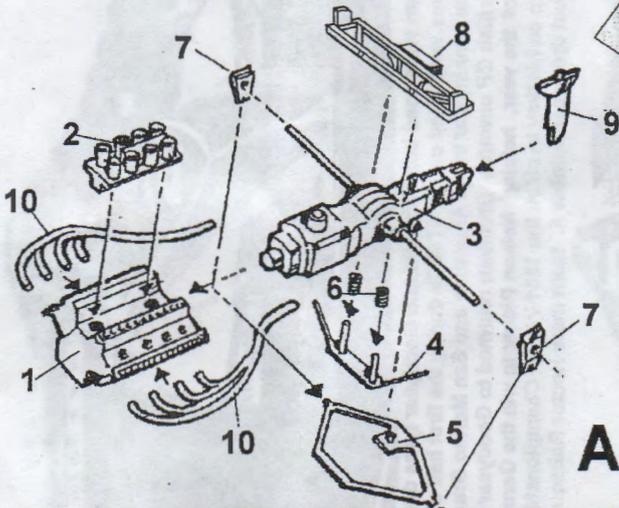


SCALE RACING CARS

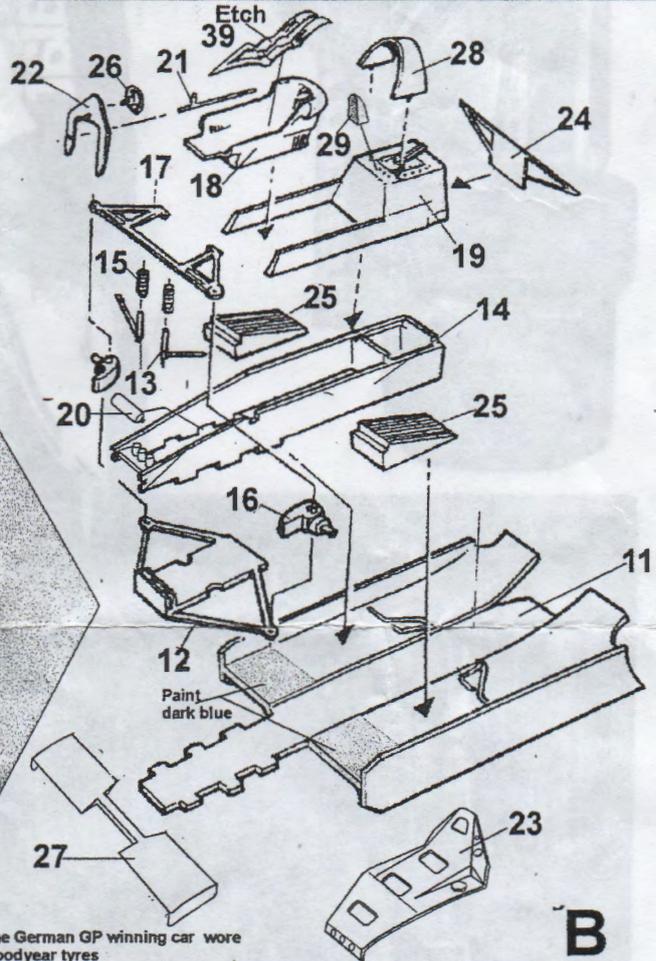
SRC57 1981 Parmalat Brabham BT49C

Nelson Piquet World Champion

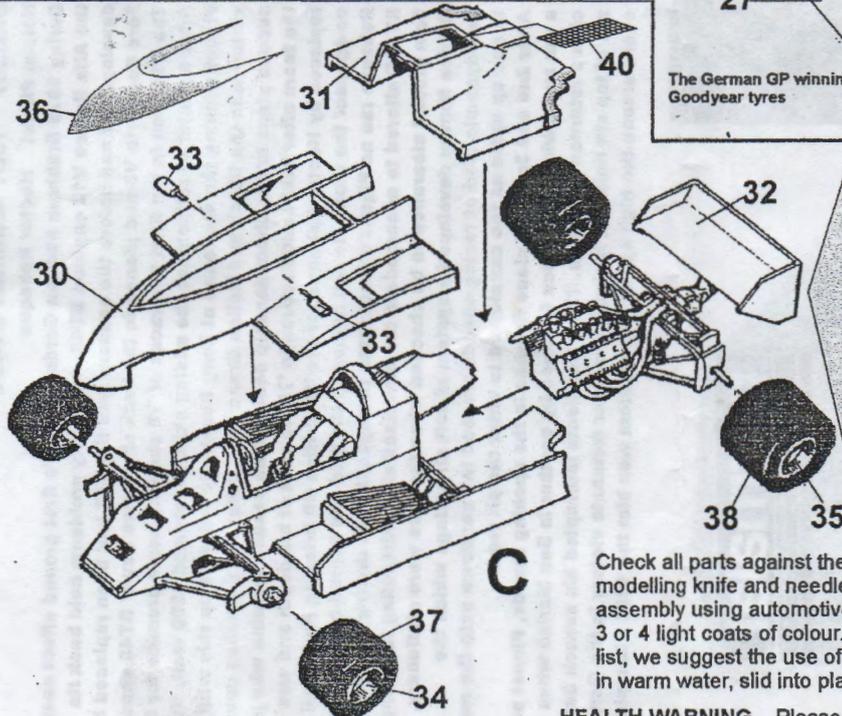
Made in England by SMTS



- 1) V8 ENGINE BLOCK gunmetal
- 2) Injection TRUMPETS silver base gunmetal transistor box black.
- 3) GEARBOX & TRANSAXLE gunmetal axle polished
- 4) Rear PULLRODS matt black
- 5) Rear Lower WISHBONES matt black
- 6) COIL SPRINGS x 2
- 7) Rear HUBS x 2 gunmetal
- 8) Rear Upper WISHBONES matt black
- 9) Rear WING SUPPORT satin black
- 10) EXHAUST PIPES 1 pair gunmetal



- 11) CHASSIS white upper surfaces silver shaded area dark blue
- 12) Front Lower WISHBONES matt black
- 13) Front PULL RODS x 2 matt black
- 14) Cockpit FRAME white inner surfaces silver
- 15) COIL SPRINGS x 2
- 16) Front HUBS 1 pair gunmetal brake duct satin black
- 17) Front Upper WISHBONES matt black
- 18) FUEL TANK polished paint top matt black
- 19) SEAT satin black
- 20) Fire EXTINGUISHER red
- 21) GEAR LEVER silver
- 22) DASHBOARD satin black
- 23) FOOTWELL COVER matt black
- 24) Chassis CROSS BRACE matt black
- 25) RADIATORS x 2 left side matt black right side bronze
- 26) STEERING WHEEL matt black
- 27) Front WING white Not fitted in German GP
- 28) ROLLOVER BAR satin black white side panels



- 29) HEADREST satin black
- 30) Front BODYWORK white
- 31) Rear BODYWORK white raised surface ahead of rear wheels dark blue
- 32) Rear WING white
- 33) MIRRORS 1 pair white stems dark blue
- 34) Front WHEELS 1 pair satin black
- 35) Rear WHEELS 1 pair satin black
- 36) WINDSCREEN paint underside of vacform deep blue
- 37) Front TYRES x 2
- 38) Rear TYRES x 2
- 39) Seat BELTS etch blue
- 40) Engine COVER wire mesh black

Check all parts against the exploded drawings, clean off any casting flash with a modelling knife and needle files, and drill out all location holes. Paint parts prior to assembly using automotive paints in aerosol form, commencing with primer followed by 3 or 4 light coats of colour. Assembly should follow the numerical sequence of the parts list, we suggest the use of 2 part epoxy or contact adhesive. Decals should be soaked in warm water, slid into place and pressed down firmly with a soft absorbent cloth.

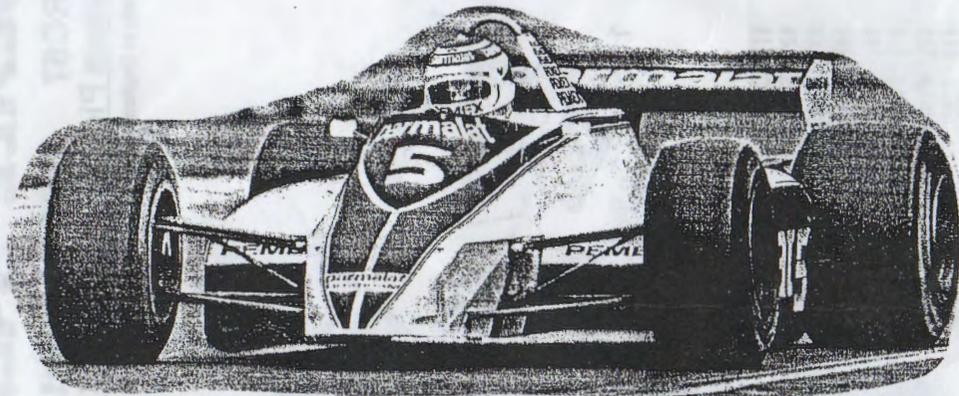
HEALTH WARNING Please ensure that when working with whitmetal, dust particles are not inhaled and that hands are thoroughly washed prior to eating

SCALE RACING CARS

SRC057 1981 Brabham BT49C

Nelson Piquet Hector Rebaque

During 1979 Brabham had run Gordon Murray's first ground effect design, the Alfa Romeo V12 engined BT48. Reliability problems held back its development and before the seasons end the V12 had been replaced by the Ford Cosworth V8 and placed in the back of a 'sawn down' BT48 chassis. The BT49 ran in the final two races of '79 showing some promise for future. After a winter of refinement the sliding skirt car started 1980 well, Nelson Piquet winning the 4th round at Long Beach. He followed up this with other victories in the Dutch and Italian Grand Prix. Other top 6 finishes gave him second place in the championship behind Alan Jones. Zunnino who joined the team after Niki Lauda retired in '79 was out of his depth and was replaced by Hector Rebaque for the '80 British GP bringing Pemex oil to co-sponsor the team. He ran higher up the grid and scored a 6th in Canada. Rebaque ran as Piquet's team mate throughout 1981 driving the updated BT49C altered to accommodate the new fixed side skirt ruling requiring a 6cm ground clearance to be checked when the cars were stationary. Gordon Murray developed a system of soft air-springs which the aerodynamic load at racing speeds pressed the car down onto the road only to rise up again as the car slowed to enter the pit road. After 2nd and 3rd third place finishes in the opening rounds, Piquet scored a runaway win in Argentina followed by another in San Marino when the circus returned to Europe. Three accidents interrupted his season before a run of top six finishes, including another fortunate victory in the German event around the high speed Hockenheim won him the 1981 Championship.



The Brabham team used both Michelin and Goodyear tyres during 1981. Michelin tyres were fitted on the BT49Cs during the first half of the season including the winning car in the Argentine and San Marino Grand Prix. From the British GP onwards Brabham returned to Goodyear for the remainder of the year, helping Nelson Piquet to win the German GP at Hockenheim on his way to claim the 1981 World Championship. Nelson Piquet drove car number 5. team mate Hector Rebaque number 6.

