1983 Williams FW08C Formula 1

Sold

1983 Williams FW08-C

On offer is chassis FW08 -10. Prepared and developed to the absolute highest standard resulting in what has to be the ultimate example of the iconic FW08 C.

Documented by Jonathan Williams, it is confirmed that chassis 10 was constructed for the1983 Formula 1 Grand Prix season acting as a spare for both team drivers, Keke Rosberg as well as Jacques Laffite and transported to end of season Grands Prix.

Chassis 10 has been subjected to a development process over the course of the last 3 years working with specialists such as Nigel Rees of GSD RaceDyn resulting in class victories in the FIA Masters series. All engineering aspects have been methodically and meticulously addressed offering an opportunity to enter the historic Formula One world at the very sharp end of the grid. A welcomed participant in the FIA Master Historic F1 series.

Driving impressions from Martin Stretton:
" I had a few laps in the car at Donington and it felt so good I was happy to go for a quick time on my second lap which is a car that gives exceptional confidence and had been very well set up. Given the chance I would love to race it. It is more user friendly at the limit than similar ground effect cars and so more suitable for the slightly less accomplished driver whilst it is also quite capable of beating the ground effect cars."

Spares Pack
A comprehensive and detailed spares package has been sourced as well as remanufactured enabling Chassis 10 to operate and perform during race events to a professional standard. List is available on request.

FW08C General:
Williams updated the FW08 for the 1983 Formula One season to become the FW08C. Under new regulations all ground effect were out and flat bottom cars were in, meaning nearly all the cars in Formula One had to be heavily modified or replaced and the FW08 was no exception. Against the turbo cars of Renault, Brabham and Ferrari, Williams were not expected to do as well as they did. Rosberg opened the season with pole position at the Brazilian Grand Prix (the last for a Cosworth engined car) and scored the car's last win, at the 1983 Monaco Grand Prix. He would eventually finish fifth in the Drivers' Championship, while Williams finished 1983 in fourth place, the best of the Cosworth-powered cars. The FW08C also has the distinction of being the first Formula One car ever driven by Ayrton Senna, at Donington Park in July 1983.

Specification:
Chassis: Aluminium honeycomb monocoque.
Design: Patrick Head and Frank Dernie
Suspension: GSD RaceDyn, Nigel Rees setup. Suspension (front) Double wishbones, coil springs over dampers, anti-roll bar
Suspension (rear) Double wishbones, coil springs over dampers, anti-roll bar
Engine: Ford Cosworth DFV, 2,993 cc (182.6 cu in), 90° V8, mid-engine, longitudinally mounted. Langford Performance Engineering, 200 miles of use.
Transmission: Hewland FGA 400 5 speed. Built by BPA, 200 miles of use.

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