

**PB**  
**NOVA**  
**Part 2**

by John Varley

Having built the PB Nova (see issue No. 21) and having made all the usual workshop tests with motor and radio fitted it was time for the moment of reckoning down at the circuit. We were lucky as the day was warm and sunny at our local Mendip track and hopes were high for a good day out with lots of grip.

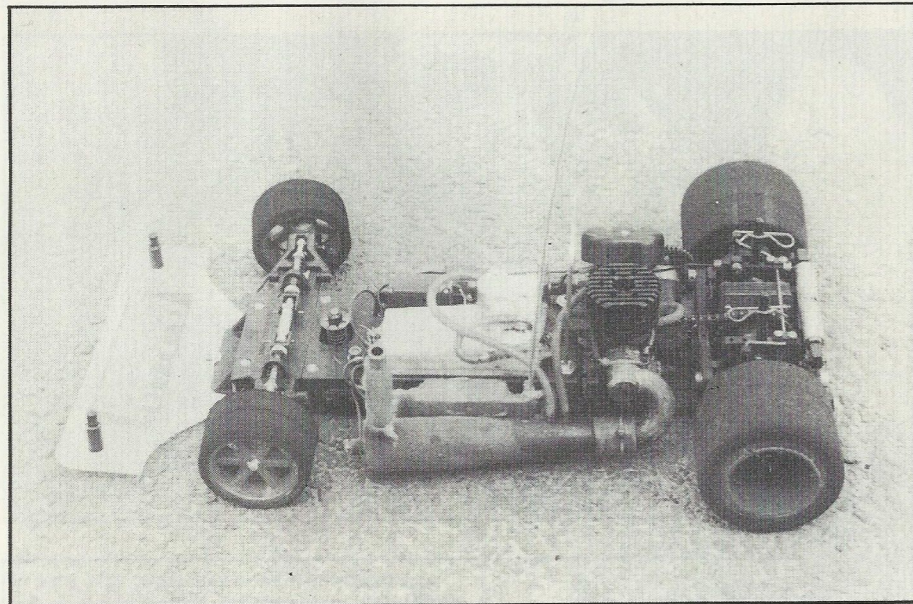
The instructions for setting up the car are included in the Nova kit and are very comprehensive providing the builder/driver with all the necessary information on understeer, oversteer, straight line driving, etc. that are needed and do not require elaboration here.

Once out on the track what we did find was that the tyres supplied with the kit did leave something to be desired (this could be of course, down to the particular track) and so experimentation was the order of the day.

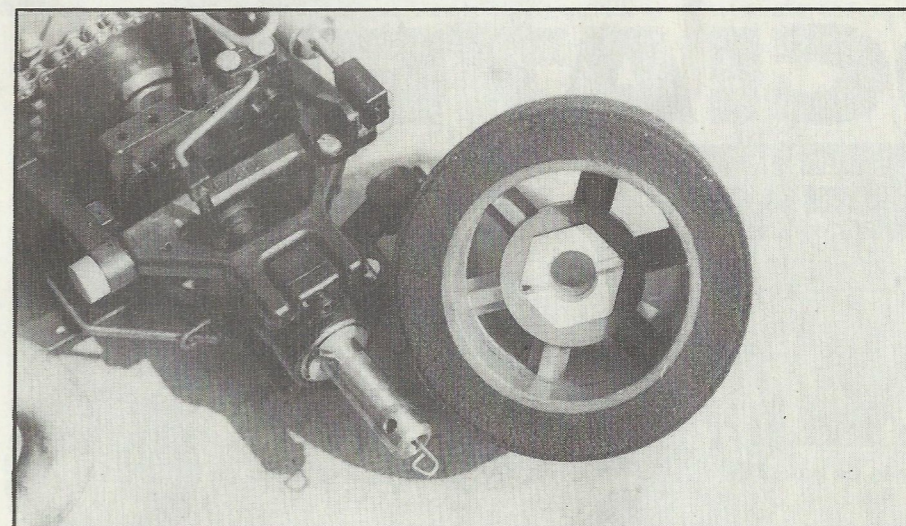
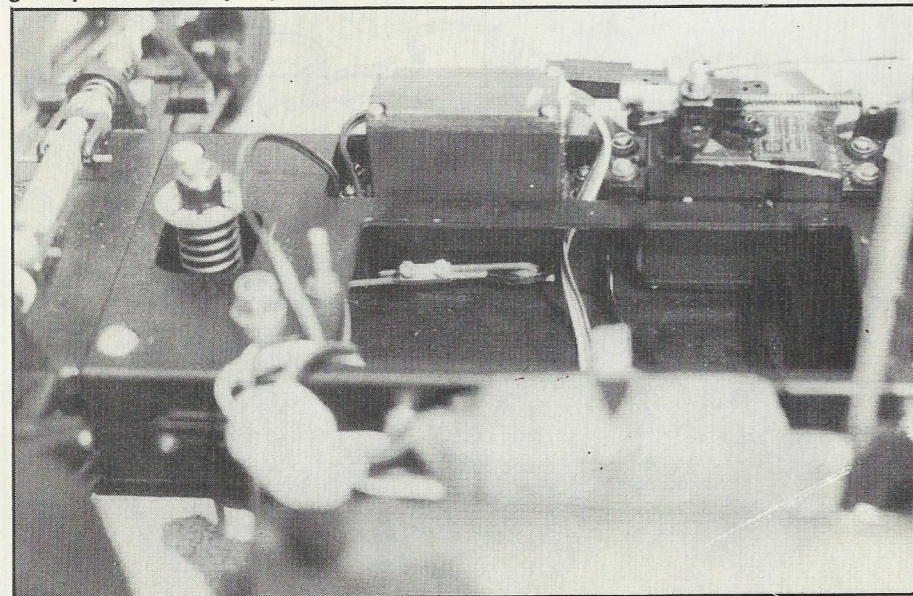
We had seen the PB team drivers at Mendip recently driving their Novas to great effect and following close scrutiny and discussion it seemed the tyres to use were medium to hard 202s on the front with the softest 215s you could find on the rear. Better still on the rear would be one of the latest generation super softs like the Bajoma Gandini or Houdini's which should give excellent traction and handling.

On the day we found that when building the car we had inadvertently filled the rear shocker with an oil that was a little too thick making the rear end too stiff (well we can all make mistakes!). This was soon corrected which much improved the handling. It should of course be remembered that we were "dialing" the car in for one driver (with certain preferences) and for a certain track, therefore this does tend to be a somewhat subjective exercise. What would suit one driver wouldn't necessarily suit another.

The Nova provides a wealth of adjustments enabling a wide range of

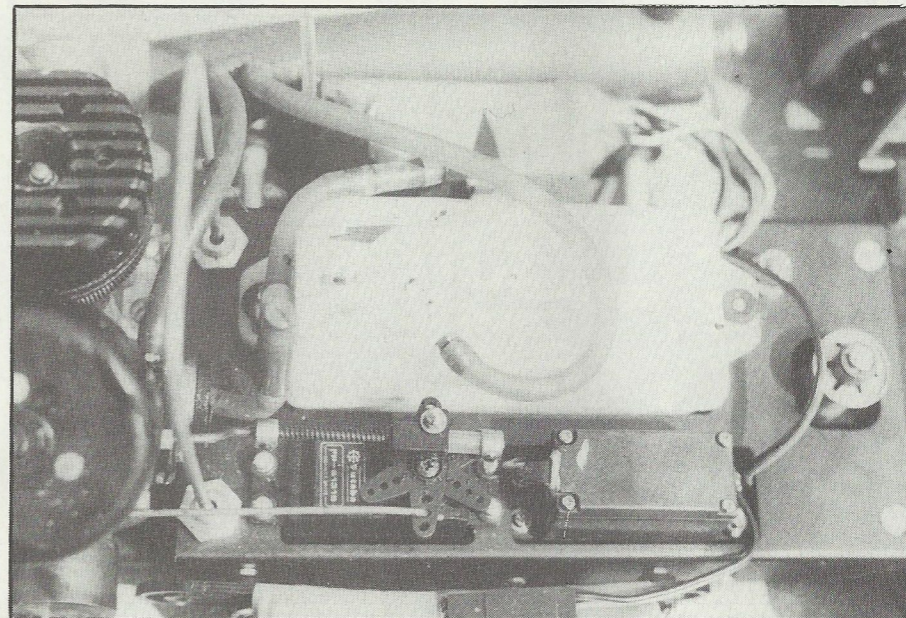


*Below: Steering servo installation with the tank removed easy access is afforded. Note use of large electrical connector is used on the steering linkage to give quick and easy adjustment.*

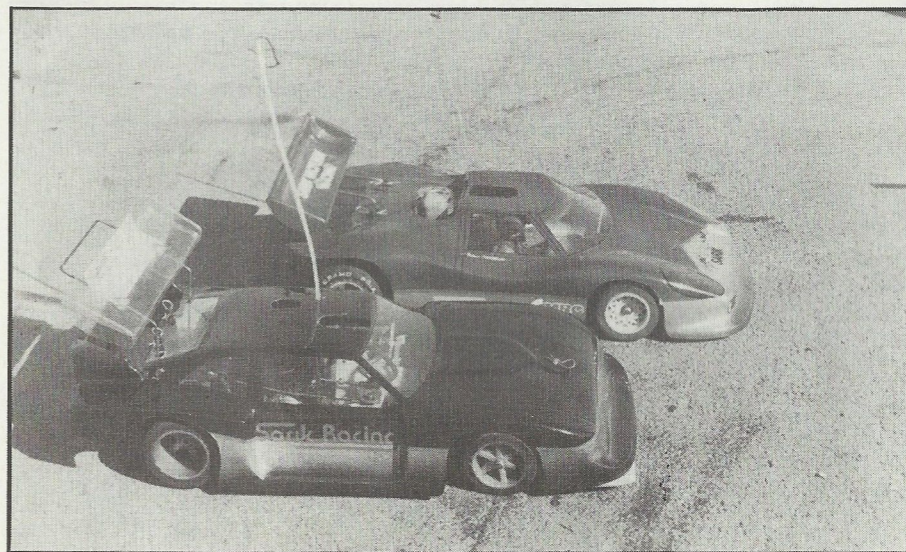


*Above: Details of the quick release rear wheel using the PB adaptor allowing the use of Alpha wheels.*

*Below: Simple servo installation with no exposed steering linkages. Note the pressure take off is altered to the right hand side of the neck on the fuel tank. The advantage of this is that when the tank is full and the car is tilted to start up or whatever, it doesn't fill the silencer with fuel.*



*Nova seen here complete with saloon bodyshell and ready for the opposition.*



*What do you lubricate the drive chain with? Well we found that this motor cycle chain lube was great providing good protection and did not "throw" itself off when racing.*

suspension variations. At the front the caster angle can be quickly altered simply by removing or relocating a small plastic spacer to either the front or rear of the wishbone, the all important "toe in" is also a simple job to adjust.

At the rear there are pressed inserts on the suspension pivots that can be altered that allow adjustment of the rear toe-in and camber angle.

Don't forget that the driver's ability and experience is an important ingredient when setting your car up, and as driving ability improves so the car can be more "finely" set up. Car preparation is so important, not just the setting up of the suspension, but brake adjustment, radio and motor installation, all these things are paramount in making a car perform well and ultimately win races for you.

A great advantage with the PB Nova is that if you are already an established 1/8 racer with a PB Alpha many of the spares are interchangeable. Front wheels are directly interchangeable and with the aid of a special PB adaptor (nicely turned from alloy) and a 1/16in. drill to carefully drill the centre of the Alpha rear wheel allowing it to be used on the Nova quick release axle.

We found the Nova a pleasant car to drive providing improved power-on handling from the Alpha. The monocoque chassis is excellent providing for ease of maintenance and repair should it be required. It is now possible to buy Centre monocoque section of different lengths so as to alter the wheel base thus allowing an even wider range of handling characteristics.

Competitively priced at £179.50 the Nova is distributed by PB Racing Products and Ted Longshaw Model Cars. □