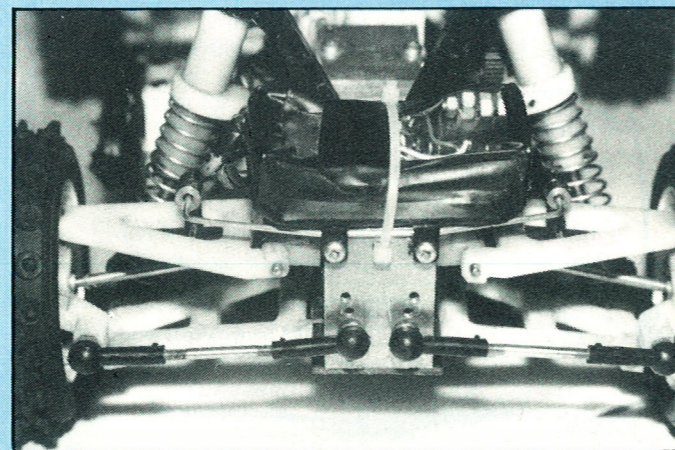
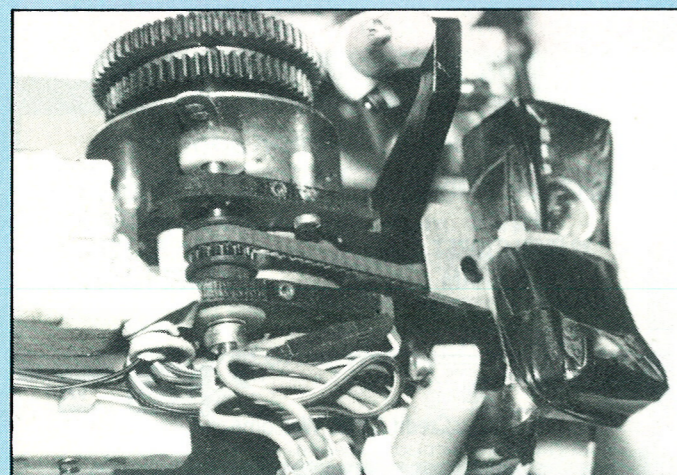
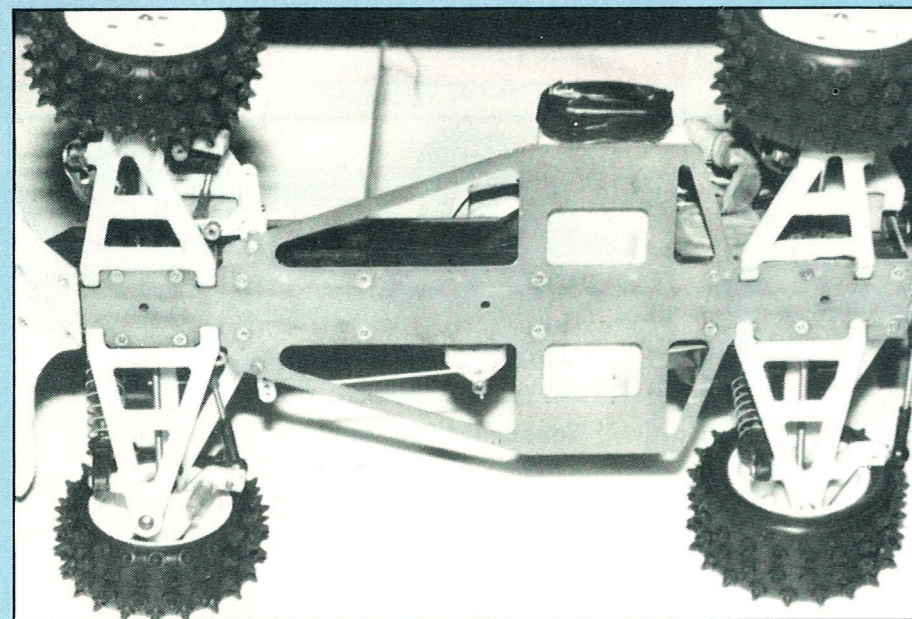
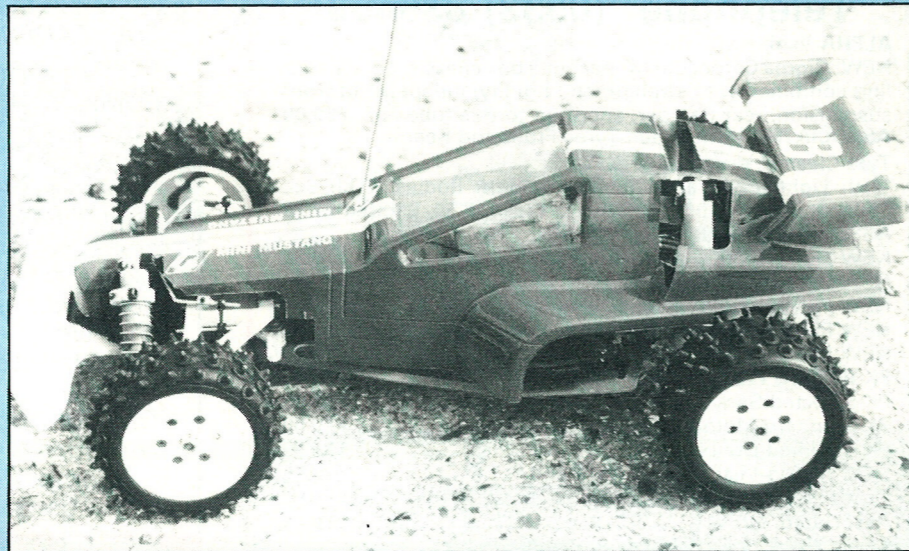


The New Mini Mustang

Radio Race Car gets a glimpse at the new 1/10th off roader from PB

PB Racing has been a name long connected and respected on the 1/10th circuits throughout the world. Their currently successful 4WD Nova and 4WD Mustang have a superb pedigree, having been developed to meet the demanding and changing needs. PB's latest car, the Mini Mustang, has been designed with the same skills and experience gained over the years by PB Chief, Keith Plested, to take on the rapidly growing ranks of 1/10th electric off road racers. The Mini Mustang sports many unusual and useful features. The transmission system on this four wheel drive car utilises a very, slim, single low friction belt drive. The belt drive is housed in a sealed central spine that when attached to the fibreglass sub chassis provides a light and rigid chassis and prevents the ingress of dirt to the drive system. The suspension uses wishbones of unequal length and the latest

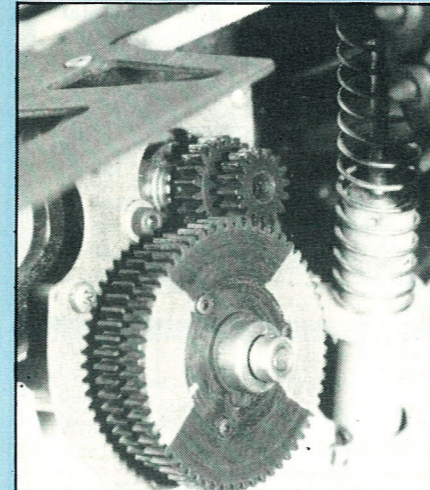


individual PB nylon shock absorbers using coil over springs. Shock absorbers and suspension arms are the same on both the front and rear of the car, making life a lot easier for the hobby shop and the racer. Both front suspension caster and camber can be altered both quickly and effectively. The front steering features an excellent and positive system that prevents the wheels locking over too far and allowing the front drive UJ's to disengage. Both differentials used are of the gear variety moulded from nylon, giving both strength, free running and low weight. The car features a useful battery locking device. The battery pack is fitted and wired into a simple clamp with two bayonet ends which insert into the chassis location unit thus providing simple but very effective rapid battery changing.

Left, underside view of the car showing the lightweight cut-out fibreglass chassis.

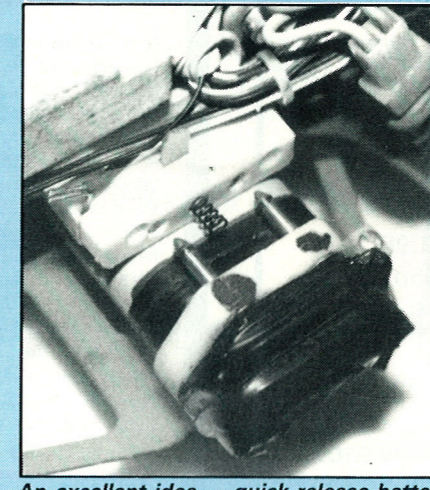
Below left, simple but, we are told, very effective single belt drive system seen here over the rear gear box.

Below, rear suspension detail.



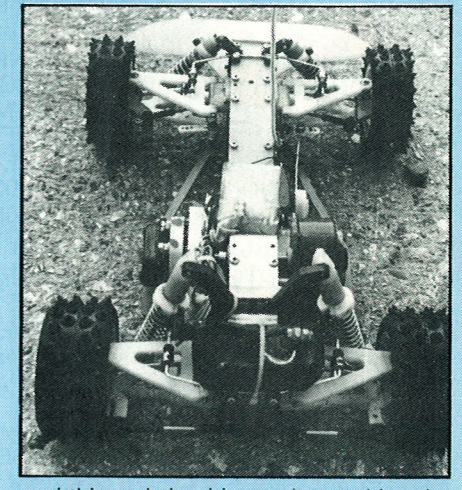
Details of the optional two-speed clutch. If it works as well as PB say it does this system could be a real breakthrough.

It is perhaps the optional two speed gear system that could provide the Mini Mustang with its edge over the rest of the pack, using the low gear to power off the line giving acceleration and low battery drain and then



An excellent idea — quick release battery connector. The kit in fact will have a spare battery clamp allowing you to have a spare set of cells already wired up.

as speed builds up dropping into a high gear ratio allowing a really good turn of speed for the straight and faster areas of the track. Production of the Mini Mustang should have commenced by the time you



read this and should soon be reaching the shops. The price that PB are hoping to retail the car for, fully ball raced, is £150.

The car we saw was of course only the prototype model and some design features could change by the time production commences (remember the "red herring" cars when the first 1/10th suspension cars were being designed).

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