

The review of the BMT 931 published in Radio Race Car's September issue, had seen the car fully assembled, but minus the radio gear, Mondial engine and the tuned pipe. I purchased a new set of radio gear, two Futaba S-3001 servos (quite adequate for models of this size and type) and a 5 cell 600mah nicad pack to power the radio, so it was all systems go!

The radio installation was easy, but as with all IC cars, beginners might have problems with basic 2ch radio sets when setting up the throttle



months. Two tankfuls of fuel were run through the engine on this occasion with some gentle running around the track, and three more the following Sunday.

The Race!

The 'Acid Test' was to come at the Ashby 1/10 IC BRCA National, so a BRCA legal bodyshell was found in the form of the new RaceCraft Vauxhall Cavalier, very nicely painted by Rob Jones (that makes two in this issue Rob!), complete with a nice big rear wing. It made a nice change from the hordes of BMWs, and attracted quite some interest. Not having actually driven a 1/10 IC car in anger before, this meeting was anticipated with some trepidation, especially as the weather wasn't too brilliant and I had but the kit tyres to run. A quick practise session in which the Mondial was given full throttle for the first time (!), showed that neither the 931 or the Mondial .15 motor were exactly far off the pace. Things were looking good.

Come the first heat though, and driving the 931 competitively for the first time showed that I hadn't really got the car set up properly, but mistook this for using the wrong tyres, so for the third heat tried some softer, borrowed rears which made matters worse, with the car tramping badly and tending to chatter around corners. I ran the last qualifying heat with the kit tyres again, but this time had John Dyett take a close look at the car's behaviour, with the result that after qualifying finished John set the car up for me. 12th overall was the qualifying position, which was quite pleasing the first time out!

I had used 60wt silicon oil all round, and had set the rear geometry with no toe in or negative camber, so John wound in approximately 2° of

both at the rear, leaving the front at 1.5° negative camber, swapping the 60wt oil for 10wt (!) and installing extended wishbone damper mountings on the front to give more travel.

I was now set for the 20 minute Final, which unfortunately started quite damp so the tyres weren't too suited, but after the first pit stop the grip suddenly came in with a bang and I realised the 931 was now absolutely dialled. If only it had been like that in qualifying, but the thing was that the car now handled and gripped just like a 1/12 carpet car it was that good, so I started to reel in the leader. Everything was great until just after the third pit stop, when either a quick burst of interference or damp in the receiver put me into the chicane wall when the throttle opened to flat out and stayed there, the resulting crash being the most spectacular of the day!

Considering the force of the impact and the fact that the car ran away with the engine screaming wildly, I was lucky to get away with just a bent chassis, so the next meeting at Wombwell is looked forward to with great expectations. The car, when set up similarly to the description given here, should handle very well on a dry track with the kit rubber, indeed it looks as if much harder tyres than those used on other machines suit the 931 a treat. The Mondial .15 engine was certainly not found lacking using 25% Nitro Hayley Green fuel with the Mondial pipe, being very smooth into the bargain, so the package available from Hayley Green Models is well worth investigating. The kit is of high quality and builds into a nice handling car that certainly possesses the type of 'turn in' to corners that inspires confidence. Very nice indeed! Manufactured in Italy by Blitz Model Tecnica, and distributed in this country by: Hayley Green Models, Hayley green, Warfield, Bracknell, Berkshire. RG-12 6BS. Tel (0344) 890091.

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The Full Race Test...

linkages. With a Futaba FF3 or Sanwa Exerd/Gemini, it is possible to limit the movements electronically from the transmitter, and I must admit that I relied heavily upon these to set the 931's linkages up correctly. Hayley Green Models exchanged the kit's clutch bell for the later version with bigger numbers of teeth on both first and second gear to give a higher top speed, and the clutch itself for a five shoe type rather than the earlier 4 shoe version. Such is the pace of 1/10 IC development!

The car was initially run minus the bodyshell after a round of the RRC Tarmac Series had been held at Ashby. When the 931 was produced it was pounced on by all of the 1/10 IC drivers present, and I didn't see it again for quite some time! The Mondial .15 surprised all of the gathered throng when it came to running the beast, as it literally started up at the first attempt then proceeded to tick over smoothly as if it had been doing so for

