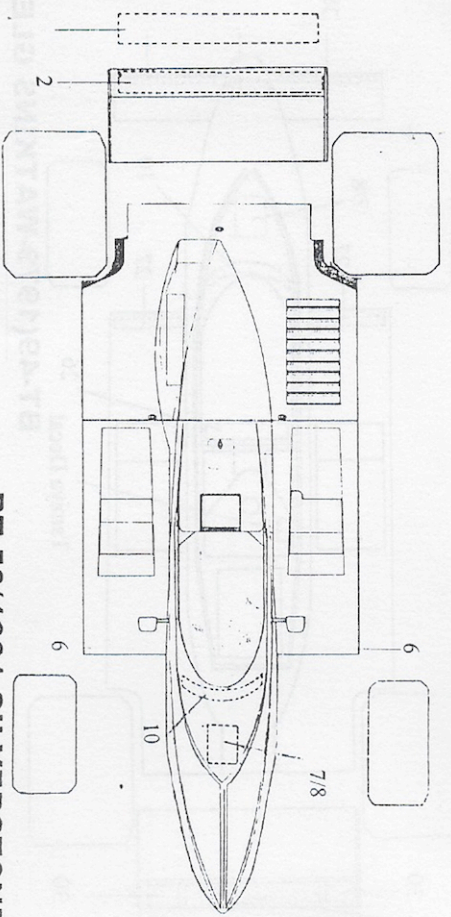
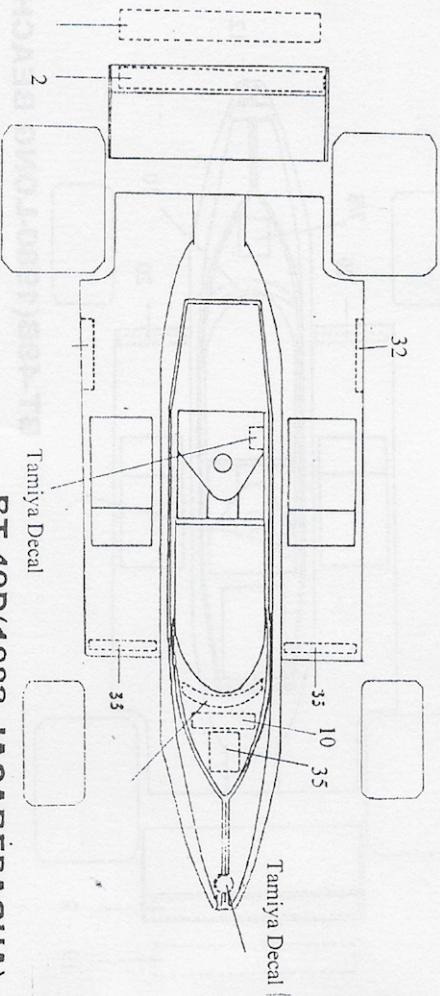


# BT - 49C Las Vegas '81 5 Ways in 1

1/20 SCALE HIGH TECH RESIN TRANSKIT - N° 20001



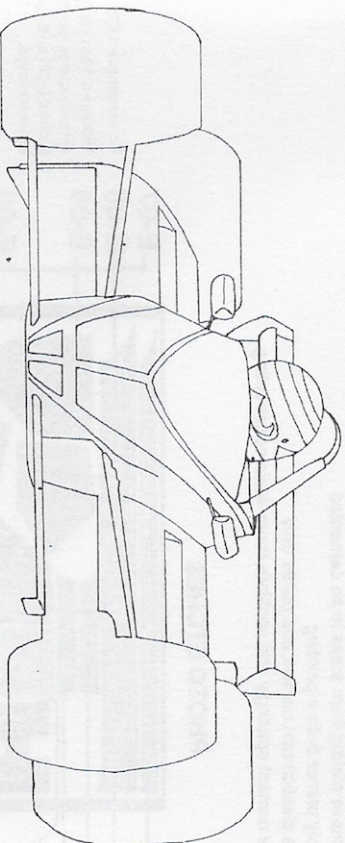
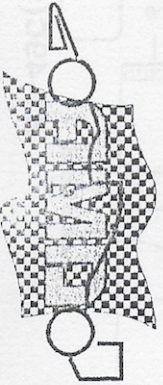
**BT-50(1981-SILVERSTONE)**



**BT-49D(1982-JACAREPAGUA)**

## PAINTINGS

- BT-49 (1979)
  - body and rearwing: red
  - side pods and frontwings: deep blue
  - endplates of rearwings: deep blue outside and red inside
- BT-49B (1980), BT-49C (1981), BT-50 (1981) AND BT-49D (1982)
  - body and rearwing endplates: white
  - sidepods, rearwings and stripes: deep blue



The Brabham Ford BT49 car will be long remembered as the car that brought the traditional Brabham Formula One Team back to winning a Drivers World Championship in 1981 and the one that put Nelson Piquet among the best drivers in the World.

The first appearance of this car was in the last two races of the 1979 Formula One World Championship in Canada and USA (Watkins Glen), after a disastrous season for the team that used until then the Alfa Romeo V12 engines. In Watkins Glen, Nelson Piquet started the race at the front row on the second place, showing all the potential of the new BT49 Ford chassis.

In 1980 the results came very quickly. Piquet won his first ever Grand Prix in Long Beach (USA West). Two more victories followed (Holland and Italy), and Piquet became runner-up in the Drivers Championship to Alan Jones.

1981 was to be the best year for the BT49 chassis, when Piquet became World Champion in the last race of the season in Las Vegas, after a hard battle against Carlos Reutemann during the whole year. He clinched three more victories (Argentina, San Marino and Germany), becoming the first driver to win a Formula One Drivers Championship driving a Brabham, after Jack Brabham.

The turbo-engined era in Formula One was at its highest point at this time, and the Brabham team was developing the BMW Turbo engine during the 1981 season. The first official outing of a Brabham with a turbo engine was at the official practice of the British Grand Prix in Silverstone with the Brabham BMW BT50 chassis. Nelson Piquet managed to drive some very fast laps, the best of them would have put him in the sixth place of the starting grid for that race.

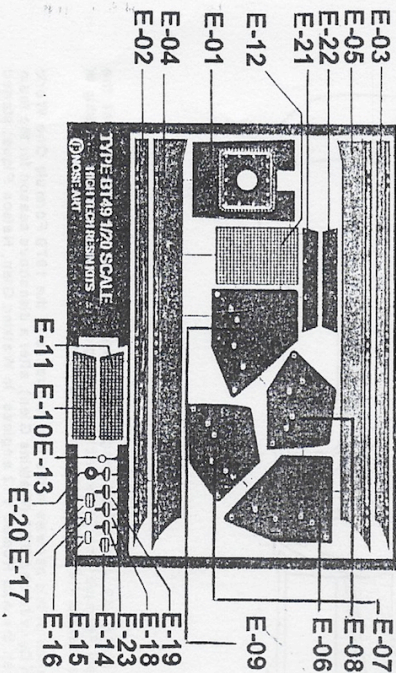
After a problematic start of the 1982 season in South Africa with the Brabham BMW BT50 turbo car, the team decided to use the Ford Cosworth engine again in the next races at the back of the Brabham-Ford BT49D version. Nelson Piquet won the Brazilian Grand Prix in front of his crowd (he was afterwards disqualified due to weight irregularities). Riccardo Patrese won his first career Grand Prix at Monaco in the same year, giving the Brabham team its last ever Ford Cosworth engined car victory.

This transkit enables you to build five historic versions of the cars that the Brabham team used from 1979 to 1982.



- Study the instructions thoroughly before assembly
- Wash carefully all the pieces before assembly
- Remove plating from areas to be cemented
- Apply primer before painting
- Use plastic/resin cement and paints only
- Use cement sparingly and ventilate room while constructing

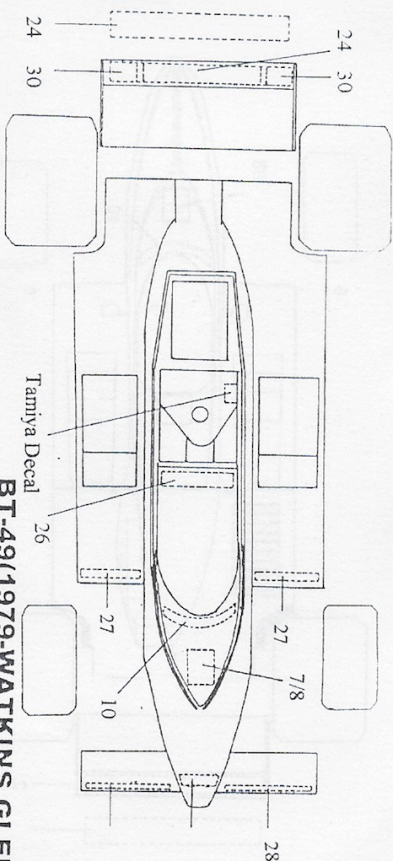
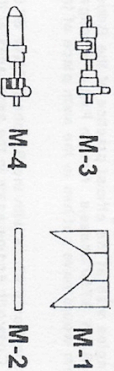
**PHOTO ETCHES**



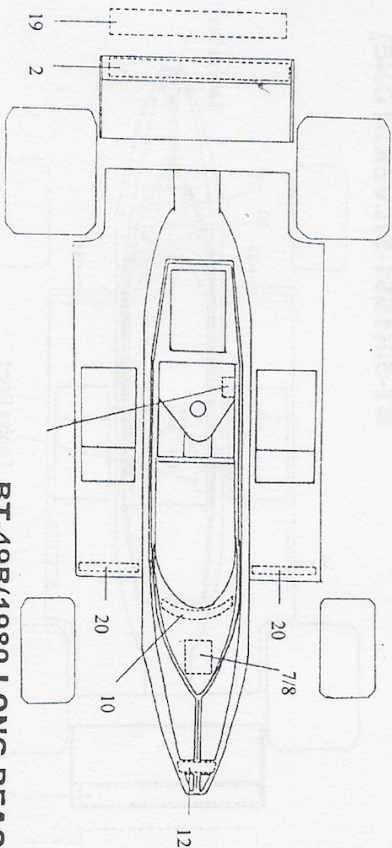
To assemble 1979, 1980 and 1981 (BT50) versions, use Photo etches E-06 and E-09 for rearwings.

To assemble 1979 version, use photo etches E-04 and E-45

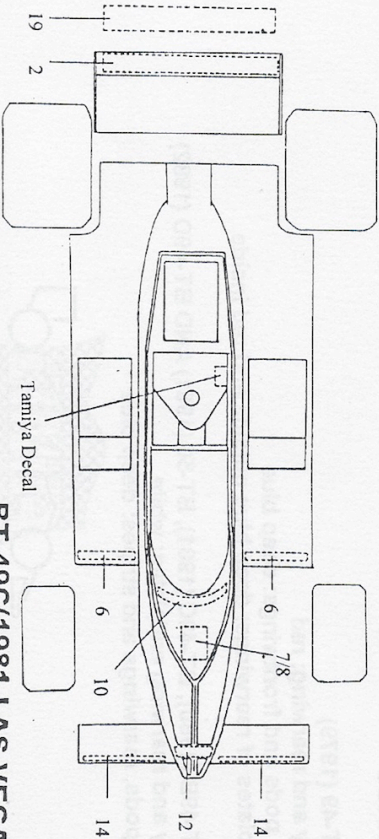
**METAL PARTS**



**BT-49(1979-WATKINS GLEN)**



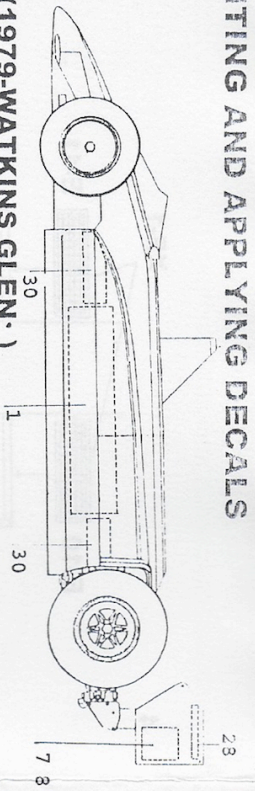
**BT-49B(1980-LONG BEACH)**



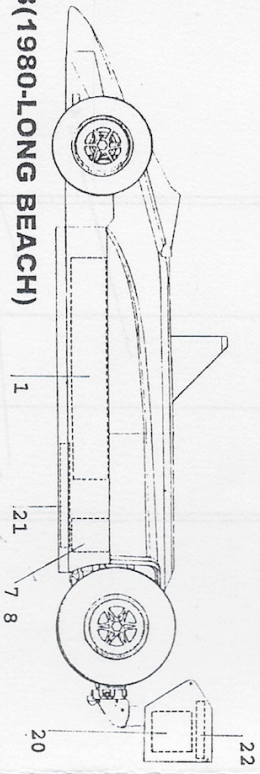
**BT-49C(1981-LAS VEGAS)**

**PAINING AND APPLYING DECALS**

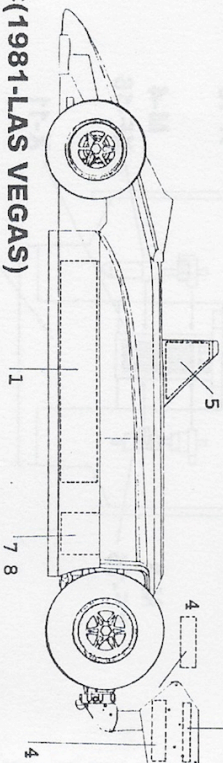
**BT-49(1979-WATKINS GLEN·)**



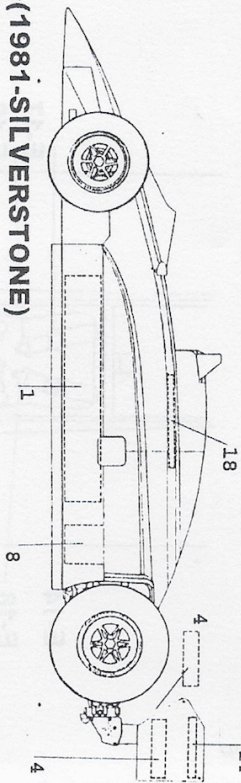
**BT-49B(1980-LONG BEACH)**



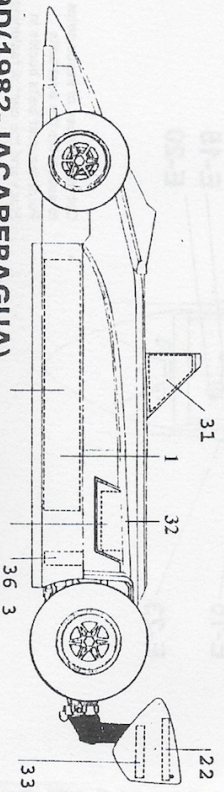
**BT-49C(1981-LAS VEGAS)**



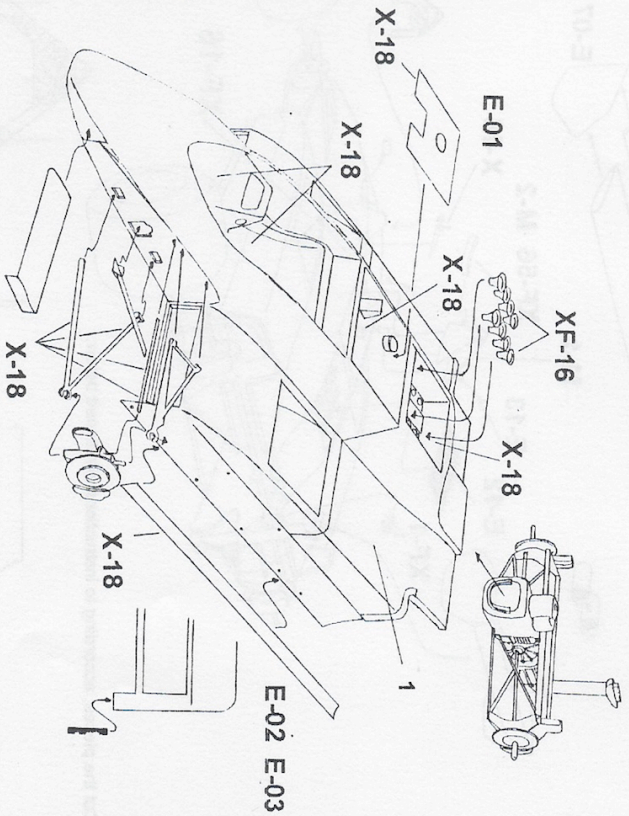
**BT-50(1981-SILVERSTONE)**



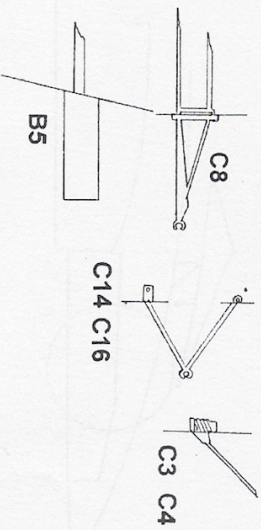
**BT-49D(1982-JACAREPAGUA)**



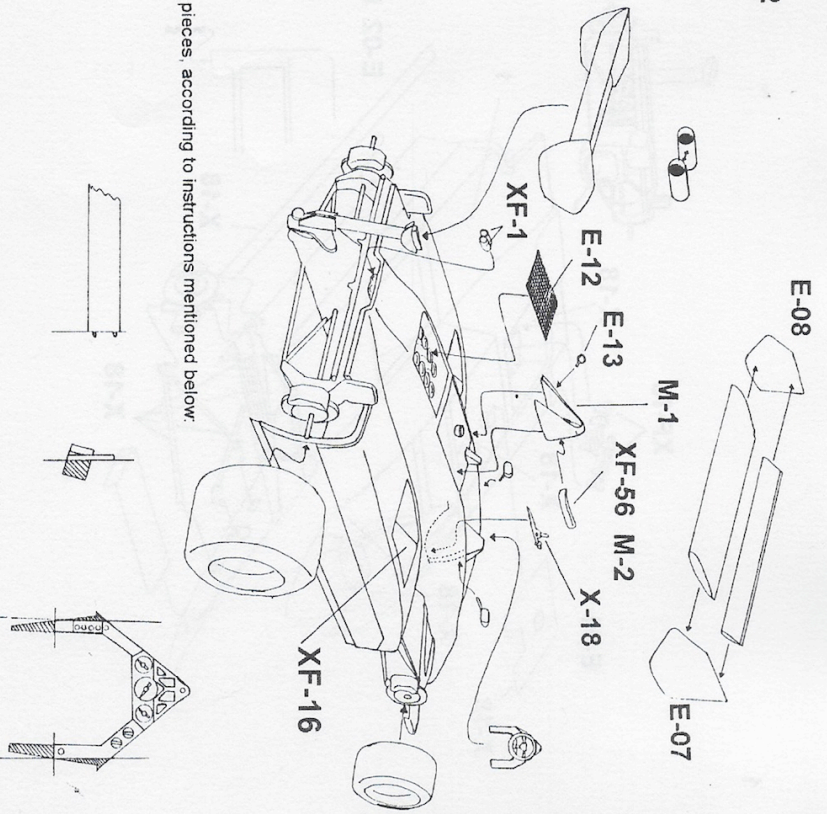
1



Cut the pieces of the front suspension, according to instructions mentioned below:



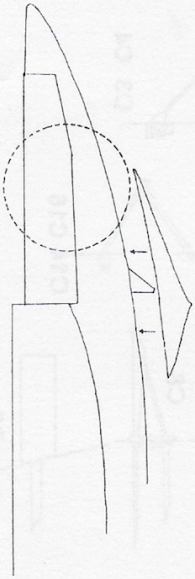
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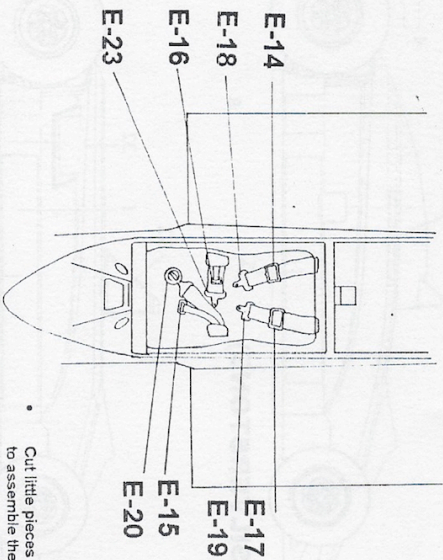
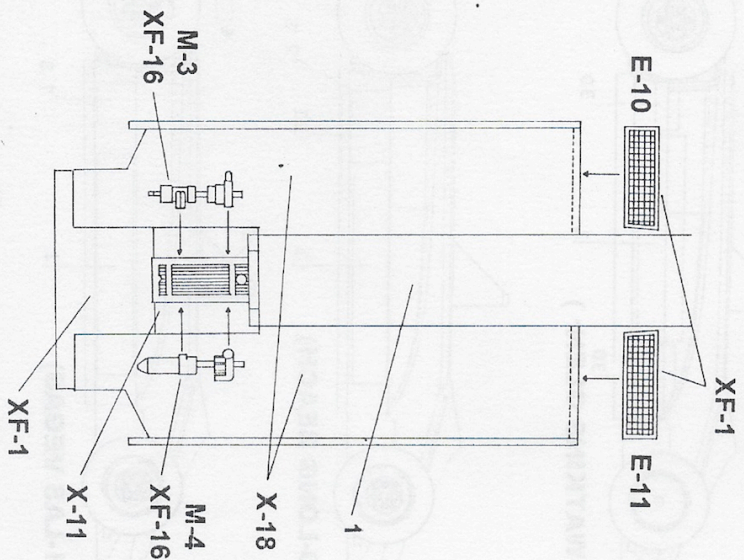
Cut the pieces, according to instructions mentioned below:

- Assemble and paint the dashboard, steering wheel, tyres and wheels according to instructions of the Tamiya Brabham BMW BT 50 manual
- Cut two pieces of the tube (4 mm of length) to assemble the exhausts

3



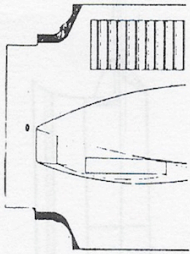
4



- Cut little pieces of tissue strips to assemble the seat belts
- Paint the seat belts buckle in black and the central fastening in metallic blue

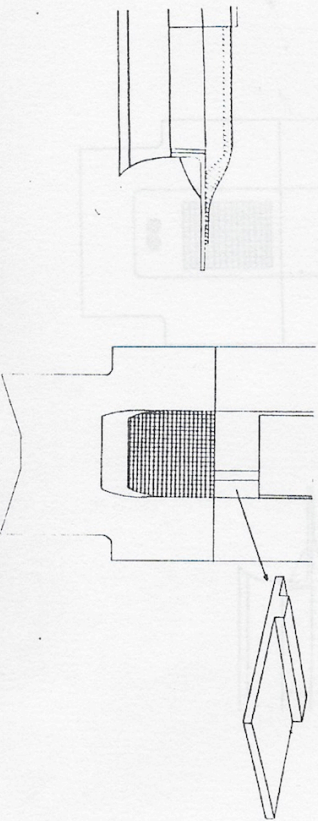
• 1981 (BT50)

- do not use the front wings
- to assemble the rear wings endplates, use photo etches E-06 and E-09
- open a hole on the right side of the engine cover to assemble the piece C20 (Tamiya manual), cut off the "BMW" letters and paint the piece using aluminium color



• 1982 (BT-49D)

- rear wings: same as from Tamiya BT50 kit
- cut off the front part of the BT49 resin chassis and insert into it the front part of the BT50 (Tamiya) plastic kit
- right behind the fuel nozzle, sand until the level of the body of the car, building up a 1mm height and 2mm length step at the right part of it
- cut off 1.5mm depth around the opening of the 8 cylinders engine to assemble the engine plate
- prolong 5 mm of the rear part of the body in "V" form



**THE BRABHAM TEAM'S GRAND PRIX RESULTS OF THE BT49 CHASSIS**

DNS = did not start  
DNF = did not finish  
DNQ = did not qualify

1979

- Canadian GP	Niki Lauda	Brabham-Cosworth BT49	DNS
	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	7th

(It was during the first official practice for this race that Niki Lauda decided to retire from Formula One the first time in his career)

- USA East GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	DNF

1980

- Argentine GP

	Nelson Piquet	Brabham-Cosworth BT49	2nd
	Ricardo Zunino	Brabham-Cosworth BT49	7th

- Brazilian GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	8th

- South African GP

	Nelson Piquet	Brabham-Cosworth BT49	4th
	Ricardo Zunino	Brabham-Cosworth BT49	4th

- USA West GP

	Nelson Piquet	Brabham-Cosworth BT49	10th
	Ricardo Zunino	Brabham-Cosworth BT49	1st

- Belgian GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	DNF

- Monaco GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	3rd

- Spanish GP

	Nelson Piquet	Brabham-Cosworth BT49	DNQ
	Ricardo Zunino	Brabham-Cosworth BT49	DNF

- French GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Ricardo Zunino	Brabham-Cosworth BT49	4th

- British GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Hector Rebaque	Brabham-Cosworth BT49	2nd

- German GP

	Nelson Piquet	Brabham-Cosworth BT49	7th
	Hector Rebaque	Brabham-Cosworth BT49	4th

- Austrian GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Hector Rebaque	Brabham-Cosworth BT49B	5th

- Dutch GP

	Nelson Piquet	Brabham-Cosworth BT49	10th
	Hector Rebaque	Brabham-Cosworth BT49B	1st

- Italian GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Hector Rebaque	Brabham-Cosworth BT49	1st

- Canadian GP

	Nelson Piquet	Brabham-Cosworth BT49	DNF
	Hector Rebaque	Brabham-Cosworth BT49	DNF

- USA East GP

	Nelson Piquet	Brabham-Cosworth BT49	6th
	Hector Rebaque	Brabham-Cosworth BT49	DNF

World Championship positions: Piquet 2nd, 54 points; Rebaque 20th, 1 point  
Constructors' Championship: 3rd, 55 points

1981

- South African GP

	Nelson Piquet	Brabham-Cosworth BT49	2nd
	Ricardo Zunino	Brabham-Cosworth BT49B	8th

- USA West GP

	Nelson Piquet	Brabham-Cosworth BT49C	3rd
	Hector Rebaque	Brabham-Cosworth BT49C	DNF

- Brazilian GP

	Nelson Piquet	Brabham-Cosworth BT49C	12th
	Hector Rebaque	Brabham-Cosworth BT49C	DNF

- Argentine GP

	Nelson Piquet	Brabham-Cosworth BT49C	1st
	Hector Rebaque	Brabham-Cosworth BT49C	DNF

- San Marino GP

	Nelson Piquet	Brabham-Cosworth BT49C	1st
	Hector Rebaque	Brabham-Cosworth BT49C	4th

- Belgian GP

	Nelson Piquet	Brabham-Cosworth BT49C	DNF
	Hector Rebaque	Brabham-Cosworth BT49C	DNF

- Monaco GP

	Nelson Piquet	Brabham-Cosworth BT49C	DNF
	Hector Rebaque	Brabham-Cosworth BT49C	DNQ

SCRATCH BUILDING OF 1979, 1980, 1981 (BT50) AND 1982 VERSIONS

- Spanish GP	Nelson Piquet	Brabham-Cosworth BT49C	DNF
- French GP	Hector Rebaque	Brabham-Cosworth BT49C	DNF
	Nelson Piquet	Brabham-Cosworth BT49C	3 <sup>rd</sup>
	Hector Rebaque	Brabham-Cosworth BT49C	9 <sup>th</sup>
- British GP	Nelson Piquet	Brabham-Cosworth BT49C	DNF
	Hector Rebaque	Brabham-Cosworth BT49C	5 <sup>th</sup>
	Nelson Piquet	Brabham-Cosworth BT49C	1 <sup>st</sup>
- German GP	Hector Rebaque	Brabham-Cosworth BT49C	4 <sup>th</sup>
	Nelson Piquet	Brabham-Cosworth BT49C	3 <sup>rd</sup>
- Austrian GP	Hector Rebaque	Brabham-Cosworth BT49C	DNF
	Nelson Piquet	Brabham-Cosworth BT49C	2 <sup>nd</sup>
- Dutch GP	Hector Rebaque	Brabham-Cosworth BT49C	DNF
	Nelson Piquet	Brabham-Cosworth BT49C	4 <sup>th</sup>
- Italian GP	Nelson Piquet	Brabham-Cosworth BT49C	6 <sup>th</sup>
	Hector Rebaque	Brabham-Cosworth BT49C	DNF
- Canadian GP	Nelson Piquet	Brabham-Cosworth BT49C	5 <sup>th</sup>
	Hector Rebaque	Brabham-Cosworth BT49C	DNF
- USA GP (Las Vegas)	Nelson Piquet	Brabham-Cosworth BT49C	5 <sup>th</sup>
	Hector Rebaque	Brabham-Cosworth BT49C	DNF

(It was during the official practices for the British GP that Piquet drove the Brabham BT50 with the turbo engine for the first time during a Grand Prix weekend. He did not drive this car in the race.)

World Championship positions: Piquet World Champion, 50 points; Rebaque 9<sup>th</sup>, 11 points.

Constructors' Championship: 2<sup>nd</sup>, 61 points

1982

- Brazilian GP  
Nelson Piquet  
Ricardo Patrese

- USA GP West  
Nelson Piquet  
Ricardo Patrese

- Monaco GP  
Ricardo Patrese

- Detroit GP  
Ricardo Patrese

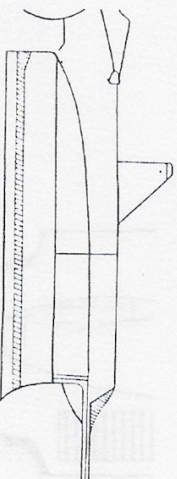
- Canadian GP  
Ricardo Patrese

(Piquet was disqualified in Brazil)

Brabham-Cosworth BT49D	1 <sup>st</sup>
Brabham-Cosworth BT49D	DNF
Brabham-Cosworth BT49D	DNF
Brabham-Cosworth BT49D	3 <sup>rd</sup>
Brabham-Cosworth BT49D	1 <sup>st</sup>
Brabham-Cosworth BT49D	DNF
Brabham-Cosworth BT49D	2 <sup>nd</sup>

• 1979 (BT-49)

- front wheels: use the same of Tamiya 1/20 Brabham BT46 kit;
- front wings: cut off the sidepods
- cut off 2 mm from low parts of the sidepods of the car to assemble
- the skirts (photo etches E-04 and E-05)
- engine cowling: behind the 8 cylinders plate, scratch the end part of the cowling in 45° angle
- to assemble the rear wings endplates, use photo etches E-06 and E-09



• 1980 (BT-49B)

- do not use the front wings
- to assemble the rear wings endplates, use photo etches E-06 and E-09
- engine cowling: behind the 8 cylinders plate, scratch the end part of the cowling in 45° angle and cut two holes for the exhaust tubes
- cut exhaust tubes (1 cm each)

