

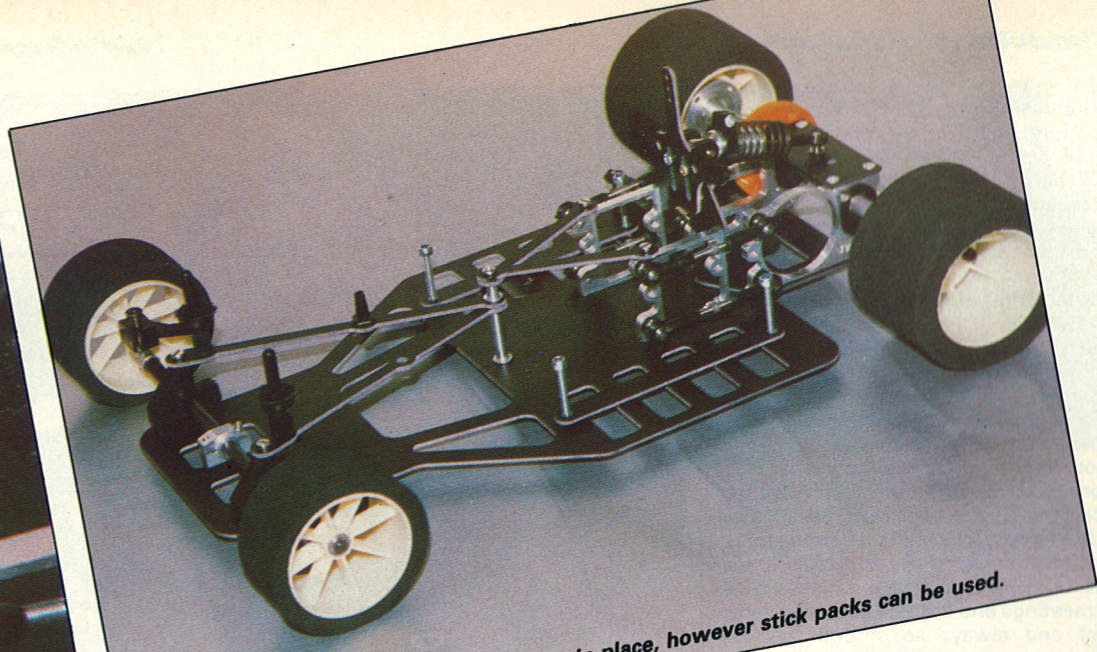
P.B.'s first 1/10 circuit racing car draws on all of their vast experience of circuit racing to produce what can only be described as a winner!



Two triangles give the chassis amazing rigidity yet add nothing to the overall weight.



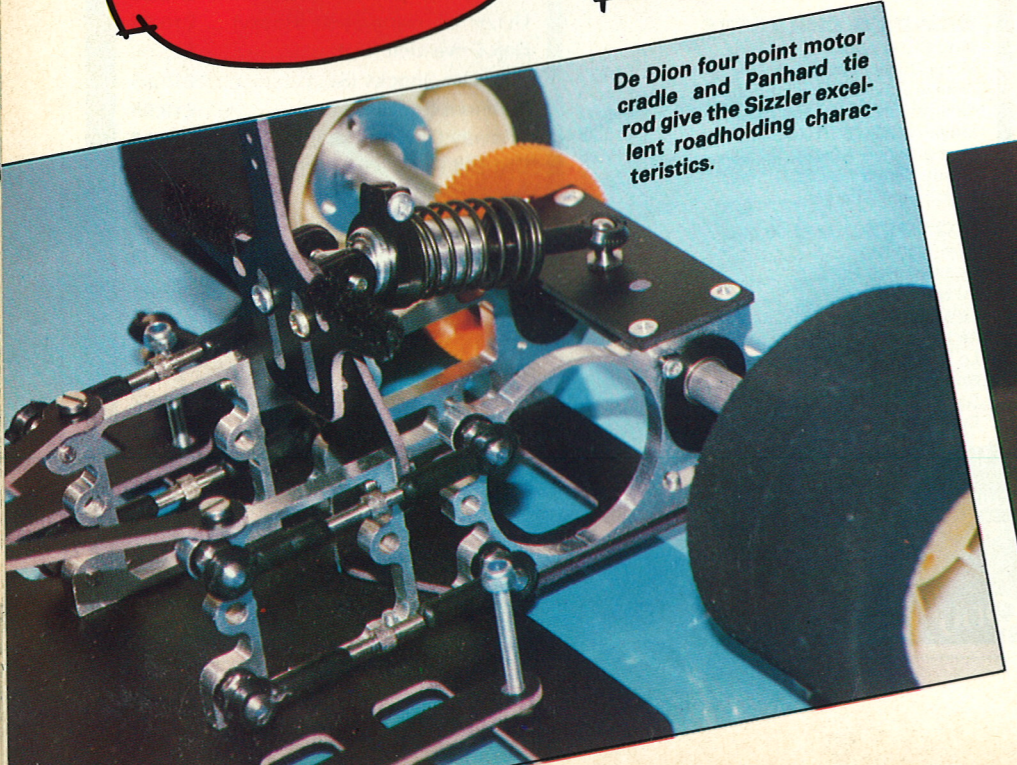
The single damper handles all the loads you can subject the car to. Initial setting up is crucial to correct handling, especially spring tension.



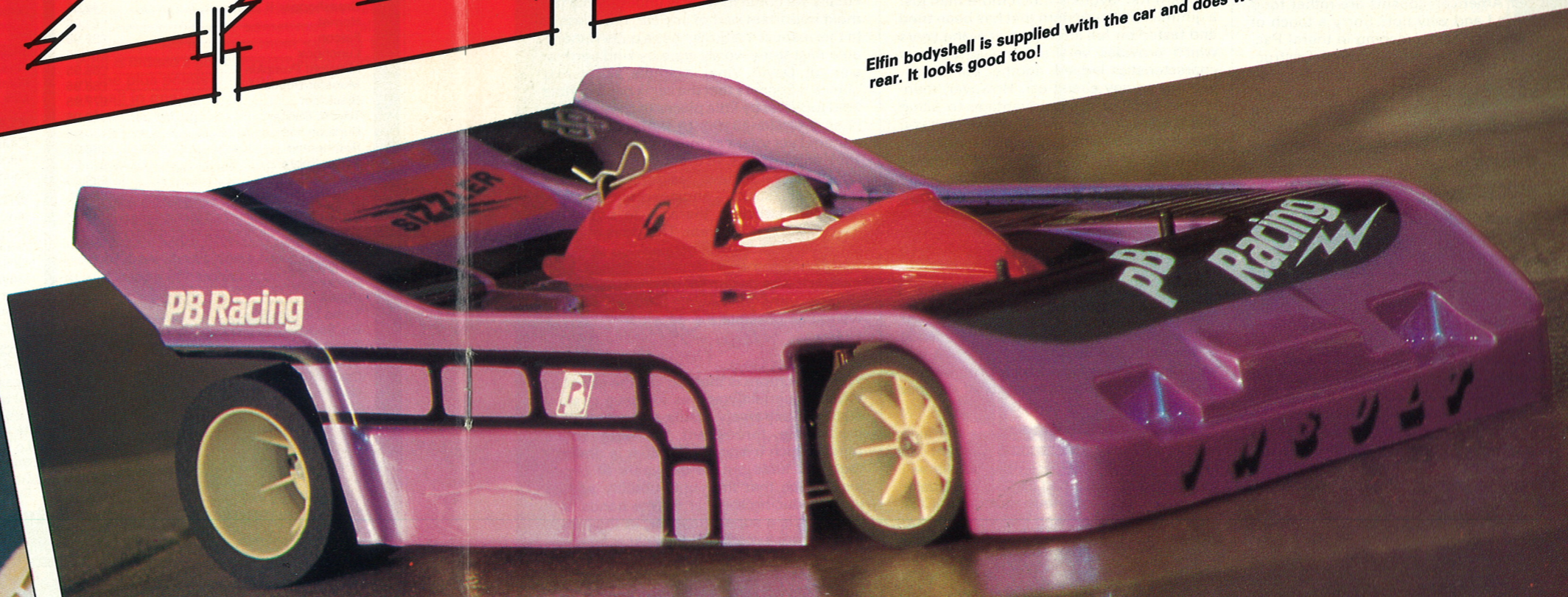
Clamps are supplied to hold saddle packs in place, however stick packs can be used.

SIZZLER

Elfin bodyshell is supplied with the car and does work rather well, having a very highly raked rear. It looks good too!



De Dion four point motor cradle and Panhard tie rod give the Sizzler excellent roadholding characteristics.



The modelling press has at times been fairly hard on P.B. products over the last couple of years, that I suppose is the price that P.B. have paid for innovation and constant research aimed at producing a better product. Being a forward looking as well as thinking company P.B. saw the arrival of one tenth circuit racing as another nettle to be grasped and took a firm hold with both hands! By the time that the fourth prototype had been assembled Keith Plested, Mr P.B. himself, was a quietly content person and was to use his words "Rather pleased with the end result". Keith never has been one for blowing his own trumpet so this writer will blow it for him! Quite simply what P.B. have produced is a one tenth circuit car that they call the Sizzler, it should have been called the "Absolutely brilliant flaming marvel that blasts around the circuit as if it's on rails." Having seen the car run at several major meetings and drooled over its quietly efficient and always so smooth performance the chance to drive one was definitely not turned down, however family commitments ensured that Christmas came first and that long awaited first drive in anger had to wait, meanwhile at least the building could be savoured. Building the Sizzler is a bit like eating a huge bowl of your favourite pudding, it's over long before you've had enough, the seasoned builder could have the car complete in under two hours. However, it is advisable to take a little longer, especially if you are not familiar with one tenth circuit car building methods. The die-hards amongst us could always take the car apart and start all over again. Why didn't I think of that at the time?

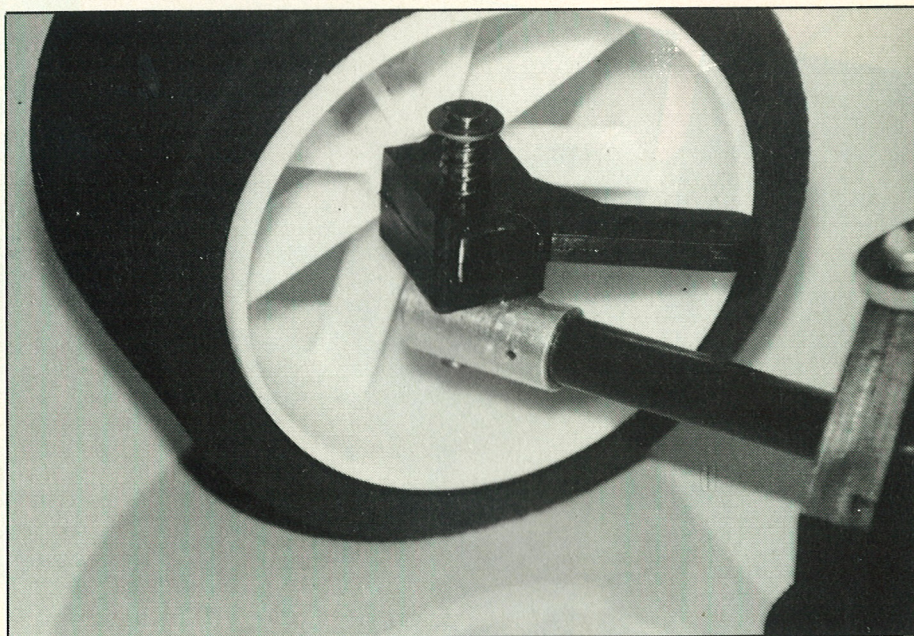
Have Spanner, Will Travel

Box art follows the now famous P.B. styling, right from the word go you could not mistake the car for anything else. Lift the lid and what you have is the style of packaging that our American cousins are rather fond of, so am I and why not? Sorry a touch of the Barry Normans creeping in there! Packaging consists of each section of construction contained in its own plastic bag, no fancy blister packs or loads of screw bags, each containing another variation on the fastening theme. Instructions for the Sizzler are also very clearly printed and well laid out in a step by step guide to completion.

Now we are aware that step by step guides to construction are a very valid aid indeed, but only if supplied with the kit. Inside the pages of a magazine they are only nudged into second place by party political broadcasts as aides for the insomniac, but so many differences and many advantages are included with this car that we feel these differences and advantages need to be pointed out. The Sizzler is fully ballraced so no extra to spend there, a full set of wheels and tyres are included, again no need to re-insert the hand in the pocket, carbon fibre front and rear axles provide all the strength you are likely to need without adding weight, a spur and pinion gear are also included, another thoughtful touch and last but not least a lexan body is provided making the Sizzler not only an impressive but also a very inclusive package indeed. A choice of bodyshell will be available from P.B. shortly.

Back to Front

The rear of the car is the most exciting in one tenth circuit terms yet produced, having what is technically known as a De-Dion



Axle block carriers do need polishing in order that the front suspension works properly.

five point cradle with Panhard rod! In terms a little less technical what this means is that four radii, or should that be radii, arms hold the motor pod and rear axle in place vertically, while a tie bar (Panhard rod) keeps everything stable along the horizontal plane. As most of the motor pod and side plates are milled from the highest tensile grade aluminium available, which not only allows P.B. to mill down to as little as 1mm in places but also provides strength greater than that of steel. There is also one more obvious advantage to using this high grade aluminium, it gives a very classy finish indeed. The De-Dion cradle and Panhard rod layout is much more than just a gimmick, it is a system that has been tried and tested on full sized cars over the years which provides very smooth suspension characteristics indeed, another built in advantage to any circuit car. However, there is also another great advantage to using this suspension system. At first glance you may notice something else a little different about this end of the Sizzler compared to other cars, for those that haven't it's the fact that using this set up allows the motor to sit right on the centre line of the car keeping the weight right where it is most efficient. This configuration also allows the Sizzler to run completely tweak free, giving viceless handling qualities and a beautifully balanced feel to the car at all times throughout the speed range. A large volume damper keeps the rear end beautifully controlled at all times. Purely as a point of interest it is well worth spending some time experimenting with different weights of damper oils, the results may surprise you!

Next stage in the assembly is the axle and differential, this should present no problems at all and assembly details will be omitted as explained earlier. The Sizzler diff is ball type, simple to assemble if the instructions are followed and very adjustable, again it is worth spending some time experimenting with different differential settings as varying degrees of adjustment alter the way that the car handles.

The front of the car follows more or less the accepted route of construction and employs a beam, or in this case bar axle,

this actually makes caster adjustment very simple as all you have to do once the clamp screws are loosened is rotate the axle in the clamp to give the desired caster angle required, this will vary depending on how you require the Sizzler to handle, simply stated the further you get from vertical (zero degrees) the more positively the car will handle, you should not use more than five degrees of caster angle with any car or the handling characteristics may become too positive and begin to err towards the interesting.

Chassis

Finally we come to what is undoubtedly the most important part of any car, the chassis. In this respect the Sizzler has a quite remarkable (last three words were by kind permission of David Vine) example as at first glance it appears that the car is one big hole held together by little pieces of chassis. This is an intentional step to remove as much material yet retain as much strength as possible and it works. In order that the chassis doesn't flex P.B. have designed two sets of triangular struts, engineering-wise the strongest structure there is, to brace the chassis at front and rear. This does give the car a very distinctive appearance with the body shell removed, however it also does the job it was designed to do and keeps the chassis very rigid while adding as little weight as possible.

So...

Well what more is there to say the car goes together perfectly and as we have already stated is extremely stable and most of all predictable throughout the vast speed range which it encompasses. It is obvious that P.B. have put all the years of circuit experience that they undoubtedly possess into producing this car. In the hands of a novice it is a superb teacher, in the hands of the more experienced the car is an absolute winner. It is also one of the most complete packages available on the market today. Oh and just one more thing it's all made in the U.K.!

Available from all P.B. agents and hobby stores.