

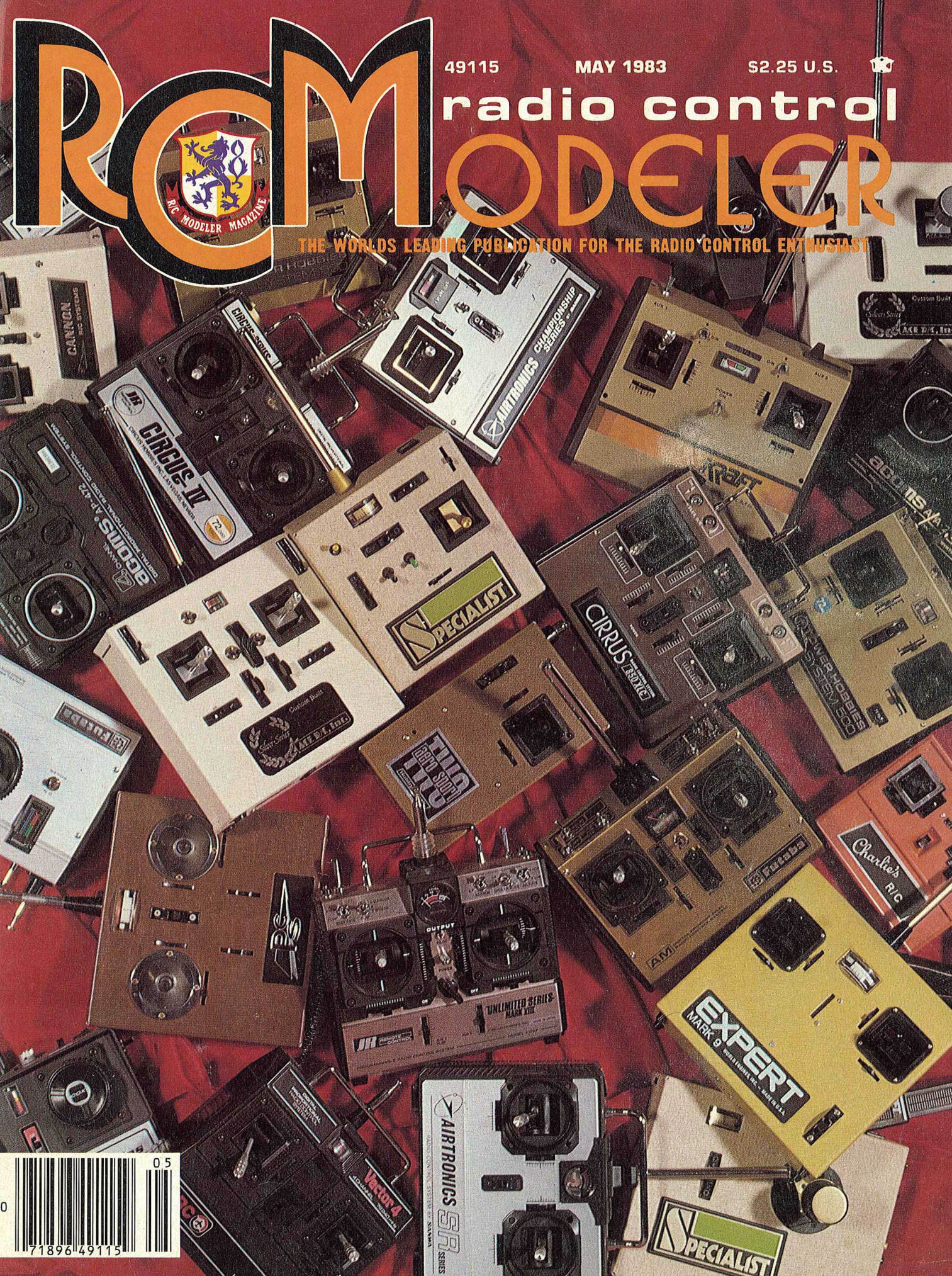
RCM



49115 MAY 1983 \$2.25 U.S.

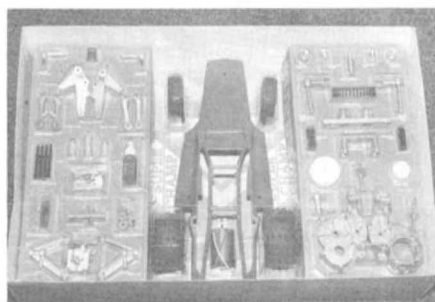
radio control MODELER

THE WORLD'S LEADING PUBLICATION FOR THE RADIO CONTROL ENTHUSIAST

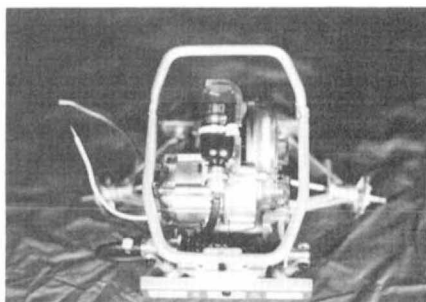


OFF-ROAD RACING

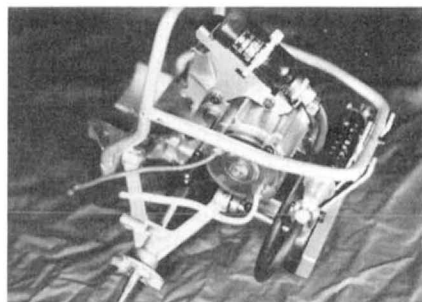
Bill and Linda Pihl



Super Champ kit as it comes in the box.



New Mono-Shock mounted on the 'A' arms.



Oil reservoir for the Mono-Shock, no air bubbles in the shock.

There is so much going on in the off-road world that it is hard to keep up. However, one thing we have been wanting to do is Figure 8 racing but we haven't been able to get anybody to race with us. Maybe we will get a challenger soon.

We have two new cars to describe from Model Rectifier Corporation (MRC) the importers of the Tamiya car line. First is the Super Champ which has been redesigned to incorporate all of the performance items that we have been using here in the U.S. The car now comes with a single rear shock known as a mono-shock. The mounting arms and

shaft for the shock are mounted directly to the A arms. An oil reservoir mounted on the rear case feeds the shock oil continuously to eliminate air bubbles for smoother shock operation. The mounting is well-designed and will really make the car smooth out those rough tracks. Another improvement is that all the set screws come with double face locks. For any of you who have had problems with the brass U-joints wearing out, the Super Champ now comes with steel U-joints. In the gear case, the idler gear now comes in brass instead of nylon.

The new servo-saver is very well-designed and will keep breakage

of the servo-saver and servo gears to a bare minimum.

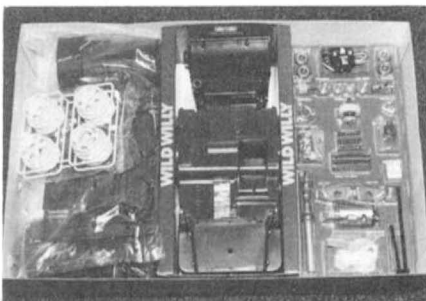
The speed control unit is now so beefy that you would be hard pressed to burn one out. It is a 3-speed with the first and second speeds adjustable. A brake is incorporated just before reverse and is very effective; reverse is a single speed, not two speed, as in the earlier speed control.

The addition of steel hime joints for the steering is great. Previously, the steering links were balls mounted to the steering arm and a black plastic snap link popped on to the balls. We doubt if the new hime joints would

to page 120



Super Champ assembled, beautiful detailing.



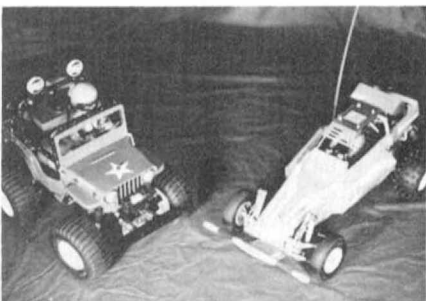
Wild Willy in kit form, more fun assembled.



Wild Willy with all detailing done, photos don't do justice.



Wheel stands easy, just punch the throttle.



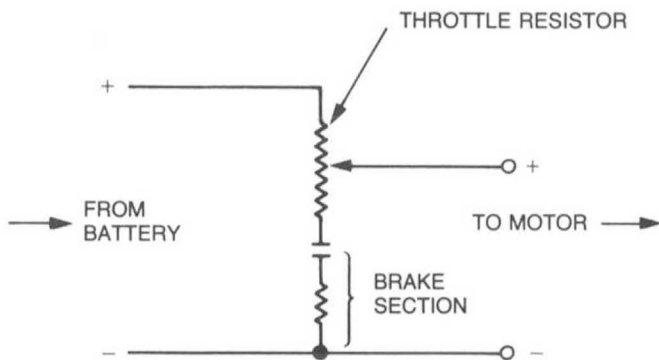
Wild Willy and Super Champ ready for fun or serious racing.



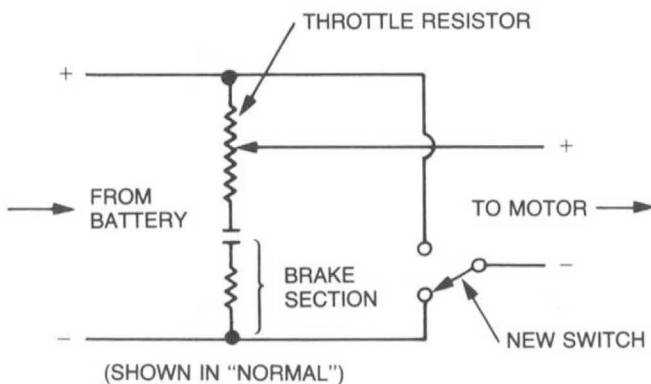
If you can see the expression on the driver's face you will know why he is called Wild Willy.

A PAINLESS WAY TO ADD REVERSE TO YOUR 1/12 SCALE ELECTRIC CAR

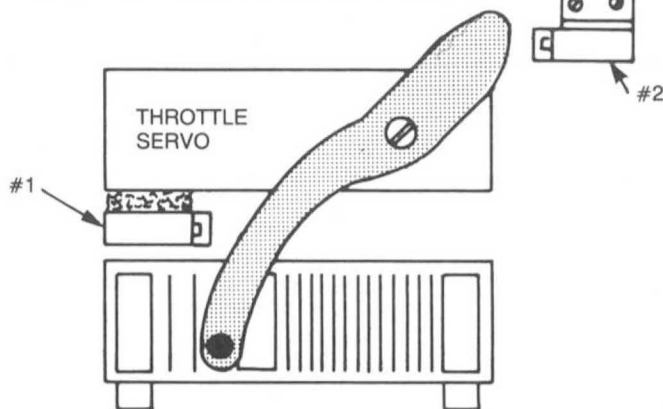
BEFORE



AFTER



TWO POSSIBLE SWITCH LOCATIONS



SWITCH MAY BE MOUNTED USING SERVO TAPE, BY GLUE, OR BY FABRICATING A SMALL "L" BRACKET FROM SCRAP METAL.

MATERIALS NEEDED

- 1 EA. — 275-016 MICROSWITCH (RADIO SHACK)
- 12" — 18 GAUGE WIRE
- 1 — SMALL "L" BRACKET (OPTIONAL)
- 1 — SOLDER IRON & SOLDER

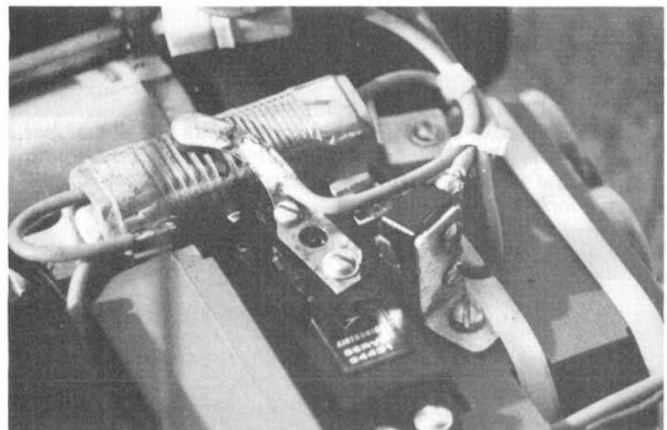
By John F. Damiano

Running around chasing electric cars might be okay if your name is Fido, but not if you're a corpulent adult human. If you agree and like to race 1/12 Scale electric cars, then you'll love my reverse system. As an avid 1/12 Scale racer, career electronics technician, and corpulent adult human, I have developed a method of reversing the direction of the car so that when it gets stuck you can get it going again without the help of a spotter. The principal advantages are:

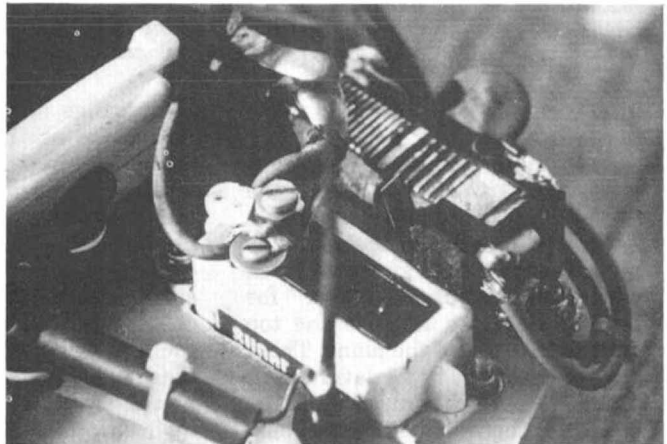
- (1). Your lap times will improve considerably.
- (2). The number of spotters required per race is cut in half if most of the cars are using a reverse system.

The additional weight is negligible and the cost is reasonable. Time required to make the conversion is less than 1/2 hour. Cost is \$1.39 plus tax. How can you go wrong?

to page 94



Shows microswitch mounted on "L" bracket as indicated in drawing as #2.



Shows microswitch mounted on servo with servo tape.

STEPS

1. MOUNT SWITCH SO ITS PUSHED ON BY ARM AT "FULL BRAKE" POSITION — DISCONNECT BATTERY.
2. CUT BLACK WIRE FROM MOTOR 1" FROM WHERE IT ATTACHES TO RESISTOR — CONNECT THE PIECE STILL ATTACHED TO RESISTOR TO "NC" ON SWITCH (SPlice ADDITIONAL WIRE IF NECESSARY) — SOLDER.
3. RUN END OF WIRE THAT IS GOING TO MOTOR TO "C" ON SWITCH — SOLDER.
4. RUN A NEW WIRE FROM HOT END OF RESISTOR (RED WIRE) TO "N.O." ON SWITCH — SOLDER BOTH ENDS.
5. CHECK ALL CONNECTIONS AND SUPPORT CAR SO ITS REAR WHEELS ARE OFF THE GROUND — PLUG BATTERY BACK IN AND TEST THE THROTTLE OPERATION.

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FLYING LOWE

from page 92/82

special category was added (sponsored by Mike Haddock) for the best scale jet aircraft. The award of \$500 went to Art Arro. Art did a fine job of keeping the temperamental beast going; all other competitors (4) had various equipment problems. You jet fans should plan on competing next year since the \$500 will again be awarded.

Giant scale was taken by Art Johnson, flying his beautiful original Republic P-43. (Art flew the full scale P-43 many years ago.) The military scale ship seems to be a good subject for winning with retracts, flaps, and drop tanks for scale functions. Second place Giant scale was also a military design T-34 C-1 by Ramon Torres. Pete Mas' well-detailed Laser 200, equipped with smoke for maneuver realism, took third place.

Stand-Off expert category was won by Bill McCally and his beautiful F-8F Bearcat, followed by Leonard McCoy's very unusual Dornier DO 23G and Bob Hanft's F-6-F Hellcat. (Note that they are all military designs.)

Sportsman was won by Tom Veloskey with a very nice Christian Eagle, followed by Mike Barber's clipped wing Cub and Bill Schneider's Cosmic Wind.

All of these winners were extremely well done models, with many other fine ships not making it. I must say that this scale contest attracted some very outstanding modelers and their models. The Giant Scale event is the most appealing to me since these ships fly better and more realistically. This category also benefits from the considerable current interest in large size aircraft.

The 15th Annual Tangerine was a truly outstanding happening. Why don't you modelers take a vacation to sunny vacationland in Orlando, Florida, next year and enjoy the 16th Annual Tangerine; you will be very glad that you did. There is also Disney World, Epcot Center, and many other attractions for the family. See you next time! □

A PAINLESS WAY TO ADD REVERSE

from page 80

What the system does, in essence, is use a microswitch to reverse polarity to the motor and apply full power for a short period in "full brake." This quickly scoots the car backwards. For complete instructions, please refer to the schematic and drawing.

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Over twenty cars in this area have been converted to incorporate this reverse system. No failures of the microswitch have occurred in six months of racing. The person who will probably benefit the most from this conversion, aside from the spotters, is the novice/intermediate racer.

When I first used this reverse system I was the only one with any type of reverse in the races. The astonished look on the spotters' faces as they ran towards my rapidly reversing car was ample reward for the time spent in this modification.

NOTE: This reverse could be applied to electric boats, any type of electric car or off-road vehicle. Think of the possibilities of a thrust reverser in your electric airplane for short field landings.

SCALE VIEWS

from page 79/78

must be all wrong, I have seen WW II fighters of the CAF and the Reno races flying faster than the figures show." Well, what you have seen for the most part are Sunday fly sport versions of the original military combat aircraft. When you take 25% to 50% of the weight out of one of your models you know what happens to the performance. Same thing for the big ones. Self sealing tanks, armor plate, tube radios, guns, bombs and ammunition, did nothing to improve the performance of an airframe-engine combination. Strip the airframe, modify it and install a blown, race tuned engine and you will have a fun bird to fly at the races but it would not remind a WW II fighter pilot of the same plane he jumped into forty years ago loaded with the military equipment needed for a combat mission. If you are going to build a model of one of these civilian sport planes, paint it to match and forget dropping GP bombs, external tanks, etc. You will have a model of a plane that will go a little faster and maneuver a little easier but it will not be a model of a WW II combat aircraft.

So far the publishers have favored reproductions of the Pilot Handbooks for the popular WW II fighter subjects. They left the performance charts out of the B-26 manual I picked up recently. If the data is not readily available, there are other ways to get a handle on relative speeds. One way is to group aircraft with similar performance together. For example, the T-6 advanced trainer, the C-47 Gooney Bird, and the B-17 Flying Fortress all took off, landed and

to page 98

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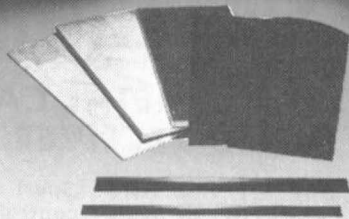
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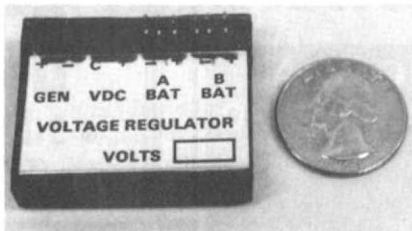
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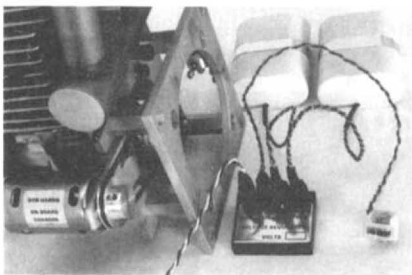
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BIG IS BEAUTIFUL

from page 110/74



This on-board charging system is offered by Don Harris for 35cc and 50cc Quadra motors and is to be used with 450-550 milliamp battery packs. It is a redundant charging system — charges two battery packs at the same time thus eliminating the need for large, heavy packs for Quarter Scale aircraft. The unit can also be adapted to most chain saw motors with a rear shaft.



The system consists of a generator, voltage regulator, brackets, pulley, plugs, and wire to assemble. A small meter which is mounted in the aircraft indicates whether or not the unit is charging. The complete system weighs approximately 5 oz. The generator contains a fan for cooling and a solid state device across the brushes to eliminate arcing.

Available April 1983 — \$49.95 plus \$3.00 shipping and handling from Don Harris, 23668 Shadow Dr., Auburn, CA 95603, (916) 269-1164. Cash only, COD's acceptable.

Back next month with more good stuff for your big birds!

OFF-ROAD RACING

from page 73

break unless you hit them with a hammer.

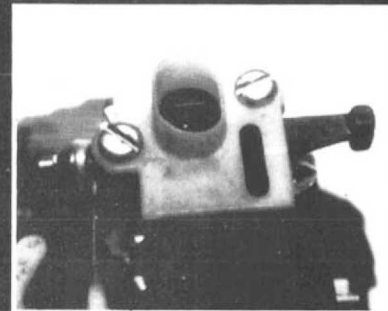
All the steering rods are hardened steel and are very strong. The radio box has been replaced by a shaker plate, anyone who has been running 1/12th Scale knows what a plus the shaker plate is. The shaker plate is mounted above the chassis, on mounting pins; the radio is mounted to the plate and the batteries are mounted under the plate, allowing air flow to the batteries for better cooling.

The new body is made of soft, flexible plastic to resist breakage, and is very detailed.

to page 122

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RCM

The knobby tires, that are included in the kit are going to bring about some changes in racing tires. These tires have a very good bite surface and are a harder rubber compound that will not wear out fast.

We have been using Holiday Buggy rear tires on Sand Scorcher rims.

The suggested retail price for the Super Champ is \$159.95. The Super Champ is available through your local hobby shop; if not, ask your dealer to order it. The stock number is RA5834.

The second import is a fun vehicle called the Wild Willy — and is it wild! The kit has the same quality parts and instruction manual as all the other Tamiya car kits. The body is a scale C5 Jeep with every detail in its exact place. When you get to the suspension, it is a different story. The rear end is a closed differential case with a differential built into it. There are long swing arms for lots of suspension travel, and steel axles that are very strong. The front end is an A arm suspension with coil springs to smooth out the front end. The vehicle is well-balanced to do wheel stands, spins, rolls and lands upright.

The tires are the same paddle tread that come with the Blazer 4 x 4 with foam inners to make the tires soft yet grip well. There is steel hime joint steering and rear swing arm stabilization with hardened steering rods to add strength.

Detailing is superb and it will get a lot of attention at any off-road race.

We believe, with rebalancing, the Wild Willy could be raced in a special Jeep class. It is hard to describe the quality of the kit so head down to your local hobby dealer and pick one up for yourself. The stock number is RA5835; the suggested retail price is \$120.00.

★

Now on to the mail bag. The first letter comes from Chris Girand, Dallas, Texas:

Dear Bill & Linda:

I've been having lots of trouble with the four front end pins. Toward the ends of them, where the arms are joined, they have begun to bend. I bent them back but they bent again. It has been going on like that for the past four weeks. Could you tell me where I could get something stronger?

Sincerely,
Chris Girand

The stock pins are of a soft material. Replacements are manufactured by R.C.H. Products, Costa Mesa, California. Check with your local

to page 124

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OFF-ROAD RACING

from page 122/73

hobby shop dealer for R.C.H. Products stock number 1501. If he doesn't carry them, you can order direct by calling (714) 642-7475.

The other heavy duty front end pins will be available from Tamiya but we don't know the stock number.

Hi Bill & Linda:

In regards to your column in the January issue about the fellow who wanted a speed control for his Tamiya Rough Rider, I have used the Tamiya variable speed control (part no. SP-1054) in my Sand Scorcher and find it works well in normal use. I don't know how well it would work in all-out racing. You have to modify the radio box to make it work.

What charger do you recommend for fast charging (110V-12V)? Can I charge slow charge batteries on a fast charger? Also, which motor is a good one to use for normal racing?

*Thank you,
Dick Bookner*

The Tamiya variable speed control is very good, when used with a stock motor but we wouldn't recommend using it with a high performance motor. Open class motors will draw up to 40 amps and the variable speed control is not designed for that heavy of a load. AC/DC chargers that are available and that we know about are the Leisure #107 and the Astro Flight 4005-B.

We have heard that Leisure is coming out with an AC/DC version of the digital 109 charger. When it is available we will let you know more about it.

The best answer we can give you about Nicad Sub C cells is that they were never designed to be fast charged at the rate that we charge them at now (4 to 5 amps). The battery manufacturers are amazed at what we do to batteries and still have them perform as well as they do.

As for motors, the stock motors that come in the kits perform very well. In stock and modified class, under ORRCA Rules, the Mabuchi 0540 (which comes in just about all the car kits) is the only motor that is legal. In open class the motors are rewound for more torque and rpm. Some racers are rewinding their own motors or you can buy motors already built such as the Reedy Modified, Checkpoint, Trinity, Leisure, Bolink, or MRP. All of these motors are excellent for open class.

MRP has a new body out called the Funco Shorty. If you have been running after market rear cages and have had the problem of the body not fitting over the cage, instead of cutting off the rear section, try this body that has already been cut for you. The body

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is molded of 50 mil Lexan and is very strong.

Other new bodies available in the same quality Lexan are the A.S.A. Camaro, which is very aerodynamic for oval racing, the Ford F-150 truck body and the Scorpion single seat body with wing molded on top.

Another new product is the Sprint Car for dirt oval. The car is 1/12th Scale and very complete. The one we received came ready to go, with the exception of the radio. The first time we ran this car, we found it to be very fast and it drew lots of attention from the other racers. The body is very well-done in the outlaw style with a small wing in the front and a very large wing on the top. Any of you who enjoy oval racing will enjoy this scale Sprint Car.

For those of you who want to put a wing on your car, MRP has a wing set complete with mounting brackets. If you haven't tried a wing on your car yet, try one, you will be surprised at how much better your car will handle at high speeds.

Also available is a new skid plate front bumper for the Tamiya car, made of Kidex, which is almost indestructible. If you have had trouble breaking stock bumpers, try one of these new bumpers.

★

We will close this column by saying that it never rains in Southern California! It's only liquid sunshine! Rain has been a big factor resulting in no race reports. All of the scheduled races have been rained out in January.

Until next time --- keep the dirt out of your eyes. □

ENGINE CLINIC

from page 72/70

This shoots fuel into the engine. Be careful though as it is easy to inject too much fuel and flood the engine. This feature is a nice cold weather starting aid.

That does it for another month. Keep the letters and suggestions coming in. Don't leave it up to the other guy. If you want a personal reply be sure to include a S.A.S.E. and keep the letter as short as possible. □

SHRIKE

from page 69

Engine:

An O.S. Max .45 FSR was installed on a Kraft mount, using the cap screws and blind nuts provided in the hardware package. A Sullivan 6 ounce tank and Goldberg spinner, included in the kit, completed the business end

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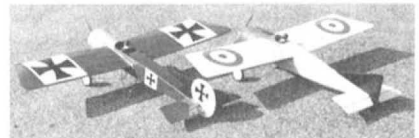
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