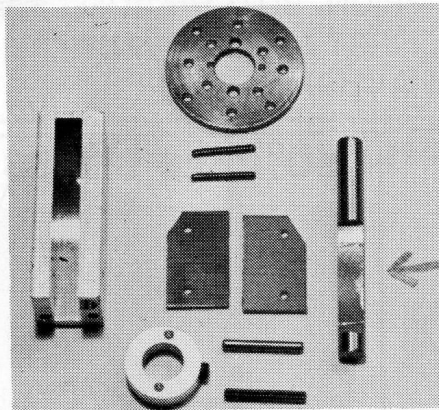


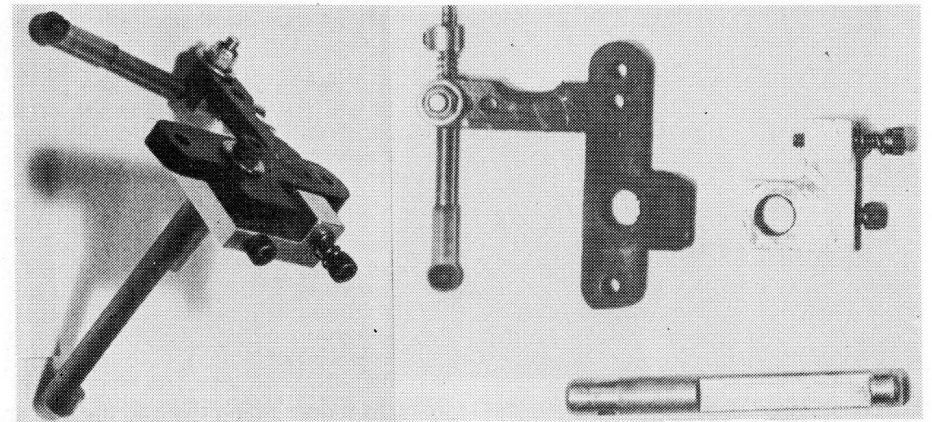
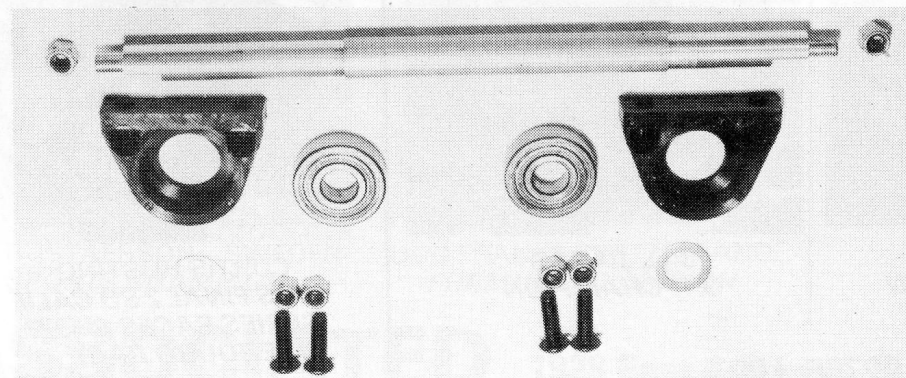
PHIL BOOTH BUILDS THE PB INTERNATIONAL



Build a P.B. International Car from a kit! now that's a novel idea! In 1½ years of racing International cars I have never built a kit car. Having heard both praise and criticism of the kit I was about to find out for myself.

Reading through the very comprehensive instructions I assembled the rear axle first. The axle blocks themselves have been strengthened at the weakest point to prevent the breakages that occurred on the early cars. The tight fit of the bearings on the axle gave me a few problems but I cured this by rubbing down the axle with

The completed PB International above. Left: Disc brake parts. Below: Rear axle, ball bearings and axle blocks.



Disc brake during assembly.

fine wet or dry paper until the bearings slid right up to the axle shoulder. This is very important to achieve the correct spacing of the rear axle.

Fitting the roll pins to the disc brake collar was easy enough but having done this the collar would not slide on the axle. The reason for this being, the wall thickness between the roll pin hole and the inside diameter of the collar is very thin and when the roll pins are pressed or tapped in they spread the aluminium collar slightly closing up the inside diameter. A few minutes work with a file soon put this right.

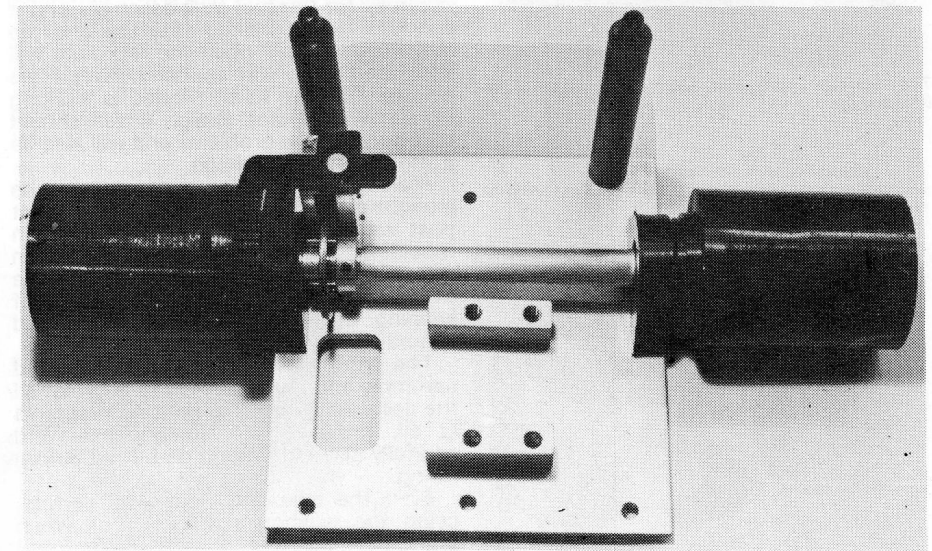
Before sliding the disc on to the axle I

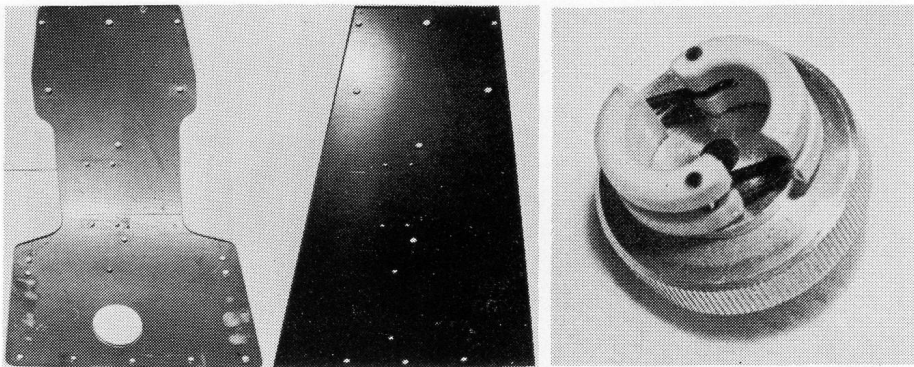
drilled a few holes in it because I feel this helps to clean the disc of any oil and grit when the brakes are applied. I have also seen slots filed in the discs for the same purpose.

Two washers are provided to adjust the side float on the rear axle, but I could find no mention of these in the instructions.

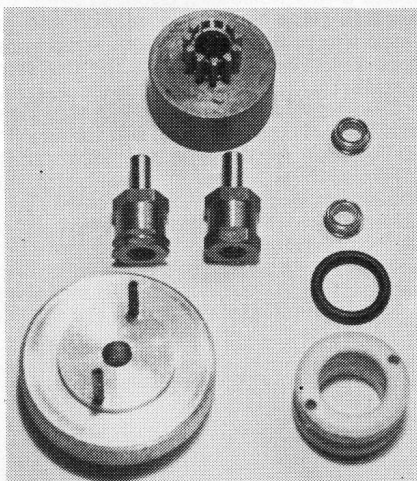
For such a simple assembly the disc brake works very well provided it is assembled with a little care. Filing a radius on the operating cam provides a more progressive brake action, so a little bit of extra care on this is worthwhile; also make sure the brake pads slide easily on the 1/16 in.

Rear axle fitted on power pod; wheel hubs on; rear bumper plate fixed and disc brake installed.



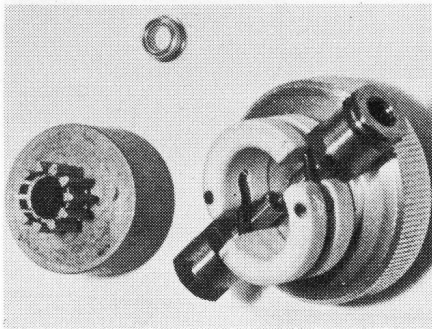


Broad & waisted chassis plate choice. On right: Clutch assembled with O-ring.



The various parts for clutch, flywheel and bellhousing.

Using the crankshaft adaptors to fit on the O-ring to clutch shoes.



roll pins before fitting them to the caliper. Another point missing from the instructions is the necessity to file a flat on the operating cam for the brake arm grub screw to locate onto.

Before fitting the silencer to the rear chassis plate I knocked out the end caps and re-fitted them with silicone sealing compound, which helps to stop leaks. On this particular car the brake arm fouled the silencer and needed about 1/16 in. cutting off before it would clear.

Using the narrow chassis recommended in the instructions all the holes lined up perfectly and the assembly began to look like a car. The radio plate presented no problems but I think the stiffener plates might be better if they were wider, to enable them to be formed into a L-section to make them more rigid.

The instructions should be followed carefully for the fuel tank assembly and if the tank is not drained after use and the ball valve wedged open the top plate will warp and gaps will appear between the screws. I believe Keith Plested is working on a new fuel tank design which should cure some of the problems and will also be a more adaptable shape.

Making up the servo saver is quite straightforward but I did find the pivot post was a rather tight fit in the nylon moulding, which made the operation rather stiff. Despite its strange appearance the push nut is a very secure way of keeping the tension of the spring and should never come loose.

The front axle is quite a complicated assembly and I was pleased to find that all the parts went together with no problems at all, provided the components were carefully cleaned up and de-burred before fitting.

Even the axle end float was perfect, using the washers provided, but when fitting the track rod ball joints to the rod I

thought the mouldings were a little loose on the threads, but this is a minor criticism.

The P.B. International clutch is unique in the use of a neoprene "O" ring to control the shoes and with a little experiment on the weight of the clutch shoes a very smooth action is possible. I have not heard of any problems resulting from the use of the "O" ring.

The rest of the car is just a matter of fitting the bumpers and rear wing mounts, but I personally use an alloy front body mounting as an added safety factor having broken the plastic ones more than once.

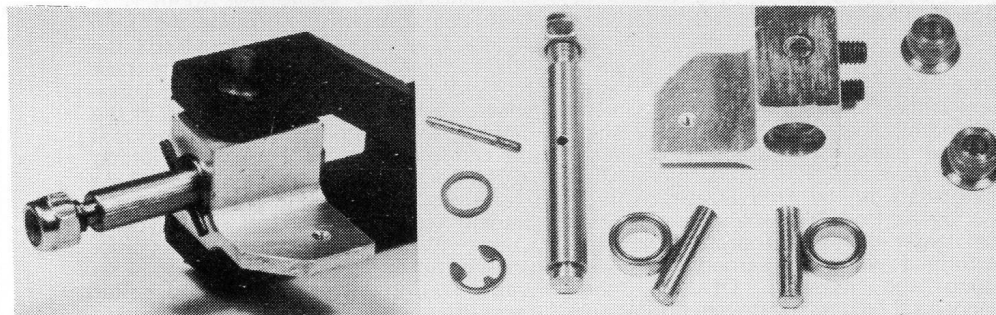
In conclusion, I found the basic kit easy to assemble and very complete, and provided a little care is taken in the preparation of the components prior to fitting no trouble should be experienced. The finish of some of the parts leaves something to be desired when compared with some of its European and American competitors, but taking into consideration its price, which is cheaper than most of its rivals, the car itself has proved its race worthiness and durability beyond doubt.

I have never used the narrow chassis in competition, preferring instead to use the wide chassis suitably cut down and waisted to provide the necessary flexibility and I mount the receiver and Deac mounting posts directly to the chassis plate.

Another worthwhile modification is the independent brake adjuster, which is simple to make and provides brake adjustment at the turn of a screw. The nylon operating arm is free to rotate on the brake cam shaft and when the brakes are applied the arm comes into contact with the adjuster screw and operates the brake. The adjuster screw assembly is locked to the brake cam by a grub screw in the normal way.

The failsafe-servo-saver-cum-Akerman unit. A real blessing.

Parts for the stub axle steering arm kingpin assembly; the unit assembled.



Parts for the fuel tank. Build with meticulous care!

