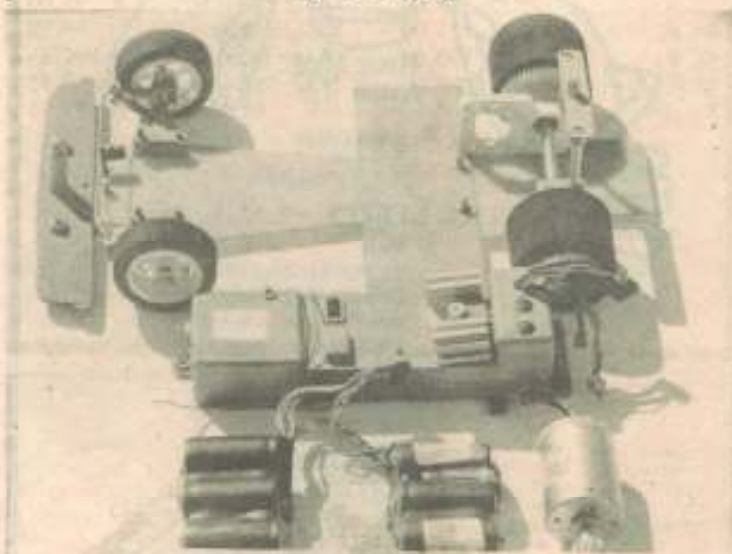


1/12 MRP ELECTRIC

by Gary Kyes



The basic "hunks & chunks" needed to build a winner.

As the old saying goes, "There is more than one way to skin a cat." So it goes with electric 1/12 scale racing. As I am sure you have heard before, this is by far the most popular class of racing and growth in R/C Model Racing Products have long been a pioneer in 1/12 scale gas as well as electric. Their parts are currently being used on the majority of so-called scratch-built cars. It was after returning from the BOAR Nationals this year that I realized a lot of racers did not realize what they had. Most of you already have all the pieces necessary and just need a bit of guidance in assembling them correctly. This particular car was constructed along the basic principles which pertain to 1/8 scale construction as well.

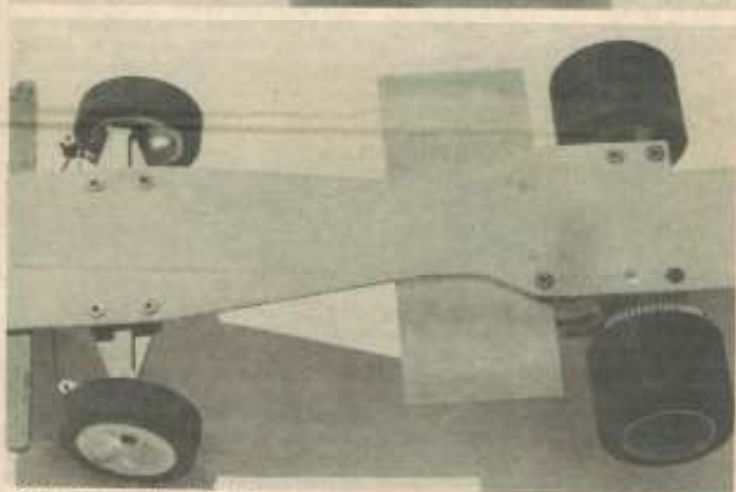
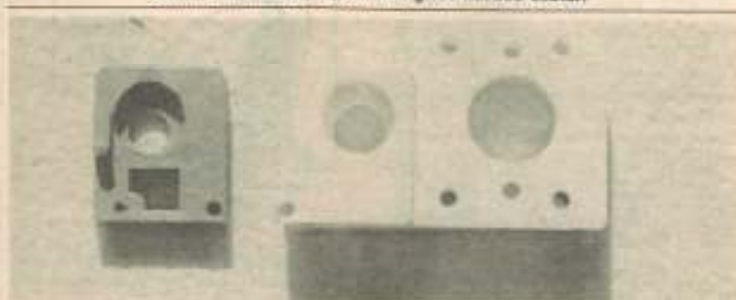
Experience has taught me that you want to keep weight in front of the rear axle and not behind it. For a long time we were content with the motor behind the axle because handling was reasonably good, probably due to power to weight ratio and it was easy that way. With no special effort this mid-engine car can be built from a stock MRP kit or ready-to-run car. I used the JoMac trick receiver/spool control as it is what comes in the car when you purchase it. I also used the new fiberglass replace-

ment chassis pan. This reflects the "state of the art" and works exceptionally well. The only non-kit parts you will need are a few #6 flat washers, 6-32 flat head socket head cap screws, and either 1/2-in. o.d. x 1/4-in. I.D. bushings or bearings, as well as a piece of scrap fiberglass.

The "major" modifications take all of 15 minutes to make. I do not think you will be disappointed with the results. The most critical modification is boring out the bearing blocks for the larger bearings. You can see by the pictures that by cutting the holes higher in the bearing block you can lower the car and the center of gravity. This step can be done with a Dremel tool and a drill but a mill is more accurate. If you are doing it by hand, I suggest you bolt your bearing blocks side by side to a piece of aluminum and work on both of them at the same time. Radio Shack or most electronic shops have small pieces of epoxy-glass that can be picked up cheaply. Trim to suit your battery pack and set aside. You must cut off the brake peg that extends from the motor mount/bearing block before installing. By turning this piece 180° you have moved the motor in front of the axle while the axle stays in the same position. You have to



Shims under front of A-frame gives needed caster.



CENTER: Dropping hole in bearing block can be seen clearly. BOTTOM: Flat head cap screws and counter-sinking is a necessity for a low car.

locate and drill one hole at the extreme front of the motor mount. I suggest you countersink all holes in the chassis for flat head screws. This allows you to run the car lower with reasonable ground clearance.

At the front end you need to shim the A-frames with a couple of #6 washers at the front. This will give you a bit of caster that allows the car to track better as well as giving you better high speed steering. The standard body mount, bumper, wheels and tires can all be used. The rear axle can be either the standard hex turned down for bearings (BoLink, JoMac) or the tool steel type. When mounting the radio I drilled the chassis pan with a #43 drill then tapped it 4-40. After securing the radio and battery pan a drop of zap, crazy glue or its equivalent holds everything in place. I would also suggest you elongate the holes in the motor mount to allow for a bit more gear adjustment.

Performance with this car is excellent. Right off the bench this car, or one just like it won or led every main event and three or four amateur/ novice mains at

this year's ROAR Nationals. Fine adjustments are made quickly and easily. "Tweak" in the chassis is adjusted with thin #6 washers under the spindles. More or less steering throw can be had at either the servo arm or the spindle. More or less caster can be had by adding or removing shims under the A-frames. As a rule, if the track is slippery you would want a bit less caster.

One advantage of the JoMac radio is the adjustability of both power and brake. It may not be needed often, but when you need this feature you really need it bad. Major handling changes can be realized by changing tires but all too often turning down the torque would accomplish the same result. For those of you who want to run both the production (stock) and modified classes with the same car pick up a set of ball bearings and a set of bushings for the MRP 1/8 scale car. These can be swapped in less than a minute with good results. If you're looking for a bit better performance try this "Midi." I am sure you will like it. RCW

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