

After World and European successes with 1:8 circuit cars, BMT felt it was time to put their awesome engineering knowledge to test by producing the ultimate 1:8 IC. Rallycross car, and here it is – the BMT 911 4WD.

Take a brief look at the BMT 911, and you will immediately appreciate its well designed layout. This amazing car represents a breakthrough in Rallycross design. New, because 50% of its drive system is driven by belts.

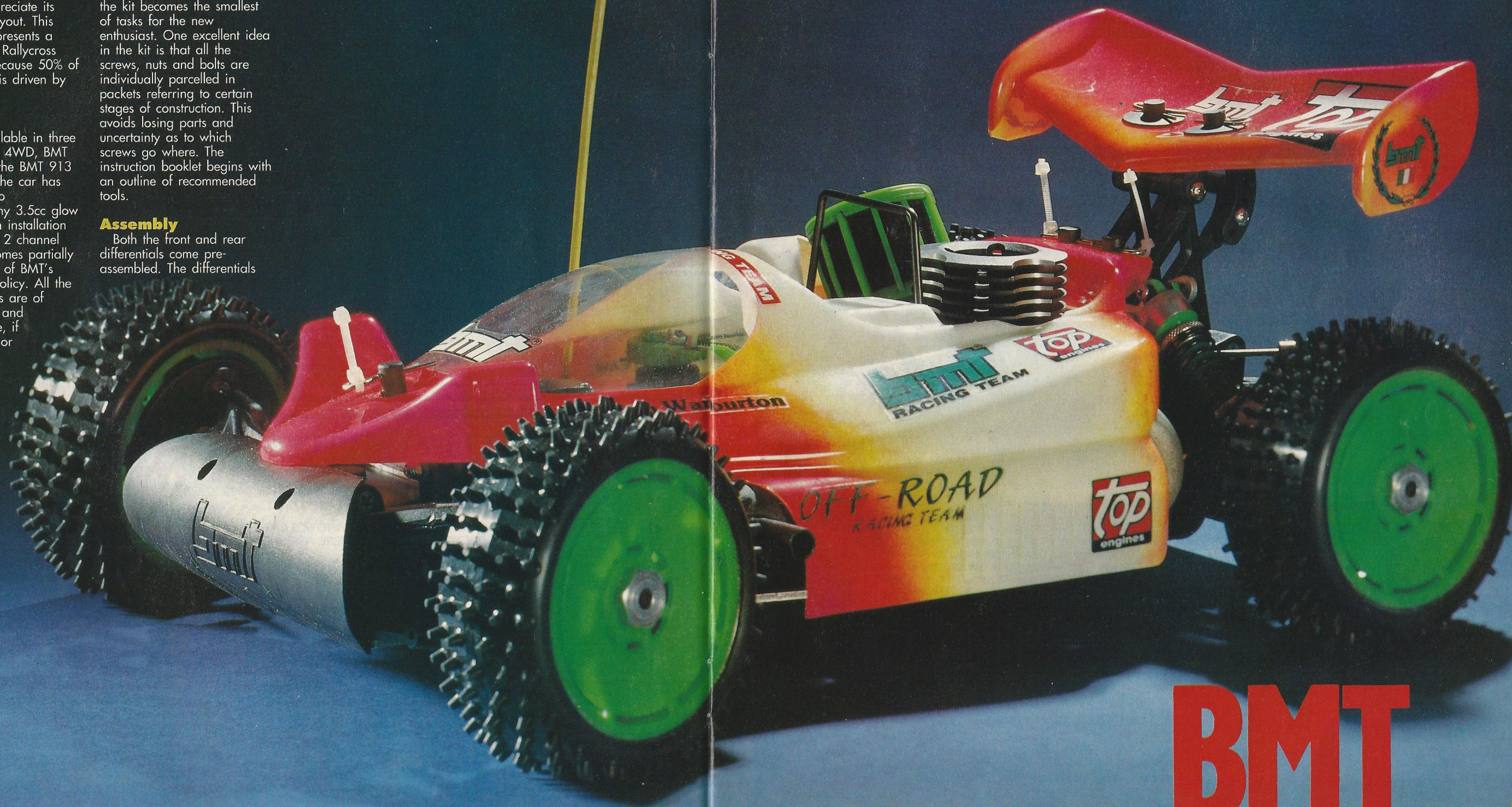
The kit

The kit is available in three forms; BMT 911 4WD, BMT 912 2WD and the BMT 913 2WD Pullstart. The car has been designed to accommodate any 3.5cc glow plug engine with installation facilities for any 2 channel radio. The kit comes partially pre-built as part of BMT's quality control policy. All the plastic mouldings are of excellent quality and require very little, if any, de-burring or shaping. With a

comprehensive instruction booklet, the construction of the kit becomes the smallest of tasks for the new enthusiast. One excellent idea in the kit is that all the screws, nuts and bolts are individually parcelled in packets referring to certain stages of construction. This avoids losing parts and uncertainty as to which screws go where. The instruction booklet begins with an outline of recommended tools.

Assembly

Both the front and rear differentials come pre-assembled. The differentials



BMT 911

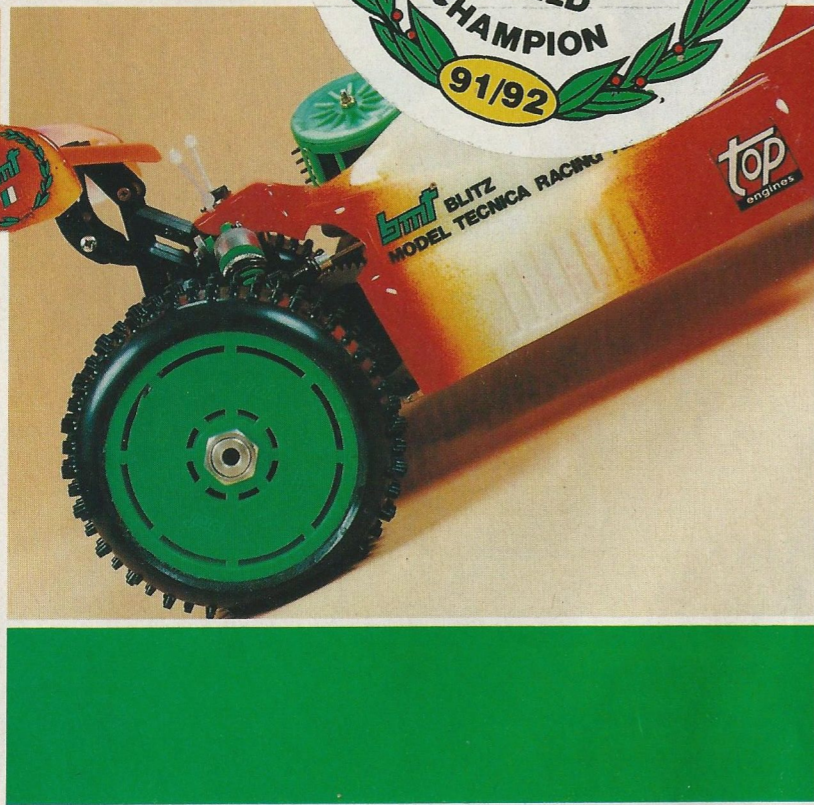
Darren
Warburton puts
the new 1:8
BMT 911
together for
RCMC

BMT

Belt up!



BMT 911 bodyshell basically is designed to cover the internals; the result is not to everyone's liking but feel the car looks racy. Rear wing mount allows for a number of settings, pointed wing is included in the kit.



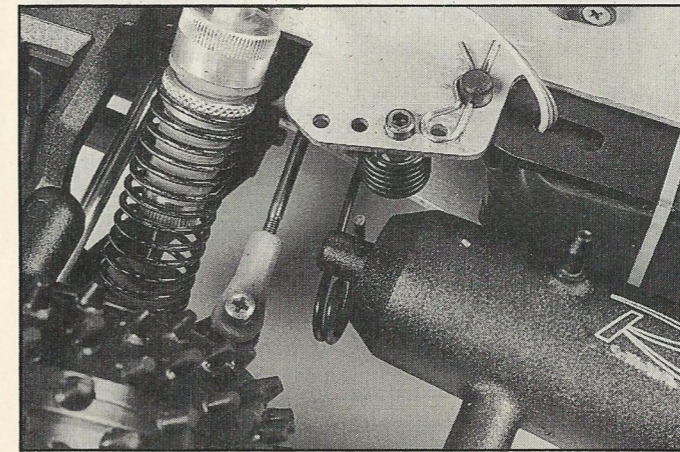
are known as 'ball type', offering two forms of adjustment for the driver to set up around his driving style. One adjustment sets the stiffness of the differential effect, the other varies the amount of power transmitted through the differential.

Both differentials are driven via a central layshaft, accommodating the main drive gear and the disc operated braking system. Steel brake pads are used with Ferrodo type discs offering a very effective braking system. The front gearbox is driven from the central layshaft via toothed drive belts. Tests at the BMT test centre in Italy have proved belt drive to be more efficient, even under the toughest conditions than gears and shafts. All gearboxes and pulley housings bolt onto a 3mm

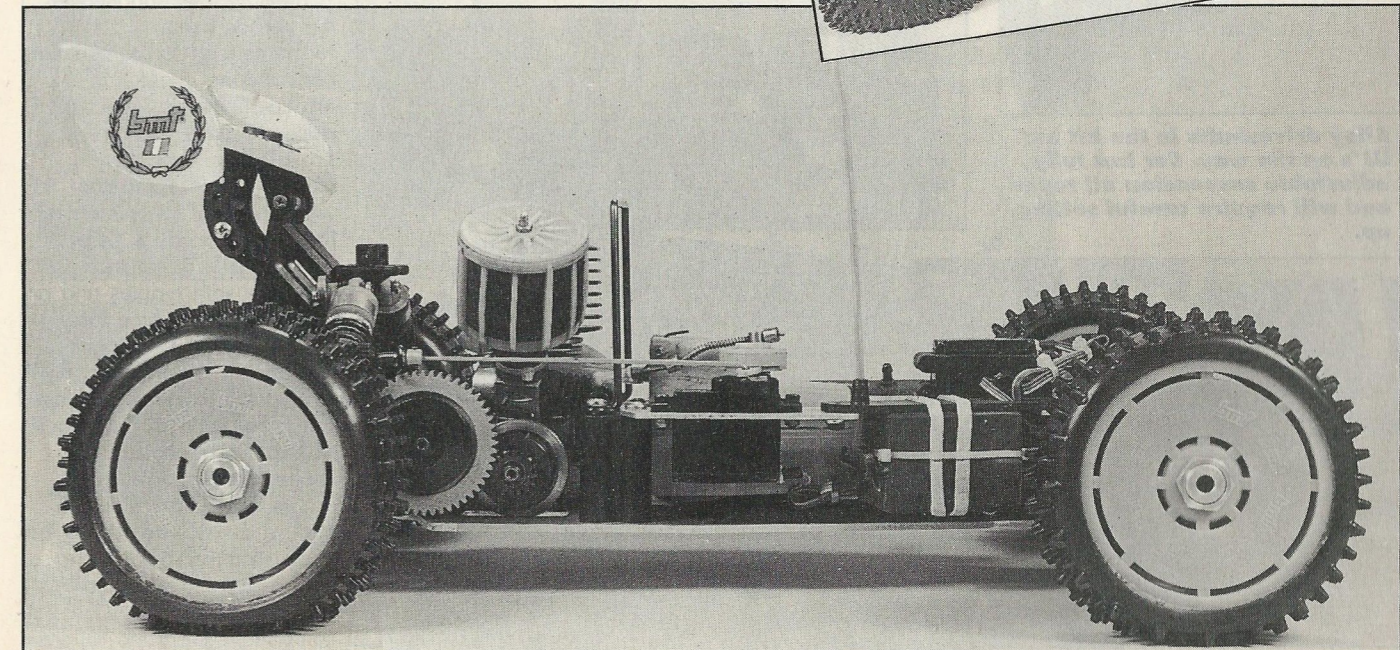
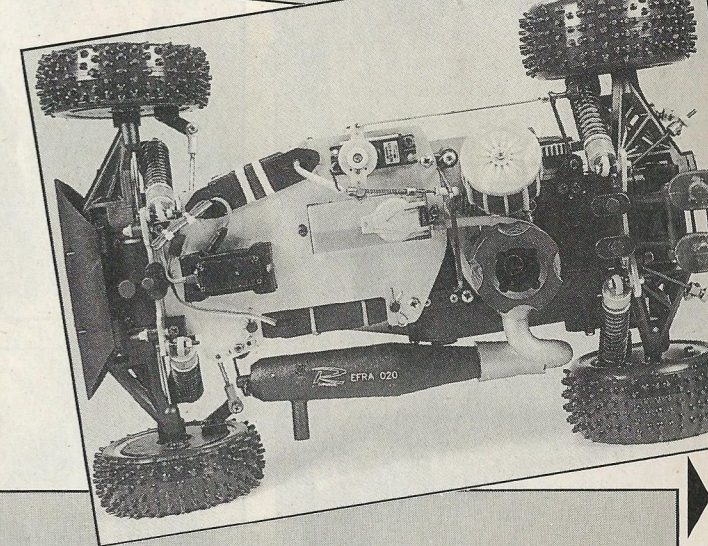
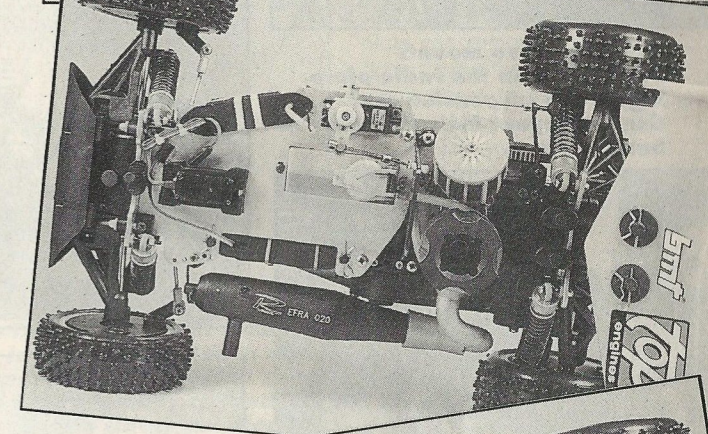
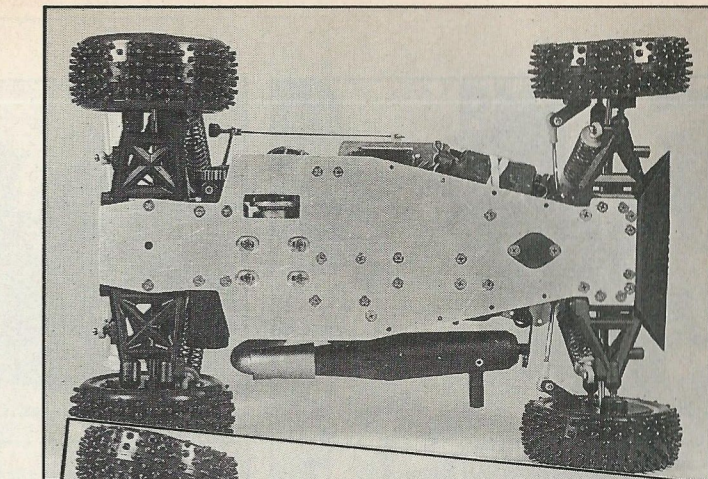
BMT Belt Up!

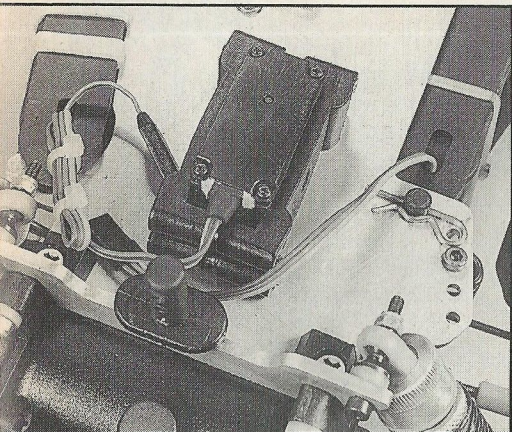
thick chassis, made of fine quality aircraft aluminium, complete with countersunk head screws throughout.

Provision has been made in the gearbox mouldings for differential adjustment, via a small port hole which is sealed with an easily removed rubber bung. The fully independent suspension utilises both shaft and ball pivot techniques. Hardened steel shafts are used inboard, and pivot balls on the extremities. All pivot balls are threaded into the wishbones, giving the driver the ability to

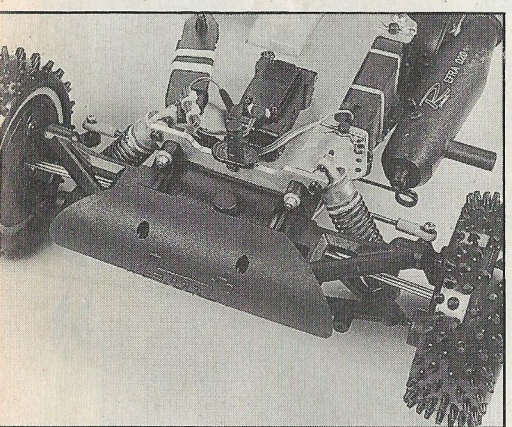
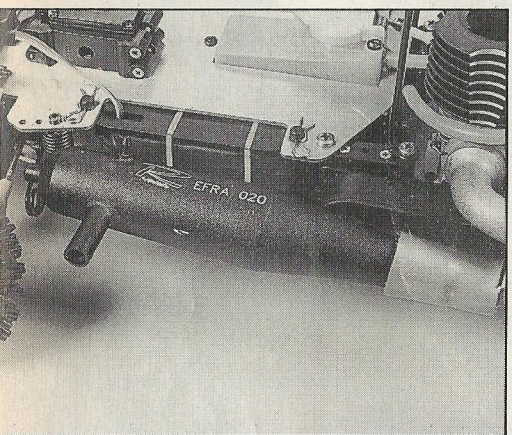


Overall views of the 911 show the engine to sit well back in the car. Above; Neat pipe mounting allows the pipe to move in an accident. Radio is installed into the alloy top plate.

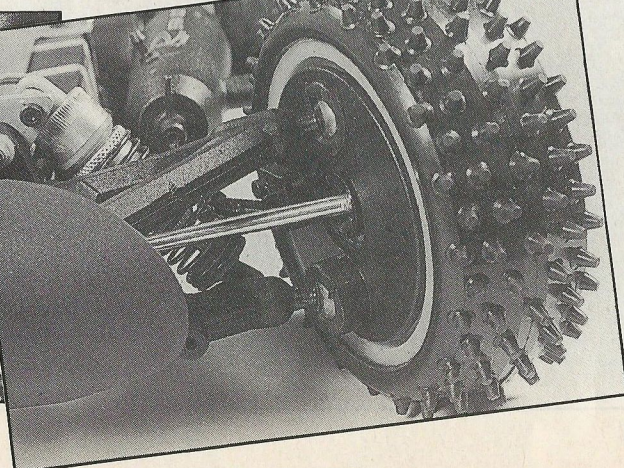
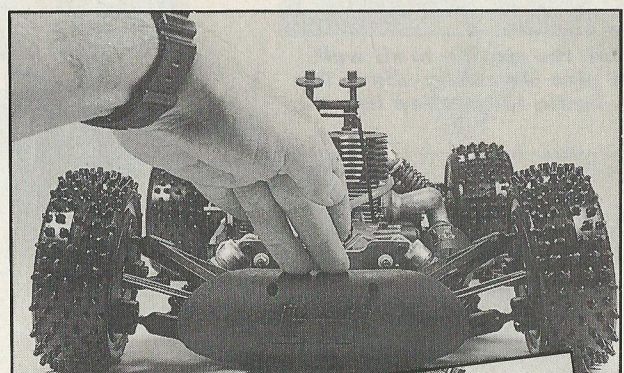
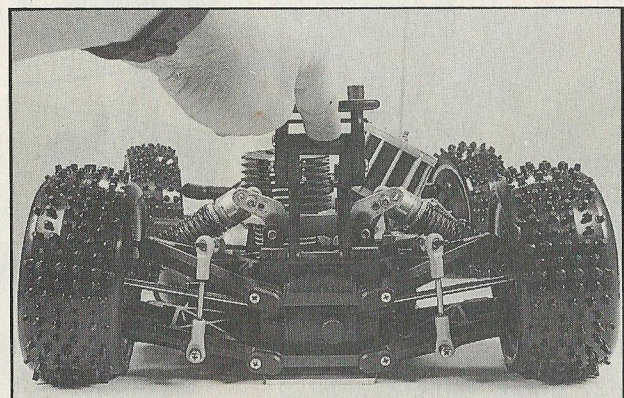
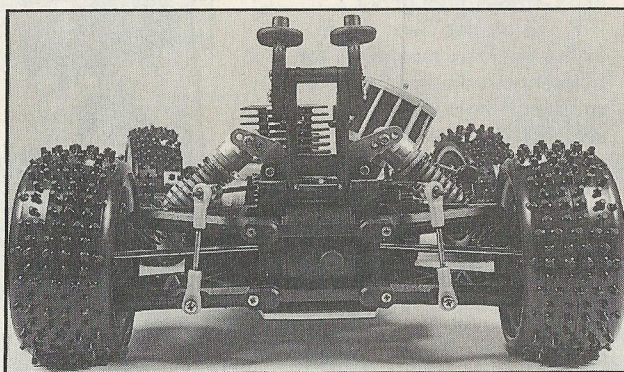
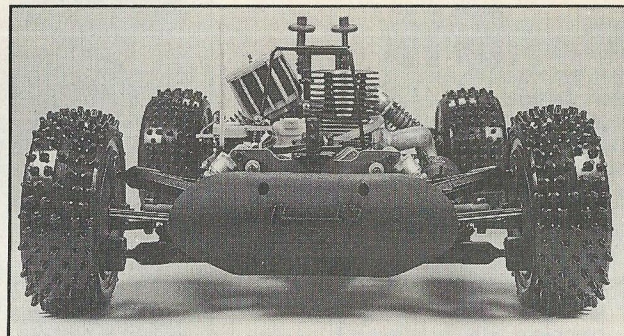
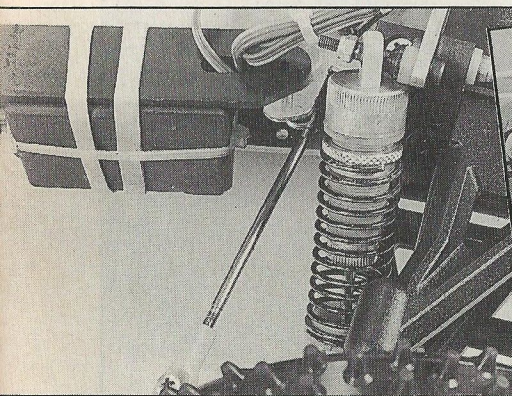




Steering servo mounts downwards in the radio plate. Right; The suspension and damper layout including the roll bars.



Alloy driveshafts in the kit but UJ's on the way. Car has fully adjustable suspension all round and will require careful setting up.

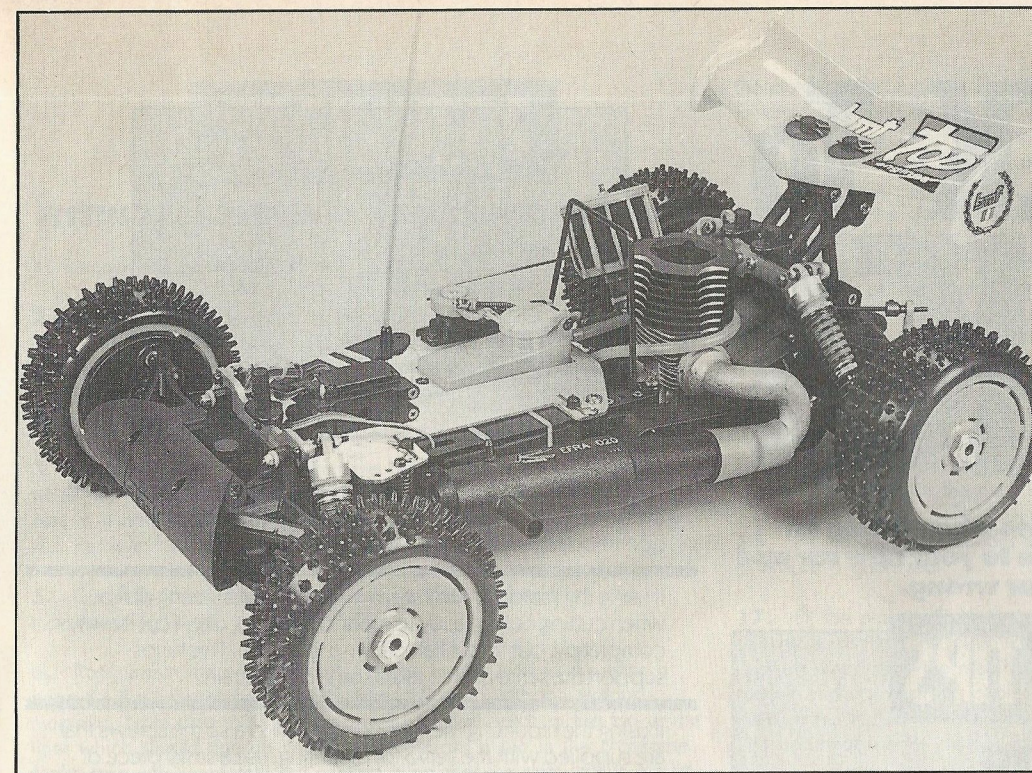


adjust positive and negative camber, and toe-in, toe-out either front or rear. The entire geometry of the car can be adjusted to suit the individual drivers needs.

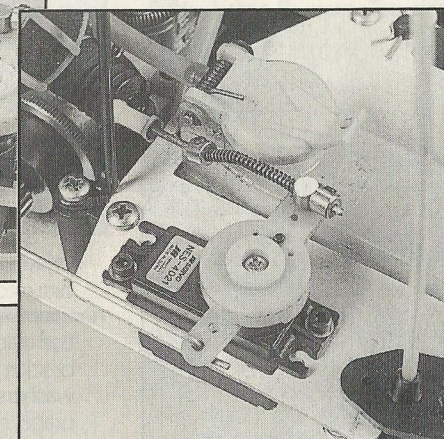
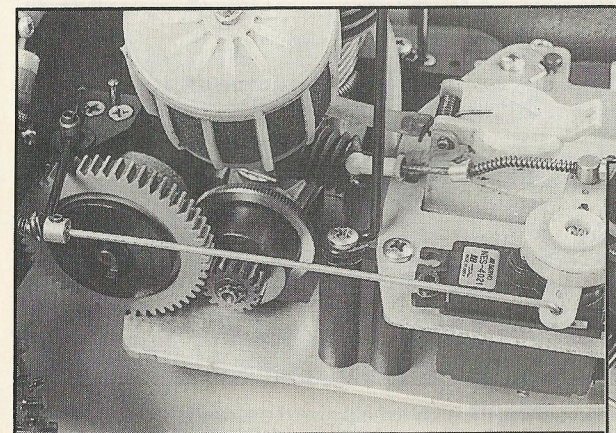
The hub carriers adopt a similar design to that of the Schumacher CAT, offering protection from large stones entering the wheel area. These have proved valuable in wet weather, preventing mud from occupying the inner surface of the wheel. BMT have been sensible in their choice of wheel drive by using adaptors dimensional correct to that of the Kyosho Burns, allowing the driver to use existing burns sized wheels. The car uses four coil over progressively sprung oil filled shock absorbers. The shock absorber body is manufactured in plastic, containing silicon 'O' rings and washers at one end and a small rubber diaphragm at the other. This diagram ensures a constant separation between oil in the shock absorber and air, always maintaining a constant volume of oil. Ball joints are located at each end of the shock absorber limiting the possibility of snapping damper shafts in the toughest of conditions. Supplied in the kit are rubber sleeves which surround the shocks to protect them from dust and water. Anti-roll bars are provided for front and rear use.

Adjustment is made up and down the length of the roll bar itself, and along the inner edges of the lower arms.

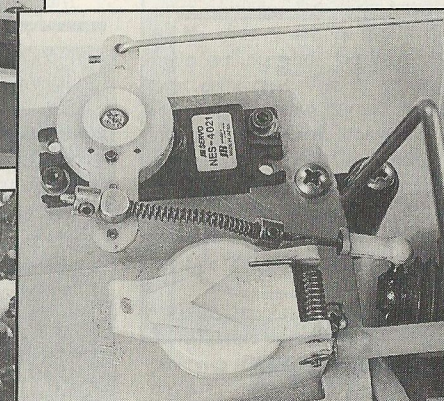
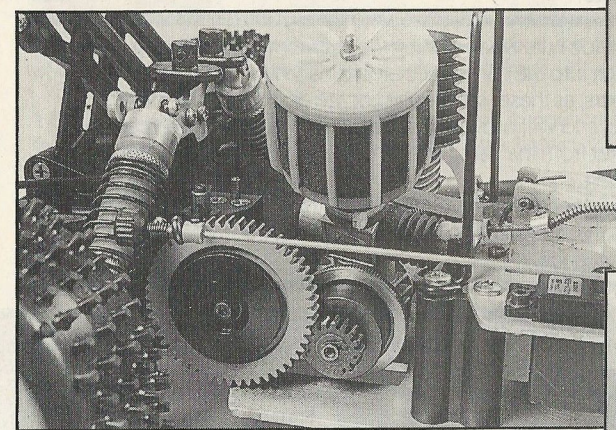
The fuel tank supplied in the kit has been recommended for competition use, offering a quick fill flip top lid for the fastest of pit stops. A 'grab bar' has been provided to allow the mechanic to fuel the car whilst holding the vehicle off the ground with his other hand. The tank comes complete with nipples and an integrated mesh type fuel filter. Gear ratio changes have never been easier, BMT offer a full range of hardened clutch bell type pinions from 12T to 18T alongside a range of main drive gears. Radio installation is simple, neat and tidy. The receiver and its battery pack swing from body clip mounted harnesses to protect vital components from the roughest



Centre mounted fuel tank and neat layout give the BMT a clean appearance. Left; Throttle servo has neat and easy connections due to clever positioning.



Air filter in the kit works well and needs to be assembled.



Left; Front suspension on the BMT has the dampers mounted to the rear of the suspension arms, this gives them good protection.

BMT Belt Up!

of bumps. All of this is mounted to a spacious aluminium radio plate which is also used to maintain rigidity throughout the structure. By removing four small self tapping screws, the plate can be removed, allowing access for either cleaning or maintenance to the drive system. All radio linkages for the throttle and steering are supplied kit standard, along with collets and springs for throttle/brake override. A two piece PTFE clutch is supplied in the kit, which is suitable for most engines on the market. The clutch parts are prepared for fitting to SG cranked engines. A standard crank clutch pack is available separately. To complete the car, the kit includes a transparent polycarbonate bodyshell and wing, which is painted internally to give a gloss finish of your choice. The bodyshell is very futuristic and fits the chassis snugly. The car has already been very successful around tracks in Germany, and looks a promising contender for the 1992 BRCA championship. BMT are always developing new parts for their range of cars, and constantly keep their UK distributor, Hayley Green Models, up to date. Spares are always kept in stock at the shop and the race tracks.

The BMT 911 is available from Hayley Green Models. For more information write to Hayley Green Models, Warfield, Bracknell, Berkshire. RG12 6BS. Telephone 0344 890091. Fax 0344 890108. Trade enquires are welcome.