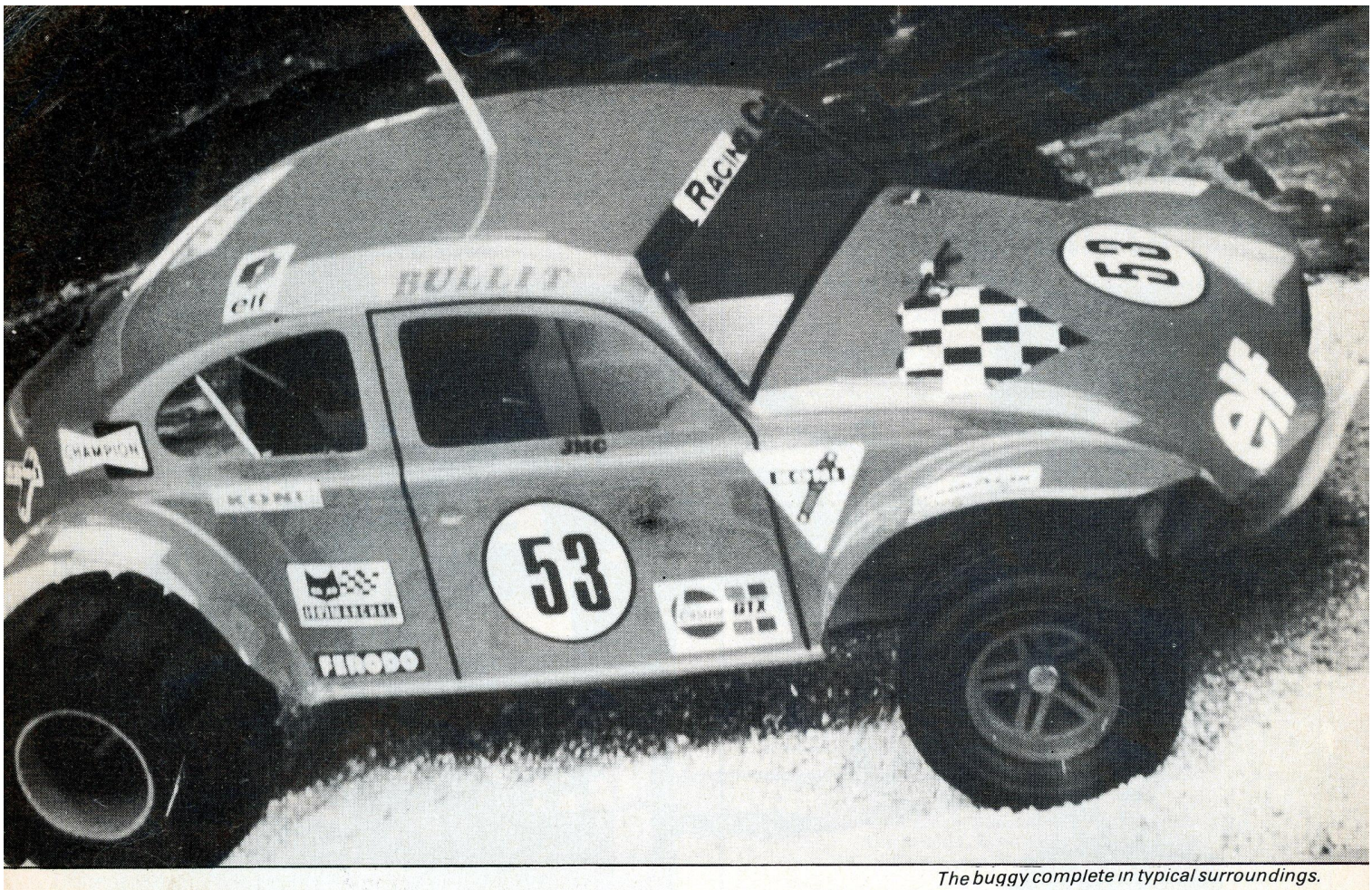


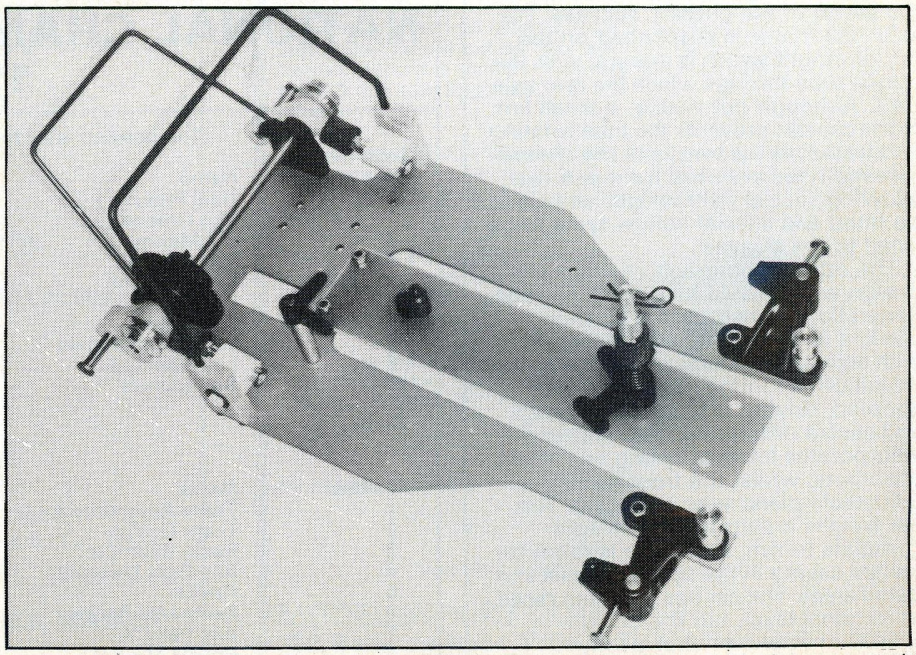
The buggy complete in typical surroundings.

BULLIT BUGGY . . .

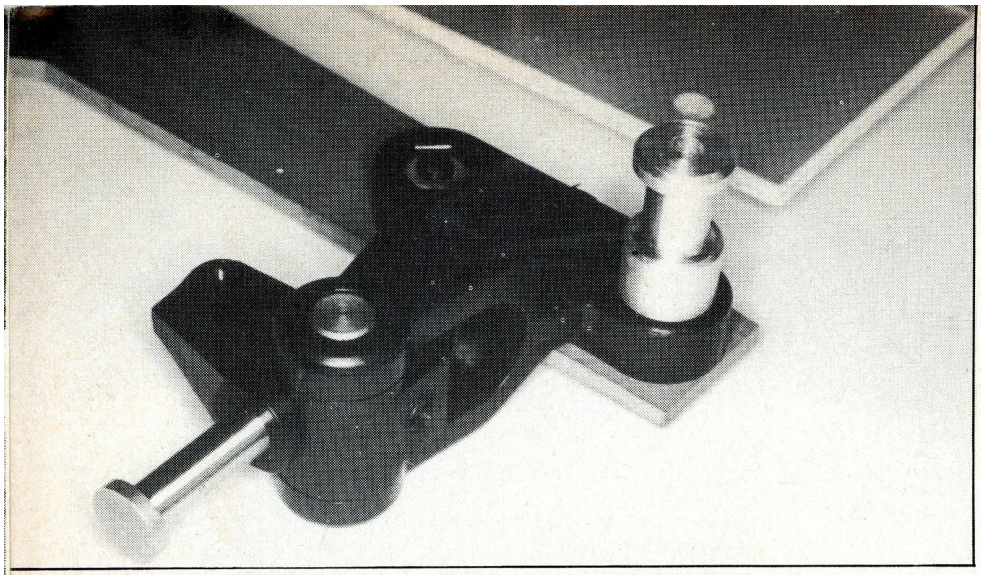
YES, IT REALLY IS SPELT LIKE THAT and comes from France but under the PB Racing Products banner as the PB14. French manufacturers have been offering buggy designs for several years — long enough, to coin a phrase, to get the bugs out of them. The Bullit is made by MRC (Model Racing Car) who are PB's distributors in France and features a number of PB parts in the kit, notably flip top fuel tank and flywheel and clutch/bellhousing parts.

The kit comes with rear springing ready assembled on the alloy chassis. An unusual straight strip of GRP is anchored to the U-shaped chassis and carries the robust servosaver which, in turn, has the front body post on top, the two parts carried by a common screw. Separate front steering elements are fitted to the two ends of the chassis horseshoe.

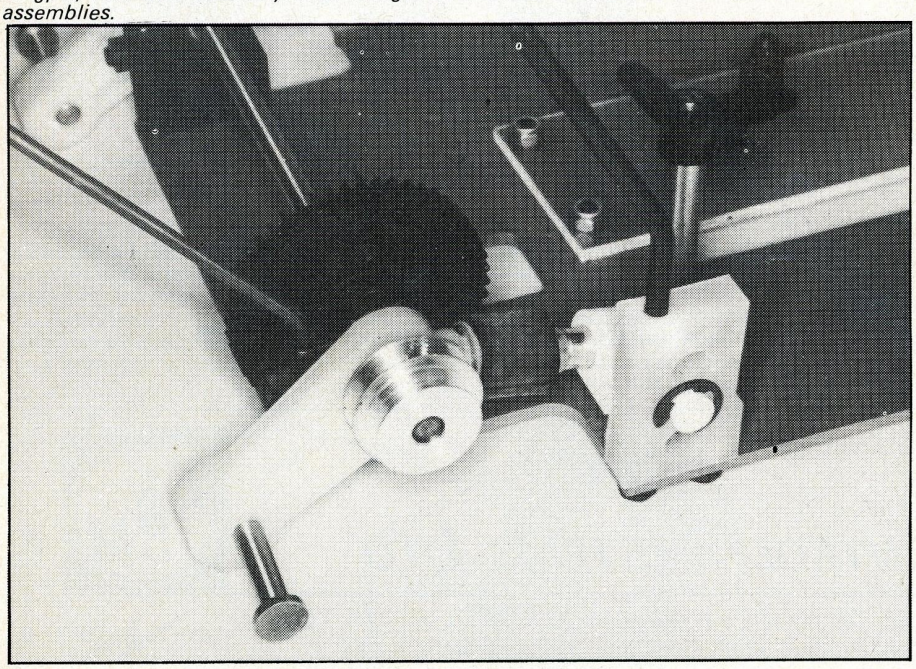
Take special note of the excellent rear springing. It is fully enclosed, compact and does its job. You may be tempted to take it to pieces, but the springing is quite strong and there is really no need. It could be a nuisance putting it together again. At the same time, note that the plummer blocks to it as attached offer a choice of two other positions, raising or lowering the chassis accordingly. The blocks also carry the rollover bar which fits inside the body provided and acts as an additional support for the roof, as well



Unusual anodised alloy horseshoe shaped chassis with GRP central strip. Springing at rear end is already assembled for the builder.

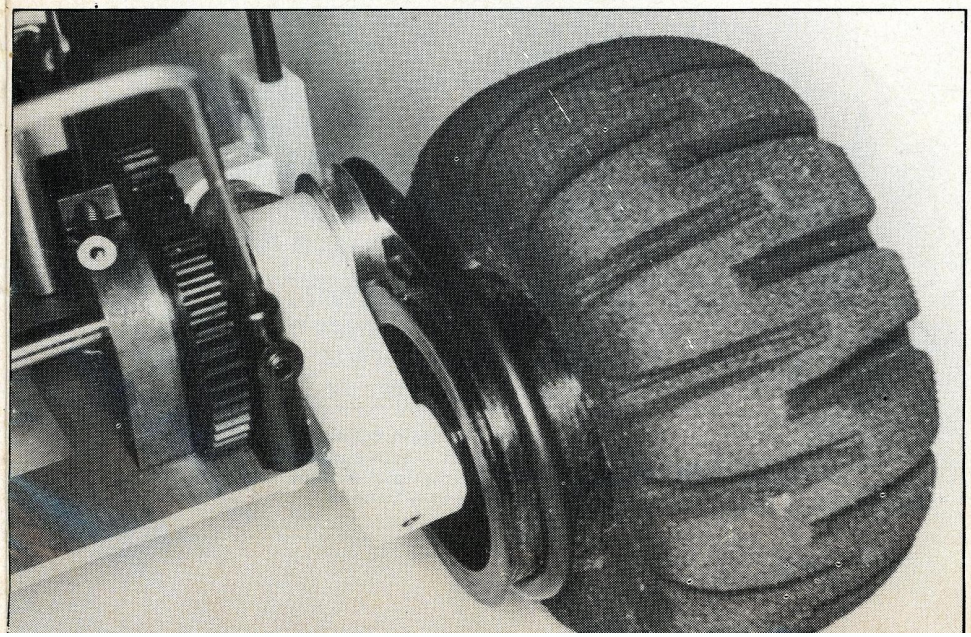


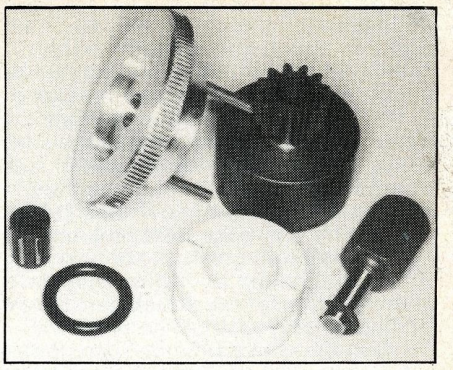
Kingpin, stub axle assembly. Post to right is intended for elastic bands between the two assemblies.



Rear end detail. Suspension unit has choice of three positions. Gear pulley provides two speeds.

Massive rear tyre which still leaves room on hub to take drive band provided. Brake is conventional compression strip balanced against throttle.





Clutch unit is pure PB. shoes must be cut and trimmed to take O-ring. Note also needle bearings.

as proving the location for the rear body attachment clip.

There are some other novelties about the chassis. The U-ends of the main part carry mini-posts across which rubber bands are stretched (the ones that postmen use are just the job for this — use as many as you think desirable to stiffen this end). Finally, there is a little flat piece of plastic designed to form the front bumper. It is secured to the GRP strip with two nuts and bolts, but has to be curled up. I did this with the help of a candle flame to soften the material and initially bent it up too much — but when in place it was no trouble to unbend to suit, again with the handy candle.

Drive to the rear wheels is by belts, one on each wheel. The hubs are wider than the tyres and allow a suitable amount of room for the belts which a rim on the hubs holds in place. Two pulley diameters are offered to allow a speed variation. Four belts are included in the kit but only two at a time are required — the others are spares.

Rear tyres are really formidable solid deep treaded fellows, fronts are suitably ribbed. Pictures on the box lid are very attractive and I have followed their all-red colour scheme. Painting the hubs, which are black, to a bright red took time and patience: perhaps I would have done better to start with a coat of white!

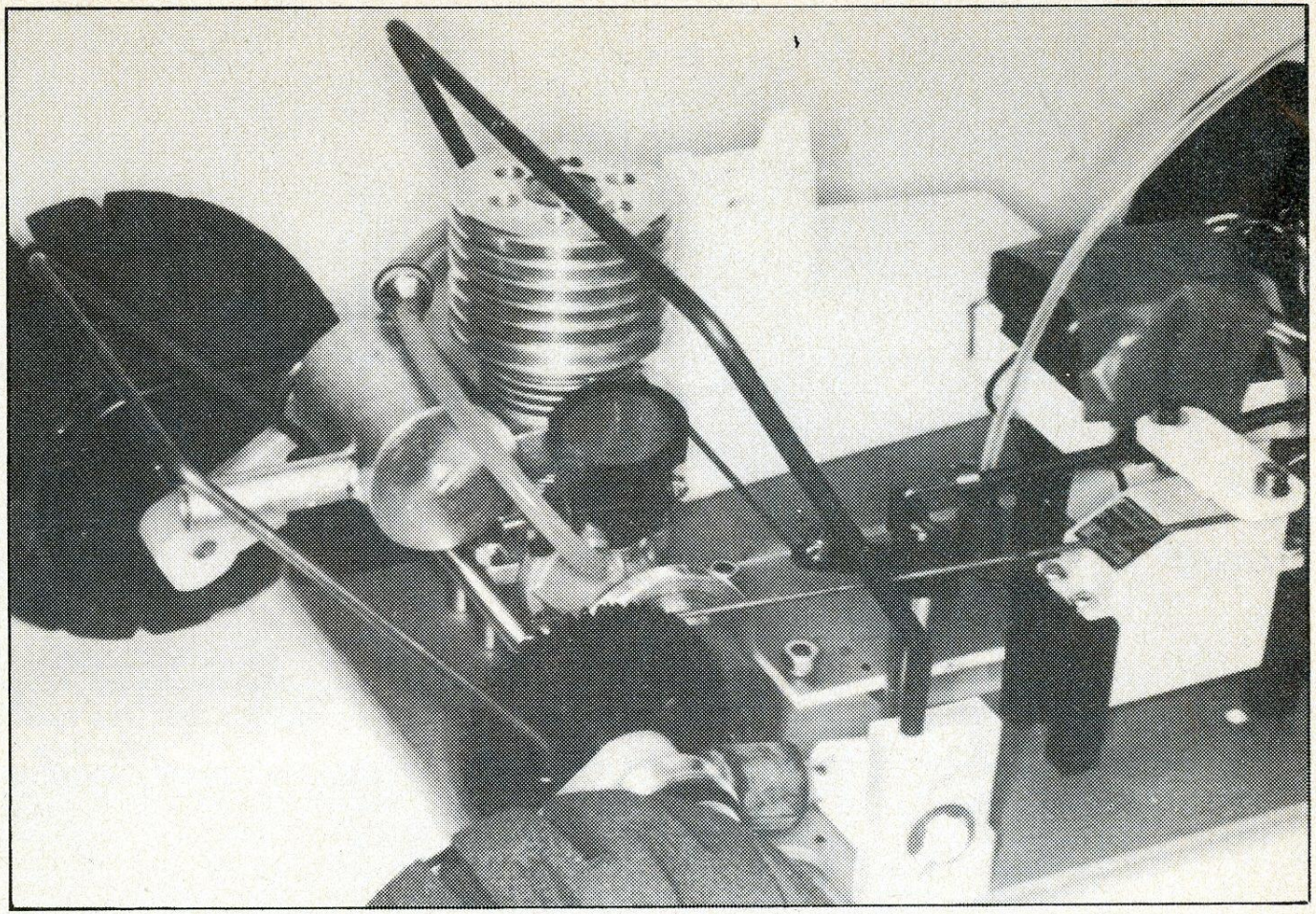
Just fit the engine and radio and away, as they say. It is not quite so carefree; there is enough work to be able to claim 'I made it myself!' Fuel tank screws in place with two plastic supports, grommets and self tapping screws. Steering tierods are provided ready bent to shape, but a better job will be made by bending one end up and one down, as, in fact, is shown in the picture on the box. A good supply of brass collets is included to fix these items with their usual allen screws. It is virtually essential with a buggy to use a little loctite on all such screws and all others where there is a possibility of them working loose.

My kit had the very minimal instructions (it is ARTR almost) in French, but this will be picked up in the general run of kits. Reduced size plan, not to an indicated scale, works out at about 5/7ths fullsize so multiply any

sizes by seven and divide by five. This is useful in deciding where to put the servos, since all linkages are to size and suitably bent and measurement helps in finding centre line of servo discs. Holes can then be drilled in chassis for the servo brackets to take whatever size of servo you intend to fit. Observant readers will note that I got it wrong first time and had to bore another couple of holes. The servo brackets are not ready drilled so it is time saving to decide on a common size for the attachment holes of all four of them and the resultant holes in the chassis. Servo fixing holes will be checked against servos to be used.

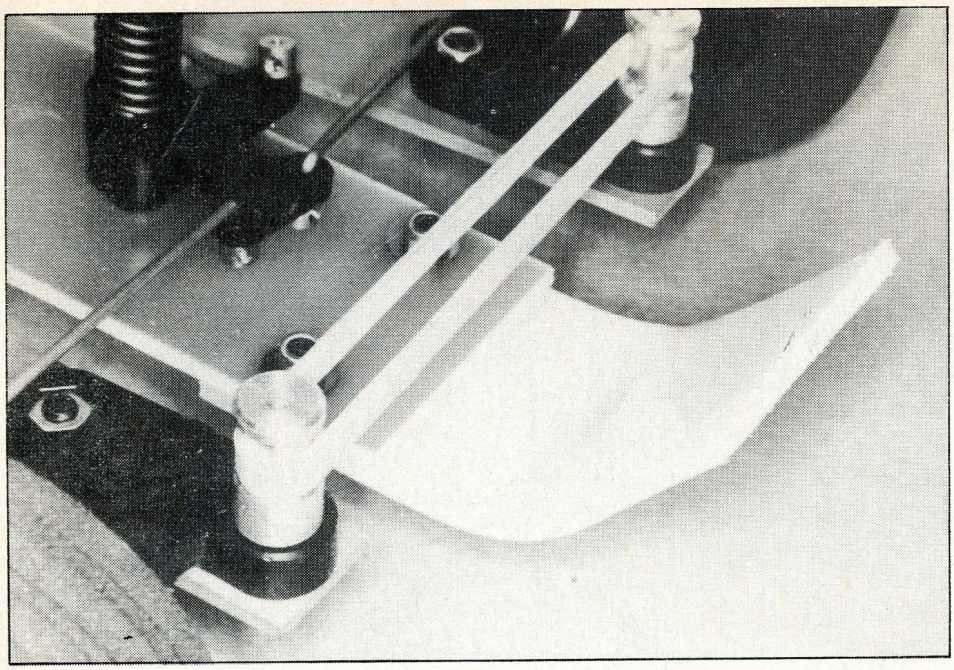
Steering servo goes flat and supports a little plastic open box to hold the receiver and battery. I fitted my servo so that its flat was just above level of brackets and fixed box with double sided servo tape. Purists may prefer to add a couple of mounting posts, there is just room each side of the servo and attach with screws. A nice little red ballon is provided to enclose Rx and battery which can be fixed in the box with a couple of rubber bands. An excellent aerial bracket is already fitted nearby and a plastic tube provided to carry up the aerial lead.

Designated engine is a Veco but I found my HB21 went in just as well, fitting the engine mounting holes and spacers exactly. Only a minimal amount needed to be ground off the crankshaft threads to enable everything clutchwise to fit snugly. A small Mardave air filter goes over the air intake and a fuel filter is inserted in the blue silicon (PB of course) fuel line. One of those 'all purpose' silencers that go straight over the exhaust exit and fix with a couple of wires, with the screw against the crankscase completed the job.



HB engine with silencer, air and fuel filters in place. Flip top PB fuel tank completes the set up. Rx tray mounted on steering servo can be seen on right.

I did not want to complicate the issue by adding a rear bumper plate and a dustbin silencer since I intend to use the car as a garden buggy to keep my Mardave stock car company so no great performance is sought at the moment.



Short bumper which must be bent up to shape. Bands controlled and steadying steering fixed between posts.

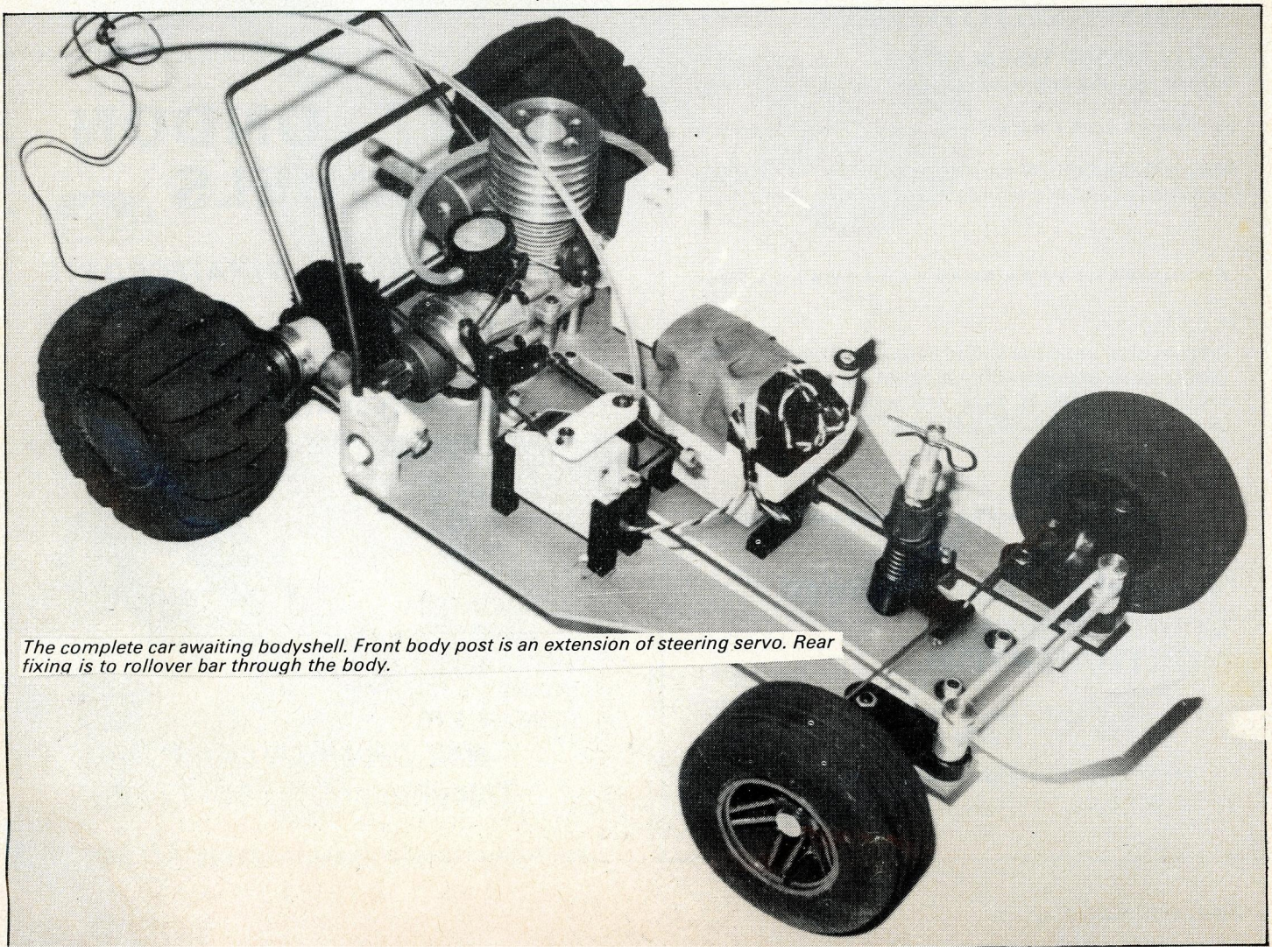
The bodyshell which is vaguely of Volkswagen Beetle design, fits very well and looks the part. Rear fixing is interesting since the clip goes through the body to grip a rear bumper/cum support wire inside the body. Whether in use it will tend to tear out only time will tell. There is room for two more such clips along the wire and indentations on the shell suggest that these could be used where a hard life is expected for the machine.

It only remains to paint up and decorate the body to choice. I settled for an all-red job as noted, using the Hobbynox paint which PB are distributing. It is semi-transparent and needs a white or silver backing to bring out its high quality. No decals are provided in the kit so recourse must be had to the might-be-useful box.

Bullit costs only about two thirds of other i.c. powered kits on the market; is easy to assemble with very little to go wrong. There is plent of room in the body for Rx etc. Rear springing is simple, ready installed and adequate. GRP strip provides a degree of front springing. Altogether it should be immensely popular for the buggy boys, and worth putting in the back of the car when going to more prestigious race meetings to have a bit of fun when racing is over or weather precludes track running.

STOP PRESS!

I have just read in my copy of the French model monthly *Adepte* that by adding a further GRP plate and a cross-stop it is possible to get the CG further back so that more powerful engines such as OPS, ST or OS can be utilised. At the moment Vecos or similar are recommended wear. I have no doubt that if this idea is sound the French group MRC (Model Racing Car) will be arranging a step-up kit and PB Racing Products will have it on offer . . . So don't worry — if it's good it will be along!



The complete car awaiting bodyshell. Front body post is an extension of steering servo. Rear fixing is to rollover bar through the body.