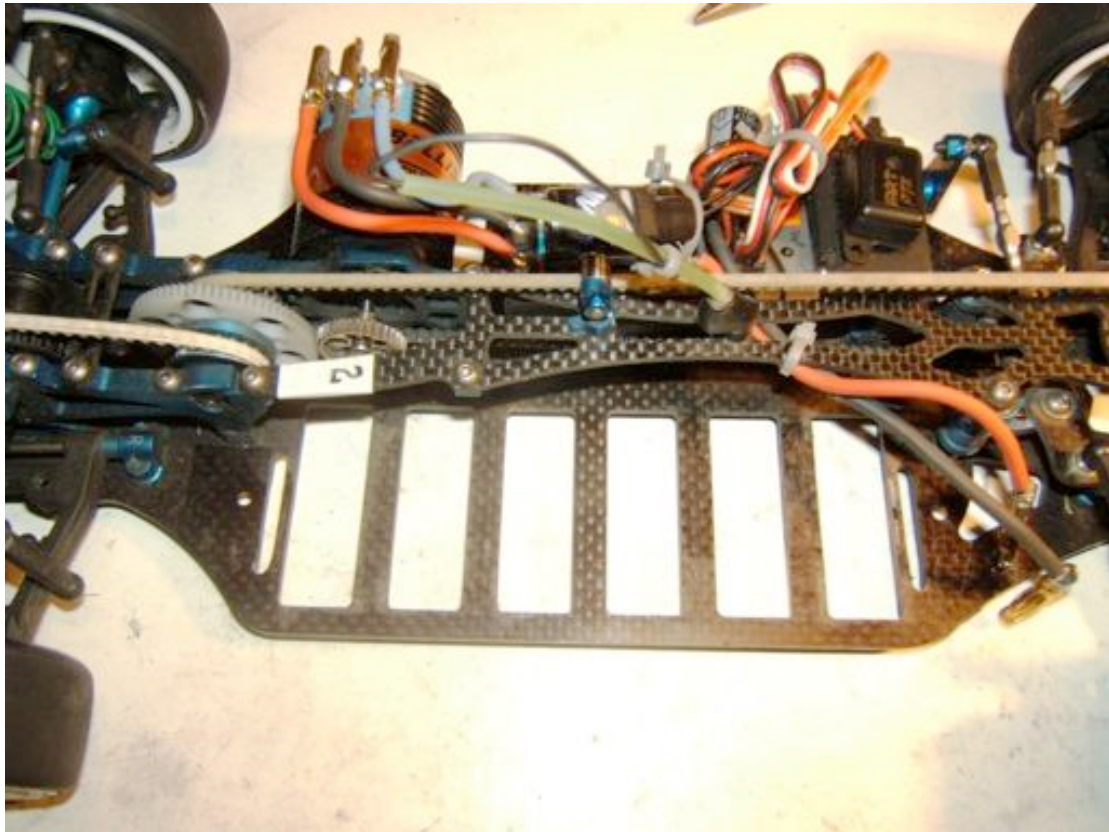


## **LOWER YOU'RE T/C WEIGHT TO 1350g**

Well most of you will now have heard about the rule changes for 2010 which allow both modified and pro-stock cars to run at a lower weight limit. In the past, using 6 off SubC batteries the weight limit was 1500g so this rule change represents a 10% reduction.

So to start off, to get anywhere near the 1350g weight limit you will have to be running Lipo. If you were running Lipo over the last 2 years you will know how much extra weight you had to add to the car to get it up to 1500g - so step 1 is to remove this weight. You should have a pile of weights now ranging between 100-200g, the more the better.

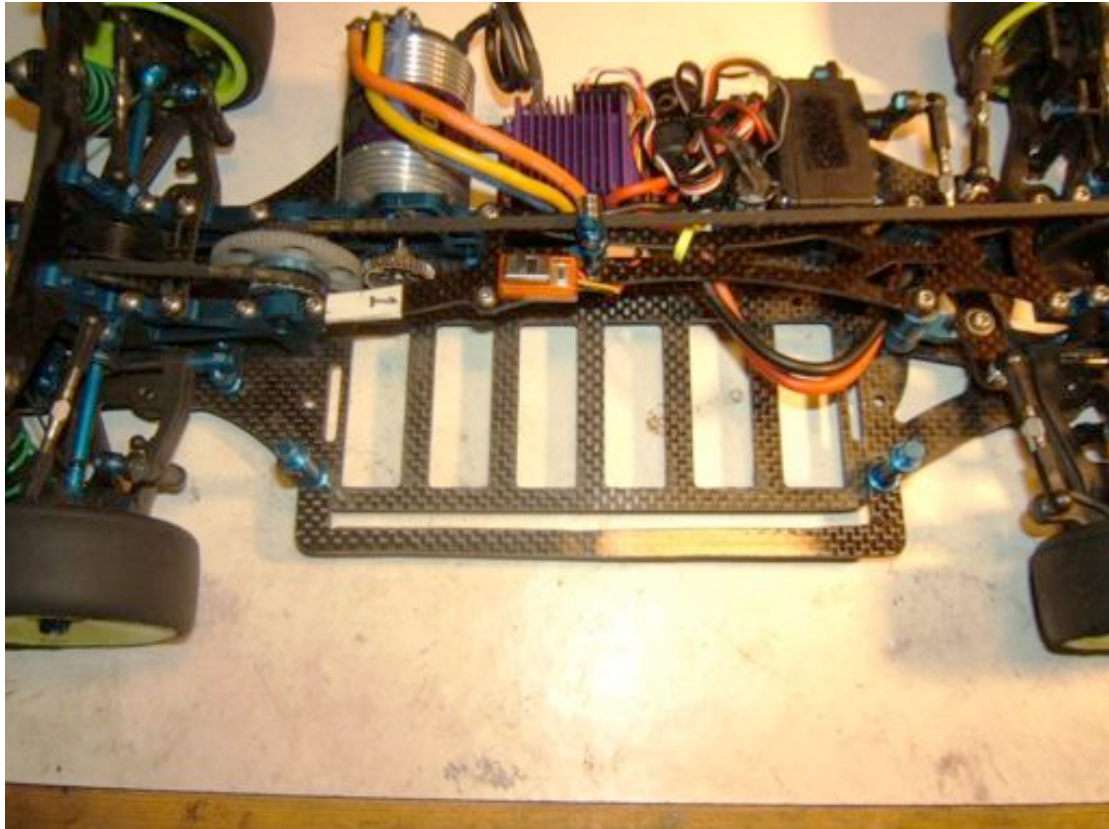


Picture 1 showing my car with all the weights removed and the radio gear installed ready to run.

The next step is to balance your car left to right. To do this you need to place a sharp edge under the front of the chassis in the middle and the same at the rear. With the front edge lifting the front wheels off the ground raise the rear edge and watch the way the car tips. With no battery in place the radio gear side of the car will stay on the ground indicating that this side is heavy. What you now have to do is place your lipo on the

other side moving is slightly outboard until you get a balance. I had to move the edge of my Lipo 5mm out from the edge of the chassis to get a balance.

After you have the balance distance it is time to make a bracket which will hold your Lipo in place. I did this using a piece of carbon shaped in the picture below and held in place with counter sunk screws onto the original chassis.



Picture 2 showing new Lipo brace mounted 5mm outboard.

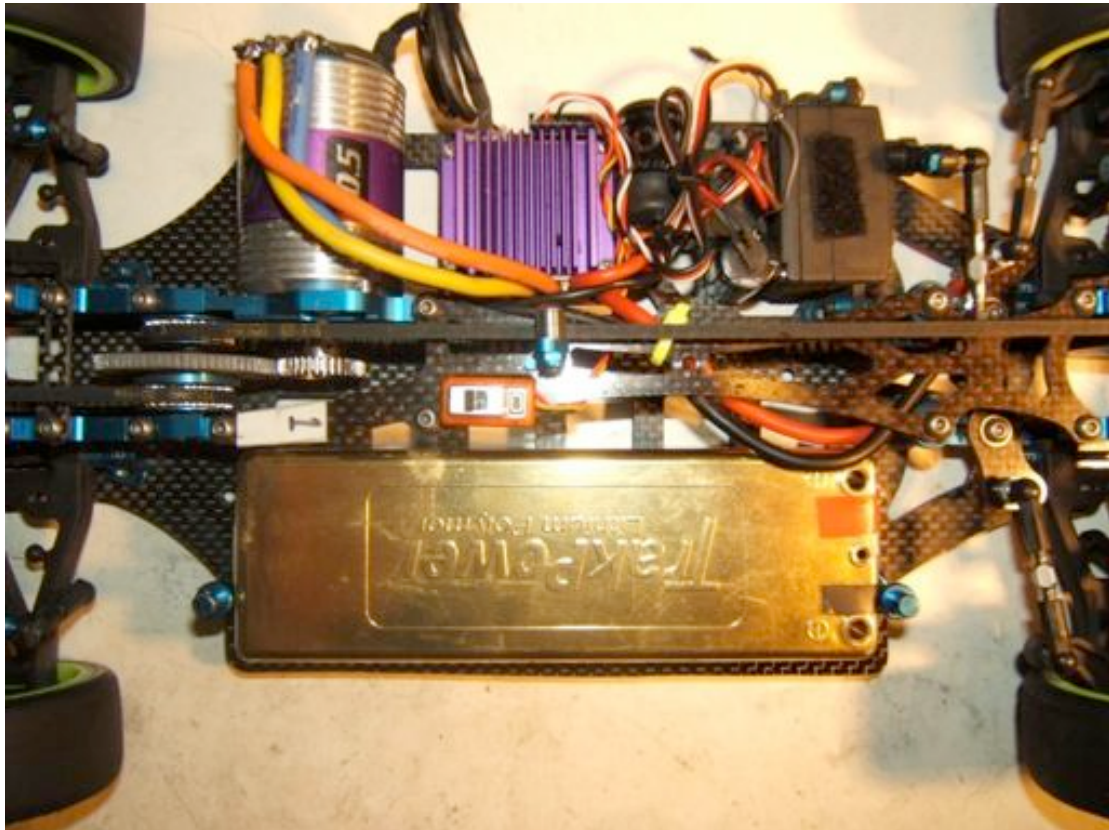


Picture 3 showing underside



Picture 4 showing overhang

Now that your car is balanced from left to right its time to see how close you are to the 1350g weight limit. To get right down to this limit you will need either a very light Lipo or have a chassis which uses light weight screws and radio gear etc. I have seen anything up to 70g of a difference between some Lipo packs so if you are using a light one you should be able to easily get the car to 1350g. Using my lightest Lipo I have seen my car tipping the scales just less than 1300g.



Picture 5 showing the Lipo in place.

So now its time to see how the car runs at this lower weight. You should notice an increase in acceleration provided you have extra grip to cope with this. The car should be able to change direction and go round corners faster and the tyres last longer (less wear). However to get all the advantage of this extra weight reduction you will have to change your cars setup. The weight of the car has been reduced by 10% so the springs should be reduced, likewise the damping. I have not adjusted these parts yet but when I do I'll write an update to keep you all informed.

Good luck and I'll hopefully see you all in March 2010

Regards, George Haining