



PB Racing Products Ltd.,
Downley Road,
Havant, Hampshire,
PO9 2NE.
Telephone: (0705) 471774

Hours of Business (Office)

Monday to Friday 09.00 – 16.30 hrs.
Lunch 12.30 – 13.00 hrs.

Orders

Written orders preferred, giving quantity, Part No., and description.

Payment

Cash with order for non-account customers.

Account customers 3¼ % disc. within 14 days of invoice. 30 days Nett.

All other circumstances Pro-Forma.

Bank

Barclays Bank (Code 20-69-33)
Guildhall Walk
Portsmouth
Hampshire.
Account No: 20734799

Carriage

Inland orders despatched carriage paid by the cheapest method. A charge will be made for specific carriage requirements.

Overseas: Carriage at cost – Customer to specify Air or Surface freight.

“Who to Contact for What”

Orders and Accounts:

Beryl Pleded (Company Secretary)

Technical Information:

Keith Pleded

John Robinson

General Information:

Visitors are welcome at the factory during working hours. Please give us prior warning if possible.

Our cars are under constant development. As a result minor changes may be made to the cars shown, brought about by design or manufacturing improvements.

Credits

Designed by Owen Print and Graphics, printed by Owen Print
Photography by RPM Photographic.

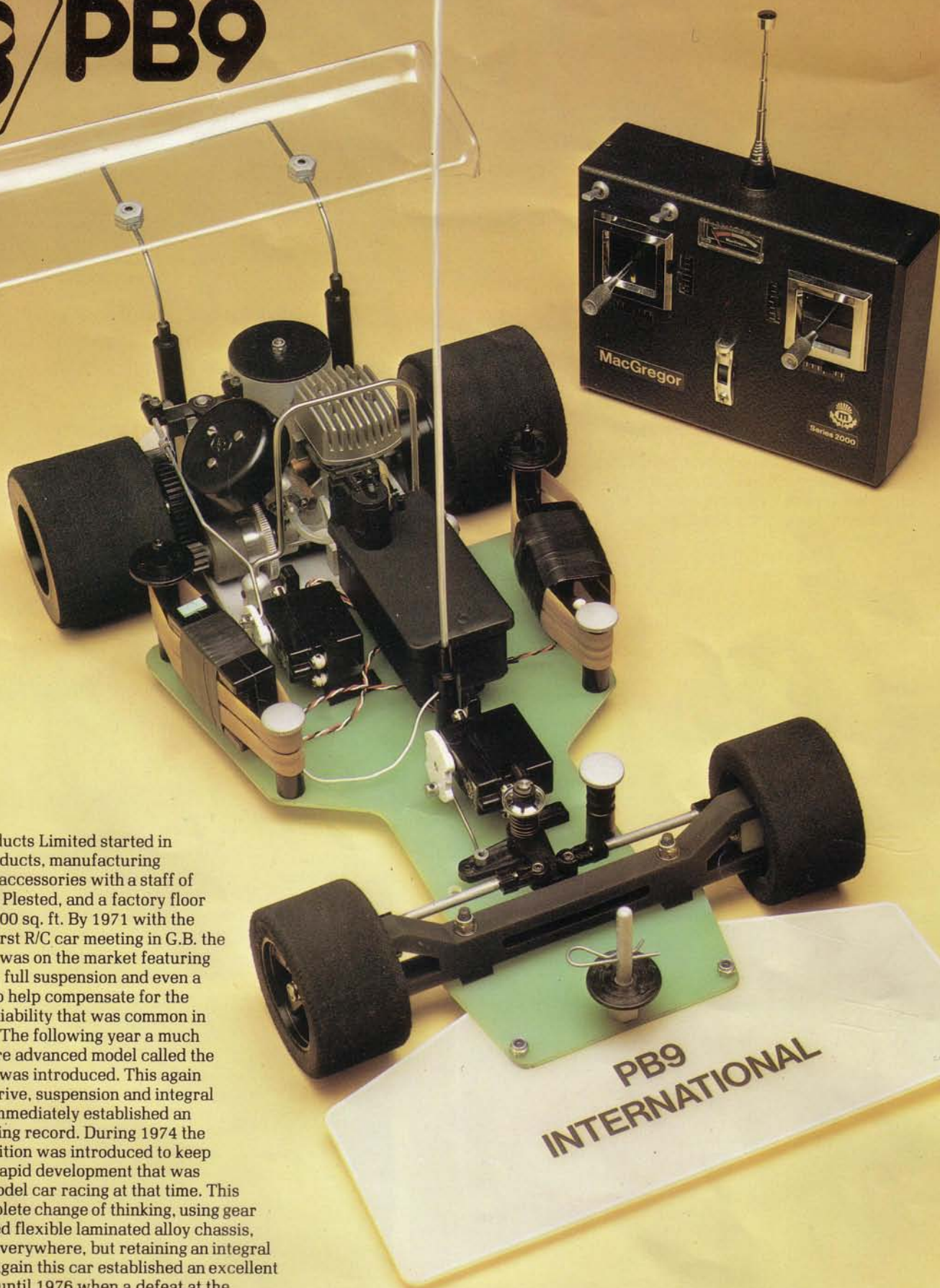
Machine Shop



John – Works Manager

Keith – Managing Director





PB Racing Products Limited started in 1969 as PB Products, manufacturing model aircraft accessories with a staff of one, plus Keith Plested, and a factory floor area of about 200 sq. ft. By 1971 with the advent of the first R/C car meeting in G.B. the first PB car kit was on the market featuring dual belt drive, full suspension and even a recoil starter to help compensate for the poor engine reliability that was common in the early days. The following year a much lighter and more advanced model called the Racing Double was introduced. This again featured belt drive, suspension and integral silencer, and immediately established an impressive racing record. During 1974 the Expert Competition was introduced to keep pace with the rapid development that was occurring in model car racing at that time. This car was a complete change of thinking, using gear drive, controlled flexible laminated alloy chassis, and ballraces everywhere, but retaining an integral silencer unit. Again this car established an excellent racing record, until 1976 when a defeat at the European Championship caused a pooling of ideas from the well known trio Keith Plested, Phil Booth and Dave Preston, to produce a completely new concept of racing car – the International. The first prototype was produced and on its first race reduced the fastest qualifying times by over 10 seconds, and from then onwards has proved itself to be such a consistent world beater that many serious competitors now consider themselves non-competitive unless they are driving the latest PB International. Success during 1978 included the World Cup, European Championship, British National Championship, all the major British & European race meetings, 24 hour record and the 500 mile record.

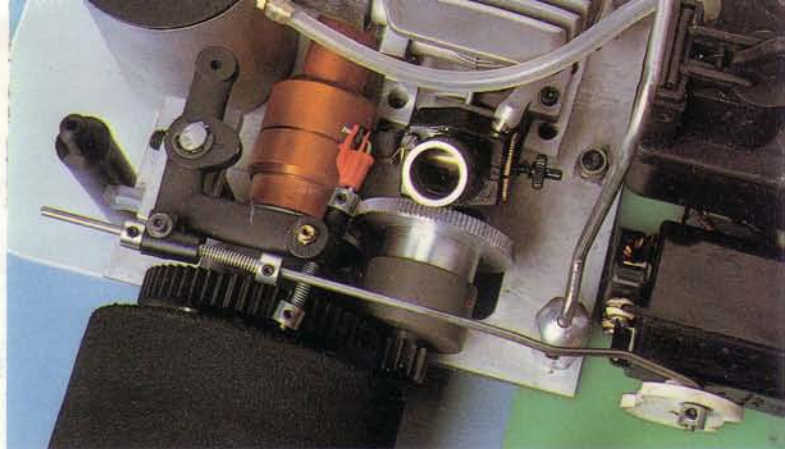
Meanwhile after four factory removals to larger premises, we are now in our modern factory of about 10,000 sq. ft. and with a staff of around 40 people using sophisticated automatic machinery producing a high standard of engineering and technology at remarkably low prices, due to our capability of producing virtually all the parts ourselves from tooling made by our own toolmakers.

And of the future? Our own full time development and racing department is constantly striving to ensure that PB will always have the most advanced racing equipment (as well as more elementary equipment) available anywhere in the world.

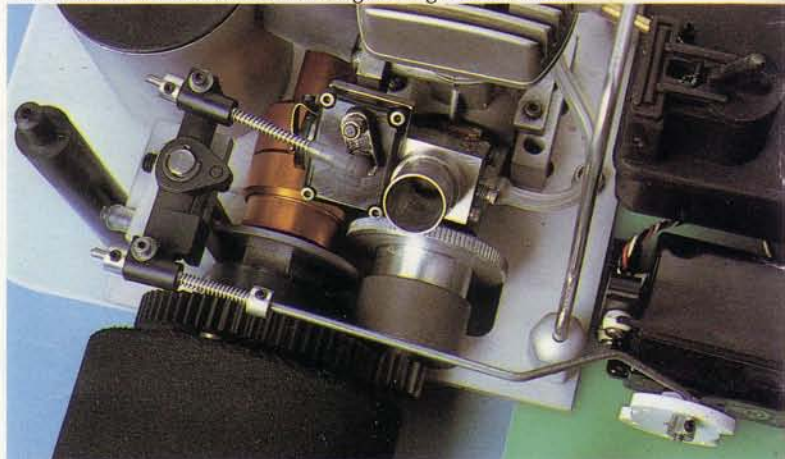


Our most advanced and comprehensive car kit. It is exactly as raced by many of the leading British team drivers.

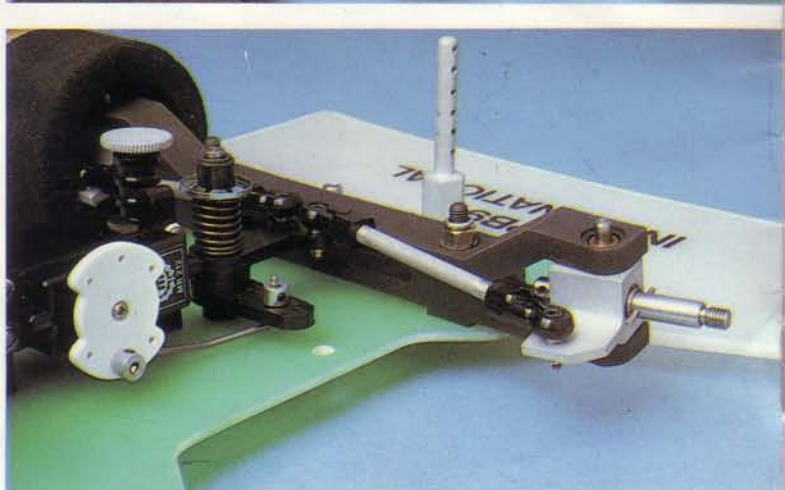
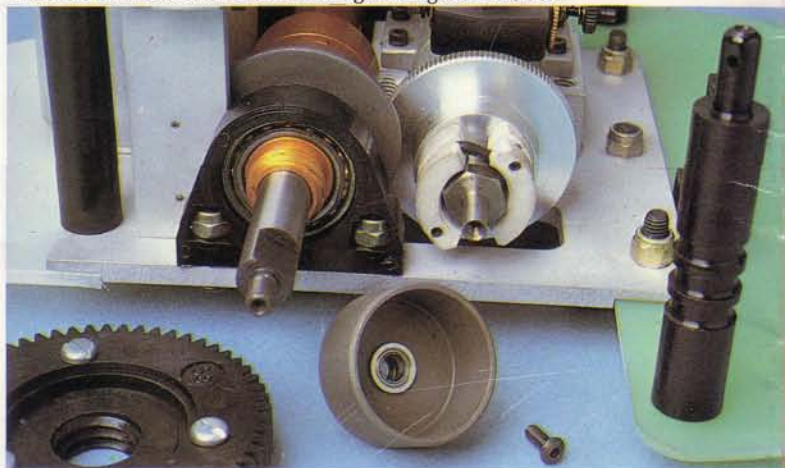
The advanced specification includes, Lexan bodyshells and wings (2), Differential rear axle with enlarged disc brake, flip top fuel tank (125 cc) on anti-vibration mountings, slotted power pod, top quality epoxy glass chassis fully shaped and drilled, universal alloy front body posts, brake adjuster, ball-raced open brake caliper, roll bar, alternative forward radio mounting position, super strong wing wires with adjustable wing fixings, throttle and brake overrides, ballraced axles and clutch, P.T.F.E. clutch shoes, new stronger "glass" gears with individual size marking (wide selection of ratios available). With the above specification of the works and the wide choice of alternative bodyshells and tyres which are available as extras, this car is capable of being individual, potent, durable and reliable.



Throttle and brake override linkage using barrel carb.



Throttle and brake override linkage using slide carb.



Servo Saver & Steering

The servo saver is designed to provide the crash protection required by the servo and also to give the best steering geometry under all conditions. Using the split track rod linkage and the twin ballraced live axles the International has the most refined front axle steering assembly of any 1/8th scale competition car.

PB550 Rear Axle Differential

The PB differential is the most thoroughly developed and tested differential unit available. Clever internal design offers a degree of limited slip enabling more power to be fed to the rear wheels providing a noticeably faster exit from corners. The construction of the unit using full 10mm shafts hardened and ground with the gear cut integrally, ensure that the unit is virtually indestructible to give maximum reliability, performance and life.

The unit is included in the kits PB8 and PB9, and is also available as an accessory.

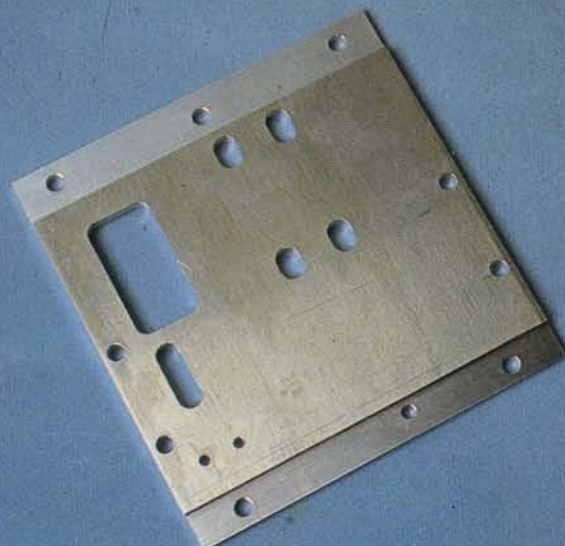


This car has a slightly reduced specification to the PB9 and enables the kit to be packaged in the smaller box making it particularly suitable for postage and export. The kit includes the differential rear axle with enlarged disc brake, the new slotted power pod and epoxy glass chassis, universal alloy front body posts, brake adjuster, open brake caliper, alternative forward radio mounting position, ballraced axles and clutch, P.T.F.E. clutch shoes, new stronger "glass" gears with individual size markings.

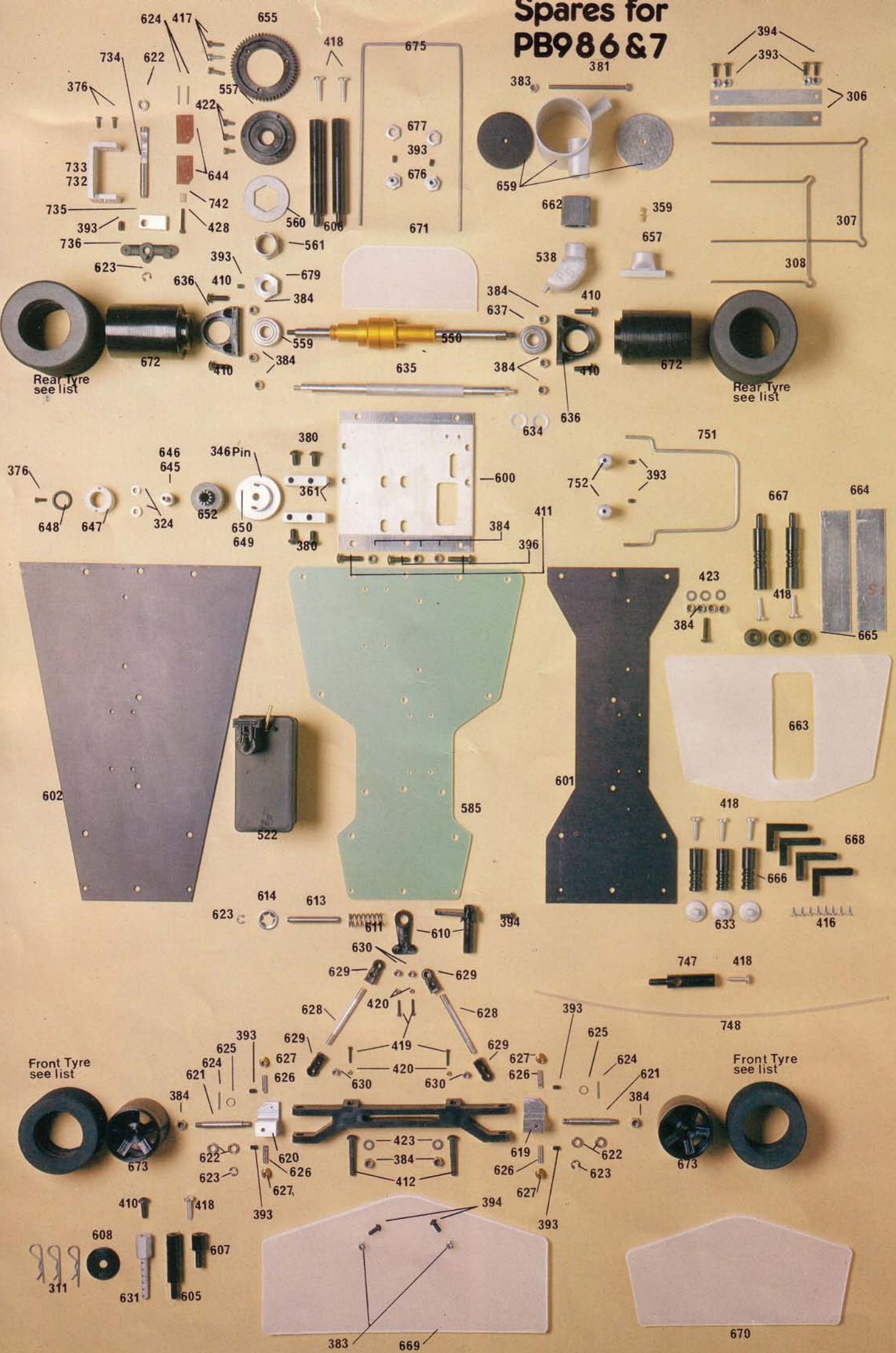


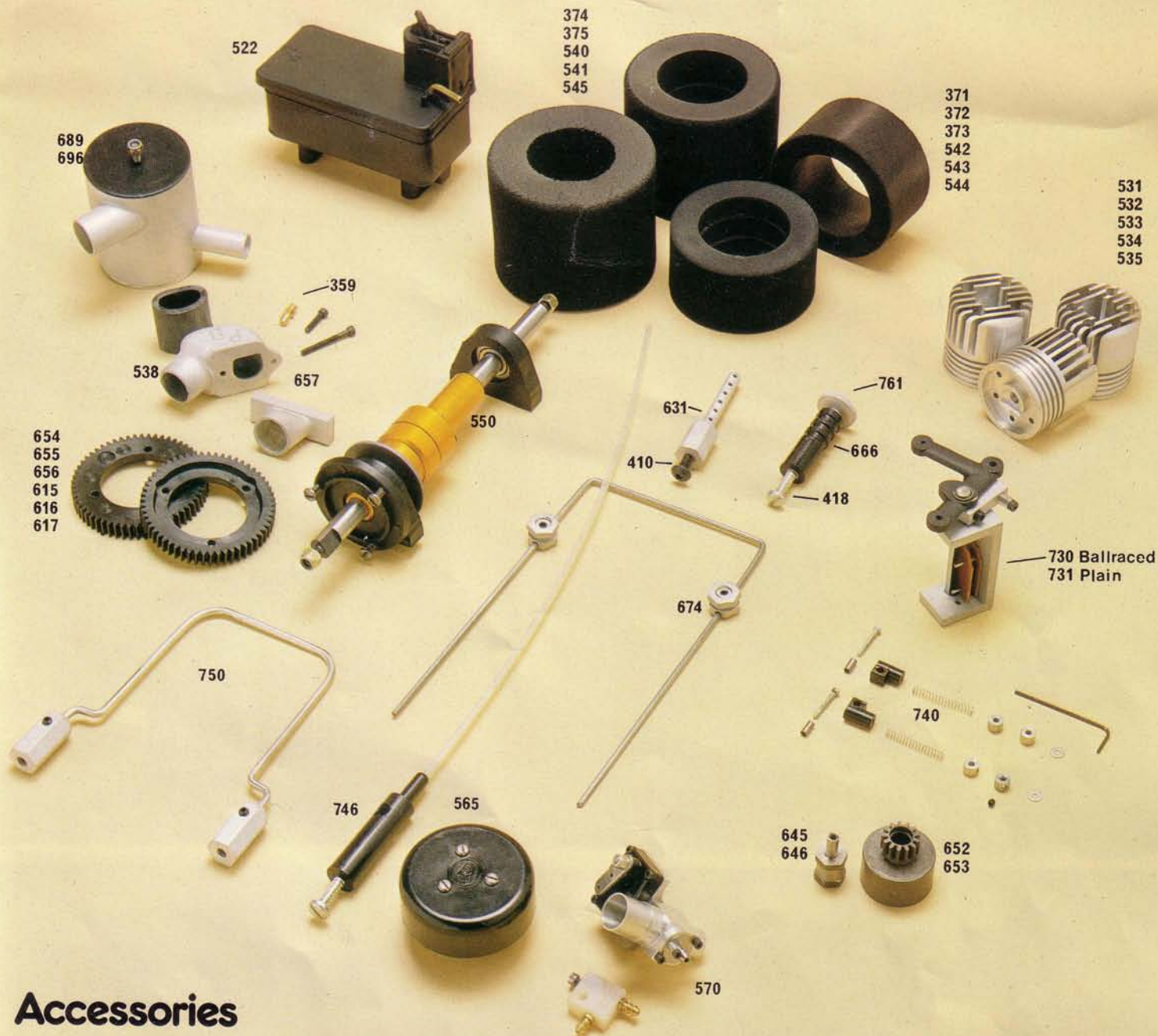
Disc Brake

The new open caliper disc brake is the result of several years experience with our previous models. It features a larger disc with hexagon drive, integral brake adjuster with a new combined brake/throttle arm, and for PB9 only, ball-races fitted at both ends of the brake cam shaft.



Spares for PB986 & 7





Accessories

- 522 - Fuel Tank Flip Top - 125 cc
- 689 - Silencer Kit - Side Exhaust Engines, inc. Manifold
- 696 - Silencer Kit - Rear Exhaust Engines, inc. Manifold
- 657 - Manifold only - Side Exhaust
- 538 - Manifold only - Rear Exhaust
- 359 - Pressure Nipple
- 550 - Differential Rear Axle
- 730 - Disc Brake Kit - Ballraced
- 731 - Disc Brake Kit - Plain
- 674 - Adjustable Wing Wire Kit - 12 gauge
- 750 - Roll Bar Kit
- 746 - Antenna Kit
- 740 - Throttle & Brake Spring Override Kit
- 631 - Universal Front Body Post - Alloy
- 410 - Screw for 631 - M5 x 16
- 761 - Band Retainer for Radio Post
- 570 - Slide Carburettor - 9.5mm Choke 12.0mm Spigot
- 565 - Air Filter for 570 with Universal Adaptor
- 531 - Combined Heat Sink/Cylinder Head - Veco .19
- 532 - Combined Heat Sink/Cylinder Head - Veco McCoy
- 533 - Combined Heat Sink/Cylinder Head - Taipan 3.5
- 534 - Combined Heat Sink/Cylinder Head - KB 3.5
- 535 - Combined Heat Sink/Cylinder Head - ST .19
- 536 - Combined Heat Sink/Cylinder Head - ST .21

- 374 - Rear Tyre - Neoprene
- 375 - Rear Tyre - Rubber
- 540 - Rear Tyre - American 340A
- 541 - Rear Tyre - American 340B
- 545 - Rear Tyre - French
- 371 - Front Tyre - Medium
- 372 - Front Tyre - Soft
- 373 - Front Tyre - Hard Yellow (Black)
- 542 - Front Tyre - Medium/Hard
- 543 - Front Tyre - Extra Hard
- 544 - Front Tyre - Polyurethane
- 654 - Ring Gear - 58T
- 655 - Ring Gear - 57T
- 656 - Ring Gear - 56T
- 615 - Ring Gear - 60T
- 616 - Ring Gear - 63T
- 617 - Ring Gear - 65T
- 652 - Clutch Housing - 12T
- 653 - Clutch Housing - 13T
- 645 - Crankshaft Adaptor - 1/4 unf
- 646 - Crankshaft Adaptor - 6 mm
- 688 - Flywheel & Clutch Kit - KB Veco
- 695 - Flywheel & Clutch Kit - ST 21-OPS

ALL Parts of Car Kits are available as accessories.



Corvette Stingray



Ford Escort



Ford Capri



BMW



Porsche Turbo

Bodyshells All body shells and wings are available in either white ABS or clear Lexan.

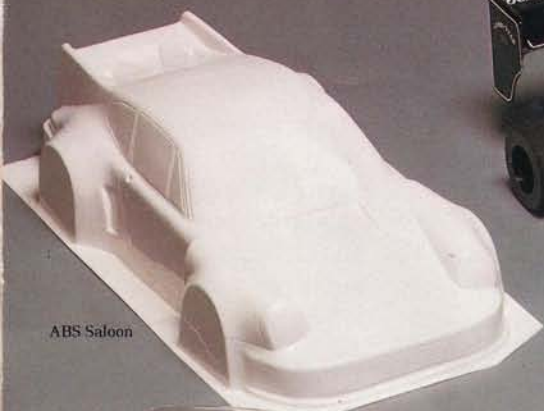
Lotus 79



ABS GT Body



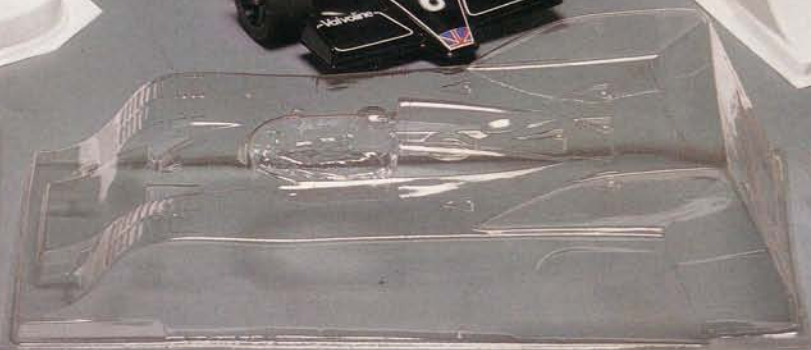
ABS Saloon



CAB Window
for ABS Saloon



Lexan GT Body



GT Wing
F1 Wing





Ferrari



Gilmore



Surtees



Wolf spade nose



Wolf wing nose

Bodies and wings are available in Lexan and ABS. Please see price list for appropriate part numbers.



Porsche 917/10



Wolf



Porsche 917/30

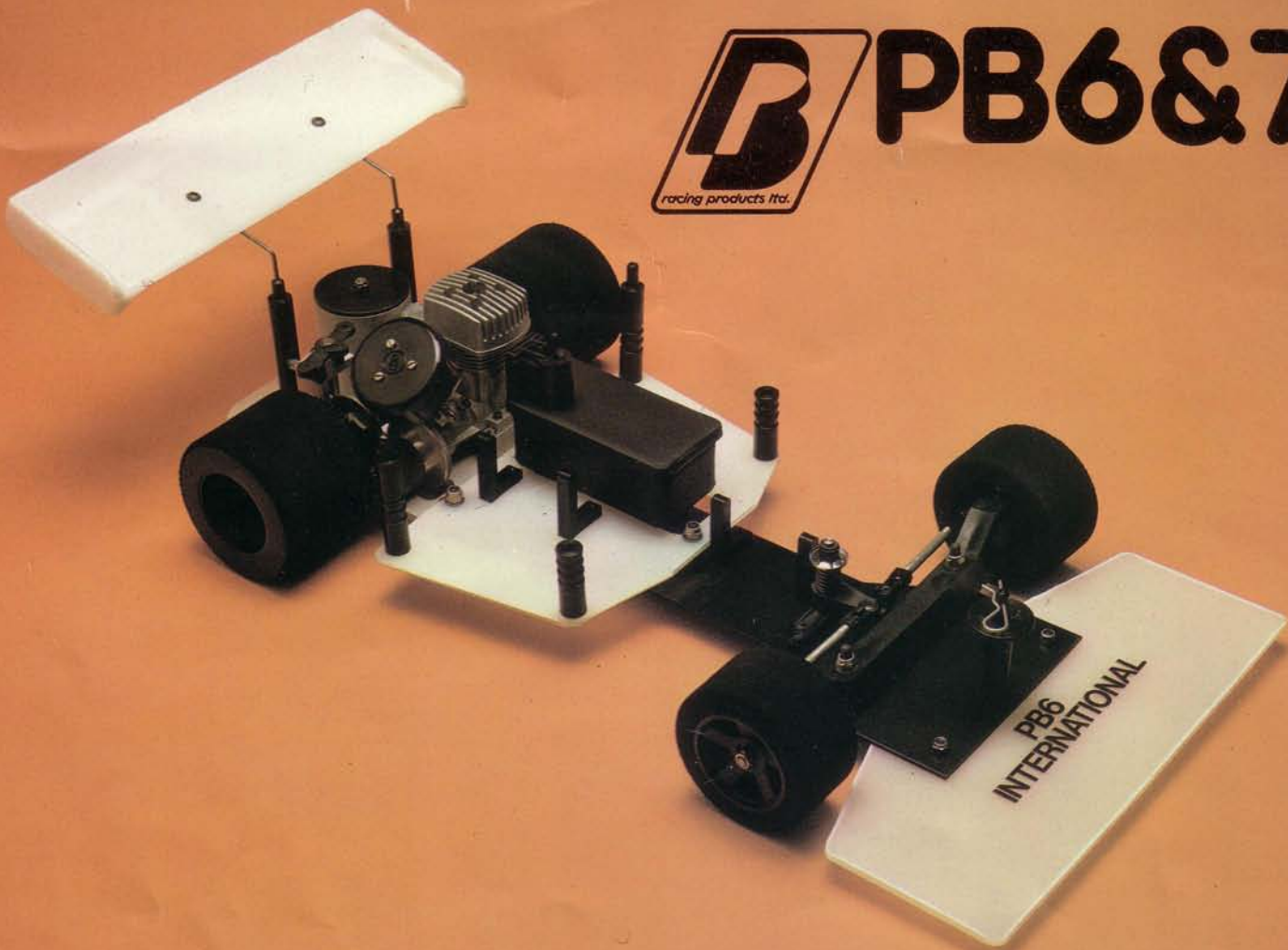


Porsche 936



Lola

PB6&7



PB6

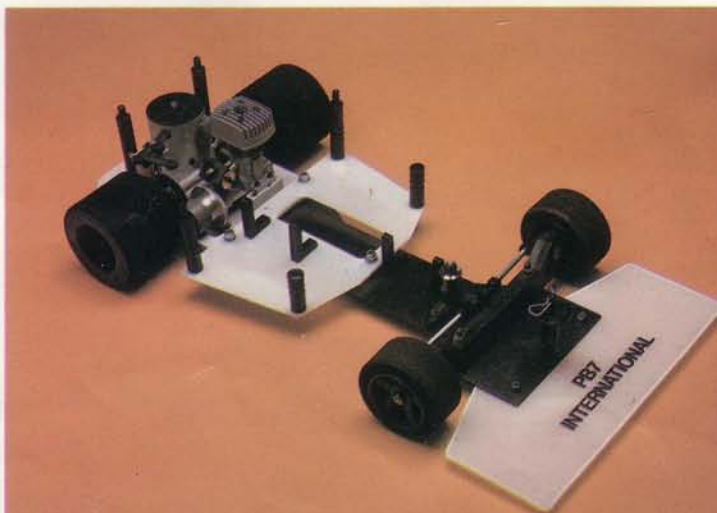
This highly sophisticated design provides the ultimate starter into serious racing. The kit features both wide and narrow chassis, precision stamped from 7075-T6 alloy and black anodised. Separate super rigid power pod for maximum power transmission. The front suspension unit moulded in a special material is virtually unbreakable and features "inside the wheel King pins" with in line ballraced live axles for minimum rolling resistance and steering load. The servo saver with split track rod gives positive steering geometry and reliable servo protection. The new clutch, ballraced of course, uses P.T.F.E. clutch shoes for maximum performance and reliability. The Clutch bell and gear are cut from solid steel and tuftrided for maximum durability. Drive to the rear axle uses quick change glass nylon gears and enables many alternative gear ratios to be used. The rear axle is made from large diameter high tensile alloy and running in ballraces, has positive drive to the quick change rear wheels, it also carries the new larger diameter disc brake. The efficient drum type silencer supplied is suitable for use with side exhaust engines although adaptors are available for rear exhaust engines.

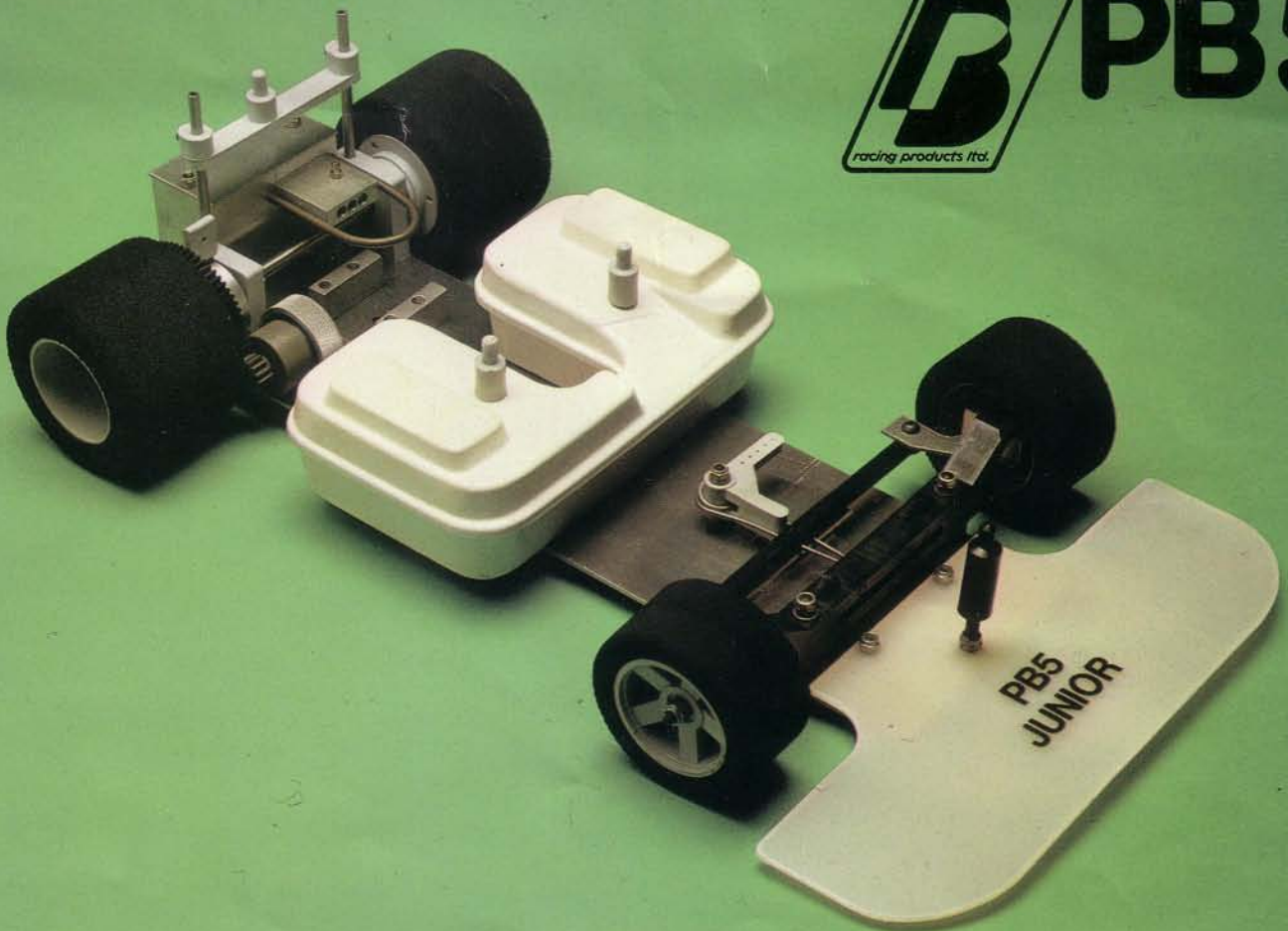
Other features supplied in the kit include both F1 and GT bodyshells, wings and bumpers, fuel tank, tyres, high tensile socket head screws, self locking nuts and comprehensive instructions.

PB7

The specification of the PB7 is identical to the PB6 apart from the following parts which are not supplied:—

Bodyshells and wings, fuel tank, wing wires; only one bumper and chassis plate is included.



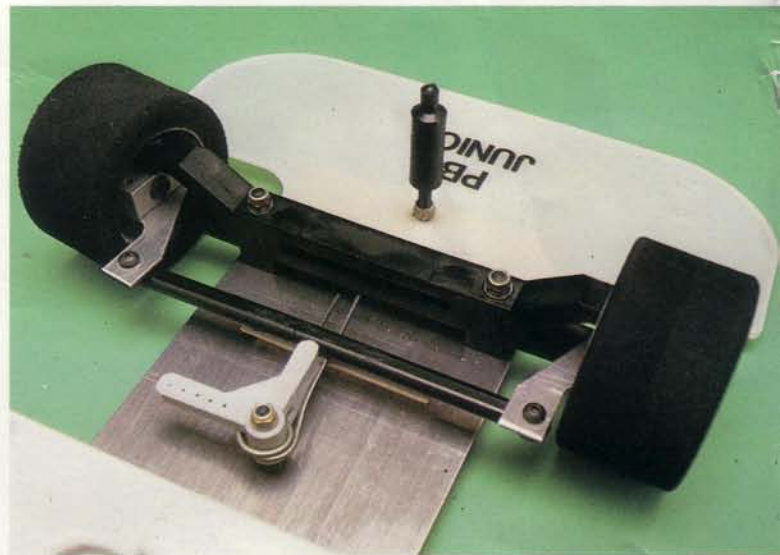


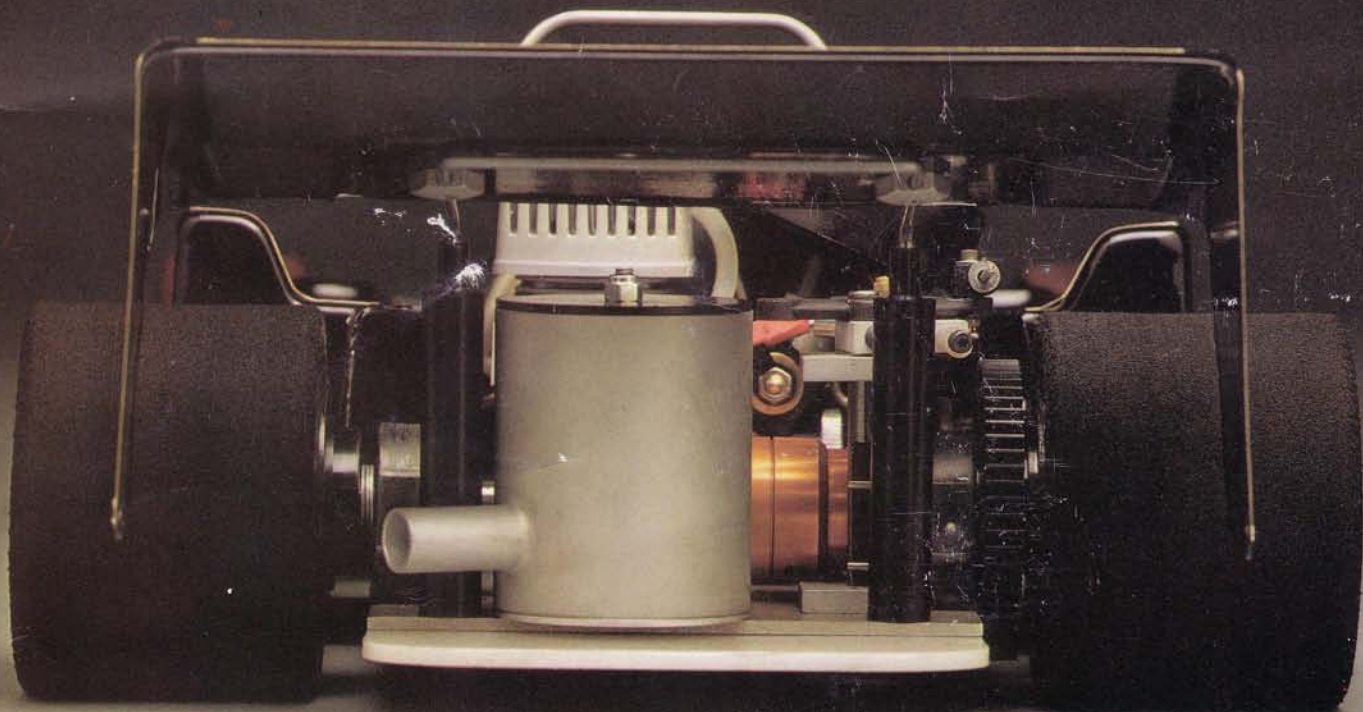
PB5 - Junior

The PB Junior is an economically priced starter car, based on the successful "Competition" car.

The chassis is a simple alloy one piece plate completely pre-drilled ready to take the various sub-assemblies. The front suspension is very strong and simple, "toe in" adjustment is made by means of the eccentric track rod ends. The new drive gears (65/13) are from the International range for improved reliability, as is the new P.T.F.E. clutch.

The kit is complete with silencer, bodyshell and wing (F1 or GT) bumper, wheels and tyres.





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