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R/C CAR

THE RADIO CONTROL CAR MAGAZINE

WPS 34486

OCTOBER 2000

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Nitro Sedan Assault!



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75 Hot Bolt-Ons!

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Here's The Team Associated RC10GT Lineup For 2000... A GT For every racer, from Novice to Factory Pro!

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All Team Associated RC10GT's feature fully adjustable caster, camber, and toe-in, fully adjustable oil-filled shocks, and our race-proven Stealth differential with 2.60:1 final drive ratio to handle the power of today's nitro engines.

The new, updated RC10GT Team kits feature one-piece racing wheels, Pro-Line F-150 Truck Body, MIP CVD's and a new, heavy-duty one-piece blue-anodized chassis which virtually eliminates chassis flex problems, and increases the GT's wheelbase to the maximum legal length.

The new RC10GT "Factory Team" kits also include a Factory Blue Tuned pipe and manifold, Factory Blue Titanium turnbuckles, graphite shock towers, blue screws and more... it's the full "factory ride" GT!

The RC10GT is also available in a fully-assembled Ready-To-Run version, kit #7090, complete with .15-size engine and 2-channel radio.

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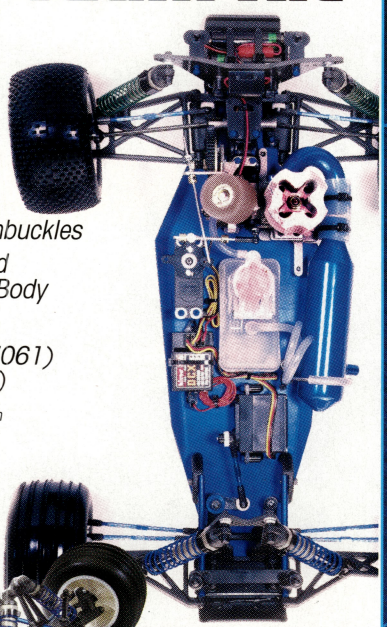
Factory Team Kit

- *New super-rigid Alloy chassis, blue anodized*
- *Factory Blue Tuned pipe and manifold*
- *Sealed ball bearings*
- *Graphite shock towers*
- *Factory Blue Titanium turnbuckles*
- *Pro-Line Racing Tires, and #3078 F150 Ford Truck Body*
- *MIP CVD's*
- *Available in Pull-start (#7061) or Non-pull Start (#7060)*



RC10GT Factory Team Kit #7060 shown with items not included in kit: .12 to .15 size engine, 2-channel radio gear and servos.



•Factory Team GT Kit:
#7061 (pull-start)
#7060 (non-pull)

FACTORY Team GT

RC10GT

For more information on the RC10GT, visit our website:
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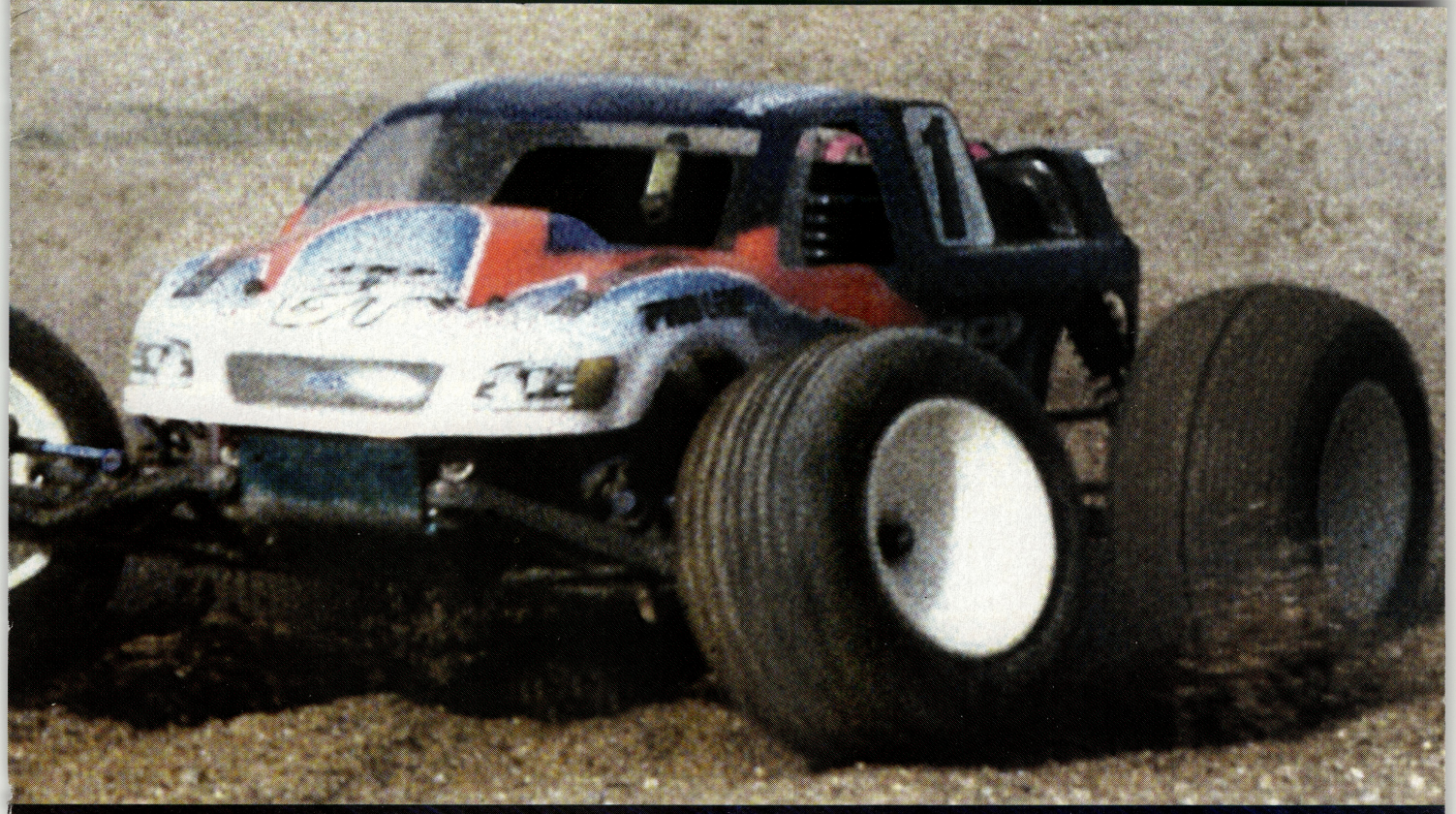

Get a REAL Associated RC10GT!

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- *Pro-Line Racing Tires, and #3078 F150 Ford Truck Body*
- *MIP CVD's*
- *Available in Pull-start (#7067) or Non-pull Start (#7068)*

RC10GT Team Kit #7068 shown with items not included in kit: .12 to .15 size engine, 2-channel radio gear and servos.



•RC10GT Team Kit: #7067 (pull start) #7068 (non-pull)

RC10GT Team KIT

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Ad#: 1071

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A surprise entry from a new contender

On the cover: On top: Kyosho Ultima RB blasts around Hot Rod's track. Under the logo: Yokomo's GT-4W straps it up at the R/C car test track. Traxxas' new Y2K Nitro Stampede and Nitro Rustler blast around a fresh construction site. All photos by John Howell. **On this page:** The Traxxas Nitro Stampede gets a little sideways at the construction site. Photo by John Howell.

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drivers' stand

Sponsorship Wake-Up Call!

by Frank Masi

Have I been asleep? Have I missed something really important? Excuse me, but when did racing R/C cars become the "quest for sponsorship"?

"Pardon me, but do you have a 22-tooth pinion I can borrow?"

"Sure," says the guy pitting next to me wearing the stained "Reedy Race of Champions" shirt as he adjusts his bank of three Turbo 35 chargers. He reaches into one of his seven cardboard gear-haulers, pulling out a hobby shops' worth of new pinions, all still factory sealed in their little plastic bags and header cards. "You're from that magazine, right? Take what you want, I can always get more."

"Uhh, thanks."

It's funny. I don't remember seeing this guy at any of the nationals. At least not in the A- or B-mains. I make it my business to watch Mr. Pinion's next qualifying heat. He doesn't even crack the top three; and this is just a weekly club race at a local track. After the heat race, he comes back to the pits mumbling something about having the wrong tires. Apparently, cardboard box number Five must have been a care-package from his tire sponsor, as it was filled to capacity with every imaginable type of tire, foam insert and wheel—all still in their packaging.

Let me confirm something you already suspect: magazine editors get lots of free stuff. The people who make this stuff want to see it in glossy print, so they will go out of their way to make sure we have everything we need and then some. However, there's a nasty little sticking point. What's that thing called again? Oh yes, ethics. I can't speak for every magazine editor, but in general we don't ask for, nor do we accept, stuff that we know we'll never use or stuff we know will never make it into the magazine. Why is this? It's that "ethics" issue; companies provide products to magazines, and to sponsored racers, in exchange for publicity. Whether this entails a two-page color spread or a prominently placed decal on a winning car, they expect a return. But I wonder how many sponsored drivers understand this, and how many sponsoring companies realize exactly to whom they are sending their valuable goods.

There's a guy I know; he's a nice kid, but he's not the most gifted or devoted person in the world when it comes to driving or wrenching. He's a perpetual mid-packer at club races and a D-Main finisher at bigger races. The thing is, this guy must be the greatest salesman on the planet, because he has more sponsors than Jeff Gordon. If there were a sponsor for body clips or 4-40 screws, this guy would have them. When we race together, all this guy talks about is all the new goodies that are coming his way, courtesy of this or that new sponsor. Forget the fact that his car is a full lap off the TQ pace, or that the drivers who beat him each weekend wouldn't even dream of calling a company for sponsorship. Not at their level. That just wouldn't be right.

Unfortunately, my friend is not alone in his quest for free stuff. There are dozens, perhaps hundreds like him (shudder) at tracks throughout the country. Can you blame these people for trying to have the best equipment without having to pay for it? Only partially. It has been my experience that most of these "promising" superstars of tomorrow honestly feel they deserve the support. They must be right, because my sponsor-laden friend is always assigning blame for his mediocre performances on the fact that he hasn't yet received the latest shipments of new ball-ends and setscrews from his sponsors. But the majority of blame for the creation of a sponsor-hungry generation of racers must go to the companies themselves. If you are the owner or team manager for a company, my advice to you is this: the only racers who deserve your full support are those who can make the A-Main at a national event. And if you still insist on "helping" the lower ranks, at least do some research and learn more about prospective drivers before you send the goods. You'd be surprised at how much of your "support" gets spread around the pits.

And if you have any further questions, I'll be up at the hobby shop buying a new pinion gear. Actually, I did finish second the other night at the annual Back-Bacon Blowout race...let's see, what was that phone number again? ◆



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EDITOR
FRANK MASI

ASSOCIATE EDITOR
JOHN "DOOGIE" HOWELL

CONTRIBUTING EDITOR
LITO REYES

DESIGN & ILLUSTRATION
ALMA MARTÍNEZ

ARTISTS
MONICA DURAN
JACKIE CLEVELAND
BETH BOWMAN RIDGWAY
MATT RAE

PHOTO ARTIST
PAT CARRIGAN

COPY EDITOR
JIM ALGAR

PRODUCTION COORDINATOR
KAY DEICKEN

ADVERTISING

EXECUTIVE ADVERTISING DIRECTOR
MARK THOMAS

ADVERTISING MANAGER
BRIAN ROBERTS

ADVERTISING SALES
MARY COPELAND

AD PRODUCTION MANAGER
PEGGY REID

ACCOUNT ADMINISTRATOR
ZAHAVA SEGAL

HI-TORQUE PUBLICATIONS

PRESIDENT & PUBLISHER
ROLAND HINZ

ASSOCIATE PUBLISHER
LILA HINZ

ASSISTANT TO PRESIDENT
CASSANDRA MITTELBERG

ASSISTANT TO PRESIDENT
KATHARINE McCOY

CIRCULATION DIRECTOR
JEFF SHOOP

ADVERTISING & GENERAL OFFICES
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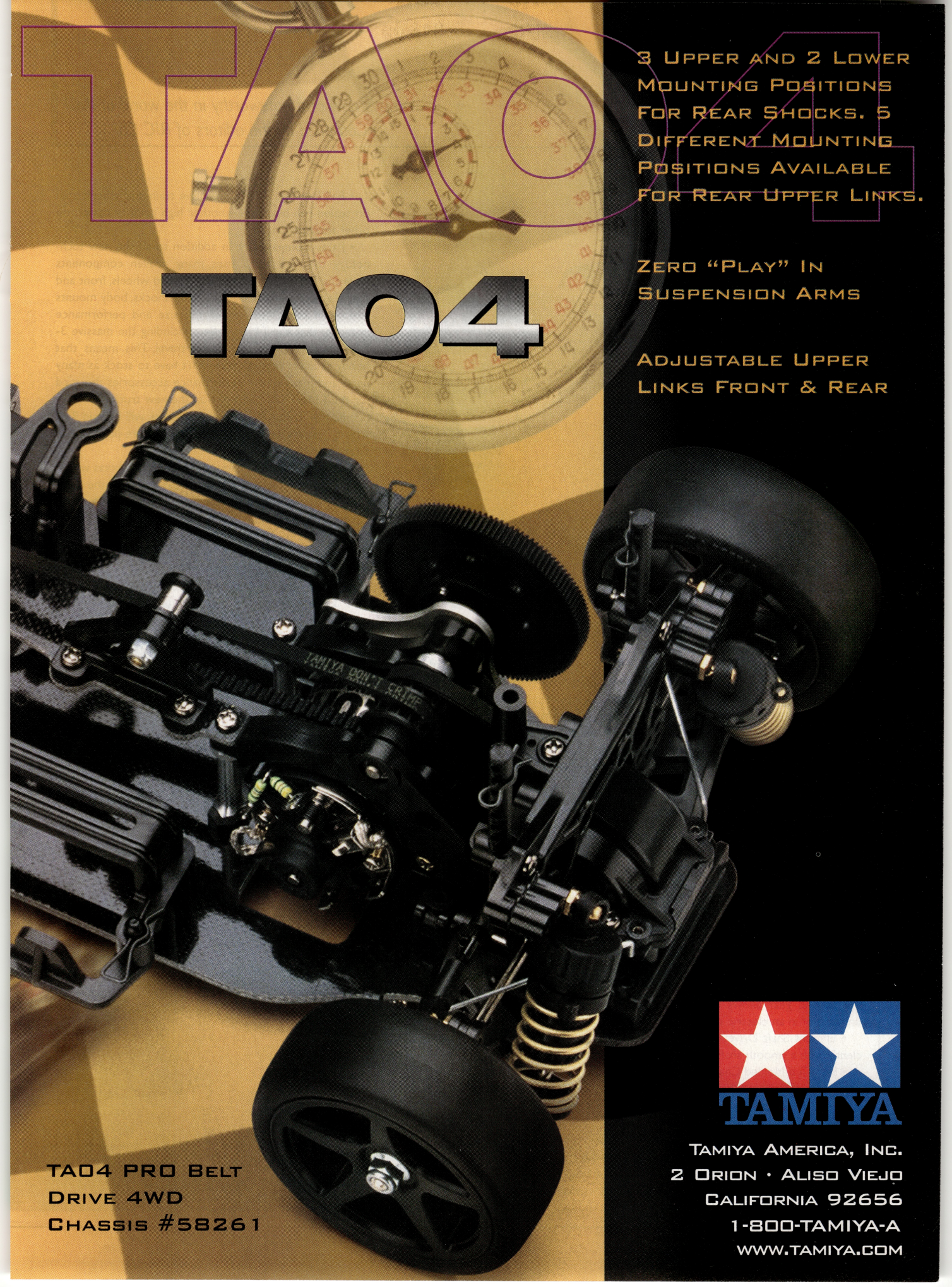
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news flash!

What's new and noteworthy in the world of R/C!
Compiled by the editors of R/C Car





SNEAK PEEK! TRAXXAS' NEW ELECTRIC T-MAXX!

Wow!—this is unbelievable! Traxxas is going to produce an electric version of their highly-popular T-Maxx. Codenamed "E-Maxx" (at least by us so far), the new truck will feature a completely innovative drive system—one never seen in an R/C application thus far! As you can see from the above picture, the "E-Maxx" will be based on the nitro version (many parts carry over). Here's a list of features that separates it from its nitro kin…

• Dual-Motor Drive System: The all new, ultra-efficient electric dual-motor drivetrain features a sealed gearbox to protect the gears from the elements.

• Electronic Speed Control (ESC): A completely new design, high-power, forward and reverse ESC will be included. This is an expensive and high-priority option on all other electric monster trucks.

• High-Voltage Power System: Traxxas' new 12-cell high-voltage power system (can also handle up to 14 cells!) incorporates specially wound motors and a super-efficient speed control for increased power and substantially reduced current draw. The result is cooler running motors and batteries and greatly increased run times.

• Two-Speed transmission: Traxxas engineering innovation continues by designing the first electric vehicle to feature a two-speed transmission and reverse capability! The first gear provides tire-shredding, wheelie-popping torque for hill climbing, jumping and launching off the line with authority, while the second gear allows the truck to blast by the competition at speeds unheard of in an electric truck this size.

• Efficient Shaft Drive 4WD: Power is transferred to all four wheels efficiently with a smooth shaft drive system that's absolutely bulletproof.

• Semi-Tub Molded Chassis: The truck features a new, extra tough, molded composite chassis with battery cutouts to lower the center of gravity when using side-by-side racing-style battery packs. The battery holders accept both stick packs and saddle packs as well.

• New Painted ProGraphix Body: The truck will include its own newly designed crew cab body. This new body features many molded-in details and is designed to fit over the chassis like a glove. The truck will also arrive with one of the patent-pending ProGraphix six-color custom painted bodies and will also be professionally trimmed for quick and easy installation.

• Ball Bearings: The entire drive train and wheels spin on sealed ball bearings—another high priority option on other monster trucks.

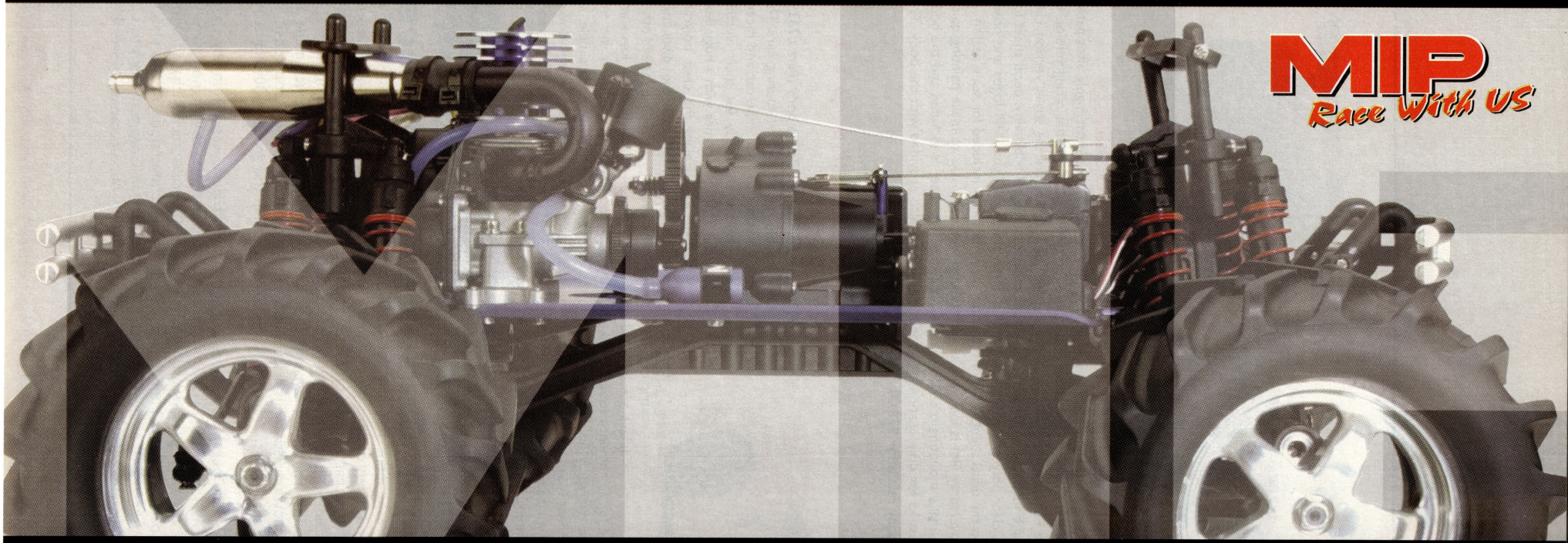
• Parts Compatibility: In addition to all the new technology, the new truck uses many proven components from the T-Maxx, including the tires and wheels, front and rear suspension arms, eight oil-filled shocks, body mounts and much more. You get all the size and performance potential that the T-Maxx offers including the massive 3-1/2 inches of plush suspension travel. This means that hobby retailers (and racers) won't have to stock as many parts and many of the performance accessories designed for the T-Maxx will bolt right on the new truck.

• Ready-To-Run (RTR): This new truck will be sold RTR with a Traxxas TQ radio system and a pre-painted Pro Graphix body.

As we said before—Wow! An insider at Traxxas whom we've known for years told us that it is one of the most amazing trucks he's ever seen in the R/C world! We wish we could tell you more about the truck, but there are a few "top-secret" features that Traxxas isn't quite ready to divulge just yet. Stay tuned though—as soon as we get more info on this highly sought-after monster, we'll keep you up to speed! For more information, contact Traxxas at 1210 Shiloh Rd., #120, Dallas, TX 75228 • (972) 613-3300; (972) 613-3599 fax.







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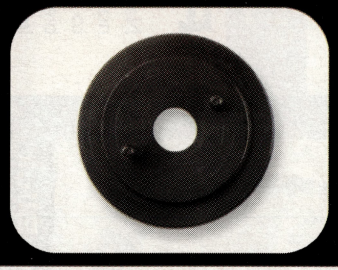

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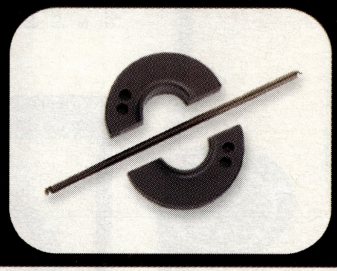

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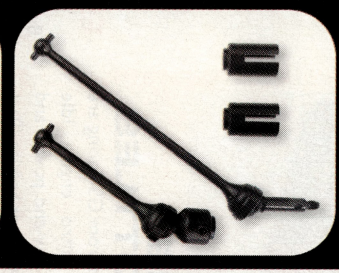

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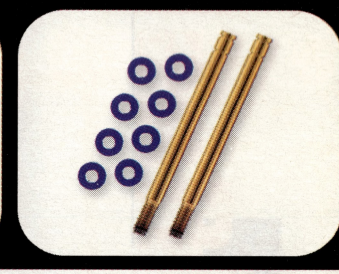

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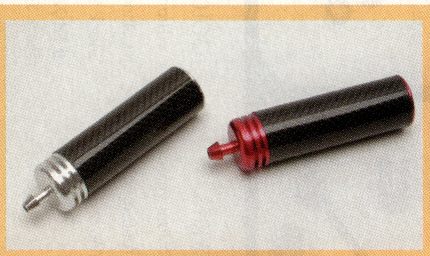
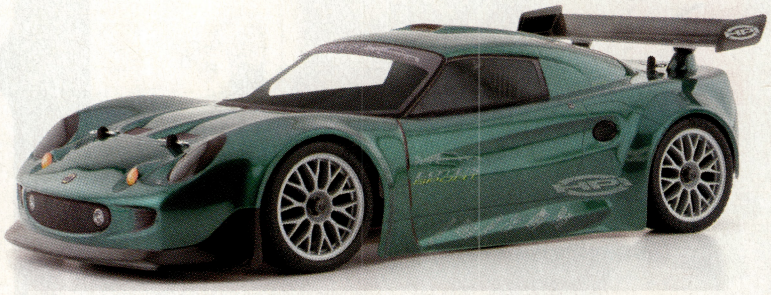


GS RACING BOOST BOTTLES

These new boost bottles from GS Racing are designed to help your nitro engine idle smoother, produce better low-end power, and burn cleaner. In addition, the boost bottles (Part #GSV00510) provide better "instantaneous" throttle response. The boost bottles fit any nitro engine, and retail for a low price of only $8.99. For more information, Contact GS Racing at 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • (626) 445-6036; (626) 445-6084 fax.



200mm Lotus Sport Elise Body

Now available from HPI Racing is a wide (200mm) version of the most highly anticipated British sports car in years—the Lotus Sport Elise (part #7433)! This is the racing version of the awesome Elise car; headlight decals are also included to simulate the street version. Like all HPI Racing bodies, the Lotus Sport Elise body includes a huge flexible vinyl decal sheet for detailing the clear polycarbonate shell. Window lines, grilles, tail lights, HPI logos and other details are on the decal sheet. A set of the Lotus racing decals is included for scale realism. A convenient overspray film is included, as well as vinyl window masks to make painting quick and easy! To make mounting the body simple, an instruction sheet is included and the body has dimple marks for drill locations. A large racing wing is also provided with the body. The Lotus Elise body retails for $24.00.



190mm Porsche 911 Turbo Body

HPI's new Porsche 911 Turbo body (Part #7335) is now available for all narrow touring cars. The 911 Turbo is Porsche's top-end supercar, and racers have been demanding this body for their electric cars! The Porsche 911 Turbo comes with a huge flexible vinyl decal sheet for detailing the clear polycarbonate shell. Window lines, headlights, the distinctive triple grilles of the Turbo model, tail lights, HPI logos and other details are included on the decal sheet—official Porsche logos are also included for an authentic look. To make painting quick and easy, vinyl window masks and a convenient overspray film are standard features. To make mounting the body simple, an instruction sheet is included and the body has dimple marks for drill locations. A high-downforce racing wing and realistic spoiler are also included. $24.00. HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 fax.



24mm Racing Slick Belted Tire (35R)

Now available from HPI Racing is a new tire based on their extremely popular racing slick belted 24mm tires. The new 35R compound tire (part #4754) is designed for racing in very hot weather. The new tire retails for $15.00 (per pair). HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 fax.

late breaking!

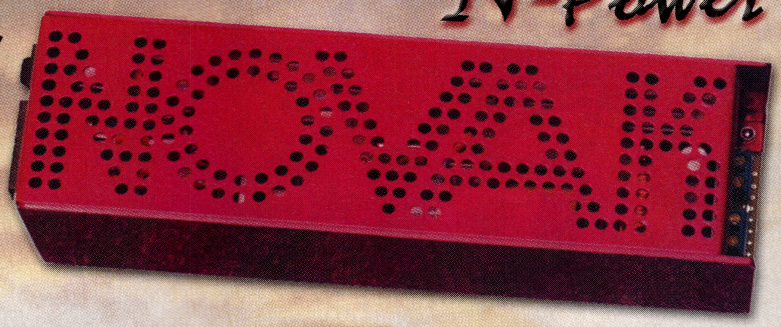
ROAR Gas Nats Winners

Our correspondent has just returned from the 2000 ROAR Off-Road Gas Nationals with news of our new champions. In the 1/10-scale gas truck class, perennial champion Richard Saxton and his Associated RC10GT have once again proven to be the class of the field, winning from pole-to-pole in a convincing manner. The big news comes from the Losi camp; their brand-new Triple-X NT truck made an impressive showing, with team drivers Todd Hodge qualifying in the second position for the A-main and Matt Francis finishing third overall in the gruelling 30-minute A-main.

In the 1/8-scale buggy class, the Dirtinator proved that he can win in any class. Team Trinity/Losi/Kyosho's Brian Kinwald took the overall win using a new Kyosho MP-7.5 (see our sneak peek in last month's issue). In 1/8-scale truck, Richard Saxton was unstoppable with his Thunder Tiger "EB-4T" truck conversion. We also understand that Richard used a new Megatech .21 to take the win. Congratulations to our new national champions, and look for full coverage in our upcoming November issue.

Feel the Power

N-Power



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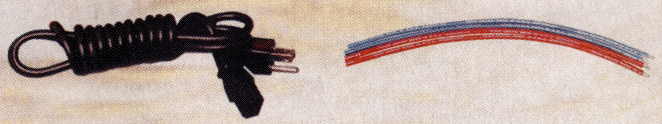

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Nitro Rustler

Nitro Sport

Now Includes ProGraphix™ Painted Bodies!

Traxxas exclusive ProGraphix™ paint process (patent pending) gives you a beautiful, professional quality painted body in up to 6 colors.* Choose from 4 different color schemes. There's no painting required and no extra cost!

Hot 6-Color!

Nitro Stampede

Nitro Rustler

car action CAR of the year

Nitro 4-TEC

*See package or our website for details. T-MAXX does not include painted body.

The #1 selling radio controlled hobby models in the U.S.A. for 3-years running.

It's no wonder that Traxxas sells more cars and trucks than anyone else. Everything on a Traxxas model, including the engine and radio system is designed and manufactured by Traxxas. From the ground up, It's all engineered to work together for incredible speed, performance and dependability. And down the road, Traxxas is there with service and support you simply won't find anywhere else. Everything is covered by the same warranty, service, and parts support from ONE manufacturer. Whether it's a question about an engine, a radio, or performance upgrades, 1-888-TRAXXAS is your toll-free link to fast, friendly solutions. Traxxas puts the fun into Ready-To-Run. It's the right choice made by R/C enthusiasts everyday. The original, the leader, TRAXXAS.

PERFORMANCE
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TOLL-FREE TECHNICAL SUPPORT

New Extended Service Hours Call Until 9:00 PM Central Time



T-MAXX Nitro with Reverse

Recognized as The Best!

Traxxas innovation has been recognized time and again as the best in the business. Our ready-to-runs are the only ones with the quality, and performance impressive enough to receive coveted ***"Car of the Year" and "Truck of the Year" awards by R/C Car Action Magazine.***



How does Traxxas Innovation affect you? The Traxxas Nitro Hawk was the first ready-to-run Nitro Truck and it was an instant hit when introduced way back in 1992. Today, Traxxas Nitro is more fun than ever with 50+ MPH speed, push-button electric starting, transmissions with reverse and two-speeds, more powerful engines, factory preset fuel mixtures, Traxxas Top Fuel, and sophisticated computer-aided engineering. Plus they're even more affordable in 2000! The trusty Nitro Hawk is now a collectors item, but we still stock replacement parts for it. That's just one more example of our commitment to your satisfaction.

We Protect Your Investment



Let's face it. Our models scream to be driven hard and fast. Eventually something is going to break or wear out. ***Since everything on a Traxxas model, including the engine and radio system, is designed and manufactured by Traxxas,*** we can offer the best warranty coverage available. There's a two-year standard warranty on the engine, plus limited lifetime warranties on the engine and electronics. The Traxxas toll-free technical support line provides fast, friendly, solutions, plus access to our complete replacement parts inventory, and full service repair facility. We've even extended our service hours to 9pm central time to better serve west coast customers. After-hours E-mail technical support is also available at support@traxxas.com.

1-888-TRAXXAS

Traxxas Corp.12150 Shiloh Rd. Dallas, TX 75228 Ph. 972-613-3300. Traxxas U.K., P.O. Box 1128, Winterbourne, Bristol BS17-2SH, England. Ph. 44-117-956-1002 Fax 44-117-956-1121.
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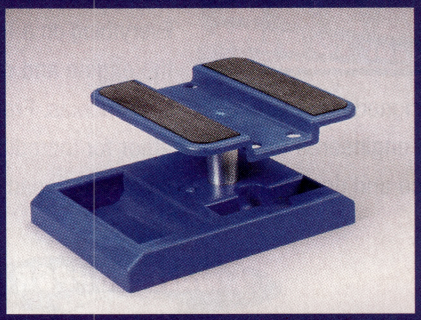
news flash!

NEW HOT BODIES 190mm DODGE STRATUS

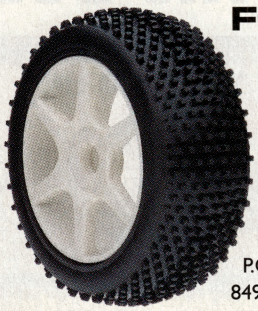
The long awaited Hot Bodies' Dodge Stratus has finally arrived. Hot Bodies new Stratus is designed to fit all popular 2- and 4-wheel drive 190 mm sedan chassis. They've captured all the detail of this super-stylish Dodge, right down to the door handles and body side trim. Included is a complete window mask set to ease the painting chores, and a fully functional rear elevated wing with add-on side dams. Also included is their exclusive pre-cut photo-realistic detail decals. These are among the most realistic decals found anywhere. These are exact images of the actual headlights, tail-lights, etc., and best of all there's no more cutting—just "peel and stick." It's that simple. The Stratus body (part #10715) retails for only $23.00. Stay tuned, a 200mm version (part #10716) is on its way for all you nitro racers out there too! For more information, contact Hot Bodies at 308 Serrano Trail, Browns Mills, NJ 08015 • (609) 893-7716; (609) 893-2639 fax.





Take a Stand!

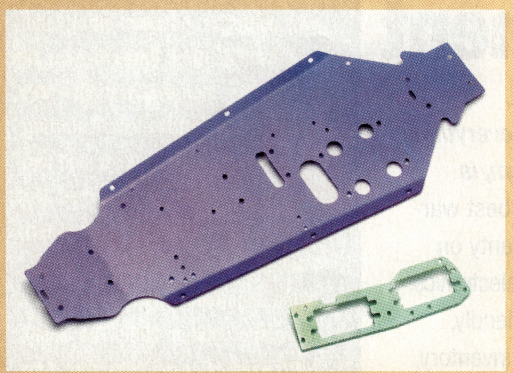
What do use as a stand when you work on your car or truck? A piece of 2x4 lumber? The box that your charger came in? We've actually seen people use other cars as car stands! It's time to get professional, and DuraTrax has the answer with its new Pit Tech Deluxe car stand. The stand features a sturdy base with a swiveling upper plate that lets you pivot the car for easy access. Rubber pads on the upper plate ensure that your car will stay put, and a channel in the plate makes the Pit Tech Deluxe the first stand that has been designed to fit modern off-road cars and trucks that have raised chassis sides. In addition, an extra-large tray in the stand's base provides great storage for small hardware and other easy-to-lose parts. The Pit Tech Deluxe can be easily disassembled for storage, and carries a retail price of just $13.99. For more information, contact DuraTrax, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; (217) 398-0008 fax.



Fight crime while you drive...

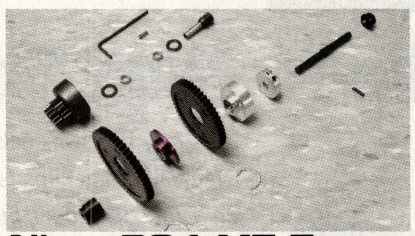
New from Pro-Line is their latest release for 1/8-scale off-road buggies, the Crime Fighter. No, you won't be dishing out justice to felons, but you will get good traction on most hard-packed to blue-grooved track conditions. The Crime Fighters fit any 3.2 to 3.4 inch wheels (front or rear) and are available in Pro-Line's exclusive XTR (part no. 9014) or softer M2 (9014M2) rubber compounds. Foam inserts are included with each pair of tires for added support. Retail price is $19.95. Contact Pro-Line, P.O. Box 456, Beaumont, CA 92223 • phone (909) 849-9781; (909) 849-2968 fax.

MAKE YOUR MP-6 HARDCORE



New from Hardcore Racing are these titanium chassis upgrade parts for the Kyosho MP-6 off-road buggy. The new chassis features increased rigidity with enough flexibility to provide stable, high speed straightaway performance. It will not bend, tweak or crack under hard-use conditions, it's lighter in weight than the stock aluminum chassis, all the holes are completely countersunk, an increased opening for the flywheel allows for easier access, and proper front nose degree kick-up is incorporated. The Ti chassis uses all the standard hole patterns for the MP-6 as well as the MP-5. The new chassis (part #HRC-00400) retails for $165.00.

The upper titanium servo tray provides unique positioning for the steering and throttle servo to gain superior rigidity with a low center of gravity. It will not flex under extreme steering output, it fits all standard size servos, and is 2.0mm thick. The servo tray (part #HCR-00401) retails for $45.00. For more information, contact Hardcore Racing at 4525 E. Industrial St., Unit 4R, Simi Valley, CA 93063 • (805) 579-9650; (805) 579-9651 fax.



Nitro RS4 MT Two-Speed Transmission

HPI Racing is proud to introduce a new Two-speed transmission for their Nitro RS4 MT (part #A912). This new option part will let Nitro MT owners get higher speeds than they have ever seen from their trucks! The two-speed transmission features HPI's heavy duty first gear hub for durability, and the gears are easy to replace. A complete set of instructions is included, with a list of spare parts and replacements. According to HPI, like all their two-speed transmissions kits, this is not recommended for off-road use. The complete kit retails for $90.00.

THUNDER DESIGNS

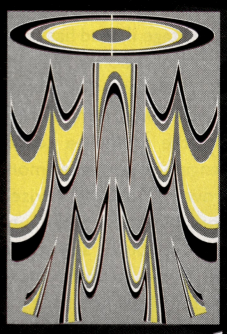
PRO CONCEPT

Thanks to Team Orion you can have a super fast car that looks totally awesome, inside and out! Through the use of exotic pearls, heavy metalics, ultra bright fluorescents and crisp clean paint lines Thunder is able to bring you bodies that make your car look like the pro's! As a matter of fact the reason the top pro driver's paint jobs look so good is because Thunder paints them. You may not be as fast as the pro's but that doesn't mean you can't look like one!

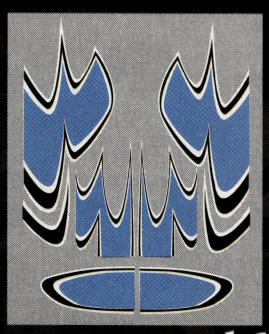
Our revolutionary new graphic decal sets let you paint your own bodies in a matter of minutes. You just stick them on (from the inside of the body) and paint! Painting has never been this fast, fun and easy. The results you get are awesome. Our graphic decal sets come in a wide variety of colors & designs and they fit almost any car or truck body!



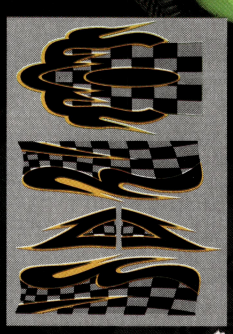
each decal set is available in four different color combinations



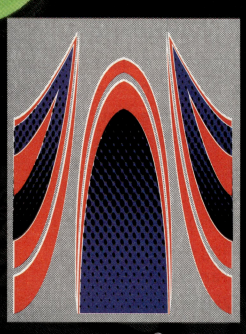
Light Speed



Speed Streaks



Main Event



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ALL NEW!! ADDRESS, PHONE, FAX and WEB DESIGN

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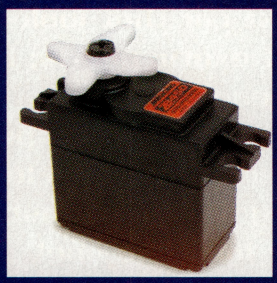
news flash!

JR Servo Recall

JR Racing has informed us that some of its DS8417 and Z8450 servos may have an inconsistency with the manufacturing tolerances of the motor used in this servo.



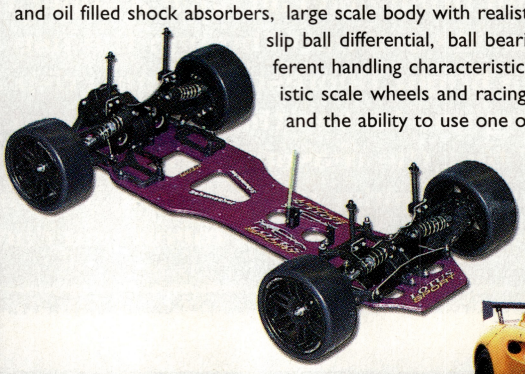
JR wants every DS8417 and Z8450 user to have absolute confidence in their servo. The JR/Horizon Service Center suggests that all DS8417 and Z8450 users send their servo in for a free motor upgrade. JR/Horizon will begin upgrading these servos with the new updated motor starting July 3rd, 2000. To receive your free motor upgrade, please send your DS 8417 or Z8450 to:

Horizon Service Center
Attn.: JR 8417/8450 Motor Upgrade
4105 Fieldstone Road
Champaign, IL 61822

Please be sure to include your name and return shipping address. Direct any questions to JR's toll free service line (877) 504-0233 or e-mail them at *productsupport@horizonhobby.com.*

SCHUMACHER TEAMS WITH LOTUS!

Through a joint venture with Lotus, Schumacher will soon be releasing an all-new 1/6-scale "Big 6" Lotus Sport Elise. It comes with a large scale body with authentic Lotus decals. The Big 6 (part #K023C) retails in the USA with a list price of $239.99. Check out its extensive feature list on this Schumacher-designed car—fully independent suspension, purple alloy chassis, coil springs and oil filled shock absorbers, large scale body with realistic decals and window masks, limited slip ball differential, ball bearings, fully tunable suspension for different handling characteristics, heavy duty driveshaft design, realistic scale wheels and racing slick tires, low inertia transmission, and the ability to use one or two nicad packs.



Length: 660mm
Width: 330mm
Wheelbase: 400mm



For more information, contact Schumacher USA at 6302 Benjamin Rd., Ste. 404, Tampa, FL 33634 • (813) 889-9691; (813) 889-9593 fax.

A visionary way to charge



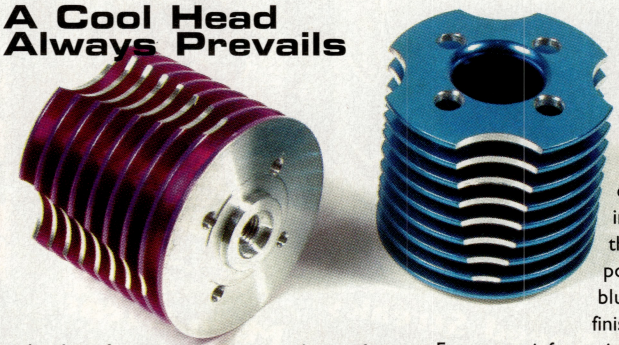
Tired of that old timer-charger or those dangerous and less than adequate charge cables? Don't want to spend a fortune on a state-of-the-art racing charger with more features than you'll ever use? Dynamite has the answer with its Vision Peak charger. The Vision has sophisticated IC circuitry that lets you monitor the charge status of any six- or seven-cell battery pack using a series of five LED indicator lights—you'll always know how long until your pack is fully charged! The Vision has Dynamite's Integrated Electronic Voltage System, which ensures a perfect charge every time. In addition, multiple charge rates (two or four amps) add versatility to this budget-priced charger. The Vision Peak sells for just $39.95 and comes with Dynamite's five-year warranty. Contact Dynamite for more information at 4105 Fieldstone Rd., Champaign, IL 61812 • (217) 355-9511; (217) 352-035 fax.

Cool Deal on Wheels



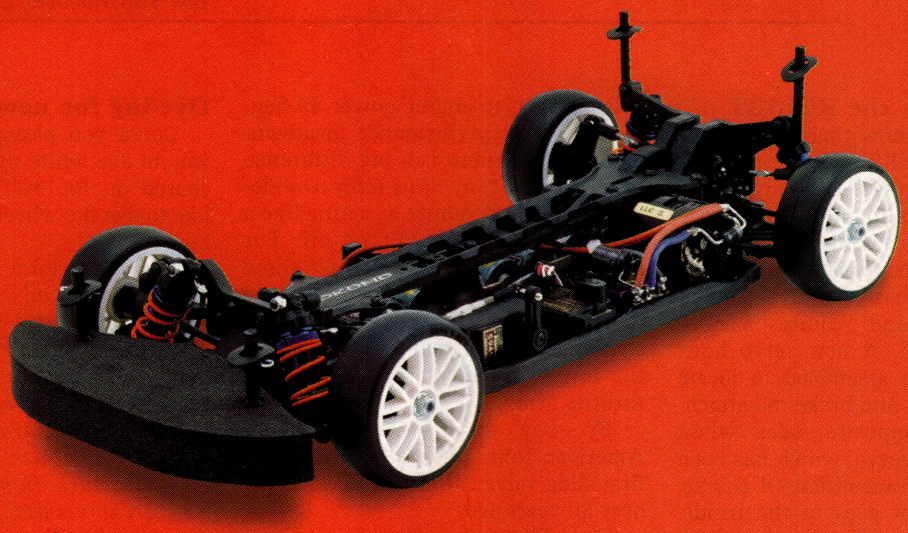
Full-size cars have trick alloy wheels, so why shouldn't R/C cars have 'em too? Hammad Ghuman introduces its all-new line of alloy wheels for 1/10-scale touring sedans and, quite frankly, we're in awe of the craftmanship that went into these hot-looking hoops. Currently, HG offers three styles of wheel: the Sebring (8402), the Carrera (no. 8401) and the Le Mans (8400, shown here), and each will fit most popular touring cars including Associated, HPI, Tamiya, MRC, Kyosho, Traxxas, CEN, OFNA, Yokomo, Schumacher, Serpent, Thunder Tiger, Megatech, Mugen Seiki and GTP. For $29.95 per pair, you too can have the coolest alloys in town! Call Hammad Ghuman at (518) 782-9255 for more information.

A Cool Head Always Prevails



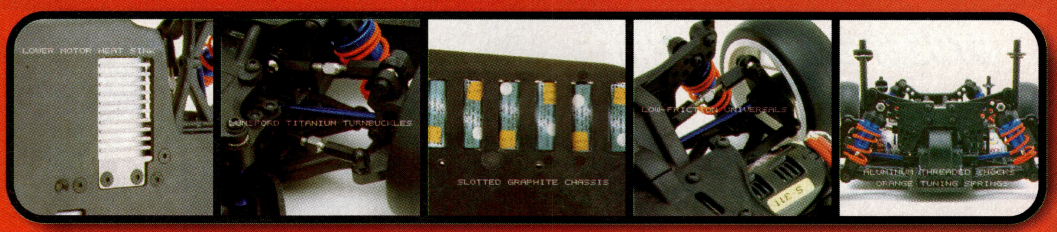
Looking for ways to improve the performance of your O.S. CV engine? Look no further than this new Stage II performance head from DuraTrax. Machined from aluminum, the Stage II head has additional cooling fins to significantly lower the operating temperature of the engine—a cooler engine can make more power—and a revised combustion area to improve burn and allow the engine to make more power. Now available in blue- or purple-anodized finish for an extra-trick look! For more information, contact DuraTrax, distributed by Great Planes Model Distributors, P.O. Box 9021, Champaign, IL 61826 • (217) 398-6300; fax (217) 398-1104 ◆

Ready To Win?



MR-4TC PRO

Experience Yokomo's latest RTW (*Ready-To-Win*) touring car kit, the MR-4TC PRO. Race-tuned for all out performance, the PRO comes with all the lightweight option parts, plus an all-new upper deck and graphite chassis for optimum chassis rigidity. Suspension components were specially selected by the Factory Team Drivers, and Yokomo Engineers have fine-tuned the drivetrain for even smoother and quieter performance. So if you're looking for that elusive race-winning package, look no further. Get the MR-4TC PRO from Yokomo.



Battery, motor and electronics not included in kit.

Congratulations to new Yokomo team driver Chris Tosolini for winning the PRO Modified Class at the 2000 Novak Midwest Touring Car Championship!

Also, congratulations to the 'Fabulous One' - Barry Baker for winning the 2000 Millenium RC Touring Car Race in Hong Kong.

YOKOMO

17951 Skypark Circle K, Irvine, CA 92614, Tel: 949.252.8663, Fax: 949.252.8657, http//:www.yokomousa.com

feedback

Send your letters to: Feedback, P.O. Box 958, Valencia, CA 91380-9058

Slide carbs & the RC10GT

You should know that actually it's very easy to install a slide-valve carburetor in the RC10GT. Basically, here's how: the trick is to turn the throttle servo one-half turn on its mounts. This provides the space for a throttle rod to the carb (which has been turned about one-half turn) and requires a new, longer brake rod. A new servo horn adapter must be assembled to locate the throttle pivot and brake rod attachment ear at opposite sides when installed on the servo, which has been reversed at the transmitter. Of course, the throttle pivot goes to the inside. Finish by repositioning the fuel inlet fitting to receive the fuel line. Turn the carburetor from normal position to allow for easier access to the low-end mixture adjustment and better alignment of the throttle rod.

From my experience racing my RC10GT on the dirt oval at Camarillo, California, I agree there's very little advantage in changing from rotary to slide valve as to engine power. In fact, it might be a performance disadvantage because there is a big difference in response. Many of us refer to slide-valve throttle response as acting like a light switch—either on or off. For most average drivers, it doesn't allow for the fine throttle positioning required for best car control and consistent lap times that is provided by the longer travel of the rotary carb throttle arm.

By way of historical interest, American John Thorpe fabricated the first slide valve carburetor in R/C use over 30 years ago.

Dean Brown
Nipomo, CA

Dean, yours is one of many letters and e-mails we received regarding the August issue's "Tech Tips" column in which we erroneously reported that it was "virtually impossible" to install a slide carb into the GT. Yes, it can be done, and yes, we goofed!

Dye-ing for new wheels

Could you please tell me the best way to dye white nylon wheels. I purchased an RC10GT RTR and would like to dye the wheels, but I'm not sure how.

Ron McCormick
[via *rc-car.com*]

Ron, new and exciting colors are only as far away as your local supermarket! Most fabric dyes will work quite well on natural or white molded-nylon wheels such as those on your RTR GT truck. In particular, we have had great results using RIT fabric dye. Simply fill a pan with water and bring it to a boil. Turn off the heat, add the dye and you're ready. The longer you leave the wheels in the dye, the darker the color. You can also get really trick and dye the wheel in two or more colors! As a result of being boiled, you'll find that your nylon wheels will be more elastic and less likely to crack.



One-run wonder

Why is it that I always break something on every run? I have broken a body mount, stripped a spur gear, lost a spur gear screw, and stripped a shock cap, all in three days. What should I do. And great mag, keep up the good work. Thanks!

Brian

[via *rc-car.com*]

Here's our advice, in order of your problems. 1) You crash, stuff breaks. This applies to real cars, too! 2) By your e-mail address, we figured out that you have an RC10GT gas truck. Use threadlock on all the metal-to-metal screw connections. Gas vehicles vibrate, screws back out and fall off. Very common. 3) Sometimes it's easy to strip those molded plastic shock caps. Just be careful next time and be thankful that they are very cheap to replace. Better luck in the future!

If it ain't broke...

I recently bought a Losi Double-XT 'CR' from of a guy I know. He had it set for modified. What the heck do they mean when they say your truck is set for modified? I race it with a stock motor. It still runs fast but they keep on telling me my truck is set for mod. How do I change it?

Ben

[via *rc-car.com*]

It is true that one might set his car or truck differently for modified-motor racing versus stock. In general, the suspension may be set to provide more steering when using the mod motor, as these motors do not have the built-in braking of a stock one, and will not slow the vehicle enough to take tight turns (unless the brake is physically applied, which is an advanced driving technique). In some cases, a vehicle might be set to have more rear traction to cope with the added power of a modified motor. But to be honest, if you are happy with your truck's handling the way it is, don't worry about it being set for "modified." There really are no particular setups for either class of racing. ◆



Don't be a spectator! ***R/C Car*** *is your magazine, so get involved. Send your letters, comments and questions to the editors at Feedback, c/o* ***R/C Car*** *magazine, P.O. Box 958, Valencia, CA 91380-9058. You can also email Frank at evaone@pacbell.net and John at doog1@earthlink.net.*

SOME PEOPLE LIKE US FOR OUR BODIES...





We don't mind if you check out the sexy new bodies we've created for the Associated B3 buggy and T3 truck—people just notice a great looking body! For example, you've noticed these new ***"Speed Series"*** bodies from Deans (*and so will everybody else!*). You saw the innovative number plate on the buggy (*no more numbers on the windows!*). The realistic design of the truck, and its advanced aerodynamics got your attention (*we didn't even show you the trick tabbed spoiler!*). ***Get speed*** - get ***"Speed Series".***

deans®

7628 Jackson St., Paramount, CA 90723 (562) 634-9401 phone, (562) 634-9403 fax, deansco.earthlink.net





Running Gear:

- Traxxas Top Fuel (20%)

NITRO RUSTLER SPECS

Length.....17.25"/438mm
Wheelbase.....11.313"/287mm
Track (f/r).....12.5"/318mm/12.375"/314mm
Weight.....60 oz.

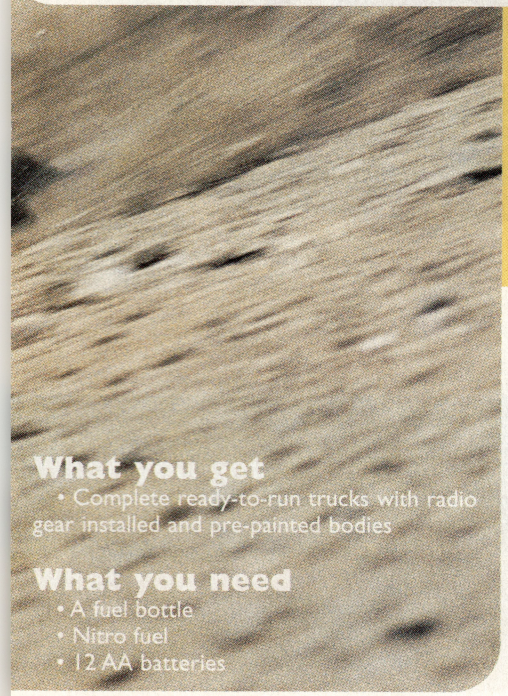
NITRO STAMPEDE SPECS

Length.....17"/432mm
Wheelbase.....10.75"/273mm
Track (f/r).....12.75"/324mm/12.75"/324mm
Weight (RTR).....83 oz.
SKILL LEVEL*.....1

PRICE
Retail: Nitro Rustler (#4410) $520/Nitro Stampede (#4110).....$535
Average street price: Nitro Rustler.$290/Nitro Stampede.....$295

Two top ready-to-runs get hopped-up!





What you get
- Complete ready-to-run trucks with radio gear installed and pre-painted bodies

What you need
- A fuel bottle
- Nitro fuel
- 12 AA batteries

TRAXXAS Y2K
NITRO RUSTLER & NITRO STAMPEDE

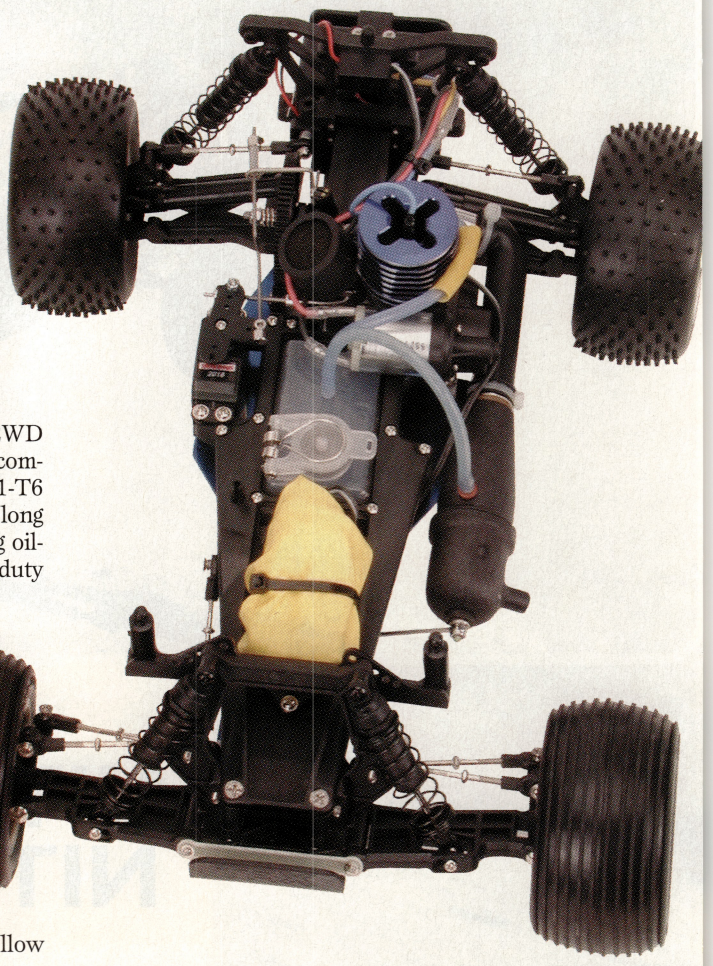
Have you noticed lately that a lot of companies in R/C are paying close attention to the ready-to-run market? It's a popular segment of the hobby that has long been ruled by one company for many years now—Traxxas. And there's good reason for their dominance—they make kick-butt products that the public wants to buy, i.e. the T-Maxx. For years Traxxas has made sure that they have produced products that have appealed to just about everyone in the hobby. Two of the most popular vehicles ever to come out of Traxxas' doors were the Nitro Rustler and the Nitro Stampede. Recently, each truck received what Traxxas refers to as a "Y2K" upgrade. Each truck now has a few extra "bonuses" in their feature list. Best of all, these new revisions/hop-ups don't end up costing you one extra cent—that's right, these new trucks cost the same as their predecessors!

Before we get into what's new on the trucks, we'll review the standard list of features each truck has for those of you that are not already familiar with either platform.

TRAXXAS Y2K **NITRO RUSTLER & NITRO STAMPEDE**







The new Nitro Rustler comes with a beautiful, multi-colored pre-painted body that's been pre-trimmed at the factory. The new bodyshells are also molded from thicker Lexan so they'll last longer.

Revamped Rustler: Traxxas has given the Nitro Rustler a Y2K update in the form of a new blue-anodized aluminum chassis, revised racing-style fuel tank (with a larger filler hole), a stronger steering servo and more.

NITRO RUSTLER

The Nitro Rustler is a 1/10-scale race-oriented, stadium style, 2WD nitro-powered truck. It comes fully assembled in ready-to-run trim, complete with Traxxas' TQ radio system installed. It features a flat 6061-T6 aluminum plate chassis, a racing-style bellcrank steering system, long front and rear suspension arms, and Traxxas' adjustable X-Tra long oil-filled plastic shocks. The 281 Nitro Magnum gearbox houses heavy-duty gears, a smooth, reliable, hardened steel planetary gear differential (the tranny is ball-bearing equipped), and externally, you'll find an adjustable slipper-clutch.

In the power department, Traxxas' Pro .15 engine, with a tuned pipe, helps propel the truck to quite respectable top speeds. Speaking of engines; to help crank the engine to life, Traxxas includes its EZ-Start system. The EZ-Start setup is quite ingenious. At the push of a button, a six-cell battery powers the system which consists of a electric motor that spins the engine to life, while a separate lead lights the glow plug.

The truck is topped off with a stylish-looking stadium racer body, while ribbed front tires and pin-spike rear tires allow the truck to get around the track or the backyard with ease.

Overall, this is an excellent truck for those interested in having a great backyard basher that can also venture out on the race tracks!



Forget Everything you Know about Radios



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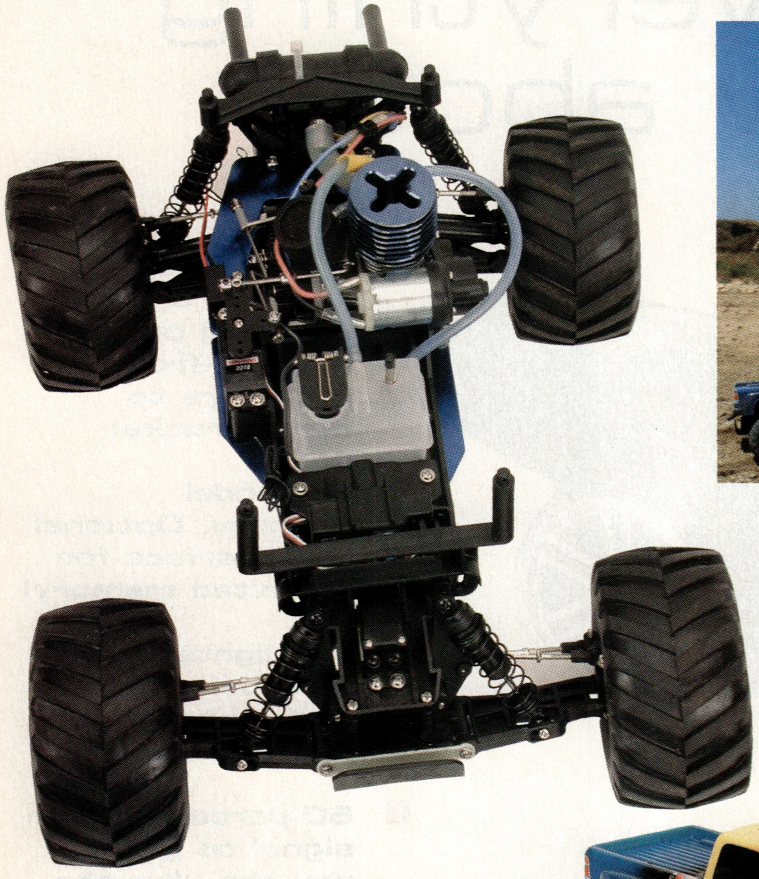
TRAXXAS Y2K **NITRO RUSTLER & NITRO STAMPEDE**

















NITRO STAMPEDE

The Nitro Stampede is a 1/10-scale nitro-powered monster-truck featuring the same Pro .15 engine, EZ-Start system, and pre-installed TQ radio system found on the Nitro Rustler. In addition, the Nitro Stampede also features long front and rear suspension arms and X-Tra long shocks all around. The Nitro Stampede also has a heavy-duty Magnum transmission equipped with ball-bearings, a rugged planetary diff gear, and a slipper clutch. That's where the similarities end, though. The rest of this beast is all monster truck! The Nitro Stampede stands tall over the Nitro Rustler thanks in part to its four-inch tall monster truck style tires. It features a two piece chassis design (a lower aluminum plate chassis is coupled with a composite upper front unit), and it is topped off with a more "monster" style body.

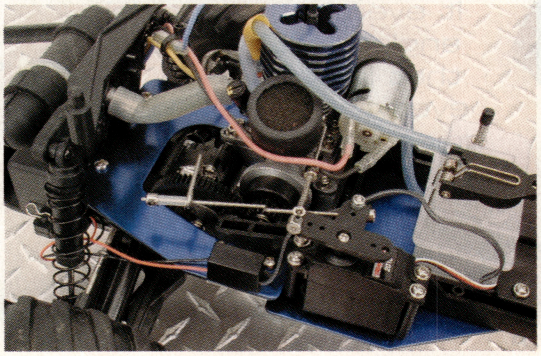
This has been one of our favorite nitro-powered monster trucks over the years. It has plenty of power and the right ride-height to get up and over just about anything!

The Nitro Stampede is powered by the same Pro .15 engine as the Nitro Rustler. Notice the dual-deck configured, blue-anodized chassis.



The Nitro Stampede also gets a swanky new pre-painted body and a new decal sheet with bolder graphics. As with the Nitro Rustler, the Stampede's body comes pre-trimmed and ready to mount.

The Nitro Stampede has also been extensively updated to include a blue-anodized chassis, stronger steering servo and a redesigned battery box that features a stronger mount for the EZ-Start input plug (this makes it easier to start the engine when the body is on).



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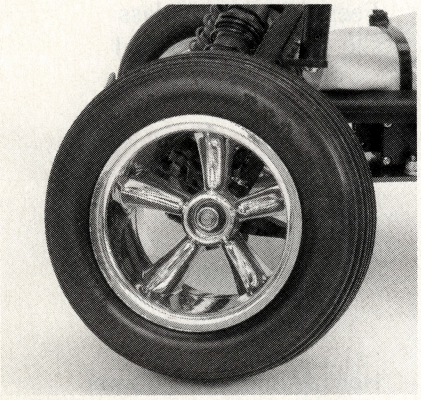
TRAXXAS Y2K **NITRO RUSTLER & NITRO STAMPEDE**

SO THEN WHAT'S NEW?

Each truck has had significant changes:

• The most obvious change made to the two truck packages is the addition of Traxxas ProGraphix multi-color bodies. The five and six-color custom painted ProGraphix bodies are available in four different paint schemes to choose from, and they come professionally trimmed and are ready to decal. Speaking of which, the new trucks each come with all-new decals and there are plenty of decal accents such as new Traxxas logos and new *www.traxxas.com* stickers.



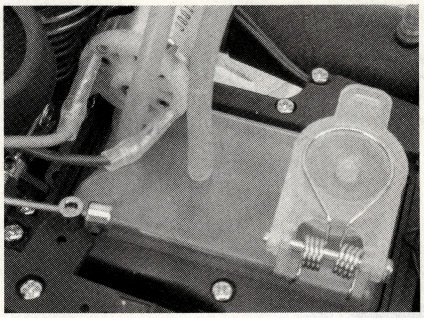
Both the Nitro Stampede and Rustler come with Traxxas' new five-spoke chrome wheels that give the trucks a bolder, more custom appearance.

In addition, the bodies are extra tough—each one is pulled from longer-lasting .040 inch thick Lexan (industry standard is .030). If that weren't enough, the applied paint is scratch-proof and fuel resistant!



Traxxas' new high-torque servo (the one found on the T-Maxx) now comes standard in both trucks.

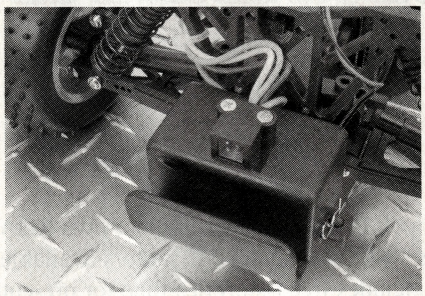
• Both the Nitro Stampede and Nitro Rustler feature Traxxas' new TRX Pro-Star five-spoke chrome wheels. The wheels are lightweight and strong and feature a smooth, mirror-like finish. The mounting surface (wheel to tire bead) is not finished in the same chrome material to ensure a proper tire/wheel bond.



The Nitro Rustler is equipped with a new and improved primer-less fuel tank. The new tank is less prone to develop an air leak over time.

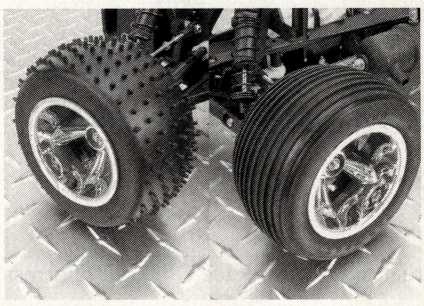
• Want a cool-looking chassis? Traxxas recognized that people are always looking for a little flash with their dash and have added a really nice blue-anodized chassis to each truck. The chassis material used is high-quality 6061-T6 aluminum.

• The Nitro Rustler (but not the Nitro Stampede) features Traxxas' new and improved fuel tank. The fuel tank has been improved by omitting the priming bulb and check valve. What this means is that there is less of a chance of the tank developing an air leak—a situation that could cause engine performance problems.



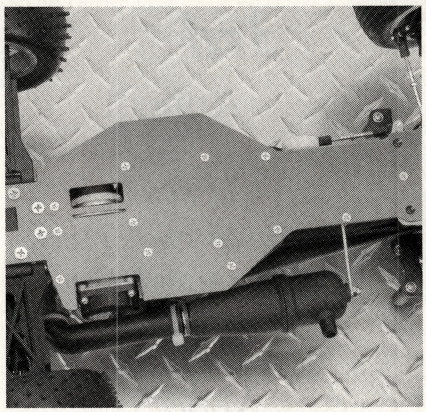
This redesigned battery box on the Nitro Rustler features a relocated and more solid EZ-Start connector mount.

• A redesigned battery box comes equipped with a solid EZ-Start connector mount. With the connector added to the battery box, it makes it easier to start the engine (more accessible).



The Nitro Rustler has been revamped with a full set of all-new Pro-Traxx tires. The new rear 4790 tires are molded from a longer-wearing compound.

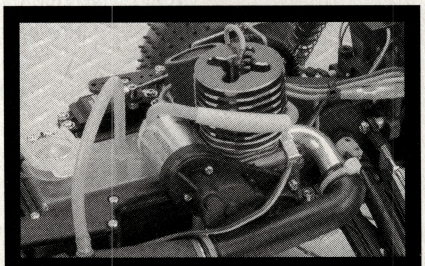
• Speaking of the EZ-Start system, Traxxas has revamped the unit. A new, high-torque motor is used to provide greater starting power, and a new 29-tooth metal idler gear provides more reliability. In addition, the EZ-Start system also includes a new wiring harness with silicone insulated wires.



Each truck is now decked-out with a blue-anodized chassis.

• Both the Nitro Rustler and Nitro Stampede now come with Traxxas' new high-torque 2055 steering servo which provides greater control and improved centering. This is the same exact servo that's included with the T-Maxx, so you know it can hold its own in either truck!

• The Nitro Rustler comes with Traxxas' new Pro-Traxx 4790 tires. The new spike-pin tires are molded from a longer-wearing compound for greater life, and the tires also feature thicker and shorter spikes that last longer than the previous kit tire.



Inside the Pro .15

• The Pro .15 is one fast engine. Its list of features is very impressive for an in-house engine. Check out what it has:

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• A high-strength channeled-beam connecting rod

• Double O-Ring seals on both high- and low-speed needles

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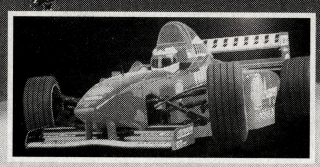

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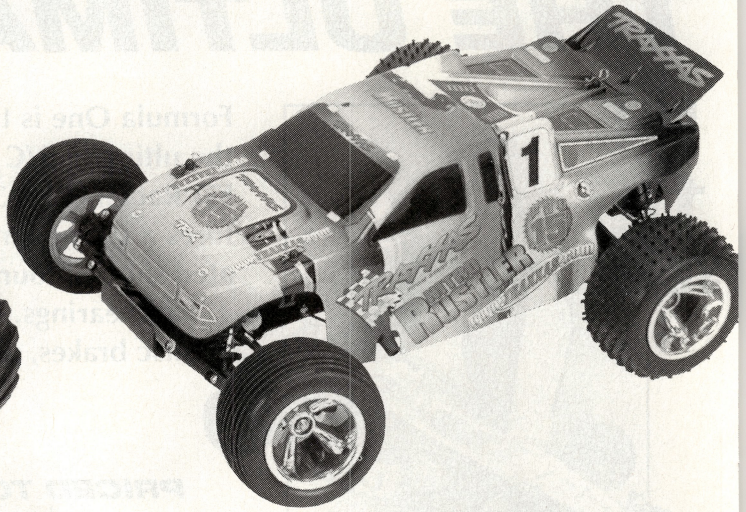

The trucks that built Traxxas: want to know which are the most popular RTR off-road trucks in the world? The Nitro Stampede and Nitro Rustler set the standard for sport-level performance, and with their new "Y2K" updates, you get more for the same money.

THE BAD

• We'd like to see the kit come with ball-bearings for the wheels too..

THE GOOD

• Both Y2K trucks are far more feature-filled than their predecessors.

• Each truck handles very well, and is extremely fast once broken-in properly.

• The new pre-painted bodies are awesome looking—we'll never want to have to paint again!

• The best yet—all these new features don't cost you an extra cent! The new Nitro Stampede and Nitro Rustler cost the same as their predecessors.

THE VERDICT

You can easily see why Traxxas holds the title of "King of the Ready-To-Run." The Nitro Rustler and Nitro Stampede are two of the top nitro-powered ready-to-run trucks in this category (with the top going to another Traxxas product, the T-Maxx). Both trucks are reliable, fast, and have proven track records. The addition of the revisions/hop-ups without raising the price made them even more attractive packages. The new multi-colored paint jobs look awesome, and the blue-anodized chassis are a nice touch. Overall, you can't go wrong with either truck. Now all that's left to decide is whether you want a racer or a monster! ◆



SOURCES

Traxxas, 12150 Shiloh Road, Dallas, TX 75228 • (972) 613-3300; fax (972) 613-3599.

Traxxas torture test!

Wow! Tire diameter and gearing really do make a difference! You would think that this pair of trucks, which are both powered by the same TRX-Pro .15 engine, would perform equally. Nothing could be further from the truth. Of the two trucks, the Nitro Rustler is the rocketship. It nearly spins its tires off the wheels from a dead stop, and doesn't seem to ever stop pulling on the top end. The Nitro Stampede—the monster truck of the duo—is nearly opposite. It has plenty of low-end grunt, which makes it perfect for climbing over stuff—hills, logs, other trucks... This is not to say that the Nitro Stampede doesn't get up to speed; it just takes longer. But, if you want to do some rock crawling and hill climbing, the Nitro Stampede is geared for it. The Nitro Rustler will climb and crawl, but it is definitely more suited for high-speed antics. There's nothing quite like skimming across the sand at 35mph to get your blood pumping!

We must also cite Traxxas' clever EZ-Start system with making this pair incredibly user-friendly. Just plug the EZ-Start into the back of the truck, press the button and the engine fires to life—all nitro R/C should be this easy. Traxxas has updated the on-board mount that holds the EZ-Start receptacle, so it's even easier to use, and you don't have to remove the either truck's body.

In total, we ran nearly a half-gallon of fuel through each truck during the combined photo-shoot and test. Both trucks performed flawlessly and ran like clocks for the entire duration. As a word of caution, the Nitro Stampede seems more sensitive to overheating than the Nitro Rustler. Maybe this is because the Rustler is always going fast! Regardless, keep an eye on engine temperature, make sure that plenty of blue smoke is coming from the exhaust, and always err on the side of a rich car setting when tuning the engine. After our experiences with the Nitro Rustler and Stampede, it comes as no surprise to us that these trucks are the best-selling RTR nitro vehicles in the world. Traxxas has made it ridiculously easy (which means fun) to get into nitro R/C!

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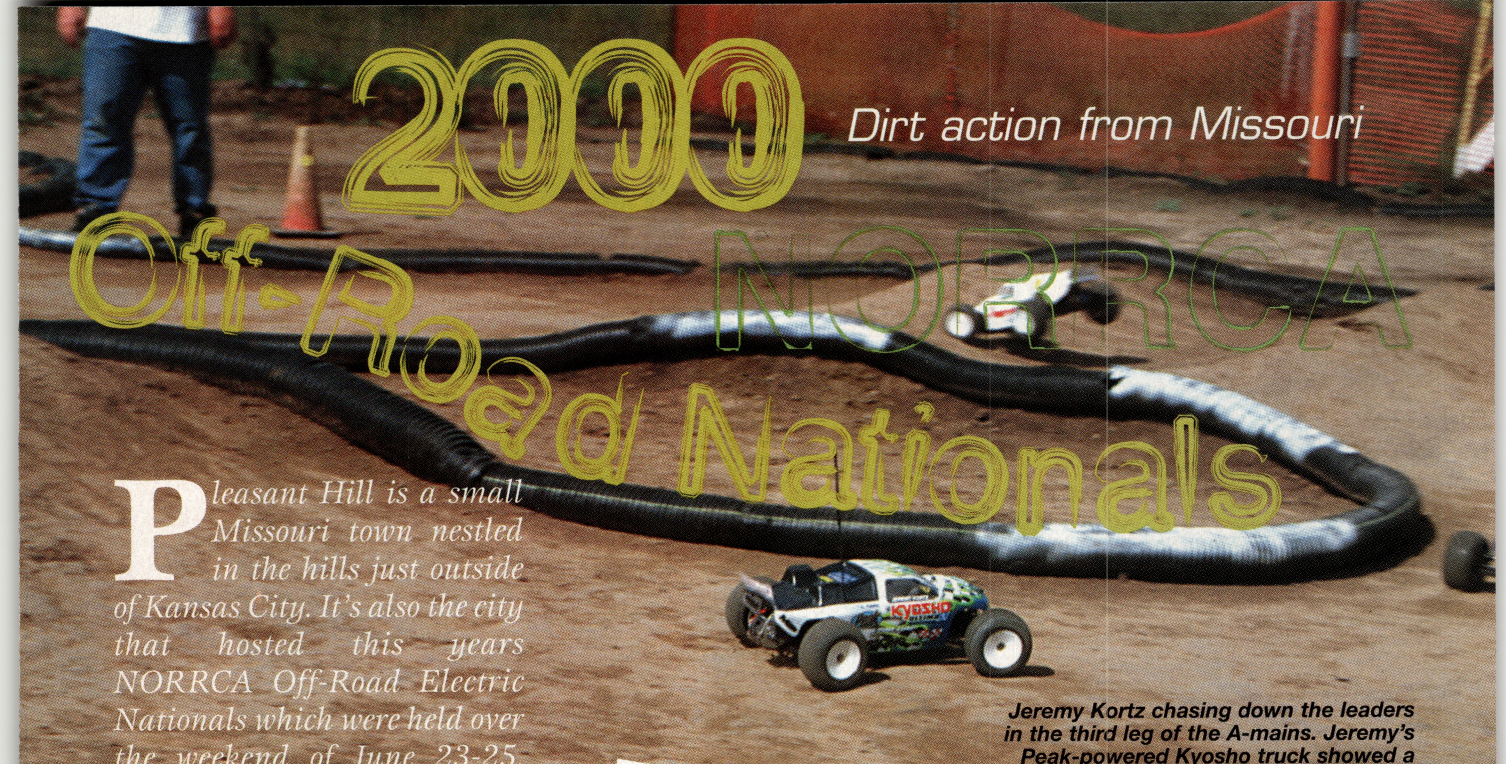
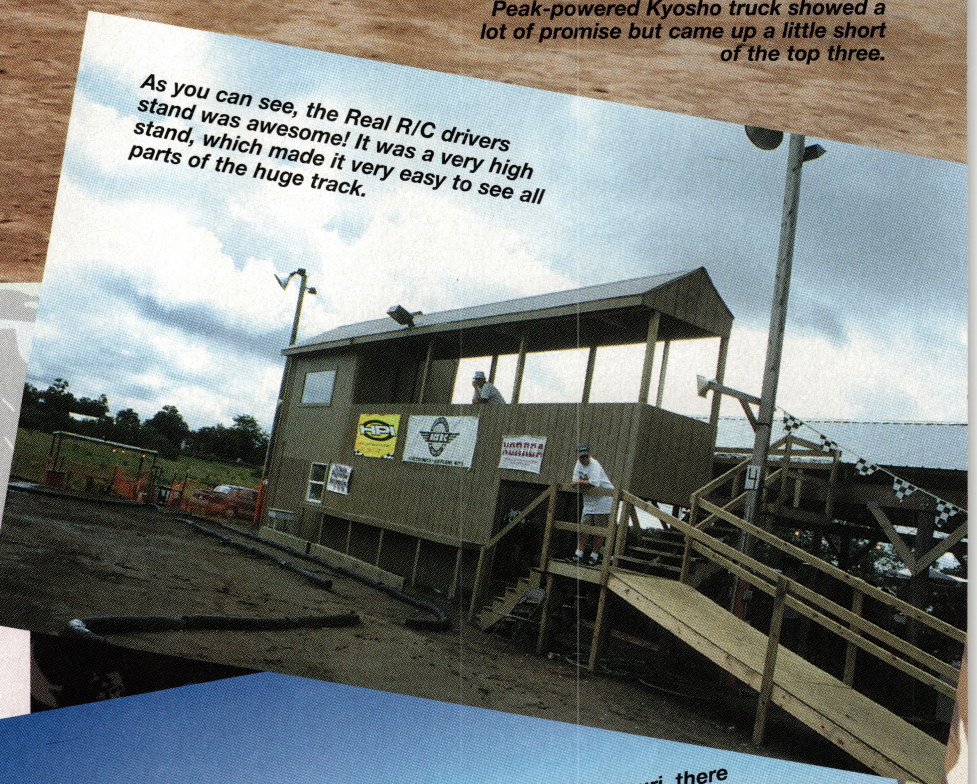
2000 NORRCA Off-Road Nationals

Dirt action from Missouri

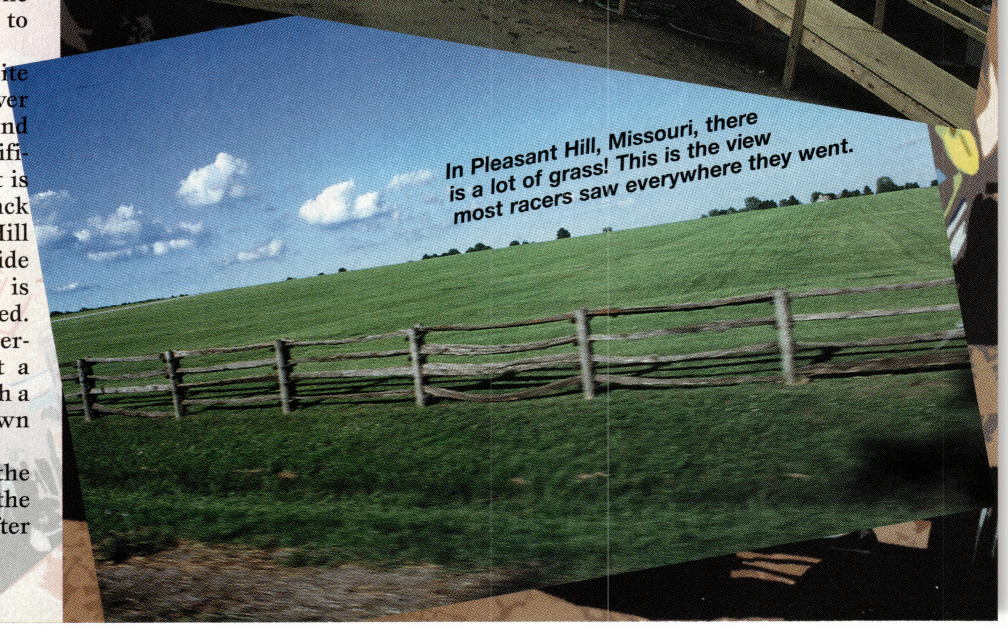
Pleasant Hill is a small Missouri town nestled in the hills just outside of Kansas City. It's also the city that hosted this years NORRCA Off-Road Electric Nationals which were held over the weekend of June 23-25, 2000. Racer's from near and far migrated to this small mid-western town of Pleasant Hill to stake claim on a illustrious NORRCA national championship.



Jeremy Kortz chasing down the leaders in the third leg of the A-mains. Jeremy's Peak-powered Kyosho truck showed a lot of promise but came up a little short of the top three.



As you can see, the Real R/C drivers stand was awesome! It was a very high stand, which made it very easy to see all parts of the huge track.



In Pleasant Hill, Missouri, there is a lot of grass! This is the view most racers saw everywhere they went.

Several leading R/C manufacturers sent team drivers to Missouri to represent their respective companies and to hopefully bring home the gold. Such drivers included Jimmy Babcock, Mark Francis and Travis Amezcua from Team Losi/Orion, Dustin Brewer and Brandon Rowland from Associated/Reedy and Jeremy Kortz, Chad Bradley and Greg Degani from Kyosho. All these drivers along with a numerous amount of others had one general goal in common which was to bring home a national title!

Real R/C Raceway was the site where all the action took place over this racing weekend. Steve Hale and family own and operate this magnificent facility which believe it or not is literally located in the families back yard. Off Highway 58 in Pleasant Hill is where Steve and his family reside and directly behind their house is where the Real R/C Track is located. The giant outdoor track was in perfect shape prior to the event but a sudden storm covered the track with a blanket of water which shut down practice for the first two days.

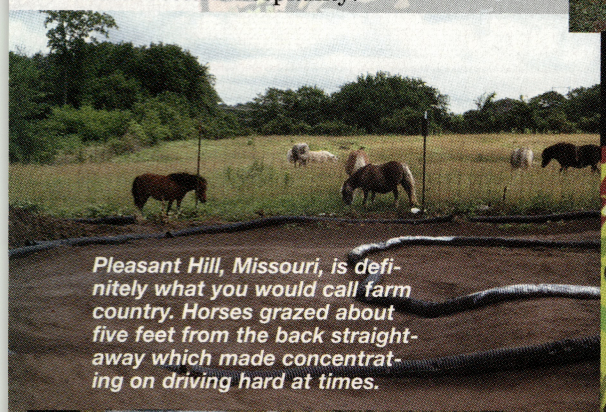
On Wednesday morning all the racers finally got a chance to hit the track for the first time all week. After

drying out over the course of two days, the track was finally ready for the qualifying rounds on Friday. The NORRCA Nationals usually span three whole days but with approaching storms in the forecast for Sunday, the race was shortened to two days. This year's NORRCA Nationals were definitely memorable and featured all the ingredients of a first class race event including door to door racing, close finishes and some good old mid-western hospitality!

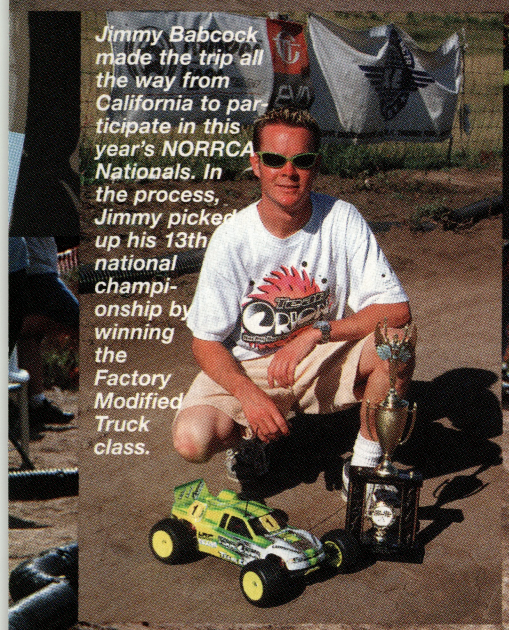


The large covered pit area at Real R/C Raceway shaded the drivers from not only the intense heat but also from the rain storms as well.

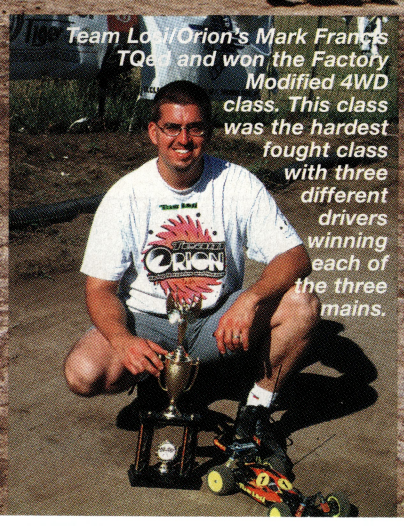
The Factory Modified Truck drivers ready themselves for the start of one of the mains.



Pleasant Hill, Missouri, is definitely what you would call farm country. Horses grazed about five feet from the back straightaway which made concentrating on driving hard at times.



Jimmy Babcock made the trip all the way from California to participate in this year's NORRCA Nationals. In the process, Jimmy picked up his 13th national championship by winning the Factory Modified Truck class.



Team Losi/Orion's Mark Francis TQed and won the Factory Modified 4WD class. This class was the hardest fought class with three different drivers winning each of the three mains.



The Factory Modified Truck starting grid. 1st, 2nd and 3rd qualifiers got a slight advantage by starting in front of the front straightaway hump.

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Race Secrets

COOL RACER, FRIDAY, GOT SPEED?

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To: JOE RACER (joeyr@racenut.com)

YO JOEY,

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Gotta charge bro – Gotta make room on the shelf for this weekend's trophy.

Later,
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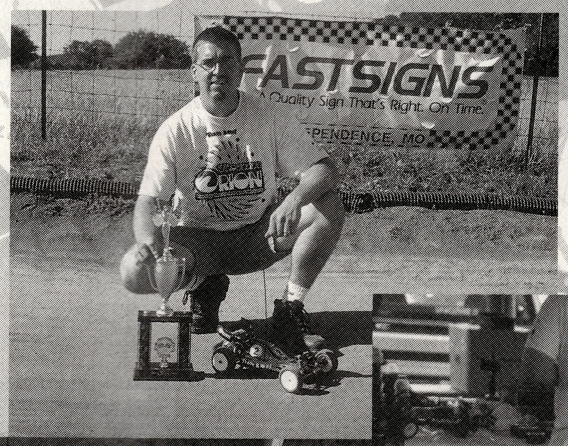
Off-Road 2000 NORRCA Nationals

Factory 2WD Modified

This class hands down was the closest fought class of the entire weekend from qualifying to the final leg of mains! This year NORRCA used the qual-points system for qualifying. This system awards you points on how you qualify in each round. Your two best rounds count toward your overall qualifying position. Four rounds total made up this years nationals with only two of them counting toward your qualifying position for the main event. Early in qualifying it was apparent who the fast guys were going to be in this class. Mark Francis from Losi/Orion started off on a great note by taking TQ honors in the first round. In the second round Jimmy Babcock stepped up and took the TQ spot for that round with his Orion powered Team Losi Triple-X. The two drivers both captured one more round a piece which put them in a tie for top qualifier. As you know only one driver can TQ an event and after calculating total times from their two races, Jimmy Babcock was awarded TQ of the class. Mark settled for second on the grid with Brandon Rowland qualifying in the third position.

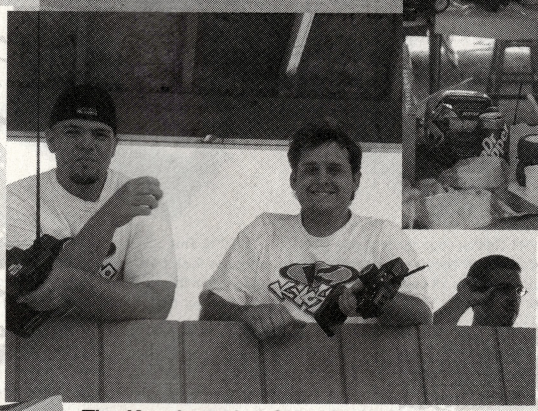
The triple A-main format was used and at the start of the first main TQ Jimmy Babcock took the early lead followed by Francis and Rowland. Francis bobbled on the first lap and collected a few drivers behind him which gave Babcock a huge lead. Jimmy went on to win by a big margin and move one step closer to the national title.



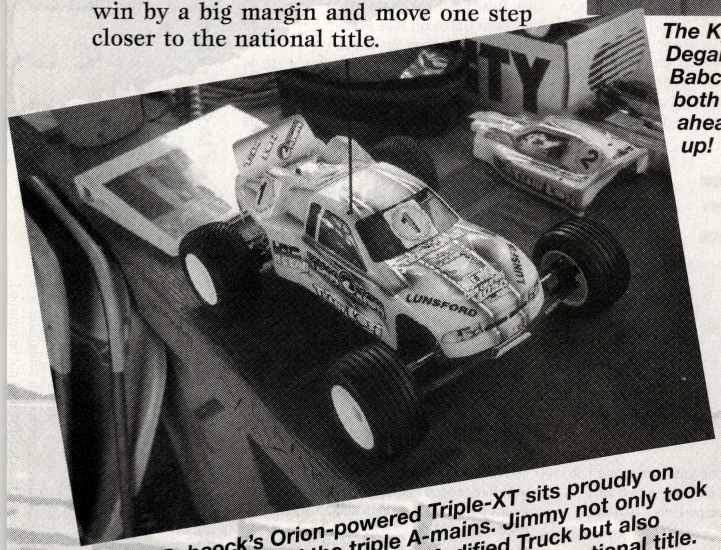
Team Orion's Mark Francis qualified second but held off the competition to win the Factory 2WD Modified class. Mark was the big winner of the weekend, taking two of the three factory classes.



Team Peak/Kyosho driver Jeremy Kortz taking a breather during qualifying heats. Due to the low turnout, drivers didn't get much time to relax between races.



The Kyosho twins Chad Bradley and Greg Degani discuss which one will pay Jimmy Babcock $20 first. You see, Greg and Chad both bet Jimmy that they would finish ahead of him in the mains. They both paid up!



Jimmy Babcock's Orion-powered Triple-XT sits proudly on display before one of the triple A-mains. Jimmy not only took top qualifying honors in Factory Modified Truck but also went on to win the first two mains, taking the national title.

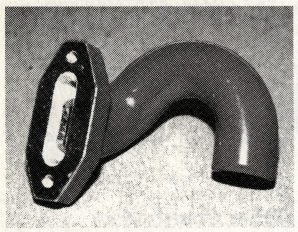
A2 started much the same as A1 did with Babcock taking the early advantage. On lap two while leading, Babcock bobbled over a set of doubles ending up on his lid allowing several cars to pass including Mark Francis and Kyosho's Jeremy Kortz. As the race went on Francis and Kortz battled back and forth for the lead and at the finish line it was Kortz taking the win by only a few tenths of a second. Francis settled for second in A2 with Greg Degani taking third. TQ Babcock struggled in A2 getting only a fifth place finish.

A3 would be the deciding race for who would be crowned national champ! At the buzzer, Babcock once again got the holeshot but this time the entire field was very close. Babcock lead for the first lap followed closely by Francis, Kortz and Amezcua. Lap two once again proved to be Babcock's unlucky lap because just as in A2, he crashed over the same double jump dropping to mid pack. Now the race was on between Francis, Kortz and Amezcua. The three exchanged positions throughout the whole race but at the line it was Francis taking A3 followed by Travis Amezcua in second and Kortz in third. After all points were tallied, Mark Francis was declared winner and national champ of Factory 2WD Modified. Jeremy Kortz finished up second overall with Amezcua taking the third spot on the podium.

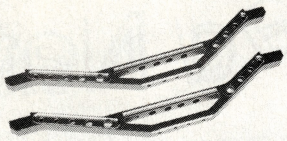


The Kyosho trucks of Greg Degani and Chad Bradley. Greg and Chad looked great all weekend long with their Kyosho trucks but couldn't quite get them to the front of the pack.

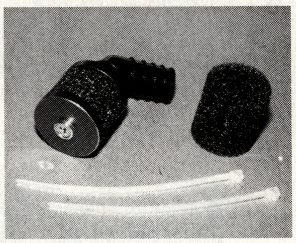
GPM TRAXXAS T-MAXX ALUMINUM



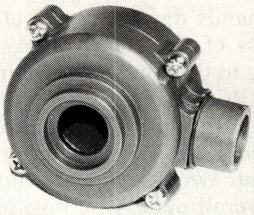
TMX13016 This manifold has a dark blue powder coat finish and is port matched to your exhaust. $30.00



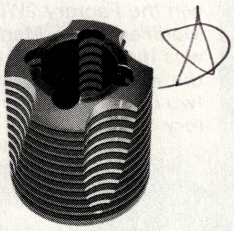
TMX1014 This will help you to improve your stock chassis. These replace your orginals perfectly. $50.00



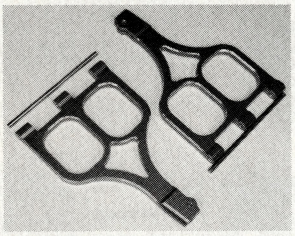
AF01 Has 45 Degree rubber boot, two zip ties and an outer foam pre filter. $15.00



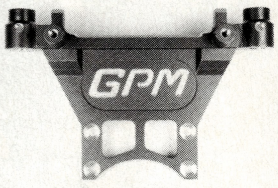
TMX1011 These are the first step to building a bullet proof drive train. You will need 2 sets for each truck. $65.00



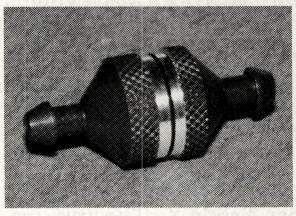
TMX1815 With 30% more cooling area and a large opening for easy maintenance. This is a must for longer engine life. Fits Pro 15 engine. $40.00



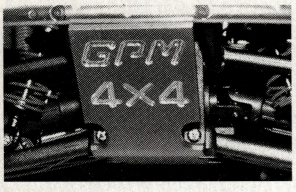
TMX1054 Set of 2 upper control arms. These are by far stronger than the original plastic arms. Includes pins and clips. $40.00



TMX1028 You will need 2 for each truck. These are direct replacements for the stock shock tower. Replaces original perfectly. $40.00



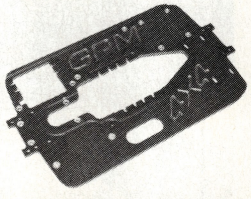
OF01 Filter comes apart to allow cleaning and is sealed with an o-ring. Fits standard size fuel tubing, common on all cars. $8.00



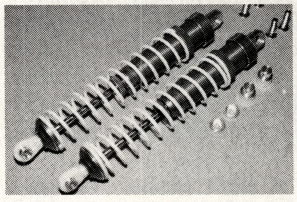
TMX1331F Don't be a poser, get one of these 3mm thick skid plates and be with the "in" crowd. $25.00



TMX1048 Tighten your steering slop with this. Comes with everything you see in the picture, as well as all necessary screws. $40.00



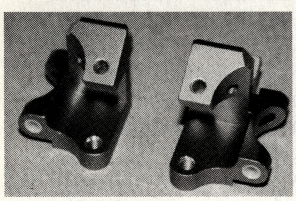
TMX1016 This 3.5mm thick main chassis features thick 4.5mm Ribs don't risk loosing power to a thinner chassis! It is a must for a more power engine hop-up. $75.00



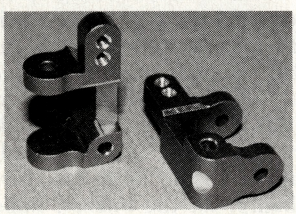
DP100 Threaded shock bodies are perfect for fine tuning your ride hieght. These are 4.125 inches long. $45.00

TMX1331R	Alloy Rear Skid Plate	25.00	TMX1048	Alloy Bearing Steering W/Plate	40.00	TMX1021	Alloy Front / Rear Steering Bloc	70.00
TMX1330R	Alloy Rear Bumper	50.00	TMX1039G	Graphite Brake Disc (1)	18.00	TMX1014A	Alloy Center Gearbox Skid plate	15.00
TMX1330F	Alloy Front Bumper	50.00	TMX1039C	Carbon Brake Disc (1)	20.00	TMX1013A	Alloy Rear Bulkhead Brace (1)	15.00
TMX13006	Blue Anodized Exhaust Manifold	20.00	TMX1032E	Alloy Rear Body Post & Plate	25.00	TMX1013	Alloy Rear Bulkhead Side Plate	80.00
TMX1100	Alloy Light Vented Fly Wheel	25.00	TMX1032	Alloy Rear Body Mount with holes	40.00	TMX1012A	Alloy Front Bulkhead Brace (1)	15.00
TMX1080	Alloy Engine Mount w/ Heatsink	25.00	TMX1029E	Alloy Front Body Mount Post	15.00	TMX1012	Alloy Front Bulkhead Side Plate	80.00
TMX1055	Alloy Front / Rear Lower Arm (2)	50.00	TMX1029	Alloy Front Body Mount Set	30.00	TMX1011A	Gear Box Output Bearing Support	20.00
TMX1054	Alloy Front / Rear Upper Arm (2)	40.00	TMX1024R	Alloy Throttle Servo Mount (2)	20.00	TMX1010	Alloy Drive Adapter (4) With Pin	15.00
TMX1049	Alloy Drag Link Plate (1)	10.00	TMX1024F	Alloy Steering/Gear Shift Servo	20.00	TMX13016	Blue powder coat manifold	30.00

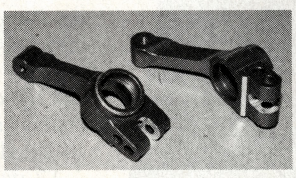
RUSTLER/STAMPEDE ALUMINUM



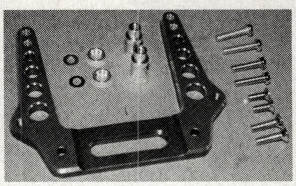
TN1008 Never end your day of fun because of a broken front end again! $35.00



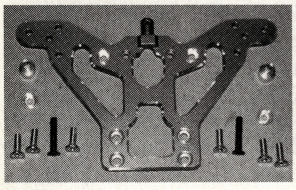
TN1019 Keep your truck on the road longer with a set of aluminum front hubs. $25.00



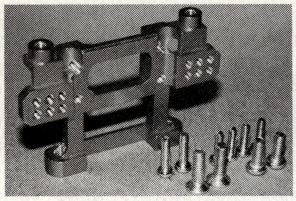
TN1022 This replaces your stock rear hub perfectly. Never again loose a rear wheel because your plastic part lets you down! $25.00



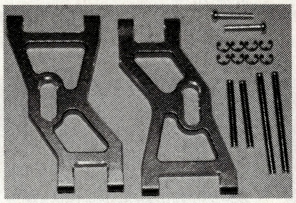
TN1028 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



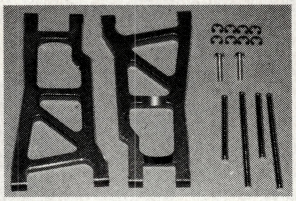
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



TN1032 This set includes all screws necessary to install. Stiffen the rear end of your truck and improve it's offroad handling! $25.00



TN1055 These aluminum arms are a perfect fit and include new hinge pins and 2 screws. $35.00



TN1056 Improve handling with a set of these aluminum arms. They include new hinge pins and 2 screws. $35.00

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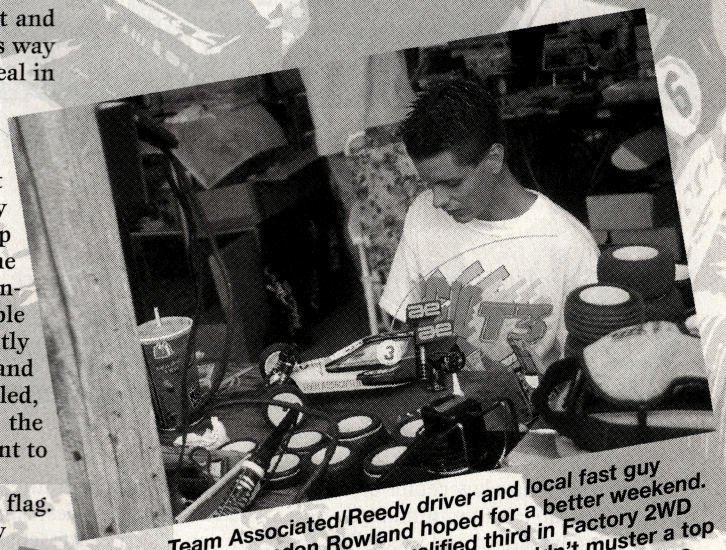
Factory Modified Truck

This class once again saw Jimmy Babcock taking top qualifying honors with some impressive driving throughout qualifying. Second qualifier was Team Associated's Dustin Brewer followed by Mark Francis in the third qualifying spot.

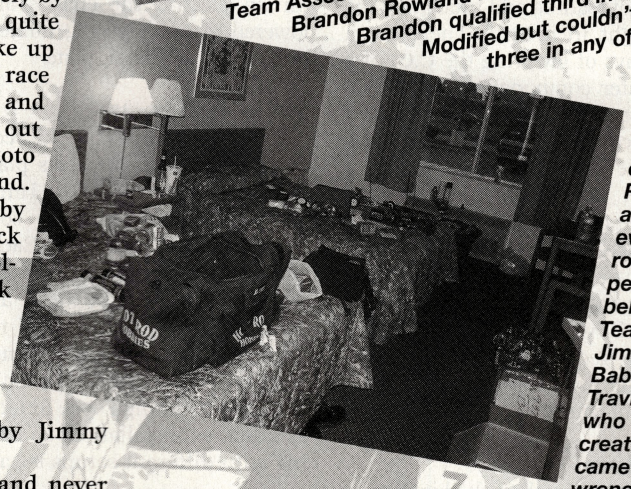
At the tone in A1 Babcock checked out from the start and built a sizable lead over the competition. Francis made his way up to second after a first lap crash and started trying to real in Babcock but simply ran out of time. Babcock took the win of A1 followed by Mark Francis and Travis Amezcua.

A2 started off bad for the TQ as Babcock went extremely wide after the triples allowing four trucks to fly by. At the end of the back straight there was a pile up involving three trucks and Brewer and Babcock were the only two to make it out clean. As the battle for third continued behind them, Brewer and Babcock built a sizable lead and started their own battle up front. Babcock patiently followed Brewer until Brewer broke loose exiting a turn and Babcock got into the back of him. When the dust settled, Babcock was out front and went on to win A2 and take the national title for the second year in row. Second in A2 went to Brewer followed by Francis.

With the absence of Babcock, A3 took the green flag. Dustin Brewer captured the early lead followed closely by Rowland and Degani. The three exchanged position quite a few times which allowed Travis Amezcua to make up ground in the fourth spot. Toward the end of the race Amezcua was a man on a mission passing both third and second place trucks and setting his sites on Brewer out front. The two crossed the line in a amazing photo finish. Brewer took A3 by four hundredths of a second. Amezcua settled for second in A3 followed by Rowland. After points were calculated Jimmy Babcock took home top honors in Factory Modified Truck followed by Dustin Brewer taking second and Mark Francis finishing third overall.



Team Associated/Reedy driver and local fast guy Brandon Rowland hoped for a better weekend. Brandon qualified third in Factory 2WD Modified but couldn't muster a top three in any of his classes.



A typical hotel room occupied by R/C racers at a major event. This room happened to belong to Team Orion's Jimmy Babcock and Travis Amezcua who had to get creative when it came to where to wrench on their rides!

Factory 4WD Modified

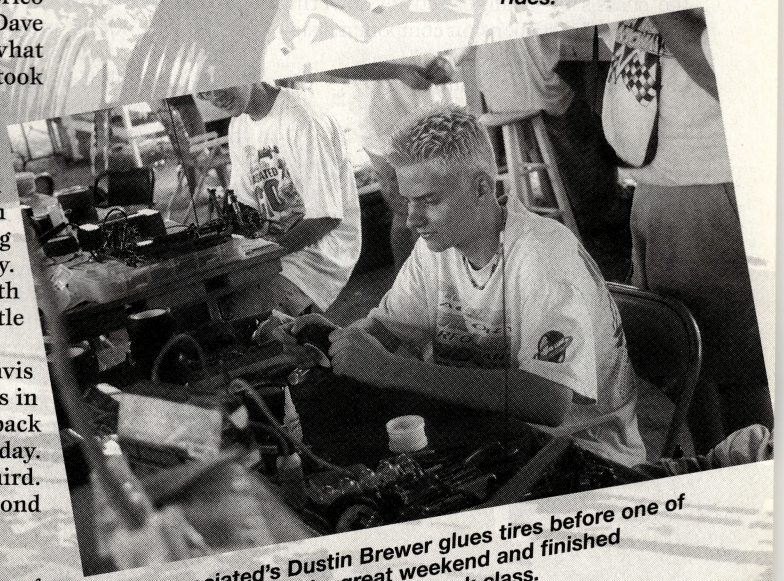
Top qualifying spot in this class went to Team Orion's Mark Francis followed by Jimmy Babcock and Travis Amezcua.

At the start of A1, Mark Francis got the lead and never looked back. A late charge by GM Racing's Dave Alberico made the race very interesting toward the end however. Dave and Mark were nose to tail the final lap giving the crowd what they came to see. Alberico came up a bit short as Francis took A1 by a hair. Alberico finished second followed by Babcock.

A2 saw exactly the same type of race as Francis built an early lead but this time it was Babcock's turn to chase him down. Babcock finally caught Francis and passed him on the final lap only to wreck in the very next corner giving Francis back the lead and an easy final lap to victory. Francis won A2 followed by Babcock and Alberico, and with his two wins he wrapped up the Factory 4WD National Title and got to sit and watch the final leg of mains.

At the start of A3, Babcock took the early lead but Travis Amezcua was on a mission with two disappointing finishes in the first two mains. Travis took the lead and never looked back winning A3 and posting the fastest time in 4WD all day. Babcock finished second with Alberico taking home third. Francis was declared champion followed by Babcock in second and Alberico taking third place honors.

There were many surprises that arose throughout the long weekend but all in all it was a great event with great people. Special thanks to Steve Hale and his staff for putting together an excellent race and showing everyone in attendance a good time!◆



Team Associated's Dustin Brewer glues tires before one of his mains. Dustin had a great weekend and finished second in the Factory Modified Truck class.

Penguin r/c C.G. Lowering kit for the RS-4 Pro 2

Slam that car!

By Lito Reyes



Usually, the flatter a car can corner, the more stable it will be when exiting the turn so it effectively can carry more speed. As the weight is transferred from one side of the chassis to the other, time and motion are wasted until the weight of the suspension "settles" back down.

One of the reasons a low center of gravity (C.G.) is desirable is to minimize the negative effects of loading and unloading the chassis' weight in a turn. There are a couple of ways of lowering the C.G. of a car: use lighter components (the checkbook doesn't always allow this); mount the heavy components, like batteries lower on the car (the design may not allow this); or lower the chassis. Lowering the chassis may seem like the obvious choice, but if you just do it with ride height, you may be adversely affecting the suspension geometry. Can you lower the C.G. with the chassis without affecting the geometry? Enter Penguin r/c's 1mm C.G. lowering kit for HPI's RS-4 Pro 2 line of cars.

What it does

Like the name implies, the kits lowers the chassis by 1mm, effectively lowering the C.G. The suspension components stay the same height, so geometry goes unchanged. But more importantly, the batteries–the heaviest component on an electric car chassis–are lowered, as is anything affixed directly to the chassis plate.

What it has

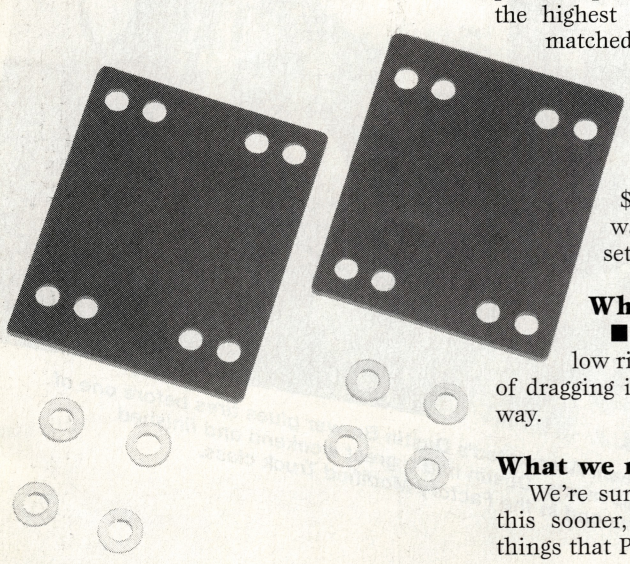
The C.G. lowering kit consists of two 1mm thick fiberglass plates and a set of precision 1mm steel washers–enough parts to convert the front and rear of one car. Each end can be installed in only a few minutes and multiple kits can be used as needed. Extra washers are included to be used with optional parts like Penguin r/c's aDeck Upper Deck System or their Chassis Stiffening Posts. Removal is just as quick as installation, so experimenting with different setups is easy.

What we like

■ The kit is utter simplicity. Two plates and a few washers.

■ Like all of Penguin r/c's parts, the parts are precision machined and are of the highest quality. All of the holes matched up perfectly to the factory positions. And the extra 1x3mm washers come in handy for accurately shimming up other parts.

■ With a price tag of $4.99, it's a pretty cheap way to experiment with setups.



What we don't like

■ If you already run a very low ride height, you run the risk of dragging it and lowering speed that way.

What we really think

We're surprised no one thought of this sooner, but that is one of the things that Penguin r/c is good at. Just by lowering the chassis plate, batteries, and ESC, our test car had less body roll and felt more stable in the high speed turns. We found that in turns that required a significant reduction in speed, we could get on the throttle a hair sooner than before, since the weight of the chassis was more evenly distributed between the two rear wheels. The best part was that we were able to feel the benefit of the change without having to play with new camber settings or roll centers.

For you RS4 Pro 2 owners that are looking to experiment some more with your ride, this kit is hard to pass up. It's amazing what a few simple parts and some ingenuity can do. We hope that Penguin r/c will come up with a way to make versions of this kit for other cars also, as we think that people other than RS-4 owners can stand to benefit from something like this.◆

info

Part number: P3704
Retail price: $4.99
Manufacturer: Penguin r/c1230-P N Jefferson St.Anaheim, CA 92807 714-630-9015; fax 714-630-6250
Recommended for: RS-4 owners interested in fine-tuning their cars
Rating:


ROAR NATIONAL CHAMPION IN IT'S FIRST OUTTING
XXX
TEAM LOSI
IFMAR WORLD CHAMPION & ROAR NATIONAL CHAMPION
WORLDS
XX4
EDITION
IFMAR WORLD CHAMPION
TEAM LOSI
XXX
WINS WINTER CHAMPS IN FIRST OUTTING
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NT
2000 NORRCA NATIONAL CHAMPION WITH PRODUCTION PROTOTYPE
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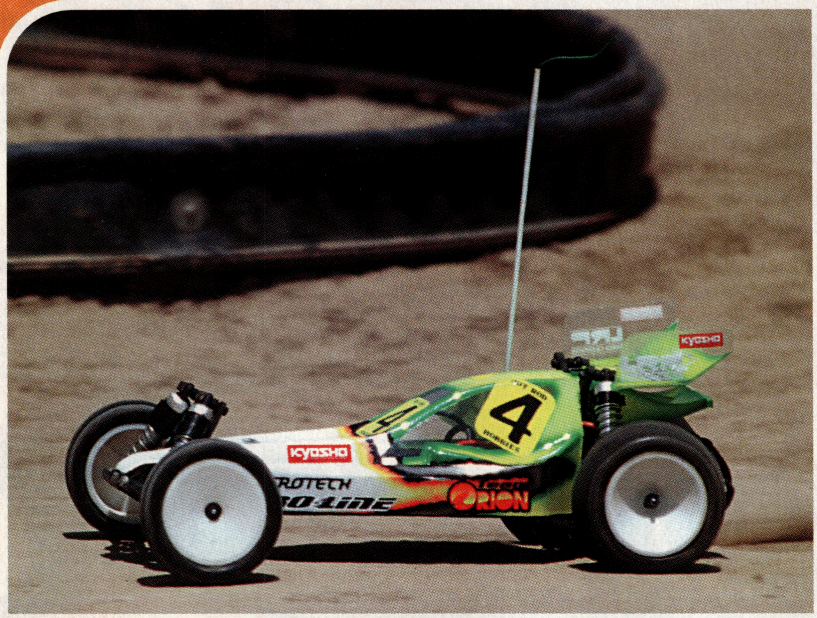
Always Racing Towards The Future.





Kyosho recap it's past glory

The RB from a racer's point of view

● Call us fortunate, but there are a total of five Team Kyosho drivers who race at our local track on a regular basis: former Associated drivers Greg Degani and Chad Bradley are sponsored directly by Kyosho Japan, while past Reedy Race champ Jeremy Kortz along with locals Jesse Granat and Doug Scripture receive their team orders from Kyosho's U.S. distributor, Great Planes. We met up with 16-year-old Doug Scripture, who just recently became sponsored by Kyosho, at Hot Rod Hobbies in Saugus, California. Doug has had some serious time behind the wheel of the Ultima RB, and we coaxed him into sharing some of his opinions on Kyosho's bid for buggy supremacy. He also let us run a few packs on his RB, which we'll detail a bit later on. In the meantime, here are Doug's "notes" on his new Ultima RB prototype as well as some of his setup tips.

Kyosho's introduction of its new Ultima trucks at the '99 Chicago Hobby Show marked the Japanese firm's return to 1/10-scale off-road racing after nearly a decade of being missing in action. The Ultima series represents a substantial investment by Kyosho to once again prove that it can compete against the best vehicles from the U.S. and from Europe. Soon after the trucks' release, we began to suspect that Kyosho had a 2WD buggy waiting in the wings (as evidenced by the prototypes seen at the world championships in Finland), and we were proven correct when a pre-production version showed up at our local track in the hands of



PREVIEW TEST

KYOSHO ULTIMA RB

Team Kyosho driver Chad Bradley. Did we scramble to get the scoop on this exciting new buggy? Are you kidding?

From truck to buggy

As is customary with modern off-road vehicles, engineers design trucks and buggies to be as compatible as possible to not only save tooling costs, but to keep the hobby shops happy (fewer parts to take up precious wall space). It's no surprise that the Ultima RB shares many of its parts with the Ultima ST electric truck. The major differences between the two are :

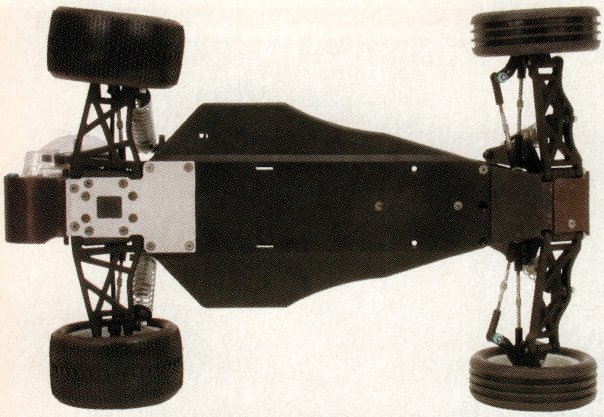
■ The RB buggy uses a shorter version of the ST's molded chassis. A shorter wheelbase makes the buggy more nimble and responsive.

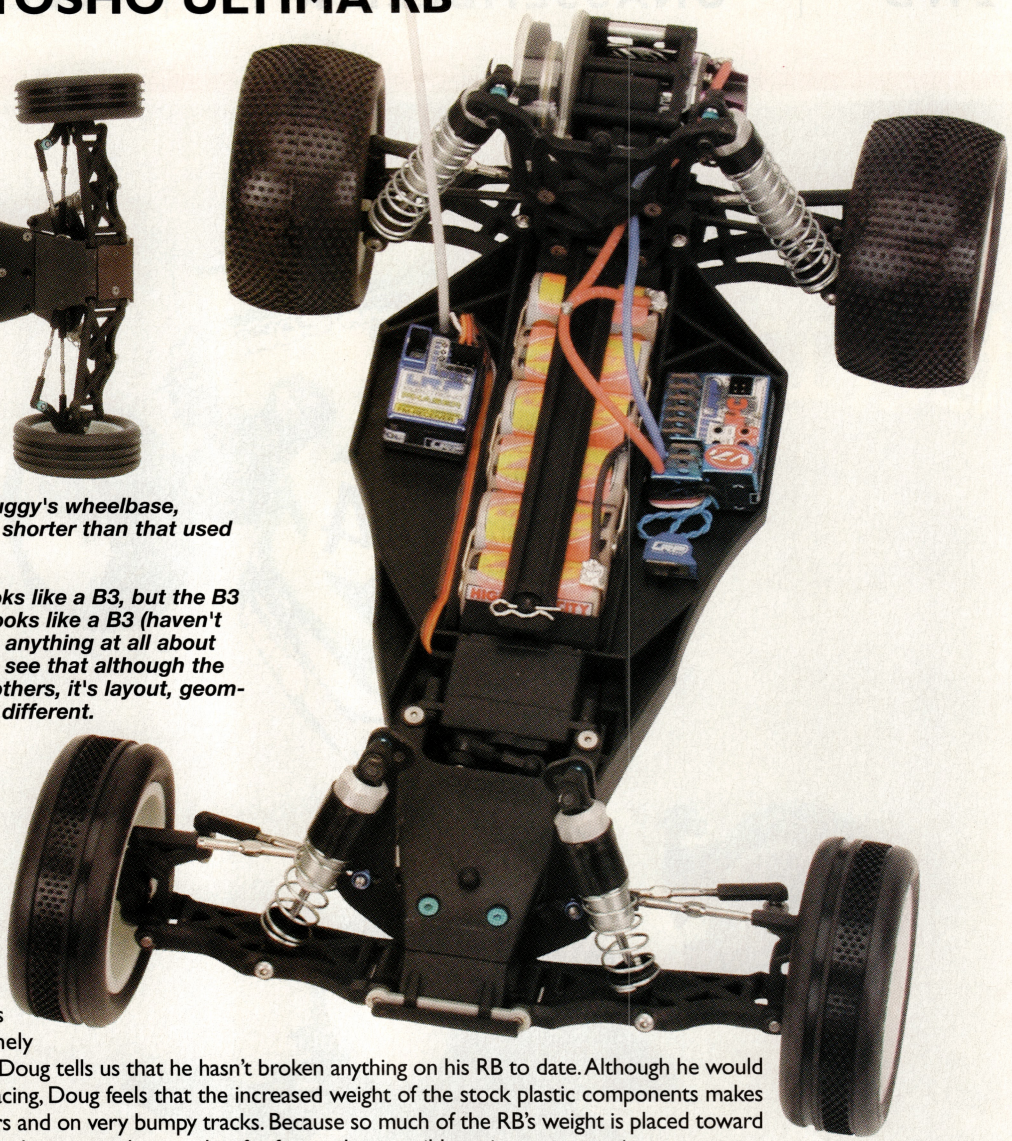
■ The suspension's shock towers and lower suspension arms, are much shorter on the RB buggy.

■ The front TC (Twin Cap) shocks of the RB are shorter than those on the Ultima ST truck.

■ A new low-profile buggy body with cooling air-scoop for the ESC.

Aside from these changes, the RB has all of the features found on the Ultima ST electric truck, including a 2.5:1 three-gear tranny with ball diff, revolutionary Twin-Cap shocks that can be built with or without rubber bladders, and unique rear hubs that allow for incredible roll-center versatility.



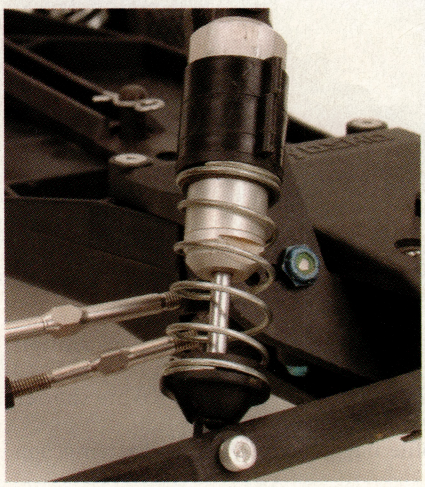


(Above) Short order: to shrink the buggy's wheelbase, Kyosho has given it a chassis that's shorter than that used on the Ultima ST truck.

(Right) Different enough: yeah, it looks like a B3, but the B3 looks like a Triple-X and a Triple-X looks like a B3 (haven't you heard this before?). If you know anything at all about 2WD buggies, you should be able to see that although the Ultima bears a resemblance to the others, it's layout, geometry and weight distribution is quite different.

■ Chassis

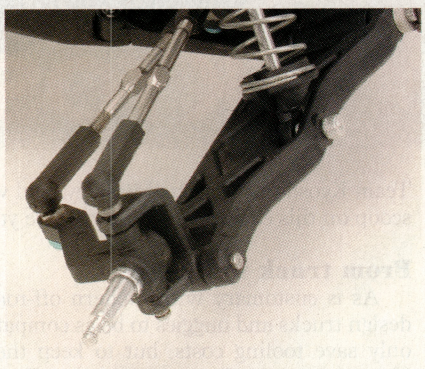
Doug tells us that the prototype RB's stock plastic chassis has a lot of flex, but that he actually likes this better on bumpy tracks, as the flex allows the chassis to absorb some of the shock that might normally send the car off course. Overall, he feels that the plastic used to form the RB's chassis and suspension is extremely durable and forgiving. As a testimonial, Doug tells us that he hasn't broken anything on his RB to date. Although he would prefer the car to be lighter for stock racing, Doug feels that the increased weight of the stock plastic components makes the car easier to drive with mod motors and on very bumpy tracks. Because so much of the RB's weight is placed toward the rear of the car, Doug always runs his battery pack spaced as far forward as possible to increase steering response.



New front shocks (shorter than those used on the Ultima trucks) use Kyosho's innovated twin-cap design to allow the shocks to be built "top fill" in Associated-style or "bottom fill" in Losi fashion. The shocks can be built with or without a rubber bladder.

■ Front suspension.

The prototype RB comes equipped with 30-degree caster blocks, but most of the team drivers have installed Associated 25-degree blocks to improve steering through the entry and middle of the turns. Although the 30-degree blocks go through the bumps better, Doug still prefers to have more steering. Doug has been running his front shocks in the factory recommended position (outer hole on the tower; there is only one hole in the arm) and with Kyosho's 2-C Teflon pistons and 30 wt. Associated shock oil. Team driver Chad Bradley uses a similar setup but with thicker 35wt oil to stabilize the front end (he also uses Associated RC10GT front axles to widen the stance). Doug swapped the Kyosho silver springs in favor of Associated's shorter and softer silver springs to gain low-speed steering. Doug sets his front end with the camber-link in the middle hole and the kingpin/ball-stud set at the stock height. He tried shortening the link by installing it in the outer hole on the tower, but this made the car push when entering turns. The front wheels are set to zero toe-in and with 1/2-degree of negative camber.



The pre-production RB we tested had Associated 25-degree caster blocks (30-degree blocks are standard) to sharpen steering response and Associated RC10GT front axles to widen the car's stance.

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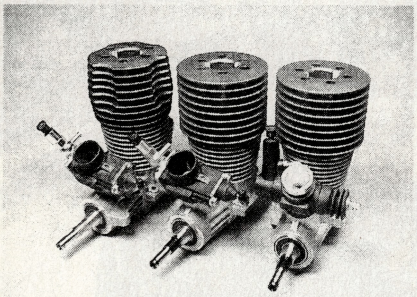

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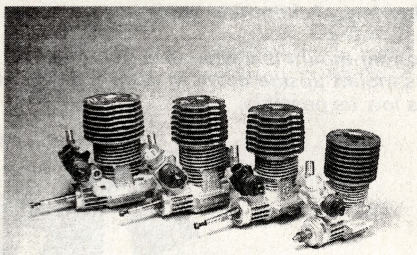

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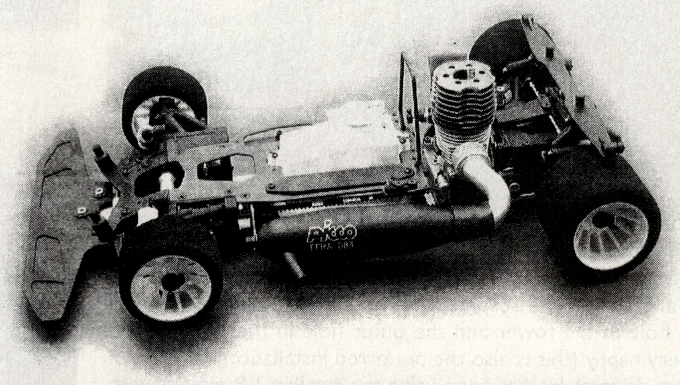
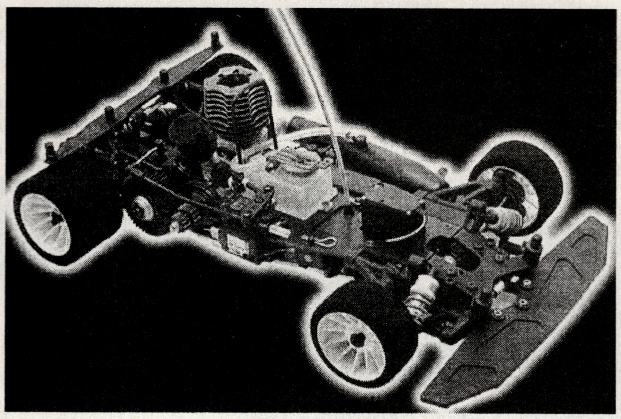


PARIS PICCO 1/8 SCALE INTEGRA

PARIS-PERFORMANCE
PARIS-RELIABILITY
PARIS-POWER



PARIS PICCO 1/10 SCALE INTEGRA

The Paris/Picco Team make a **clean sweep** at the '98 ROAR 1/8 Gas On-Road Nats: 1st & TQ - Mike Swauger, 2nd - Scott Kimbrow, 3rd - Sal Difazio, 5th - Jim Adkins. They all used Paris spec Picco cars with Paris modified P21KSR engines, NovaRossi 086 shot-blasted and Paris hard coated pipe, Nova 7 cold plugs, Action tires, Paris Lola Body and BlueThunder professional formula fuel.

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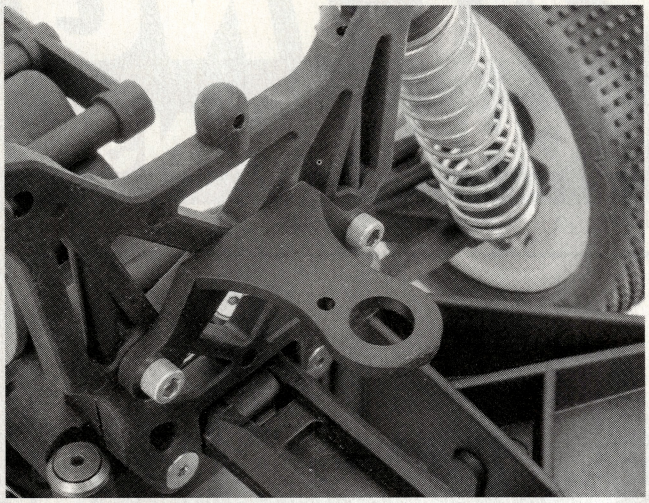
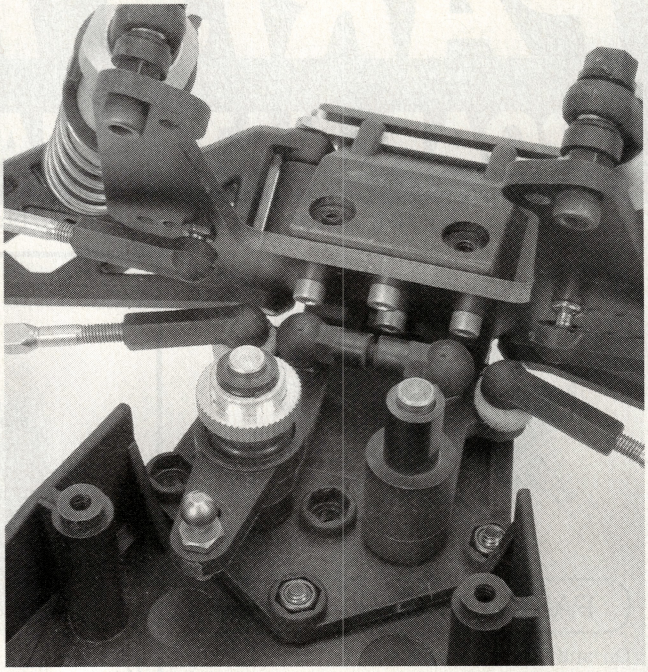


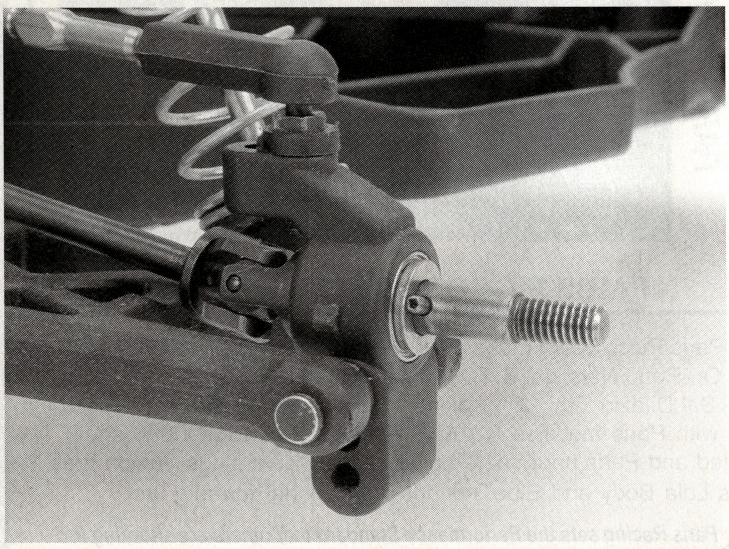
■ Rear shocks

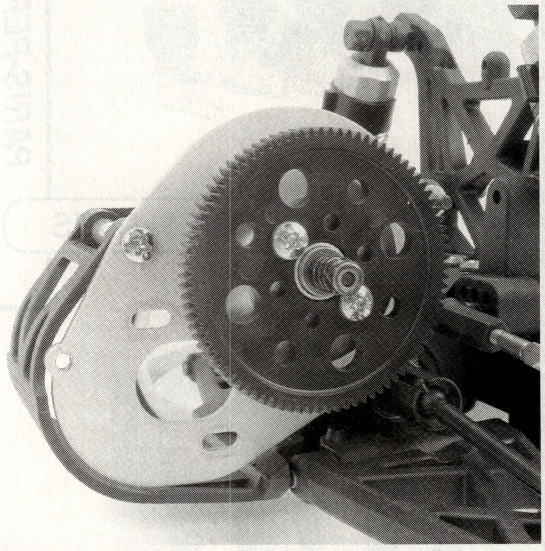
The rear shocks can be installed in one of three holes on the tower and two in the suspension arm. Doug has been using the middle hole in the tower and the outer hole in the arm and has been very happy (this is also the preferred installation for most of the team drivers). He has been using the smaller 2-B pistons with 25wt oil in the rear shocks, but on the day we tested, the track was so rutted and bumpy that he switched to the larger 2-C pistons and thicker 30wt oil to reduce pack and keep the tires from bouncing. Doug has been using Kyosho's stiff silver rear springs (which are equivalent to Losi red springs) as he feels this give the car more steering, although a softer spring such as Kyosho's blacks might improve traction on bumpy surfaces.



Rugged steering bellcranks are carryovers from the Ultima ST trucks, and feature a built-in spring servo-saver to protect the servo gears from stripping. An adjustable center drag-link lets you adjust the steering's Ackermann angle.

(Above left) A transponder mount is a welcome inclusion. Doug flipped his car's mount upside down to keep the weight of the transponder as low as possible.





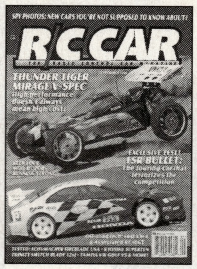
The RB's rear hub carriers provide ample adjustment of the car's rear roll-center. Three holes in the bottom of the hub allow for height adjustment in relation to the lower suspension arm.

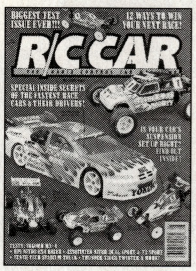
(Above right) The RB uses the same 2.5:1 three-gear tranny as the electric-powered Ultima truck. The tranny and motor sit well behind the centerlines of the rear axles to give the RB ample rear traction. Tuning for more steering is the challenge, but the Kyosho feels very planted.

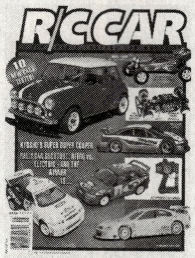
■ Rear mounts & hubs

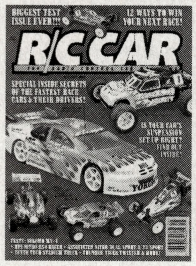
The RB's rear arm mounts provide three degrees of toe-in per wheel and two degrees of anti-squat. Thus far, Kyosho's team drivers are happy with this setup and haven't experimented with less anti-squat. One of the Ultima's best features are its rear wheel hubs, which have steel ball-studs on top for precise adjustment of the roll-center. The hubs can also be mounted to the lower suspension arms in one of three holes, significantly raising or lowering the axle height in relation to the arm. Doug runs his hub in the highest position for Hot Rod's bumpy track. He has tried lowering the hubs to the middle hole, but this made the car feel too loose, and recommends this setup only for high-bite tracks. The stock camber-link position is with the ball-stud installed to the outer hole on the hub (with one plastic spacer placed beneath) and the lower-middle hole on the bulkhead. Doug moved the inside of the link to the lower-inner hole in the bulkhead and to the inside hole on the hub to gain more steering. He is also running 1/2-degree of positive camber at the rear wheels to prevent the car from traction rolling.

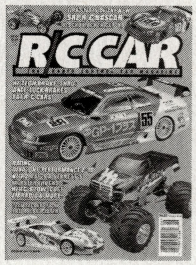
R/C CAR BACK ISSUES











❑ **JAN. '99**

Traxxas Nitro 4-tec; Kyosho QRC-SV Mooneyes Street Van; Thunder Tiger TA02 Nitro Conversion; OFNA Nitro Z-10 Pro; Tamiya TA03R Mobil 1 NSX; Team Kinwald Pro Shock bushings; RPM Bearing Blaster; Tamiya tire gluing jig; Racers Edge shock piston drill set; IFMAR OnTrack World Championships; Dynamite's New 12 S and 12 SPD Engines; ROAR On-Road Fuel Nationals; off-road tire tuning; HPI Viper Cup; First Annual Labor Day Shootout

❑ **FEB. '99**

FSR V12 Nitro Bullet; MRC SP3; Kyosho Fiat 500; Team Losi NXT; Tamiya SVT F-150 Ford Lightning; R/C and Safety; Chicago Hobby Show; Dead Short Your Batteries?; Tamiya TCS national; Trinity's Paradox; Inside the TCS winning cars; Tamiya CVA Transparent Shocks; Hitec CG-335 Charger; Integy discharge tray; Roland Sticka STX-7; Team Losi Street Weapon; MRC nitro Thunder King.

❑ **MAR. '99**

MRC Q-Tee Coupe; Schumacher Nitro S.S.T.; HPI Super nitro RS4; Tamiya TG-10 Mk.1; Mercedes CLK-GTR; Savage Motorsports Headhunter HS-350; Team Associated RC12L3; How to break in your engine; Trinity D3.5 Modified motor; pro building tips; new Era models Clod Buster Kit; How to set screw your suspension; Trinity foam touring car stand; Team Kinwald blue drivers; GM Racing Commander Charger; Integy Indi Reactor 20 discharger; MPH Products Packrack; OFNA Racing Nitro Z-10.

❑ **APR. '99**

Duratrax maximum ST RTR; Team Losi I.W.C. Street Weapon; Kyosho Inferno MP-6; HPI RS4 pro 2; HPI Nitro RS4 RTR; Schumacher S.S.T. '99 Pro; Team Losi Double-X Tuning Guide; Super-Size Nitro Sedan Shootout; Deans Speed Jig; Dirt Bags Cargo Hauler; Multiplex programmable servos; HG Inc. Transparent Shocks; HPI RS4 Rally.

❑ **MAY '99**

Tamiya Toyota GT-One; Kyosho Landmax Volvo S-40; Team Assosicated RC10L3 Touring; Tamiya Baja Champ; Golden Horizon Colt 10- Formula 1; Integy parts cleaner; Team Losi NXT; '99 International Reedy Race of Champions; Team Associated Dual Sport Conversion; Motor Saver Filters; Inside the Reedy Race Winning Cars; Jamara 1/2-scale Go-Kart; RC10-GT Tuning Guide; Novak's new Millennium Charger.

❑ **JUNE '99**

Yokomo MR-4 Rally; Kyosho GP Spider Mk. II World Cup Edition; Tamiya M4 Sherman Tank; Tamiya TAO3R TRF; SVM Columbia Mk5 1/5th Scale; Novak Fusion; Robinson Racing RC10GT Spur Gear; Integy 16x2 Chargers; JR Racing XR3 FM Radio; FSR Nitro Bullet; '99 Team Losi Florida Winter Champs; Tamiya Juggernaut; Inside Winter Champs winning Cars.

❑ **JULY '99**

Hobby Tech HT1; BoLink/Racetech G-Force; Mugen Seiki MBX-4; Yokomo YR4-M2 pro; Tamiya Wild Dagger; Traxxas Nitro Wash; Pro-Line/Jaco pre-mounted sedan tires; FMA Direct Typhoon ESC; Golden Horizon Turbo Head; FMA Warlock FM Receiver; Hi-Tec Lynx FM 3D; Silver State Nitro Challenge; How to update your HPI Nitro RS4; '99 Florida Gas Winternats; Tamiya TG-10.

❑ **AUG. '99**

Tamiya Juggernaut; Kyosho Ford F-150 Desert Racer; Kyosho 4-Stroke SuperTen; Tamiya McLaren F1; PC Controller Shootout; '99 Reedy truck Race of Champions; .12 Engine Guide; Inside the Trinity/team Losi Merger; HPI Super Nitro RS4; Tamiya Porsche GT-One; Duratrax maximum ST; Take-Off Setup Board.

❑ **SEPT. '99**

CEN SP1; Kyosho QRC Ford Escort Rally; Yokomo MR-4TC; Kyosho TF-3 Type R '99; Rally Car Shootout; Inside Team Associated's TC3 touring car; FM racing receiver guide; How to make a pseudo sedan; International Reedy Race Touring Car Championship; FSR Bullet; Duratrax Piranha; Progressive Suspension piggy back reservoirs.

❑ **NOV. '99**

Tamiya 1/8 Mini Cooper; Neo Maximum Nitro pro; Team Losi Triple-X; How a two-speed tranny works; '99 IFMAR Off-Road World Championships; Hitec HS-925MG & HS-945MG Servos; Inside the IFMAR Winning Cars; Tamiya Monster Truck Alloy Shock Set; TamiyaMo3 Mini Cooper; Hobby Tech HT1.

❑ **DEC. '99**

HPI Nitro RS4 2; Kyosho Snake Bite; Serpent Impulse Streetspec; Tamiya M-O4L; HPI RS4MT Baja Bug; Golden Horizon Neo Type-M; Kawada SV-10 GT; '99 ROAR On-Road Nats; Racer of the Century; HPI Nitro RS4 Buyers' Guide; ROAR On-Road National Winning Cars; CEN Two-Speed; MIP tweak Station; Team Losi NXT; Academy SP3,

❑ **JAN. '00**

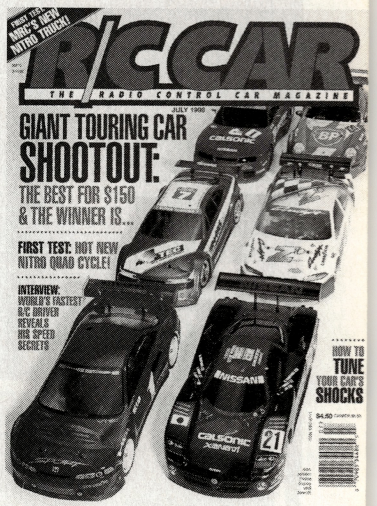
Schumacher Fireblade EVO; Tamiya Wild Willy 2; Academy STR-4; Kyosho MP-6 DX; Thunder Tiger Real Ten RTR; Horizon Pro-Trax Stampede; Picco/Omega .21 Engine; Team Orion Chrome Modified motor; Traxxas T-Maxx; NORRCA Off-Road nats; How to clean bearings; Tamiya nationals; Pro-line Endless Summer; Budget battery discharger guide; Penguin Yokomo MR4-TC Chassis Set.

❑ **FEB. '00**

Schumacher SST AXIS Pro; Tamiya Tao3R-S TRF; Team Associated TC3; Thunder Tiger EB-4; New for 2000; *R/C CAR* interviews Mike Reedy; Volvo Challenge II; Trinity Real Time 2 battery discharger tray; Sierra Radio Control Racers PC Game.

❑ **MAR. '00**

Kyosho TF-4 type R; Tamiya Toyota Celica; Team Losi XX-4 Worlds Edition; Duratrax Axis; HPI World Challenge; How to make a pass; Hot Rod hobbies & *R/C CAR* Shootout; What's the deal with 4WD?; Inside foam inserts; Team Losi Triple-XT; Hitec Spectra Module.



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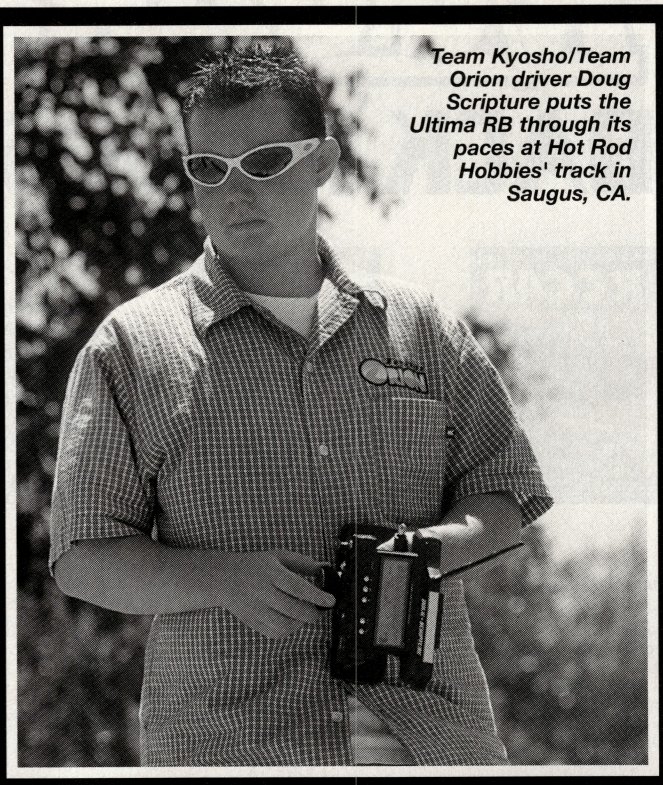
Finally: we drive the RB!

It was finally time for what we really needed to do: grab the wheel of Doug's Ultima RB and run a few packs. Then, and only then, could we get a feeling for how Kyosho's 2WD would fare against the competition. The day of our test, the track was dry and developing a blue-groove. The hard-packed dirt surface had been pretty well torn up from a few months of bi-weekly club racing—a program which includes ground-ripping 1/8-scale buggies—so its bumpy surface would be a challenge for any 1/10-scale buggy. After a few warm-up laps at slow speed, we began to rip off some laps at race-pace. Here's how we rate the RB's performance.

Steering: In stock form, the RB pushes; this is why Doug and other team drivers have altered their cars' setup. Push is generally good, especially on slippery and/or bumpy conditions, but most expert drivers would rather have too much steering than too little. The RB has a great deal of its weight over the rear wheels, which makes the back end feel a little fat during cornering. What happens is that all that weight tends to pull on the rear wheels as the car pivots through the turn. This can help "swing" the car's rear through tight turns, but it can also work the other way and pull the rear of the car in the opposite direction as the car exits the turn. Fortunately, this effect seemed minimized with the RB. Otherwise, steering response was very quick and the car was exceptionally solid through fast, bumpy sweepers.

Suspension: Although it feels quite well-planted, the front end of the RB feels very light, as if it could wheelie at any time. The good news is that this feeling goes away after a few laps as you realize that the front wheels are going to stay firmly attached to Mother Earth. What this light-nose feeling does is make the RB feel fantastic through the bumps. The rear end stays well planted and the front end rarely gets bumped off course. This trait was most noticeable after a modified motor had been bolted in place. The RB tracks straight and feels hooked-up, even with too much horsepower.

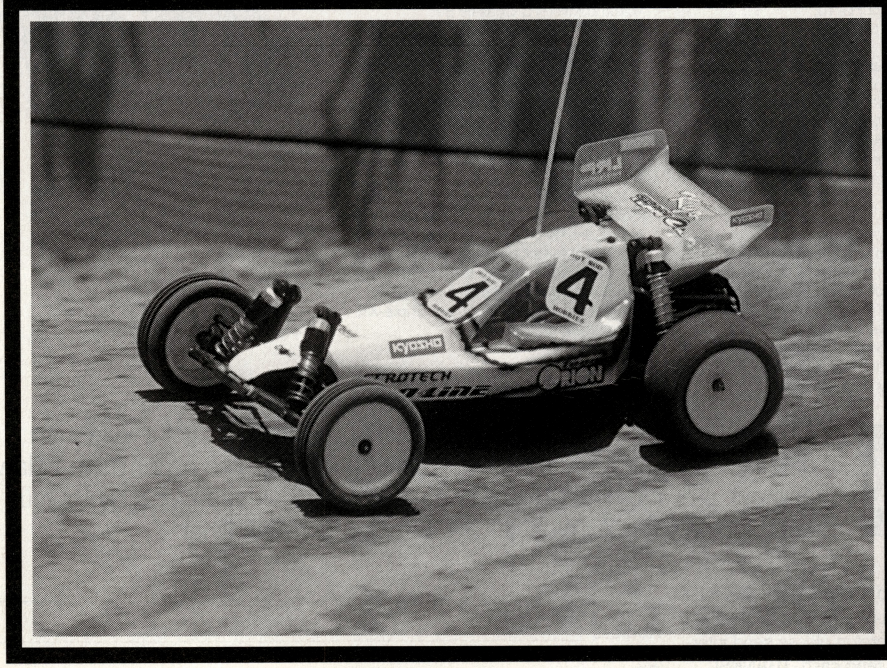


Team Kyosho/Team Orion driver Doug Scripture puts the Ultima RB through its paces at Hot Rod Hobbies' track in Saugus, CA.

Doug's choice of rear spring and oil seemed to make the back end of the car too bouncy, so we switched to team driver Chad Bradley's setup of the larger 2-C pistons with 30 wt. oil instead of 25 wt. This change really helped keep the rear tires in ground contact and enhanced the RB's overall stability. If this were our car instead of Doug's, we would ditch the rear shock bladders, as we feel that they tend to reduce damping at really fast shock speeds. Doug like's them, and it's his car...

Acceleration: The RB in stock form is on the heavy side, so it feels a little sluggish when accelerating from a dead-stop with a stock motor. Once the car is rolling, however, acceleration feels much more brisk. However, this additional weight smoothes the car and makes it easier to drive when a mod motor is used. The RB is exceptional at accelerating out of bumpy turns. We're sure that Kyosho will offer an assortment of graphite replacement parts, e.g., chassis, shock towers and arms, that will bring the car's weight down to the legal minimum.

Jumping: In a word, awesome! With a weight bias toward the rear end, the RB is extremely stable on rough take-off ramps, and rarely does it land in a nose-down attitude (unless you cause it to do so by grabbing the brakes). The suspension has down-travel that's more than adequate to soak up landings without upsetting the balance of the car.



The verdict

We are sure of what you are thinking right now: can the RB be competitive against the established Losi and Associated buggies? The answer is yes, and in fact, it already has proven itself in our eyes. We have seen first-hand that the RB can race, and win, against the Triple-X and B3 on the local level. Whether or not the RB can maintain the same level of competitiveness at bigger races—where the factory teams pull out all the stops—remains to be seen. One thing is for certain: this is Kyosho's best buggy ever! ◆

SOURCES

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FACTORY Team

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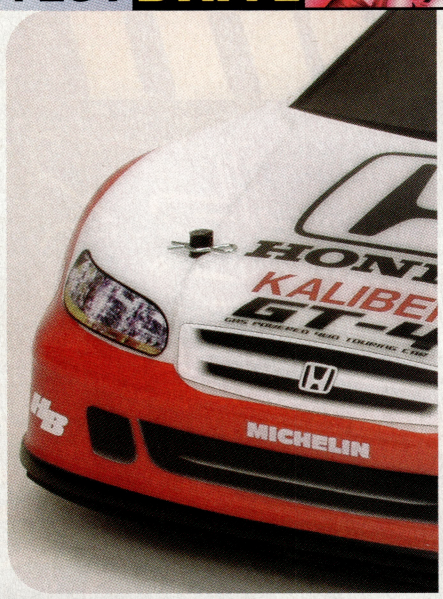
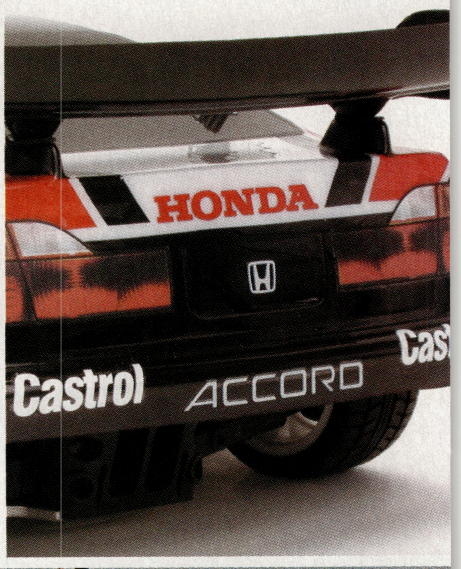
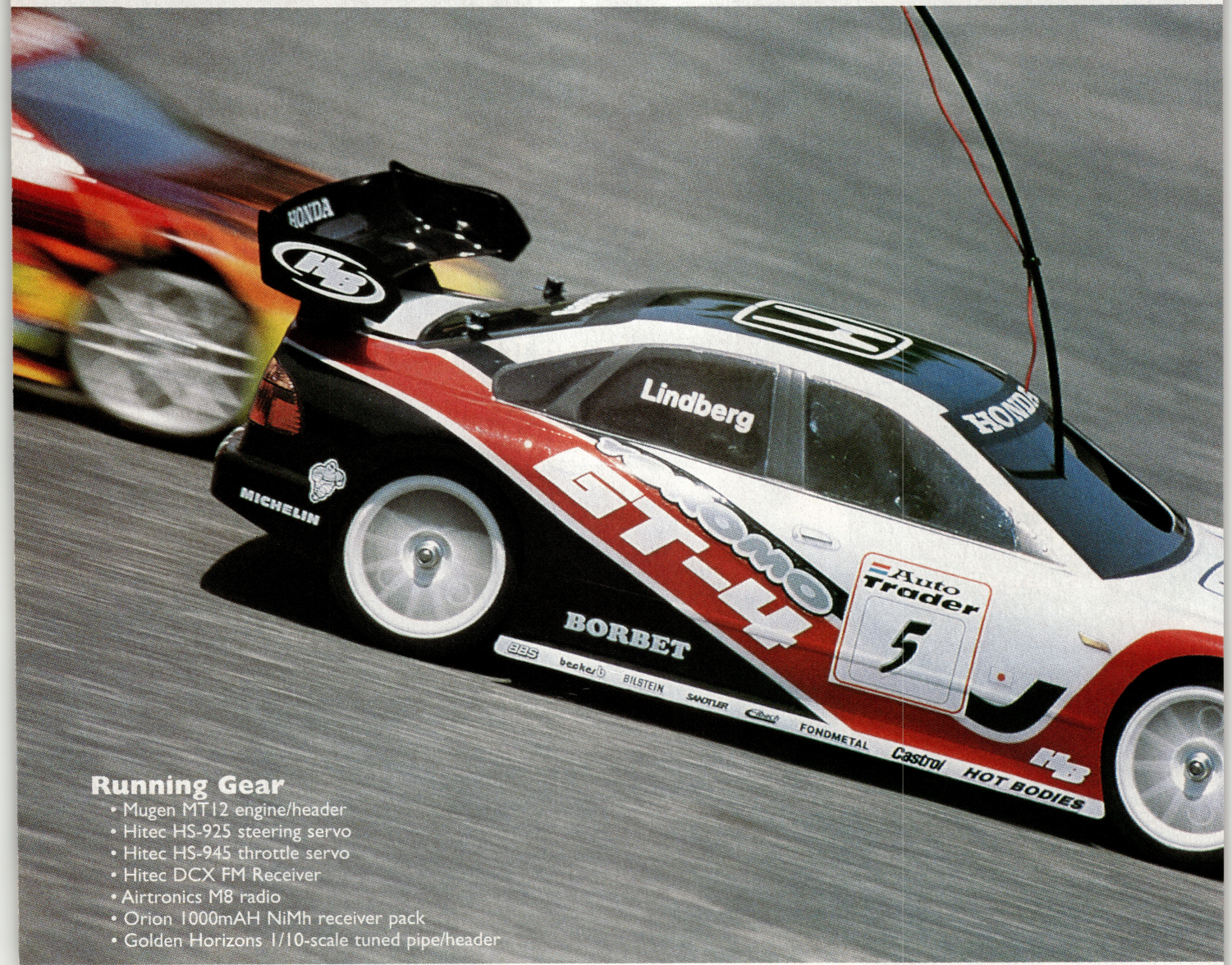






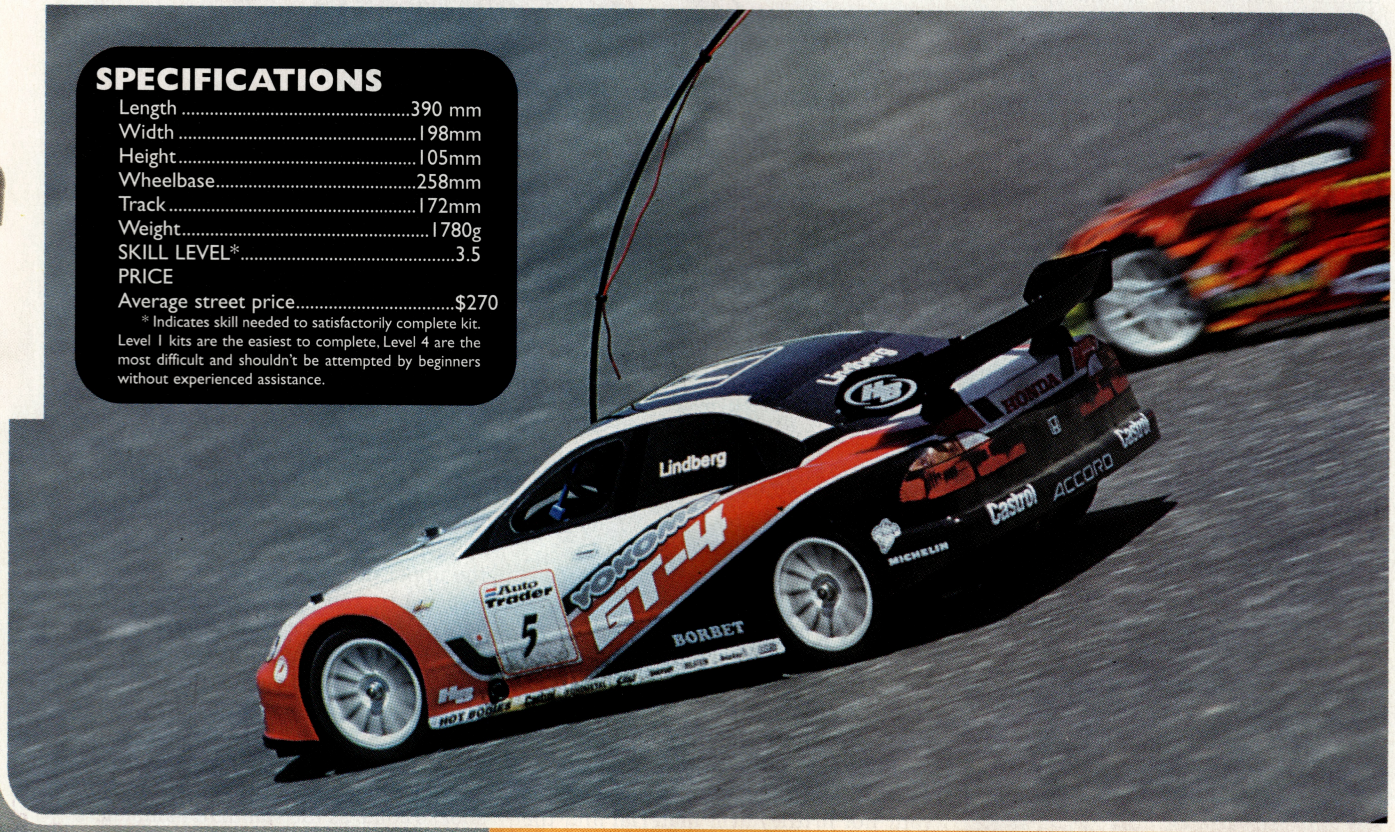


Running Gear

- Mugen MT12 engine/header
- Hitec HS-925 steering servo
- Hitec HS-945 throttle servo
- Hitec DCX FM Receiver
- Airtronics M8 radio
- Orion 1000mAH NiMh receiver pack
- Golden Horizons 1/10-scale tuned pipe/header

This Yoke ain't no joke!

By Lito Reyes



SPECIFICATIONS

Length	390 mm
Width	198mm
Height	105mm
Wheelbase	258mm
Track	172mm
Weight	1780g
SKILL LEVEL*	3.5
PRICE	
Average street price	$270

* Indicates skill needed to satisfactorily complete kit. Level 1 kits are the easiest to complete. Level 4 are the most difficult and shouldn't be attempted by beginners without experienced assistance.



YOKOMO GT-4W

There is no question that Yokomo's new GT-4W will be a popular car, but will it be because: a) It performs incredibly out of the box; b) With so many hobby shops already selling Yokomo parts, replacement parts will be cheap and easy to find; or c) Barry Baker drives one? Although answer "c" may be the sole response for some twisted people out there (no offense, Barry), its performance and parts support will be the more likely reasons for the GT-4W's popularity. Yes, that's pretty bold of us to predict the popularity of a car. But we feel pretty confident that this car will be very successful for Yokomo.

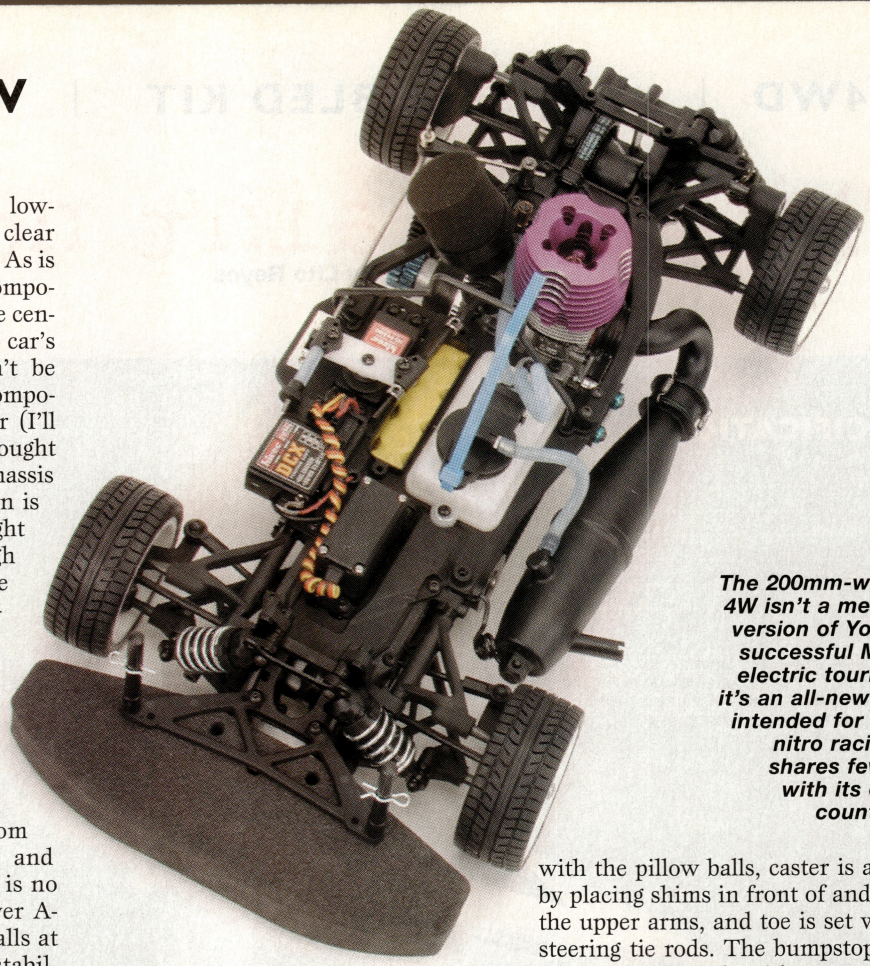
We first got a hint of what was to come when team driver Barry Baker won the 1998 ROAR Nitro Touring Car National Championship with what was essentially a hand-built prototype. Then we heard nothing for a long time. About a year went by before we started seeing rough proto's of what was to become the GT-4. Then the pictures of a late proto was posted on Yokomo U.S.A.'s website (*www.yokomousa.com*). Now the buzz was going. Then during another long period of waiting, their competitors released all-new generations of nitro touring cars. The fruits of Yokomo's efforts were two cars, the Japanese-only GT-4 and the U.S.-spec GT-4W. What's the difference? The Japanese car is 190mm compared to the 200mm U.S. version, and it doesn't come with a two-speed. Otherwise, they are pretty much the same. But now it's finally here!

Yokomo had said be patient and that all the waiting would be well worth it. It was...

YOKOMO **GT-4W**

Chassis

The lower chassis is a 3mm low-mass Duralumin plate that is clear anodized and treated for hardness. As is the current fashion, all of the components are brought tight towards the centerline of the chassis, so that the car's reaction to weight transfer won't be slowed down by the weight of components spread across the whole car (I'll bet most of you have never thought about the rotating mass of a chassis before). The narrow chassis design is a product of all the car's weight being compactly centered. Although this inhibits the freedom of where to put all of the radio and supplementary gear, Yokomo provides a well-organized place to put all those things.



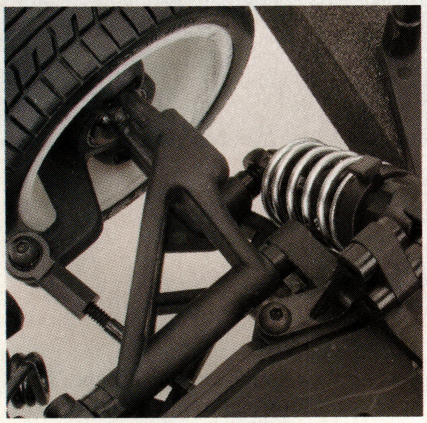
The 200mm-wide GT-4W isn't a mere conversion of Yokomo's successful MR-4TC electric touring car, it's an all-new design intended for serious nitro racing that shares few parts with its electric counterpart.

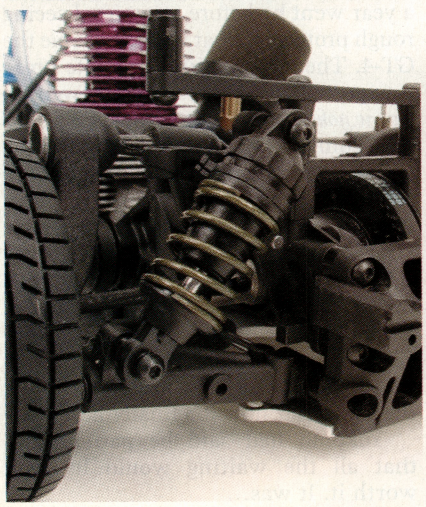
Suspension

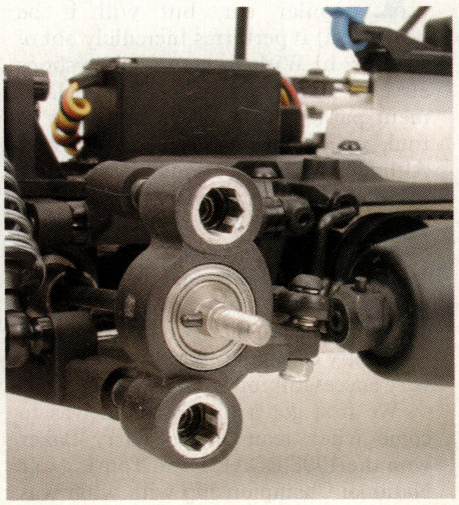
You may notice that more and more touring cars are taking their suspension design cues from their larger (and faster) 1/10- and 1/8-scale open cars. The GT-4W is no exception. It's still an upper/lower A-arm design, with a set of pivot balls at each corner for maximum adjustability and strength. As we've said before, we love the pillow ball design because it is the best way to suspend a carrier with a full range of slop-free motion. The other benefit is that the thick 8mm shafts thread securely into the upper and lower arms. That, combined with the stiff (but not brittle) arm material and the long 3mm hardened hingepins supported by the bulkheads themselves, makes for a solid suspension that can take lots of abuse without fail (but of course anything can break at 50-plus mph)

The front allows adjustments for width, camber, caster, toe, and bumpstop. Camber adjustments are made with the pillow balls, caster is adjusted by placing shims in front of and behind the upper arms, and toe is set with the steering tie rods. The bumpstop height adjustment is made with set screws that limit the upper range of motion on the arms. On the rear end, width, camber, and toe adjustments can be made with the two lower and one upper pillow balls.

Yokomo's ubiquitous composite shocks come as the standard dampeners with the GT-4W. No frills here, just shocks that work well and are leak-free (when built and maintained properly, of course.) In the front, the composite shock tower gets a steel brace that strengthens the upper mounts, and in the rear the tower is braced by the body post mount. All of the shock bushings are made of lightweight nylon.







(Top left): Yokomo has adopted the pillow-ball style suspension that has been used on open-class 1/10- and 1/8-scale gas racers for years. This versatile suspension system is durable enough for high-speed gas racing yet allows for ultra-precise adjustment.

(Far left): The GT-4W comes with Yokomo's excellent plastic shocks. Yes, we said "plastic," but don't worry, these are good ones that have internal volume-compensators. You'd be surprised how many racers use weight-saving plastic shocks on their road racers.

(Left): With pillow-ball type suspension, camber and width are set by threading the pillow-balls inward or outward from the suspension arm—slop-free, durable and very precise.

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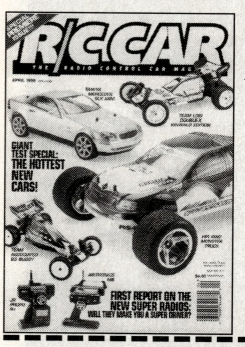

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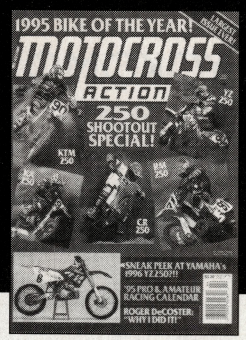

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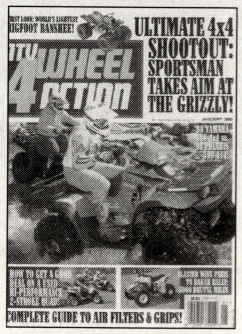

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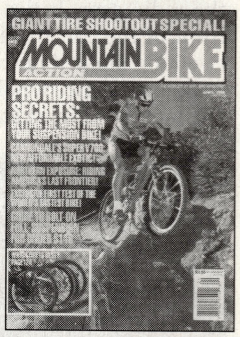

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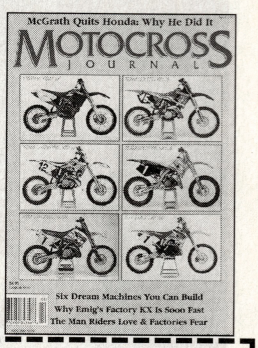

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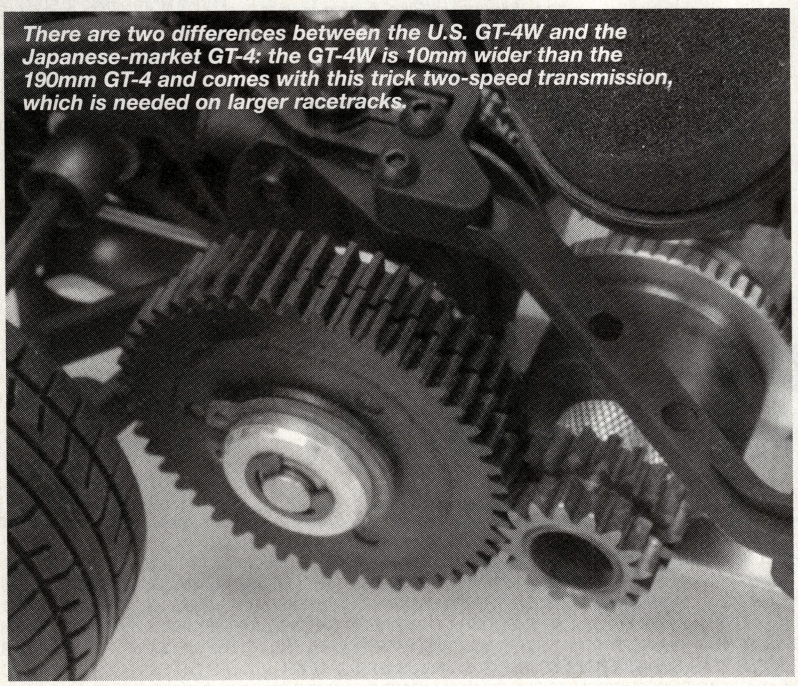
A molded upper chassis deck does its best to stiffen the chassis, but comes up a bit short. As you can see, there's not much room for the running gear, but this is a car that places function above form.

Radio plate

The molded upper deck serves to strengthen the lower chassis and house the radio gear. It ties the front bulkhead parts together all the way to the front of the car. In the rear, it stops in front of the engine, at which point two long molded braces work their way around the engine back to the rear bulkhead. The whole upper/lower/brace/bulkhead structure isn't the stiffest on the market, but is plenty stiff for the purposes of a nitro car.



There are two differences between the U.S. GT-4W and the Japanese-market GT-4: the GT-4W is 10mm wider than the 190mm GT-4 and comes with this trick two-speed transmission, which is needed on larger racetracks.

Drivetrain

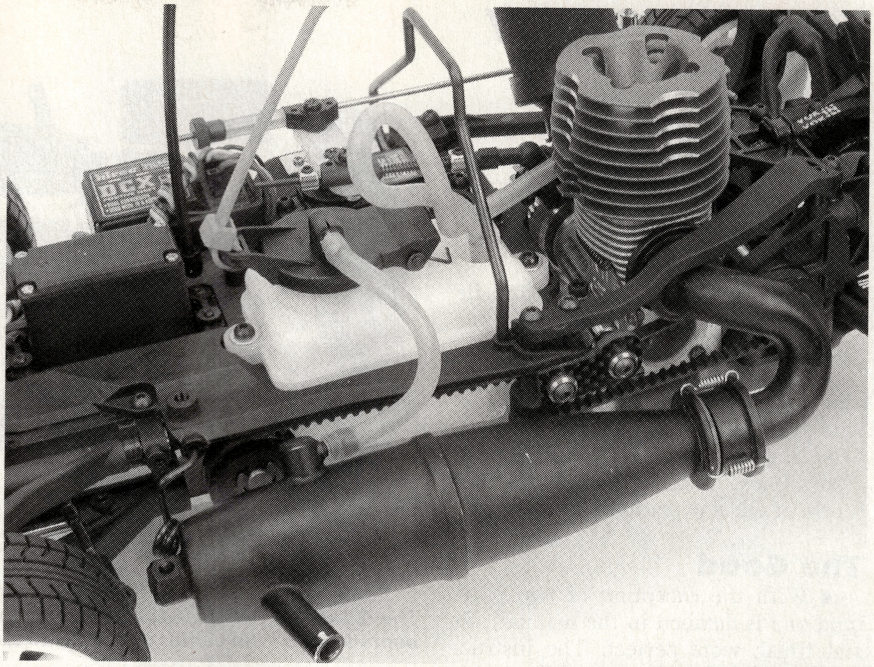
Like most cars in this class, the GT-4W uses three belts to transfer power from the spur gears to the front and rear differentials. The two heavy-duty planetary gear differentials ride on large 10x15 bearings for smooth action. In fact, both front and rear layshafts are 6mm thick and have large smooth bearings to match. The clutch that comes stock is a standard three-shoe centrifugal clutch. What it gives up in adjustability compared to Centax-style clutches, it makes up for in low weight. The two-speed unit was also designed to be low in weight, and uses an arm that grabs the second gear housing once it gets up to the proper revolution rate. Shift point can be set externally without even shutting down the engine. To stop the car, a stainless steel brake disc is employed. It is engaged by two large-surface fiber brake pads that are glued to steel plates. When the brake lever is pulled by the servo, a cam rotates to put pressure on the plates to eventually slow the car.

Building & Performance Tips

- Use contact cement to bond the brake pads to the plates, not rubber cement like it says in Step 4. That may be a translation error.
- Buy or borrow a pair of snap-ring pliers to use when assembling the two-speed in Step 4. I was stuck in a hotel late at night when I got to that part and man, it wasn't a pretty sight.
- You shouldn't have to remove any material from the engine mount in Step 7. Check it once your receiver pack is installed, and remove material only if you have to.
- Even though the material is pretty tough, take extra care when threading and re-threading the fine pitch thread metric machine screws. You don't want to cross thread or strip any by mistake.
- Pick up a bottle or two of thick diff oil before building the GT-4W because getting to the diffs requires lots of disassembly. (I used Mugen 100,000wt—stiff stuff indeed!)
- Key places for thread lock: diff outdrive set screws, engine mount screws, brake arm set screw, and just the tiniest dab on the pinion threads or you might never get it off again.
- Yokomo shock tip #1: Use Green Slime or Losi White Assemble Grease on the O-rings and shaft guides before assembly.
- Yokomo shock tip #2: Make a small puddle of oil (maybe about 5cm across) on a plastic bag or in a bowl. Place the shock sponges in there and squish them a few times in the shock oil, turn them over and squish them a few more times. This pre-soaks them before assembly and lessens the likelihood of excessive air in the body.
- Be sure to install a red O-ring in the dogbone side of each rear axle. The guys at Yokomo didn't think they were needed until Shin Adachi popped a dogbone at the track.
- To accurately set up the geometry of any car with a pivot ball suspension, we recommend using the Hudy Set-Up. It will make suspension tuning much easier and less frustrating.
- Try the included setup sheet with Shin's asphalt parking lot setup first. It will get you 90 percent in the ballpark. Like I said above, I ended up using Mugen 100,000 wt. silicone "jam" to cut down the slip in both the front and rear diffs. If you find the rear to be a bit loose when powering out of a turn, you may want to go a bit lighter on the rear diff oil.
- The factory setting on the two-speed housing was set to shift too early. Don't be surprised when you find yourself turning it in three or more full turns before you start to get in the range you are looking for. Remember, first gear should be winding out to the top of the powerband before shifting.
- The kit tires are great for breaking engines in, but they are not "raceable." They're just too squirmy due to the tall sidewall. For asphalt, try Shin's recommended Yokomo Beltec slicks in the new "G" compound in the 24mm size.

Other Features

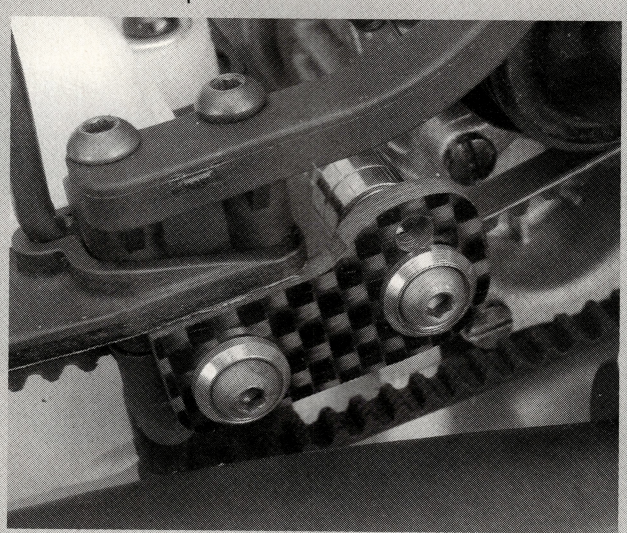
One thing we have to mention, that frankly we think is very cool of Yokomo to do, is that the GT-4W comes with all the parts you need to use an engine with an SG-shaft, a long threaded shaft with drive washer, or a short threaded shaft with no washer. A couple of extra collets, a threaded pilot shaft, and an assortment of washers and spacers lets you get almost any upright .12-size engine in there with little trouble. This feature will immediately go on our long "If We Were to Design a Car, What We Would Include" list. For those of you who are Phillips screwdriver challenged, all the hardware, except the 3.5mm self tapping flathead screws, are set with a 2mm hex driver. But you do have a choice, as traditional Phillips hardware is also included. Again, it's your choice. A urethane foam bumper is included and is secured by lower and upper supports that also hold the front body posts. Due to the design, generic body posts from BoLink, HPI, Du-bro, and, of course, Yokomo can be used on all four corners. No pipe or header are included in the kit (at least not until Yokomo starts shipping a version with an engine), but Hot Laps 26mm radial tires and wheels are. Oh, yes, and standard 12mm hex hubs are on each axle, so a large variety of 0mm-offset wheels will fit.



The "hot" engine for the GT-4W seems to be this rear-exhaust Mugen MT12. Unfortunately, the engine's exhaust manifold exits right where the car's middle drive-belt is. To remedy this, the author devised a belt-tensioner that provides the necessary clearance (see sidebar).

Making a Belt Tensioner for the GT-4W

● The hot engine at the moment is the rear-exhaust Mugen MT12, made by Novarossi in Italy. Unfortunately, the rear-mounted header ends up right in the path of the middle belt. I had noticed that team driver Shin Adachi had made a belt tensioner on his car, but he had just flown to Japan for the Worlds Warm-up race and his car wasn't there. So Yokomo USA's Butch Kroells, who happens to be the man who attained Associated Electric's first World Championship back in 1977, was kind enough to help me gather up all the parts I would need to design my own belt tensioner. After grabbing an MX-4 graphite shock tower (we couldn't find any other graphite stock), and raiding Barry's workbench for screws, bearings, and such, here's what I came up with...



Parts used

1—3x22mm screw; 1—3x8mm screw; 1—"B" Servo mount post from MR-4 TC kit; 2—4x8mm bearings; 2— 3mm nuts; 1—3mm lock nut; Graphite or Kydex scrap; Assorted 3mm washers.

• First drill a hole in the left-side radio plate post right where the molding dimple is with a 3/32" drill bit. This is where we'll mount the tensioner. In the graphite scrap, drill a hole 7mm down from the top edge. We want the top edge of this tensioner plate to butt up against the upper deck. Next drill a couple of holes about 17mm away from the mounting hole to fasten the bearing assembly to.

• The bearing assembly is pretty simple. First insert the 3x22mm screw through the tensioner plate. On the other side install the two 3mm nuts. Next we need only a portion of the servo mount for the bearings to ride on. Instead of using the brass "A" servo mount post, I used a part of the black steel "B" one. That meant that I had to cut two sections of the part away to leave what I needed. In any case, I ended up with a piece of the shaft that left 6mm for the bearings to ride on. That is just enough room for the bearings to ride on. Install the shaft on the screw with the shoulder towards the two 3mm screw and install the bearings over the shaft. Secure the shaft and bearings with the 3mm lock nut. Mount the tensioner plate to the radio plate post with the 3x8mm screw.

• Now examine the assembly and determine how many washers you will need to install under the 3mm nuts to get the bearings centered on the belt. You also might need to put some washers under the head of the 3x8mm screw so the end doesn't protrude into the belt path. If you use thick washers like I did, you can use a 3x10mm screw in its place.

• Remember that you don't want too much tension on the belt. You only need to keep it from hitting the header, not so much pressure on it that it causes drag.

• Hopefully, Yokomo will release a tensioner of their own and include it in the kit, but until they do, if you plan on using an MT12, you better be prepared to make one of these for your car. ●

The Bad

• Both the front and rear shock towers seem pretty flexible. The car's handling is great, but even with the steel brace, you can actually see the front tower flexing. Our concern is that it will eventually weaken and break.

• The kit could really use a middle belt tensioner. [*See the sidebar for our solution.*]

• This time they didn't include a servo saver insert for Hitec servos. Just when you think they got it right...

• Maintenance can be long-term affair. I lost track of the number of screws it takes to get to the diffs. ●

The Good

• With the exception of two parts (and one is detailed in the manual), fit and finish were perfect. The instructions were clear and easy to follow with good diagrams. The quality of Yokomo's manuals have progressed over the years, and now they're better than ever. The drivetrain is ultra smooth, with little friction (unless you have a rear exhaust Novarossi and don't have a tensioner). It isn't uncommon for the car to coast for thirty feet or more.

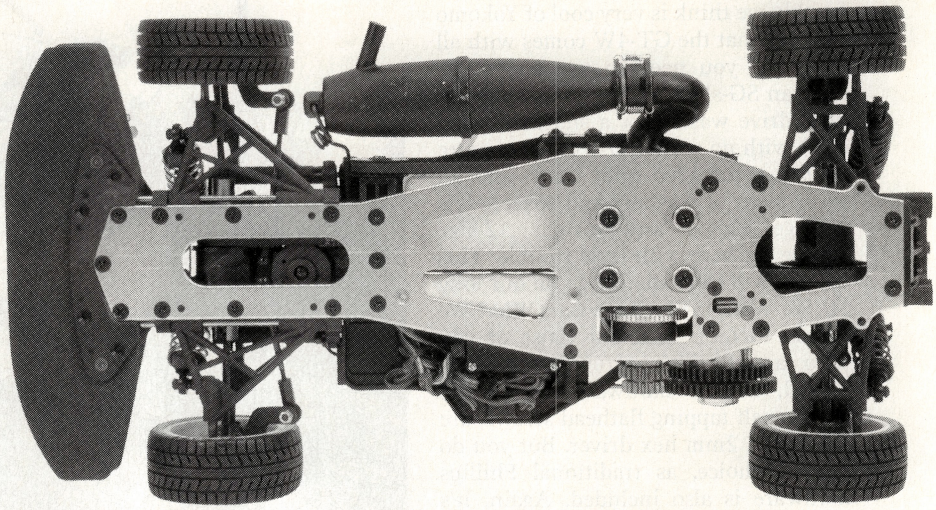
• And of course we like the adjustability. Sure, complex suspension designs can get us "out of the ballpark" and in trouble, but we're happy to have all the adjustments once we do get it right.

• Again, we love the fact that it supports three types of engines right out of the box. Great thinking, and a very nice touch.

• This is one of the best nitro touring cars "out of the box" that we've ever driven. Maybe even the best.

The Verdict

As we said at the beginning of this article, we strongly feel that the GT-4W will be a very popular car. With so many manufacturers making good products these days, that might not be an easy thing to say, but we are pretty confident. With the likes of Masami Hirosaka, Barry Baker, and Shin Adachi working on setups, the racer who chooses this car will be well supported. That's not to say that the car is perfect—no car is. But the driving experience is what is really important. After we drive a car, there is always that feeling that "if only it did this" or "maybe they should try this." Not so here. We've seen it run on a huge track and know it can perform. We've run it with minor changes on a small tight track, and it still performed. Talk about versatile! And talk about a winner! Yokomo, you guys better keep bagging those parts into overtime, 'cause we have a hot one on our hands! ◆



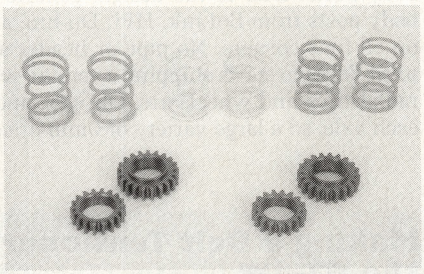
The GT-4W's 3mm-thick Duraluminum chassis plate places all the heavy components towards the center of the car to speed up cornering response and stability.

What you get

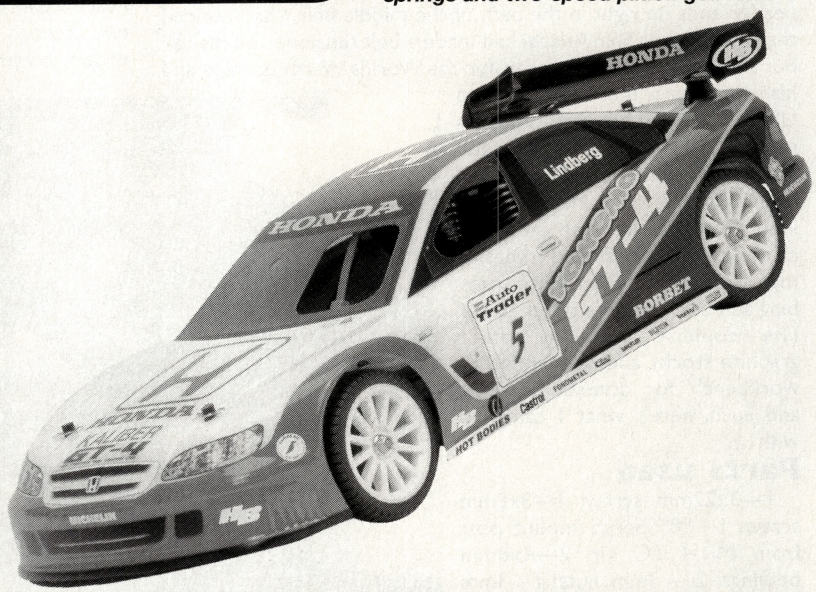
• Complete rolling chassis

What you need

• 2-channel radio
• Body
• Polycarbonate paint
• Steering and throttle servos
• Engine
• Glow igniter
• Glow fuel



Yokomo is already offering tuning parts for the GT-4W, including these optional springs and two-speed pinion gear sets.



The good folks at Hot Bodies supplied one of their 200mm Honda Accord bodies for our test of the GT-4W. The Accord fit the Yokomo like a driving glove. Thanks, guys!

SOURCES

Airtronics, 1185 Stanford Court, Anaheim, CA 92805; (714) 978-1895.
Hitec RCD Inc., 12115 Paine St., Poway, CA 92064; (858) 748-6948.
Mugen Seiki Racing, 17971 Sky Park Circle #G, Irvine, CA 92614; (949) 475-9505.
Team Orion, 15311 Barranca Parkway, Irvine, CA 92618; (949) 864-1720.
Yokomo U.S.A., 17951 Sky Park Circle Bld. 35, Suite K, Irvine, CA 92614 • 949-252-8663

Get the edge...

...and hold it!

Futaba 1 Year Warranty

NARROW BAND

3PDF 3-Channel Computer Radio

If you're an up and coming racer, the 3PDF should be your radio. Why? Because it's a system that makes it easy for you to make things tough on your competition.

Here's how it works. First, it makes computer control affordable. Second, it offers an amazing array of features for the money. And third, it makes each and every feature easy to use.

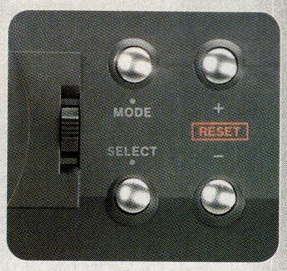
Four buttons and clear instructions are all you need to use or adjust any of the 3PDF's wide range of programmable features, from digital trims and ATV on steering and throttle to servo reversing, 2-channel exponential, 3-model memory and the function-selectable 3rd channel. Every adjustment is made with digital accuracy—and confirmed in black and white on a big, easy-to-read, 2-line LCD.

But the 3PDF is easy to use in other ways, too. There's the transmitter battery alarm that helps you monitor power level just by listening. Two ways to tailor throttle ATL to your driving style. There's a battery box for the receiver, a built-in recharging jack for optional transmitter NiCd use— and a padded hand grip that makes it all easy to hold as you race to the top.

For the location of the Futaba hobby dealer nearest you, please call 1-800-682-8948 and mention code number 2934V.



Digital thumb switches enable you to vary steering rate and throttle ATL as you drive, to meet changing conditions. Changes are confirmed with sound cues, so your eyes can stay on the action.



3rd channel convenience and choice! Select ON/OFF or proportional operation with the switch; program for starter activation, fuel mixture adjustment or shifting gears with the buttons.



Narrow-band FM technology in the transmitter and R123F receiver give the 3PDF the power to punch through radio clutter at crowded events.

Futaba®

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TS-4n

Thunder Tiger TEAM INTERNATIONAL

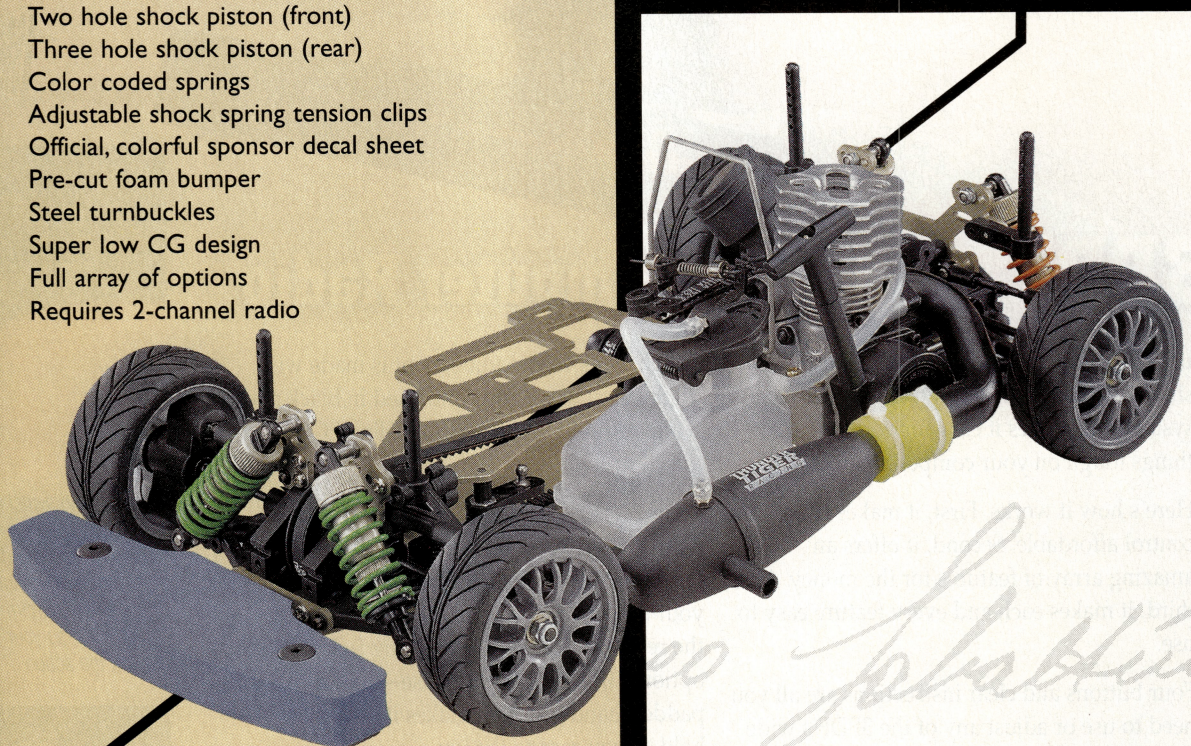
1/10 4wd nitro sedan

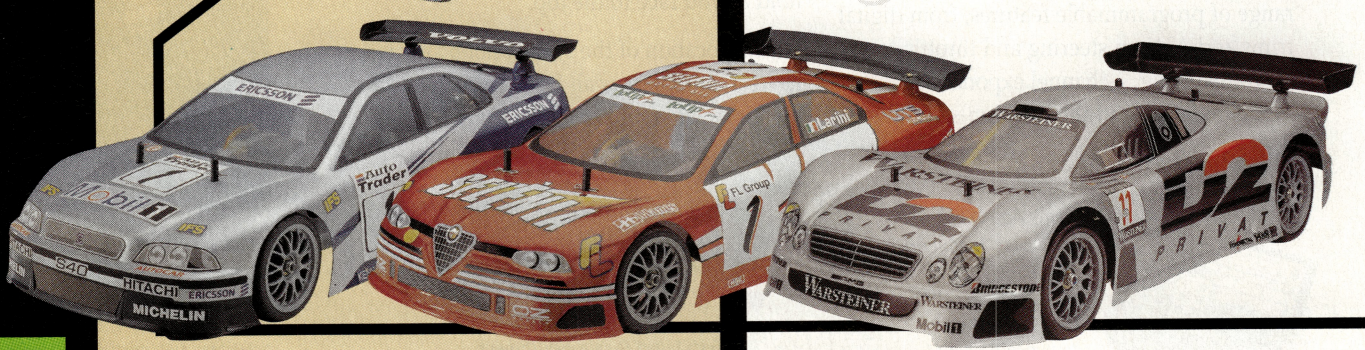
- Aluminum top deck, shock body, and shock towers
- Strong, fiberglass reinforced Dupont plastic parts
- Three belt, 4WD drivetrain
- Front universal drive shaft.
- High performance GRP rubber tires
- Three-point rear suspension link
- Double wishbone front suspension
- On-road style front knuckle
- True Ackerman steering system
- Fully adjustable fr caster, fr/rr camber, fr/rr toe-in, and fr/rr track width
- Adjustable belt tension cam
- Full ball bearings throughout
- Silicone oil filled shocks
- Two hole shock piston (front)
- Three hole shock piston (rear)
- Color coded springs
- Adjustable shock spring tension clips
- Official, colorful sponsor decal sheet
- Pre-cut foam bumper
- Steel turnbuckles
- Super low CG design
- Full array of options
- Requires 2-channel radio

T S 4 N

Designed by world-renowned Franco Sabattini and manufactured at Thunder Tiger's super-modern facility, the TS4N is the first in a series of high performance touring cars. Early in the first year of its existence, the TS4N is already sweeping Europe with first place wins in France and Italy, logging lap times much faster than any of the competition.

The TS4N is a 1/10th scale four wheel drive nitro-powered touring car that combines many sophisticated performance-enhancing features that represent a culmination of 30 years of Sabattini's design experience. The car comes in three body styles and is 90% assembled with a powerful, user friendly Thunder Tiger PRO-12BZX with pull start and tuned pipe furnished and installed.





ttr6134-a volvo

ttr6136-a alfa romeo

ttr6135-a mercedes-benz

Interested? For a retailer, visit: http://www.acehobby.com/sources or call (660) 584-7121
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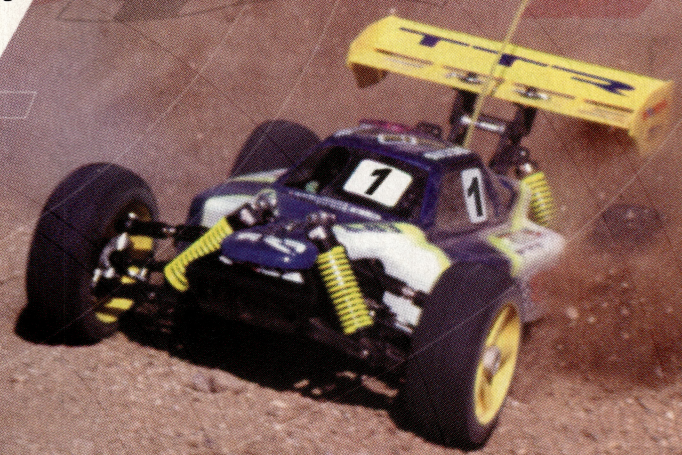
EB4 KICKS BUTT!

b4 **limited** eb4 **limited** eb4 **limited** eb4 **limited** eb4 **limited** eb4 **limited** eb4 **limited** eb4 **limited**

"Keep an eye out for these cars, they'll be ***taking over*** *a track near you."--Car Action*

EB4

Alex Laffranchi's EB4 dominates the IFMAR 2000 World's Warm Up! Winning by ***3*** *laps over the world's best. The field included the new MP7 and MBXRR,* ***EB4 takes no prisoners!***



". . . a ***world*** *championship is not out of reach for Thunder Tiger."--Xtreme*

EB4 Limited Upgrades:

PDO800 Body, EB4 Limited.
PDO798 Short bumper.
PDO764 ERGAL light chassis, type A.
PDO757 ERGAL front knuckle.
PDO758 ERGAL front upper arm mount.
PDO769 ERGAL rear toe-in block, 3 degree.
PDO785 ERGAL front shock tower.
PDO786 ERGAL rear shock tower.
PDO610 ERGAL steering slider with ball bearing.
PDO612 Servo saver posts w/BB.
PDO773 Center universal drive shafts.
PDO759 Rear universal drive shafts.
PDO746 Teflon shock piston, 3-hole.

Standard EB4 can easily be upgraded to full Limited specs.



EB4	TTR6201
EB4 Limited	TTR6202

"We were blown away by how fast it is . . . this car ***barks!****"--R/C Car*



1999 ROAR National Champion Richard Saxton

2000 NORRCA National Champion Richard Saxton

2000 Silver State Champion Billy Easton

2000 World Warm Up Champion Alex Laffranchi

Join the winning team. Run EB4.

Designed By Franco Sabbatini

Interested? For a retailer, visit: http://www.acehobby.com/sources or call (660) 584-7121
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Thunder Tiger TEAM INTERNATIONAL

NITRO RUSH

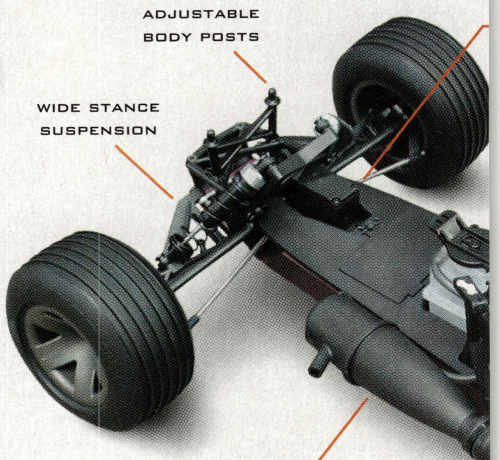
2WD STADIUM TRUCK R-T-R

NEW! #560 RTR Nitro Rush (RS2 ST) (Includes radio system)
NEW! #564 Nitro Rush (RS2 ST) (Radio system not included)



ADJUSTABLE BODY POSTS

WIDE STANCE SUSPENSION



DUAL-CHAMBER TUNED PIPE

Specifications

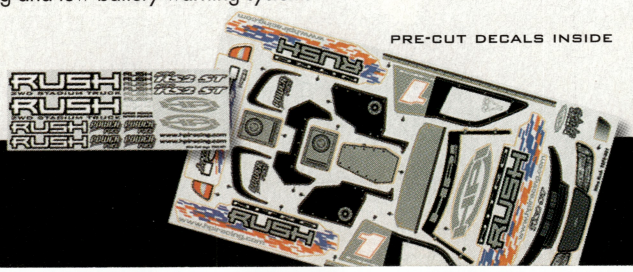
- Pre-assembled with or without radio
- Painted and trimmed body!
- Decals die-cut for easy application
- Full ball bearing set
- Powerful, refined Nitro Star 15FE engine
- Dual-chamber tuned pipe
- Enclosed "laydown" gearbox with adjustable slipper clutch
- Sealed receiver and battery compartments
- Rear chassis upper and lower braces
- Vented disc brake

Included in the RTR Rush kit (#560) is a 2-channel, pistol grip, AM radio. The new TX-2 transmitter has dual-rate steering and low-battery warning system.

DUAL-RATE STEERING



PRE-CUT DECALS INSIDE



COMPLETE SET OF BALL BEARINGS INCLUDED

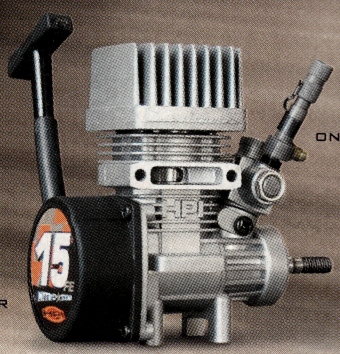


© 2000 HPI Racing

PRE-ASSEMBLED

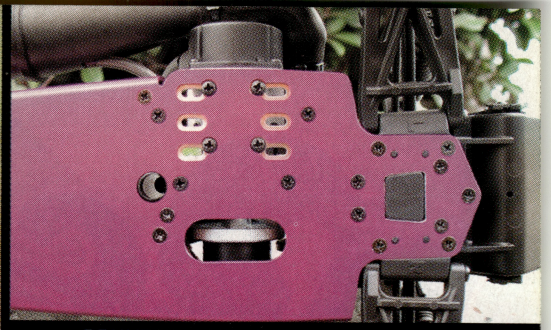
ASSEMBLED CHASSIS WITH ENGINE INSTALLED. INCLUDES YELLOW PRE-PAINTED AND TRIMMED RUSH TRUCK BODY. REQUIRES MINOR FINAL ASSEMBLY.



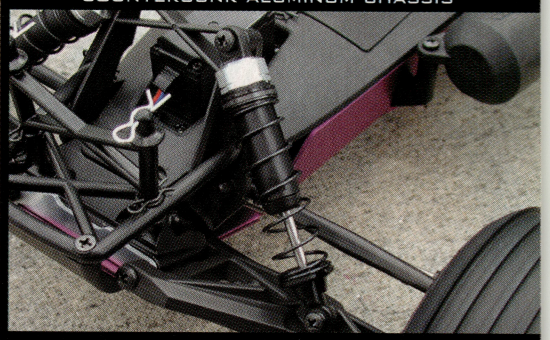


ONE SIMPLE TUNING ADJUSTMENT

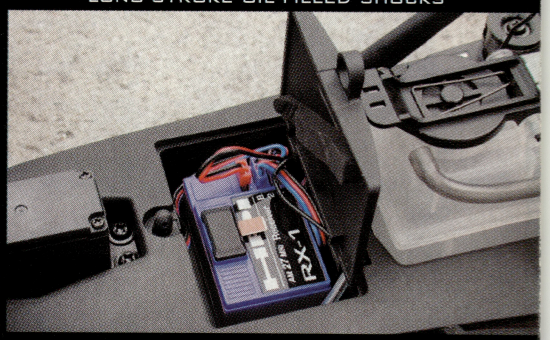
DURABLE RECOIL STARTER FOR EASY RELIABLE STARTING



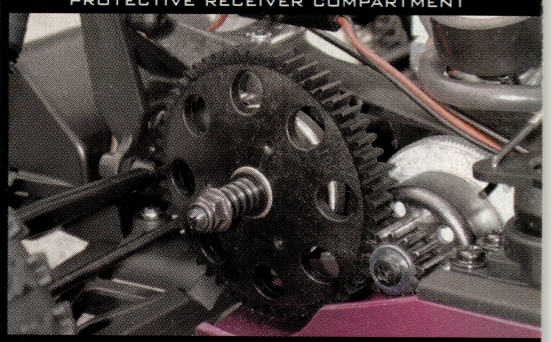
COUNTERSUNK ALUMINUM CHASSIS



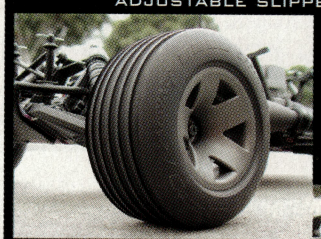
LONG-STROKE OIL-FILLED SHOCKS



PROTECTIVE RECEIVER COMPARTMENT

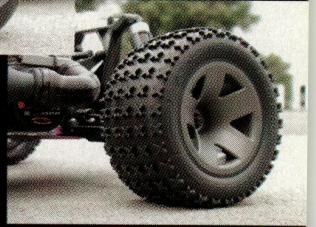


ADJUSTABLE SLIPPER CLUTCH



FRONT RIBBED TIRES

F5 TRUCK WHEELS



X REAR TIRES

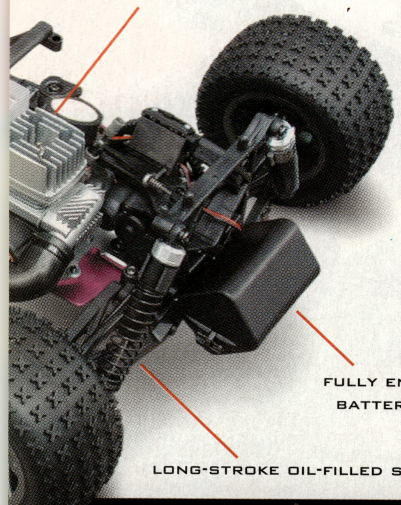
F5 TRUCK WHEELS

All-new Nitro Rush!

CENTERED STEERING SERVO

POWERFUL HPI NITRO STAR 15FE ENGINE

HPI Racing is proud to announce our all-new Nitro Rush trucks. The Nitro Rush is a 2WD nitro powered stadium truck that continues the HPI tradition of durable kits at competitive prices, excellent customer service and great aftermarket hop-up potential. The Nitro Rush is based on our all-new RS2 ST platform: tough trucks that offer high performance features, pre-assembled to get you racing quickly. The Rush is fast, yet easy to start and tune. It's simple, but uses the same suspension geometry as you'll find on competition trucks. If you've always wanted to try a quick and nimble 2WD nitro truck, try the all-new Nitro Rush. Pre-assembled with or without radio, the Nitro Rush is ready for action.



Send $2.00 for our full color 40 page catalog!



FULLY ENCLOSED BATTERY BOX

LONG-STROKE OIL-FILLED SHOCKS

BASED ON THE ALL-NEW RS2 ST CHASSIS

NITRO RS2 ST

HPI RACING

VISIT US ON THE INTERNET AT WWW.HPIRACING.COM

15321 Barranca Parkway Irvine, CA 92618 Tel: 949.753.1099 Fax: 949.753.1098

Retro R/C!

The car that started it all...

Released circa 1980, the Rough Rider (Tamiya's 15th car produced) was the first of three of its kind. The Rough Rider was quickly followed by the Sand Scorcher (58016), and soon after the F-150 (58027). Eventually, the basic Rough Rider design evolved into one of Tamiya's most popular buggies (and the last of its kind), the Super Champ.

As out of place in today's off-road world as it may be, the Tamiya Rough Rider can be credited with being "the car that started it all." The Rough Rider was very innovative for the time. It featured a metal main chassis and a fully waterproof design (it had a sealed radio box and transmission). The suspension was very cutting edge—four-wheel independent pivot-style suspension, assisted by a rear torsion bar. The shocks used were of the oil-filled variety, incorporating aluminum main cylinders with brass ends. Even though the suspension was top-of-the-line then, it was far too stiff. According to reports from those who raced it back then, it would "hop around an off-road track like a rabbit." In addition, those who raced it quickly found out that the sealed radio box got far too hot under racing conditions and the top clear lid would get too hot and melt. Soon after its release, the hop-up revolution was born, and thousands and thousands of Tamiya owners quickly got familiar with the name CRP.

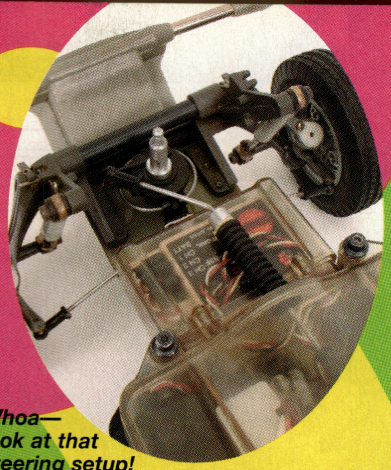
We'd like to thank Gary Boyer for letting us borrow his car as well as Alex Jung from *www.classictamiya.com* for all his help with our research!◆



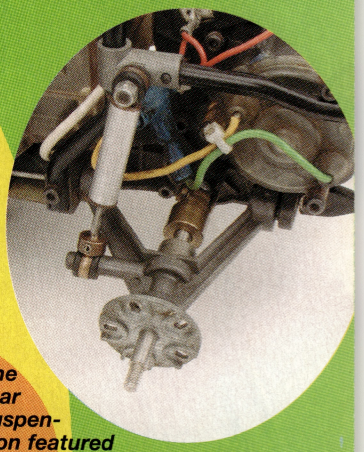
The underside of the Rough Rider consisted of a mix of a metal main chassis and plastic components.



Check out that sealed chassis! Rough Rider racers quickly found out that the "ultra-efficient" electronics package would get a little too hot during a race, which would then melt the top clear plastic cover.



Whoa—look at that steering setup! Check out the thickness of the steering tie-rods. We've come a long way...

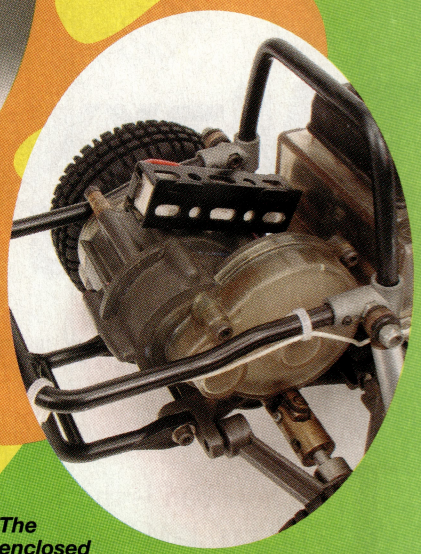


The rear suspension featured an alloy lower suspension arm, an aluminum oil-filled shock, and it was assisted by a rear torsion bar system.



Up front was a very unique suspension system for the time. Trailing-link suspension arms coupled with an oil-filled aluminum damper and a coil spring kept the front end on the ground.





The enclosed gearbox was fully sealed from the elements—it was equipped with a three-gear system that was later copied and is now the industry "racing" standard.



These were the hot tires back in the day. The Rough Rider's tires allowed it to get over the simple stuff, but if the terrain got soft and sandy, the ship would sink...

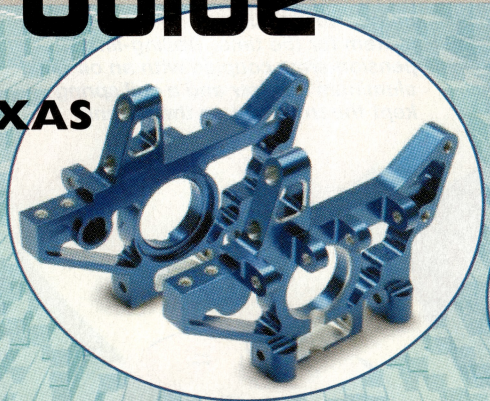
Traxxas



T-Maxx Buyer's Guide

TRAXXAS

Just how bad is the Traxxas T-Maxx? Without a doubt, it is one of the baddest monster trucks we have ever seen! So it comes as no surprise to us that so many accessory manufacturers have jumped on the "T-Maxx hop-up" bandwagon. We gathered over 75 of the hottest items from eleven different companies.





MACHINED ALUMINUM BULKHEADS

These awesome looking machined aluminum bulkheads increase the strength of the T-Maxx. They provide a strong foundation for the chassis and the suspension and help provide maximum protection against crash damage. They are CNC machined from 7075 T-6 aluminum and are anodized brilliant blue with machined edges for outstanding detail. Part #4930x (front), 4929x (rear)

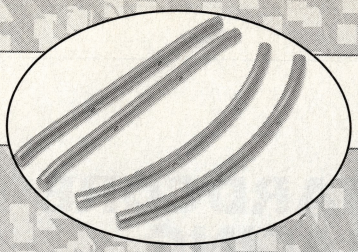
Suggested retail price: TBA

MACHINED ALUMINUM ENGINE MOUNT

This precisely machined engine mount delivers high strength and a significant weight saving over the stock engine mount. The engine mount also enhances engine cooling by helping to dissipate heat. It's beautifully anodized in electric blue with machined accents.

Part #4960x

Suggested retail price: $42.00

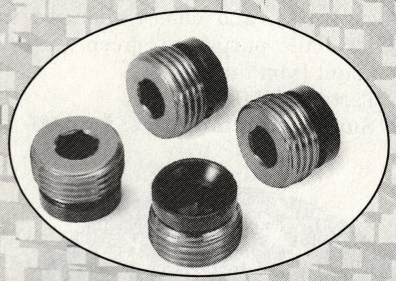


MACHINED ALUMINUM BUMPERS

Dress up your T-MAXX and add extra crash protection at the same time with these super-tough, 6061 T-6 aluminum bumpers. The set includes both front and rear bumpers that can be installed in minutes. The bumpers include all the necessary hardware and are silver-anodized.

Part #4935x

Suggested retail price: TBA

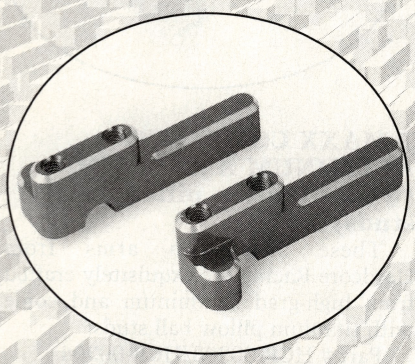


ANODIZED ALUMINUM PIVOT BALL CAPS

Add some extra flash and detail to the T-Maxx wheels with these blue-anodized-aluminum pivot ball caps. The pivot ball caps are CNC machined from 7075 T-6 aluminum, so they're actually stronger than the stock units. Set includes new nylon bushings.

Part #4934x

Suggested retail price: $9.00

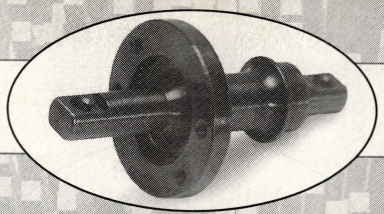


ALUMINUM STEERING/ SHIFT SERVO MOUNTS

These aluminum servo mounts add extra strength and stability for the steering and shift servos. The servo mounts are CNC machined from 7075 T6 aluminum and are anodized in brilliant blue for dazzling looks. Bright machined edges add extra detail.

Part #4918x

Suggested retail price: $20.00

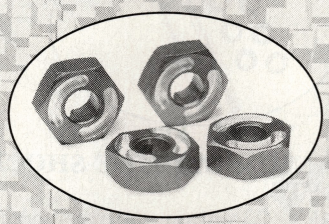


DIFFERENTIAL SPOOL

This differential spool replaces the rear differential gears to make the truck unstoppable in hard-core climbing maneuvers. The spool locks the rear axle, which in turn provides equal power to both the rear wheels no matter what the truck drives over. Because the spool locks the differential, it should be used strictly for off-road. If you're building a radical, special purpose T-Maxx for straight-line sand drags, hill climbing or pulling, then install a spool in the front as well for total 4WD traction.

Part #4981x

Suggested retail price: $12.00

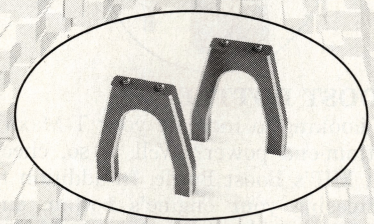


ALUMINUM HEX WHEEL HUBS

Replace the stock molded hex hub adapters with these absolutely bullet-proof 6061-T6 aluminum hex hubs. The aluminum hex hubs are CNC machined for the utmost precision and feature machined accents for incredible detail. The aluminum hex hubs will not develop play over time and they clearly stand out every time the wheels are removed from the vehicle.

Part #4954x

Suggested retail price: $20.00

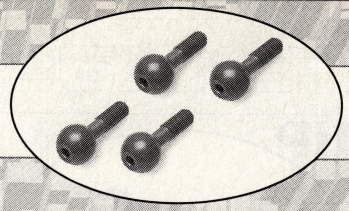


ALUMINUM THROTTLE SERVO MOUNTS

These awesome looking aluminum servo mounts allow you to mount the steering servo more securely and because they're machined from 7075 T-6 aluminum, they're absolutely bullet-proof. The brilliant blue anodizing compliments the truck's other blue anodized components perfectly and they feature machined edges for extra detail.

Part #4919x

Suggested retail price: $20.00

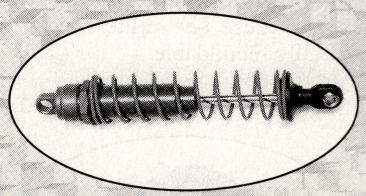


HARD-ANODIZED-ALUMINUM PIVOT BALLS

These "trick" hard-anodized 7075 T-6 aluminum pivot balls are lighter than the stock steel pivot balls, but reducing weight is only one benefit. The balls feature a special Teflon coating that reduces friction to make the suspension arms pivot as smooth as possible. The hard-anodized pivot balls are sold in handy 4-packs that include four molded bushing caps to replace your worn out units. Each package will reduce the vehicle's weight by 19 grams. Two packages will reduce over once ounce of weight, which should allow the T-Maxx to accelerate harder and increase the truck's overall top speed.

Part #4933x

Suggested retail price: $20.00

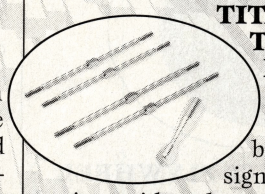


ALUMINUM BIG BORE SHOCK KIT

Traxxas' high-quality aluminum big bore shocks are available and packaged in convenient 8-packs just for T-Maxx enthusiasts. The big bore shocks are hard anodized and Teflon coated for the smoothest operation possible and they feature internal diaphragms that help keep the air and oil separated for increased performance and longer life between rebuilds. The shocks are completely assembled and include Red, 2.5 rate shock springs, additional shock pistons and clip on pre-load spacers to make ride height and damping adjustments a snap.

Part #4962

Suggested retail price: $99.99



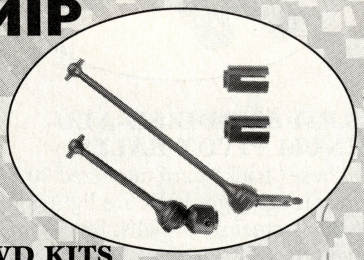
TITANIUM TURNBUCKLES

These "trick" titanium turnbuckles provide a significant weight savings with no loss of strength or durability. The turnbuckles are packaged in pairs and include a handy machined-aluminum adjustment wrench.

Part #2338x (94mm front) 2339X (105mm rear)

Suggested retail price: $15.00 (front), $16.00 (rear)

MIP



CVD KITS

MIP now offers a set of their world-famous CVD hardened steel constant velocity drive axles for the front, and rear of your T-Maxx truck. MIP's CVDs are not only durable and reliable driveshafts, but they are also totally rebuildable too!

Part #1485

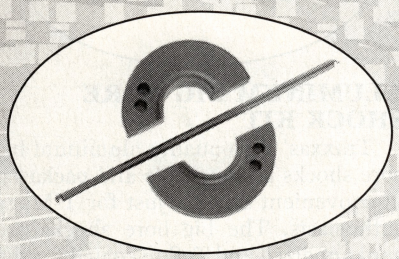
Suggested retail price: $55.00 (front/rear)

CENTER CVD DRIVE KIT

MIP's center CVD drive kit replaces the stock plastic center telescoping driveshafts that go to both the front and rear gearboxes. The center CVDs are also totally rebuildable.

Part #1486

Suggested retail price: $55.00

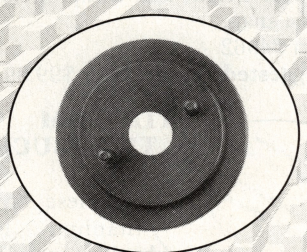


CLUTCH KIT

MIP's Clutch Kit is manufactured of the highest grade composite material for the best transfer of power. The kit comes with MIP's clutch shoes, weights, and spring for the clutch shoes.

Part #3071

Suggested retail price: $14.95

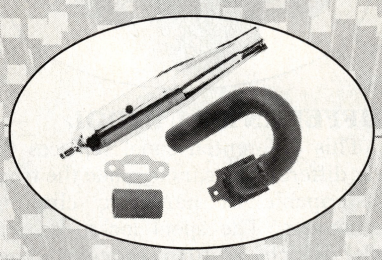


HEAVYWEIGHT FLYWHEEL

MIP's Heavyweight Flywheel is manufactured from steel. The flywheel helps increase traction by producing a more "tractable" engine, and in addition it helps the engine idle much more consistently.

Part #3073

Suggested retail price: $12.00

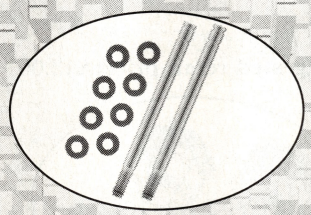


STINGER KIT

The MIP Rear Exhaust Stinger increases bottom-end acceleration while cleanly exiting the rear of your T-Maxx truck.

Part #3074

Suggested retail price: $51.95



TITANIUM NITRIDE SHOCK SHAFTS

MIP's Titanium Nitride coated shock shafts are ultra-smooth and last a long time thanks to their special coating. The shock shafts come with MIP Blue Shock Seals to complete the package.

Part #TBA

Suggested retail price: $TBA



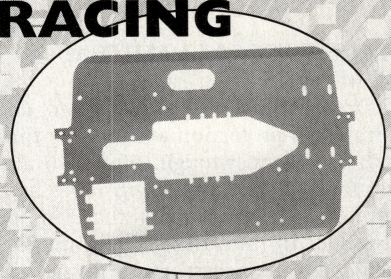
BOOST BOTTLE

Looking to increase your T-Maxx's bottom-end power? Well, if so, check out MIP's Boost Bottle. In addition to increasing your engine's bottom end acceleration, it also helps provide an overall more consistent power band.

Part #3057

Suggested retail price: $29.95

HARDCORE RACING

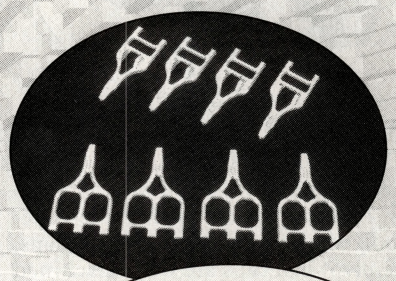


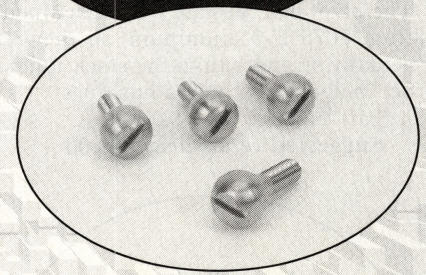
T-MAXX TITANIUM CHASSIS

More a work of art than a chassis, this Hardcore Racing titanium chassis comes with pre-bent edges (like the stock truck), and comes anodized in either blue, purple, or green (a real standout from the crowd).

Part # HCR-00300

Suggested retail price: $100.00





T-MAXX COMPLETE ALUMINUM A-ARM SET (with titanium pillow ball studs)

These suspension arms from Hardcore Racing are exquisitely crafted from high-grade aluminum and come with titanium pillow ball studs.

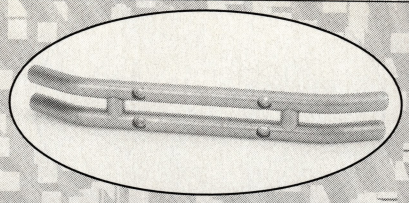
Part # HCR-00303/HCR-00304

Suggested retail price: $275.00

TRINITY



Trinity produces some of the hottest alloy hop-ups for a variety of on-road and off-road electric and nitro cars. They are currently working on a complete line of hop-ups for the T-Maxx. Contact Trinity Products Inc. for more info on part listing and availability!

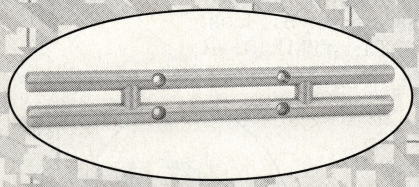


T-MAXX TITANIUM FRONT BUMPER

Protect the front-end of your truck with this beefy twin-tube titanium bumper from Hardcore Racing.

Part # HCR-00307

Suggested retail price: $48.00

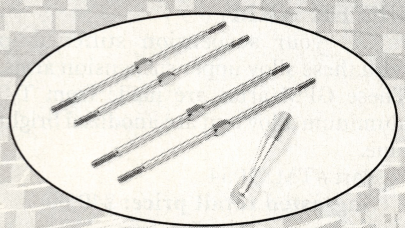


T-MAXX TITANIUM REAR BUMPER

Watch out for that other T-Maxx coming up from behind you-protect your back with this twin-tube titanium rear bumper from Hardcore Racing.

Part # HCR-00308

Suggested retail price: $42.00

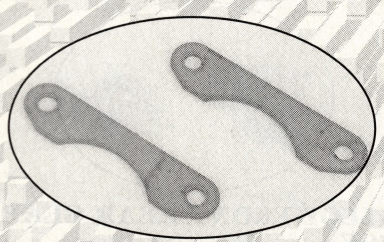


T-MAXX TITANIUM TURNBUCKLES (SET OF 4)

We all know that titanium turnbuckles are the way to go when the going gets rough! This set of Ti turnbuckles from Hardcore Racing help beef up your truck with style!

Part # HCR-00314

Suggested retail price: $38.00



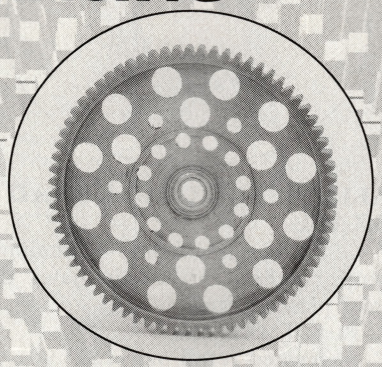
T-MAXX TITANIUM BRAKE CALIPERS (SET OF 2)

Make sure you get a hold of your new brake disc with these new titanium brake calibers. They help hold the disc in place with no flex from the calibers.

Part # HCR-00316

Suggested retail price: $15.00

ROBINSON RACING



HARDENED STEEL SPUR GEAR W/BEARING

Tired of stripping out plastic spur gears? If you've encountered that problem, well then check this out-new from Robinson Racing is this 72-tooth hardened steel spur gear (bearing included).

Part # 8572

Suggested retail price:

KILLER BEE

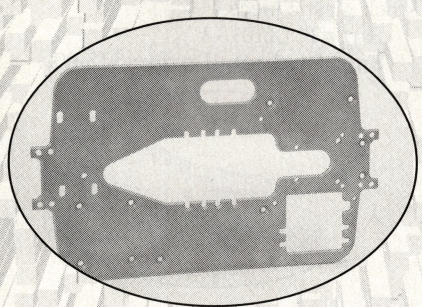


SUPER TITANIUM CHASSIS

Killer Bee's Super Titanium (Grade 5 Ti) replacement chassis is lightweight and extra durable. .

Part #T-MAXX-ti

Suggested retail price: $89



MAGNESIUM CHASSIS

If you're looking for the lightest chassis around, look no further! This Magnesium Killer Bee chassis for the T-Maxx is the lightest available.

Part #T-MAXX-Mag

Suggested retail price: $54

PARMA



PRE-PAINTED TOYOTA TUNDRA BODY

Parma has pre-painted bodies available for the T-Maxx.

Part #10156P

Suggested retail price: $39.95

PRO-LINE



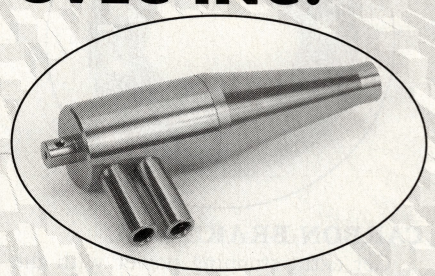
FORD F-350 BODY

Pro-Line recently released this new Ford F-350 truck body for the T-Maxx. Pulled from .030 Lexan, this new body is extra-durable and good looking as well! The body comes with grille and headlight decals. For more info, contact Pro-Line Racing.

Part #3096-00

Suggested retail price: $21.95

CVEC INC.

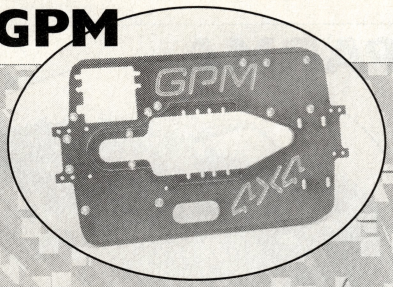


CVEC POWER SYSTEM

The CVEC Power System adjustable pipe gives your T-Maxx faster acceleration, more torque, longer run times, increased top speed, cooler running engine temp, and a stable fuel tank pressure. The pipes are available in either black, red, purple, gold, blue, or polished finish.

Part #Z120

Suggested retail price: $57.95

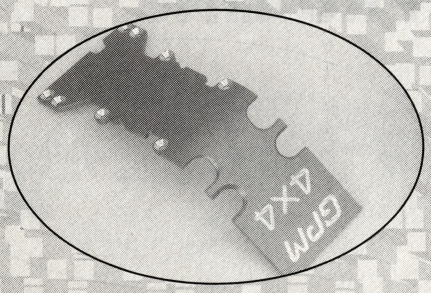


GPM T-MAXX 4.5MM MAIN CHASSIS

GPM's 4.5mm thick T-6 aluminum replacement chassis is anodized bright blue and has the GPM logo and 4x4 milled into the bottom of the chassis. The 4.5mm chassis is much thicker and is nearly indestructible!

Part #TMX1016

Suggested retail price: $75.00

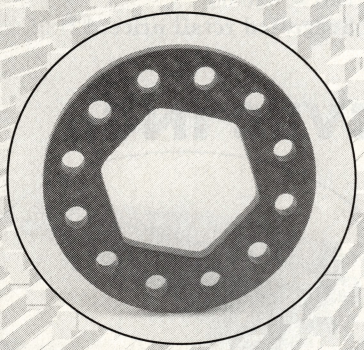


ALLOY FRONT & REAR SKID PLATES

Protect your front and rear gearboxes with GPM's T-6 aluminum alloy front and rear skid plates-a must for all you serious off-roaders!

Part #TMX1331F/#TMX1331R

Suggested retail price: $25.00



CARBON BRAKE DISC

Get extra stopping power with the addition of this new carbon brake disc-more grip when compared to the stock piece.

Part #TMX1039C

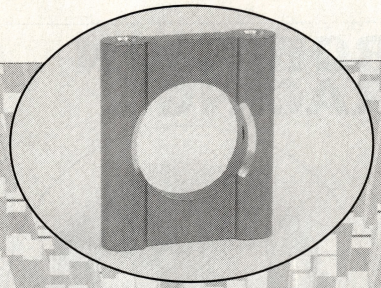
Suggested retail price: $20.00

GRAPHITE BRAKE DISC

Even stronger than the carbon brake disc and lighter too! Wears out a little faster though...

Part #TMX1039G

Suggested retail price: $18.00

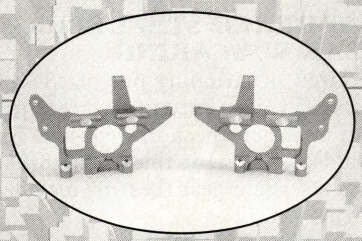


ALLOY FRONT BULKHEAD BRACE

GPM's blue anodized T-6 aluminum front bulkhead brace eliminates the stock plastic piece.

Part #TMX1012A

Suggested retail price: $15.00

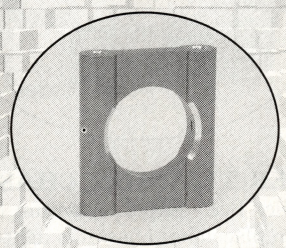


ALLOY BULKHEAD SIDE PLATES

GPM's T-6 aluminum alloy bulkhead side plates are anodized in a bright blue finish. Both front and rear are available.

Part #TMX1013

Suggested retail price: $80.00

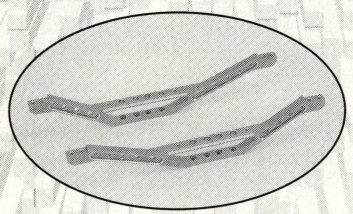


ALLOY REAR BULKHEAD BRACE

GPM's blue anodized T-6 aluminum rear bulkhead brace eliminates the stock plastic piece.

Part #TMX1013A

Suggested retail price: $15.00

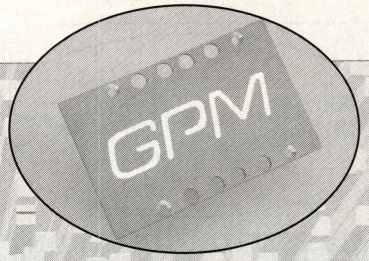


ALLOY CHASSIS LOWER BRACE

Replace your stock plastic lower braces with these T-6 aluminum alloy pieces from GPM. The come anodized in a bright blue finish.

Part #TMX1014

Suggested retail price: $50.00

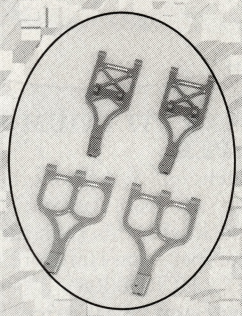


ALLOY CENTER SKID PLATE

Protect the bottom end of your transmission with GPM's new blue-anodized, T-6 aluminum alloy skid plate. The skid plate has the GPM logo milled into the bottom of the plate for an extra-stylish look!

Part #TMX1014A

Suggested retail price: $15.00



ALLOY FRONT/REAR UPPER ARM

Get your suspension stiffened-up with these alloy upper suspension arms. These GPM arms are made from T-6 aluminum alloy and are anodized bright blue.

Part #TMX1054

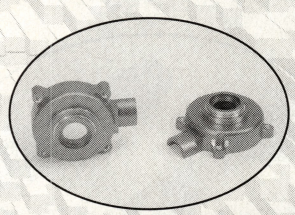
Suggested retail price: $40.00

ALLOY FRONT/REAR LOWER ARM

In addition to upper arms, GPM also produces these lower alloy arms. These new arms are also made from the same grade T-6 aluminum alloy and are anodized bright blue as well.

Part #TMX1055

Suggested retail price: $50.00



ALLOY FRONT/REAR GEARBOX

Bullet-proof your drivetrain with these blue-anodized T-6 aluminum alloy front and rear gearboxes from GPM. Not only do they look stylish, they are also made to withstand all sorts of abuse!

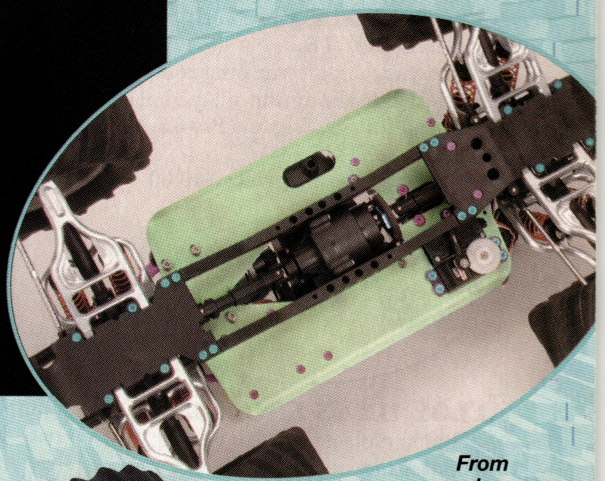
Part #TMX1011

Suggested retail price: $65.00

T-Maxx Buyer's Guide



Hardcore Racing's new aluminum suspension arms are among the cleanest we've seen. We also added a complete set of titanium pivot balls to each arm.

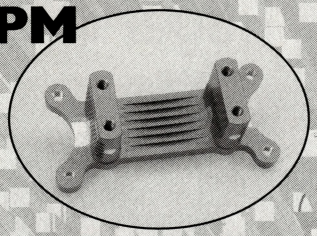


From underneath, you get a better look at the green-anodized Hardcore Racing Ti chassis. The Ti chassis is ultra-clean and is ultra rigid—very impressive!

PROJECT MAD MAXX!

Seeing all these hot-new goodies for the T-Maxx started to get our blood boiling. To help overcome our T-Maxx obsession, we decided it was time to build up the ultimate truck for ourselves! We started out with a bone-stock T-Maxx and began bolting on a few of Hardcore Racing's pieces. On went a new green-anodized titanium chassis and a full set of suspension arms. In addition, we bolted on a ton of General Silicone's gas car accessories (tubing, screw kits, etc.) to help complement the package. Unfortunately, we ran out of time before this issue was completed so we weren't able to fully finish the beast. In the works is a complete "ground-up" project truck/overhaul. As you can guess, we have many plans for this machine, so stay tuned to future issues when we revisit project Mad MAXX!

GPM

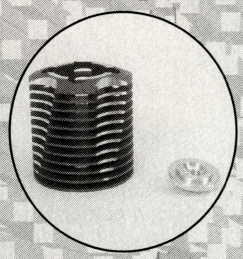


ALLOY ENGINE MOUNT WITH HEAT SINK

Put that engine in place and help keep it cool thanks to GPM's new alloy engine mount. The engine mount is anodized blue and is made from T-6 aluminum alloy.

Part #TMX1080

Suggested retail price: $25.00

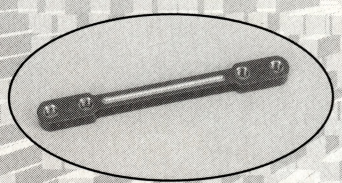


ALLOY 12 FIN ENGINE HEAD PRO .15

Keep your engine running cool with this trick T-6 aluminum alloy replacement head for the Traxxas Pro-15.

Part #TMX1815

Suggested retail price: $40.00

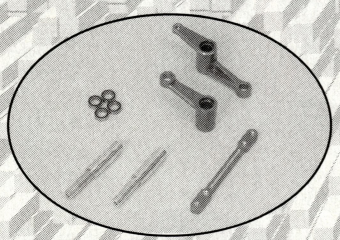


ALLOY DRAG LINK PLATE

GPM's replacement alloy drag link eliminates the stock plastic piece and is made from T-6 aluminum alloy. It too is anodized bright blue.

Part #TMX1049

Suggested retail price: $10.00

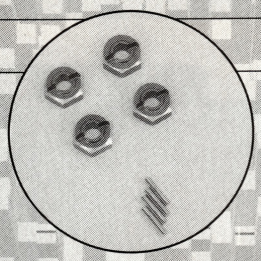


ALLOY BEARING STEERING W/PLATE

Make your steering system ultra-smooth with the addition of GPM's alloy ball-bearing steering kit.

Part #TMX1048

Suggested retail price: $40.00

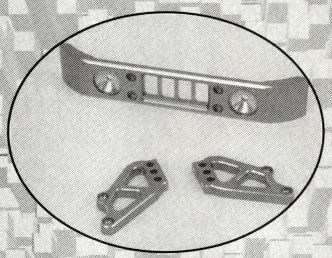


ALLOY DRIVE ADAPTERS

Replace the stock plastic units with these durable T-6 aluminum alloy drive adapters. The drive adapters come with new heavy-duty steel pins.

Part #TMX1010

Suggested retail price: $15.00

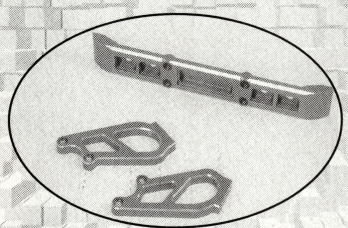


ALLOY FRONT BUMPER

Protect the front of your ride with this sweet-looking, bulletproof front bumper! The bumper is made from T-6 aluminum alloy, so it should stand up to most obstacles thrown its way!

Part #TMX1330F

Suggested retail price: $50.00

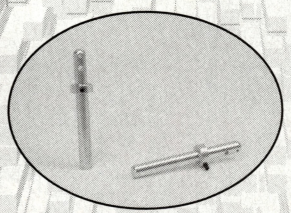


ALLOY REAR BUMPER

Compliment your stylish new front bumper with the addition of a GPM rear bumper. The rear bumper is as beefy as the front and it too is made from high-quality T-6 aluminum alloy.

Part #TMX1330R

Suggested retail price: $50.00

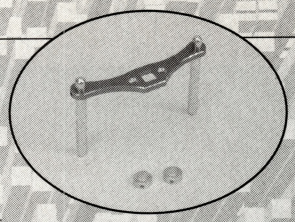


ALLOY FRONT BODY MOUNT POST

Never snap a plastic body post ever again. These T-6 aluminum alloy body posts from GPM are just the trick for keeping that new body on your truck where it should be!

Part #TMX1029E

Suggested retail price: $15.00

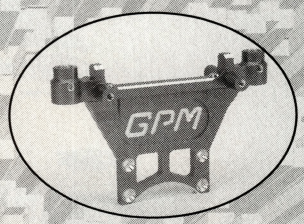


ALLOY REAR BODY MOUNT WITH HOLES

These new alloy body mounts come with holes in it for easier body-mounting.

Part #TMX1032

Suggested retail price: $40.00



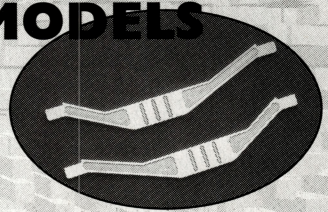
ALLOY FRONT/REAR SHOCK TOWER

These new shock towers from GPM are crafted from T-6 aluminum alloy and are anodized bright blue.

Part #TMX1028

Suggested retail price: $40.00

NEW ERA MODELS

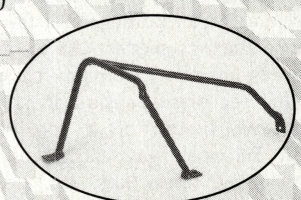


ALLOY LOWER BRACES

These alloy lower braces from New Era are CNC machined to a high luster from 6061-T6 aluminum bar stock and feature machined pockets which remove weight while maintaining strength.

Part #TRM326

Suggested retail price: $59.95 (pair)



STEEL ROLLBAR

This New Era rollbar with brace is constructed from thin-wall Chrome Moly steel tubing that has been heli-arced then powder-coated blue (black and purple powder-coatings are also available). The rollbar helps protect all critical chassis components.

Part #TRM910

Suggested retail price: $39.50

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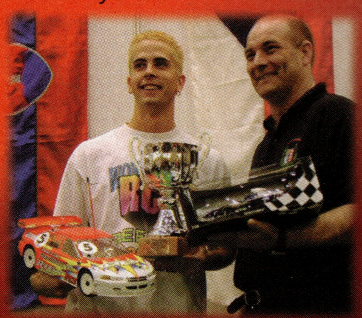
Reedy introduces the Fury "MW" series winds, the first motors specifically created to MAXIMIZE THE POWER OF THE NEW 3000 Ni-MH CELLS. These triple-wind armatures utilize a single large strand combined with two smaller strands to give you the best of both worlds... the high torque and power of double winds with the smoothness and efficiency of quad/quint winds. Ask Billy Easton, 1999 International Scale Touring Car World Cup Champion, whose winning TC3 was equipped with Reedy's Fury MW wind motor and Reedy R3K 3000 Mi-MH World Cells.

MILLENNIUM MW WIND



Billy Easton
'99 ISTC World Cup Champion
- Reedy Fury MW 12 Triple
- Reedy R3K World Cells



MILLENNIUM MW WIND

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- #422 Fury MW Armature 13T

COMPLETE MOTORS:
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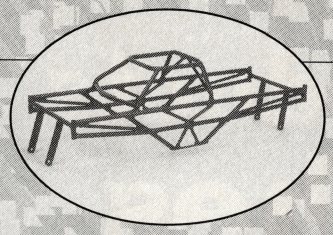
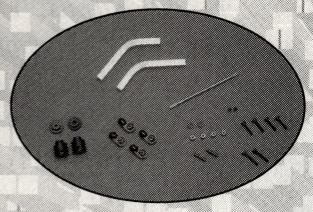


STEEL UPPER CHASSIS

New Era's steel upper chassis is also constructed from thin-wall Chrome Moly steel tubing that has been heli-arced then powder-coated blue (black and purple powder-coatings are also available).

Part #TRM101

Suggested retail price: $169.95

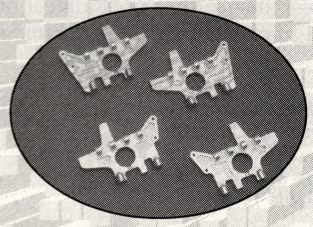


SWAY BAR KIT

Both a front and rear sway bar kit is available from New Era. The kit requires the stock bumper supports to work. The sway bars prevent chassis roll without compromising suspension travel.

Part #TRM305 (front)/TRM102 (rear)

Suggested retail price: $39.95 (each set)

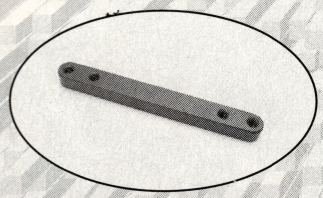


FRONT AND REAR BULKHEADS

New Era's front and rear bulkheads are CNC out of 6061-T6 aluminum bar stock. Machined pockets remove weight without compromising strength.

Part #TRM330 (front)/TRM331 (rear)

Suggested retail price: $82.50

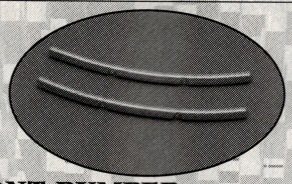


STEERING DRAGLINK

New Era's draglink is machined from 6061-T6 aluminum bar stock. The draglink makes the connection between the bellcranks more rigid.

Part #TRM329

Suggested retail price: $9.95

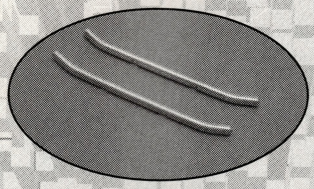


FRONT BUMPER

These front bumper bars from New Era are formed from 6061-T6 aluminum. The round bars come with a satin finish that can be polished to a high luster.

Part #TRM322

Suggested retail price: $18.95

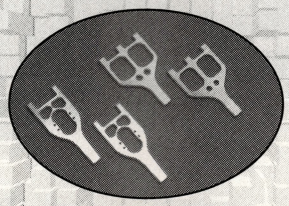


REAR BUMPER

These rear bumper bars from New Era are also formed from 6061-T6 aluminum. In addition, the round bars come with a satin finish that can be polished to a high luster.

Part #TRM323

Suggested retail price: $18.95

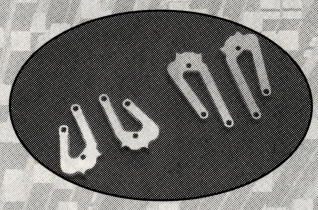


UPPER AND LOWER SUSPENSION ARMS

New Era offers these Super Duty Upper and Lower Control arms with their exclusive pivot ball stud locking system and sway bar mount. All surfaces have been CNC machined to a high luster from 6061-T6 aluminum bar stock.

Part #TRM333 (lower arm)/-TRM332 (upper arm)

Suggested retail price: $52.50 (lower pair)/$47.50 (upper pair)

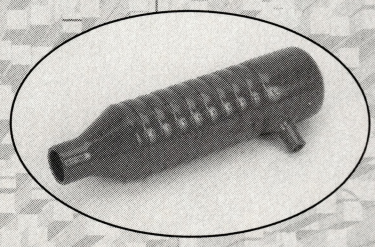


FRONT AND REAR BUMPER SUPPORTS

These front and rear bumper supports with Stainless Steel bolts are CNC machined from 8mm 6061-T6 aluminum bar stock and have the proper geometry to accept the New Era sway bar systems.

Part #TRM324 (front)/TRM325 (rear)

Suggested retail price: $24.95 each

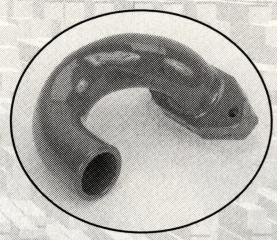


SONIC RIPPLE PIPE

New Era's high-torque Sonic Ripple tuned pipe increases low-end punch on your T-Maxx. It comes in a blue powder-coat finish for added durability.

Part #AGT301

Suggested retail price: $29.95



HIGH VOLUME HEADER

New Era's high-volume is the perfect match to their high-torque Sonic Ripple tuned pipe. The header is also powder-coated blue to match the pipe.

Part # TRM241

Suggested retail price: $19.95 ◆

SOURCES

Traxxas, 1210 Shiloh Rd., #120, Dallas, TX 75228 • (972) 613-3300; (972) 613-3599 (fax)
Robinson Racing Products, 4968 Meadow View Dr., Mariposa, CA 95338 • (209) 966-2465; (209) 966-5937 (fax)
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GPM, distributed by Hobby Etc., 90 West Pearl St., Nashua, NH 03060 • (603) 595-8549; (603) 595-1498 (fax)
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Trinity Products Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; (732) 635-1640 (fax)
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Parma, 13927 Progress Pky., North Royalton, OH 44133 • (216) 237-8650; (216) 237-633
New Era Models, P.O. Box 7378, Nashua, NH • (603) 888-4453; (603) 888-8645 (fax)
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Hudy Special Products Comm Lathes

As good as it gets

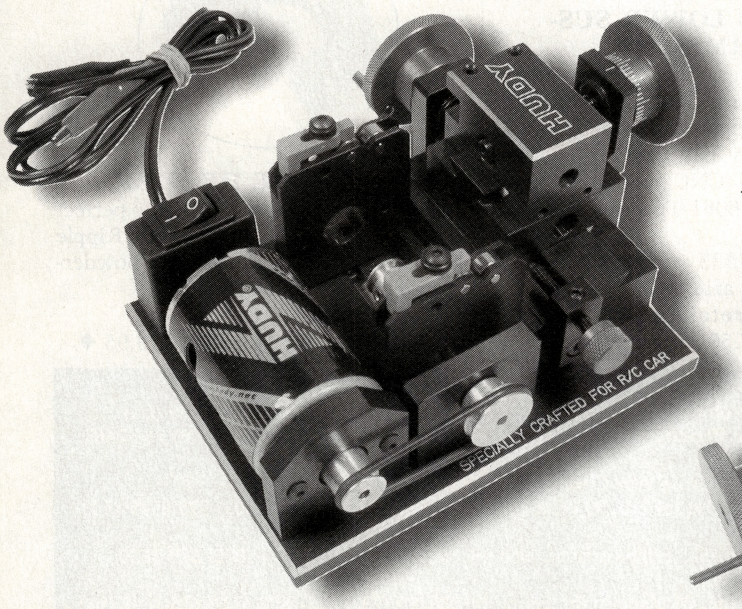
When the subject of which is better, gas or electric, rears its ugly head, proponents of the nitro movement cite the comparatively short life span of electric motors. This is a point that even die-hard electric racers will admit. There are two primary parts of an electric motor that become worn with use: the brushes and the comm (commutator).



Yes, the motor magnets also weaken, but they usually outlast the brushes and comm tenfold. Brushes are easy to replace, but what do you do when the copper comm against which the brushes rub begins to get worn, grooved and burned? The answer is simple—you cut it!

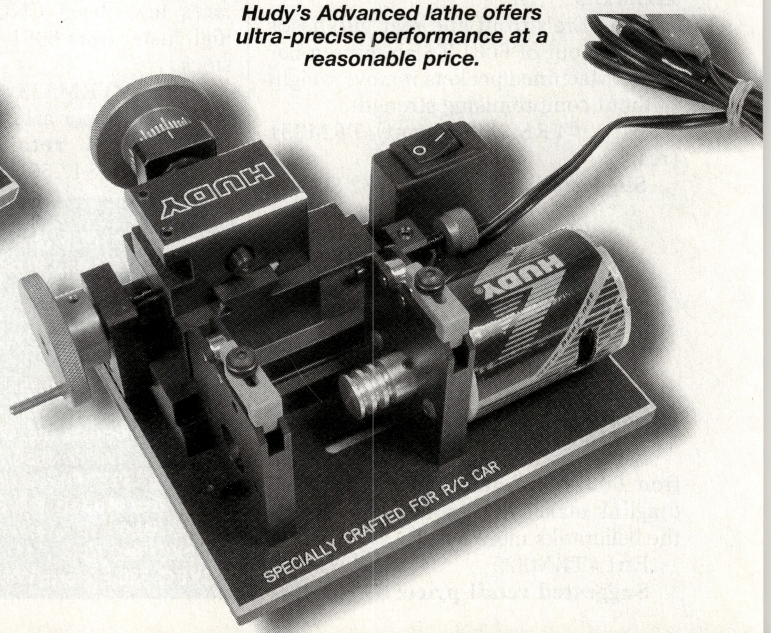
To do this, you'll need a comm lathe—a device that uses a steel or diamond-tipped cutting bit to "skim" mate-

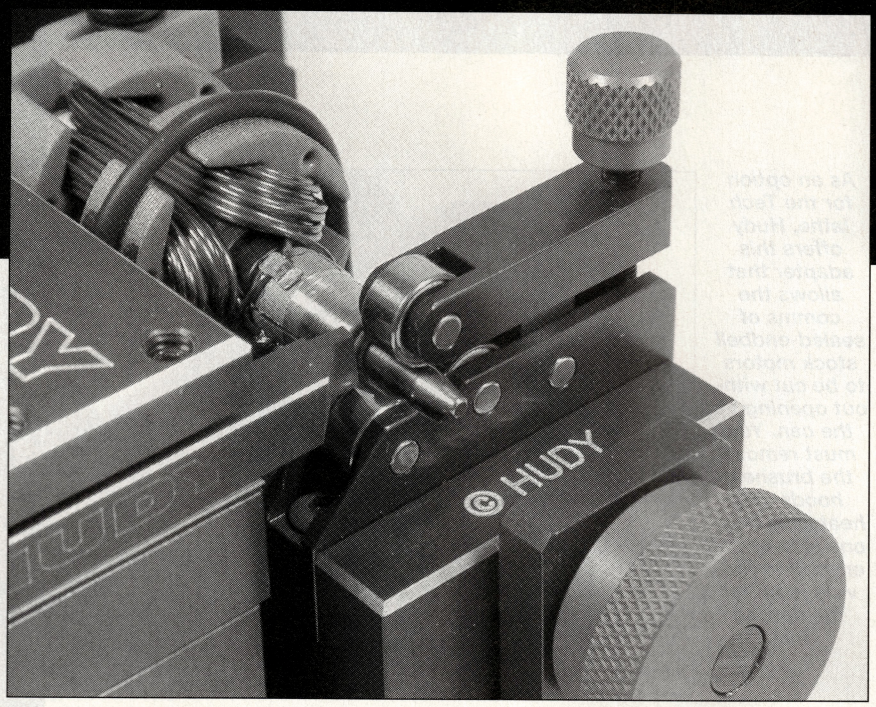
The Hudy Executive lathe is the first and only automatic comm lathe available. A built-in slave motor controls the cross-cut for the best possible finish.



The Tech lathe is the middle child in the Hudy family. It uses a belt-driven middle shaft to reduce armature vibration during cutting (as does the top-of-the-line Executive model).

Hudy's Advanced lathe offers ultra-precise performance at a reasonable price.





Available as an option on all three lathes, Hudy's axial support uses three bearings to hold the armature in place and eliminates vibration, giving the commutator's surface a mirror finish. A large knob allows you to move the support nearer or farther from the comm, eliminating the need for shims.

rial from the comm, returning it to a mirror-smooth and true finish. There are many types and brands of lathe available, ranging from less expensive hand-operated ones to high-end automatic lathes. Hudy Special Tools offers a range of high-quality comm lathes for both R/C and slot car motors that are among the best we have seen.

Who needs a lathe?

For the casual hobbyist, the expense of buying a comm lathe is prohibitive and, quite frankly, unnecessary in most circumstances. Fortunately, many hobby shops offer a comm-cutting service for a nominal fee, and we have heard tales of several people pooling their money to purchase a "group" comm lathe which can be shared (some folks even make money by providing a comm-cutting service to fellow racers). But serious electric racers have learned the value that the lathe provides. Not only does frequent skimming of the comm ensure that the motor is working at its fullest capacity, but the surest way to prevent premature wear of the comm is to cut it away before it can gain a foothold.

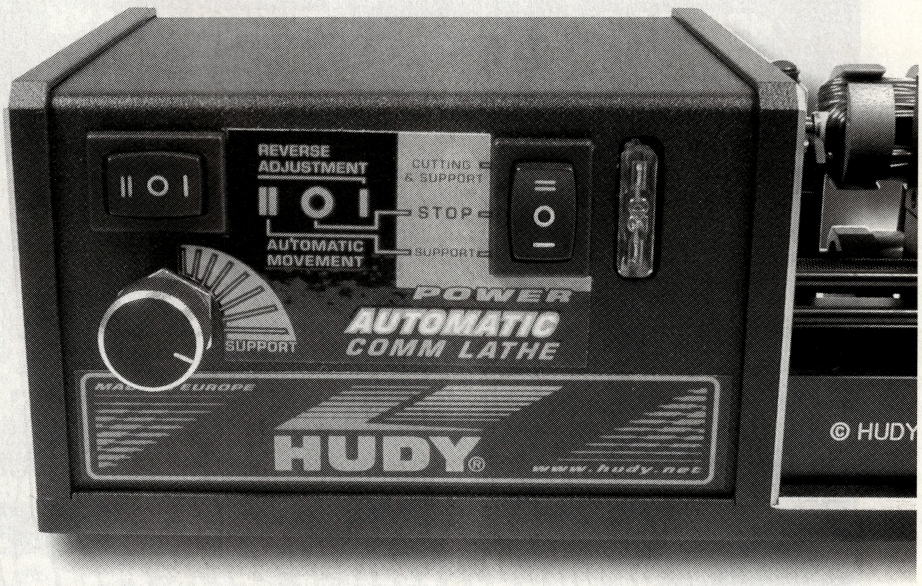
Right tool for the job

Hudy offers three distinct lathes, beginning with the Advanced, through the Tech right up to the top-of-the-line Executive automatic lathe. Each of the lathes is machined from Duraluminum alloy and is finished with a black-anodized hard finish for superb durability and long part life. Every Hudy lathe is factory assembled by experienced technicians who "tune" each lathe to Hudy's exacting specifications so it will be ready to cut perfectly right out of the box. Each of the lathes also comes with an electric motor, power switch and leads pre-installed.

No vibration, better cut

The secret to a perfectly cut comm is to eliminate vibration from the spinning armature and the lathe itself. If you've ever seen a comm that had developed tiny grooves or scratches while being cut, these are the result of vibration. To minimize vibration, every Hudy lathe has Teflon shims inside the dovetail guides to support the cutting block and axial block. The Teflon shims, which can be adjusted against the blocks and ways by a pair of setscrews, prevent backlash while still allowing the tool to move freely. Because the slave motor itself can cause the armature to vibrate as it is being spun, the Tech and Executive lathes use a belt-drive system that has a middle shaft to spin the armature indirectly.

Hudy also offers a selection of armature supports, ranging from ultra-hardened steel V-guides to dual-bearing equipped supports. Both types of guide use plastic hold-down clips that place downward pressure on the armature to further reduce vibration. Hudy also offers a new axial adjustable support that uses a third ball bearing to replace the plastic clip, allowing even more downward pressure against the armature to virtually eliminate all vibration during cutting. The axial support also makes it easier to adjust the distance between each of the armature supports—just turn the knurled dial to



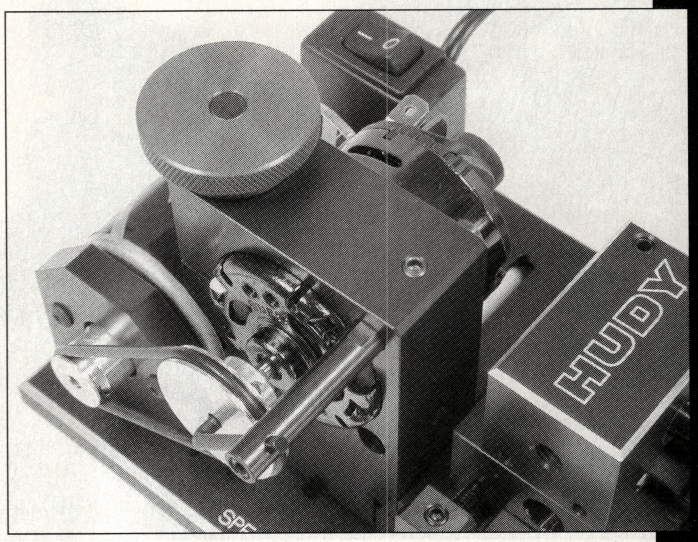
Quality control: the main panel on the Executive lathe features a knob that controls the speed of the cross-cut and two rocker switches that control the movement of the tool.

Hudy Comm Lathes

move the axial support closer to or farther from the other support. Every set of Hudy armature guides are matched during lathe assembly to ensure that the armature is held perfectly in line with the movement of the cutting tool.

Smooth moves

As you would expect from lathes of this quality, the movement of the tool block is equally precise, thanks to the ultra-fine threads found on the feed screws. The cutting feed is controlled by a knurled aluminum dial that has machined markings (not a decal which can peel off). Turning the dial from one mark to the next moves the cutting tool a scant 0.01mm closer to the comm. Each Hudy lathe also comes with a large knurled knob to control the back-stop, so you won't need any tools to keep the cutting tool from going too far and damaging itself or the armature windings!



As an option for the Tech lathe, Hudy offers this adapter that allows the comms of sealed-endbell stock motors to be cut without opening up the can. You must remove the brushes, hoods and heatsinks from one side of the endbell to provide room for the cutting tool.

A comm lathe represents a substantial investment as well as commitment to racing. But inarguably, you'll need the use of one if you are to expect any sort of prolonged life from your modified or rebuildable stock motor (Hudy offers an adapter that allows the Tech lathe to cut sealed-endbell stock motors). The Hudy lathes are unrivaled in their features, precision and quality. And as you'd expect, this type of equipment doesn't come cheap, but if you are a serious racer, these are serious lathes! ◆

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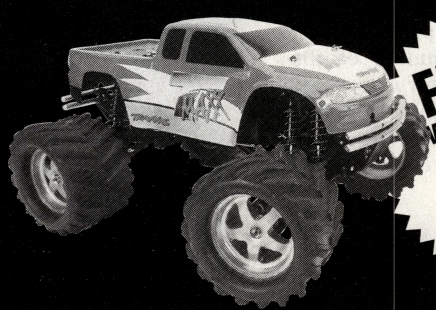

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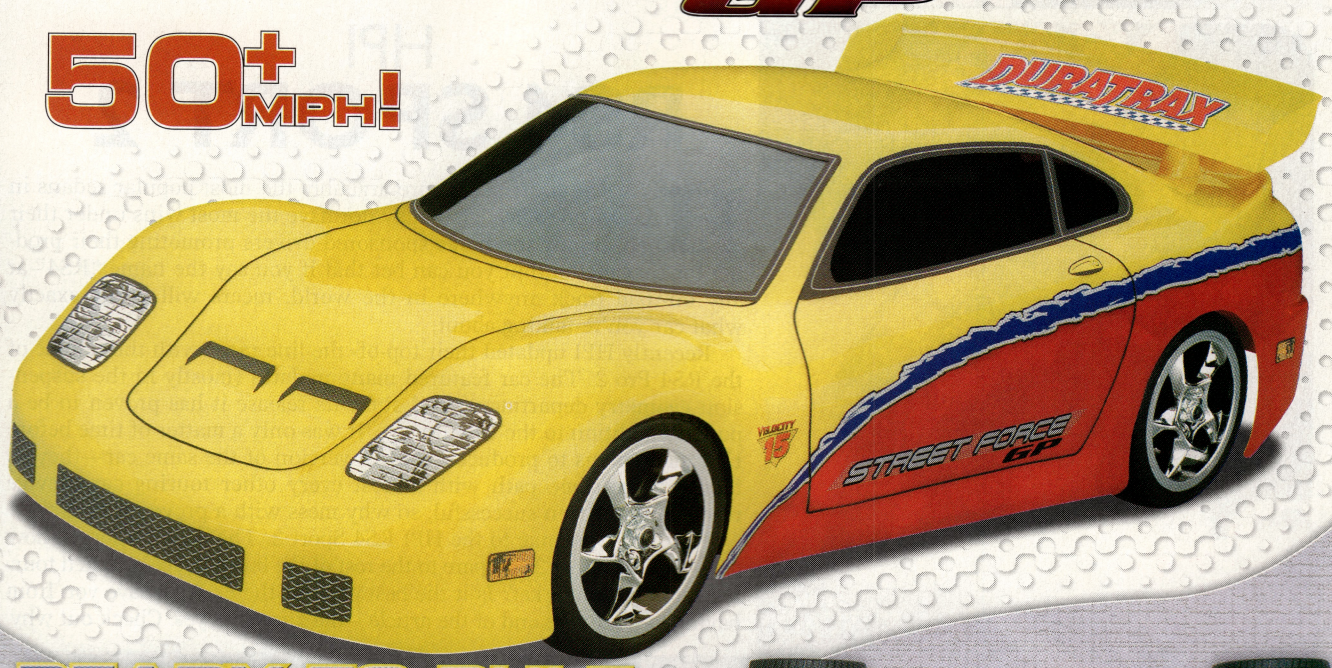

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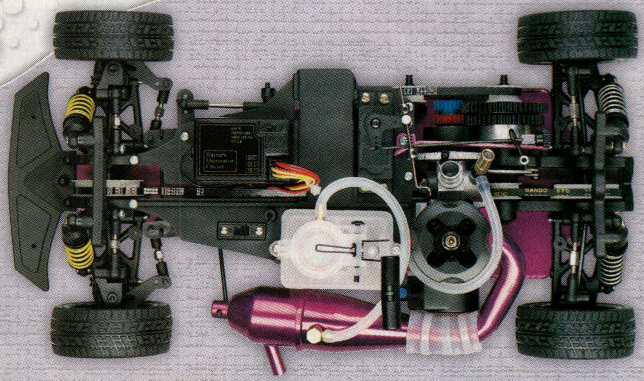

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As an added bonus, DuraTrax includes a FREE Nitro Starter Pack in each Street Force GP Ready-To-Run. It consists of a glow starter w/battery and a 250cc (8 oz.) fuel bottle. Like the Street Force GP itself, it's ideal for getting off to a fast start in nitro street action.

All you need is Red Alert fuel — and you can find that at your local hobby shop. For the location of the hobby dealer nearest you, please call 1-800-682-8948 and mention code number 2935L.

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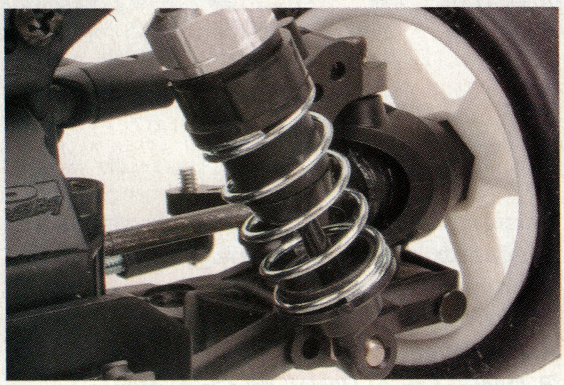
HPI
RS4 SPORT 2

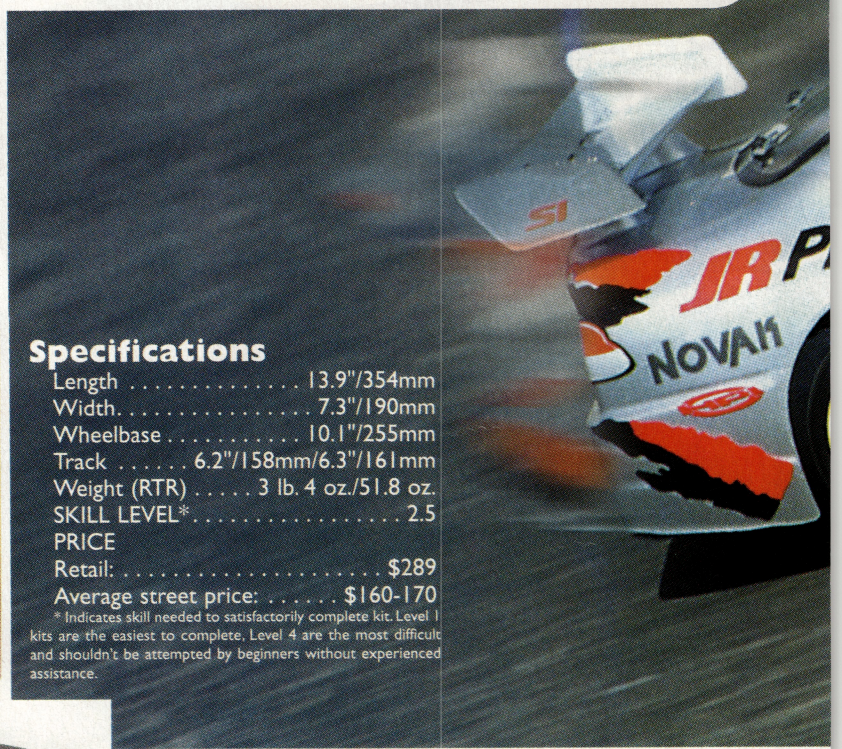
HPI's RS4 touring cars are arguably the most popular sedans in the world today. They may not have the most wins under their belt, or any top-name sponsored drivers promoting their product for that matter, but you can bet that if you say the name "RS4" at any on-road track anywhere in the world, racers will know exactly what car you're talking about.

Recently HPI updated their top-of- the-line racer with the release of the RS4 Pro 2. The car featured many updates (mostly in the suspension geometry department) and since its release it has proven to be a positive addition to the RS4 lineage. It was only a matter of time before HPI made plans to produce a budget version of the same car—they've followed the same path with almost every other touring car they've made, and it's been successful, so why mess with a proven formula?

And now we come to the HPI RS4 Sport 2. The big question is, how does the RS4 Sport 2 compare to the rest of the budget/race-oriented touring cars on the market? Is it the best one out there? We'll save you from having to flip to the end of the article—the answer is yes. Check out why.



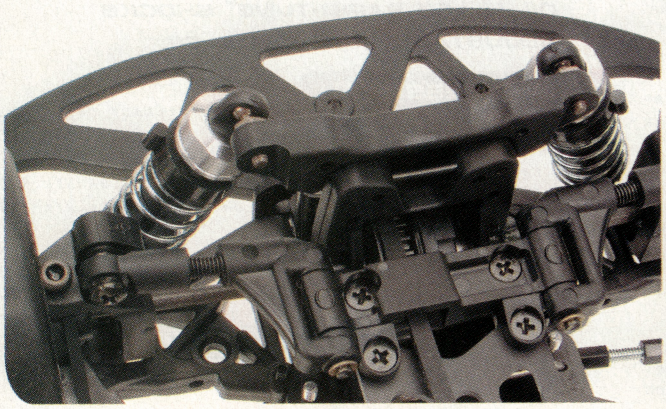




Specifications

Length	13.9"/354mm
Width	7.3"/190mm
Wheelbase	10.1"/255mm
Track	6.2"/158mm/6.3"/161mm
Weight (RTR)	3 lb. 4 oz./51.8 oz.
SKILL LEVEL*	2.5
PRICE	
Retail:	$289
Average street price:	$160-170

* Indicates skill needed to satisfactorily complete kit. Level 1 kits are the easiest to complete. Level 4 are the most difficult and shouldn't be attempted by beginners without experienced assistance.



Running Gear

- JR Racing XR-3 FM radio
- Futaba S9404 servo
- Trinity Chameleon 2 mod motor
- Trinity 2000 sport pack
- Novak Cyclone TC ESC
- Novak XXL receiver

What you get

- A complete rolling chassis minus running gear

What you need

- Radio gear (including steering servo)
- ESC
- Battery
- Motor

Best of the budget touring cars?



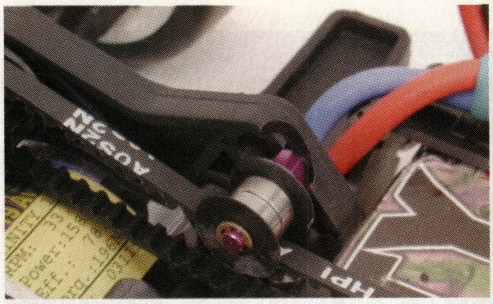
CHASSIS

Since the Sport 2 is based entirely on the Pro 2, the chassis and suspension geometry are identical. Instead of a graphite chassis, though, the Sport 2's upper and lower chassis is made from durable G10 black fiberglass. When tied together, the chassis becomes flex free, allowing the suspension to do its job more accurately (optional aluminum posts can be used to adjust chassis stiffness). The chassis features HPI's battery door stick pack holders and the chassis has been recessed to drop the battery for a lower center of gravity.

The bottom of the chassis is completely countersunk, helping ensure that the screws don't snag on the pavement. In addition, the area underneath the motor has been opened up a bit to allow racers easier access to remove and replace their pinion gears.

Finally, up front you'll find a bellcrank steering system with a built-in servo saver with an adjustable Ackerman link consisting of a threaded rod and ball ends for reduced steering slop.

HPI **RS4 SPORT 2**





DRIVETRAIN

One of HPI's strengths with the RS4 lineup has always been its smooth and efficient two-belt drivetrain system. The Sport 2 is no different. The drivetrain consists of a centralized motor mount which provides identical left-to-right chassis balance. New, low friction front and rear belts are made from a more flexible material than the belts found on the Pro 2—the new belts are apparently more efficient, which is a definite bonus. Both the front and rear belts have standard belt tensioners with the front using ball bearings in an effort to reduce drivetrain drag.

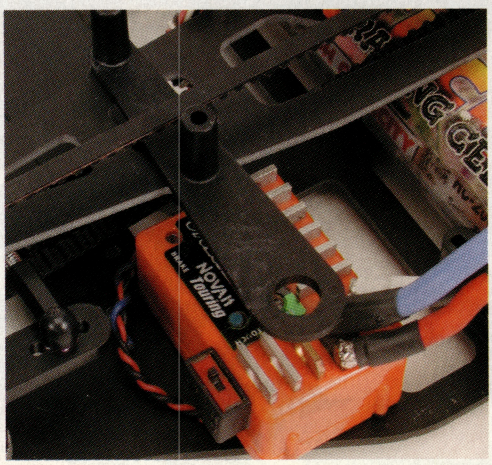
In place of the Pro 2's adjustable ball differentials is a set of reliable, maintenance-friendly gear diffs. The metal gear diffs are smooth, and last a long time, but if the need should ever arise, they can be quickly replaced with a set of HPI's more race-oriented ball diffs at any time.

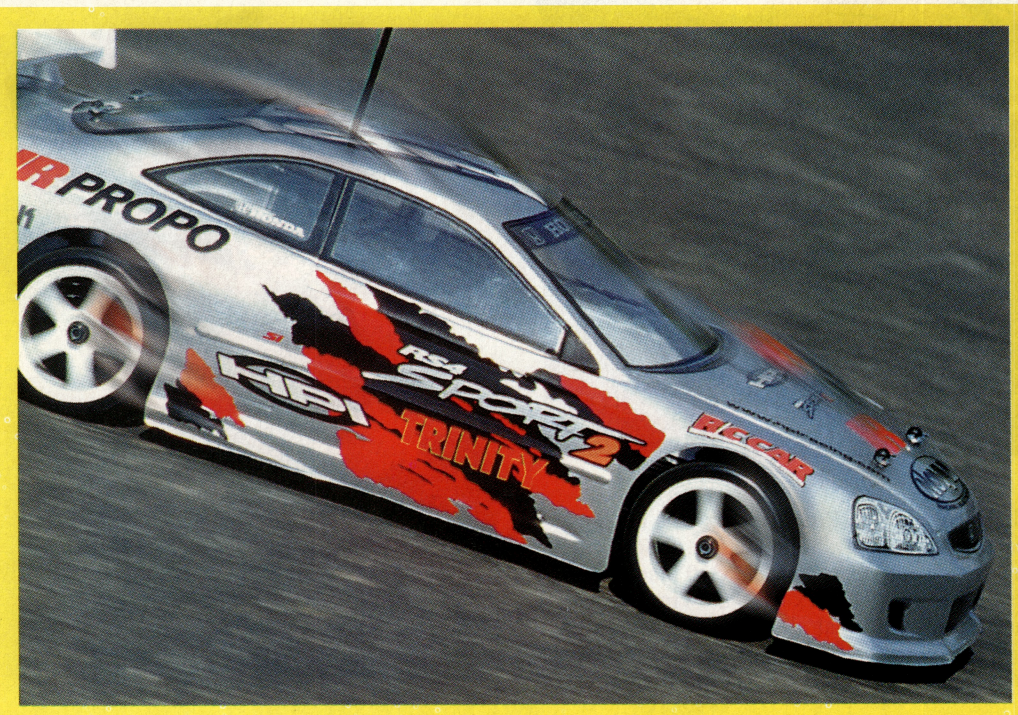
And last but not least, the entire drivetrain is ball-bearing supported! We're glad to see that HPI didn't skimp when it came time to decide between bushings and bearings.

(Top left) The RS4 Sport 2 comes complete with a bearing supported rear belt tensioner. Most sport kits come with bushing-equipped tensioners...if they even have one...

(Top right) The Sport 2 utilizes sport pack style battery packs. Battery "doors" keep the packs in place.

(Right) If owners of the Sport 2 ever decide to go out and race their car, HPI has included this handy transponder mount. It bolts right in place on the fiberglass upper deck.





Performance

We tested the Sport 2 in an area indicative of where most Sport 2 owners would be running their car—on a relatively clean parking-lot surface out on the back lot of our office. The first thing we noticed was that the car had more initial turn-in than we would have liked. The stock setup is actually a great starting point—we think the lot we were on had a lot of "bite" to it which affected how the car handled (track surface was well over 100-degrees). As a "quick fix" we decreased our dual-rate, but later felt that a better solution would have been to stiffen up the front suspension by adding stiffer springs or going with slightly heavier oil. Another point we need to make is that the Sport 2's fiberglass chassis allows for quite a bit of lateral chassis flex (especially when compared to the Pro 2' graphite version). The chassis flex undoubtedly affects the car's handling, but for novice touring car enthusiasts who don't plan on racing this car, it's truly not an issue. This car does it's job admirably—it accelerates extremely well, it gets great run time thanks to the efficient drivetrain, and you can pilot it around your home-brew parking-lot like nobodys business! If your goal is to set yourself up with a touring car that you might like to race one day, but don't want to commit to a full-blown racer at this time, this is a car well worth checking out.

THE BAD

• Uh...nothing, actually.

THE GOOD

• Based on the ultra-hot RS4 Pro 2.

• The car handles exceptionally well (like the Pro 2) for a "sport" touring car.

• The plastic shocks are ultra-silky smooth and work great.

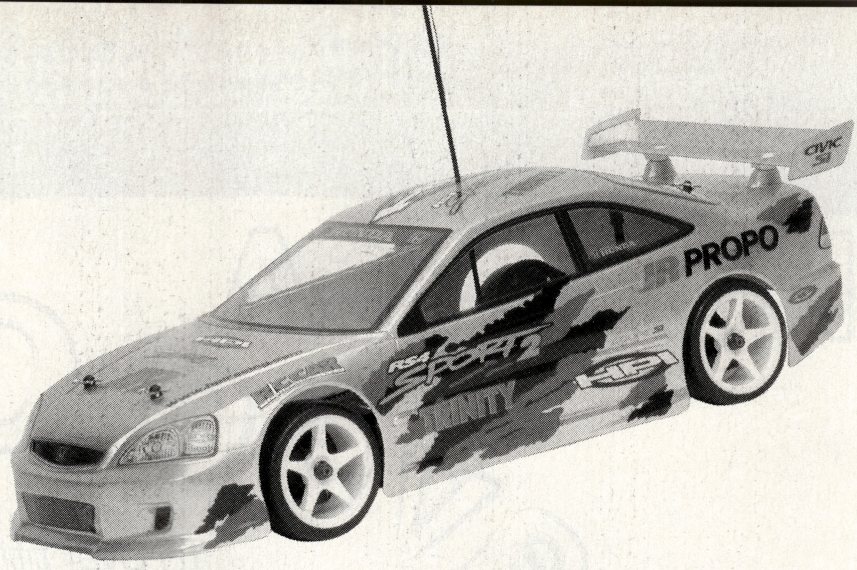
• Efficient, efficient, efficient...

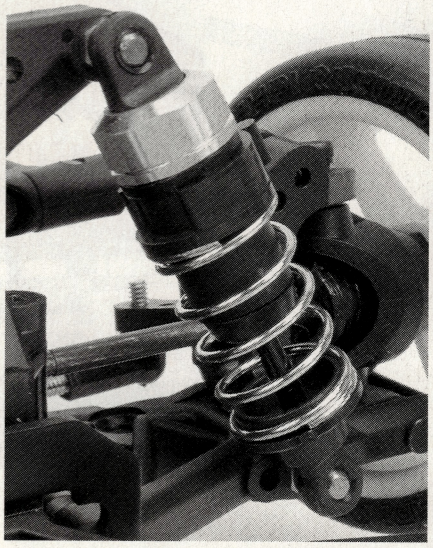
• The included Honda body is hot—as are all HPI bodies.

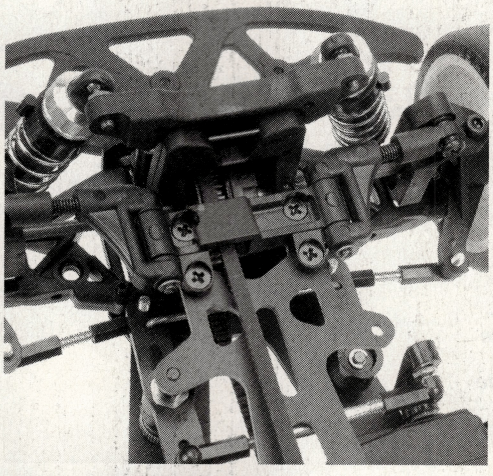
• A "budget" car with full ball bearings! Yes!

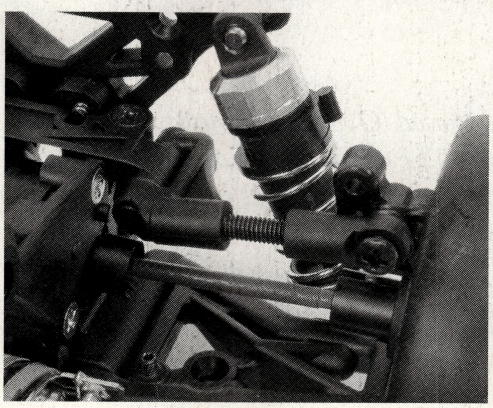
THE VERDICT

As we said in our intro, this is the best sport touring car out there right now.









(Above) The Sport 2 comes with HPI's silky-smooth plastic shocks. Believe us when we tell you that they are among the smoothest in the business!

(Top right) Adjustability is key on the Sport 2. Front caster can be altered by switching between two included front uprights (either 10- or 12-degrees).

(Right bottom) Instead of "sport" style fixed links, the Sport 2 comes complete with a set of adjustable links. This setup is much more adjustable.

SUSPENSION

The Sport 2 features the same proven suspension design found on the Pro 2. Durable front upper and lower arms are used for increased rigidity which gives the car more responsive steering. Also up front, the RS4 Sport comes complete with two sets of front uprights that allow adjustable front caster (you can chose between eight or ten degrees). Another included feature is the addition of extra upper and lower suspension mounts. These mounts allow you to change the kick-up to two degrees and the caster to ten or 12 degrees for more on-throttle control and less sensitive steering on slippery tracks. The rear end of the car is adjustable too—rear toe-in can be switched between one and two degrees.

Flex-free thick nylon front and rear shock towers are extremely light and strong, and have a total of six different shock mount positions both front and rear. HPI's composite coil over shocks come with the kit, along with silicone shock oil. In addition, silicone O-rings come with the shocks for super-low friction performance. ◆

EXTRAS

The RS4 Sport 2 comes with many user-friendly standard features, such as:

• Threaded rod camber links allow racers to adjust and set up their car for a variety of track conditions.

• Adjustable, fine pitch, sliding "cap-style" body mount system makes mounting bodies easy.

• If you desire to run wide bodies on your RS4 Sport 2, all that is necessary to make the change is the addition of a set of HPI's 3mm offset wheels. Nothing else is needed to widen the car.

• Wide front bumper and nerf wings help novice racers keep their car intact, just in case.

• A transponder holder is a nice addition to the package. If and when you decide to race this car, it's one less thing you'll need to purchase.

• A full set of HPI's new 26mm Racing Slick Belted tires come with a set of their high impact nylon wheels.

SOURCES

Futaba, distributed by Great Planes Model Distributors, P.O. Box 9021 Champaign, IL 61826 • (217) 398-6300; fax (217) 398-1104

HPI Racing, 15321 Barranca Parkway, Irvine, CA 92618; (949) 753-1099 • (949) 753-1098 (fax).

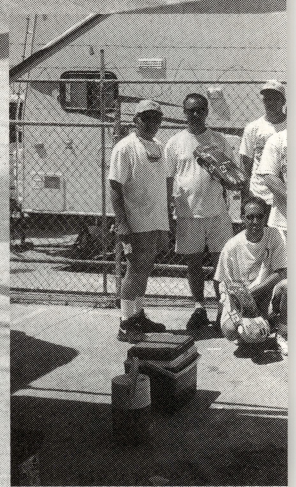
JR Racing, distributed by Horizon Hobby Distributors Inc., 4105 Fieldstone Rd., Champaign, IL 61821 • (217) 355-9511

Novak Electronics Inc., 18910 Teller Ave., Irvine, CA 92612 • (949) 833-8873

Trinity Products Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600

NORRCA Paved Oval N

Tri-Oval title chase



A couple of cars battle it out for position on Showtime's beautiful concrete surface. The track was awesome all weekend long thanks to the Showtime track crew.

This year's NORRCA Paved Oval Nationals were hosted by Showtime R/C Speedway in Bakersfield, California. The event took place over the weekend of June 9-11 and featured several drivers from around the country all making their way out west to stake their claim to a prestigious NORRCA national championship.

This year's race captured all the elements of a typical national championship race including weird weather, great racing action and good clean fun!

120 racers participated in this year's NORRCA Paved Oval Nationals. Several top factory drivers were also in attendance including Racetech/Orion's Gary Hamilton, Racetech's Jim Silvay, Associated's Daryl Silva and Team Orion's Jimmy Babcock. Some of the best racing, however, took place in the expert classes and a lot of first-time national champions were born!

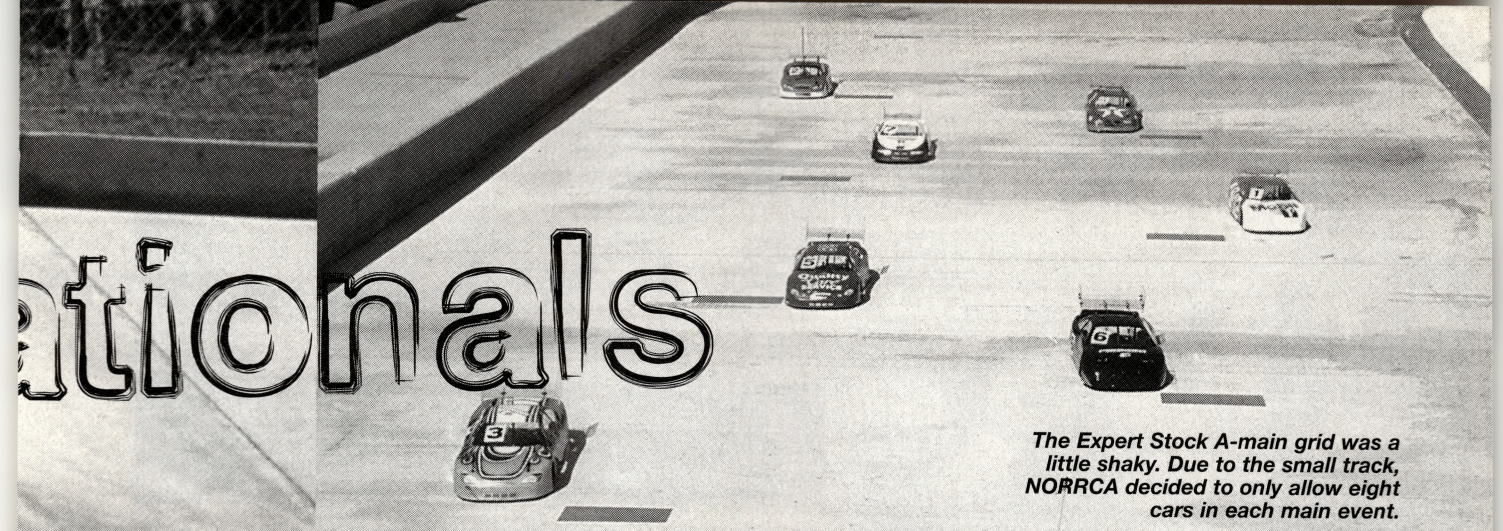
Expert Stock

This was hands down one of the most competitive classes of the whole weekend with over 20 racers going for the gold! Early in qualifying, Matt Artin, running an Associated L3O, set the pace in the first round and let everyone know that he was going to be the man to beat in this class. Several racers tried to top Matt's qualifying time but to no avail and Matt went on to capture TQ honors. At the tone in the first of three mains, Matt took the early lead followed closely by Larry Ruby. Larry desperately tried to hold onto Matt's draft but by the two minute mark it was evident that no one was going to catch him. Matt took the win in the first main, followed by Larry Ruby in second and David Lopes in third.

A2 started much the same as A1 with Matt taking the early lead. In this main, however, Ruby hung with Matt most of the race only to fall short by a few seconds at the end. Matt wrapped up the national title in two mains and left the last main to determine second place. Finishing second in A2 once again was Larry Ruby followed this time by Buck VanPatten in third.

With the absence of Matt Artin in A3 it was anyone's race. At the tone it looked as if we would finally see a close race. Nic Case, Scott Madrigal and Larry Ruby battled for the first half of the race swapping positions back and forth. Toward the end of four minutes, Carlo Albera came out of nowhere taking the lead and winning the final main. Second in A3 went to Nic Case, and Scott Madrigal had to settle for third. After all calculations were tallied, Matt Artin picked up his first-ever national title with a perfect 200 points followed by Larry Ruby in second with 198 points and Nic Case took home third with 196 points.

ationals



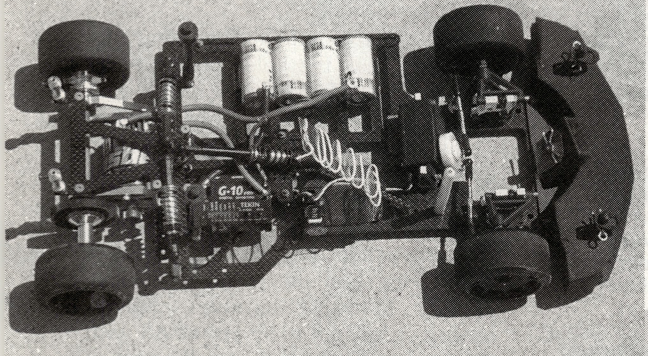
The Expert Stock A-main grid was a little shaky. Due to the small track, NORRCA decided to only allow eight cars in each main event.



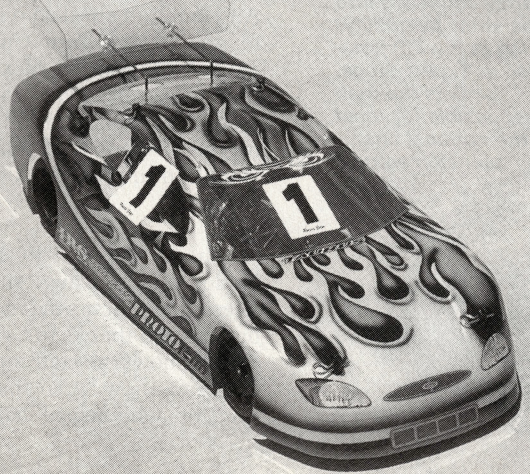


Nic Case is all smiles as he receives his first-ever national championship plaque. Nic spent countless hours and money on this race and all his hard work sure paid off!

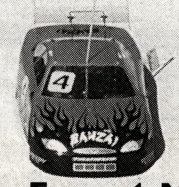
Team Hot Rod Hobbies was in full force at this year's NORRCA Paved Oval Nationals. Team Hot Rod went home with two national titles!



This ride was driven by Nic Case to capture the Expert 2WD Modified national title. Nic was flawless the whole weekend and won his first national championship!



Larry Ruby fell short by one spot once again. Larry's beautifully painted ride finished second in the Expert Stock class.



Expert Modified

This class was probably the closest fought class out of all of them. Picture this, three A-mains with three different winners. Who won it all, you ask? Well let's get right into it, shall we! In qualifying it was Leo Tarpley taking top honors with his Racetech G-Force machine. All three mains were exciting and kept all the spectators on their toes throughout.

A1 saw Nic Case, Todd Fossen and Dave Barber all battling for the lead with TQ Tarpley struggling to get around the track. Nic finally built a sizable lead and put it on cruise control to win the first main event by a half lap over Fossen and Kent Finney.

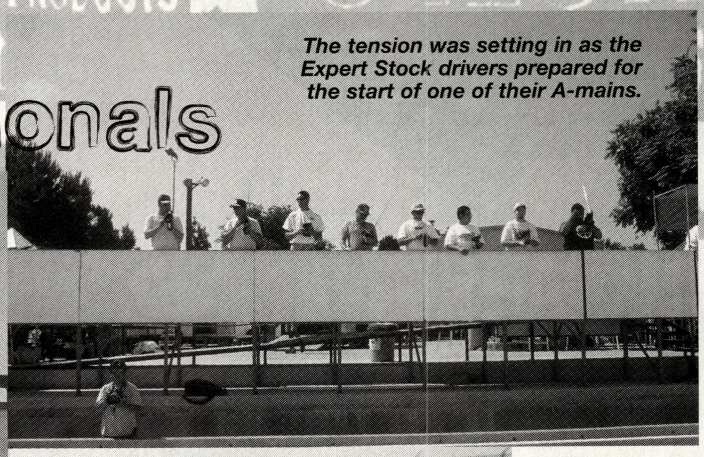
A2 found Mr. Barber out front early on with Fossen and Case chasing him down. Leo Tarpley the TQ once again experienced trouble early and was toward the back. Dave held on throughout the entire main to win A2 followed by Fossen in second and Case rounding out the top three.

It all came down to the third and final main. At the tone, Jason Hastings and Nic Case were nose to tail for what seemed like forever. Nic was playing it safe and being extremely careful not to hit Hastings. After waiting for a opening, Nic finally attempted a pass but to no avail. Case and Hastings got together and Case got the worst end of the exchange, dropping down to fourth. At the finish line Hastings crossed first followed by Leo Tarpley and Dave Barber. When all was said and done, it was a three-way tie for the win and the national title. With throwouts tabulated, Nic Case was declared winner and picked up his first-ever national title. Dave Barber finished second overall with Todd Fossen taking home third.

NORRCA Paved Oval Nationals



The prestigious Factory Modified class treated all the spectators to one heck of a show. Jim Silvay (middle) from Arizona took top honors in this class with his Race Prep-powered Racetech car. Multi-time national champion Gary Hamilton (right) finished second followed by Tony Gammel (left) in the third spot.



The tension was setting in as the Expert Stock drivers prepared for the start of one of their A-mains.



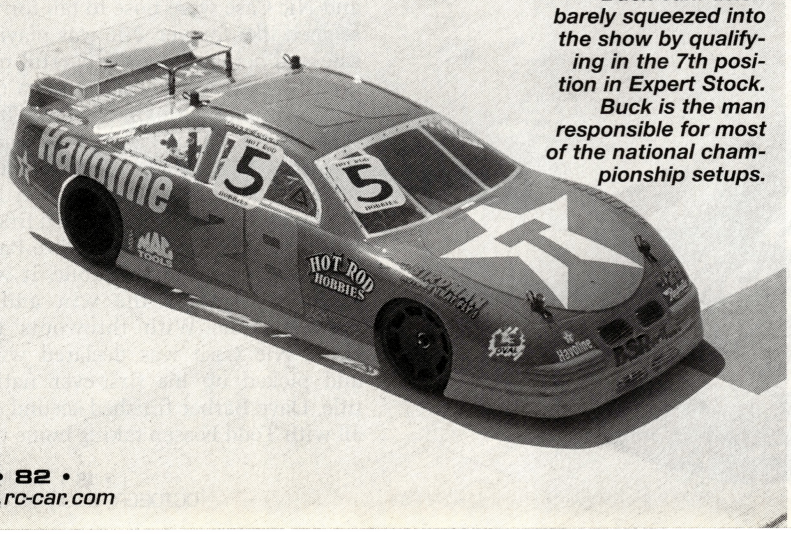
Ricky Gray giving one final look over Buck VanPatten's Associated L3O before the third and final A-main.



Matt Artin eagerly awaits the start of the second A-main. Matt does not know it at this time but he was only four minutes away from his first national title.



Matt Artin blew the competition away this weekend. Not only did he T.Q. the Expert Stock class but he also went on to win the first two main events on his way to his first-ever national title.



Buck VanPatten barely squeezed into the show by qualifying in the 7th position in Expert Stock. Buck is the man responsible for most of the national championship setups.

Factory Modified

This was the class that everyone really wanted to see, with tons of big name drivers with top notch equipment. Top qualifying honors went to Racetech's very own multi-national champion Gary Hamilton. In A1 Hamilton got the early lead and started to stretch it out only to run into lapped traffic halfway through the main. That allowed Arizona's Jim Silvay to move by for the lead and he then went on to win A1 followed by Hamilton and Kisbey's Brian Boudakian.

A2 started much the same, as Hamilton took the holeshot and never looked back. He lead the entire race until Silvay caught him on the final lap. Coming out of the final turn, Hamilton drove down into the infield and allowed Silvay to drive by on the outside causing a photo finish. After checking the sheet, the transponder picked up Silvay's car first giving him the A2 win and the Factory Modified national championship. Silvay got to sit out of A3 with two wins and the title. At the start of A3 Hamilton checked out and went on for the victory. Tony Gammel finished second followed by Jack Hodson. The final finishing order for the Factory Mod class found Jim Silvay taking the overall win and title followed by Gary Hamilton in second and Tony Gammel in third.

The 2000 NORRCA Paved Oval Nationals was a huge success and produced many first-time national champions. Special thanks to Grant, Karen and all the Showtime staff for putting on an excellent show. Also thanks to all the sponsors who helped make it happen!◆

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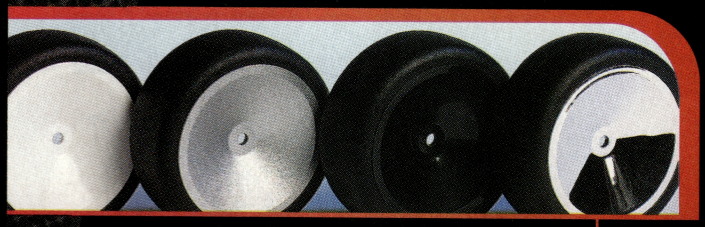

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Sneak Peek:

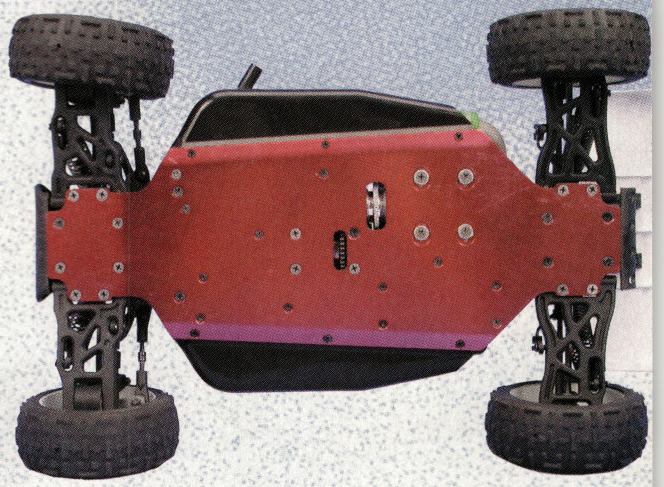
GS Racing Nitro Buggy Prototype

A promising contender from out of nowhere!

Over the past two years, GS Racing (General Silicones' R/C division) has expanded its product line by leaps and bounds, beginning with accessories such as fuel line, wire, exhaust couplers and hardware to starter boxes and servo-savers. Now, GS Racing is expanding further to offer its own line of nitro cars, including this yet-unnamed prototype 1/8-scale buggy shown here. R/C Car *pulled some strings to get our hands on this pre-production test car, which was in the midst of being track tested for setup and durability, to give you the skinny. According to sources at GS Racing, the new buggy will be available in two forms: a Sport version that will come 80-percent assembled (a 100-percent built, RTR version may also be a possibility) and an all-out Pro race kit. Early testing by team drivers against other popular racing buggies has shown the new GS car as a viable competitor to the world's best. GS Racing is looking to have the Sport model ready for shipping by this Fall, with the Pro model following hot on its heels. As soon as we get our paws on production versions, well be sure to tell you how they stack up against the established buggies. Until then, here's everything we know.*



The prototype buggy uses a 3mm chassis made from 7075 aircraft aluminum. The front of the chassis is bent upward at an angle of eight degrees for improved handling through bumps and when landing from jumps (the nose of the car won't dig into the ground). All of the chassis' holes are countersunk, and the engine-mounting screws are recessed to reduce drag. The Pro version may include a slightly longer chassis to increase the car's wheelbase. No colors have been selected as of yet, but chances are that the Sport and Pro kits may have different colored chassis.



1

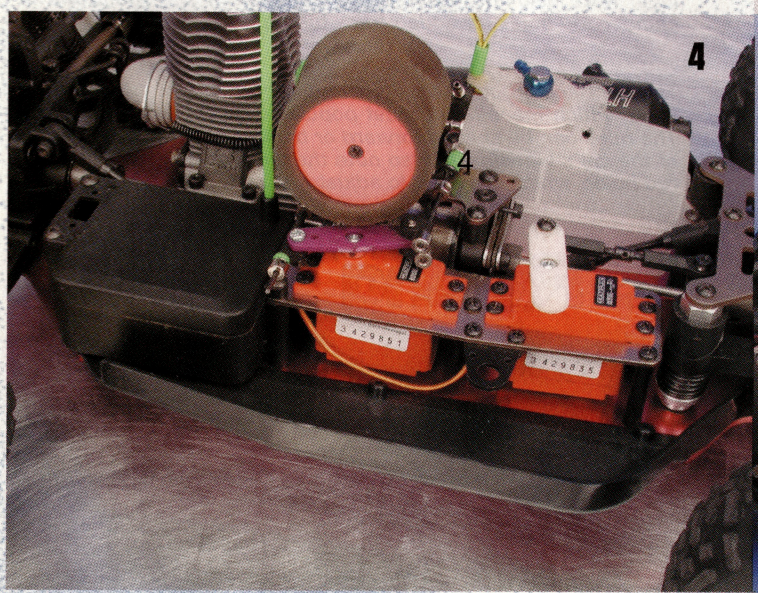
The GS Racing buggy uses rugged upper and lower suspension arms that offer a variety of tuning options including camber, caster and toe-in/out. The shock towers and front brace are made from the same rugged 7075 aluminum as the chassis. Kyosho-style steering bellcranks are used, but the GS buggy has three positions for the inner tie-rod so that steering response can be fine-tuned. Possible alterations to the production buggy include a different shock tower for the Pro model as well as a Mugen-style front chassis brace that runs to the center diff housing.



2

The Sport kit will come with a GS Racing non-pull-start .21 engine (manufactured by SH, but with GS Racing's own porting). The Pro version will be offered without an engine, as is the norm with serious race kits. Both Sport and Pro kits will come standard with a hard-steel spur gear for better durability. A three-shoe racing-style clutch was used in testing and will likely be included in production kits.

The aluminum servo tray provides a stiff foundation for heavy-duty high-torque servos. Rumor has it that the Pro model may come with a graphite servo tray. A large molded radio box sits behind the tray, and it is roomy enough to hold most sizes of receiver and battery pack. Note the low-profile of the box, which keeps the car's weight close to the ground.



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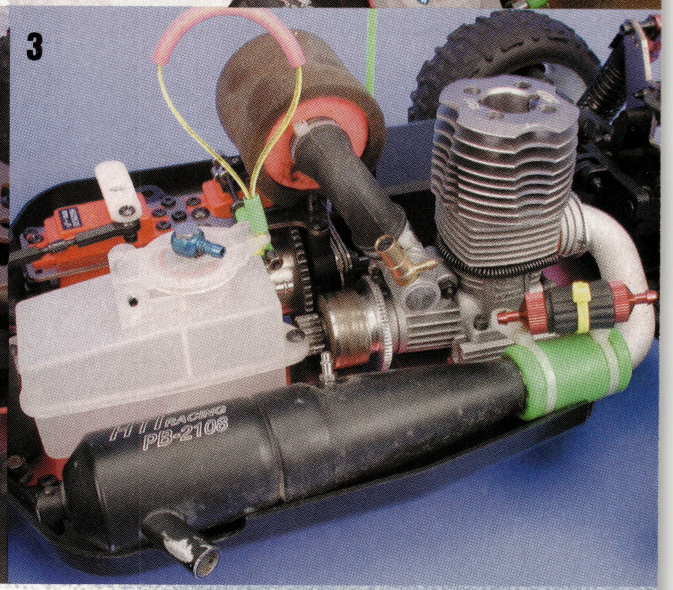

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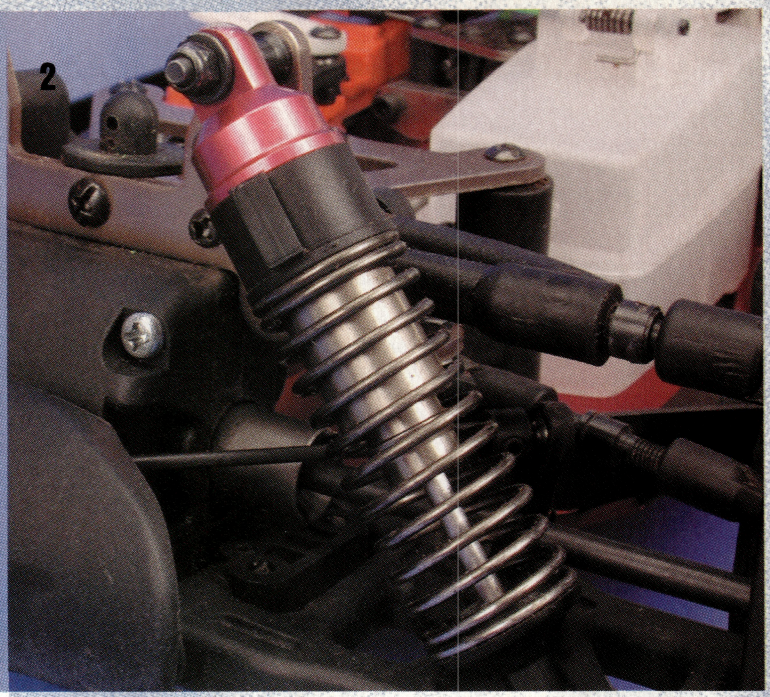

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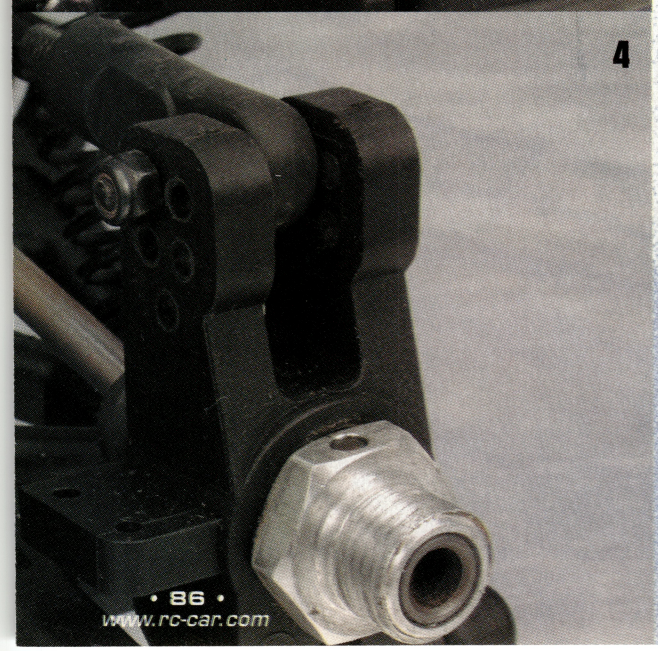

4

1 *Sources at GS Racing tell us that they are in the process of working out a deal with Medial Pro to supply the new buggy's kit tires. If this works out, it will be a great benefit to racers as Medial Pro tires are among the world's best. You won't have to chuck these stock tires!*

2 *Long-travel alloy shocks are standard on both the Sport and Pro kits. As is the trend in 1/8-scale, the shocks use rubber bladders to keep air and oil separated. Large-diameter steel turnbuckles appear to be standard-issue items—nice, because many race-kits don't have turnbuckles. Also, both kits will come with universal-joint driveshafts up front for smoother power delivery and less binding in the steering system. The front hubs have shields to keep dirt and dust away from the universal-joints. Pretty clever.*

3 *Front and rear swaybars are likely to be standard on both the Sport and Pro kits. Molded gear cases at both ends of the car house bevel-gear differentials that can be filled with oil for performance tuning. The diffs are driven by spiral-cut steel ring-and-pinion gears for efficient operation with less binding. The entire drive train of both kits will be supported by low-friction ball bearings. Note also the easy-access gear cases and multitude of camber-rod holes for added track tuning.*

4 *The GS Racing buggies will use industry-standard 17mm wheel hubs, which means that most popular 1/8-scale wheels will fit. The hubs can be spaced forward or backward to alter the length of the car's wheelbase. Also note the large selection of camber-rod holes, which are used to adjust the car's roll center.* ◆

GS Racing Nitro Buggy Prototype

SOURCES

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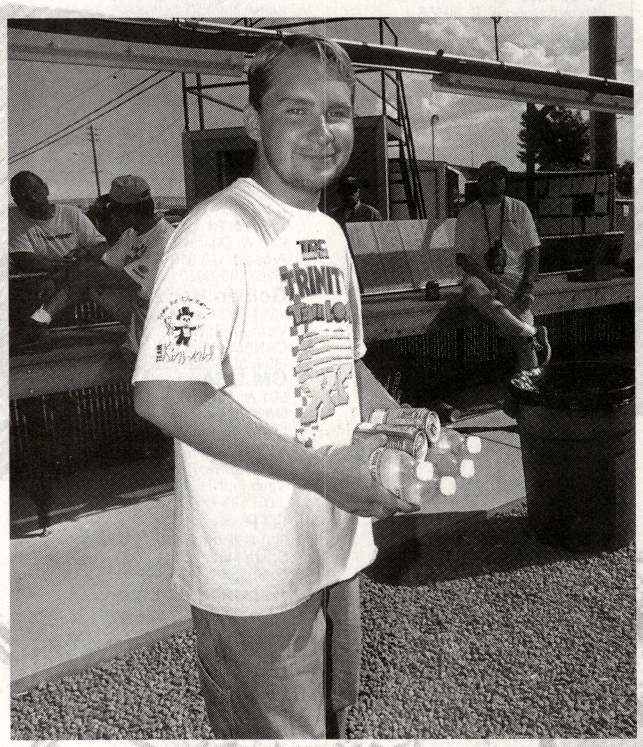
Corner THE EXPERTS

Talking Touring Car Tires with Josh Cyrul

Once again we turn our attention to tires. Last time we visited this topic we talked about off-road tires with Todd Hodge and Jason Ruona. This time we were able to catch up with Team Losi's Josh Cyrul between test runs and pick at his brain for a bit.



In case you aren't familiar with Josh's name, let me fill you in with a little info about him. If it runs on carpet, he is fast with it. If it is electric powered and runs on asphalt, he is fast with it. If it is crunch time at the electric on-road Worlds and the pressure is on, not only is Josh fast, but he's also cool as an ice-cold glass of lemonade on a hot summer's day. Okay, enough with the corny descriptions, let's just get on with it...

R/C Car: *The question we hear most about touring car tires is belted or unbelted—when and why?*

Josh: Not every manufacturer uses the same compounds in their belted and unbelted tires, so it can be hard to make direct comparisons, but here are some general guidelines. A lot of times you can get more forward traction out of belted tires because they don't expand under acceleration. But many times you get more side bite from unbelted tires. Belted tires feel very "locked-in"; very solid, but when you're on the edge, the break in traction is very abrupt. Unbelted tires feel like they float and drift more than belted ones, but you can feel it more gradually lose traction, rather than a sharp fall-off. On carpet I happen to prefer belted tires.

R/C Car: *What about width? Some manufacturers are going more towards the intermediate 24mm width as a result of IFMAR banning the 22mil spec.*

Josh: I've never run anything narrower than 24mm. With carpet and on high traction tracks I run 26mm because they feel more stable and are easier to drive. On asphalt, especially when I need to get more steering, I run 24mm tires. Overall, 26mm tires seem to take away a bit of steering, but feel more stable than the narrower width.

R/C Car: *The applications for treads vs. slicks are pretty clear, but please give us a refresher.*

Josh: Most of the time we use slicks. We only use treads when we are running outdoors in a really old parking lot—maybe one where there are lots of open pores and cracks. A slick tire may not catch all the edges of that surface. When it's dusty, the treads will work better.

R/C Car: *Now here's a can of worms: inserts! Hard, soft, molded, foam, "low-bounce"—help us wade through this mess!*

Josh: Wow, that's a difficult question. The biggest thing about inserts is track temperature. A lot of times you can run softer inserts and actually get quicker lap times, but they don't sound as good with the squealing and chattering noises. If you use too hard an insert outdoors, when the track temperature gets too high you are in danger of overheating the tires. The contact patch gets too hot for the compound and you end up doing doughnuts. It takes some experimentation, but you have to balance out inserts for track temperature. Kind of like tire pressure in your real car.

Now, the harder you go with inserts, the more traction you'll get, but when you lose traction, it happens more violently, much like with belted tires. Another problem I've seen is people using inserts that are too big for the tire. If you overstuff them, the tire will get stretched out and heat up quicker, making them more prone to losing traction, especially with belted tires.

The thing about low-bounce, or non-repulsion, inserts is that they don't work well outdoors unless it is extremely cold. Indoors on carpet or outdoors on a cold low-traction surface they are really good. Just don't use them in hot conditions, like, say, a 90-degree day.

R/C Car: *Since you're with Team Losi, maybe you can help us out on a specific problem that we hear often. Losi molded inserts are great, but even when using a brand-name contact cement, they can still separate. Any tips or tricks?*

Josh: Basically, all we do is use super glue. Just glue the outer (top) third of where they meet. The instructions do say to use contact cement, but we started using our Losi super glue with the inserts, and they have been holding up great. If you glue only the outer third, you don't get as much of a hard spot as if you glued the whole surface.

R/C Car: *What do you recommend doing to maintain your tires (cleaning and conditioning)?*

Josh: The biggest thing I've noticed since moving out here to California is that the tires that have just been kept in a box lose their traction. Keeping tires in plastic bags when not in use

is very important, especially in areas where it gets really hot. Chemicals that help make the tire compound sticky end up evaporating from the rubber when left exposed to air.

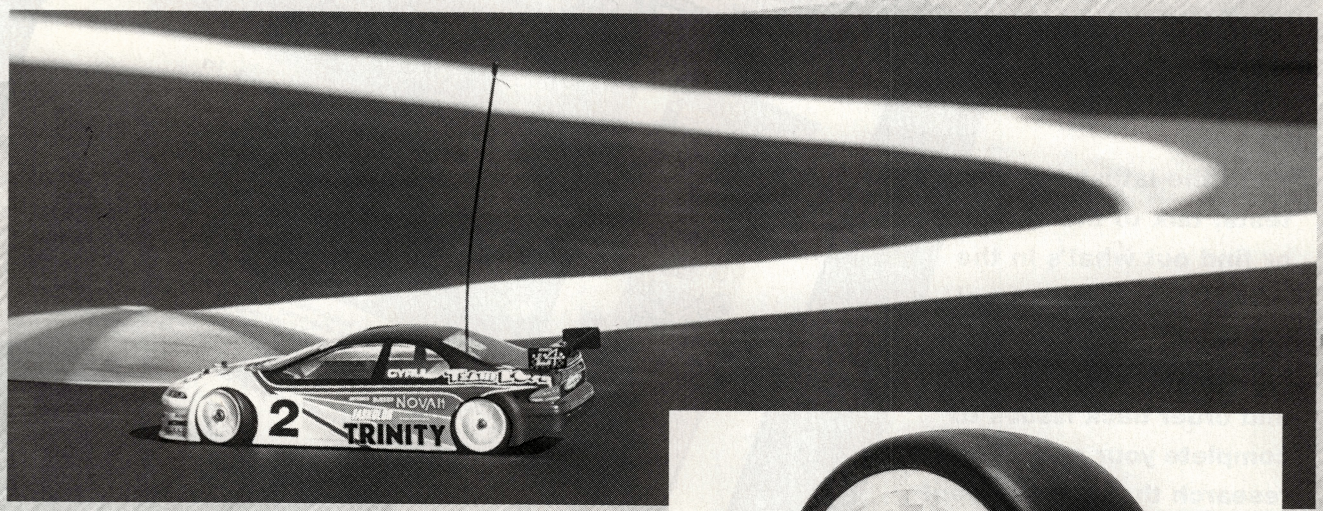
One of the troubles that we had at the Worlds warm-up race we just got back from was due to this problem. The control tires we received weren't hooking up nearly as well as the same compound tires we bought off-the-shelf. I asked Masami (Hirosaka) about it, and he said that the control tires must have been sitting out for a while. Same compound, same tire, but if you compared the smell of the two tires, there was a distinct difference between the two. So the moral of the story is to keep your tires fresh in zipper bags when they're not in use.

Another thing I do is to clean my tires off with motor spray after every run. That gets all the dust, grime, and traction compound off the outer layer of the tire and leaves a fresh surface.

R/C Car: *Do you recommend tire sauce?*

Josh: [*Hesitantly*] Uh, yeah. I hate it because it is another variable to have to deal with, but nine times out of ten it works better and there are times that you can't get tires to hook up at all without it. There are some exceptions, though, like at the recent Reedy race. It was a really hot surface, the control tires were Pro-line H13 compounds, and if they were sauced, they would overheat because they were soft to begin with.

R/C Car: *Do sauces really soften the tires or do they just give the appearance by cleaning off dead rubber?*



Josh: They really do soften the tire. I've taken a couple of sets of tires fresh from the bag, used some sauce on one set, then compared them, and the rubber on the sauced ones was definitely softer.

R/C Car: *Do you find that the sauces break down inserts like with off-road tires?*

Josh: Only with traditional open-cell foam inserts. Molded ones aren't as affected, but sauce really breaks down regular foam. I've literally turned regular foam inserts into powder during some club races. The inserts were worn out before the tire, so they became useless. I guess you shouldn't use tire sauce excessively on tires with regular inserts.

R/C Car: *ROAR has now legalized foam tires for certain classes. How do you feel about this?*

Josh: Good! I mean, honestly, I wish I always ran foams in touring car classes. With rubber tires, you have all the different makes to deal with, two widths, all the inserts and such just to go to a race and be competitive at the factory level. And we need enough to support a whole team. What a pain! With foams, as an example, I'll use my last trip to Cleveland (Indoor Nationals). I only brought four sets of tires with me for the whole race. We knew we were going to do two runs on each set. They were consistent, there was plenty of traction, no belted versions to deal with. The amount of rubber tires I went through at the Worlds warm-up was the same as the number of foams I used practicing for two months for Cleveland. Foams really make it all simpler. The downfall is that batteries and motors come into play more, so that war heats up again. But I'd rather be truing foams all day than glue up a couple of sets of rubber tires.

R/C Car: *How does racing on carpet differ from asphalt?*

Josh: Carpet is more forgiving. Asphalt varies so much in surface, condition, whether they spray the surface. Carpet is really basic—it's always indoors, there's no sun, track temperatures stay pretty consistent. The actual carpet differs slightly from place to place, but in general, they all feel pretty much the same wherever you go. I also prefer to do testing on carpet. The conditions are repeatable. Outdoors, by the time you change a test setup, the sun has hidden behind the clouds, changing the track temperature, and the wind has kicked up, and so on. There's too much stuff to deal with. It's harder to come to a consistent conclusion testing on asphalt. On carpet, I feel like I have more control.

R/C Car: *Thanks for your time, Josh, and we wish you the best of luck at the upcoming Worlds!* ◆



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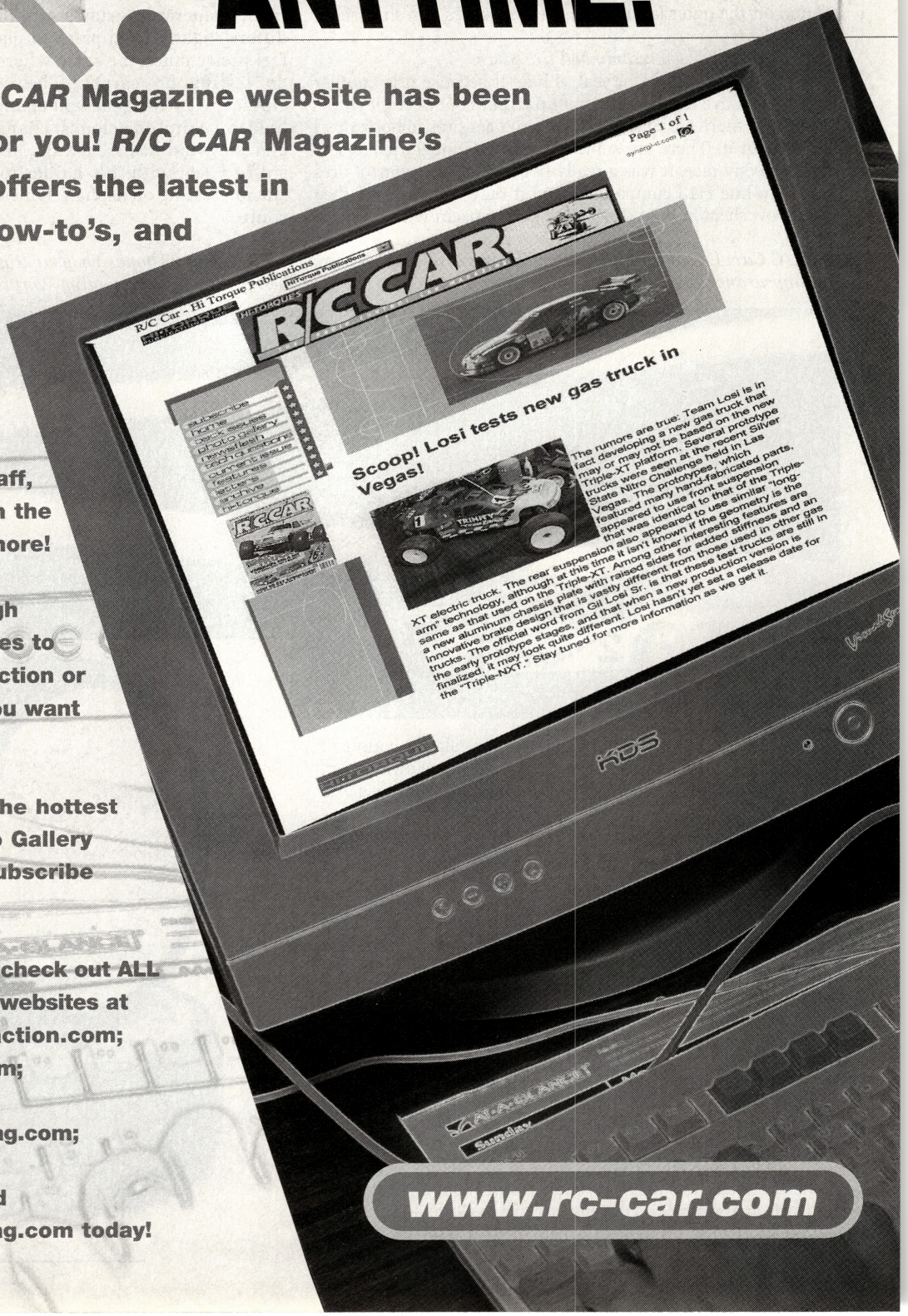

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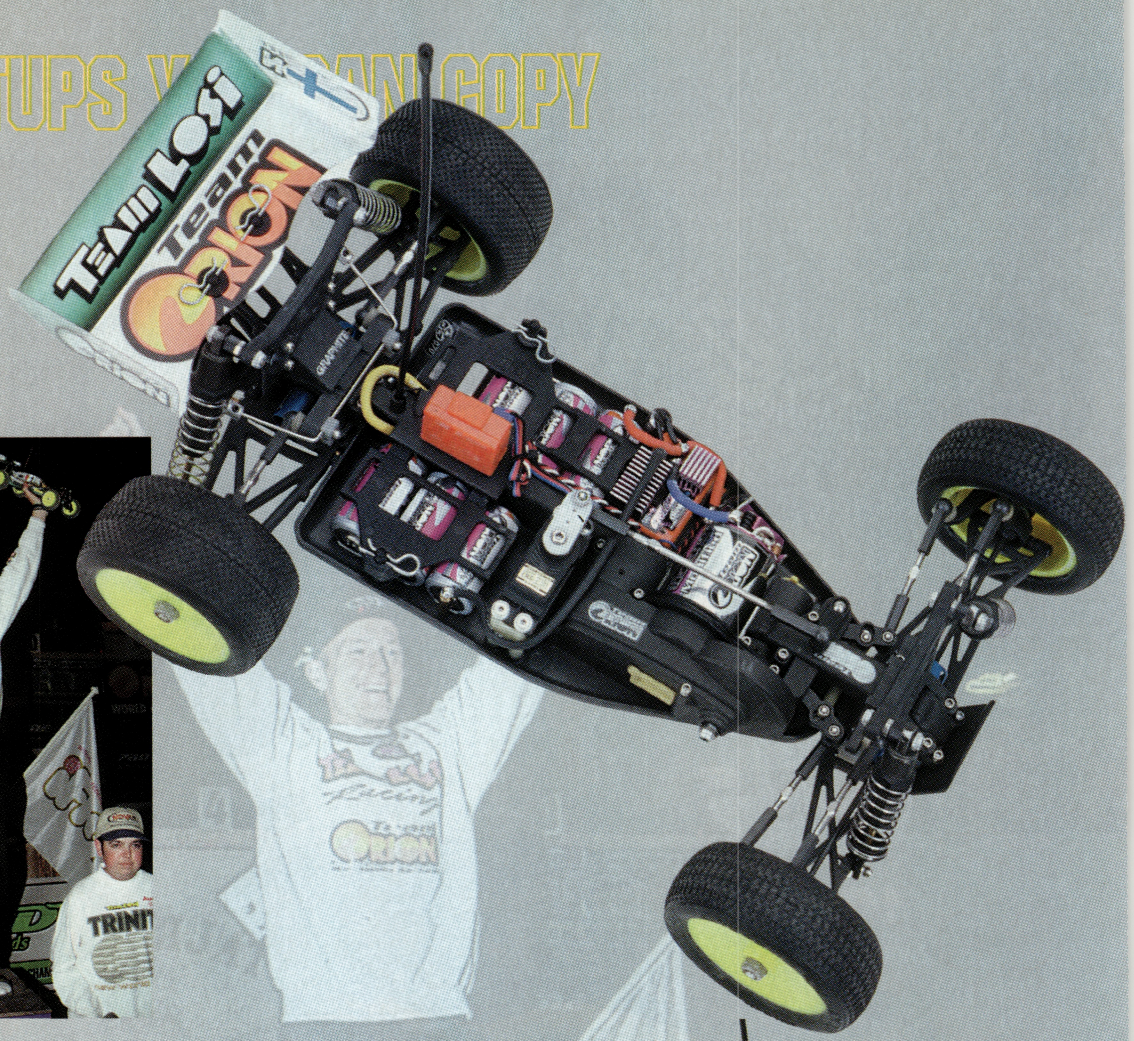

Jukka Steenari's Worlds XX-4 Setup

FRONT SUSPENSION

Toe in/out—1° toe-out
Front ride-height—Bones just below level
Front camber—1° negative
Sway bar—None used
Camber link—Bulkhead #1, 2 gold washers under the ballstud
Front Shocks:
Oil—25wt Losi
Piston—57
Spring—Orange with 1.5 coils cut off
Limiters—Inside-spring, outside-none
Mounting—#2 on tower, inside hole on suspension arm

REAR SUSPENSION

Rear ride height—Bones level
Rear Camber—2° negative
Sway bar—Yes 1.6mm thick (not recommended on bumpy tracks)
Camber link location—#5.5 on bulkhead, #B on hub
Rear Shocks:
Oil—37wt Losi
Piston—54 (with one hole drilled to 1.7mm)
Spring—Yellow
Limiter—Inside: A-spacer, Outside: two B-spacers
Mounting—#4/outside of arm

Tires—Losi Taper Pins (front and rear)
Battery Placement—Cells positioned forward

MISCELLANEOUS

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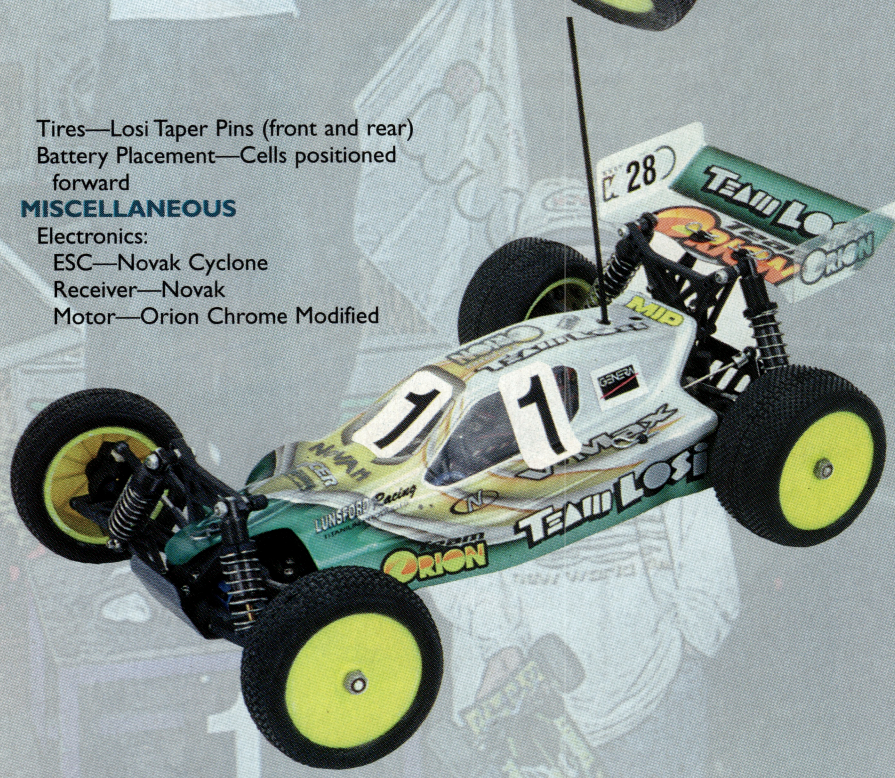
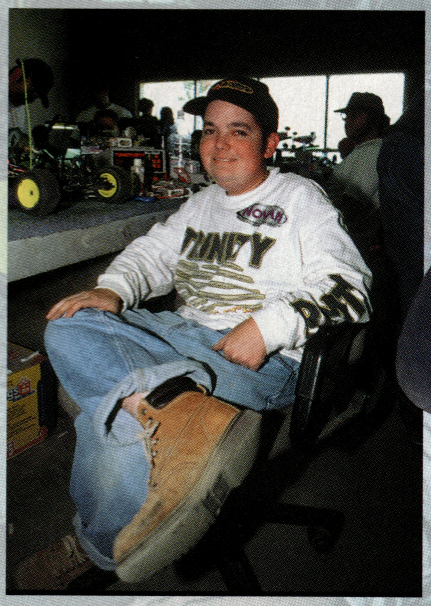
Receiver—Novak
Motor—Orion Chrome Modified



Battery—Orion
Battery position—Spaced towards front
Plastic Outdrives (front and rear), slipper used, Stock steel dogbones up front with aluminum rear dogbones.





Brian Kinwald's Team Losi Triple-X

FRONT SUSPENSION

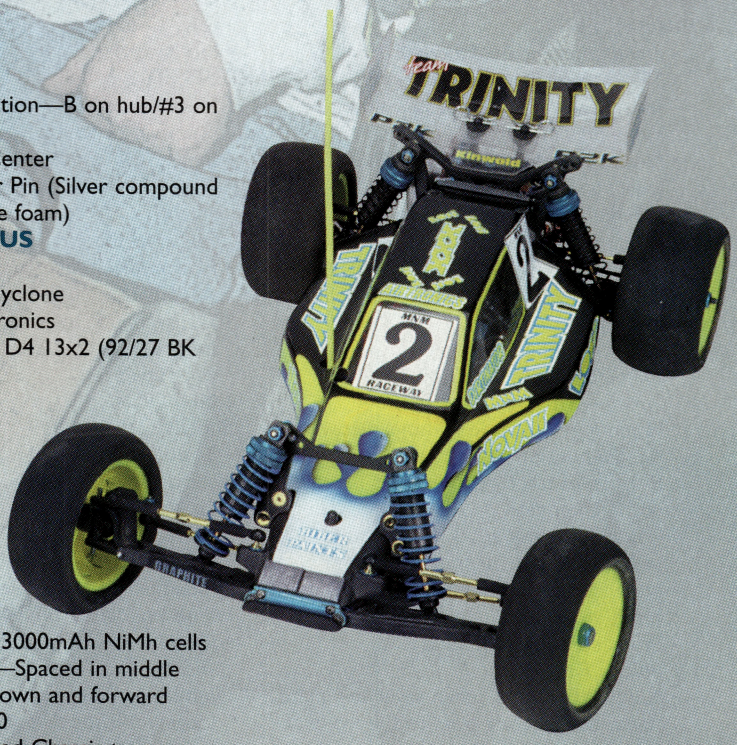
Toe—1° toe-in
Ride-height—Arms level
Camber—2° negative
Front Shocks:
Oil—35wt Trinity
Piston—55
Spring—Blue
Limiters—.060 inside/none outside
Mounting position—Middle on arm/#3 on tower with one washers (.030) underneath ballstud
Camber link position—B on hub/Middle on bulkhead
Carrier spacer—Down
Front tire—Taper Pin (Silver compound with Trinity Blue foam)
Notes—1/2 oz. lead weight on bulkhead

REAR SUSPENSION

Anti-squat—0°
Ride-height—Bones level
Camber—2°
Sway bar—Thin
Rear Shocks:
Oil—30wt Trinity
Piston—56
Spring—Red
Limiters—.060 inside/none outside
Mounting position—Inside hole on arm/#2 on tower
Camber link position—B on hub/#3 on tower
Hub position—Center
Rear tire—Taper Pin (Silver compound with Trinity Blue foam)

MISCELLANEOUS

Electronics:
ESC—Novak Cyclone
Receiver—Airtronics
Motor—Trinity D4 13x2 (92/27 BK gears 52-pitch)
Battery—Trinity 3000mAh NiMh cells
Battery position—Spaced in middle
Wing mount—Down and forward
Wing angle—.050
Notes—Associated Chassis tape on bottom, steel diff outdrives, steel CVDs







Richard Saxton's Thunder Tiger EB-4

FRONT END

- Front differential—Nuova Faor
- Nuova Faor Front Suspension Plate (the piece that holds suspension arm hinge pins in place)
- Nuova Faor Front Lower Arm Plate (rear)
- Jammin' Products aluminum front shock tower

Shocks:

Body—MIP long aluminum MP-6 shock bodies
Piston—MIP pistons
Oil—35wt Associated oil
Spring—Thunder Tiger Blue
Mounting—Top middle hole in tower middle hole on arm

- Bottom of tranny case/chassis is sealed with gasket seal.
- Front universals stock (the front universals give the car more steering)
- Nuova Faor Steering Knuckles provide more steering
- Stock steering bellcranks
- Nuova Faor Hubs
- Jammin' Products servo saver top plate (from the steering post to the front of the diff housing)
- Jammin' Products carbon fiber radio tray
- Nuova Faor aluminum Upper Arm Mount
- Camber front: -1°
- Toe: -1° toe out
- No sway bar

CENTER

- Nuova Faor Torsen Center diff
- Nuova Faor split center diff housing
- MIP CVDs for the center drive line
- Nuova Faor top plate w/two ears which allows you to run two tie rods to the center of the car to stiffen the chassis.
- Fioroni disc brake pads

REAR END

- The rear diff stock and is packed with thick Bergonzoni grease and no O-rings are used
- MIP CVDs

Shocks:

Body— MIP long aluminum MP-6 shock bodies
Piston— MIP pistons
Oil—35wt Associated oil
Spring—Thunder Tiger White
Mounting—Top middle hole in tower/third hole out (from left to right) on arm.

- Jammin' Products custom-made taller shock tower with taller set of shock mounting holes to accommodate the longer MIP shock bodies
- Rear hubs spaced all the way forward
- Camber link middle hole on hub
- Wing run in middle hole
- Nuova Faor Chassis Stiffener from tranny case to center diff.
- Gasket seal between diff case and chassis
- Rear camber—-2° negative with Thunder Tiger 3° aluminum toe-in block
- No sway bar

MISCELLANEOUS

- Body—Protoform MP-6, with Thunder Paint
- Tires/wheels—Champion (pre-mounted)
- Radio—JR R1 with 8411 steering and 8450 throttle
- Receiver pack—Team Orion 5-cell 1000mAh NiMh
- General Silicone antenna mount
- Fuel—O'Donnell 25%
- Engine—HPI/Novarossi/O'Donnell
- Gearing—13-tooth clutch bell/stock spur
- Pipe—9886 Novarossi (single piece)





Barry Baker's Yokomo MR-4TCR

FRONT SUSPENSION

- Shock—Aluminum
- Shock End Length—Short
- Shock Length—60.5mm
- Outer Spacer—4mm ride height
- Piston—Yokomo #3
- Inner Spacer—None
- Spring—Green (#YS-1455)
- Oil—trinity 40wt
- Shock Mounting Location—#1 on tower/#2 on arm
- Suspension Arm Mounting—#2
- Front Hub Mounting—#1
- Front Roll Bar—2mm
- Toe—0°
- Camber—1° negative
- Tire—Pro-Line H-13 Control Tire
- Inner Foam—Molded insert firm type

REAR SUSPENSION

- Shock—Aluminum
- Shock End Length—Short
- Shock Length—60mm
- Outer Spacer—4mm ride height
- Piston—Yokomo #3
- Inner Spacer—None
- Spring—MR-4TC kit spring (in between Green and Yellow)
- Oil—Trinity 40wt
- Shock Mounting Location—#3 on tower/#2 on arm
- Suspension Arm Mounting—#2
- Rear Hub Mounting—#3
- Rear Roll Bar—None
- Camber—1° negative
- Tire—Pro-Line H-13 Control Tire
- Inner Foam—Molded insert firm type

ELECTRONICS

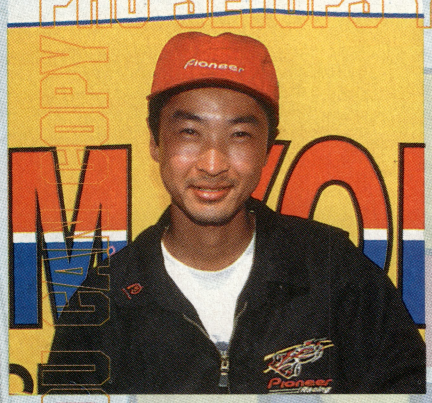
- ESC—Novak Cyclone
- Batteries—Trinity VIS Nimh 3000 Team Edition
- Motor—Trinity D4 (7x2)

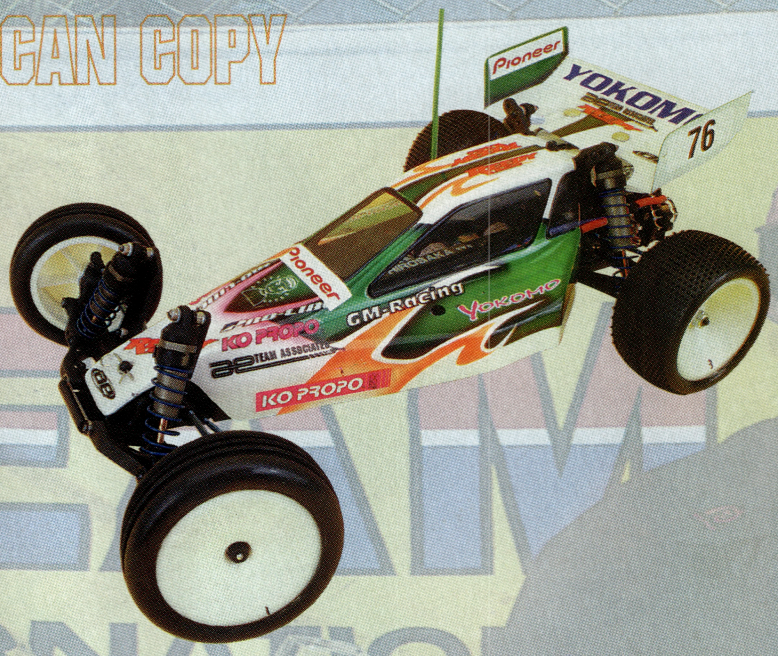


MISCELLANEOUS

- Body—Yokomo/Andy's Stratus
- Wing—Andy's High-Downforce
- Front Drive—One-Way
- Rear Drive—One-Way
- Gearing—25/104
- Chassis—Graphite
- Center Brace—Single piece upper deck
- Center tie-rod for adjusting belt tension

PRO SETUPS YOU CAN COPY





Masami Hirosaka's Worlds Winning Team Associated RC10B3

Front suspension:
Front carrier block—25°
Front ride height—Arms level/down
Front camber—2° negative
Toe-in/out—Neither toe-out or toe-in
Anti-roll bar—None

Front shocks:
Oil—35wt Associated silicone oil
Piston—1-hole
Spring—Blue
Limiters—None
Shock shaft—.71 "Unobtanium"
Mounting—Outside hole on tower, inside hole on arm
Camber link—Inside hole on tower
Kingpin ballstud—Centered
Turnbuckles—Factory Team parts

Rear suspension:
Suspension mounts—3-3
Wheel hub—Spaced forward
Rear ride-height—Universals level
Anti-squat—3°
Camber—2° negative
Anti-roll bar—None

Rear shocks:
Oil—30wt Associated silicone oil
Piston—1-hole
Spring—Blue
Limiters—None
Mounting—Middle hole on tower, outside hole on arm
Camber link—Inside hole on hub, inside hole on bulkhead

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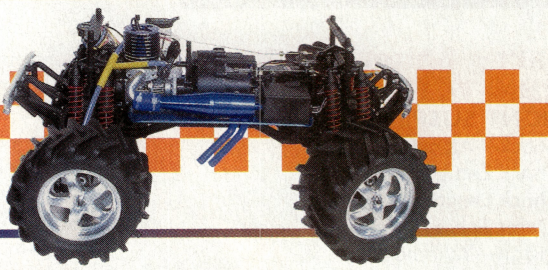



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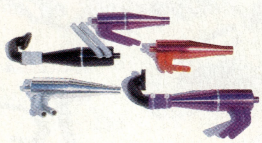

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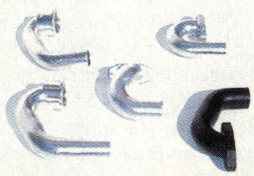

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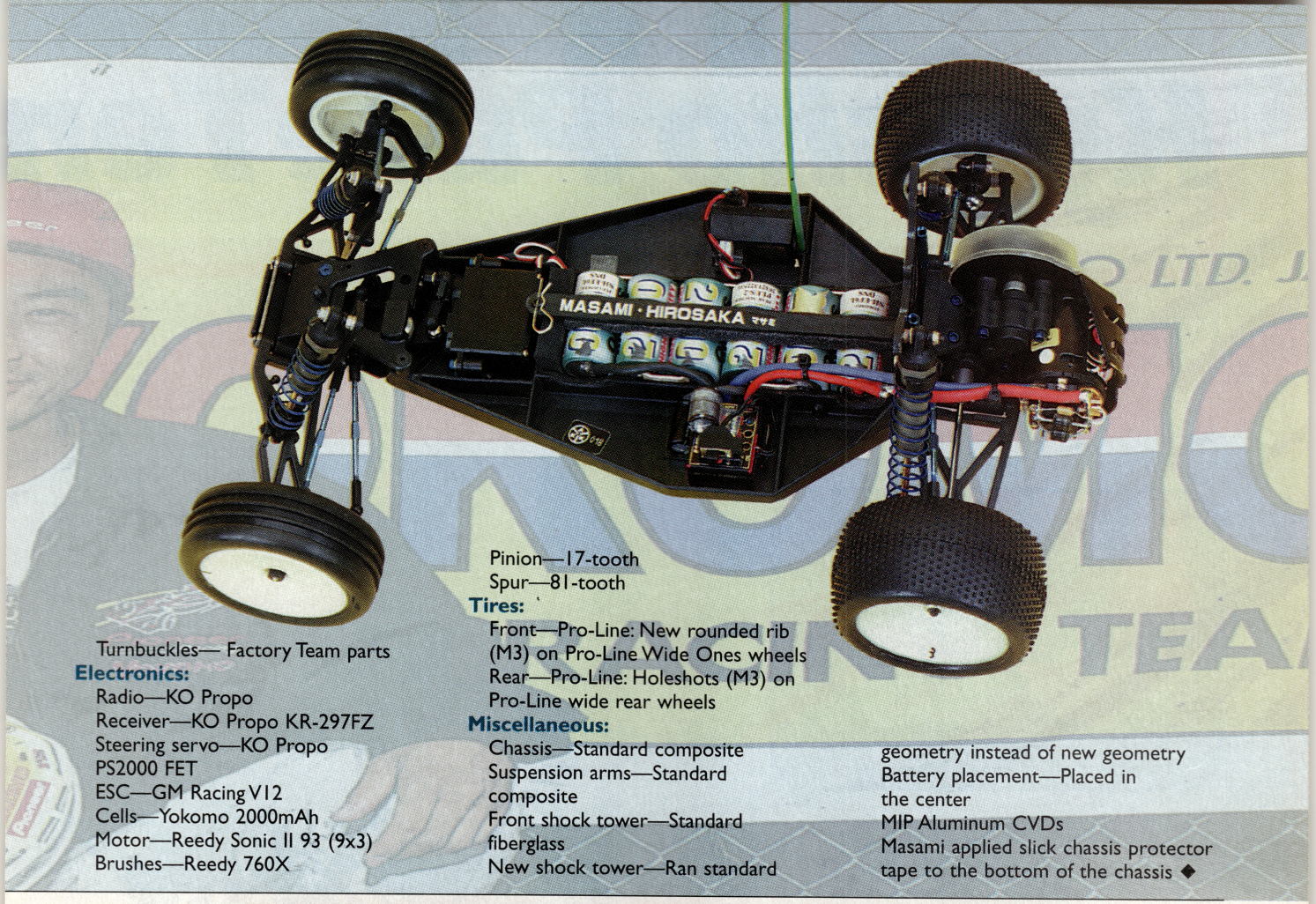

Turnbuckles— Factory Team parts

Electronics:

Radio—KO Propo
Receiver—KO Propo KR-297FZ
Steering servo—KO Propo PS2000 FET
ESC—GM Racing V12
Cells—Yokomo 2000mAh
Motor—Reedy Sonic II 93 (9x3)
Brushes—Reedy 760X
Pinion—17-tooth
Spur—81-tooth

Tires:

Front—Pro-Line: New rounded rib (M3) on Pro-Line Wide Ones wheels
Rear—Pro-Line: Holeshots (M3) on Pro-Line wide rear wheels

Miscellaneous:

Chassis—Standard composite
Suspension arms—Standard composite
Front shock tower—Standard fiberglass
New shock tower—Ran standard geometry instead of new geometry
Battery placement—Placed in the center
MIP Aluminum CVDs
Masami applied slick chassis protector tape to the bottom of the chassis ◆

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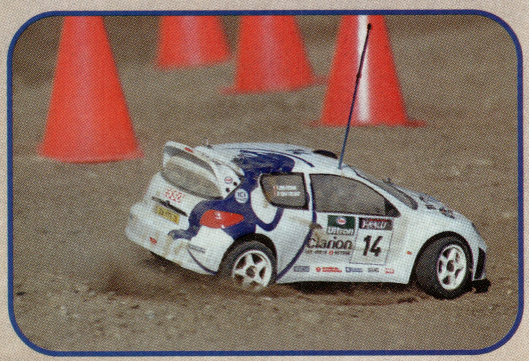
Kyosho PureTen

What we do when we're not working!

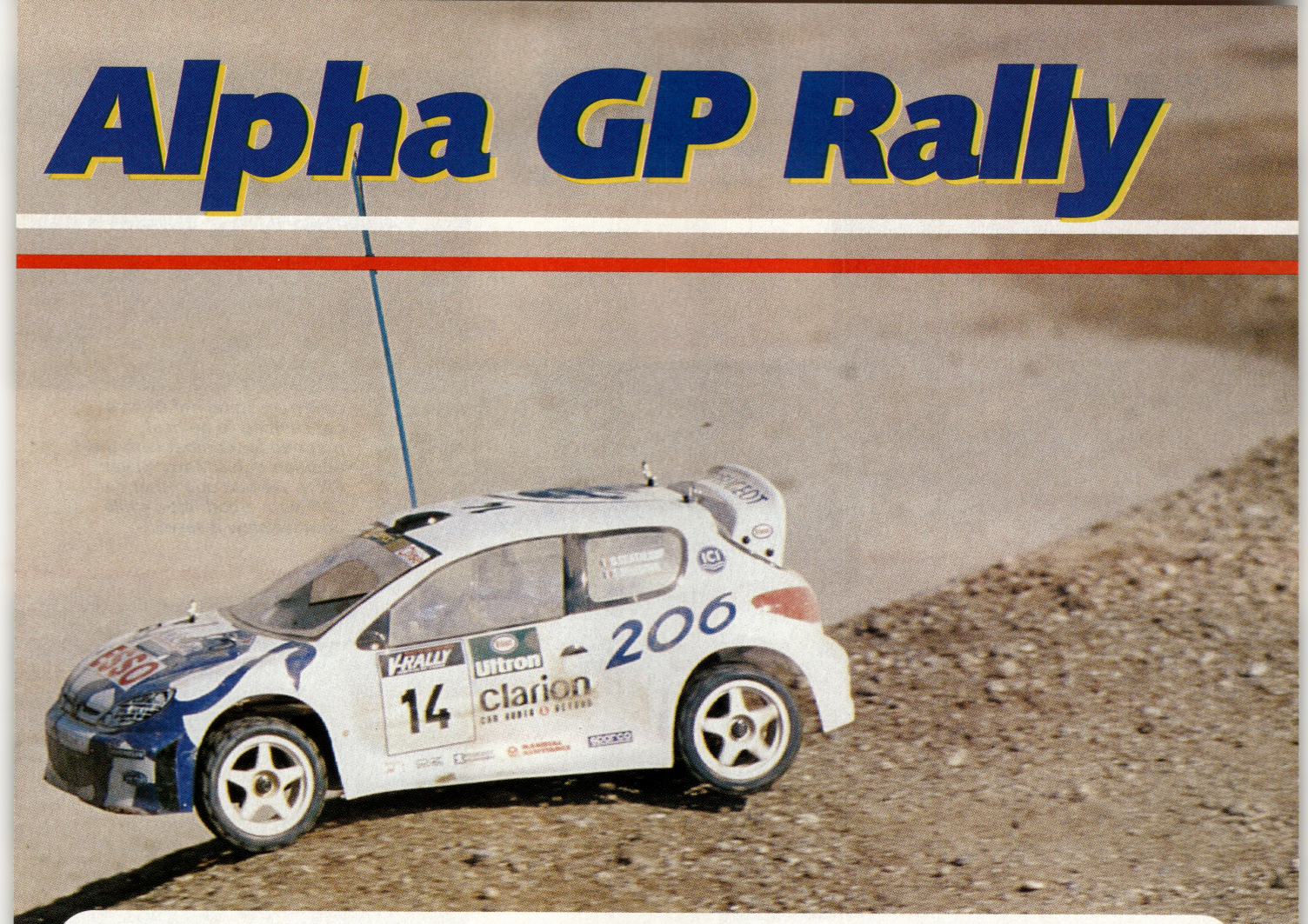








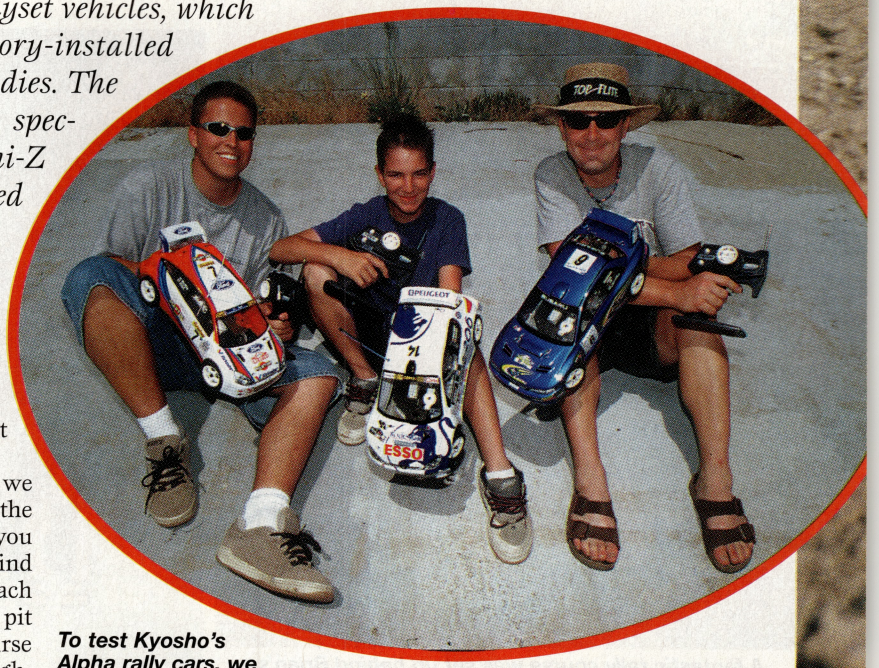
Alpha GP Rally



Kyosho is on a tear this year. Not only has it revamped, reinvented and renewed its existing line of R/C cars and trucks, but it has also launched a frontal assault on the RTR (ready-to-run) category with its new Readyset vehicles, which come completely assembled with factory-installed Kyosho Perfex radios and pre-painted bodies. The Readyset series currently covers a wide spectrum of vehicles, from the Lilliputian Mini-Z to the Ultima off-road trucks (both tested in our August '00 issue).

Now, Kyosho has applied the Readyset philosophy to those new hobbyists who can't decide if they want on-road or off-road vehicles. The result is the new PureTen Alpha Readyset rally cars: Ford Focus WRC, Subaru Impreza WRC, Peugeot 206 WRC and Mitsubishi Lancer Evo V. All are nitro-powered, all are 4WD and all are ready to tackle your roughest rally terrain!

Rather than perform a typical Test Drive, we decided to go about things a bit differently, to put the PureTen Alphas through their paces the way you would—without mercy! And since Kyosho was kind enough to send three samples for review, we put each one in the hands of an inexperienced driver and pit them against each other on a makeshift rally course that had everything you'd expect to find in any neighborhood thrash—rocks, dirt, sand, cement and an occasional tumbleweed. You guys don't run your rally cars on groomed tracks or clean asphalt; why should we?



To test Kyosho's Alpha rally cars, we selected a trio of drivers of equal skill level. Scott (left) would be piloting the Ford Focus, ever-eager photo-lad Derek (middle) would be in control of the Peugeot, and ad-salesman-turned-pro-golfer Brian (right) would command the potent Subaru Impreza.

Kyosho Rally





Last man standing! Brian's car seemed to be best prepped for combat with the addition of his Motor Saver Filter. We had one other car DNF with a bad filter, while another blew a servo.







A fantastic rally course was set up behind Brian's house. The track featured all of the elements that make real rally-racing exciting: dirt, rocks and pavement. We also tossed in a few extra hazards, including an off-camber cement wall and several trees.



Brian, Scott and Derek follow their cars through the treacherous course. The 4WD traction and high ground clearance make the PureTen Alphas easy to drive and perfect for drivers of all skill levels.



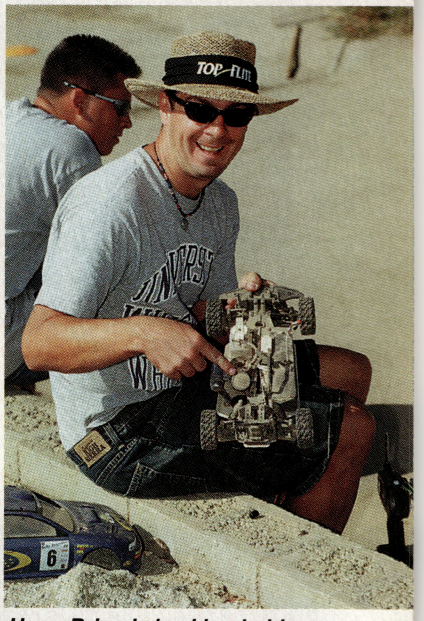
Brian's Subaru powers over the sandy concrete S-turn as he tries to go in on Derek's Peugeot.



Derek noses into the rally course after coming into the turn a little too hot. Maneuvers like this didn't seem to do anything to the car other than scrub off some speed!







Here, Brian is basking in his own intelligence as he points to his Motor Saver air filter. "You guys are in trouble now!" he exclaimed. True, the stock filters are below par, but even the greatest filter won't help you if you forget to install it properly, right Brian? Oh yeah...nice hat!





Attrition: Frank checks out the Ford's steering servo—gone! We hadn't hit anything, but the servo just kind of quit on us. Mechanically, the remaining cars proved very durable; however, an aftermarket air filter is essential, as the stock filters are too small, clog with dirt too easily and have a nasty habit of ejecting their foam elements. The Peugeot's stock filter literally fell apart and allowed large quantities of dirt inside the engine and toasted it. Brian, the only smart one of the group, installed an aftermarket filter from Motor Savers. Unfortunately, he failed to reinstall it properly after cleaning, and it fell off, letting dirt into the carb. Did we say he was smart?



Kyosho Rally

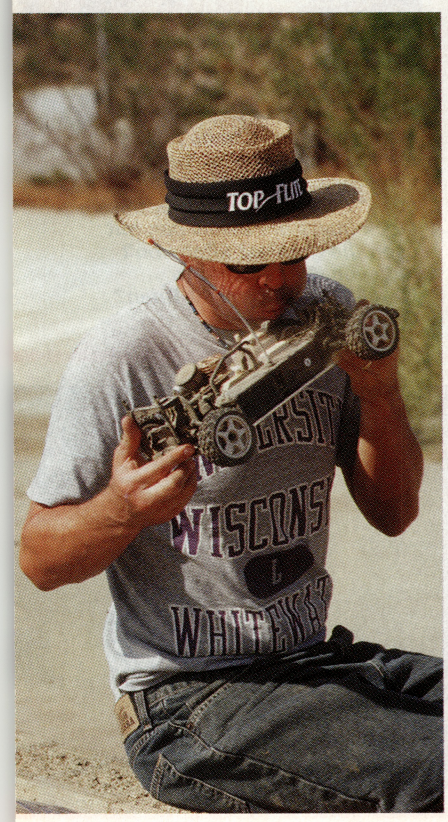




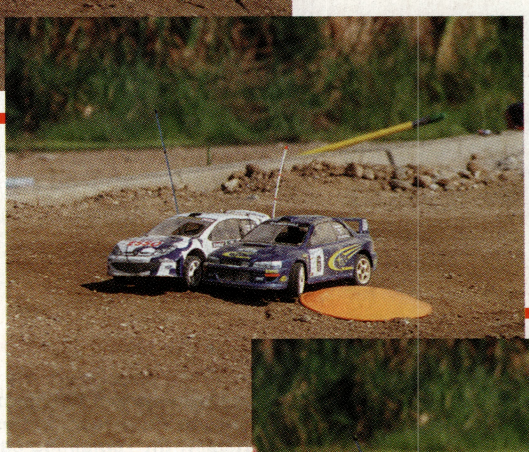
"Man, did you see that pass I made on you?" gloats Scott. Bench racing is at least half the fun of R/C driving. Everyone felt that the Kyoshos were a blast to drive and that nitro was the way to go with rally cars. All three cars buzzing down the straightaway was a sight to behold, a true mini grand prix. A few seconds was all it took for a quick fuel stop, and each car was on its way again with nary a break in the racing action. Racing is always more fun when the cars are evenly matched.







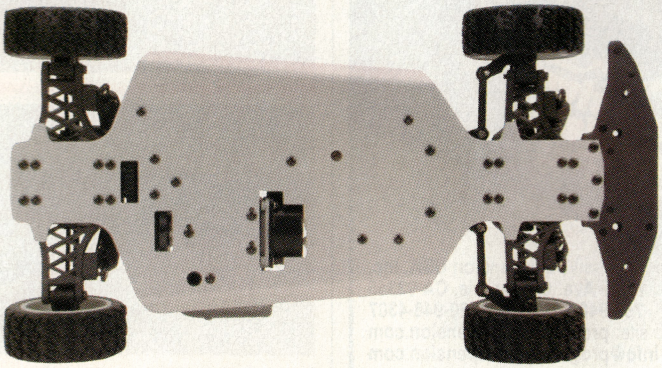
Brian blows the dust away from his Subaru's chassis, proving that salesmen are full of hot air. The PureTen Alphas were well-suited to the dusty conditions. Their rugged shaft-driven 4WD system is completely impervious to dirt and the large radio box keeps the receiver and battery well protected.

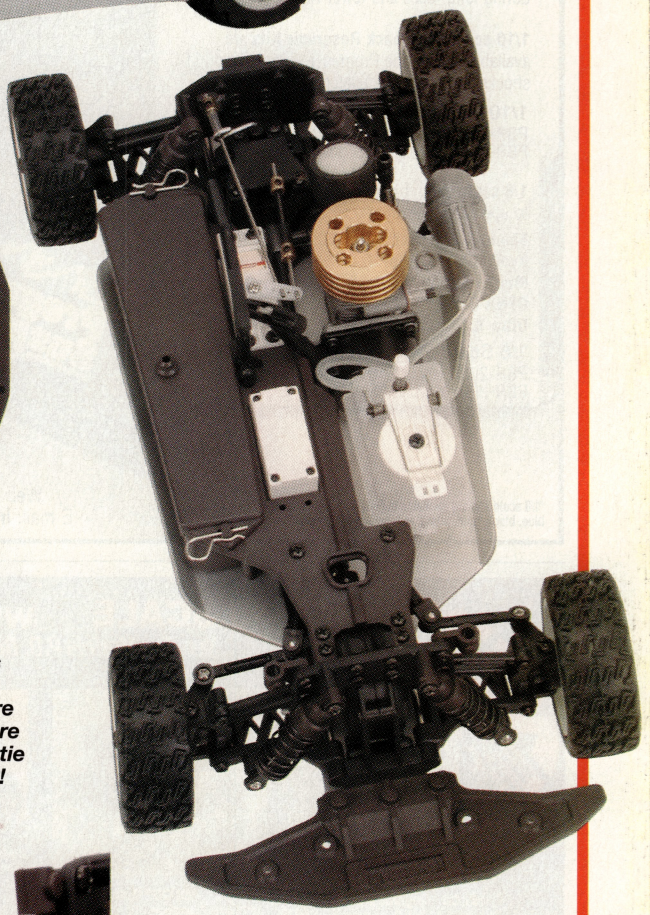


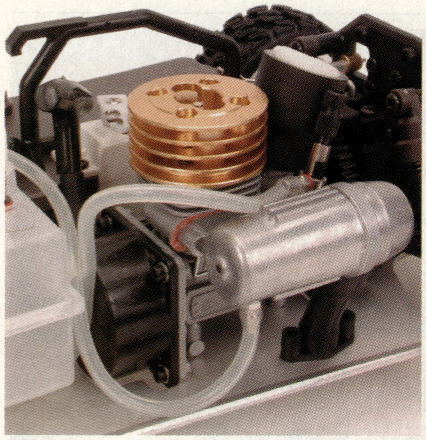


Inside the Alphas

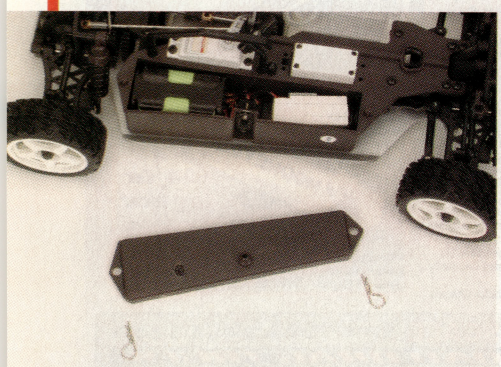








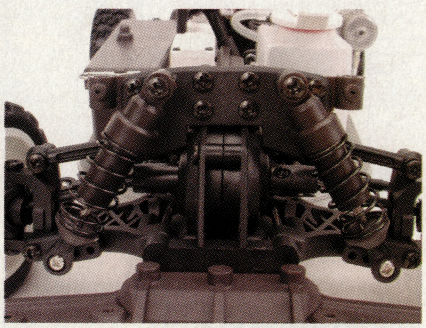
The stock Kyosho .12 engines propel the rally car to respectable speeds. Make sure you do one thing though before running the car off-road—zip tie the air filter to the carb outlet!



We feel the best feature found on the car is this fully sealed radio box. Your batteries and receiver are nice and protected in here!



The included rally tires hooked-up very well on both the on- and off-road sections on our rally course. The aggressive tread pattern worked well in soft, loamy sand conditions.



Bounce machine! The stock shocks don't do much in the way of absorbing punishment. As a matter of fact, if you hold the car about six inches off the ground and let it go, the car just bounces up and down. Our first recommendation if you plan on seeing serious off-road action is to replace them with oil-filled shocks.

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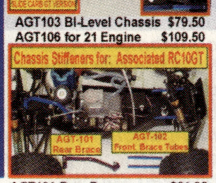

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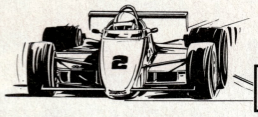

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TEAM LOSI TECH-TALK

Tech Tips #4

"NT" Tips: although Team Losi's XXX-NT Nitro Truck has only been released for a short time, you racers have gone wild buying them up as fast the dealers can get them in. With this popularity has come a few good questions as well as a few tips that you might like to take advantage of.

Gear Adjustment: to be able to accomplish a number of things critical to the design, Gil Jr. had to incorporate adjustable motor mounting. Don't worry though, setting the proper gear mesh is not difficult. The bottom of the NT chassis has machined slots where the motor mounting screws and countersunk washers go. These slots help tremendously in keeping the motor straight and the gear teeth aligned. With the mounting screws loose slide the motor back until the gears are tight to one another. Move the motor forward about 1/32". If you have trouble judging this, try placing a small strip of notebook paper between the gears where the pinion on the clutch bell contacts the spur before you slide the motor back. After securing the motor, the paper should roll out from between the gears with a fair amount of resistance. In either case, after the motor mount screws have been tightened there should be a slight bit of backlash as you rotate the spur gear. You want the gears to get about 80 to 90 percent engagement. To check this you can either rely on the "feel" as you hold the clutch bell and rotate the spur back and forth or look directly at the gears from the right side of the truck as you rotate the rear tires. There should only be a slight movement between the gears. The mesh is too tight if there is no movement between the gears or they make noise and the tires do not spin freely. Move the motor forward slightly to correct this. If there is additional movement or the wheels spin freely but the gears "slap" teeth as they rotate the mesh is probably too loose. Moving the motor back slightly will correct this. After you have tried several settings and techniques and observed the engagement from the side you should have no trouble getting a good mesh.

Monster Diff: The new "monster"differential designed for the NT will handle the extreme power of nitro motors. However, like all other differentials, it is not a slipper device. This new unit is designed to have not only greater power handling capabilities but also a broader range of adjustment. As with any differential, start by adjusting it per the instructions. The most reliable method of adjustment requires that you first lock up the slipper by tightening it until the spur gear won't move without ripping the flesh from your hand. Grab the spur gear tightly between your thumb and first finger while cradling and holding the right rear tire firmly between your forearm and chest. Now try to turn the left rear tire forward. If it turns at all, tighten the diff 1/8 turn and test again. When the diff stops turning and starts jumping and locking again (often referred to as chirping or barking) requiring substantial twisting of the rear tire it's at the beginning of its useful adjustment range. Most of the pros run their diff on the tight side but you should be able to find your "sweet spot" by gradually adjusting it tighter.

Throttle linkage: The NT includes linkage for both slide and rotary type carbs. More importantly, this linkage package allows for the use of radios without end point adjustment (EPA). More than a few throttle servos have failed due to the lack of this feature. Those of you with EPA would be wise to use this as well. Just as you don't want to stall the steering servo the same is true for the throttle. Install the small spring (uncompressed) between the pull side of the pivot on the servo arm and the set collar at the end of the linkage. This will absorb the extra servo movement and prevent stalling which will drain the receiver battery and eventually cause servo failure.

Find the Crystal: Want to change radio crystals without removing your receiver cover or cutting a big hole in it? Pick up a package of Team Losi #A-3244 4WD access plugs. Position the receiver with the crystal pointing out within the box created by the receiver cover. Cut a small rectangular opening 5/16" by 5/8" in the cover over the crystal and insert the rubber plug. Now when you need to change crystals all you need to do is remove the rubber plug. The receiver stays clean and dry.

Until next time, Good Luck.

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Goodyear Speedway, 4021 North 56th, Lincoln, NE 68510, (402) 464- 5172

OTWG Carpet Raceway, 55129 849th Rd., Norfolk NE 68701, (402) 644-7922

RC Motorsport Off-Road Raceway, 5600 Mass Rd., Omaha, NE 68164, (402) 593-6133

NEVADA

Bills Hobby Shop, *Largest off-road track in NV 1000 N.Nells Blvd. Nellis Plaza, Las Vegas, NV 89110 702-531-3282

Danwsey's Indoor R/C Hobbies, 741 N. Nellis Las Vegas, NV 89110, (702) 453-RACE

NEW MEXICO

Big Boys toys 1735 Juantabo N.E. Albq., NM 87112 505-298-1023 505-294-1543

Charlie's Hobby Shop, 225 E. Idaho, Ste. # 11Las Cruces, NM 88005, (505) 541-1097

NEW YORK

Rampage R/C, 782 Rt. 9G, Hyde Park, NY 11204

NEW JERSEY

Hobby Workshop, 510 West Kings Hwy. Mt Ephraim, NJ 08059 856-931-2400

RHODE ISLAND

Tri-State R/C Raceway, 205 Hallene Rd., Warwick, RI 02886, Lenny Sosa (401) 738-4908

SOUTH CAROLINA

Carolina R/C Speedway, 4148 Calhoun Memorial Hwy., Easley, SX 29640; Craig Prahl, (864) 295-1209; *ww.carolinarc.com*

Myrtle Beach R/C Park, 5976 Grace Lane, Myrtle Beach, SC 29577 Brad Smith, (843) 234-0096

The Grove Racing Center, 939 S. Anderson Rd., Rockhill, SC 29730, Mike Durham or Don Faris, (803) 327-4121

THUNDER TIGER RACE PLACES

Hobbies and More, 1570 S. Main str., Darlington, SC 29532; Jerry Pollard (803) 393-0355

J&M R/C Hobbies, 5341 Dorchester Rd., Evanston Plaza, N. Charleston, SC 29418; Mike Smith (843) 552-9449

Midway Hobby and Raceway, 707 Sulphur Springs Rd., Greenville, SC 29611; Allen A. Dodson, (864) 246-6335

ORA Atomic Racing, 373 Boyd Pond Rd., Aiken, SC 29803; Bill Felak, (706) 855-0846 or (803) 642-0314

R/C Racing Connection Speedway 4375 Juniper Bay Rd. Conway, SC 29527 843-397-0124

SOUTH DAKOTA

Boomerans Raceway, 105 N. Main, Hartford, SD 57033; Ed Smithback (605) 528-7345

TENNESSEE

Hobby Town USA, 2000 Mallory Ln., Franklin, TN 37067; Bobby Mills, (615) 771-7441

MSA R/C Racing, Rt. 12 Box 489 F, Crossville, TN 38555; D.R. Findley (931) 456-0027

W.O.W. Raceway, 59 Luray Rd., Beech Bluff, TN 38313; Kelly Bean, (901) 427-7874; *windix60@pipeline.com*

XS Speed, 5237 Hwy. 126, Blountville, TN 37617, (423) 323-1513

Hobby Town USA, Commons II 8859 Town & Country Circle Knoxville, TN 37923 865-690-6423

TEXAS

215 Speedway, 1814 County Rd. 215, Abilene, TX 79602; Clyde Gardner (915) 673-2351

Big Mike's R/C Raceway, 1405 W. Cotton St. Longview, TX 75604; (903) 297-7814

Comanche Trail RC Park, City Park, Big Spring, TX 79720; Allen Nichols (915) 263-4241

Discount Hobbies, 1722A West Anderson Loop, Austin, TX 78757; Tony Bermudex, (512) 458-2324

Drycreek Raceway, 5903 Co. Rd. 2297, Quinlan, TX 75474; Micky Alphin (903) 883-4060

Hal's Hobby Raceway, 1440 Bessember, El Paso, TX 79936; Carlos (915) 591-2213

Hobbycraft Speedway, 819 N. Main St., Corsicana, TX 75110; Keith Hoffman (903) 872-6761

HobbyTown USA, 999 E. Basse Rd., Suite 177, San Antonio, TX 78209; Joe Sena, or Clark Baisdon, (210) 829-8697

Indy R/C World, 2020 Saturn Rd., Garland, TX 75041, (972) 271-4844

Issac's Race Track, 18177 Gulf Frwy., Webster, TX 77598; Issac Ben-Ezra, (281) 488-8697

MBRC Off-Road Raceway, 204 D & E Valley Ln., Kennedale, TX 76133 (817) 292-5055

Performance Raceway, 1106C Witte Rd., Houston, TX 77055; Jorge Tabush or Terry Schmid, (713) 464-4458

VIRGINIA

Debbie's R/C World, 2200 Commerce Parkway, Virginia Beach, VA 23454, (757) 340-6681

Hobby Hangers Speedway, 14014D Sullyfield Cir., Chantilly, VA 20151; Kwang or Billy, (703) 631-8820

Olde Towne Hobby Shoppe, 9105 Center St., Manassas, VA 22110; Arnie Levine, (703) 369-1197

Shamroc Raceway, 106 Cheviot Pl., Stephens City, VA 22655; Scott Janow, (540) 869-3551

Star/Car Raceway, Debbie's R/C World, 200 Commerce Parkway, Virginia Beach, VA 23454, (757) 340-6681

The Toteyard, 6494 Toteyard Dr., Dayton, VA 22821 (540) 828-3476 *toteyard.com.home*

WASHINGTON

Alfie's, 108 South K St., Aberdeen, WA 98520; (360) 533-6638

A-Main Raceway, 14011 NE 3rd Ct., Vancouver, WA 98685; Monty Coleman, (360) 571-8404

Burien Toyota R/C, 15025 1st Ave. South, Seattle, WA 98148 Ray Meek, (800) 654-6456

Cedardale Raceway, 16733 Cedardale Rd., Mount Vernon, WA 98273; Joe Madonia, (360) 659-0072; *getchell@halcyon.com*

Four Season R/C Racing, 2941 Sleater Kinney Rd. NE Olympia, WA 98506; Gary Brown (360) 491-2430

Rain City Raceway, 3616 South Rd., Suite A3, Mukelteo, WA 98275, Debbie Cartwright (425) 438-2454 raincityraceway.com

Spokane Indoor Raceway, 6422 E. 2nd Ave., Spokane, WA 99212; Dave Mapston (509) 534-RACE

Tacoma R/C Raceway, 6305 6th Ave., Tacoma, WA 98406; Scott Brown (253) 565-1935

Ultimate R/C Raceway, 907 Cole St. #3, Enumclaw, WA 98022; Dan Dougherty, (509) 375-4995

West Coast Hobby & Raceway, 2239 Stevens Dr., Richland, WA 99352; Rick, (509) 375-4995

WEST VIRGINIA

Burr-Fab Raceway, 90 Davis St., West Union, WV 26456; Mark Travis, (304) 873-2487

Fulton's R/C Raceway, 2646 Chapline St., Wheeling, WV 26003; James Fulton (304) 233-5355

Left Turn Hobbies, 100 Saco Ln. Glen White, WV 25849; Stretch (304) 255-3930
Race Zone, Hopewell Rd., Rt. 8 Box 343A, Fairmont, WV 26554; Joe Clutter , (304) 368-1000

WVRCA R/C Club, 142 West Main, Bridgeport, WV 26330; D.W. Weed

WISCONSIN

ABC R/C Inc & Raceway, 244 W. Main St., Waukesha, WI 53186; Dick Mathiesen, (414) 542-1245

Gary's Hobby Center, 3701 Durand Ave., Racine, WI 53403; Bill Phalen, (414) 542-1245

Heart of the Valley R/C Club, 1330 Midway Rd., Menasha, WI 54952; Bill Morgan, (920) 954-1695

Hobbytown USA, 2061 South Koeller, Oshkosh, WI 54901 (920) 426-1840

Hobbytown USA-Revolution, Memorial Mall, 3347 Kohler Memorial Dr., #D2, Sheboygan, WI 53081; Kenny, (920) 452-0801

JJ's Dirt Heaven Hobby and Raceway, 6028 County Rd K, New Frankview, WI 54229; *dirtheaven@msn.com* Aaron Dufey (920) 866-9096

Mid-West Tri-Clone, 3745 Shuster, West Bend, WI 53095; Tom Holz, (414) 334-0429

Pro-Star Racing, 726 Pine St., Green Bay, WI 54301; Chuck, (920) 469-5566

RJ's/R.C., 4920 Hwy. 70W, Eagle River, WI 54521; Randy Stys, (715) 479-2541

S&N's Trackside Hobbies and Raceway, 6405 N. Green Bay Ave., Milwaukee, WI 53209; Scott Ernst, (414) 351-1910

WYOMING

Wind River R/C Racing Association, 309 N. 4th West, Riverton, WY 8250; Shannon Watts, (307) 857-0418

Xtreme Hobbies Raceway, 2724 Powder Basin, Gillette, WY 82718; Frieg Balls, (307) 682-6077


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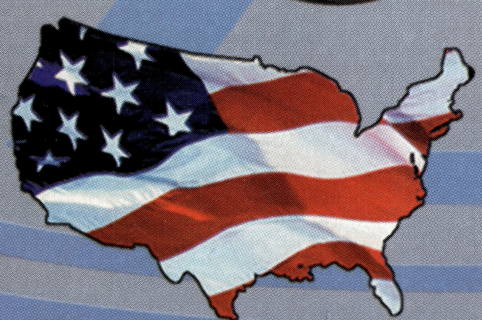

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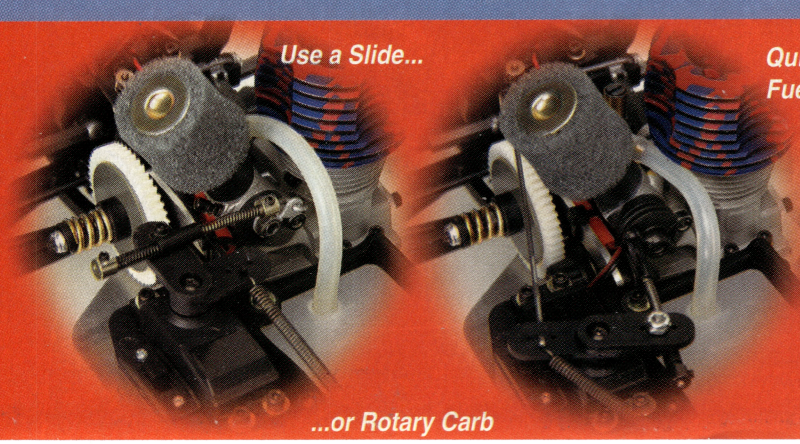



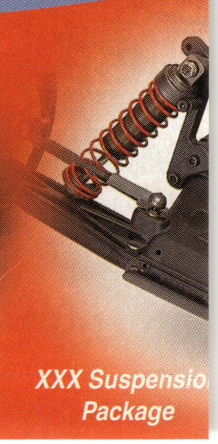

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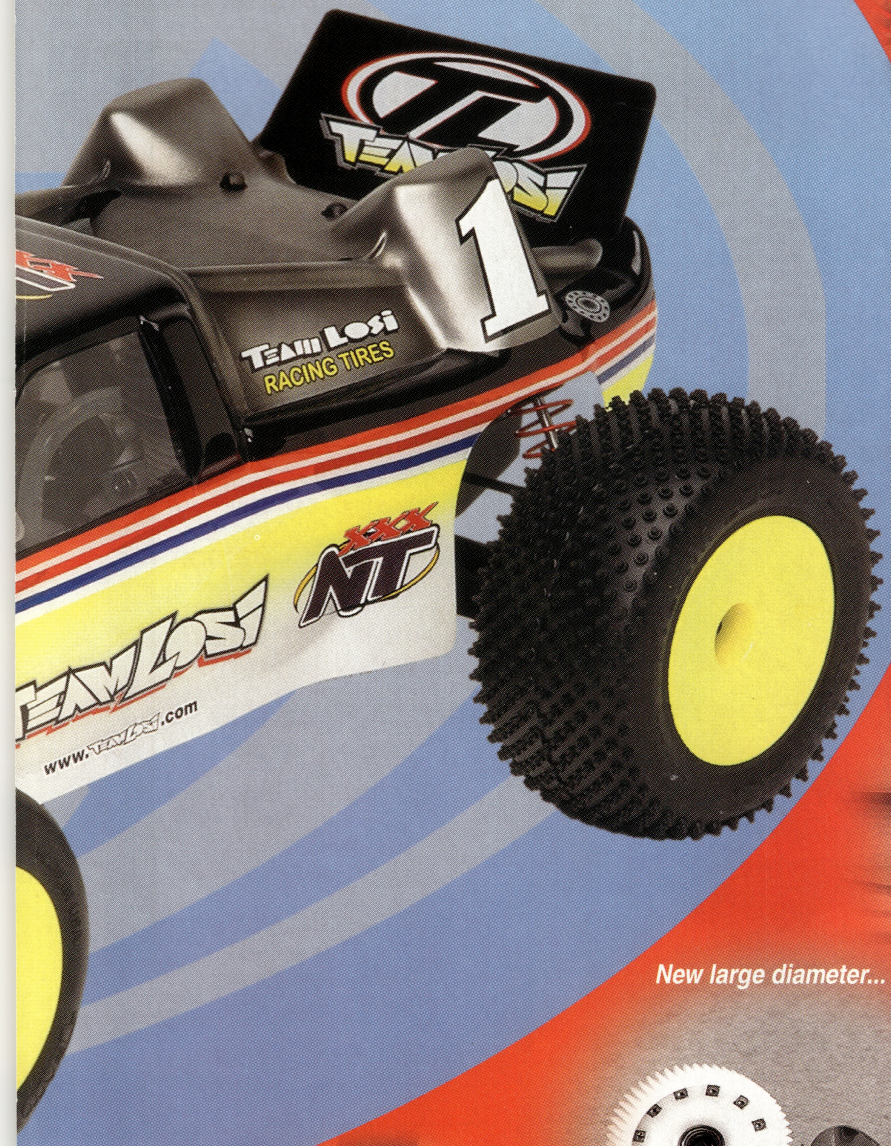
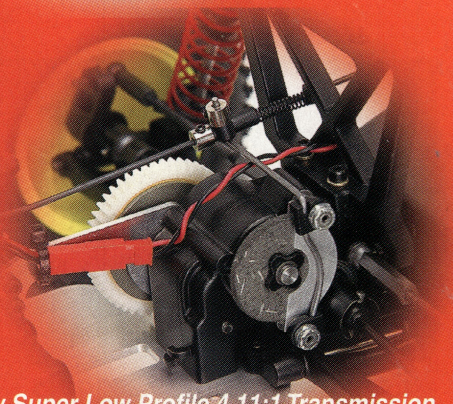
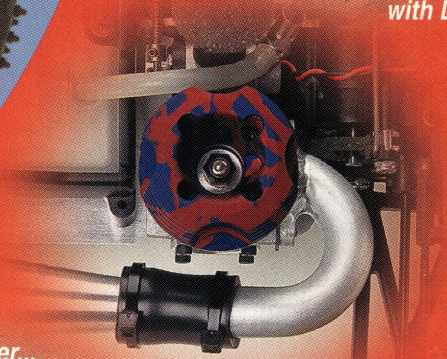




Rugged Battery Box & Bumper



New Super Low Profile 4.11:1 Transmission with Disc Brake



New large diameter...

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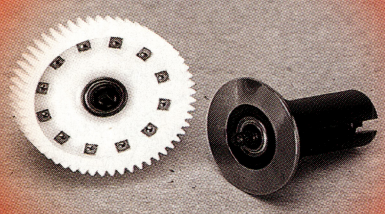

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Trinity Off-Road Shoot Out
2wd, Matt Francis
Truck, Adam Drake
4wd, Brian Kinwald

US Indoor Championships
1/12th, David Spashett
Touring, Josh Cyrul

Reedy Race Of Champions
Brian Kinwald

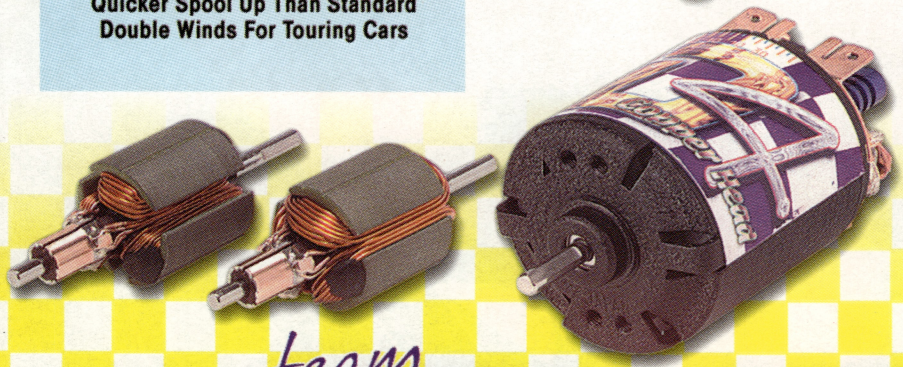
Florida Winter Champs
Truck, Matt Francis

Trinity On-Road Challenge
Touring, Josh Cyrul

Cactus Classic
2wd, Matt Francis
Truck, Brian Kinwald
4wd, Brian Kinwald

ROAR Carpet Nationals
1/12th, Josh Cyrul
1/10th, Josh Cyrul
Touring, Josh Cyrul

1/12th Euro Champs
David Spashett





Josh Cyrul and Barry Baker celebrate their 1-2 finish in Modified Touring at the ROAR On-Road Nationals

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