

PB Apollo

track test

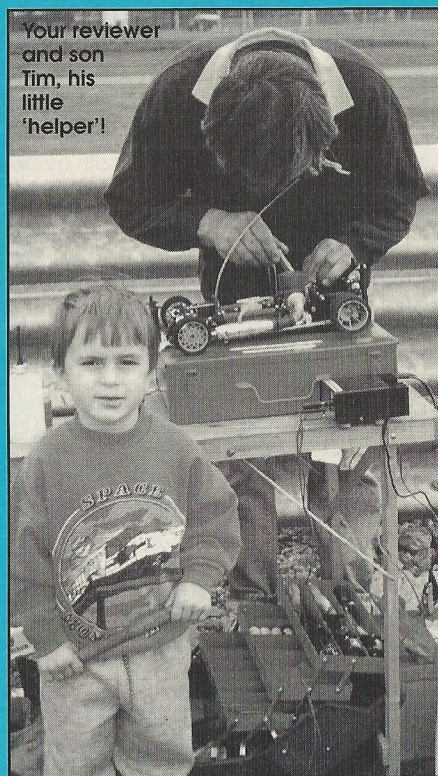
The September issue promised the results of the track test of the Apollo and, before I go any further I must say that trying the car out for the first time was sheer pleasure, once the motor had been started that is! Don't get the wrong impression though, the Irvine started immediately once we had the right equipment to hand, it was just that our initial attempts were made using some very primitive gear about which the less said the better!

The radio gear installed in the Apollo was a mix 'n' match set up of two Futaba S-3001 servos, a Sanwa Gemini 40mhz receiver and a 5 cell 600 mah battery pack. The servos are the ball raced versions of the economy S-148, and were recommended for their cost (!) and effectiveness in this type of application by a 1/8 scale driver, so they would hopefully suit the 1/10 Apollo nicely (and my wallet!). The fitment of all the gear was simplicity itself, as I held the receiver and cells onto their retaining plates with heatshrink as can be seen in the photos. I have since been told that I should have wrapped them up in insulating tape to also give some degree of waterproofing, so I shall be doing this in the near future (a remote crystal socket would be a good idea here, to negate the need to unwrap the Rx if a crystal change is required). The fiddly part, having done the steering linkage in just a few minutes, was to get the throttle and brake linkages working to my satisfaction! The instruction booklet was again rather vague when it came to the setting up of the throttle and brake, but as with the majority of ic cars, it would appear that everybody has their own way of setting up linkages (some drivers set the brake to come on when the arm is pushed, some when it is pulled). After a lot of trial and error I had everything working nicely, although I had my suspicions that the brake spring was too hard, which was confirmed the first time the Apollo hit the track!

I managed to fit a Schumacher tuned pipe and manifold by turning up an aluminium ring to slide up the manifold and clamp behind the spring lugs, the original lugs no longer useable due to the upright mounting of the Irvine RX-15 in the Apollo, compared to the angled mounting in the Schumacher cars. The Schumacher pipe comes quite highly recommended in 1/10 ic circles apparently, all I have to do to mine now is to insert a 5mm diameter restrictor in the outlet to make it BRCA legal, it being a very early version.

So, to the track young man! I took the car with me to the Truck and Track show at Silverstone,

Part 2 of Mark Power's Apollo 1/10 I.C. car review.



Your reviewer and son Tim, his little 'helper'!

help when driving a Pro 10 car, but as the track has hosted a lot of 1/10 ic racing, we thought that it would be fine for the car's initial runs and we weren't to be disappointed!

Having tried to start the motor at home with a really 'Heath Robinson' starter, it was though more prudent to borrow a purpose built starter box, so a visit was paid to Bob Harley from the Ashby club to borrow his box, custom built to suit the Apollo. I filled the tank with fuel, took the filter off and primed the motor through the carburettor choke, attached the glow clip, and pressed the chassis down onto the switch. The



The Apollo at speed.

Irvine fired up immediately! This was better than could have been expected, so after a minute or so had been spent roughly setting up the mixture the car was put on the track minus the bodyshell to run it around for a shakedown. Even at low speed, it was very evident that the Gold compound kit tyres supplied for the front were far too grippy, so after a tank of fuel had been run through the motor on a very rich setting, the car was fitted with a set of PB 411 Jap medium front tyres, retaining the kit Silver rubber on the back, also changing the oil in the shocks for Medial Pro 350. Having refuelled and started the car, I put the shell on this time for a 'proper' run.

The car immediately felt well balanced, so with a little prod of the throttle down the straight it actually got into second gear and I was away! The motor was still quite rich, being brand new and still relatively tight, so I contented myself with trundling round for two more tankfuls of fuel to bed the motor in. The fourth tankful was the one on which the Irvine was given its' head and, given

that the complete set up was new, car and motor performed very well indeed!

With a ride height of 7mm front and rear, set fairly high to avoid 'bottoming out' on the Ashby straight, the car felt fairly stable at speed, although it became obvious that trying to steer much at high speed on the straight was well nigh impossible, but that has been seen to be the case with every Saloon bodied 1/10 ic car seen at Ashby and for that matter at most tracks! Turn in was very good, and the Apollo was very stable when actually committed to a corner, so I didn't really feel that anything needed adjusting, it looking as if I had hit the correct settings the first time. The rear end was set up parallel, with the Apollo accelerating away in a straight line every time, but I know that the Ashby track is endowed with a surplus of grip, so I dare say that some circuits might call for some toe in. It might also help with stability on the straights at high speed, but for Ashby the car felt just right! The straight line speed was also quite something, as I had fitted the car with the latest clutch bell from PB, rather than the kit version, this endows the car with more top end speed, seemingly without the acceleration suffering.

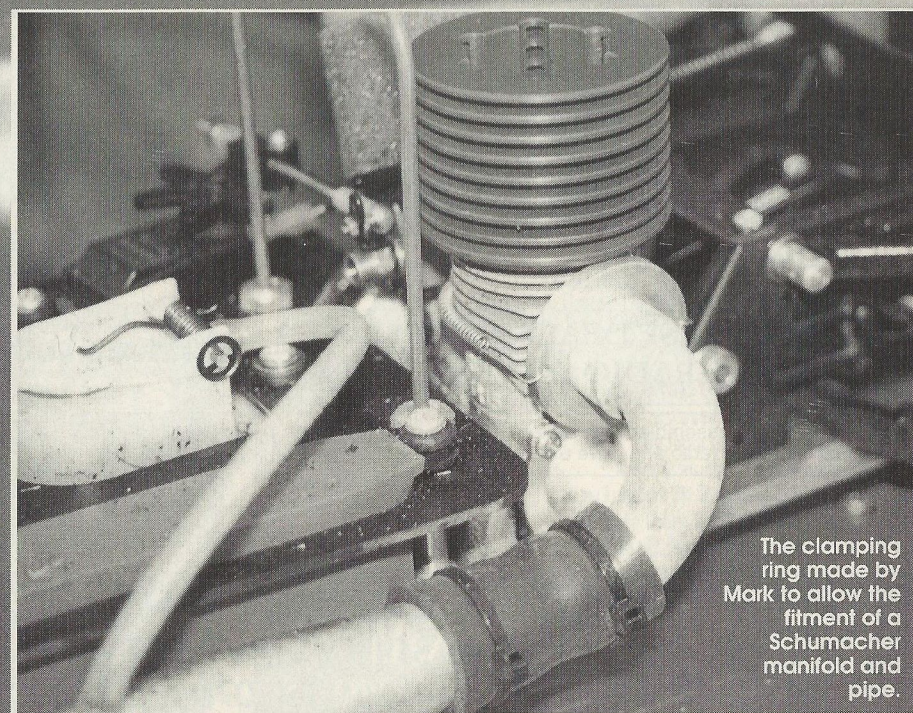
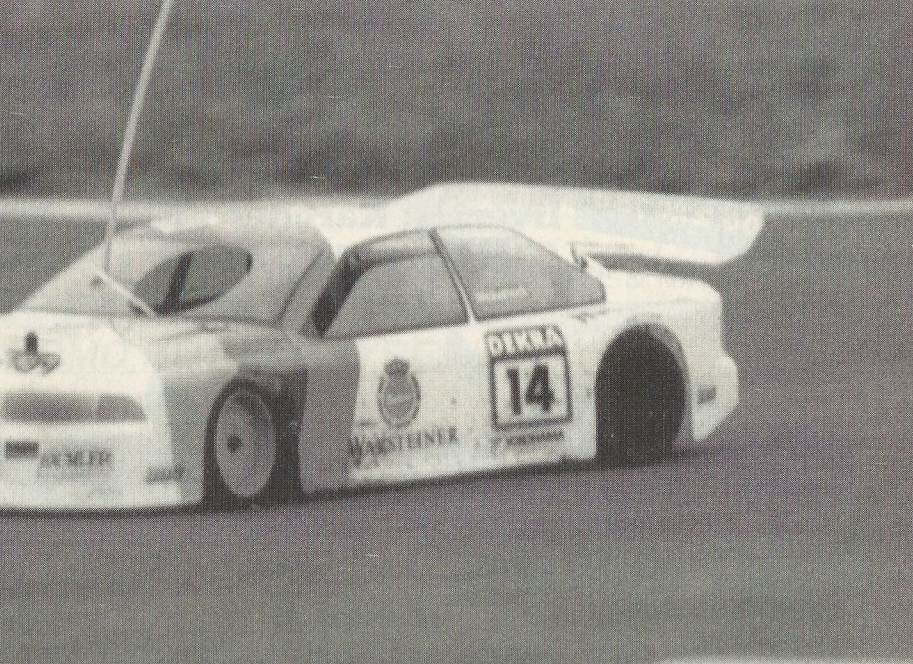
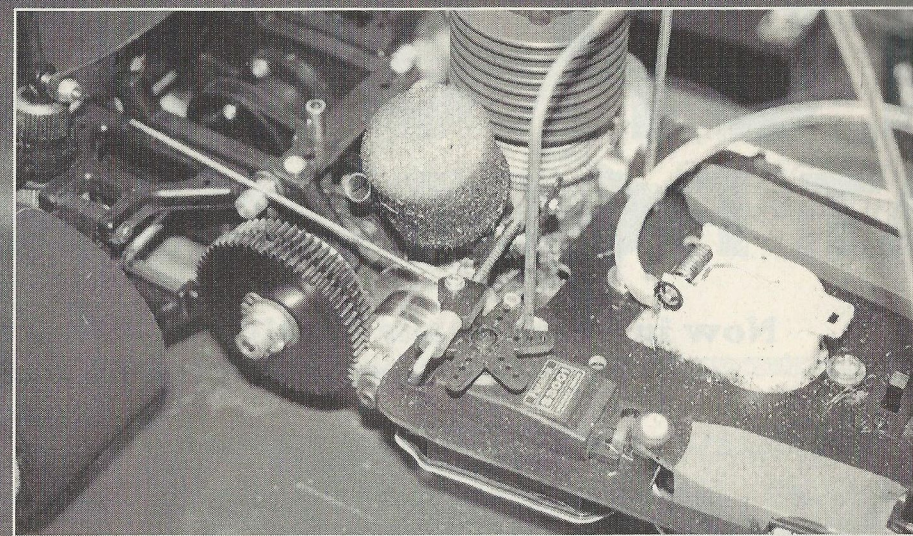
The gear change point was initially set to engage second gear when the car was approximately two or three yards out of a corner, but this did change slightly as the testing continued. I was later told that my kit, being an early version, contained the original springs, the specification of which has now changed, so I am looking forward to fitting the uprated versions to achieve a better and more consistent change point.

My conclusion is that the PB Apollo can really do the job for which it was designed, it handles very well once the right tyre set up has been found and that it is quite easy to work on. As I said in the first part of this review, I am used to running a Corally Pro 10 car which requires very little maintenance, so I was pleased to see that the car only needed cleaning down after the track test (apart from replacing the spur gear I stripped after going off onto some pebbles, bringing my fun to an abrupt halt!). The car

was really fun to drive, and the fact that it has an ic engine allows the driver to be a 'throttle jammer' without any fear of 'dumping', the usual result of over exuberance with an electric car!

What I would like to try in the future is a heavier anti roll bar set up, because when I ran the car with PB Lilac rear tyres, it did have a tendency to pick up both inside wheels, even rolling on several occasions, and a Group C sports car bodyshell to see just how much of an improvement this might make to the handling. I really enjoyed my first drives with the PB Apollo, so I am now looking forward to racing it at the first opportunity I get! Any decent pit men out there?

Manufactured by PB Racing Products Ltd, Downley Road, Havant, Hampshire, PO9 2NJ. Tel: (0705) 492310. Also available from: Ted Longshaw Model Cars. Tel: (0659) 855313.



The clamping ring made by Mark to allow the fitment of a Schumacher manifold and pipe.