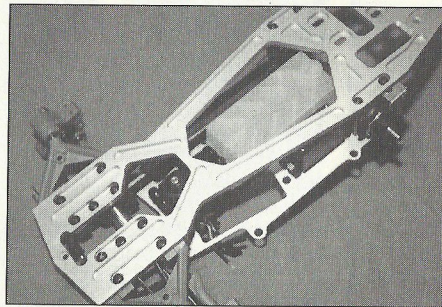
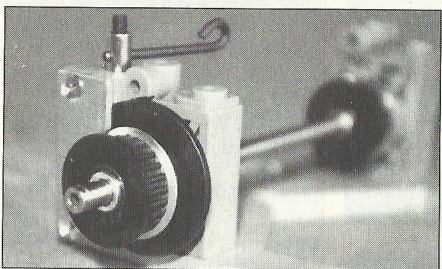


KIT REVIEW

The latest 1/8 circuit car from World title holders BMT, with two British lap records under its belt already this season!



The basis for the Active is the milled 5mm thick chassis. The new and heavily baffled tank can be installed through the chassis plate.



The Active features a new and large diameter metal disc brake.

The new Active car from the Italian BMT company (Blitz Model Technica), came as a complete surprise to the 1/8 IC circuit racing fraternity when it was unveiled at the Nurnberg model fair earlier this year. The car didn't appear in the shops until late May, but was literally immediately pressed into action at a BRCA National. The result was the car winning on both days, illustrating just how competitive it is straight from the box!

This review concentrates on the Active's construction, and how it differs from its predecessor — the BMT 'Austin Light'.

The packaging is excellent, with each sub assembly bagged separately and numbered as per the instructions. The instructions themselves are mainly graphic, with just a few choice words of guidance, and basically anyone who has assembled any model car before will have no problems with understanding them. Was there any trimming or fitting required? Quite simply no, as all of the components fitted together well.

The Rear End

Assembly began with the rear end. The trend of course is for solid axles now, so there wasn't a differential to fiddle about with. The car features

The assembled rear end showing the single upper link pick up in the upright, the 'track control arm' and the new alloy inner pivot points for the upper link.

The latest clutch bell offers the facility to change the alloy pinion gears.

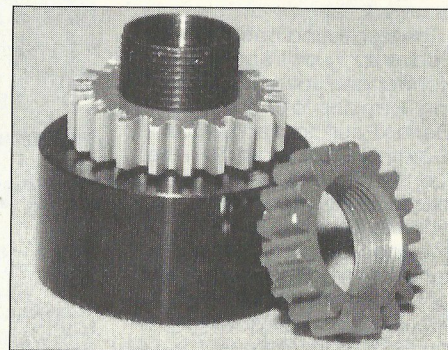
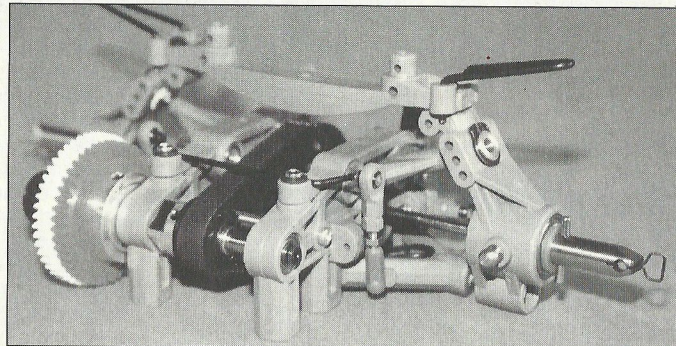
ball joints mounted outboard on the suspension uprights with adjustable track rods picking up on the main side mouldings. The upper link's outer ball joint socket is pre moulded into the new design of upright, thus eliminating the possibility of components coming loose. The upper suspension arm therefore now has a single pick up point on the upright, with the inner pivot point now moved outboard of the plastic side plate, picking up on external aluminium pivots. This all results in the rear end being very solid, with no play to be found at all.

As is usual in BMT kits, the 'cam' type gearbox is supplied pre-assembled and pre-set. Just slide the shaft through the bearings and 'hey presto,' it's in place!

The rear anti-roll bar is very light in its action in comparison with that fitted to the previous car, but on the track it works very well. Again the drop links are adjustable and, in common with the front and rear track rods, have left and right hand threads with a convenient

hexagonal section in the middle of the shaft, thus allowing accurate adjustments to be made without popping the ball joints on and off.

A nice touch are the kit supplied body supporting wires, which fix into the rear cross brace. They save having to make some up to add afterwards!

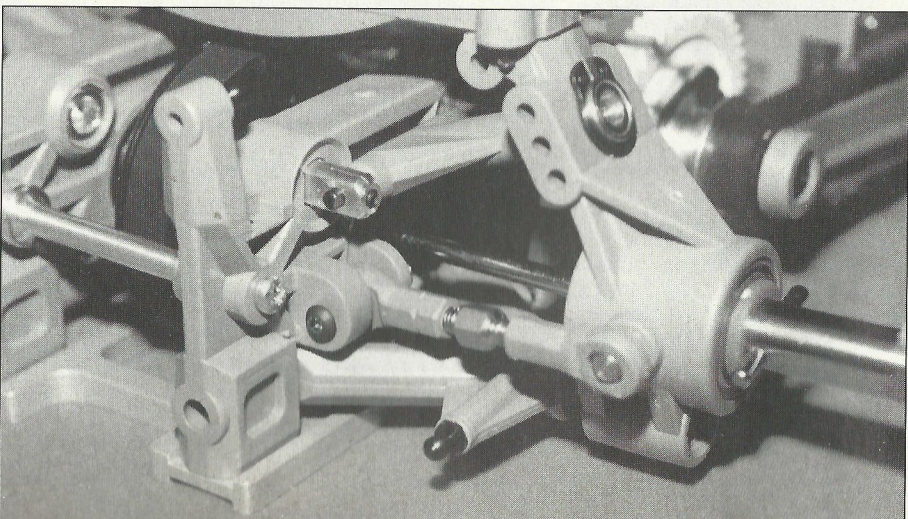


The Front End

Putting the rear assembly aside, one now concentrates on the front belt assembly. The first noticeable difference compared to the Austin Light is the new, larger diameter metal disc brake, which is a real improvement. The front sub-assembly utilises a central 'axle tube' complete with one way bearings and, as before, has half shafts which simply slide in. No real changes here.

The front suspension itself is really quite different in that the inboard upper pivot is now adjustable in its angle, and is mounted much lower in the front upright to lower the roll centre. The new upper suspension arm is totally different from the original 'A' arm design. The other main

The rear anti roll bar has been reduced in diameter on the Active. The wire rear body supports are a nice touch!



feature is the shock absorber mounted on either side between the wheel's upright and the central moulding. These shock absorbers operate in both steering and normal up/down suspension modes, and use quite a lightweight oil.

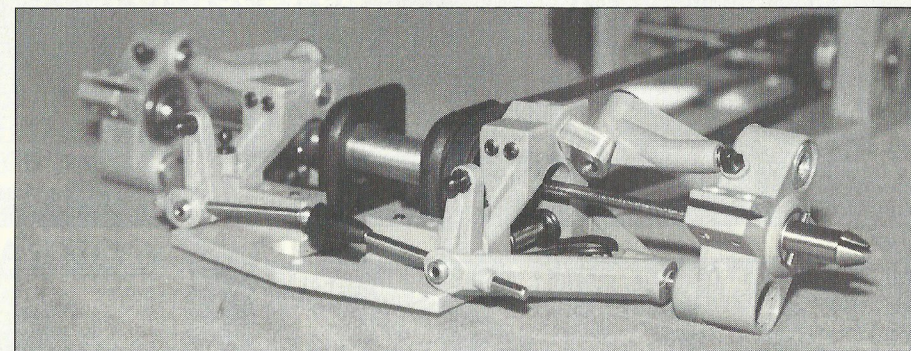
The front end also features a single, or mono shock, which operates between the two front suspension arms, but of course also works in conjunction with the shocks operating on the uprights as well. The stub axles feature a quick release front wheel facility, and two pairs of wheel adaptors plus an improved release tool are supplied.

To finish off the front end, once the anti roll bar has been fitted, there is a new, one piece, moulded bumper unit which also fits flush with the underside of the chassis, thus eliminating the possibility of the car coming to a sudden and violent halt when riding over a kerb!

Final Assembly

The radio plate is very much as before, except that it now offers the

facility to mount the battery pack on the right hand side. The tank itself has been modified significantly. The sump and baffles are improved, with the fuel fed to the engine via a filter unit in the sump, from which silicone fuel tube exits through the back of the tank. The tubing is supplied, and is an excellent fit. BMT's cap has been modified to include the pressure inlet to the tank, moulded in at an angle to the rear. The complete tank unit can now be mounted to the radio plate whilst the plate is still attached to the



The front end now features an alloy pivot block for the redesigned upper arm, with the block's angle now being adjustable. The castor angle is now fixed rather than adjustable.

chassis. In other words it can be fed up through the bottom of the milled out but still very substantial 5mm thick chassis.

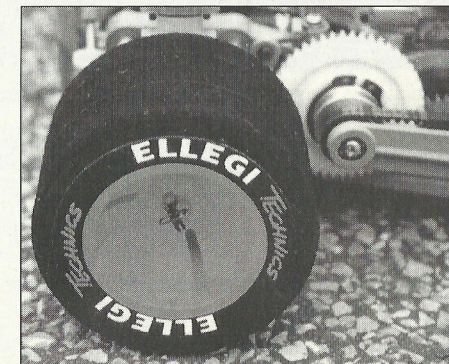
The rear end assembly is then simply screwed to the main chassis plate, and the chosen engine unit installed. A good point is that now, whether a two or three speed gearbox is used, that the engine mounting blocks are the same. The latest clutch

bell also now features 'screw on' alloy pinion gears, increasing the choice of ratios available and making it easier to change ratios or replace worn gears.

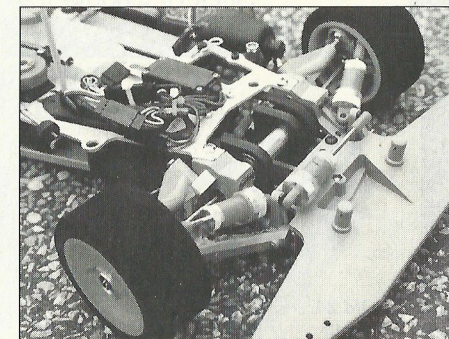
So there we have the fully assembled car. The rear of the instruction booklet features some very comprehensive 'setting up' instructions, and includes some handy angular templates for setting up the suspension's geometry correctly, and these can either be cut out, or photocopied.

In use so far, these instructions still hold good, but no doubt drivers will experiment and go their own way with the car's set-up. Certainly, straight out of the box the car is very fast and extremely stable, thanks no doubt to the clever geometry on the rear, and has already proved its worth by setting two new lap records on British circuits this season!

The BMT 'Active' 1/8 IC circuit



The latest Ellegi wheels allow the suspension geometry to be adjusted without removing the wheels, the slots permitting an allen key to be inserted.



The unusual '3 shock' front end offers better control over the front wheels when applying power out of a corner.

car is manufactured in Italy by Blitz Model Technica, and is available in the U.K. from John Dyett at Hayley Green Models, Hayley Green, Warfield, Bracknell, Berks. RG12 6BS. Tel (0344) 890091.

BMT 'Active'