

# MAXIMA

## on the Run

John Chamberlain

puts the

Maxima through

its paces

I trust that having read last month's kit review of the exciting new *PB* 'Maxima' you are now as enthralled as I was to discover just how well this state of the art newcomer would perform where it really counts - on the track!

Prior to letting the car turn a wheel at our local club circuit (and yes it is indoors and on carpet despite your own editor's insistence that real racing, even in December, must take place in the freezing cold outdoors!) much consideration and discussion concluded that the recommended rear suspension setting of maximum camber change of the rear wheels during full depression of the rear suspension might prove inappropriate for racing on high traction carpet. Further to this, we had decided that the smooth, high traction surface would require the chassis to be lowered to give minimal ground clearance and a resultant low centre of gravity for the best handling characteristics.

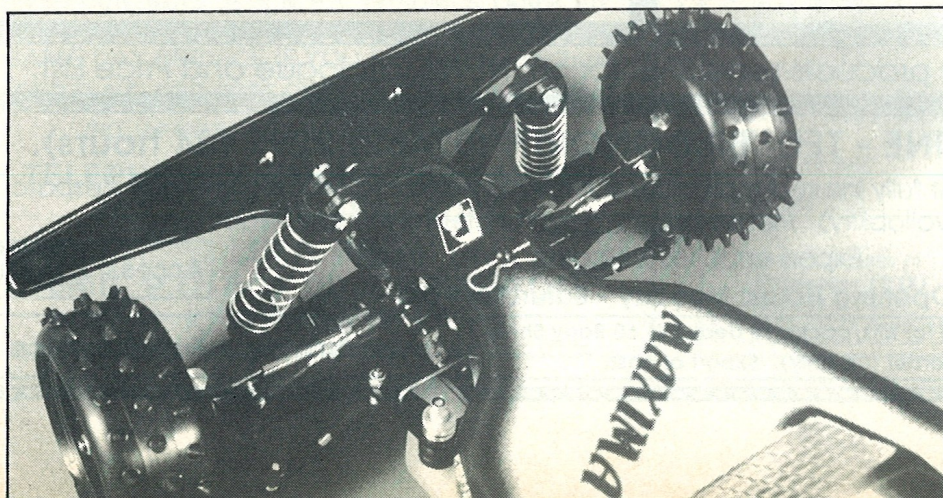
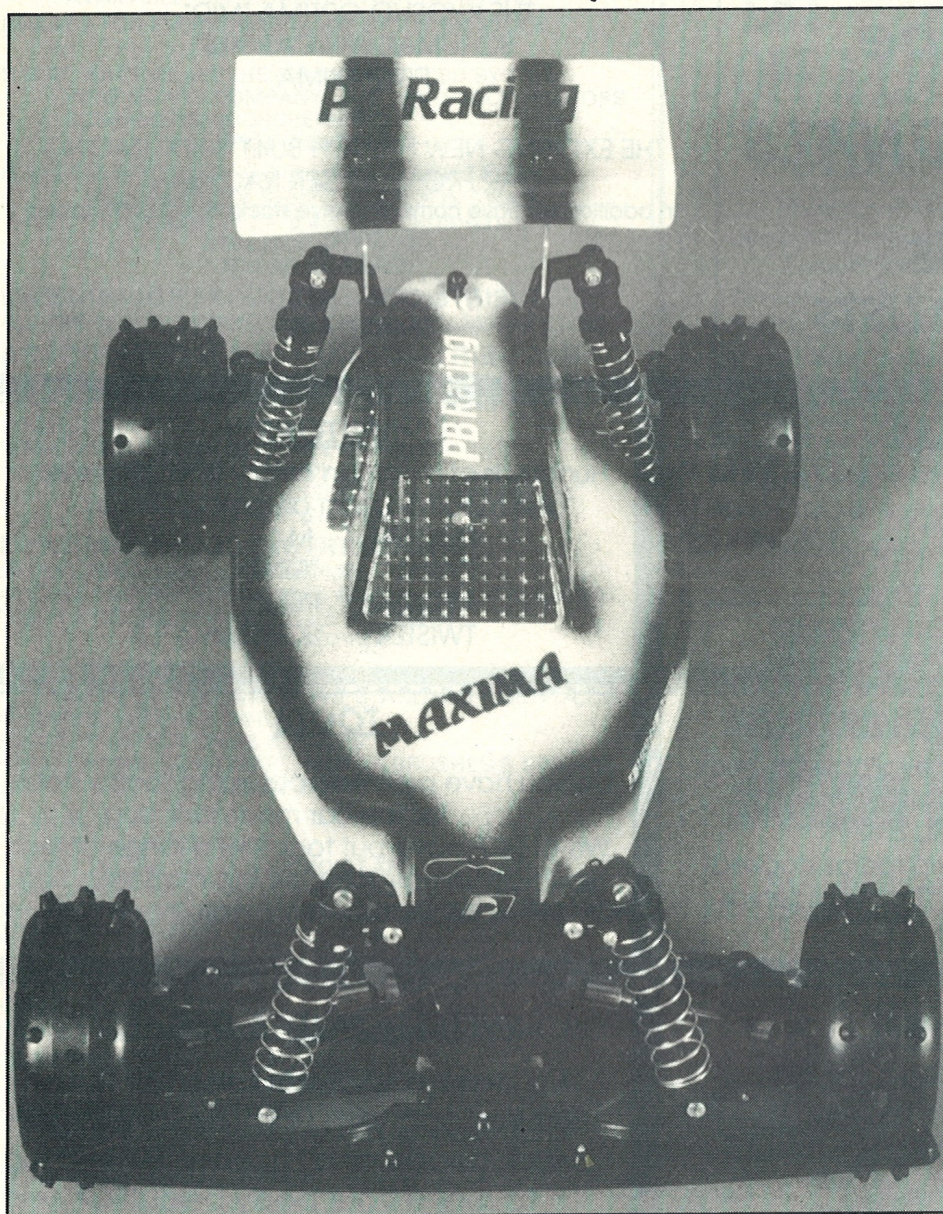
### Camber changes

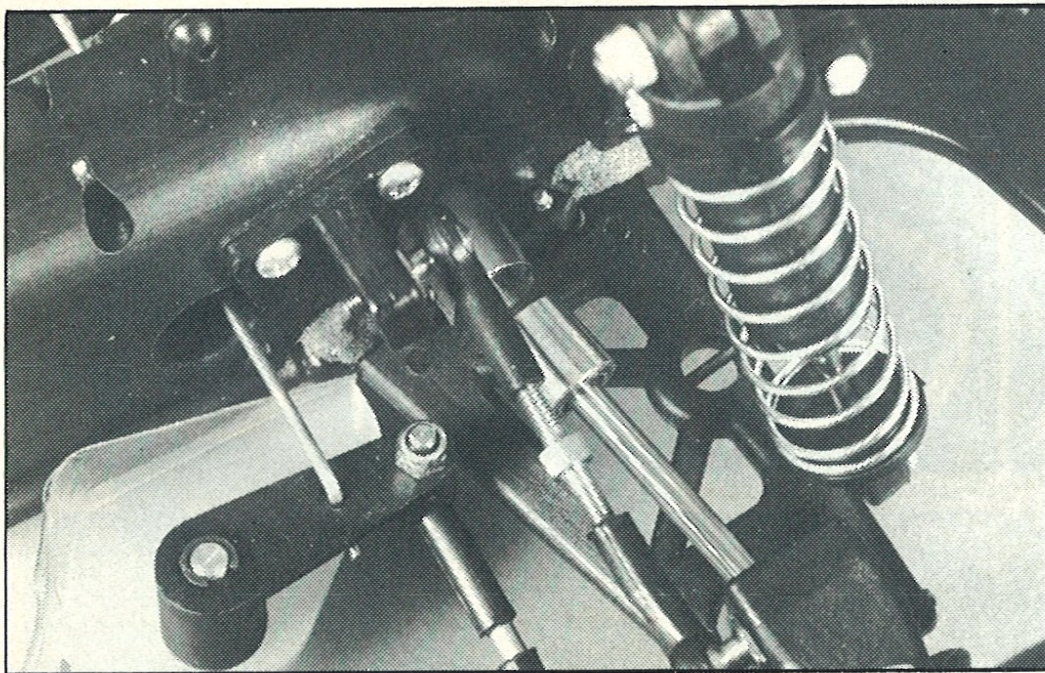
After trying the various nine alternative rear suspension camber settings, we settled on the middle of the top three pick-up points on the rear bulkhead which offered one position off the minimum camber change setting. The camber of each rear wheel was then set to provide a few degrees of negative camber at the chosen low ride height setting. Things at the rear of the chassis were now looking much better for their first meeting with the carpet.

Moving now to the front of the chassis, the picture is very different. The recommended setting is for minimum camber change throughout the suspension travel, and letting the springs up on the dampers as far as they can go still left the chassis riding too high. The answer here is to snip one-and-a-half coils from the spring and the result was looking just right. Again, each front wheels camber was set by adjusting the suspension top link to provide a touch of negative camber at normal ride height.

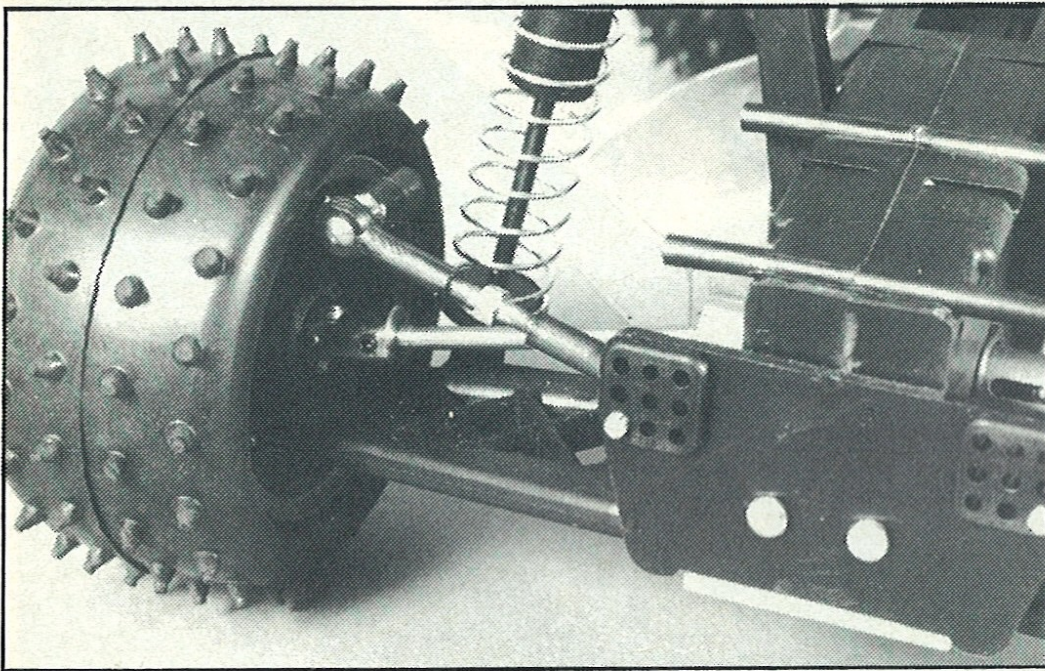
With perfect timing, our favourite editor 'phoned to say that the *PB* Electronic Speed Controller had returned from our resident electronics boffin and having received critical acclaim for its highly-efficient and smooth performance was

RADIO CONTROL MODEL CARS





Opposite page: The 'Maxima' with shell and wing fitted looking every bit a winner. The front bumper should give good protection from obstacles. Above: The front camber can be altered via the adjustable links. Below: The suggested rear end set-up gives massive camber change but can be set to taste.



installed easily onto the chassis spine using the velcro strip provided in the kit. Following the instructions with the unit, and utilising the two LEDs on the board, setting up the unit was simplicity itself. Finally, an *M.G.* 'Triple Sixteen' turn motor was fitted and geared to 12/60 and a set of *Parma* 'matched Sanyo's' slipped into position, ready for the following evening's racing.

The very first run on the freshly charged Sanyos proved that our thoughts on the chassis set up were right. The *Maxima* drove extremely smoothly, turning in well to the bends on the new Dynamite tyres, which were the recommended fitment for carpet racing, and the handling exhibited no wayward tendencies despite the driver's inexperience with this "silent" racing formula! Particularly impressive was the way the car would ride over sharp ridges such as track marking hose (honest, if wasn't deliberate corner cutting!) without harming the chassis composure at all. The drive train appeared to offer all the benefits of improved efficiency that Mr. *PB*, Keith Plested had promised as the top speed and acceleration looked good.

At the conclusion of the last round of heats, the 'Maxima' and I had become firm friends. The only change carried out during the evening's racing was to change the gearing to 10/60 to suit the *M.G.* motor more

closely to the tight circuit, and not a moment's attention was required of the rest of the car. Personally, I was pleased to have qualified fifth overall and to have made the 'A' Final first time out. The Final itself was a hotly-contested affair and the leading car, a nicely modified 'Mini Mustang' driven tidily by young Mr. Zottle and obviously well versed in the intricacies of racing on the Slough carpet, won the race decisively. I finally scraped home in fifth place and discovered in the process that to go really fast there would require fitting the same foam rubber slick tyres that the other fast boys were using, liberally soaked in 'Tractite'! Good old *Dynamite* tyres just don't give enough grip to compete on equal terms with such rubberware – at least that's the excuse I'm sticking with!

In conclusion, the *PB* 'Maxima' acquitted itself extremely well, displaying impeccable trackside manner with finely-balanced chassis dynamics, a free-running and totally reliable drive train and the look and feel of proving to be a real thoroughbred. Over the coming months, more experienced 1/10th drivers that I will surely return the *PB* marque to the winner's rostrum.

Congratulations to *PB* on producing another fine British product in the shape of the 'Maxima' to challenge the very best of the rest.