

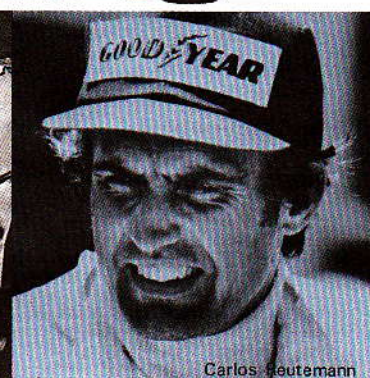
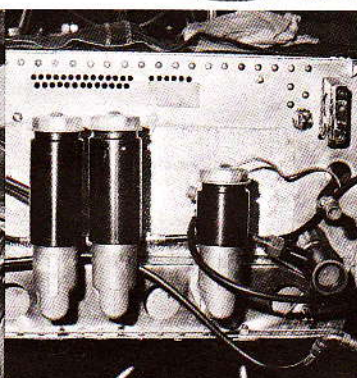
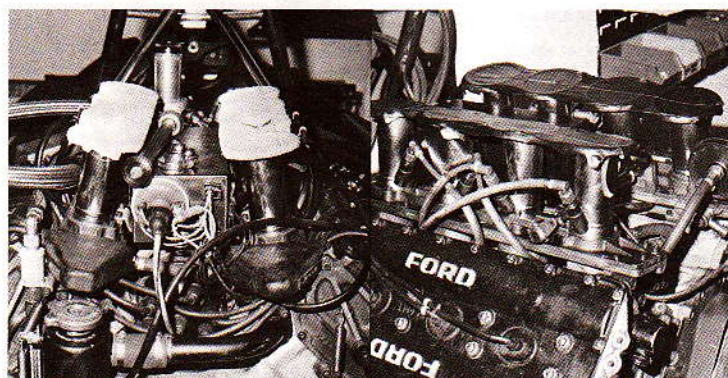
brabham

MARTINI BT-44B

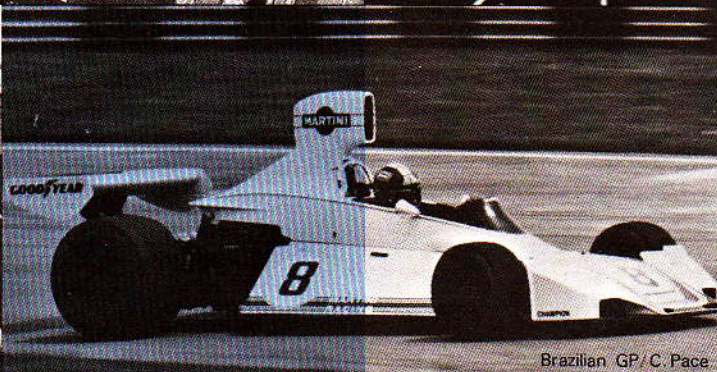
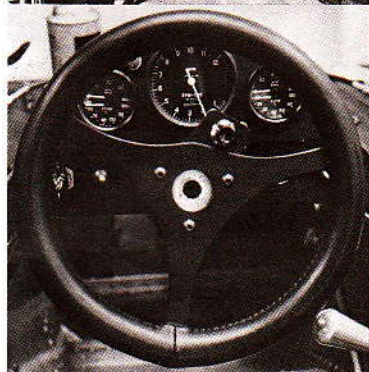
1:12 IDENTICAL SCALE ★★
BIG SCALE 16
Length—355mm
Width—162mm
Height—105mm

ITEM 12018

1.2018 81



Carlos Reutemann



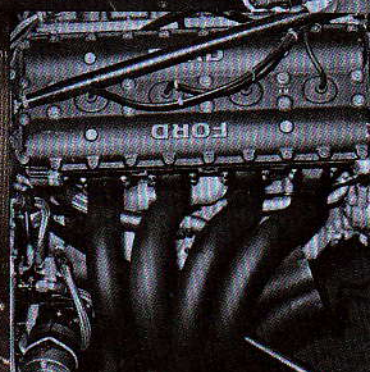
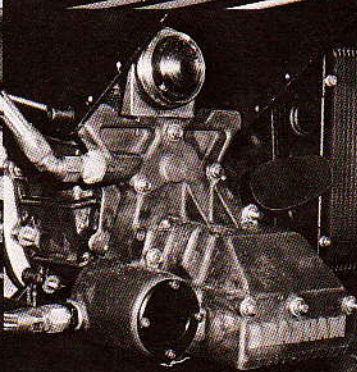
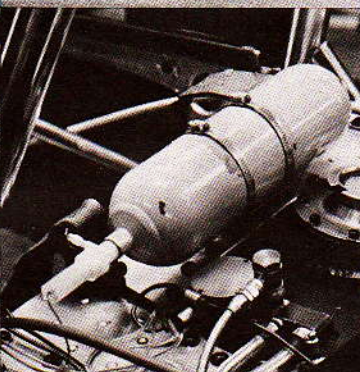
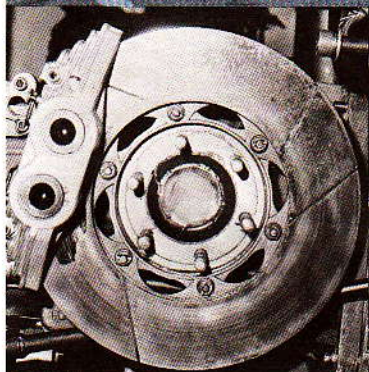
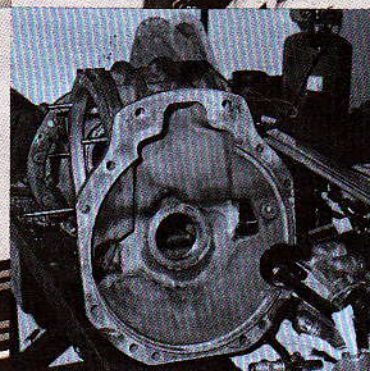
Brazilian GP/C. Pace



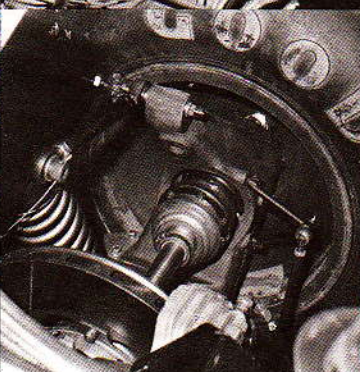
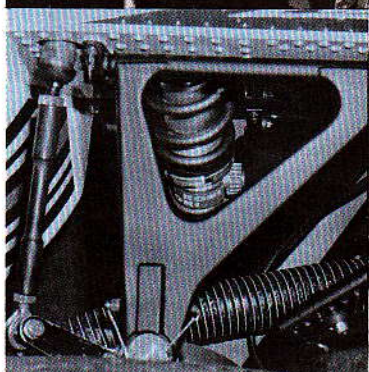
Carlos Pace

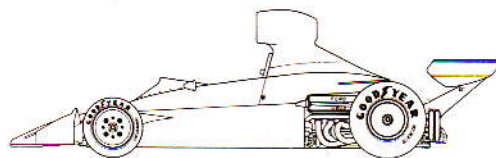


South African GP



Brazilian GP/C. Reutemann





MARTINI BRABHAM BT44B

Continuing our heartfelt desire to bring you, our customers, the best in Models, we are proud that you have now purchased our wonderful kit. This kit has been produced after days of research, measuring, photographing and copying original works drawings at the Motor Racing Developments Factory, near Weybridge, England. We are indebted to Bernie Ecclestone, the Owner, to Gordon Murray, the Designer, and Mike Blash, the Team Manager, with whom we were directly involved. To Martini, the world famous beverage manufacturer, we say Thank you, not only for their delightfully refreshing products but also for the simple effect and contrasting colour schemes on their cars. The Mechanics who have prepared the cars so well we also thank, and we wish the Drivers, Reutemann and Pace, a long and successful association with this Team.

BACKGROUND OF A WINNING TEAM

When Motor Racing Developments Ltd., the official name for Brabham, changed ownership in 1971, few people could have anticipated that within four years the team would have been stronger and more competitive than it had ever been, even under the direction of its founder, Jack Brabham.

The Brabham Team and cars had gained a superb reputation for simplicity and reliability during the previous years of their existence. However, as Jack Brabham approached the end of his racing and car building career, the team was experiencing lean times. When the Company was taken over by Brabham's partner, Ron Tauranac and shortly afterwards sold to Bernie Ecclestone, there was little attention paid to the seemingly weak effort.

Recognising the potential was there, Ecclestone put into force the management know-how and the dynamic tactical instincts that had proved so successful in his other business ventures, and reconstructed the Grand Prix Team. It was unique in the fact that it utilized and developed the specific abilities of its members to the ultimate.

Gordon Murray, an unknown young South African designer, retained from the Brabham-Tauranac days, was promoted to chief technical engineer.

A group of happy, hard working mechanics was assembled. Derek Walker to head Reutemann's crew, whilst Terry Day assumes the responsibilities for Pace's car. Bob Dance, one of the most thorough and experienced mechanics in the business, oversees all new research at the revitalized Brabhams.

Impressed with the Formula Two prowess of a relatively unknown Argentine driver, Carlos Reutemann, Ecclestone took him on as works driver. To underline the faith that had been entrusted to him, Reutemann, in his very first Grand Prix in Argentina, with great style and verve, captured the pole position right from out of the grasps of all the proverbial Formula One Aces.

The staunch belief that success would be achieved through constant and progressive efforts made the Team united and brought them up from being last in the Championship in 1972, to their current high level. The ascent has been by no means easy. Even after numerous setbacks and uncountable "near victories", followed by the enormous depression of defeat, the conviction remained firm - this was a Team headed for victory. Only time and effort would see things right. Race after race, they established themselves as a force to be reckoned

with.

The cars designed by Gordon Murray have proved themselves. Progress of the BT42 and BT44 led to the development of the fantastic new BT44B, which already has a victory, pole position and fastest race laps to its credit. Performance speaks for itself.

Carlos Reutemann, winner of three Grands Prix in one of the toughest Championship Seasons, has rocketed in the elite group of the world's best drivers. Additional fortification came on the driver side when the electrifying Brazilian pilot, Carlos Pace joined the effort in mid-1974. His first ever Grand Prix win at the wheel of the Martini Brabham BT44B in Brazil, has once again emphasised that the instinctive, yet well planned composition of the Martini Brabham Team is focused in a positive direction.

At the end of 1974, Martini & Rossi, who through their Martini Racing Organization have been involved in Porsche sponsorship for years, announced a 3 year agreement with the Brabham Team, creating a new name in Formula One circles, Martini Brabham. Just the right answer to the Team's financial requirements and in turn, an asset to the international perfectionist image cultivated by Martini.

In the early stages of the 1975 season, the Team has already begun its assault on the opposition. After just three races in the 15 event Series, the name Martini Brabham towers at the top of the Championship, while the pair of Aces up Bernie's Sleeve, the two Carloses, Pace and Reutemann, are second and third in the Drivers competition, very hot on the heels of an anxious Emerson Fittipaldi, and rightfully so, for in the last 7 World Championship events the Martini Brabham has led 6 races and won 3!

The Team, the car, the drivers and the Sponsor combined make Martini Brabham one of the hottest and most explosive Grand Prix efforts in years!

CARLOS REUTEMANN

To be counted among the top Grand Prix drivers is a distinct honour, but one which requires inborn skill, lightning reflexes, incredible physical stamina and the ability to become immersed in concentration, just to name a few of the prerequisites. To attain this high level is an accomplishment not easily achieved.

Within the present group of best drivers there is one who is so thoroughly and singly minded a competitor that his seriousness is unique even among his peers. Carlos Reutemann lives, eats and sleeps motor racing. He is totally dedicated to his work; it is his life. The intensity of his devotion is over-powering and accentuates everything about him.

Born in Santa Fe, Argentina on the 12th April, 1942, into a rural environment, he began his motor racing career after a chance conversation with a local garage owner, when he disclosed that he harbored the desire to be a racing driver. By this time his body was strong and powerfully built, as a result of his work on the family cattle ranch. This physical asset became immediately useful in his new profession.

He first drove the garage owner's Fiat saloon car in local races and within two years was recognised as one of the best drivers in Argentina. In 1968 he was selected to drive in the Formula Two Temporada Series, and in spite of the uncompetitive machinery, he impressed many of the visiting Europeans with his natural talent.

In 1970, Reutemann was sponsored by the Automobile



C. REUTEMANN

C. PACE

Club of Argentina to head a European Formula Two venture. He immediately gained the reputation of being a very fast but inexperienced competitor. He spent his first year learning.

By 1971, this resolute Argentinian finished second to Ronnie Peterson in the European Formula Two Championship, and so impressed Bernie Ecclestone, who had acquired the Brabham Team that he was signed to drive Formula One for 1972. In his very first Grand Prix, in Argentina, "Lole" captured the pole position, and although many people chalked it up to an error in timing, Carlos proved them wrong by becoming one of the fastest competitors in Grand Prix racing.

In spite of the enthusiasm and determination of Reutemann and the Brabham Team, 1972 was a year of misfortune. Carlos, directly after winning the non-Championship Formula One Race in Brazil, returned to England, where two days later he crashed in a Formula Two car, suffering a broken ankle, which put him out of two important Grands Prix. For the remainder of the season he fought to make a comeback.

Throughout the 1973 season, with the new BT42, Carlos came very close to that illusive first Grand Prix victory on many occasions, but just when the win was within reach, a small problem put him out of the running. For example, during the Spanish G.P., the first outing of the new car, he thrilled the fans as he took the lead, but with six laps to go, was forced out of contention with a broken drive-shaft. Aside from his Formula One activities he also spent the 1973 season as works driver for the Ferrari Sports Car Equipe, recording many impressive results.

A new car, the BT44 was introduced, but it seemed as though the 1974 season was destined to continue the bad luck. At the Argentine Grand Prix, after leading the event for 48 laps, and with all eyes looking towards victory, "Lole" slowed just 1 1/2 laps from the finish with fuel feed problems, finishing 6th. Success is certainly not easy to attain and no-one realises this more than Carlos Reutemann.

The spell was broken at last when, at the South African Grand Prix, just two months later, Carlos found himself the first to sweep past the checkered flag. It was an emotional and thrilling day for the whole Team. At last, after more than two years of effort, the new Brabham Team had their own victory, and Reutemann, who had



SOUTH AFRICAN GP. C. REUTEMANN AND C. PACE

Main Specifications

Chassis.....Aluminium alloy monocoque, double skin, collapsible shape structure.

Overall length.....4296 mm

Overall height.....1284 mm

Overall width.....1992 mm

Wheelbase.....2413 mm

Tread width.....Front 1422.4 mm

Rear 1549.4 mm

Suspension.....Front: Double wishbone

Rear: Upper I arm, lower parallel arm

Engine.....Ford Cosworth DFV V8 2993 cc

Max. power 460 bhp/10,000 rpm

Gear box.....Hewland 5-speed FG-400

Tyre.....Good Year

Weight.....578 kg

never driven for any other Formula One Team, was elevated to a new height.

Yet again, later in the season, in Austria and the United States, Carlos scorched his competitors with his complete domination and added two more victories to his collection, thus establishing himself as the man to beat in 1975.

After six Grands Prix and six forceful performances, Reutemann is 2nd in the Championship, the highest he has ever been, and ever looking forward to hitting Number One! Reutemann totally destroys the confidence of his fellow opponents. In the past nine Grands Prix he has never occupied lower than the third row of the starting grid, has led many events, and has collected three dominant victories.

Carlos, his wife Mimicha, and their two children will live in Spain during the European Season, making the move so that he can spend more time playing golf and tennis, his other two interests outside racing. During the winter months the Reutemanns return to their native Argentina, to spend time with their families and to be near the land that is so much a part of their background.

CARLOS PACE

"To keep trying" is the watchword in 1975 for Carlos Pace, but it may well be the saying which most typifies his whole racing career, for it is obvious by looking at his past performances that this dedicated Brazilian has never stopped trying. Just as a refresher of his dynamic style, in six races, beginning with the Italian Grand Prix up until South Africa, he has shattered 3 lap records, had one victory, a second place and a 4th and 5th! For the 1975 season he leads in overall points for the Prix Rouge et Blanc Joseph Siffert, which is awarded to the driver with the most fighting spirit, and after six events, lies 4th in the World Drivers Championship.

Carlos was born in Sao Paulo, Brazil on October 6th, 1944, the 4th child in a family involved in the clothing manufacture business. As a teenager he was captivated with things motorised and began racing karts. His two friendly rivals at that time were the Fittipaldi brothers, and more often than not, it was Pace who snatched the victory. In his second ever car race, at the wheel of a Willys GT in 1963, he already found himself on the victory stand.

"Moco" developed his talent and polished his style in Brazil, as he went on to race sports cars, saloons and Formula Vees. From 1965 to 1969, he was Brazilian Champion of everything he entered.

In 1969 Carlos and the Fittipaldis had a plan which involved sending the youngest to Europe to see how competitive it really was. Emerson was soon on the ascent, but most Brazilians waited to see how "Moco" would fare, since he was considered the more skilled and faster driver. Spurred on by Emerson's luck, Carlos Pace and Wilson Fittipaldi left Sao Paulo together in 1970. At the end of his first season in Europe, Pace had won the hotly contested Forward Trust Formula Three Championship. In 1971 the Brazilian moved on to Formula Two, driving for Frank Williams. A victory at Imola assured him a drive in Formula One on the Williams Team for 1972.

Very soon Pace was chasing his old rival, Emerson, in a year that was marked to be one of Brazilian mania. In his second Grand Prix in Barcelona he scored his first Championship point with a hard-fought 6th. Another good race in Belgium produced a 5th, but this was to be the last good result in a disappointing season. It was a case of Pace's talent being far superior to the equipment he drove. For the last half of the year, as well as Formula One, he drove a Surtees in Formula Two. On the Sports Car side he piloted a race for Ferrari, another for Gulf and even had a go at Can Am in the U.S., at the wheel of the UOP Shadow. All of which produced some favourable results. For the 1973 season he was signed to drive Formula One for Surtees, and with Ferrari for long distance events.

In spite of his obvious talent, Formula One was still unrewarding for this determined driver. Most of his spectacular drives ended in disappointing retirements. However, he maintained his obstinate forcefulness, and during two of the most difficult Grands Prix, the German and the Austrian, he shattered the lap records. With Ferrari his versatility was emphasised, as he scored some very good results.

1974 saw a reversal of Pace's Grand Prix career. After six races with Team Surtees, he joined the Brabham effort. By the British Grand Prix, he was team-mate to Reutemann. During his second race, at the wheel of the BT44, in Austria, he began as 4th fastest qualifier, and was lying second when he retired.

One race later in Italy, riding on his upward trend, he qualified third, and was going well when he made a pit stop. From then on the race was pure Pace. In true fighting spirit, Moco broke the track record time after time, and collected a well earned 5th.

In the final Race of 1974, the event in which the Brabham Equipe destroyed all the opposition and made everyone recognise them as the most potential Grand Prix Team in the running, the dynamic duo totally dominated the U.S. Grand Prix, with Pace setting the fastest lap and storming across the finishing line, just behind his victorious team-mate, Reutemann. A warning to all for 1975! The year of "Keep Trying" had already paid off. In Argen-

tinia, the second fastest in practice, Pace again delighted the spectators with his thrilling performance. While second, Carlos was first to arrive at the fire of Wilson Fittipaldi, he spun, and dropped to 12th, sprang back after a pit stop, in typical Pace form, going faster and faster. With only 6 laps to go, while lying 4th, he was forced out of contention. The very next race, in front of his home crowd in Brazil, he at last had his first Grand Prix win. South Africa was another show of strength as the Brazilian captured the pole position, another of his Grand Prix Firsts, and led the race until plagued with brake problems, eventually finishing 4th.

It is the best season of Pace's career, and the way things are going it promises to get much better! He has already been classified as a potential 1975 World Championship candidate.

Carlos and his wife, Elde, live in a London flat during the racing season. They have one daughter, Patricia, and a son, Rodrigo, born on May 6th.

MARTINI BRABHAM BT44B, Development History

The BT44B Formula One Car is a logical development of the BT42 and the later BT44, which was specifically designed to comply with the 1973 regulations regarding the crushable structure. The original concept being that of a small, compact Grand Prix car which would incorporate good, straight line characteristics with minimal weight and a low centre of gravity.

General Description

The type BT44B is outwardly similar to the 1974 model, the BT44, but in fact embodies 142 detail changes.

Aerodynamics have been specifically emphasised in the overall design. Within the full width revised nose section, which has been designed to create negative lift, are housed twin water radiators. The engine cover, airbox and cockpit moulding are integral created to direct the airflow over the rear wing.

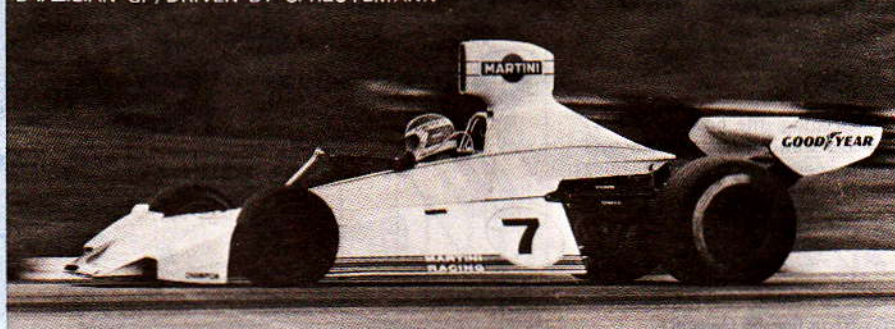
Considerable reduction of the chassis has made the BT44B one of the lightest Grand Prix cars, very close to the minimum permitted weight of 575 kgs.

Front and rear suspension have been favourably reformulated with the close collaboration of Goodyear's Technical Department.

A very important area, driver safety, has been a primary concern all during the redesign period. The driver is protected by two complete steel hoop frames in the front section of the monocoque. In addition, the crushable structure has been extended to areas additional to those specified in the regulations.

The fuel system utilises "bolt through" type aircraft couplings and is contained completely within the main chassis structure. The fuel is fed through a single M.R.D. self sealing coupling, the total capacity 41 imp.gallons (187 litres). A Fire Eater extinguishing system which incorporates a dual triggering mechanism, safeguards the driver.

BRAZILIAN GP, DRIVEN BY C. REUTEMANN



MONACO GP, DRIVEN BY C. PACE

Please read this before commencing assembly.

★Study the instructions and photographs before commencing assembly.
★You will need a sharp knife, a screwdriver, a pair of tweezers, a file, and a pair of pliers.
★Do not break parts away from sprue, but cut off carefully with a pair of pliers.

★Before finally cementing each part together, be sure that parts fit correctly together. And that you are aware of the next sequence to be followed.

★Use glue sparingly. Use only enough to make a good bond. Apply cement to both parts to be joined. Only blue shaded parts should be glued.

The mark shows the colour this part should be painted.

★Small parts and internal parts should be painted while still on the sprue.

(Colour to be used)

Gloss Black

Gloss White

Gloss Red

Silver

Matt Black

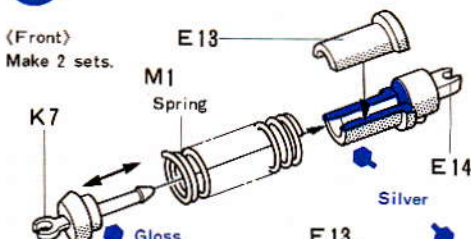
Metallic Grey

★In constructing the body, it is best to assemble Cowling, Upper Body, and Air Box temporarily and finish painting.

1 Construction of Dampers

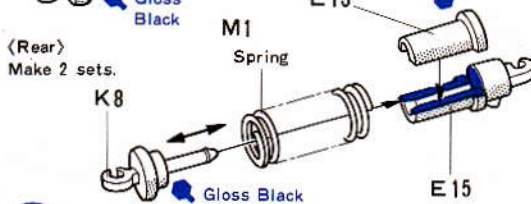
(Front)

Make 2 sets.

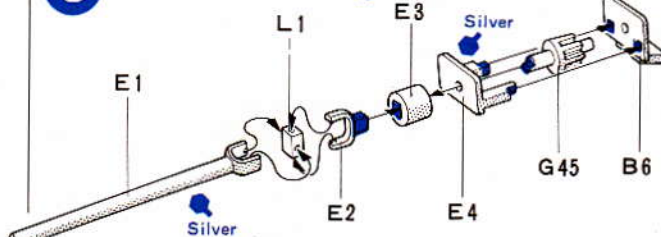


(Rear)

Make 2 sets.

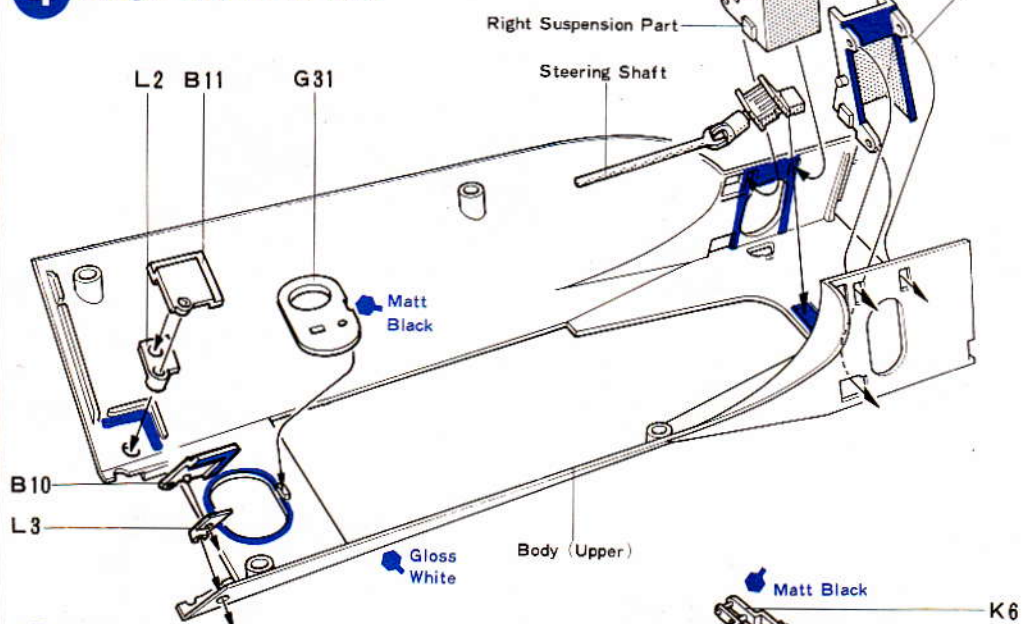


3 Construction of Steering Shaft

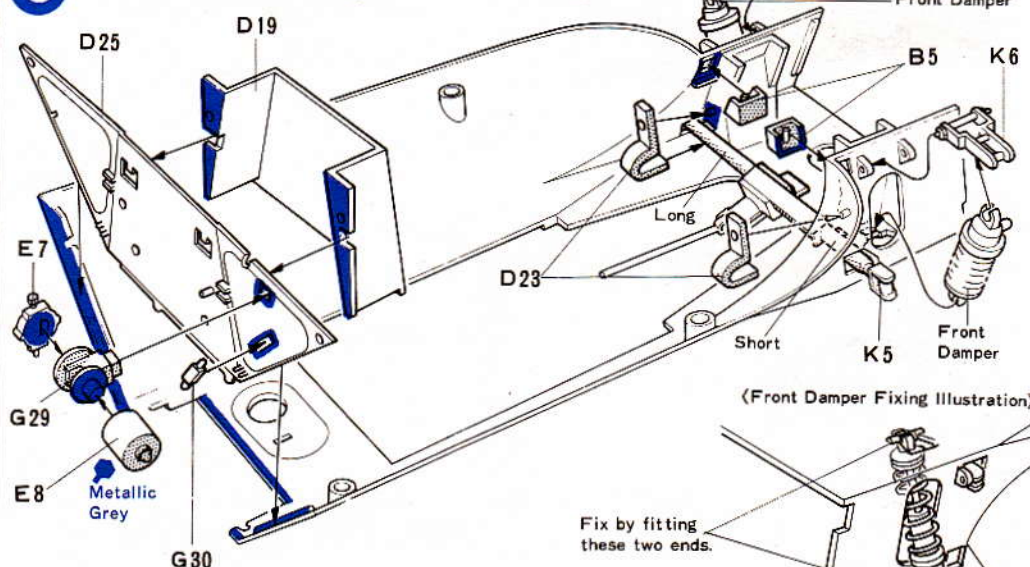


★Make each part revolve.

4 Fixing of Body Interior Parts



5 Construction of Front Damper and Rear Bulkhead



1 (Construction of Dampers)

Make two sets of each Front and Rear Dampers. Press K7 and K8 into respective assembly.



2 (Construction of Front Suspension Parts)

Construct each assembly, making sure of parts, right or left.

3 (Construction of Steering Shaft)

Each part is movable. Make sure of area to be cemented before assembling.

4 (Fixing of Body Interior Parts)

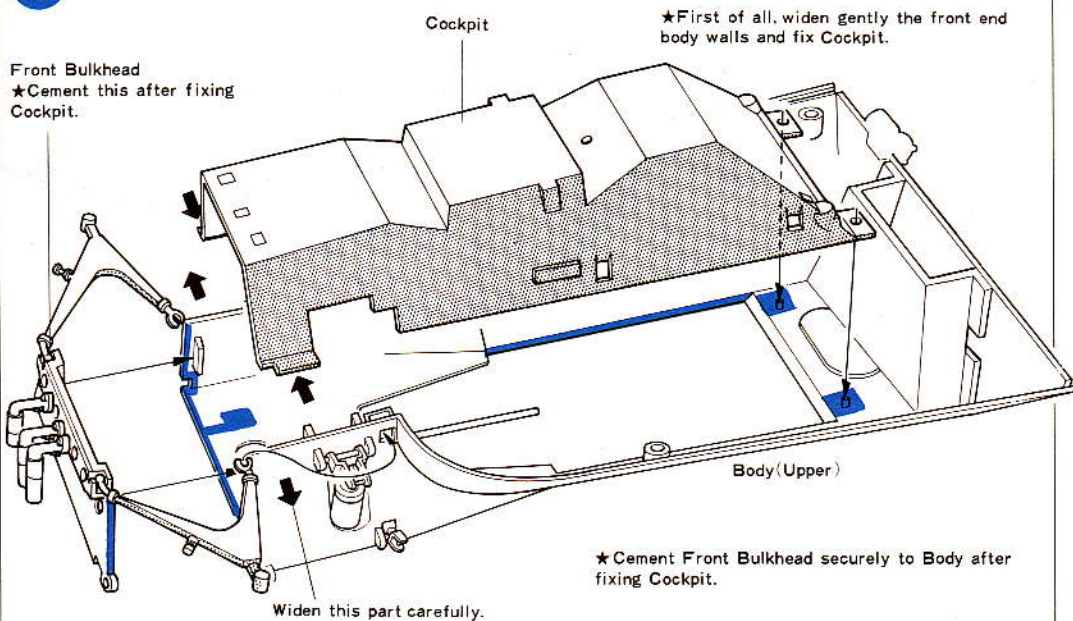
B10, B11, L3 and L2 hold Engine. Cement these parts firmly. Also cement Suspension Parts securely.

5 (Construction of Front Damper and Rear Bulkhead)

K5 is movable, left and right. Hold this with D23. Also K6 and Front Damper are movable. Fit them as shown in the figure.

When you fix K5, be sure to refer to the figure below.





9 <Construction of Radiators>



10 <Construction of Oil Tank>



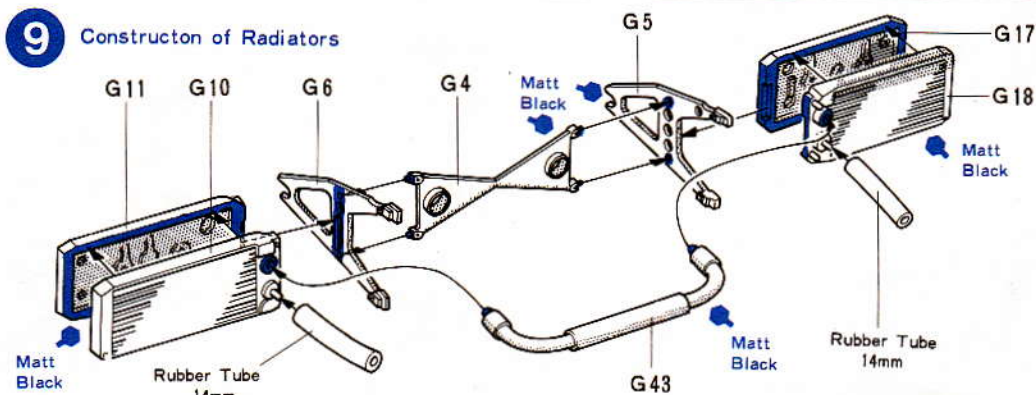
11 <Construction of Front Upper Arms>

Suspension Rods K3 are different, right and left. Make sure that opening of top link faces inside.

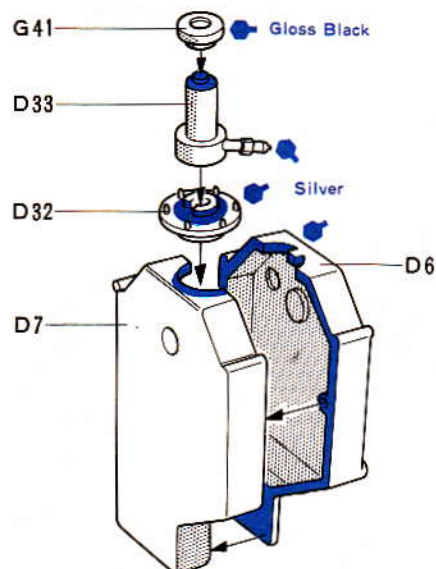
12 <Fixing of Radiators and Body Bottom Plate>

Apply sufficient cement to both Body and Body Bottom Plate and cement them together. After that, fasten them with rubber bands or adhesive tape.

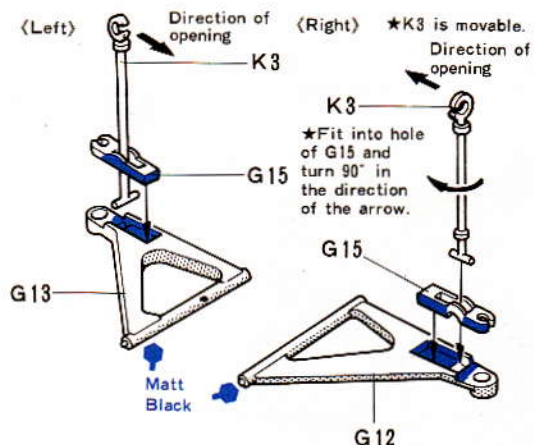
9 Construction of Radiators



10 Construction of Oil Tank

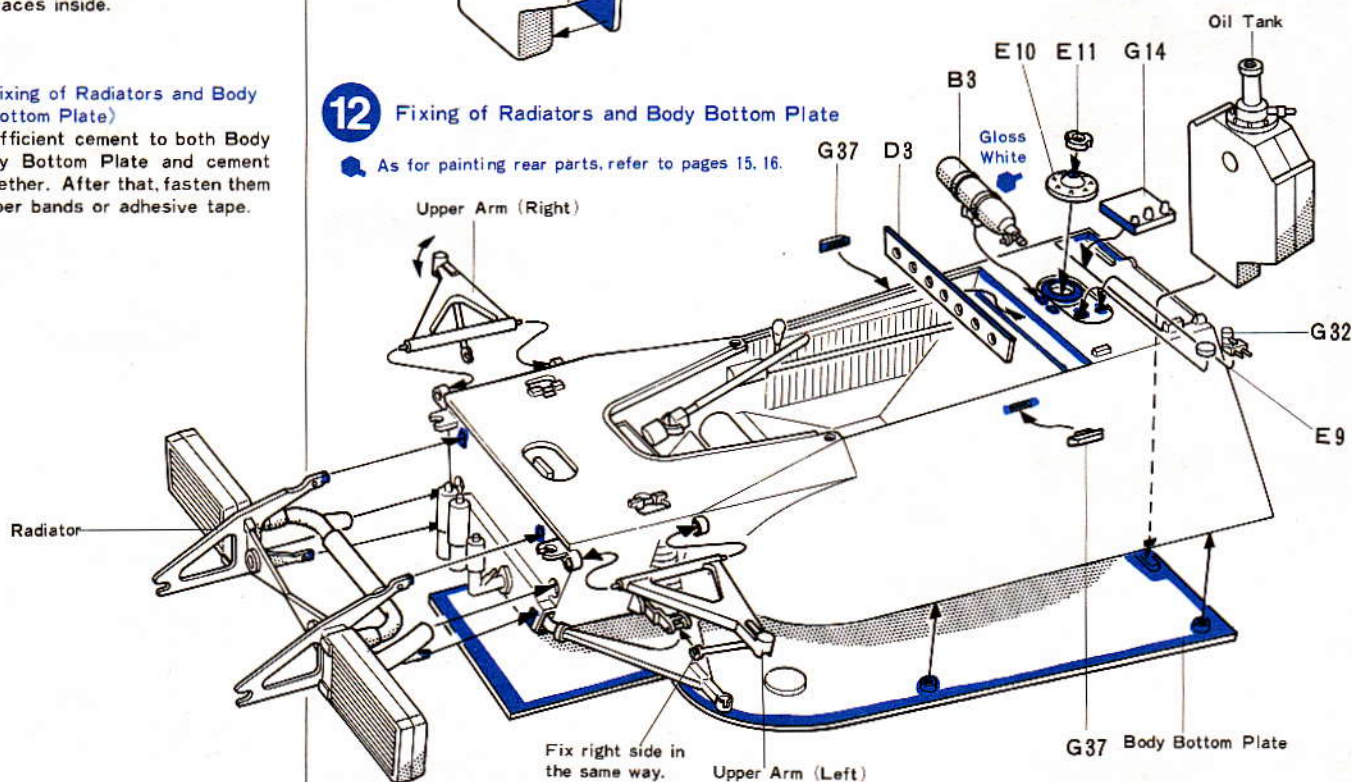


11 Construction of Front Upper Arms



12 Fixing of Radiators and Body Bottom Plate

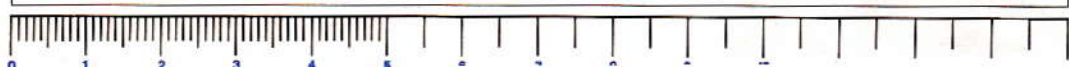
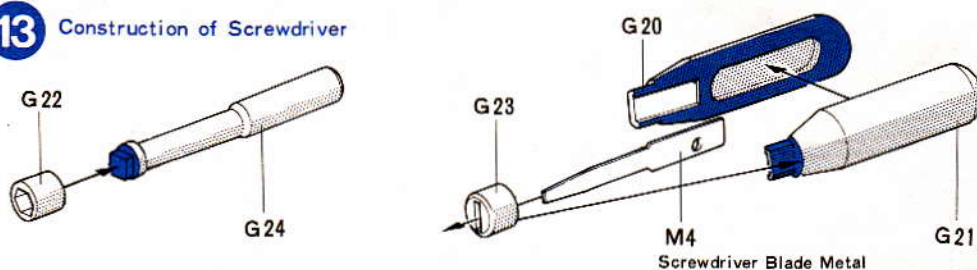
As for painting rear parts, refer to pages 15, 16.



13 Construction of Screwdriver

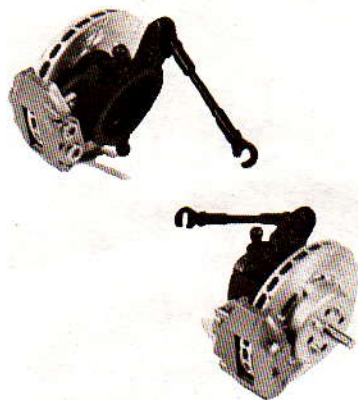
13 <Construction of Screwdriver>

Construct Screwdriver and Nut Wrench by cementing various parts. Use sufficient cement to make a strong bond.



14 <Construction of Front Upright>

Construct right & left, Front Upright. Fix by M2 Screw using Screwdriver made at 18.

**15** <Construction of Instrumentation Panel>

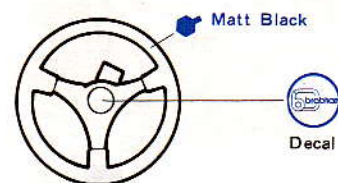
Vinyl Tubes should be connected to C1 and C2. Let their ends come out from the left side. Hold them together with adhesive tape. And paste decals to Instrumentation Panel as indicated.

**16** <Fixing of Front Upright and Roll Bar>

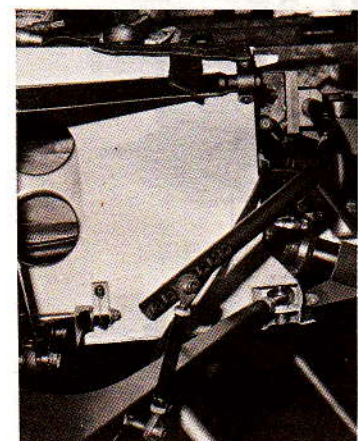
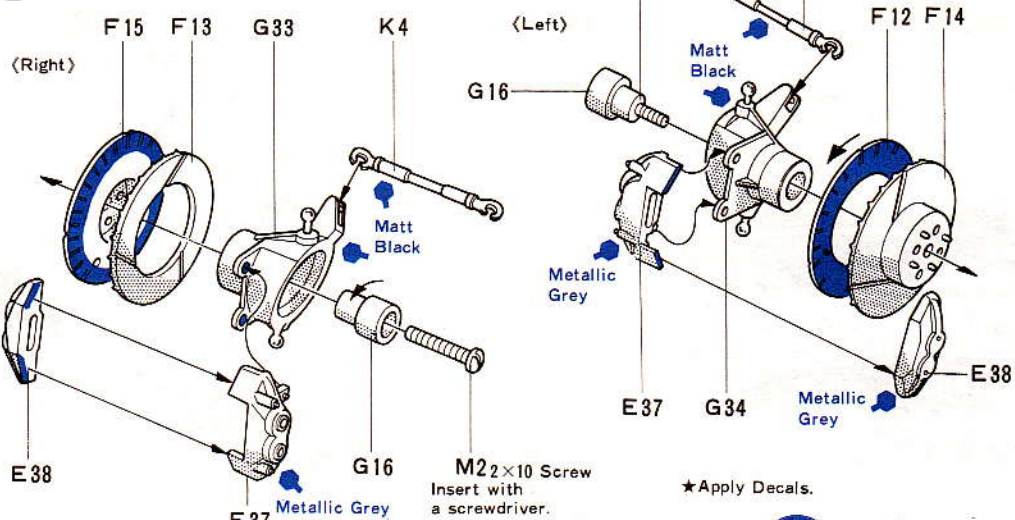
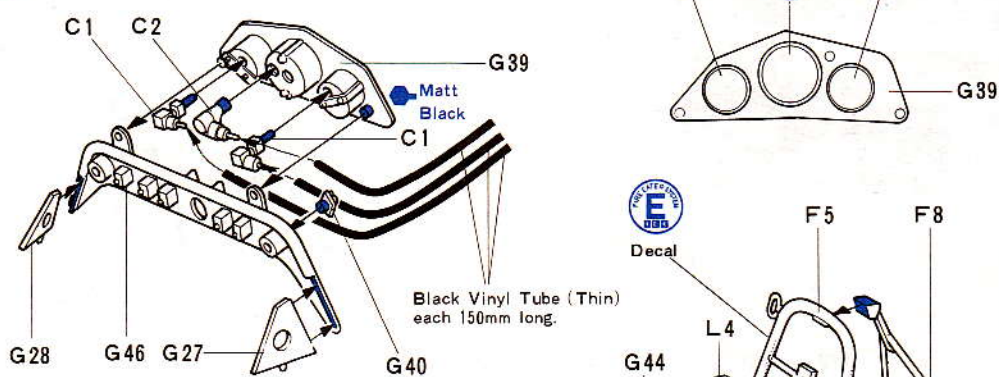
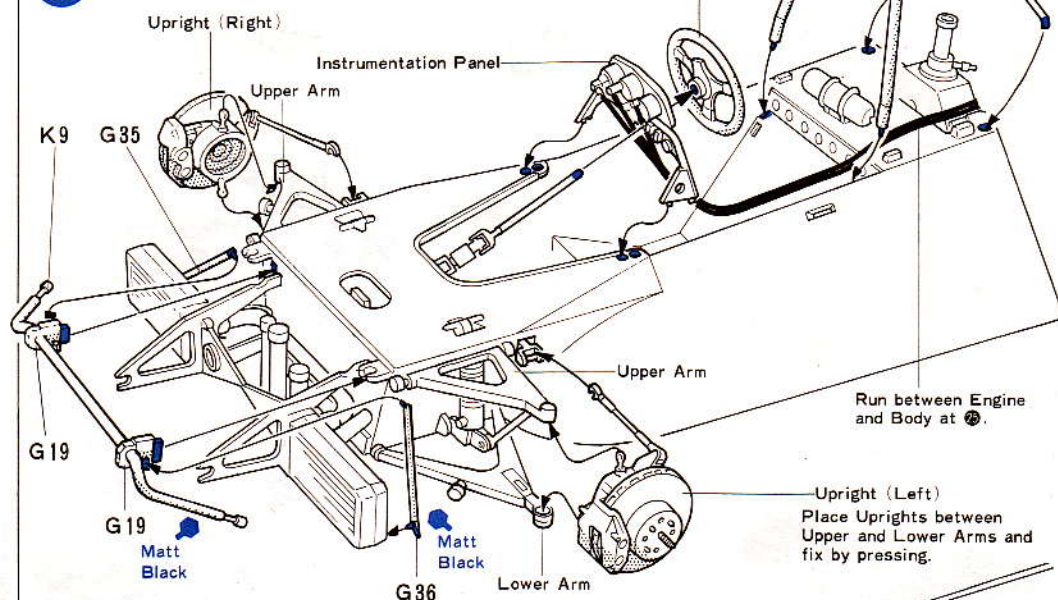
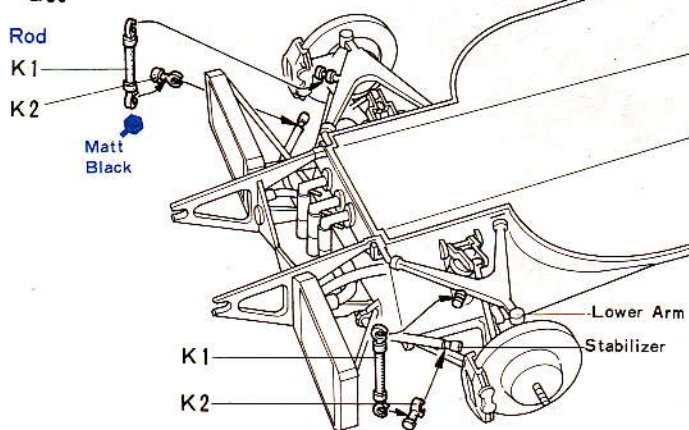
Do not cement Upright but snap-fix to Upper and Lower Arms.

<Painting and Marking of Steering Wheel>

Paint and apply decal to Steering Wheel as indicated in the figure below.

**17** <Fixing of Front Stabilizer Rod>

Connect Lower Arm and Stabilizer using K1 and K2. Do not use cement.

**14** Construction of Front Upright**15** Construction of Instrumentation Panel**16** Fixing of Front Upright and Roll Bar**17** Fixing of Front Stabilizer Rod

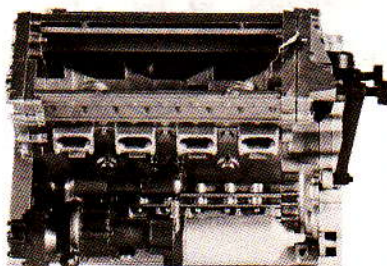
18 Construction of Engine

Make sure of position, right or left. Each part looks alike. Illustration shows rear view of Engine.

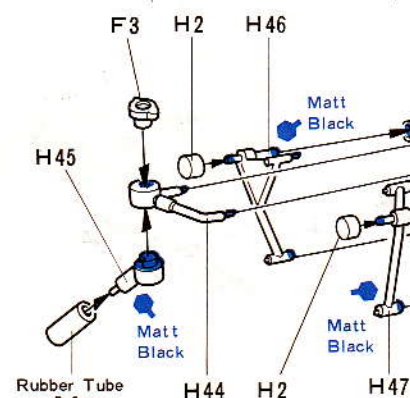
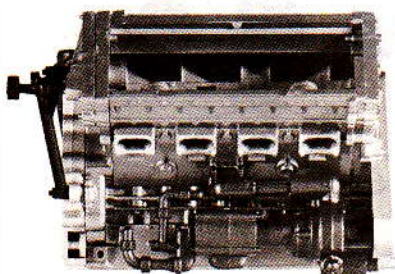
19 Fixing of Engine Parts

The same careful attention should be used here as in 18.

(Left Side)

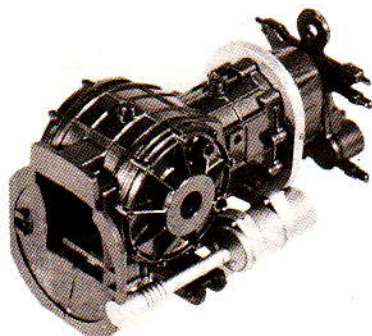


(Right Side)



20 Construction of Gear Box

Cement Gear Box in which part D10 must be contained. Fix part D10 inside Gear Box without using cement.

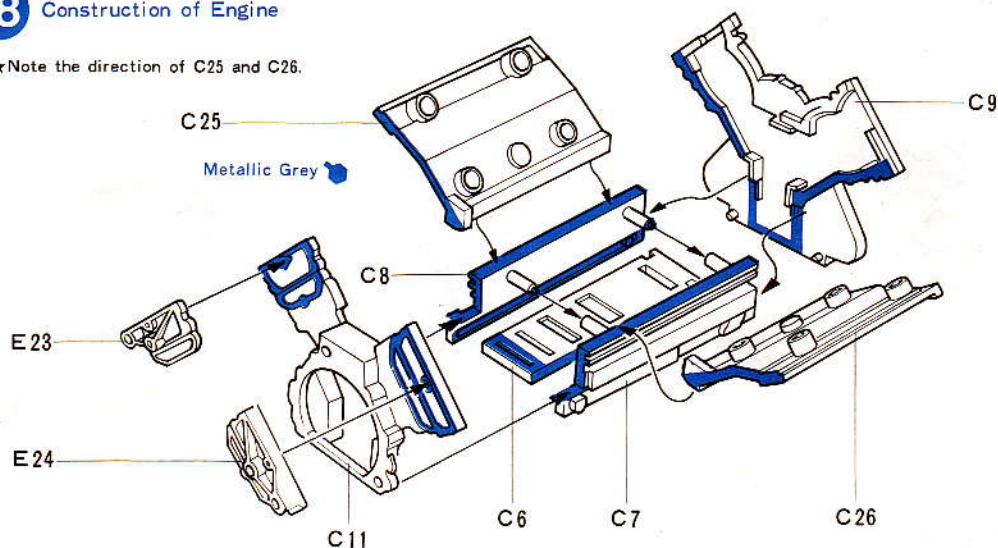


PAINT MARKER

Hand held, Tamiya enamel paint markers. For the final detail touch, and professional results. 12 of the most popular colors used in modeling. See and test them at your local hobby supply house.

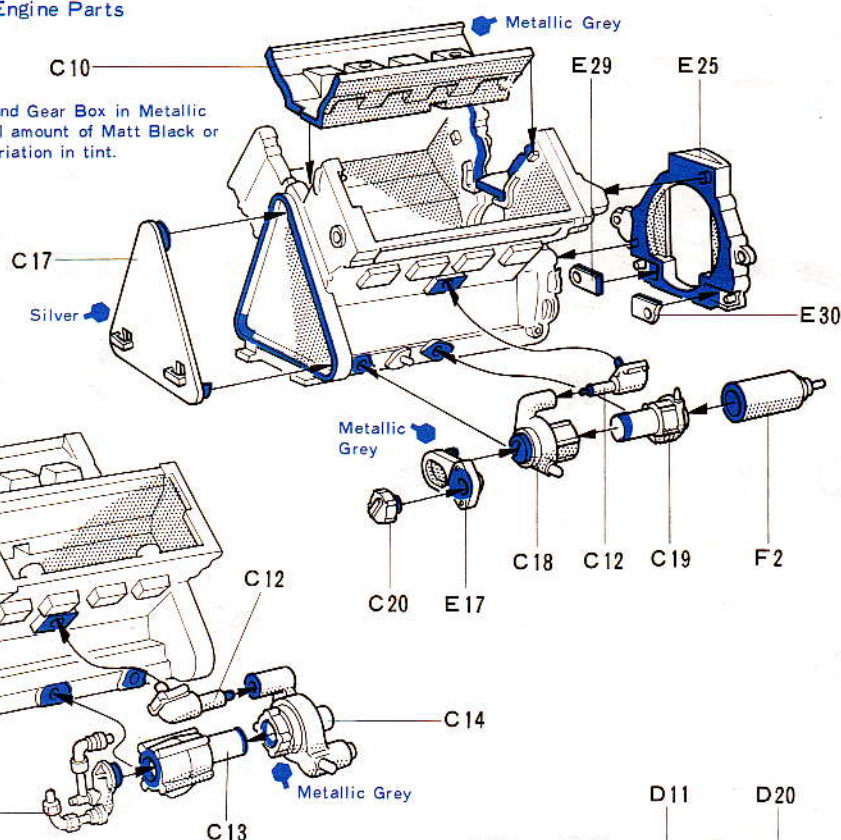
18 Construction of Engine

★Note the direction of C25 and C26.

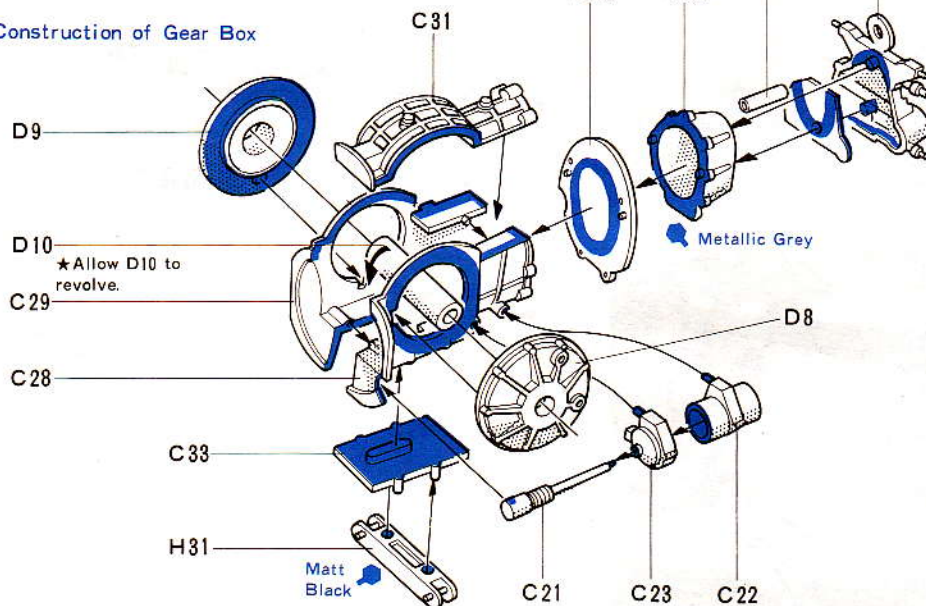


19 Fixing of Engine Parts

★Paint Engine and Gear Box in Metallic Grey. Add a small amount of Matt Black or Silver to give variation in tint.

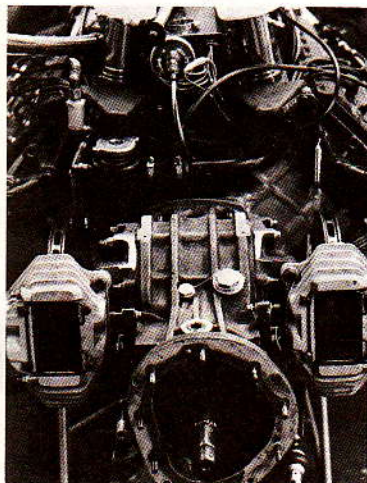


20 Construction of Gear Box

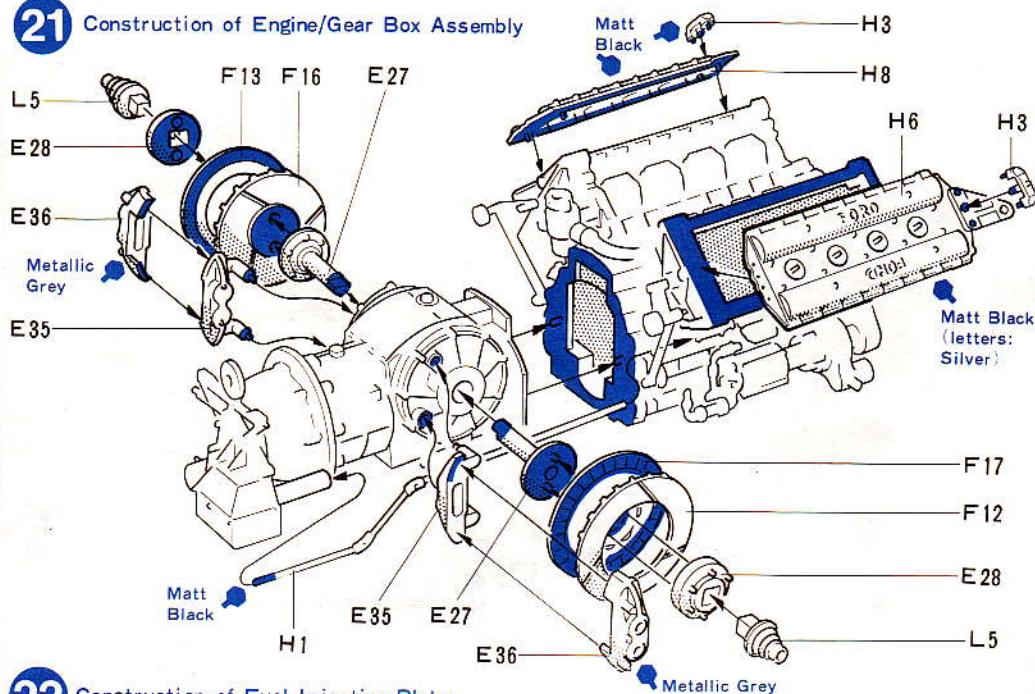


21 Construction of Engine/Gear Box Assembly

Brake Discs F12, F13, F16, and F17 should be cemented to follow the direction of revolution. Fix them in same way as illustrated.



21 Construction of Engine/Gear Box Assembly



22 Construction of Fuel Injection Plates

Make sure Injection Nozzles are fitted correctly (2 toward front and other 2 toward rear on both sides). Also make sure of position of Fuel Injection Plate, right or left.

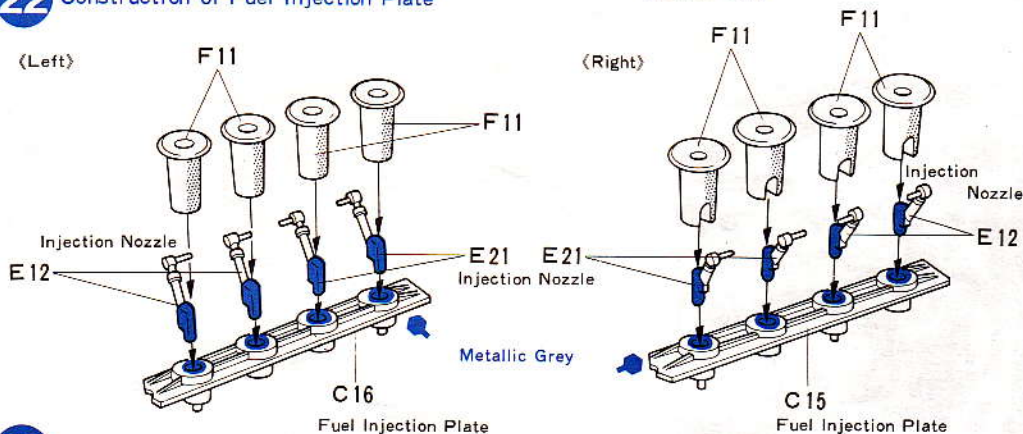
23 Construction of Fuel Injection Pumps

After construction of Distributor and Fuel Injection Pumps, connect Transparent and Black Vinyl Tubes.

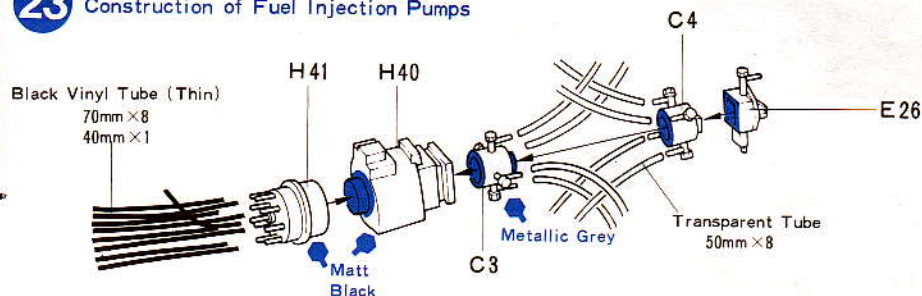
24 Fixing of Fuel Injection Plates

Cement parts constructed at 22 on Engine. After fix Transparent Vinyl Tubes as shown, and cement Fuel Injection Plates.

22 Construction of Fuel Injection Plate

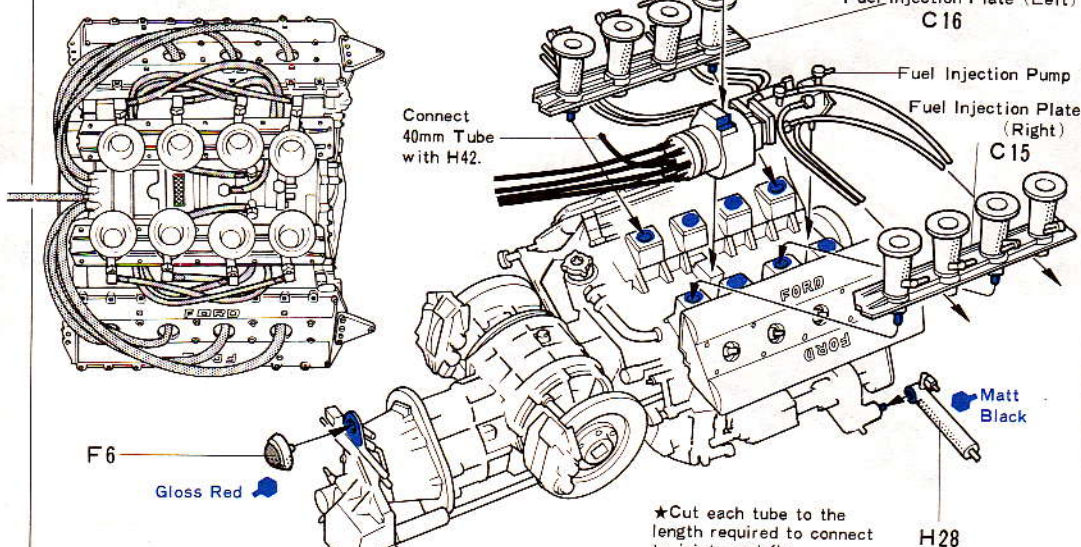


23 Construction of Fuel Injection Pumps



24 Fixing of Fuel Injection Plates

<Wiring Diagram>

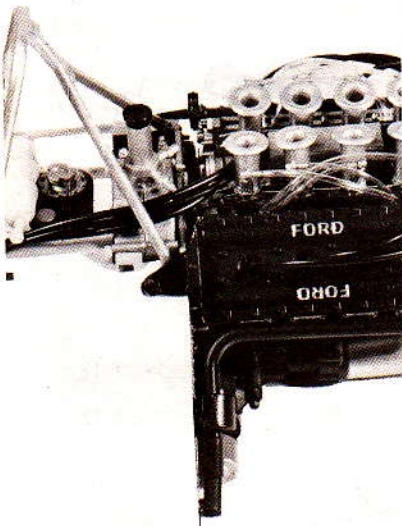


Tamiya Acrylic Paints
Need precise colour matching?
Try the new Tamiya acrylic
paints. Engineered by modelers for model-
er's use. The final cover for the finest mod-
els. Insist on Tamiya for perfect results.



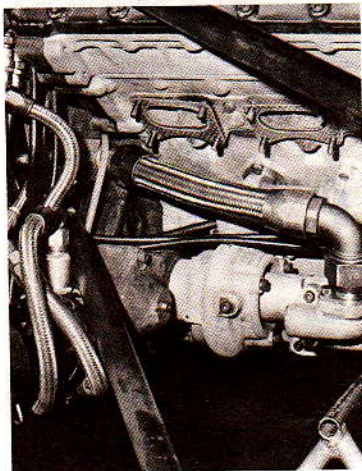
25 <Fixing of Engine>

Fix Engine to Body. It is designed to be held by two Bulkhead Pins G42 and pins on Body.



26 <Wiring>

Fix Vinyl Tube (Thick) and Rubber Tube. Utilize the scale printed at the bottom of this page.

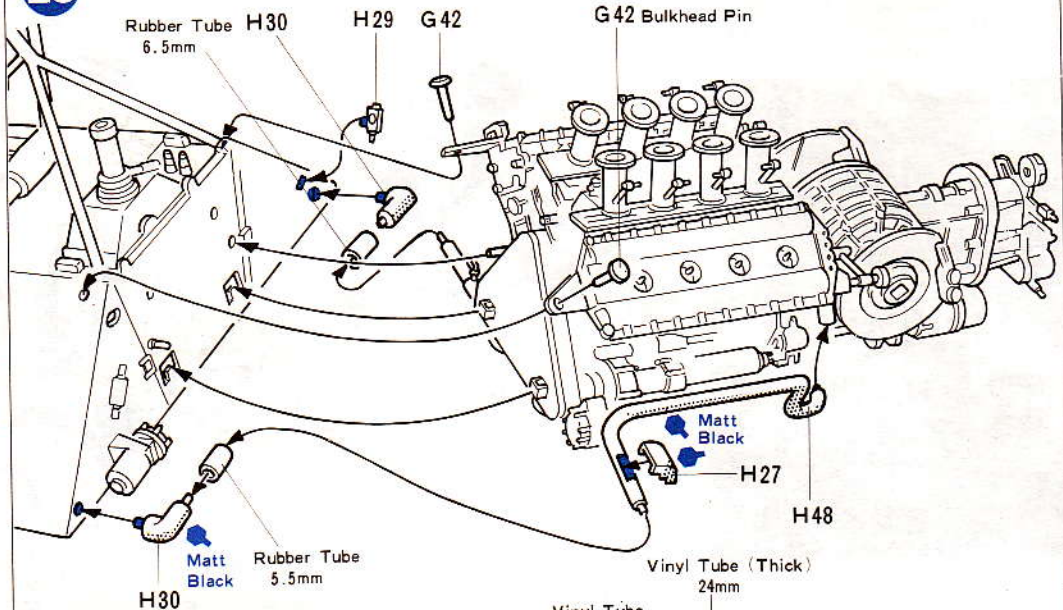


27 <Fixing of Exhaust Pipes (Left)>

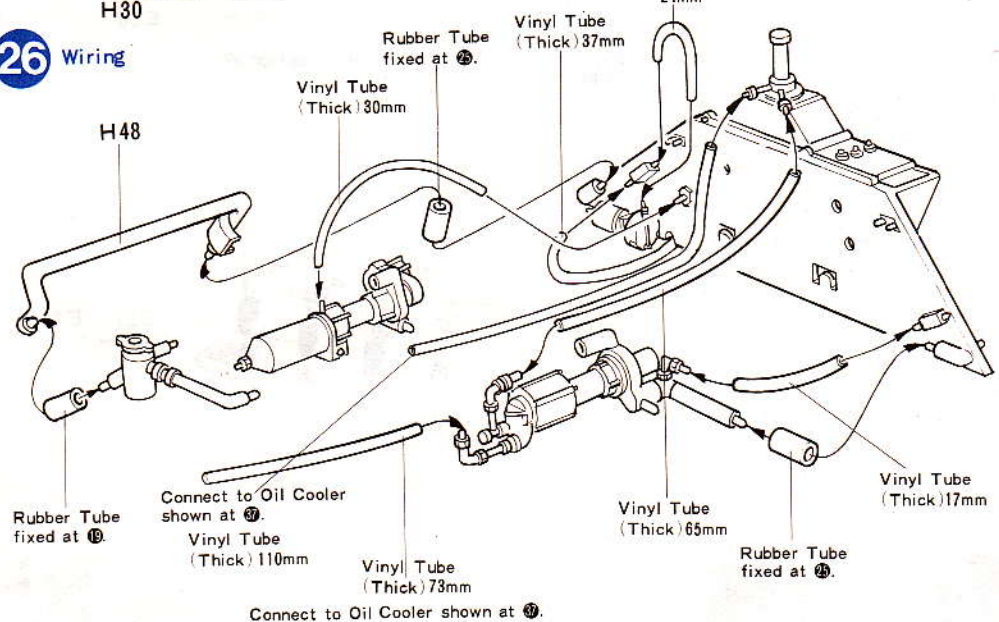
Cement Exhaust Pipes to Engine after fixing H22. Make sure of their numbers, and fix correctly.



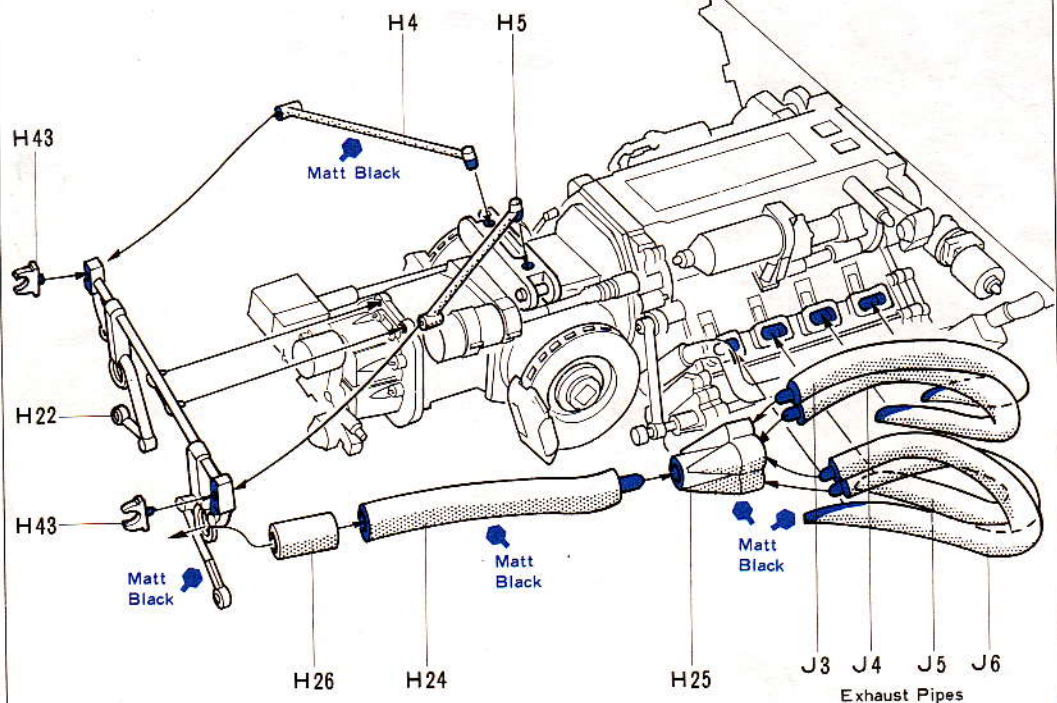
25 Fixing of Engine



26 Wiring

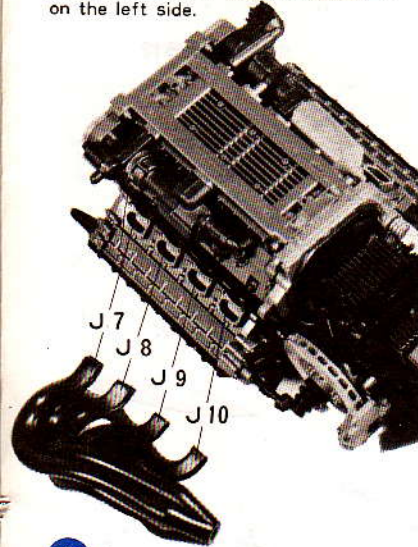


27 Fixing of Exhaust Pipes (Left)

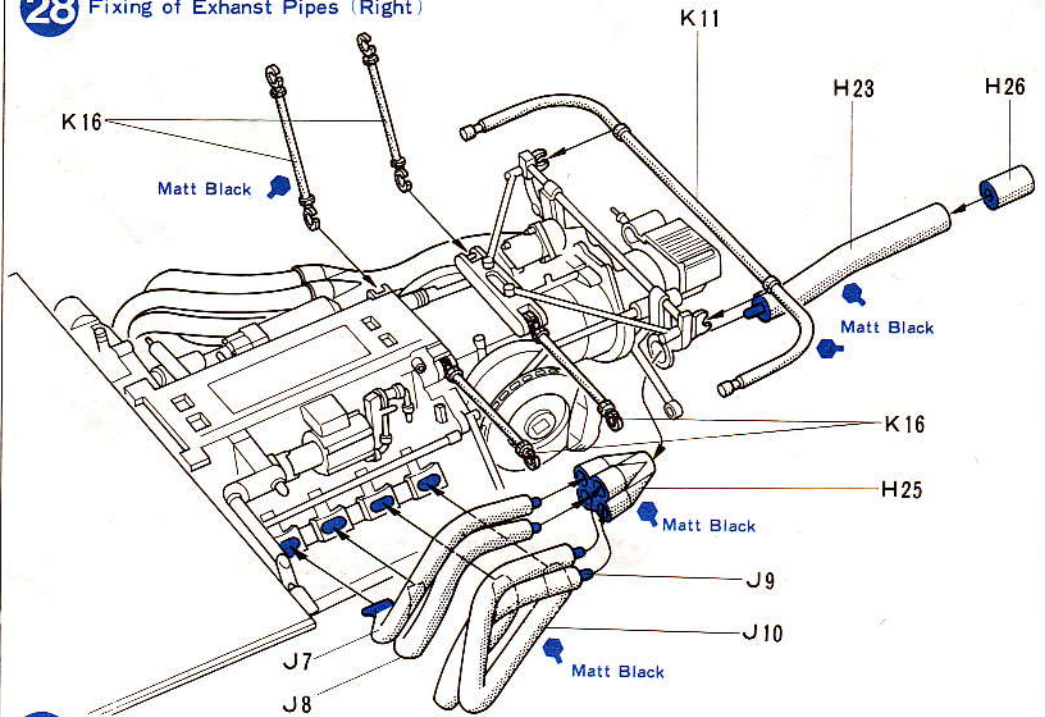


28 <Fixing of Exhaust Pipes (Right)>

Make sure of their numbers and fix as on the left side.



28 Fixing of Exhaust Pipes (Right)

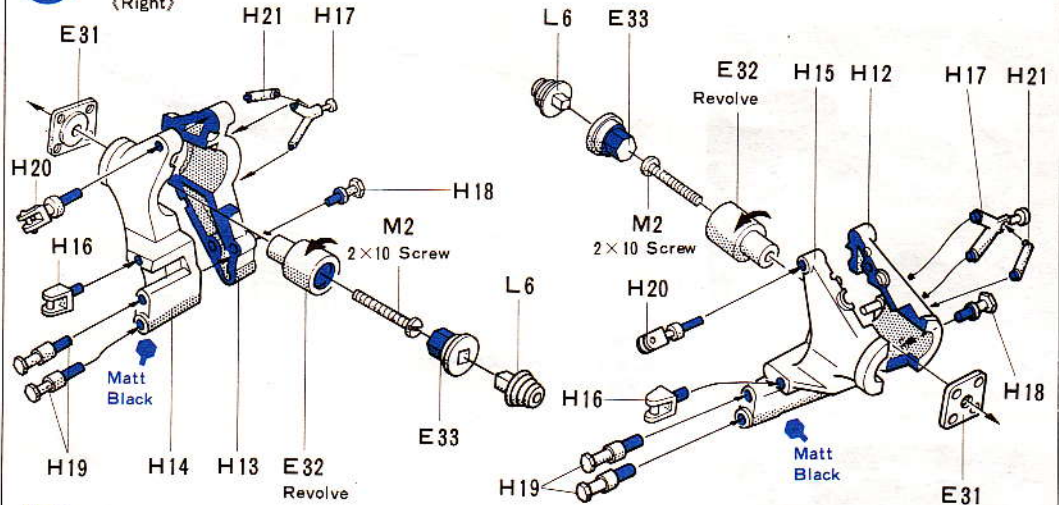


29 <Construction of Rear Upright>

E32 is designed to revolve. Fix E31 and E32 with 2×10 Screw. Fix them using a screwdriver made at 10.



29 Construction of Rear Upright (Right)

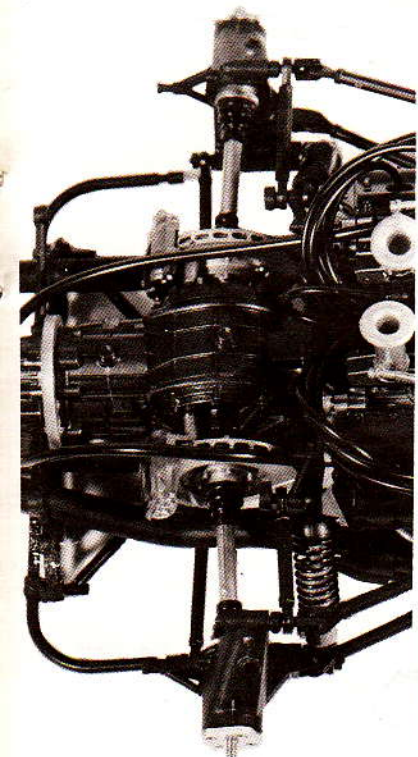
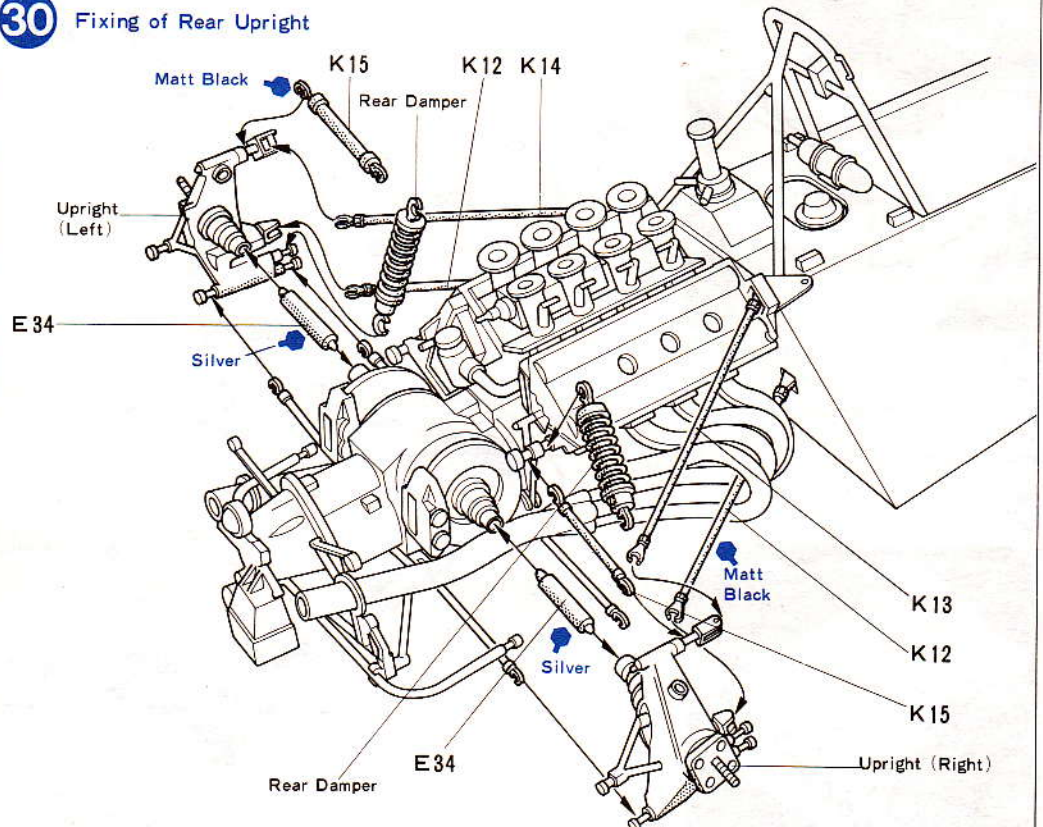


<Left>

30 <Fixing of Rear Upright>

Make sure of shape of Rear Upright, right or left, and fix. And do not confuse K14 with K13. The shorter one is K14.

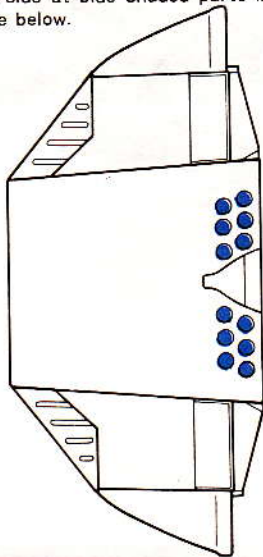
30 Fixing of Rear Upright



31 Construction of Nose Cowling

F9 and F10 look alike in shape. Make sure of their numbers and cement. B9 is a fixing guide to Body. Fix this with sufficient cement to make a strong bond.

★In actual races, two types of cowlings are used alternatively. One has holes for dispersal of hot air. If you prefer, make this type by making holes from underside at blue shaded parts in the figure below.



32 Construction of Windshield

Too much cement may cloud the Windshield. Apply just enough cement to fix.



33 Construction of Air Box

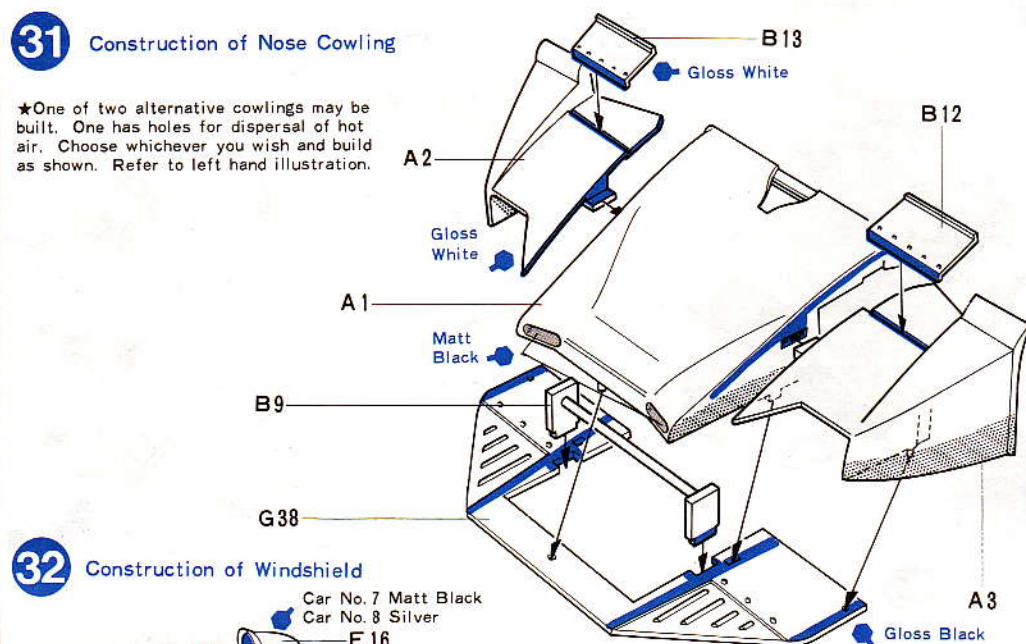
Apply sufficient cement to both Air Box Halves and construct this assembly. After that, fasten them with adhesive tape.

34 Construction of Rear Wing

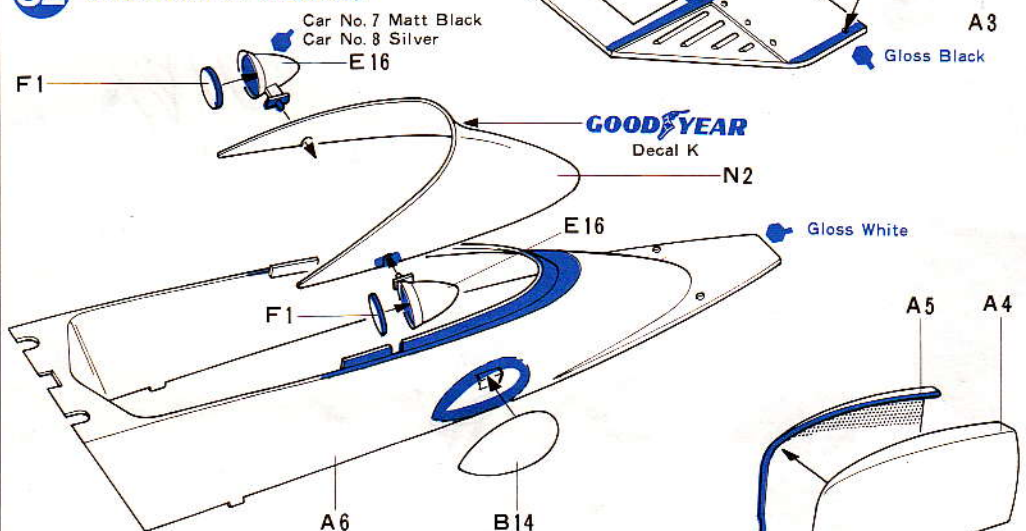


31 Construction of Nose Cowling

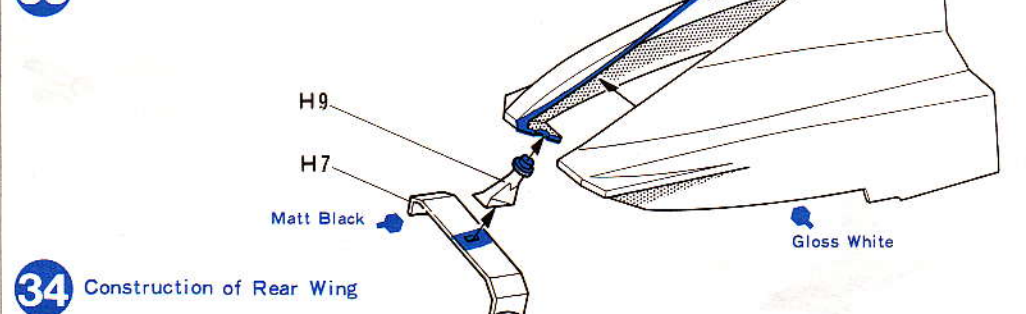
★One of two alternative cowlings may be built. One has holes for dispersal of hot air. Choose whichever you wish and build as shown. Refer to left hand illustration.



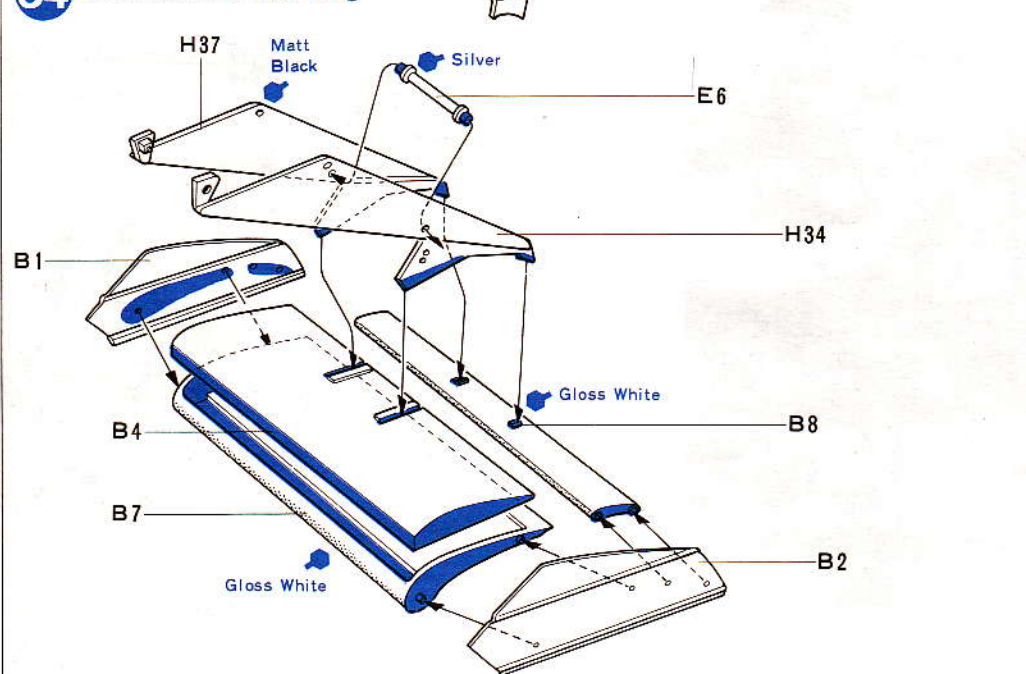
32 Construction of Windshield



33 Construction of Air Box



34 Construction of Rear Wing



35 Construction of Oil Coolers

Assemble Left and Right Engine Oil Coolers, and Gear Box Oil Cooler.

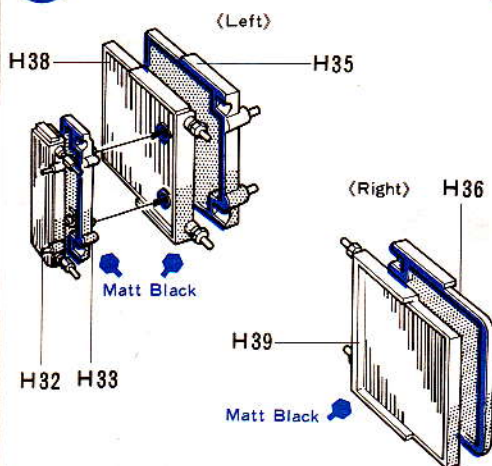
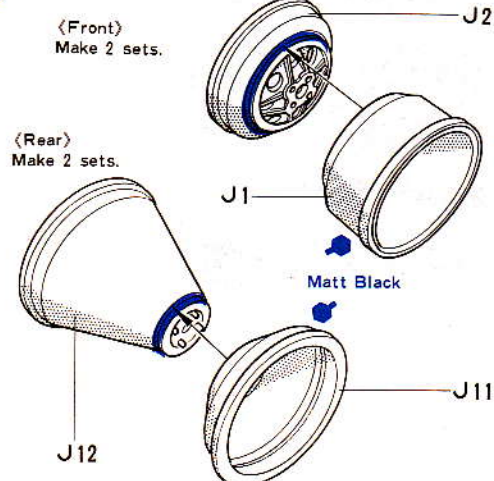
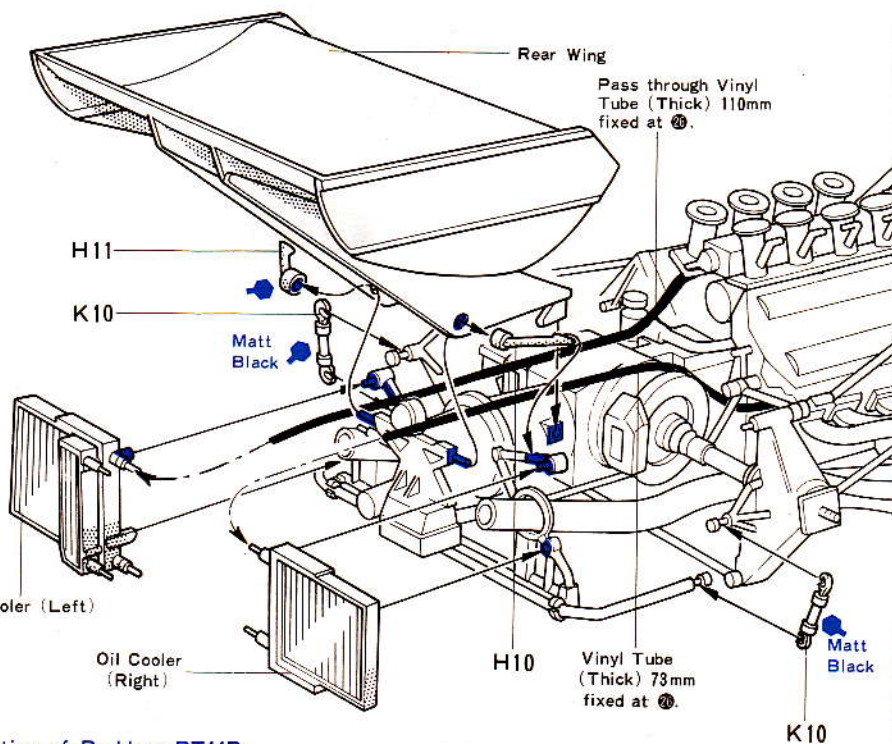
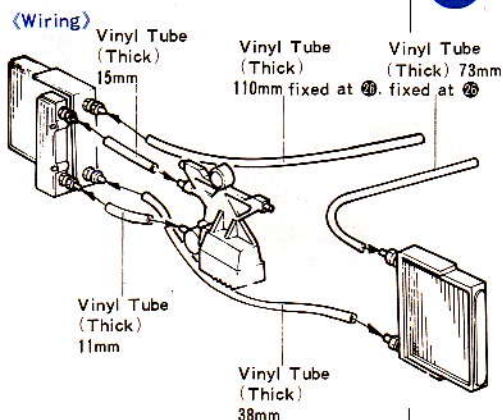
36 Construction of Wheels

Make two sets of each for the front and rear. Mount Tyres onto them when the cement is dry.

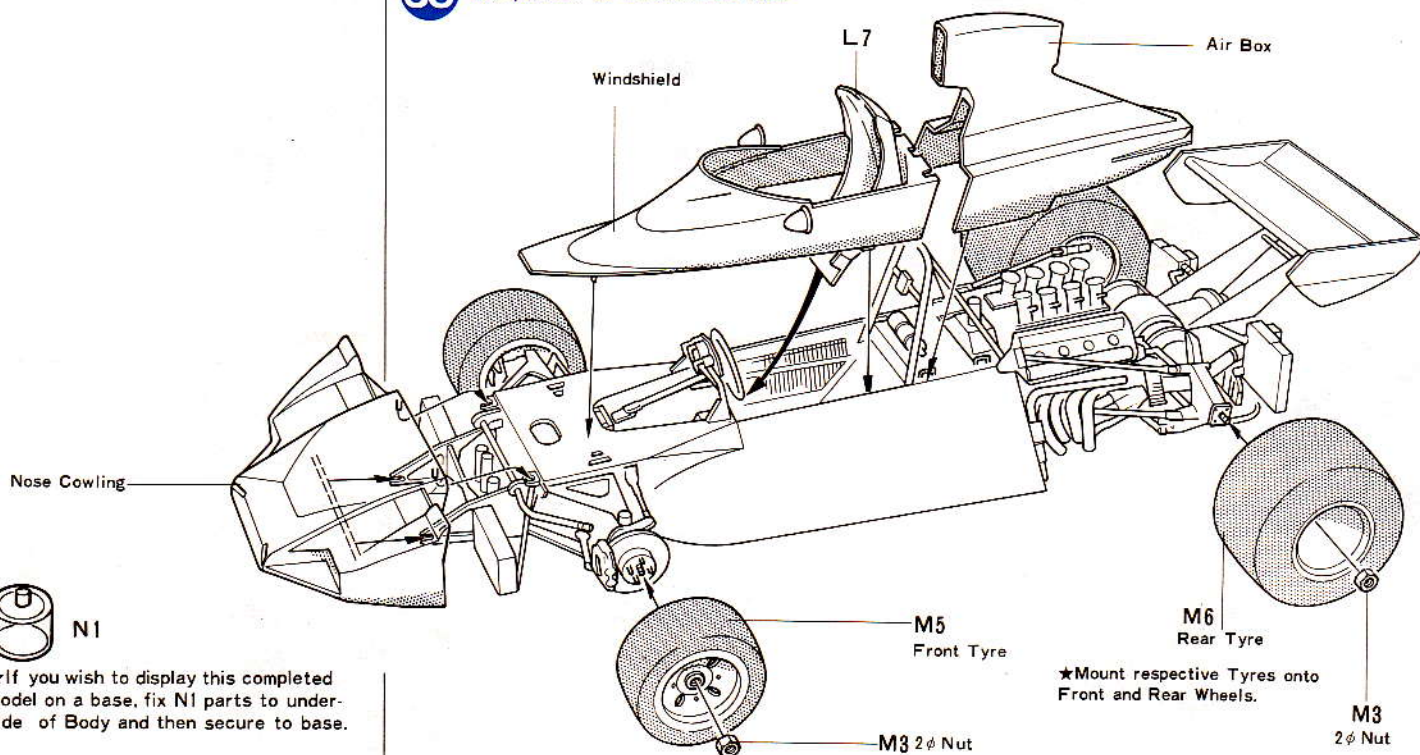
37 Fixing of Oil Coolers and Rear Wing

Fix (do not cement) Rear Wing onto Gear Box and hold in place by fitting H10 and H11. After fixing Oil Coolers, connect tubes as on the figure below.

When you fix Rear Wing to Gear Box, be careful not to slant Rear Wing.

35 Construction of Oil Coolers**36** Construction of Wheels**37** Fixing of Oil Coolers and Rear Wing**38** Completion of Brabham BT44B

Fix both Front and Rear Wheels by inserting 2φ Screws M3. Use Nut Wrench assembled at 18.

38 Completion of Brabham BT44B

N1

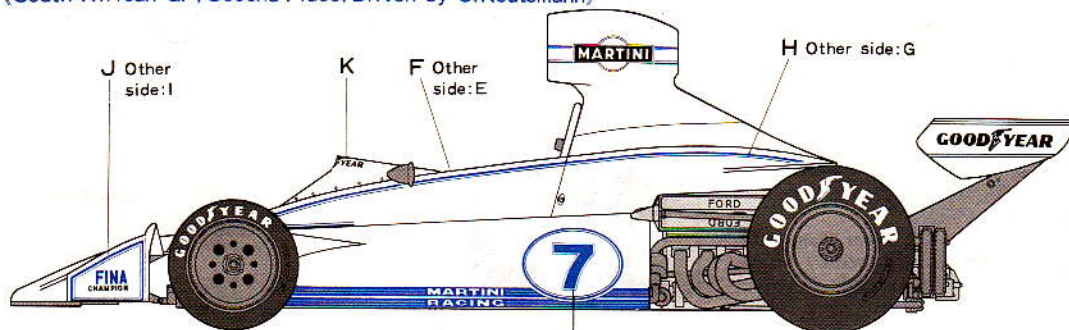
★If you wish to display this completed model on a base, fix N1 parts to underside of Body and then secure to base.

★Mount respective Tyres onto Front and Rear Wheels.

M3
2φ Nut

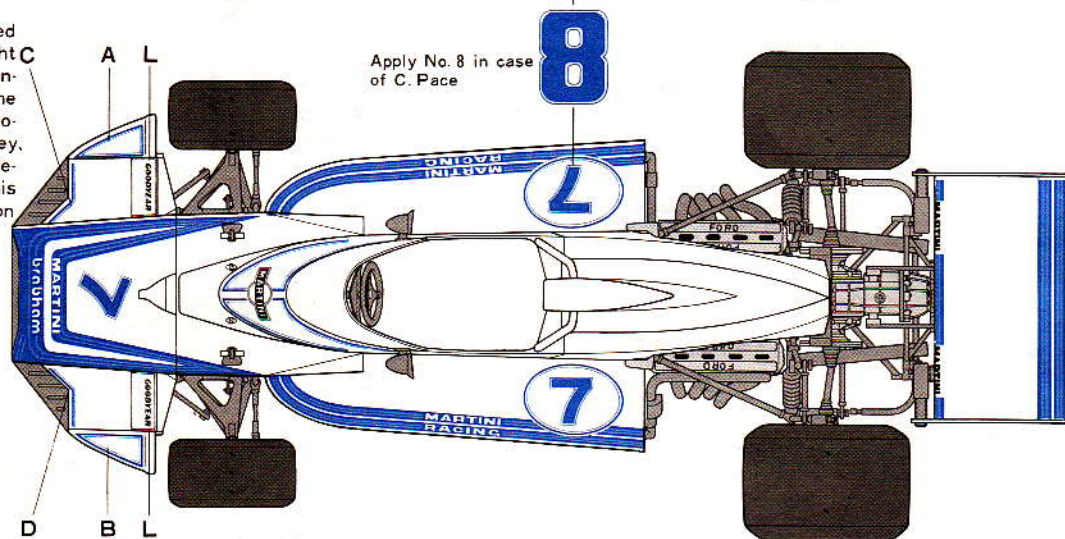
PAINTING & APPLYING DECALS

《South African GP, Second Place, Driven by C.Reutemann》

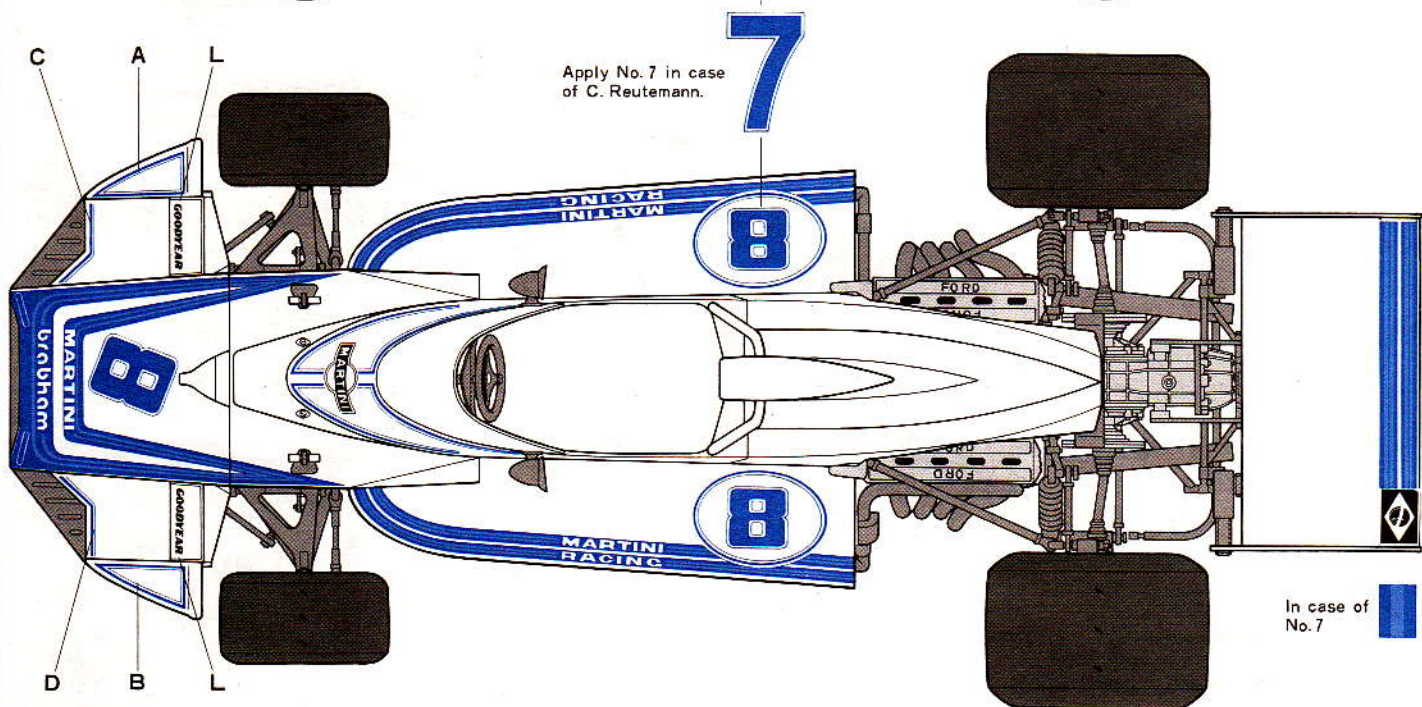
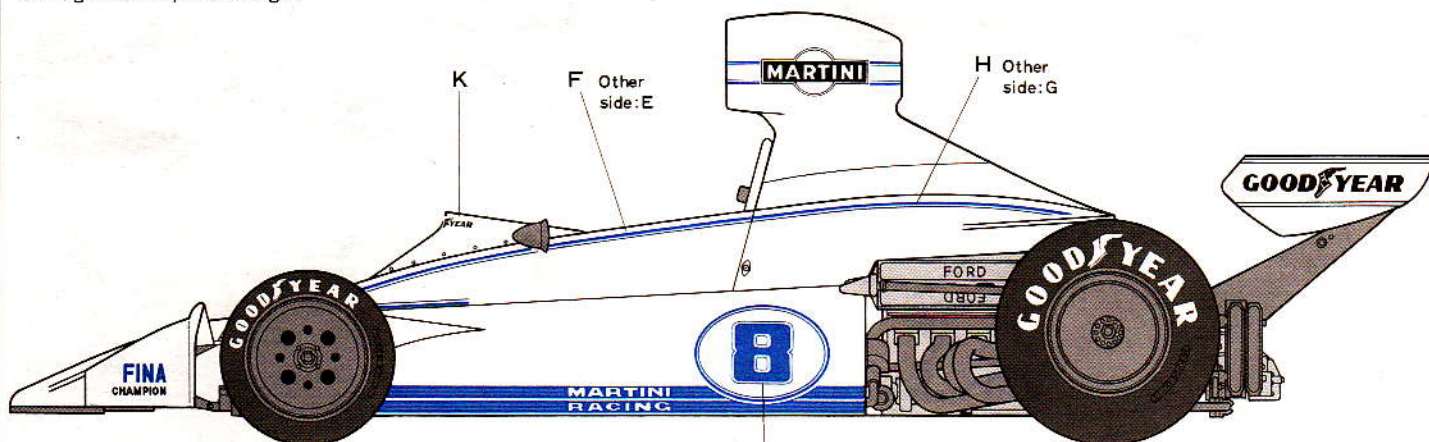


The Martini Brabham BT44B is painted mainly in gloss white, the red and light blue stripe on a dark blue band contrast brilliantly. At the front is the Martini sponsor mark. Martini and other sponsors such as Marlboro, Yardley, JPS etc. are very proud of their designs. Other sponsors' decals on this car are Good Year (tyre), Champion (plug), FINA (oil).

Painting details are also shown in each assembly figure and parts diagram.



Apply Decals referring to the construction figures and plans at right. 《Brazilian GP, First Place, Driven by C.Pace》



In case of
No. 7

PARTS

A PARTS

1. Nose Cowling A
2. Nose Cowling B (Right)
3. Nose Cowling B (Left)
4. Air Box (Right)
5. Air Box (Left)
6. Body (Upper)

B PARTS

1. Rear Wing Stabilizer (Left)
2. Rear Wing Stabilizer (Right)
3. Fire Extinguisher C
4. Rear Wing B
5. Front Lower Arm Stopper A
6. Steering Gear Case A
7. Rear Wing A
8. Rear Wing C
9. Nose Cowling Stopper A
10. Engine Stopper B (Left)
11. Engine Stopper B (Right)
12. Spoiler (Left)
13. Spoiler (Right)
14. Body Upper Part

C PARTS

1. Meter Cable Joint A
2. Meter Cable Joint B
3. Injection Pump A
4. Injection Pump B
5. Unnecessary
6. Oil Pan (Lower)
7. Oil Pan (Left)
8. Oil Pan (Right)
9. Engine (Front)
10. Engine (Upper)
11. Engine (Rear)
12. Engine Side Parts
13. Water Pump B
14. Water Pump A
15. Fuel Injection Plate (Left)
16. Fuel Injection Plate (Right)
17. Engine (Front) A
18. Oil Pump A
19. Oil Pump B
20. Oil Pump C
21. Starter C
22. Starter A
23. Starter B
24. Unnecessary
25. Engine (Left)
26. Engine (Right)
27. Unnecessary
28. Gear Box (Left)
29. Gear Box (Right)
30. Unnecessary
31. Gear Box (Upper)
32. Gear Box (Rear) A
33. Gear Box (Lower)
34. Unnecessary

D PARTS

1. Cockpit
2. Battery Fixing Bolts
3. Cockpit Part A
4. Battery A
5. Battery B
6. Oil Tank A
7. Oil Tank B
8. Gear Box B (Left)
9. Gear Box B (Right)
10. Gear Box Inside Part
11. Gear Box (Rear) C
12. Gear Box Part
13. Front Lower Arm Stopper B
14. Cockpit Parts B
15. Front Bulkhead
16. Clutch Pedal
17. Brake Pedal
18. Accelerator Pedal
19. Rear Bulkhead B
20. Gear Box (Rear) B
21. Nose Cowling Stopper B (Right)
22. Nose Cowling Stopper B (Left)
23. Rack Support
24. Fire Extinguisher A
25. Rear Bulkhead A
26. Fire Extinguisher B
27. Front Suspension Part A (Right)
28. Front Suspension Part A (Left)
29. Front Suspension Part B (Left)
30. Front Suspension Part B (Right)
31. Front Suspension Part C
32. Oil Tank C
33. Oil Tank D

E PARTS

1. Steering Shaft
2. Steering Shaft Joint A
3. Steering Shaft Joint B
4. Steering Gear Case B
5. Ignition Box
6. Rear Wing Stay Arm
7. Fuel Pump A
8. Fuel Pump B
9. Fuel Cap A
10. Fuel Cap B
11. Fuel Cap C
12. Injection Nozzle (Left)
13. Damper
14. Front Damper
15. Rear Damper
16. Rear View Mirror A
17. Oil Pump A
18. Master Cylinder A
19. Master Cylinder B
20. Master Cylinder C
21. Injection Nozzle (Right)
22. Oil Pump B
23. Cylinder Rear Part (Left)
24. Cylinder Rear Part (Right)
25. Clutch Case Part
26. Injection Pump
27. Rear Disc Part A
28. Rear Disc Part B
29. Clutch Case Part (Right)
30. Clutch Case Part (Left)
31. Rear Wheel Stopper A
32. Rear Wheel Stopper B
33. Rear Wheel Stopper C
34. Drive Shaft
35. Rear Caliper A
36. Rear Caliper B
37. Front Caliper A
38. Front Caliper B

F PARTS

1. Rear View Mirror B
2. Oil Cleaner
3. Water Reservoir Tank Cap
4. Gear Lever
5. Roll Bar A
6. Stop Lamp
7. Battery Fixing Part
8. Roll Bar B
11. Ram Pipe
12. Disc A
13. Disc B
14. Front Disc (Left)
15. Front Disc (Right)
16. Rear Disc (Left)
17. Rear Disc (Right)

A PARTS

Gloss White

Matt Black

B PARTS

Gloss White

C PARTS

Metallic Grey

Silver

E PARTS

Silver

Metallic Grey

D PARTS

Silver

Metallic Grey

Gloss Red

F PARTS

Gloss Red

Matt Black

PARTS

G PARTS

1. Master Cylinder Cap 2. Master Cylinder D
3. Master Cylinder E 4. Front Sub Frame A
5. Front Sub Frame B (Right)
6. Front Sub Frame B (Left)
7. Front Lower Arm (Left)
8. Front Lower Arm (Right)
9. Front Lower Arm Ball Seat
10. Radiator (Left) A 11. Radiator (Left) B
12. Front Upper Arm (Right)
13. Front Upper Arm (Left)
14. Rear Bulkhead Part
15. Front Upper Arm Ball Seat
16. Front Wheel Stopper 17. Radiator (Right) A
18. Radiator (Right) B
19. Front Anti Roll Bar Holder
20. Screwdriver Handle A
21. Screwdriver Handle B
22. Wrench A 23. Screwdriver Handle C
24. Wrench B 25. Cockpit Part C
26. Cockpit Part D
27. Instrumentation Panel A (Left)
28. Instrumentation Panel A (Right)
29. Fuel Pump C 30. Fuel Pipe Joint
31. Fuel Cap D 32. Fuel Cap Part
33. Front Upright (Right)
34. Front Upright (Left)
35. Radiator Frame (Right)
36. Radiator Frame (Left)
37. Body Part
38. Nose Cowling (Lower)
39. Instrumentation Panel B
40. Switch 41. Oil Tank Cap
42. Engine Stopper Pin 43. Water Hose A
44. Steering Wheel 45. Pinion Gear
46. Instrumentation Panel C

H PARTS

1. Shift Lever
2. Rear Sub Frame Part
3. Radius Upper Arm Stopper
4. Oil Cooler Frame A (Right)
5. Oil Cooler Frame A (Left)
6. Cam Cover (Right)
7. Rear Brake Air Duct A
8. Cam Cover (Left)
9. Rear Brake Air Duct B
10. Oil Cooler Frame B (Right)
11. Oil Cooler Frame B (Left)
12. Rear Upright (Left) A
13. Rear Upright (Right) A
14. Rear Upright (Right) B
15. Rear Upright (Left) B
16. Rear Upright Part A 17. Rear Upright Part B
18. Rear Upright Part C 19. Rear Upright Part D
20. Rear Upright Part E
21. Rear Upright Part F 22. Oil Cooler Frame C
23. Exhaust Pipe A (Right)
24. Exhaust Pipe A (Left)
25. Exhaust Pipe Joint 26. Exhaust Pipe B
27. Water Hose Part A 28. Water Hose B
29. Water Hose Part B 30. Water Hose Joint
31. Parallel Arm Mount
32. Gear Box Oil Cooler A
33. Gear Box Oil Cooler B
34. Rear Wing Stay (Right)
35. Oil Cooler (Left) A 36. Oil Cooler (Right) A
37. Rear Wing Stay (Left)
38. Oil Cooler (Left) B
39. Oil Cooler (Right) B
40. Distributor A 41. Distributor B
42. Ignition Coil
43. Rear Anti Roll Bar Holder
44. Water Reservoir Tank A
45. Water Reservoir Tank B
46. Rear Sub Frame (Left)
47. Rear Sub Frame (Right)
48. Water Hose C

J PARTS

1. Front Wheel A 2. Front Wheel B
3. Exhaust Pipe C 4. Exhaust Pipe D
5. Exhaust Pipe E 6. Exhaust Pipe F
7. Exhaust Pipe G 8. Exhaust Pipe H
9. Exhaust Pipe I 10. Exhaust Pipe J
11. Rear Wheel A 12. Rear Wheel B

K PARTS

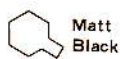
1. Front Anti Roll Bar Parts
2. Front Anti Roll Bar Rods
3. Front Suspension Rods
4. Lead Arms 5. Rack
6. Front Suspension Parts
7. Front Damper Pistons
8. Rear Damper Pistons
9. Front Stabilizer
10. Rear Anti Roll Bar Rods
11. Rear Stabilizer 12. Radius Lower Arms
13. Radius Upper Arm (Right)
14. Radius Upper Arm (Left)
15. I Arm 16. Parallel Arms

L PARTS

1. Steering Shaft Joint C
2. Engine Stopper (Right)
3. Engine Stopper (Left)
4. Head Rest 5. Drive Shaft Joints A
6. Drive Shaft Joints B 7. Seat

N PARTS

G PARTS

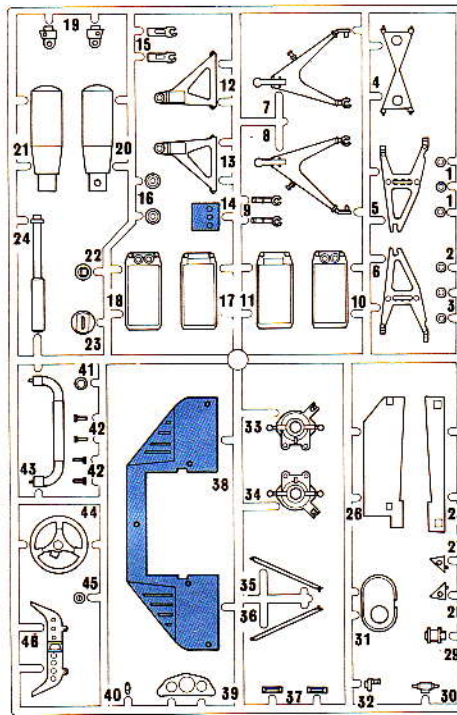


Matt Black

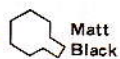


Gloss Black

Two sets of G42 are spare parts.



H PARTS

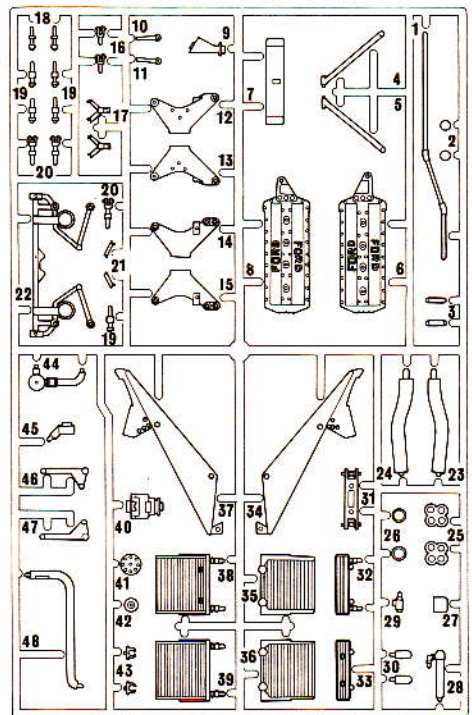


Matt Black

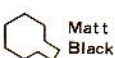


Silver

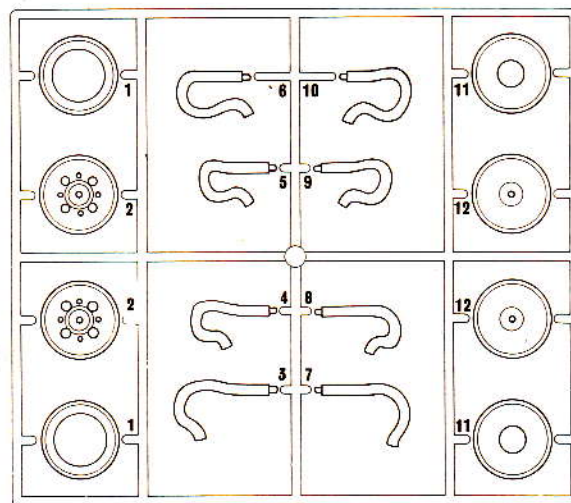
One of each set of H19 and H20 are spare.



J PARTS



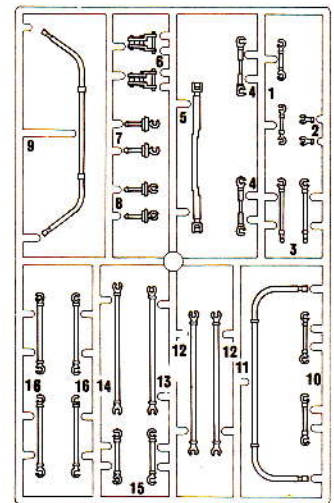
Matt Black



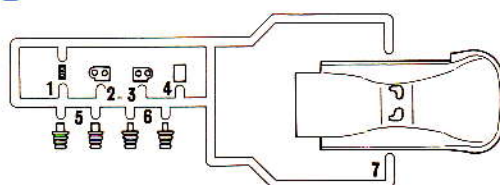
K PARTS



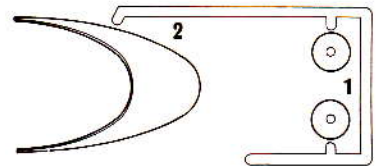
Matt Black



L PARTS



N PARTS



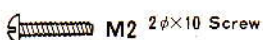
M PARTS



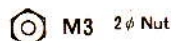
Matt White



M1 Coil Spring



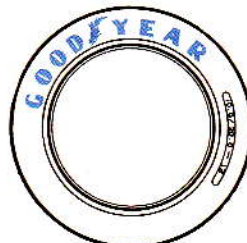
M2 2φ×10 Screw



M3 2φ Nut



M4 Screwdriver Blade Metal



M5 Front Tyre



M6 Rear Tyre