and gold. These are the team colours chosen by team owner Walter Wolf himself, while many other machines are painted in sponsor colours. The Canadian flags painted on the nose and rear wing represent the nationality of the team. The machine wears the names of Castrol (oil), Good Year (tyre), Champion (plug), Koni (shock absorber) and Personal (steering wheel). The body also has a winning mark as well as the team name. A Tamiya sticker was seen in the Japanese GP.

New trade marks, designs in W letter, were applied on the nose cowl and cockpit cowl of the machine which was running in the first half of 1978 season.

For painting of details, see the assembly drawings.

Apply marks with reference to the figure at right. If you have applied golden paint to the body, use the dark blue number.

«Bemalung der Wolf WR1»

Der Wolf WR1 hat zwei Grundfarben: Dunkelblau und gold - ausgewählt von Walter Wolf selbst - während viele andere Maschinen die Farben der Sponsoren tragen.

Die Kanadische Flagge auf dem Guck und auf dem Heckspoiler zeigt die Nationalität des Team's. Zeichen der folgenden Firmen sind ausserdem auf dem Wagen angebracht: Castrol-Öl, Good Year-Reifen Champion-Zuendkerzen, Koni-Stossdämpfer. Im Grand Prix von Japan waren auf dem Wolf WR1 auch die Zeichen von TAMIYA. Weitere Bemalungen sind aus der Anleitung ersichtlich. Wenn Karosserie in gold bemalt wird, dann die dunkelblauen Nummern verwenden.

«Colours to be used» «Bemalung»



«Clear»

You can enjoy beautiful finish by making the best use of the original body colour.



«Dark Blue»

Body Colour
Karosserie Farbe



«Semi Gloss Black»

Arms
Arme



«Matt Black»

Leather, Plastic Parts
Leder, Plastikteile



«Aluminium Colour»

Chassis
Chassis



«Metallic Grey»

Tone up Aluminium Colour by adding a little Metallic Grey.
Aluminium Colour mit Metalgrey mischen.



«Black»

Rods
Stange



«White»

Brake Oil Tank, Battery Case
Bremsöl Tank, Batteriehaube



«Red»

Fire Extinguisher
Feuerlöscher



«Gun Metal»

Gear Box
Getriebe-Gehäuse



«Chrome Silver»

To create a cast metal.
So erreicht man den Metalleffekt.



«Gold»

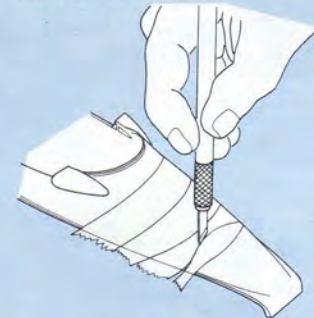
To make good any damaged plated parts (E parts)

«PAINTING WITH MASKING TAPE»

When the paint is completely dry apply masking tape or sticky paper (not cellophane tape) over the whole area of the body. Draw out the required shape you want onto the paper with a hard pencil, then cut the paper along the lines you have drawn very carefully. Then remove the paper not required to mask the body. Finally press the mask firmly down on to the plastic to ensure it seals it from the paint. Then paint as instructed in previous paragraphs.

«Bemalung mit Klebeband»

Farbe muss vollkommen trocken sein. Nur Klebepapier oder Abdeckband verwenden - niemals Tesafilm - und gut anliegend aufkleben. Die zu bemalenden Flächen ausschneiden. Abdeckmaterial erst nach gutem Trocknen der Farbe entfernen.



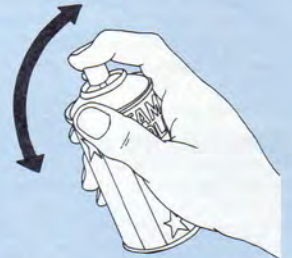
«SPRAY PAINTING HINTS»

Firstly always spray indoors in windless and dust-free conditions. Spread newspaper under your work. Mix the paint well by shaking the can for three minutes and then test spray against some cardboard from about 20 cm, checking that the paint is properly mixed.

When spraying the car body, hold the can about 20 cm from the plastic, moving the can quickly always in the same direction and ensure an even application. A good tip is to imagine you are spraying a larger surface, i.e. the surrounding newspaper you will then probably achieve a more even finish.

«Bemalung mit Sprayfarben»

Nur in zug- und staubfreien Räumen spritzen. Teile auf ausgebreitete Zeitung stellen. Spraydose gut durchschütteln (3 Min.) und durch Spritzen auf Karton prüfen, ob Farbe gut gemischt ist. (20cm Abstand). Das Modell in gleicher Richtung grossflächig besprühen.



Shake the spray can for about three minutes.
Spraydose für Sprühen ca 3 Minuten schütteln.

«Accessories»

Tamiya sells 1/12 scale figures of the driver, team manager and mechanics. Tool sets are also available. If displayed with them, the model car will look much better.

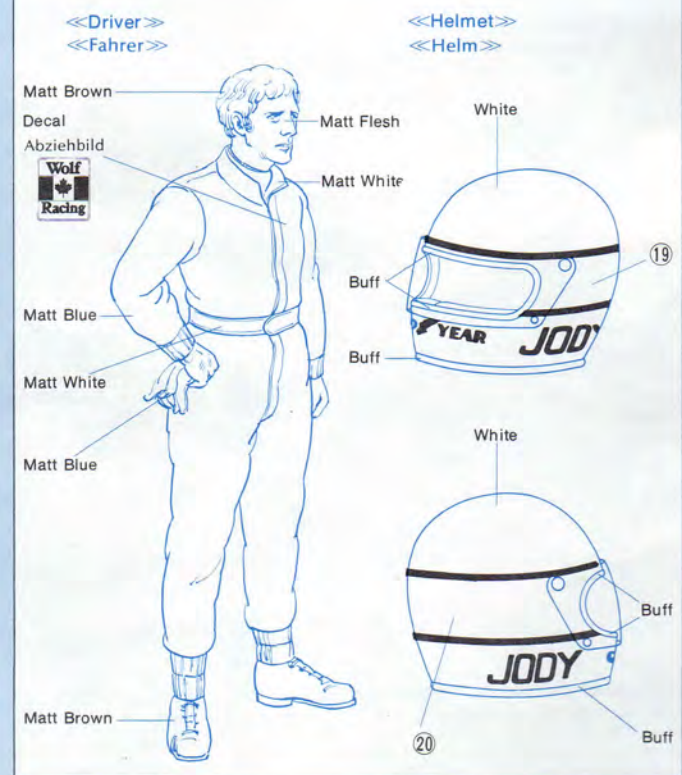
«Zubehör»

Einige TAMIYA Figuren wie: Fahrer, Teammanager, Reifenmechaniker Motor - Tuner sowie ein Werkzeugsatz bringt Leben in das Modell.

«Positions and Painting of Driver Marks»

This kit does not contain the driver figure. The decals include marks to be applied on the driver, mechanics, etc. of the 1/12 Accessory Set sold by Tamiya. Use them for making a diorama or as car accessories.

Dieser Kit enthält keine Figuren, jedoch sind Abziehbilder für diese im Kit enthalten.



APPLYING DECALS

<<Applying Decals>>

- 1 A decal to be applied should be cut off beforehand.
- 2 Dip it in water. When the ground paper it is on arches, take out of water to place on a cloth such as a towel.
- 3 A minute or two later, hold edge of the ground paper to slide the decal onto the model from the ground paper.

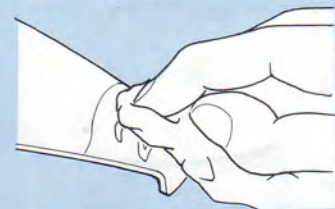


- 4 Then, put a little of water on your finger to wet the decal so that the latter will be moved more easily onto the right spot.
 - 5 Press the decal down with a soft cloth such as a towel to force air bubbles out of underside of the decal. Continue the work until the excess water, too, will be fully absorbed.
- When the surface to be applied with a decal is uneven or curved, press the decal down with a steamed towel so that the warmed, wet decal will fit the surface well. Cut off the excess transparent portion around a decal before applying. When so done, you can expect a sharp finish with the decal precisely in its specified place. If the mark has wrinkled, notch it and then press it with cloth.

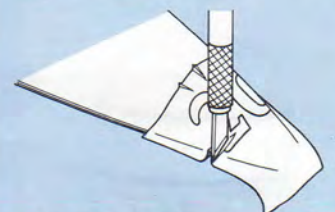


<<Abziehbilder>>

- 1 Bild erst genau ausschneiden.
- 2 In Wasser legen, wenn Bild abhebt,



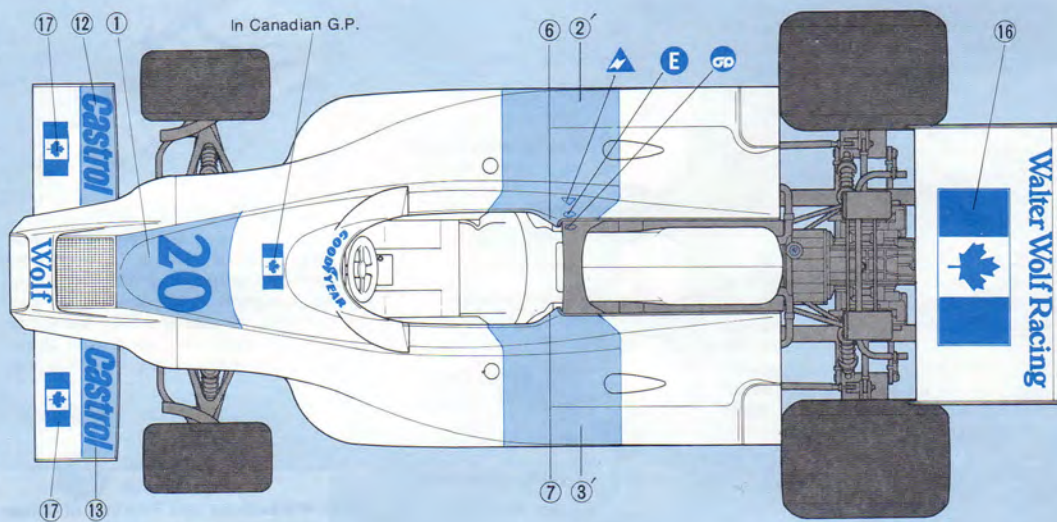
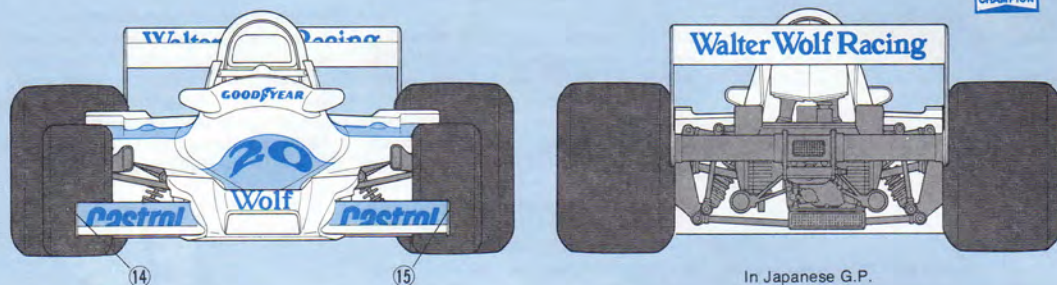
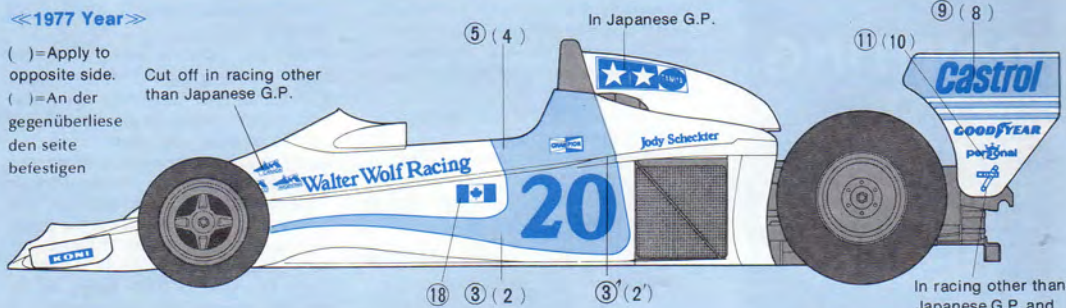
- auf trockenen Stoff legen.
- 3 1-2 Minuten später, Papier an Ecken halten und Bild abschieben auf Modell.
 - 4 Etwas Wasser auf Finger und Bild auf genauen Platz schieben.



- 5 Mit Stoff Luftblasen herausdrücken, überflüssiges Wasser aufsaugen. Wenn Fläche uneben oder gebogen ist, Bild mit nassem heissem Tuch aufdrücken.

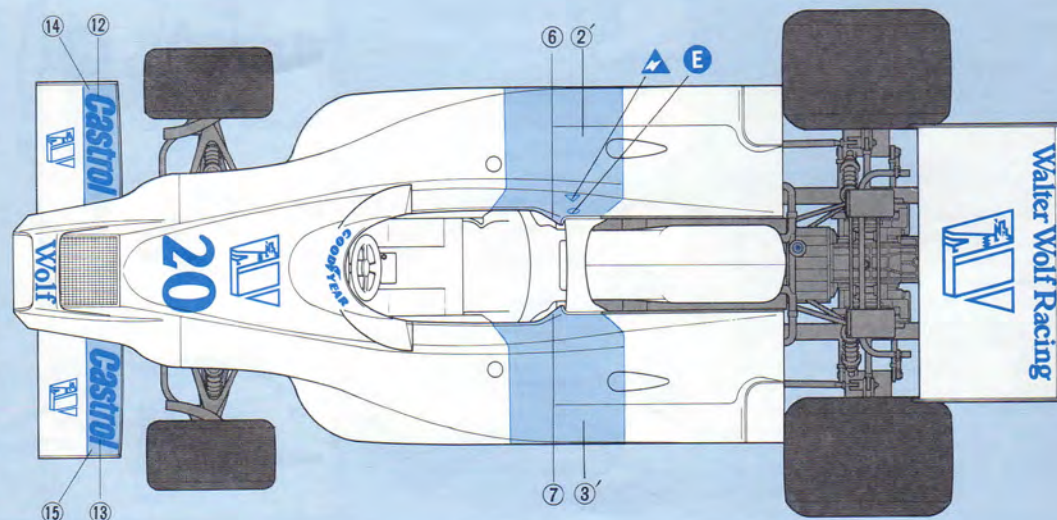
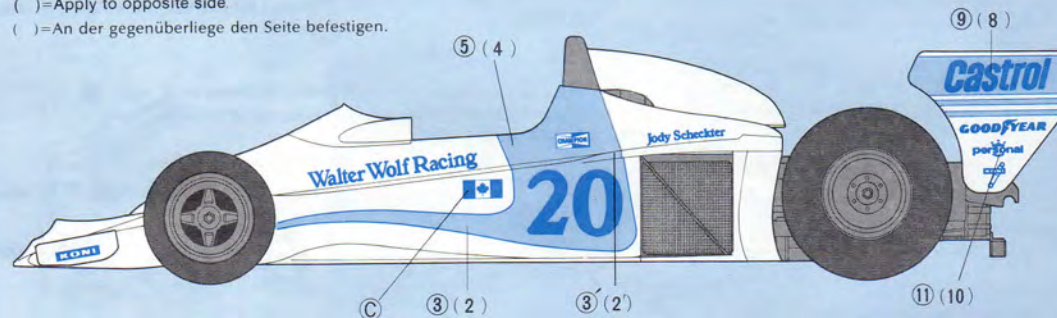
<<1977 Year>>

- () = Apply to opposite side.
() = An der gegenüberliegenden Seite befestigen.
- Cut off in racing other than Japanese G.P.



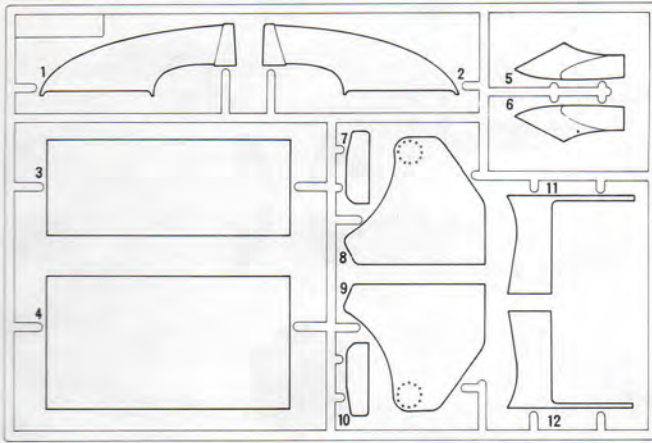
<<1978 Year>>

- () = Apply to opposite side.
() = An der gegenüberliegenden Seite befestigen.



A PARTS

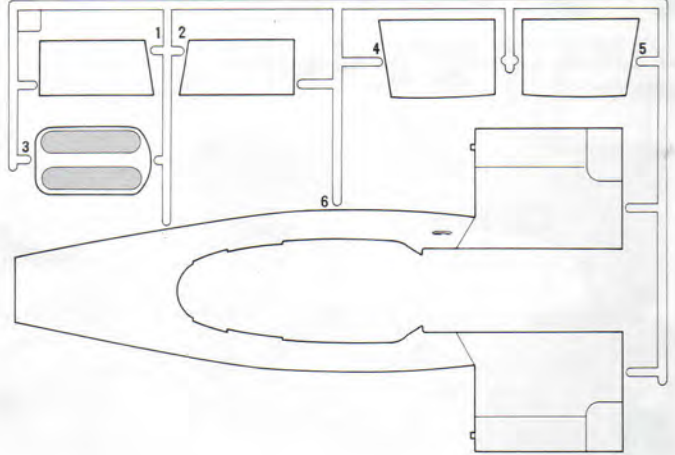
Dark Blue



B PARTS

Dark Blue

Gold



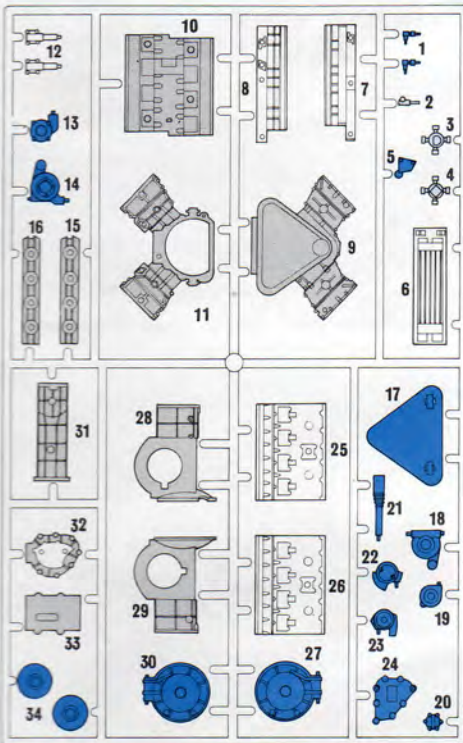
C PARTS

Aluminium Colour

Gun Metal

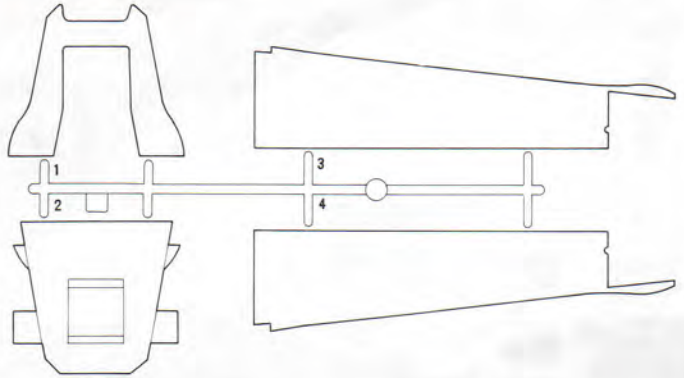
Chrome Silver

Unnecessary



D PARTS

Dark Blue



G PARTS

Aluminium Colour

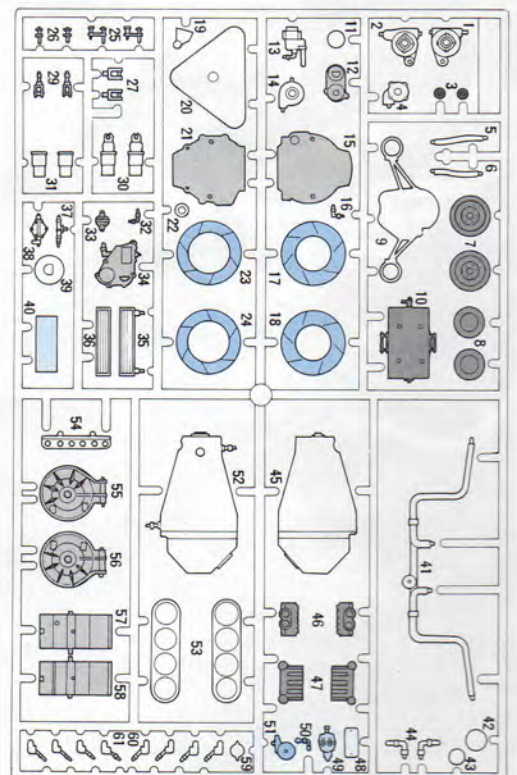
Metallic Grey

Gun Metal

Chrome Silver

Matt Black

Semi Gloss Black



F PARTS

Aluminium Colour

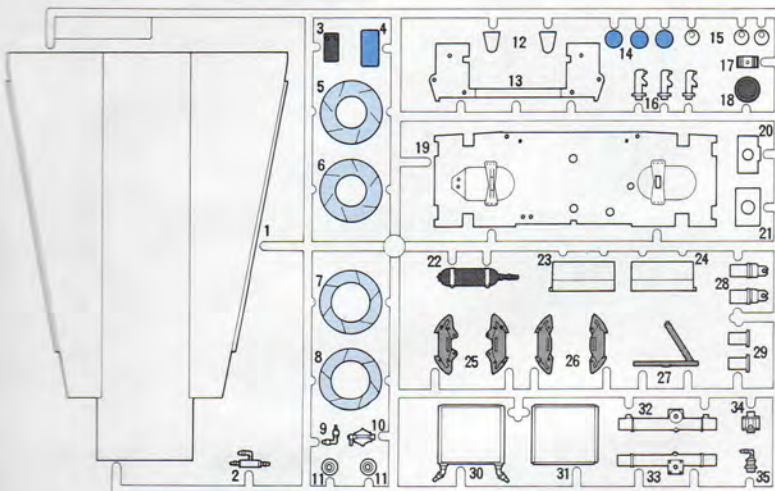
White

Red

Gun Metal

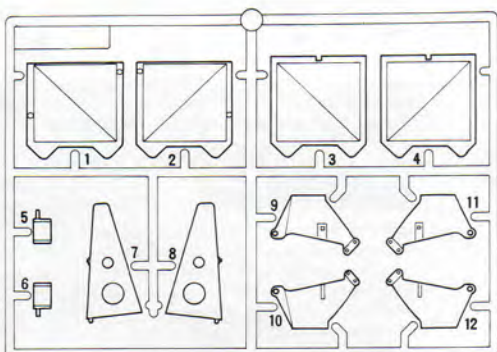
Metallic Grey

Semi Gloss Black



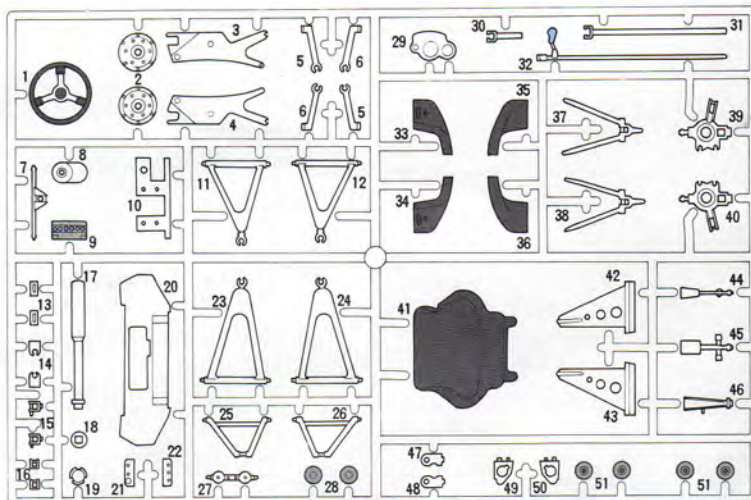
E PARTS

Gold



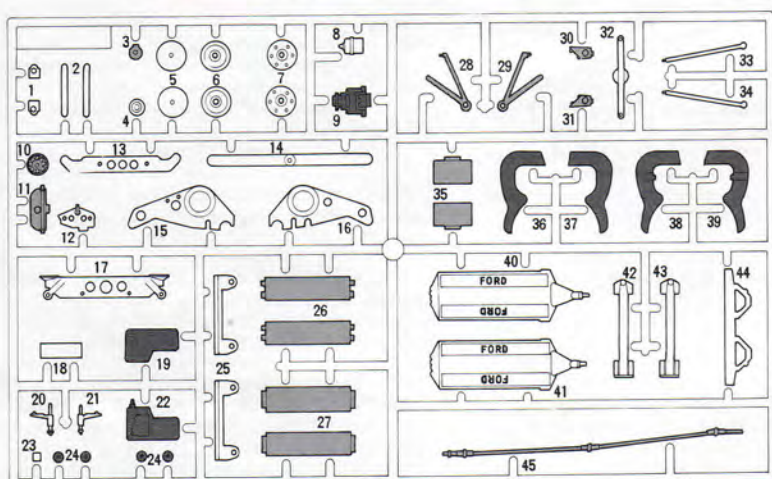
H PARTS

Semi Gloss Black, Black, Matt Black, Chrome Silver, White, Red Brown



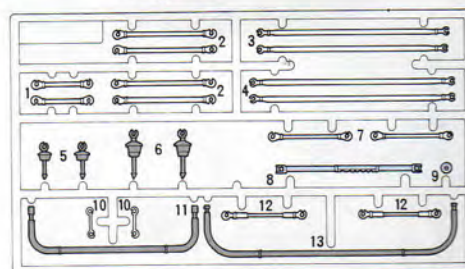
J PARTS

Semi Gloss Black, Black, Matt Black



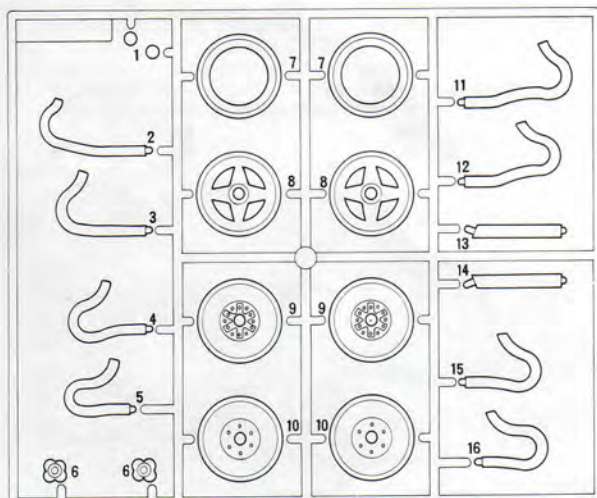
L PARTS

Black, Semi Gloss Black, Aluminium Colour



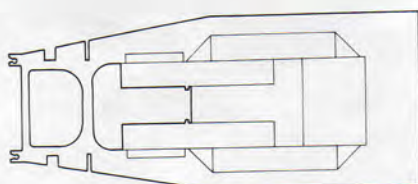
K PARTS

Semi Gloss Black

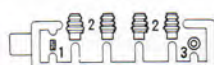


Chassis Part

Aluminium Colour



N PARTS



Front Tyre (x2) White



M PARTS



Windshield



2mm Screw



2mm Nut



Compression Spring (Small)



Compression Spring (Large)

Decal
Vinyl Pipe (black)
Vinyl Cord (black)
Transparent Pipe

Rear Tyre (x2) White

