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RC CAR

THE RADIO CONTROL CAR MAGAZINE

NOVEMBER 2000

20 HOT NITRO ACCESSORIES!

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LOSI TRIPLE X NT: should you ditch your GT?

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Don't Settle For Anything Less...

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

Team Associated RC10GT's have been the dominant force in nitro truck racing since their introduction in 1993. No other nitro truck even comes close to the GT's winning record, including 3 NORRCA Truck World Cup wins.



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.

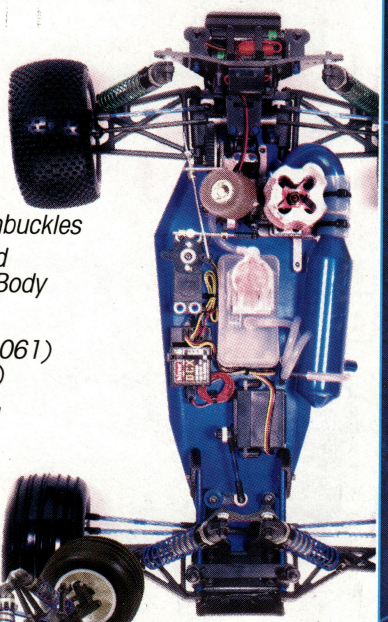
The new RC10GT "Factory Team" kits also include a Factory Blue Tuned pipe and manifold, Factory Blue Titanium turnbuckles, graphite shock towers, blue screws and more... it's the full "factory ride" GT!

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

Nobody knows Nitro truck racing better than the Team!

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.

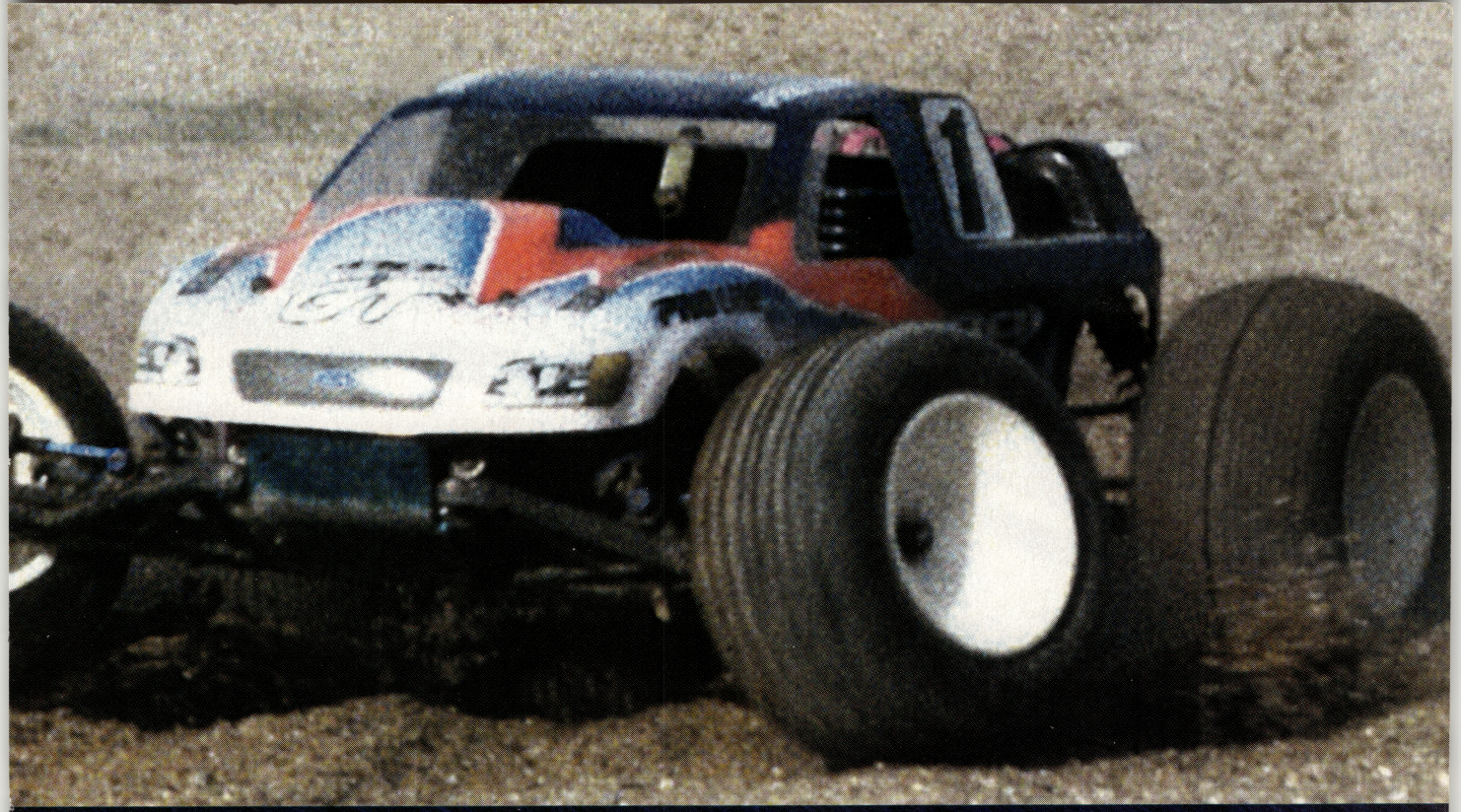


•Factory Team GT Kit:
#7061 (pull-start)
#7060 (non-pull)

FACTORY Team

RC10 GT

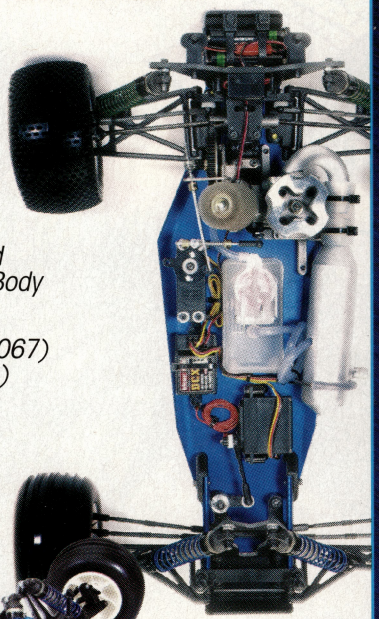
For more information on the RC10GT, visit our website:
www.rc10.com • www.teamassociated.com



Get a REAL Associated RC10GT!

Team Kit

- New super-rigid Alloy chassis, blue anodized
- Tuned pipe and manifold
- Sealed ball bearings
- Composite shock towers
- Hard-anodized, Teflon-coated shocks
- 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.

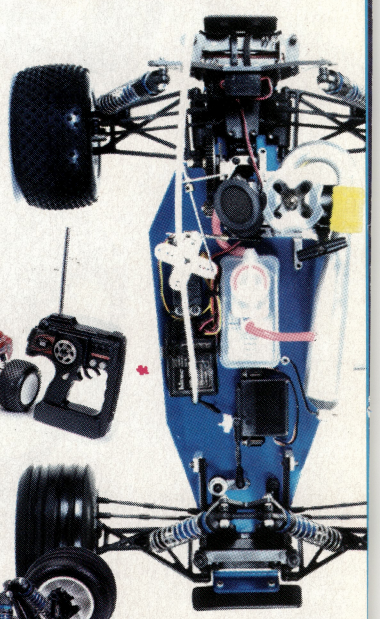


•RC10GT Team Kit:
#7067 (pull start)
#7068 (non-pull)

RC10GT Team KIT

Ready-To-Run

- Fully assembled, just add fuel and radio system batteries!
- High-quality 2-channel radio system installed
- Includes powerful Team Associated .15 engine
- Painted and trimmed body
- Uses most standard GT replacement parts



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NEW CAR TESTS

28 Tamiya TA04
Their most race-worthy vehicle ever!

48 Team Associated Factory Team T3
This truck keeps getting better and better...

60 Team Losi Triple-X NT
Well worth the wait!

68 HPI Nitro Rush RTR
Ready to take on the RTR market!

R/C CAR
THE RADIO CONTROL CAR MAGAZINE
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The best 1/10-scale gas truck action!

On the cover: Team Associated's Factory Team T3 rips through Hot Rod's track. We've also got the new Losi Triple-XNT, the HPI Nitro Rush RTR, and the all-new Tamiya TA-04. Photos by John Howell. Photo by John Howell.

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drivers' stand

It's all about class!

by Frank Masi



I started racing motocross once again. When you work at Hi-Torque, racing something on two wheels in inevitable—I think it's even in the employee handbook.

As everything in my life can somehow be related back to R/C (as far-fetched as this sounds), I studied how the motocross tracks run their races and realized that they are doing it better than we are. You see, motocross clubs and tracks have obviously realized that if they didn't make accommodations for the wide variety in rider skill, age and equipment, then they probably wouldn't be seeing many of the riders at the following week's race. To this end, classes are broken up into many categories and subcategories. First, there are classes for beginners, novices, intermediates and pros. Then, the classes are sub-divided by bike displacement. Finally, riders can choose to run in normal (no age restriction) classes or to enter a class in which they'll be racing against people in their own age group. And aside from bike size, most riders can select to run with any lower age group, so if a 40-year-old guy is feeling his oats that day, he may choose to whoop some 16-year-olds. If you go motocross racing, you can pick a class that suits your exact skill and fitness levels. You'll be guaranteed some close competition and you won't be grossly mismatched. You may even win a trophy.

In R/C, we don't have these types of choices. As is often the case, racing classes are determined solely on the basis of the type of car or truck you own and whether you run a stock or modified motor—period. Once in a while, if the track receives enough entries, you may see a sportsman class or novice class, but in general, if you just purchased your first racing car, you will be forced to compete against drivers of significant skill and resources. If I had to race my motorcycle against a class of pros, I'd never go back to the track. In racing, the amount of fun you have and the satisfaction you feel is directly related to how close the competition is. Nobody enjoys being grossly outclassed.

I have quite a few friends at the local tracks who have been racing for many years. Some of them are rarely if ever in contention for even a top-five finish. Sometimes I won't see some of them for weeks at a time. I can't help but wonder if I'd see them more often if they could participate in a class that was closer to their level. Like it or not, age does usually have an effect on reflexes and coordination, and it can be tough to compete with a bunch of teenagers raised on video games. A wider variety of racing classes would, in my opinion, help broaden the appeal of racing. This would be one way that we could help the hobby evolve to better serve the needs of the racers. For additional ideas, see this month's feature, "10 Ways to Improve Racing." ◆



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THE RADIO CONTROL CAR MAGAZINE

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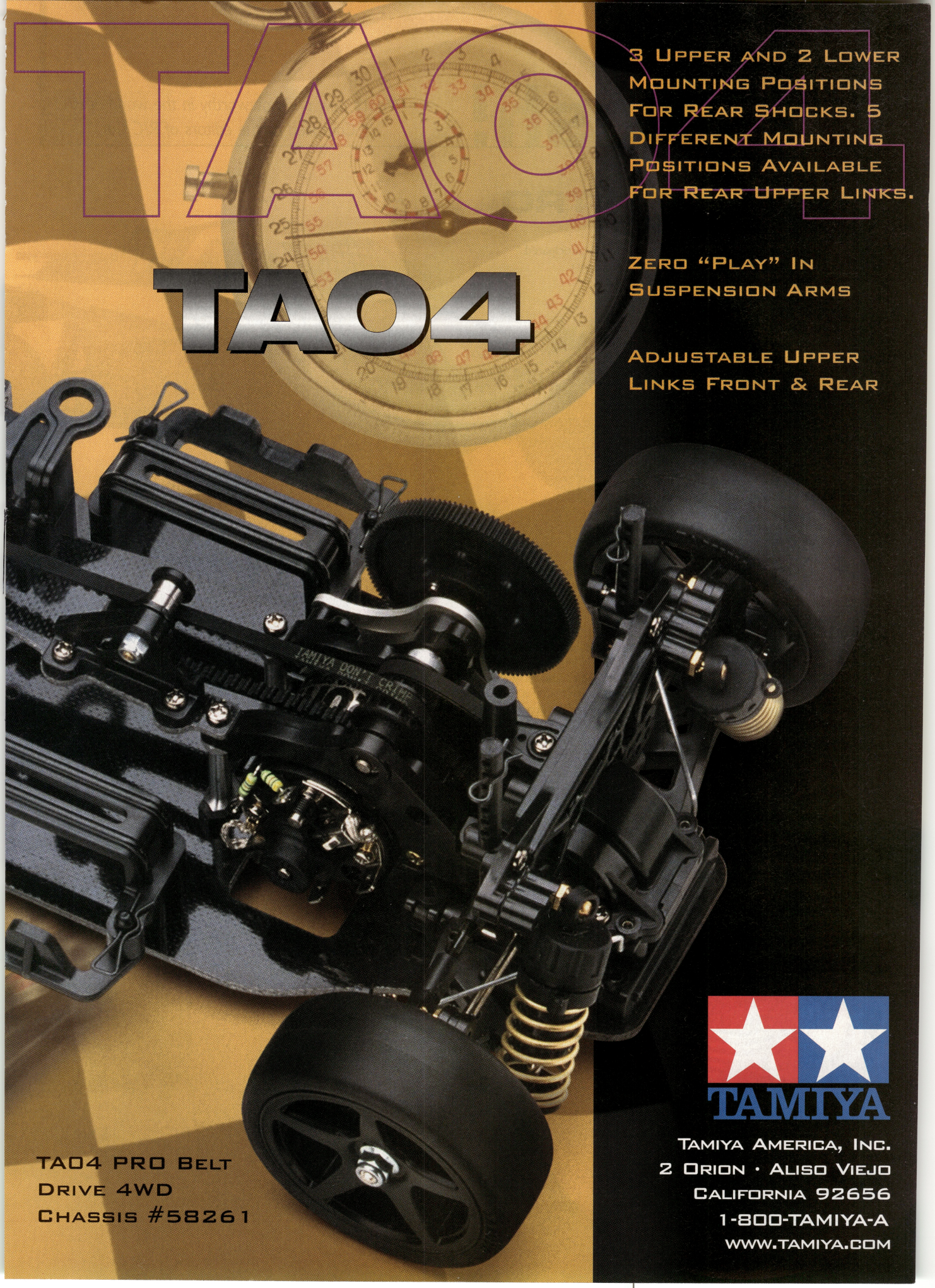
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news flash!

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

NEW HPI NITRO MT RACER!



Coming soon from HPI Racing is the highly anticipated Nitro RS4 MT Racer kit! The Nitro MT Racer (part #545) features all-new developments for the MT chassis yet it still maintains parts compatibility with existing HPI kits.

The basis of the Nitro RS4 MT Racer starts with a purple anodized aluminum 2.5mm Heavy Duty main chassis. The chassis is countersunk to prevent any dragging or snagging on jumps or terrain. The engine bolts in longitudinally, driving the slipper-supported spur gear and sealed gear differentials. The Nitro RS4 MT Racer also features a tough shaft drivetrain that allows the truck to power through any type of terrain without worrying about mud, rocks, grass and leaves! The sealed differentials ensure that running will be trouble-free on any running surface, and tough molded shock towers at each end support oil-filled coil over shock absorbers.

Front and rear bumpers help protect the Nitro RS4 MT Racer from crashes, and a convenient carrying handle lets racers pick up the truck without having to touch the engine or chassis. The molded upper deck holds all the radio equipment, fuel tank and linkages. A convenient removable radio tray holding both servos, receiver and battery pack can be taken off the Nitro RS4 MT for quick and easy cleaning! The whole kit is topped off with HPI's Nitro MT-1 Racer body which features redesigned headlights, grilles and racing stripes. The decal sheet and window mask set will make recreating the truck on the front of the box easy.

The new Nitro Racer MT retails for $509.00. For more information, contact HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 (fax).

MT Racer features at a glance—

- Heavy Duty Main Chassis, purple anodized countersunk aluminum
- MIP Shiny CVDs front and rear
- All-New Adjustable Slipper Clutch
- Tuned Pipe
- Fiber Brake Disk
- Racing Fuel Tank
- Stainless Steel Hinge Pin Set with Rear Arm Brace
- Steel Turnbuckles
- Pro-Line Bow Tie "T" Tires front and rear
- Blue Front Shock Springs
- Black MT Mesh wheels
- Nitro Racing Clutch
- Updated front and rear suspension arms for more strength
- Gray fuel tubing
- No engine included so hobbyists can choose their own

NEW O.S. .12 CV-R FOR KYOSHO & ASSOCIATED GAS TRUCKS!

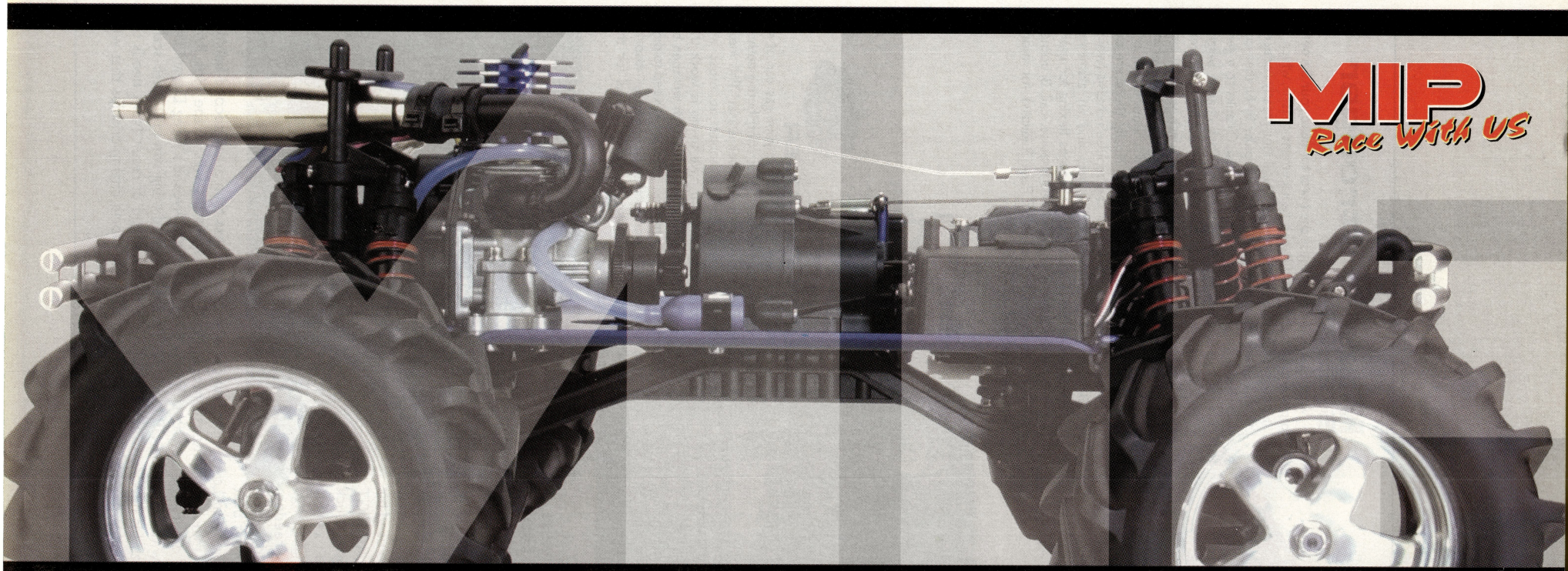


For those of you who race gas, the O.S. .12 CV-R probably caught your attention...actually, it was probably the fact that the engine produces one-full horsepower that caught your attention! Now a new version of this powerhouse is available—one specifically intended for Kyosho Ultima and Associated GT owners. The new engine comes with a shorter shaft that allows it to drop right into either truck with no crankshaft cutting needed.

For those of you not familiar with the engine, let's give it a look-see...

- Three large ports (instead of two small ports) significantly increase air/fuel intake for greater, more efficient horsepower.
- The crankshaft is 1mm larger with a larger crank port that directs fuel mixture more smoothly.
- The crank bearings have been increased in size for more durability to better handle the increased power output.
- A machined aluminum rod with bronze bushings on both ends stands up better under over-revving conditions.
- The fit between the crankshaft and the bearings is much tighter than on other engines—this increases the vacuum and crankcase pressure for more efficient operation. In addition, this also reduces oil discharge from the front bearing.

The new .12 CV-R (part # OSMG2045) retails for $259.99. For more information, contact Great Planes Model Distributors, 2904 Research Rd., Champaign IL 61826-9021 • (217) 398-6300; (217) 398-0008 (fax).



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BOOST BOTTLE KIT

Increase your engine's bottom end acceleration with a more consistant power band.

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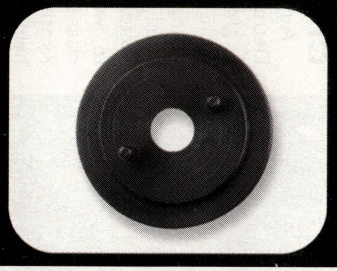
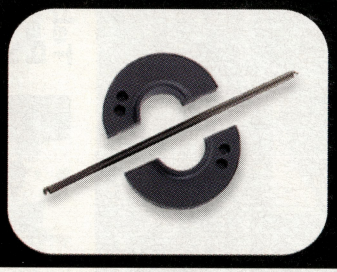


HEAVYWEIGHT FLYWHEEL

Manufactured of steel to increase traction and help the engine idle much more consistantly.

#3073



CLUTCH KIT

Manufactured of the highest grade composite material for the best transfer of power.

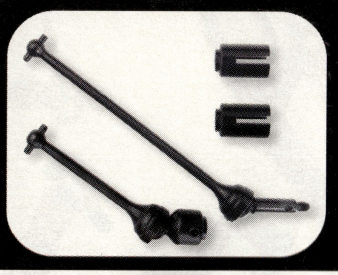
#3071



REAR EXHAUST STINGER KIT

Increases bottom end acceleration while cleanly exiting the rear of your T-Maxx truck.

#3074



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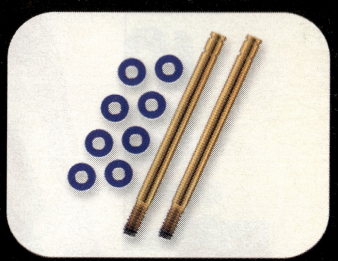
#1486 *(center)*



GOLDEN SHOCK SHAFTS

Titanium nitride coated for smoothness and durability. MIP Blue Shock Seals are simply the best.

#1494 *(Shock Shafts)*

#1044 *(Blue Seals)*

NEW MIP UPGRADES FOR THE TRAXXAS T-MAXX

news flash!



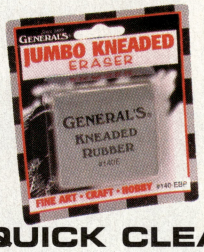
Make a stronger snake

Wolf Pack Radicals has just the parts to make your Serpent Impulse even better. Wolf Pack's replacement chassis, which is made of 5mm-thick aircraft-grade aluminum, greatly reduces flex to improve the handling of the Impulse by further isolating the suspension from the chassis. Thanks to a generous amount of milling, the Wolf Pack chassis weighs just a little more than the stock piece. Also of interest to Impulse owners is a new upper deck, which is also made of aluminum. This deck repositions the servos and fuel tank for better weight distribution and, as a result, faster handling response. Finally, there are the new aluminum X-brace for the Impulse's chassis (which is stronger than the stock piece) and an aluminum shock-tower brace that greatly reduces flexing for more consistent damping. If you own an Impulse, call Bruckner Hobbies (the distributor of Wolf Pack Radicals) for more information at 800-288-8185.

Losi addresses diff problem



If you own an early production version of Team Losi's new Triple-X NT gas truck, you may have experienced a problem with the truck's Monster Diff. Specifically, the large diff washers that were included in the first run of the kit were not up to spec and could cause a failure of the main diff gear. To fix this problem, Team Losi will replace, free of charge, the large diff washers for anyone who owns a Triple-X NT. To receive your new washers, contact Losi's customer support line between the hours of 9:00 a.m. and 5:00 p.m. PST (Monday through Friday). The new replacement washers will also be available soon through your hobby shop, just look for the new part number—A-2903N. Our advice: when you get your new diff washers, go ahead and replace the diff gear, even if you don't think you need to.



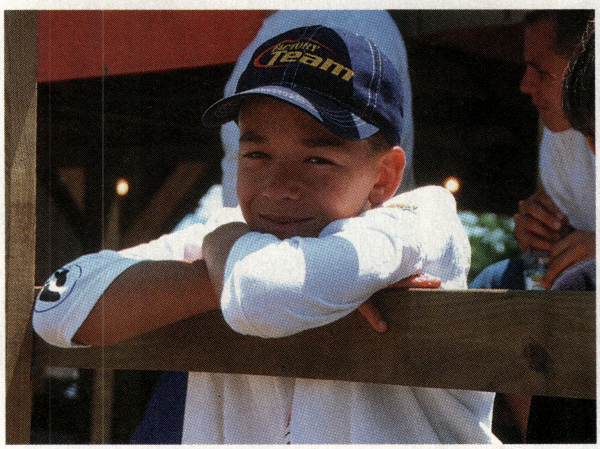


QUICK CLEANER

Looking for a way to help clean your gas car of all that goo! Here's a quick tip that contributing author Lito Reyes came up with—rubber eraser! This inexpensive little item can be found at most art supply/craft stores. All you have to do is work the malleable substance over the goo which will then be absorbed into the putty-like substance. Keep folding the rubber eraser over itself and it will keep "absorbing" the goo…kinda like the blob! Thanks for the quick tip, Lito!



Tebo & Pavidis win Kyosho Gas Challenge!



August 5 and 6, Detroit, Michigan. It was a great weekend for Team Associated's youngest rising star Jared Tebo, who used his Factory Team RC10GT to win the gas truck class at the annual Kyosho Gas Challenge held at the Freedom Hill track. Jared beat a field of the world's best drivers including Team Losi's Matt Francis, who finished less than a half-second behind Tebo after 45 minutes of intense racing. Matt, fresh from his win at the Hot Rod Shootout, was driving the new Losi Triple-X NT gas truck. Kyosho's Greg Degani finished in third with his Ultima GP. Mark Pavidis finally scored a big win in the 1/8-scale buggy class with his new Kyosho MP-7.5. This is just the kind of result Mark needs to build his confidence for the upcoming IFMAR 1/8-scale world championships that will be held in Las Vegas!

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Placement of the highest quality components	✔	✔	✔	✔	✔
Manufactured in-house on automated machinery	✔	✔	✔	✔	✔
Comprehensive, computer-controlled board-level testing	✔	✔	✔	✔	✔
Thorough, full-powered product burn-in	✔	✔	✔	✔	✔

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MAKE THE RIGHT CHOICE



T-MAXX



Nitro Stampede



New Chrome Wheels and Blue Anodized Chassis!



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

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Nitro 4-TEC

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.



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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.***



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news flash!

Matt Francis' Winning Losi Triple-X NT Setup



Losi includes the latest "base" setup in its Triple-X NT instruction manual. As stated in our review (November '00 issue), this is a good place to start, but having had the benefit of pitting next to team driver Matt Francis at the Hot Rod/R/C Car Off-Road Shootout, we were able to copy his winning setup to our test truck. Let us tell you, this is the way to go. According to Matt, this new setup is good on many different types of tracks, from hard-packed and smooth to slippery and bumpy. Now, you too can have the hottest NT setup for your truck. Here it is!

Front suspension:

Shocks—35wt Losi oil with standard no. 56 pistons and orange (stiff) springs. The shocks are installed to the inside holes in the tower and inside holes in the arms. Install 0.20-inches worth of limiters inside the shock (a "B" spacer plus one 0.060 spacer).

Camber rod location—install the rods to the no. 3 (outside) holes in the front bulkhead and to the "B" holes (middle) in the front spindles. Place three gold washers beneath the inside ball stud and the bulkhead.

Steering tie-rods—the inside ball-studs remain in the stock (outside) positions on the bellcranks, but two gold washers are installed between the outer ball-stud and the steering spindle. This provides toe-in as the suspension is compressed, and helps stabilize the truck on jump faces.

Toe angle—approximately one degree of toe-out per front wheel.

Ride-height—set the shocks' spring collars so that the front arms are level with the ground with the truck in race-ready form.

Rear suspension:

Shocks—45wt Losi oil with drilled 4-4-3 pistons (two holes drilled using a no. 54 bit and one with a 53 bit) and pink Losi springs. The shocks are installed in the outside holes in the tower and in the outside holes in the arms. No limiters are used.

Camber rod location—the inside ball-studs are installed in the no. 3 (outside) holes in the tower, while the outside ball studs are installed in the "A" holes (inside) in the hub carriers.

Toe angle—three degrees at the rear arm-mount and two degrees at the hub carrier.

Wheel camber angle—one-half degree of negative camber (tops of the wheels leaned inward).

Ride-height—set the shocks' spring collars so that the rear driveshafts are level with the ground with the truck in race-ready form.

Miscellaneous:

Steering servo position—servo installed in the rear mounting holes.

Gearing—stock 51-tooth spur gear with smaller 17-tooth clutch bell (stock bell is 18-tooth).

Clutch—stock shoes with stock spring setup. Matt bevels the front edge of each shoe to prevent them from binding against each other. He also "knife edges" the inside diameter of each shoe to lighten them and cause them to engage at a slightly higher rpm.

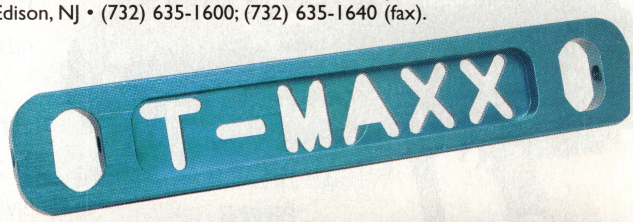


TRINITY'S NEW T-MAXX GOODIES

New from Team Trinity are these hot T-Maxx hop-ups. The first is a new front/rear bumper. The three-piece, tubular, blue-anodized aluminum bumper features a billet insert that has the T-Maxx logo milled into it. The bumper (part #TK5105) retails for $21.99.

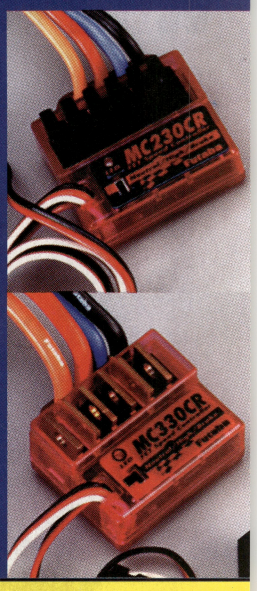
The next items up for grabs are Trinity's new T-Maxx Low Roll Foam Inserts. If you've noticed that the T-Maxx tires suffer from sidewall flex during cornering due to soft inserts, then these new inserts are for you. Using the same off-road foam technology, Trinity offers a dual compound, three-piece insert using stiffer foam along the outside of the tire to help eliminate excessive tire sidewall flex. Each package (part #TK5113) comes with all four inserts along with the needed adhesive to glue the three-piece inserts together. The inserts retail for $18.99.

For more information, contact Team Trinity at 36 Meridian Rd., Edison, NJ • (732) 635-1600; (732) 635-1640 (fax).



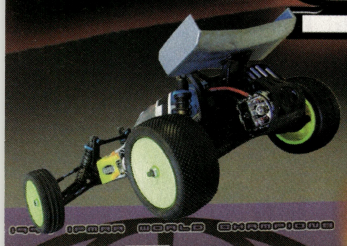
FUTABA'S NEW SPEEDOS

New from Futaba are the MC230CR and C330CR electronic speed controls. These budget-oriented speed controls feature a compact design, a one-button setup feature, both are fully proportional in both forward and reverse, each is made from vibration resistant SMC (surface mount components), and both have a reverse lock-out which converts them to ROAR-legal specs in seconds for stock racing.



Both speed controls have several protection features. A 1500Hz switching rate along with heat sinks and plastic FETs help keep the MC230CR cool (the MC330CR has metal FETs). Under extreme conditions, such as heat overload, or short-circuit, both units will shut down automatically and won't reboot until the situation is resolved. There's also a low-battery indicator and a receiver switch reminder that beeps if you forget to turn off the receiver. Both speed controls are available separately, and are also available in kit form, packaged together with Futaba's 2PCKA or 2PC each with a S3003 servo. The MC230CR (FUTM0922) retails for $89.99, and the MC330CR (FUTM0932) retails for $99.99. For more information, contact Great Planes Model Distributors, 2904 Research Rd., Champaign IL 61826-9021 • (217) 398-6300; (217) 398-0008 (fax).

Chrome Stock RS





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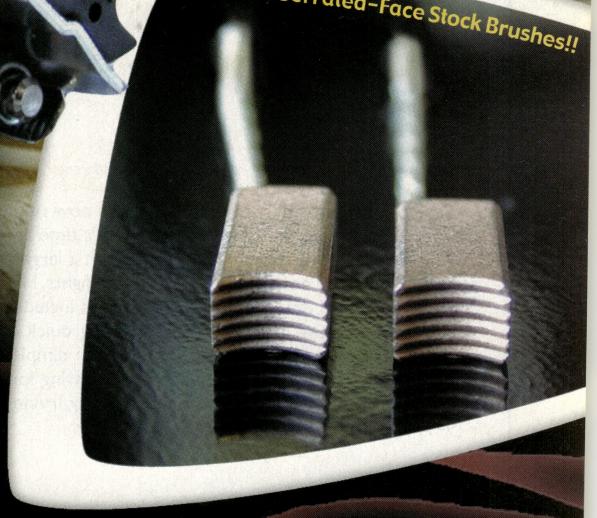

Team Orion introduces yet another powerhouse to it's arsenal of blistering fast electro magnetic motor's. The Chrome Stock RS! These "stock" motor's feature Dual Rotor armatures that are precision machined for maximum RPM & power, solder free flushmount capacitors, brush dampeners, high air flow can & endbell, extra large heat sinks, and newly redesigned race tuned brushes. This motor is anything but stock!



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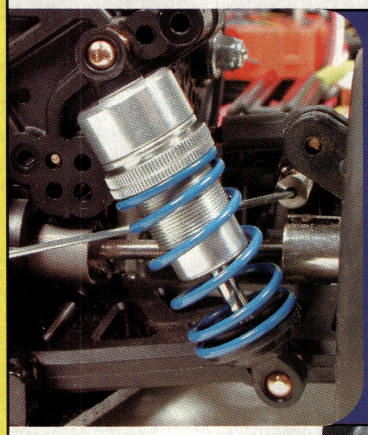
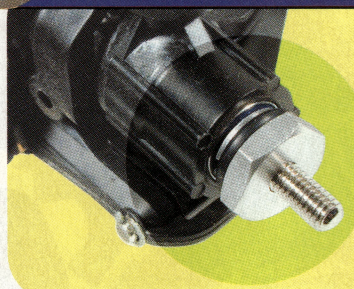
news flash!

Tamiya TA04 upgrades

Tamiya's latest touring sedan has barely hit the hobby store shelves, and Tamiya has alr produced several aftermarket hop-ups for it!



■ As you know (if you've already read this month's review of the TA04), the new '04 comes with plastic shocks. Anticipating the disappointment of serious racers everywhere, Tamiya offers these aluminum shocks as an option. These are basically the same as Tamiya's Super Low Friction dampers, but have threaded bodies that use a pair of lock-nuts to set spring pre-load—the easiest and most accurate method possible. Inside, the shock bodies are polished to a mirror-like finish for ultra-smooth action, while rubber bladders are used to keep the oil and air separated.



For more information on these and other TA04 hop-ups, contact Tamiya America, Inc., 2 Orion, Aliso Viejo, CA 92656-4200 • phone (714) 362-2240; fax (714) 362-2250

■ Next, there is this pre-assembled wheel set that includes Tamiya's Type B belted slicks, firm molded-foam inserts and zero-offset wheels. The Type B rubber compound is ideal in warmer temperatures (Type A is for colder track surfaces), and the firm inserts provide increased control and stability. Although the wheel sets come assembled, you'll still need to glue the tires and wheels together using CA (cyano-acrylate) cement (not included).





■ Finally, Tamiya offers these aluminum hex-hubs to replace the kit's plastic hubs, which seem to always come off with the wheels when you remove them (then the hubs' pins fall out and roll under your workbench!). The aluminum hubs have O-rings that secure the pins in place so they can't come out unless you take them out! Plus, the aluminum hubs reduce wheel wobble and excess play.

GET YOUR MOTOR RUNNIN'!

Fans of the Pontiac Firebird/TransAm can now rejoice! HPI recently released an all-new 200mm recreation for all you V8 muscle-car fans out there. Now it's time to go on out there and start racing all those Honda Civics...

The Firebird body (part #7447) ships with a large flexible vinyl decal sheet for detailing the clear polycarbonate shell. Window lines, headlights, grilles, tail lights, HPI logos and other details are on the decal sheet. A complete set of the Firebird decals and racing stripes is included for scale realism. A convenient overspray film is included, as are vinyl window masks to make painting quick and easy! To make mounting the body simple, a complete instruction sheet is included and the body has dimple marks for drill locations. Two wings are provided with the body, one for a scale "street" look and a huge wing for racing. The body retails for $24.00. For more information, contact HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 (fax).◆



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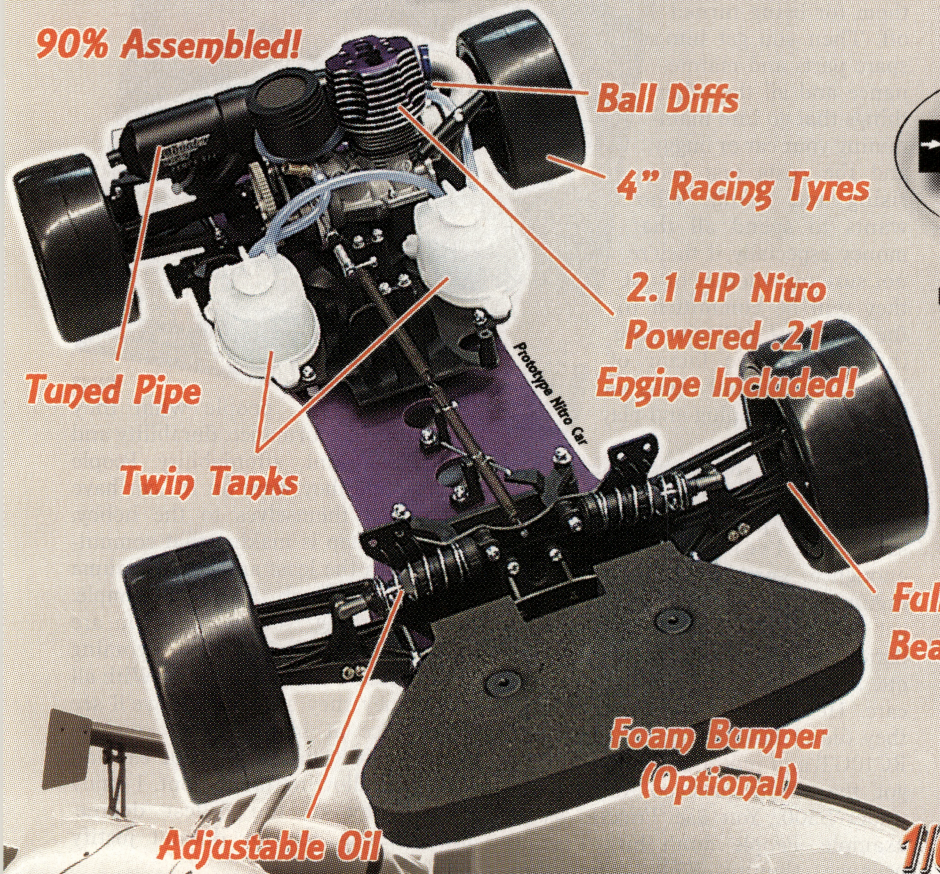

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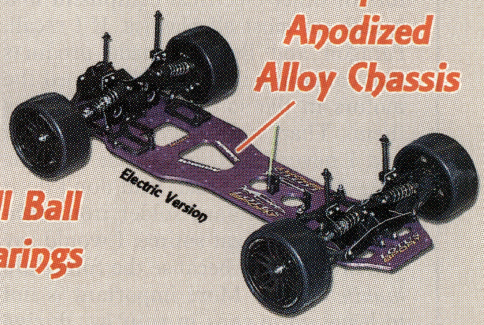

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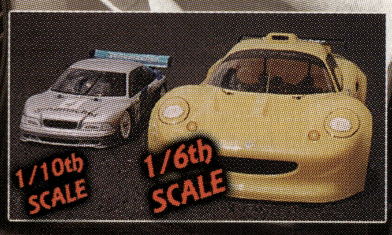

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Sparks are flyin'!

On page 73 in the July 2000 issue of *R/C Car* you state "motor spray is flammable and could ignite if the motor arced and a spark was produced." I would appreciate knowing your source for this information because most of the electric motor spray that is used in the hobby is the same that is used in standard automotive and industrial applications (Trichloroethane III, which is being phased out and replaced by alternatives that are dielectric). In general the spray cannot ignite unless that spark is between 900 and 1000 volts. A four cell battery pack generates about 4.8 volts. Even though the motor can act as a generator there is no way that you could create a 900-plus volt arc from a four-cell battery (I would love to see the math). In addition, if the spray is dielectric (non-conducting to 29,000 volts) it cannot short motors, generators or other electrical equipment and is safe on most all plastics. If I recall, Paragon and Bel-Ray made products that came in a can and you dipped the motors in the solution while running them. That was Trichloroethane III and I never heard of anyone blowing up! Now, if you had said don't do it near an open flame, solder iron, cigarette or other heat source, I would say you are right on because the fumes are *highly* volatile. More important is not to leave those cans in your car during the summer. Some of those cans will burst at 120°F but I have seen some as low as 90°F. I always believe in safety first, but I don't agree with the statement you have written.

Thank you

Ready-to-rumble

After reading your editorial in the last issue of *R/C Car*, I felt compelled to pitch in my two cents regarding the trend of RTRs hitting the shelves of hobby stores. I agree with you to a point that the plug-and-play generation may be turned off by the prospect of actually having to assemble their new R/C vehicle; however, when you say that that may be the reason why the hobby as a whole has difficulty gaining members, I think you are way off the mark. The reason this hobby has difficulty gaining numbers is relatively simple: cost. It is expensive to be an enthusiast in this sport. I won't even touch competition level racing. When a person realizes that they are most likely going to have to shell out well over $300 just to walk out of the door with something that will run, you can't blame them for being turned off. Then you get into spare parts and maintenance and all the other things that go into maintaining your car or buggy, and the costs just keep rising and rising. Who wants to spend all that money especially if they're not sure on whether or not they will be committed to the hobby? I will give you the convenience factor of RTRs, but it is only icing on the cake to the plug-and-play crowd.



People buy RTRs because they're cheap. You can actually afford to buy an RTR and put food on the table the same week. I've been in the hobby long enough to know what all the counter arguments are to this: "but you don't get ball bearings" or "the transmitter batteries die after twenty minutes" etc. etc.... So what? The new guy doesn't care. He/she is happy with the fact they didn't have to pay $500 for that RC10GT and motor and radio, etc. He got the whole package for a shade under $300. You use Traxxas as an example. People don't buy Traxxas because they're RTR. They buy Traxxas first because it is an affordable alternative to Associated, Losi and Kyosho, and second because Traxxas vehicles have a reputation of ruggedness. Their cars are built tough and they are built to last, period. The aforementioned companies are willing to sacrifice durability in an effort to squeeze every last ounce of performance from their cars. You'll spend as much money on aftermarket parts to strengthen or beef up an RC10GT so it won't fail on you as you will buying the the actual kit; ridiculous. Traxxas isn't where it's at today because it tapped into this huge market of people waiting for R/C cars to come pre-built. Traxxas is successful today because it gives people what they want; performance, durability and most important, affordability. People who decide they want an RC car have committed themselves to the hobby. The next step is making that commitment with the least amount of trauma on the checkbook. Plain and simple. One last thing, you can bet you are going to see triple Xs and B3s coming off the shelves in RTR format. With all the money they save, maybe we'll see attendance at major events start to climb again. Thanks for your ear and time and allowing me to vent. I enjoy this hobby to the fullest degree. Nevertheless, the joy doesn't justify the cost.

Randy Heimann
Mililani, HI.

An RS4 is never obsolete

I have an HPI RS4 Sport and I was wondering what I should do. Should I upgrade it as much as I can, should I wait for a new touring car to come out; or should I get the RS4 Pro?

David
[via rc-car.com]

David, the good news is that you can upgrade your RS4 Sport to whatever performance level you wish thanks to HPI's extensive accessory catalogue and thoughtful engineering, which enables most every part that comprises or fits the Pro to fit the

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Sport. Do some price shopping and find out if you can get all the parts you need to bring your Sport to Pro 2 specs for less than the cost of a new kit. you should be able to do so with money left over.

Read "Ready-to-rumble"

What skill level is the Traxxas Rustler electric truck, and is it a good beginner car to start out with?

Cody
(via rc-car.com)

Cody, the Traxxas Rustler is a great truck for you to start with. It comes fully-assembled from the factory and is also available with a Traxxas radio system already installed. All you would need to do is install 12 AA-size batteries, detail and mount the included body, and go racing!

Aquaman's ride

Are any of the cars or trucks waterproof?

Travis
(via rc-car.com)

Good question, Travis. A lot of people seem curious as to whether or not an R/C vehicle can be driven in rain or through puddles. The best advice we can give is that if you want to run in the water, buy a boat! R/C electronics are especially sensitive to moisture and can easily be damaged if you get them wet. It is possible to seal your receiver and speed control to a certain extent (so that they don't get wet when you run your car on wet pavement or in mud), but doing this tends to cause the speed control to overheat, as it can no longer receive any cooling air.

Back up that Losi

I just about finished building the Losi XX-4 buggy. I have a forward-only w/brake DuraTrax Spike electronic speed control. Forward running is fine but how do I connect my servo to the motor so I can reverse? I'm a beginner, please help!

Daft
[via rc-car.com]

The answer to your question is simple: you can't. Reversing speed controls function by reversing the flow of electricity to the motor. Your speed control only operates in the forward direction, and applies a "short" to the motor to provide your car with brakes. If you want to go backwards, you'll need to buy a reversing speed control.

Radio remedies

I am having some kind of radio problem such that my car just goes off on it's own after a distance of 50-70 feet. I have tried all the various radio interference remedies such as installing capacitors (I am using a Trinity P2k motor), moving the receiver, etc. Is it crucial to have a certain AM crystal compatible with the Airtronics controller? Any other suggestions?

TYoda
(via rc-car.com)

Although its usually recommended that you use crystals of the same brand as your radio, you'll find that most



crystals from different manufacturers are interchangeable. There are some exceptions, such as Hitec's dual-conversion crystals, but as long as you stay on the same band, e.g., 27MHz AM, 75MHz AM, etc., your radio should function normally. The fact that your radio is working at all is a good indication that the problem might lie with something other than the crystal (although when dealing with radios, anything is possible). Our advice is for you to borrow another set of crystals and try them. If the problem persists, send your radio and receiver back to the factory for a tune up.

Nitro...lasts longer than Ricky Martin's career

What is the general lifespan of a nitro motor?

Shane
(via rc-car.com)

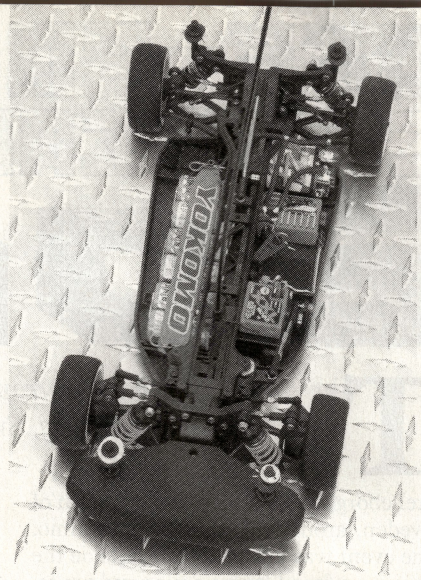
Generally speaking, a nitro engine should last several years (and longer) if it is well cared for. To maintain performance, you should replace the piston and sleeve as soon as you notice a drop in engine compression and performance. Depending on the type of fuel you use (percentage of nitro) and how well you tune the engine (and you don't allow it to overheat), you should be able to run a gallon or so of fuel through the engine before it should be rebuilt. As long as you keep the air filter clean and fresh to inhibit dirt penetration, the remaining engine parts, e.g., the crank and the bearings, should last through several piston/sleeve replacements.

Sit-n-spin

I have a Yokomo MR-4TC and it runs very fast and smooth. The problem is that on large turns the rear wheels end up losing grip and I spin out. I don't think it's because I am going too fast, because I have tried going slower and it still does it. What should I do? Also, what types of motor and battery do you recommend for my car?

Thomas Hawkins
(via rc-car.com)

It sounds as if too much of the car's weight is transferring to the front wheels as you enter the turn. Try running stiffer front springs and/or heavier (thicker) shock oil up front. You can also try adding a bit of front wheel toe-in (the fronts of the wheels should point slightly inward when viewed from the top of the car). Any good six-cell pack will work well with your car, however you might want to try a battery with a higher capacity (such as the new Panasonic and Sanyo 3000mAh cells) for longer run times. Good luck! ◆



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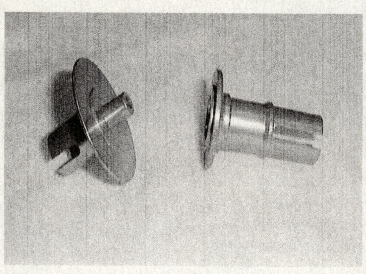

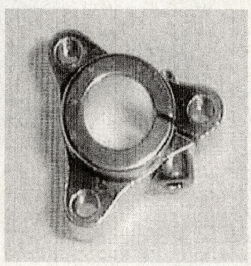

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OFF-ROAD EUROPEAN CHAMPIONSHIPS 2000

Overseas factory pilots do battle!

The annual EFRA (Europe's equivalent of ROAR) Off-Road European Championships were held in Trelleborg, Sweden, from July 18th to 23rd.

Trelleborg is located in the very south of Sweden, around 13 miles from Malmo. The event was hosted a little outside the town on a farm! It was a nice and peaceful atmosphere and the organization was good, as is usual in Sweden.

The track was clay and seemed to be quite rough. Everybody expected that the track would break up and deteriorate during the 2WD class, but this didn't happen at all. In fact, the track stayed in good condition for the whole event and the organizers did a great job in preparing the track after some rain showers.

The track had everything that you'd expect in off-road, with some fast sweeping corners, hairpins, jumps, a surf section (which was by far the most difficult part of the track) and a long straightaway. The best lap times were in the low 22-second range in 2WD and high 20's in 4WD.

All factory teams were in attendance, but the total entries were not that high due to the fact that Sweden is quite far for all competitors, so a total of 98 drivers competed in 2WD and 4WD. The favorites for the titles were certainly the current European 2WD and 4WD champion, Team Losi's Jukka Steenari, former Euro-champ Craig Drescher (Associated) and it was uncertain how the two top Austrian guys Peter Pinisch (Associated) and Hubert "Hupo" Hönigl (Losi) would do after their great performance at last year's Euros on their home track.

2WD CLASS

■ **Practice:** Things started early Tuesday morning with controlled practice. Everybody got five runs during the day and two more controlled practice runs on Wednesday morning. Transponders were used for the final two rounds to ensure that the system was functioning correctly. It also showed who had done their homework and who was off the pace. The best drivers were already breaking into the 13-lap range.

■ **Qualifying:** In Round one, Pinisch won in front of young Benjamin Groschl and Ian Kenningley. Round two had relatively unknown Losi/LRP driver Chris Doughty up front ahead of Neil Cragg and Jukka Steenari. Round three saw Pinisch with another win and a perfect score. Finland's Teemu Leino, Steenari and Hönigl round out the top finishers. Last year's runner-up Hönigl took the win ahead of Steenari, who was running consistently but hadn't yet picked up a win. In the fifth and final Round, Pinisch showed his title ambition with a perfect run and the fastest time of all the rounds. Hönigl got a second ahead of Doughty.

Austria Rules!

This was heard frequently after qualifying had been completed. Pinisch and Hönigl demonstrated the great progress they had made over the past year with a TQ for Pinisch's Reedy-powered Associated B3 and Hönigl's LRP powered Losi Triple-X in second. Last year's champ Steenari could manage only a fourth spot on the grid with his Orion-powered Losi.

■ **Finals:** In the first Final, the Austrian boys Pinisch and Hönigl seemed to be an extra bit faster than the rest of the field. Hönigl won the first leg quite easily after Pinisch crashed in front of him.

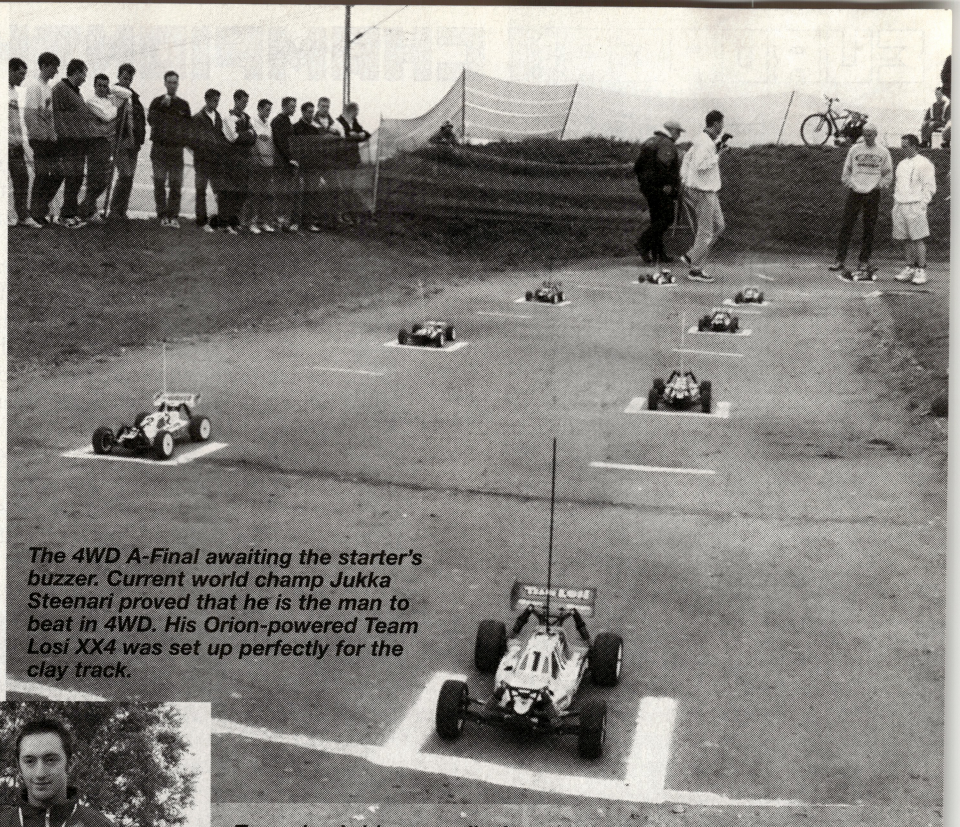
The second Final was really exciting to watch with many lead changes. There was



The 2000 European Off-Road Championships were held in Telleborg, Sweden. The track was situated on a farm, and had everything you'd expect, including whoops, jumps, tight turns and a challenging surf section.

a pack of four drivers (Pinisch, Hönigl, Doughty and Cragg) battling for the lead. Cragg broke his car, so there were only three left. Doughty held his own against the two Austrians and won the second leg. With two rounds completed, there were basically three drivers who could win. Pinisch with two second places, Hönigl with a first and a third and Doughty with a first and a fourth.

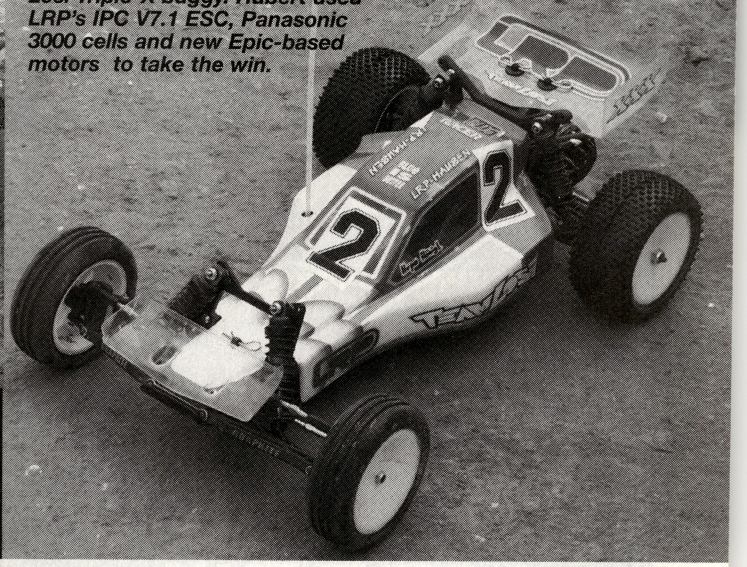
In the third Final, Pinisch and Hönigl were driving away from the field again—surely one of them would take the glory. Pinisch looked strong and was able to extend his lead to about two seconds when he crashed hard into the timekeeping barrier on the straightaway! Hönigl was very close now and looked strong, but where would he try to pass his friend Peter? He did it after the double where he made a clean inside pass and took the lead



The 4WD A-Final awaiting the starter's buzzer. Current world champ Jukka Steenari proved that he is the man to beat in 4WD. His Orion-powered Team Losi XX4 was set up perfectly for the clay track.



The top three 2WD finishers (from left) second-place Peter Pinisch from Austria, winner Hubert Hönigl from Austria and third-place finisher Chris Doughty from England. The Austrians proved that their impressive performance at last year's Euro-Champs (at their home track) was no fluke.



Two-wheel-drive overall winner Hubert "Hupo" Hönigl's Team Losi Triple-X buggy. Hubert used LRP's IPC V7.1 ESC, Panasonic 3000 cells and new Epic-based motors to take the win.

with less than a minute to go. Finally they were on their last lap and went into the surf section, Pinisch made an incredible maneuver and passed Hupo, but he overshot the next corner which allowed Hupo to get the lead back, giving Hönigl the overall win.

Eighteen-year-old Hubert Hönigl took his first European title and showed that it wasn't just their advantage on their hometrack where he finished second. Peter Pinisch finished a strong second in front of another member of the Losi/LRP crew, Chris Doughty from England, who surprisingly beat all the famous British drivers.

4WD CLASS

■ **Practice:** It began to rain heavily after the second round of Friday's controlled practice, so drivers and mechanics had to be content with setting up their cars and hoping for better weather for Saturday. Fortunately, the weather gave everyone a break and the organizers were able to dry the track for Saturday's practice using heaters!

■ **Qualifying:** Steenari took his first win in round one with a blistering 14 laps in 5:09.96 minutes. In round two, Austrian Pinisch struck back, beating Steenari and bettering the fast time with a run of 5:07.04. Steenari would come back in round three to win his second round with a 5:05.12, which gave him the perfect score and a front row position for the final. It was a little foggy the morning of round four, and the first heats didn't have the best conditions. England's Neil Cragg won this round with his Tenth Tech Predator. Steenari again came out on top in round five. He would be tough to beat!

Current world champ Steenari did what everybody expected from him and set his Losi XX-4 on the pole position. Second was Peter Pinisch in front of Ian Kenningley, Neil Cragg and 2WD champ Hubert Hönigl. Interesting was that Pinisch lost his best result after round four because of not marshalling! There were many discussions going on after-

EUROPEAN CHAMPIONSHIPS



Top three finishers in the 4WD class were (from left) second place Peter Pinisch from Austria, winner Jukka Steenari from Finland and England's Ian Kenningley.

wards and even a protest from the Austrian team. Pinisch had a leg injury and it was a misunderstanding between he and the race director, but the harsh verdict had to stand because of the rules.

■ **Finals:** Steenari took the lead early in the first final, followed by Pinisch and Hönigl. These three were able to increase the gap on the field and this was also the finishing order in the first final.

In the second Final, Pinisch passed Steenari during the first lap but Steenari got the lead back two corners later. Kenningley was third and attacked Pinisch, allowing Steenari to get a good lead. Steenari won the second final in front of Pinisch and Kenningley, which meant that he was already European Champion in 4WD. At the start of the third final, Steenari again took the lead followed by Kenningley, who passed Pinisch in the first lap; this final was rather boring since they also finished in this order.

Jukka Steenari took another European title in 4WD and showed that he's the man to beat in this class at every race. Peter Pinisch finished a strong second followed by Ian Kenningley and 2WD champ Hubert Hönigl. ◆

Tech Tidbits

● **Cars:** None of the manufacturers had any new cars or parts in either 2WD or 4WD with the exception of Schumacher's Cat 3000. The Losi cars looked strong in 2WD and had the majority in the A-final, but Associated TQ'd, which showed the performance of the current IFMAR champ. Four-wheel-drive was a clear dominance by Losi with seven XX-4s in the A-final and by finishing in positions one through five.

Motors: LRP looked strong at this race with its new Epic-based Fusion Modified. This motor was used to win the 2WD title with Hönigl and with Doughty on the podium as well and they had the most motors in the 4WD A-finals. Orion took the 4WD title with Jukka and all other manufacturers as Reedy and Trinity were represented well too. The winds in 2WD varied from 10- to 12-turns and in 4WD hotter 9- and 10-turns were a must-have.

Batteries: The new Sanyo RC-3000H cells were seen in some cars but some people complained about the cells' discharge characteristics and preferred to use the Panasonic 3000s. Hönigl used an LRP HiVolt-Plus Panasonic 3000 pack to win the 2WD title and Steenari used an Orion Sanyo RC-3000H in 4WD. None of the manufacturers seemed to have a real advantage since batteries are not the most important factor in off-road.

Speed Controls: Hönigl used an LRP IPCV7.1 speed control to win the 2WD championship, while Steenari won the 4WD crown using Novak's Cyclone speed control. ●

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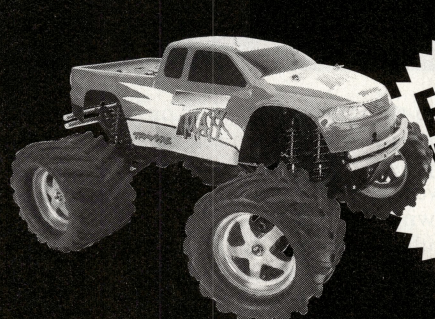

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TAMIYA TA04 PRO



It's ironic that Tamiya, the company that invented the 4WD touring car with its TA01 chassis, would later find that its cars were not considered competitive in serious racing circles. As Tamiya concentrated on producing beautifully accurate kits of real race cars, the rest of the industry was finding higher performance through the use of silent and efficient belt-driven 4WD rather than the shaft-driven and later belt/shaft-driven system Tamiya had adopted. Truly, Tamiya had been servicing a slightly different market than what the other companies were after. Today, this has all changed. Through Tamiya's TRF (Tamiya Race Factory), a new twin-belt race car was created—the 414X. This new car was an all-out attempt by Tamiya to produce a chassis that was the equal of anything on the track, including the potent Yokomos, HPIs and Losis. The 414X was a limited production kit, and no expense had been spared in its design. All the best materials—graphite, aluminum and molded composites—were used. Unfortunately, this made the 414X very expensive, and its limited production status made it hard to come by.

Radically

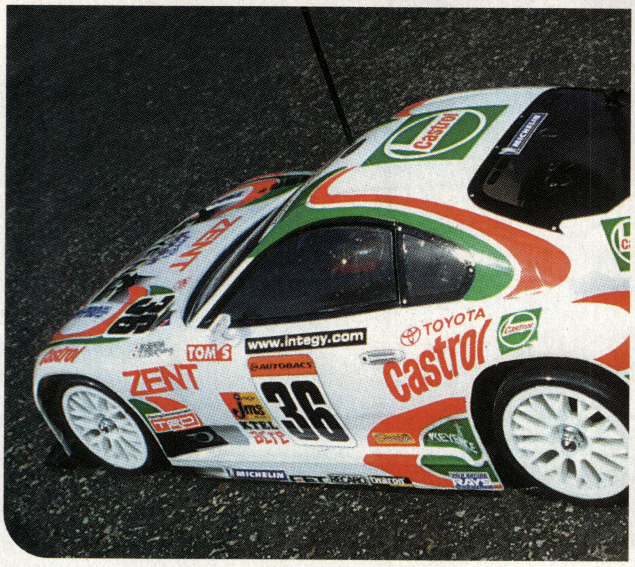


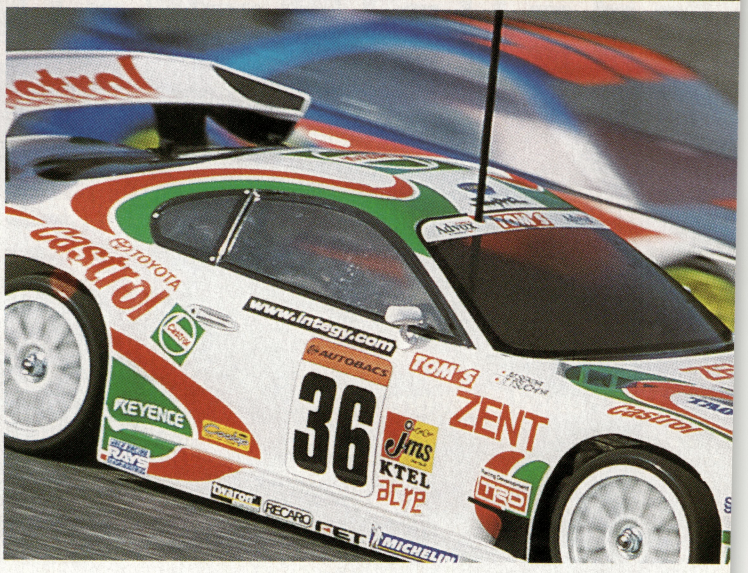
Tamiya's master plan, however, was later revealed: the 414X was actually a test study for a new mass-production 4WD chassis that would take its place in Tamiya sedan hierarchy—the TA04!

The real purpose of the 414X project was to get the new car into the hands of 150 racers around the world and to use their feedback to further refine the chassis for mass-production. The TA04 kit is the 414X in its final form, but with less expensive molded pieces replacing many of the original car's alloy and graphite parts. But don't think that any of the 414X's capabilities have been lost; the TA04 represents Tamiya's first true effort at building a competitive sedan chassis and it is by far the most versatile and adjustable car ever to bear the "TA" name.



conventional





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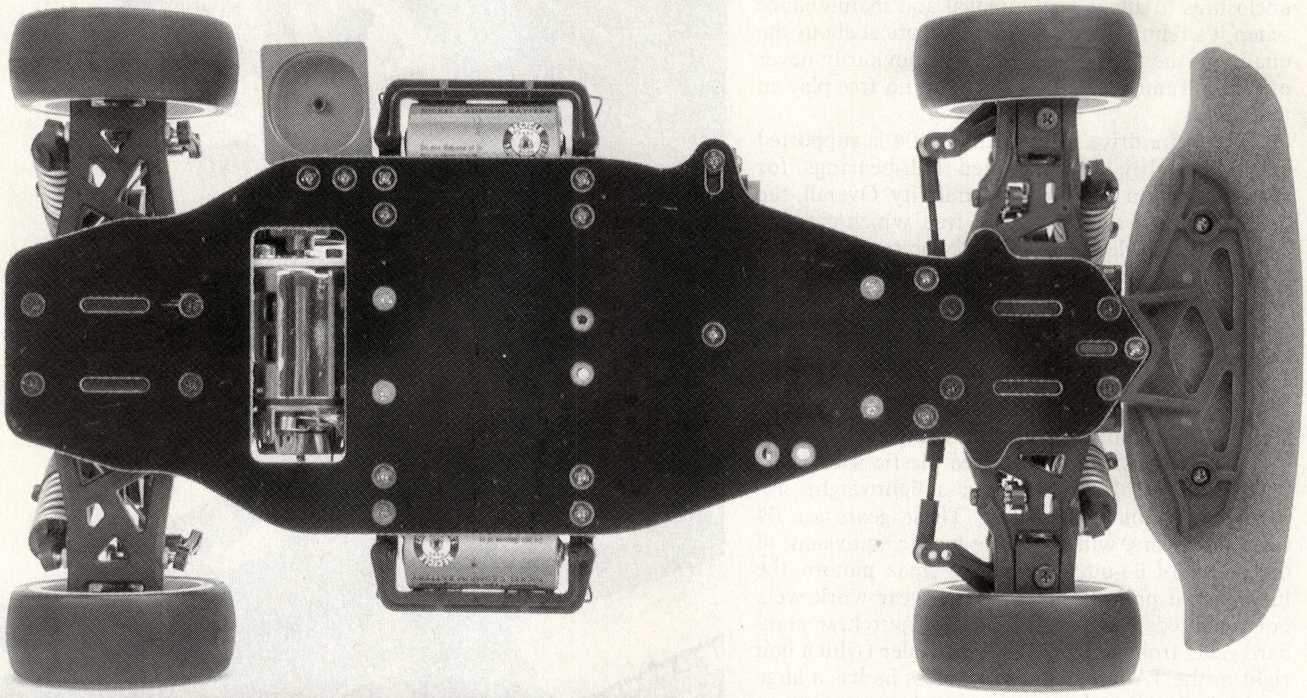




A micro-sized Keyence A-01 speed control was used to ration battery power to the Matrix P2K-based stock motor. The A-01 comes with a separate case that allows the unit to be easily removed (the case remains mounted to the chassis).

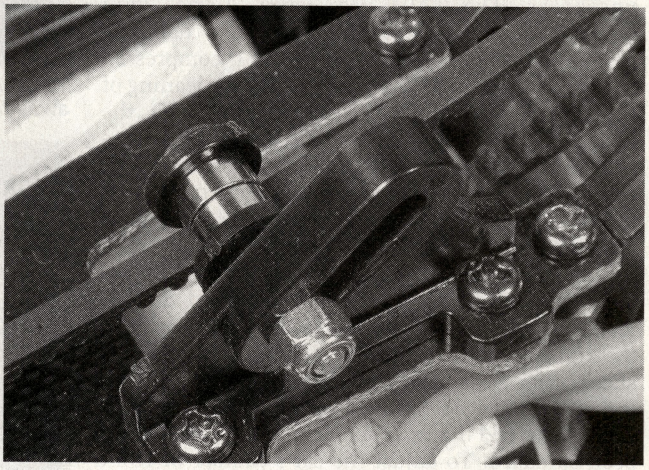
Where's the tub?

The first thing you'll notice about the TA04 is its "un-Tamiya-ness." There's no plastic tub chassis and cumbersome gearboxes. The platform is built around a dual-deck FRP (fiberglass-reinforced plastic, or "fiberglass" to you and me) chassis that uses a large, flat lower plate that's stiffened by a thinner upper deck. Once assembled, the chassis is very stiff from front-to-rear, and shows only moderate side-to-side flexing. The lower chassis is wide enough to hold all of the mechanical and electronic components to keep the car's center-of-gravity close to the ground for better handling. There's ample room for the steering servo and speed control; however, the chassis doesn't have cutouts for saddle-style batteries. The plastic battery holders that come in the kit will work with your side-by-side off-road-style batteries, but you'll have to unscrew them to clear the solder-tabs if you hard-wire your batteries (solder them directly to the speed control). Knowing the R/C industry, we're certain that Tamiya as well as the aftermarket will soon produce an optional chassis kit that repositions the servo and ESC to allow saddle-style batteries. It's likely that such a chassis will be offered in lighter and stronger graphite.

A dual-deck FRP chassis provides room to mount the electronics as close to the ground as possible.

A world-class drivetrain

Anyone familiar with touring-car convention will instantly recognize the TA04's belt-driven 4WD system—it's virtually identical to that used on nearly every 4WD touring car known to man. A short, rubber-toothed belt connects the car's rear differential to the main driveshaft, while a longer belt runs from the main shaft up to the car's front differential.



Tamiya provides an excellent ball-bearing-supported belt tensioner. As the front belt stretches, the tensioner takes up the slack without adding unwanted drag.

The main shaft is driven via gear directly by the motor, which gets mounted to a heat-dissipating aluminum plate—no more melted plastic (remember the TA03?). The plate also places the weight of the motor very low in the chassis for improved cornering.

The differentials that adorn each end of the TA04 are all-new designs from Tamiya. The new diffs are much lighter than the old ones and feature large washers that are "keyed" to the outdrive halves to permit a loose diff setting yet still prevent slippage. The diffs are carried in molded, two-piece

enclosures to allow easy removal and maintenance when it's rebuild time. If you're skeptical about the quality of the plastic pieces, you've obviously never owned a Tamiya! There's virtually no free-play in the diffs.

The entire drive train of the TA04 is supported by high-quality rubber-sealed ball-bearings for reduced friction and greater durability. Overall, the drive train is very smooth and free, which give the TA04 brisk acceleration and high top speed. Tamiya even includes a ball-bearing tensioner for the front belt to compensate for stretching as time goes by. A similar device is used to prevent the rear belt from skipping as it wears.

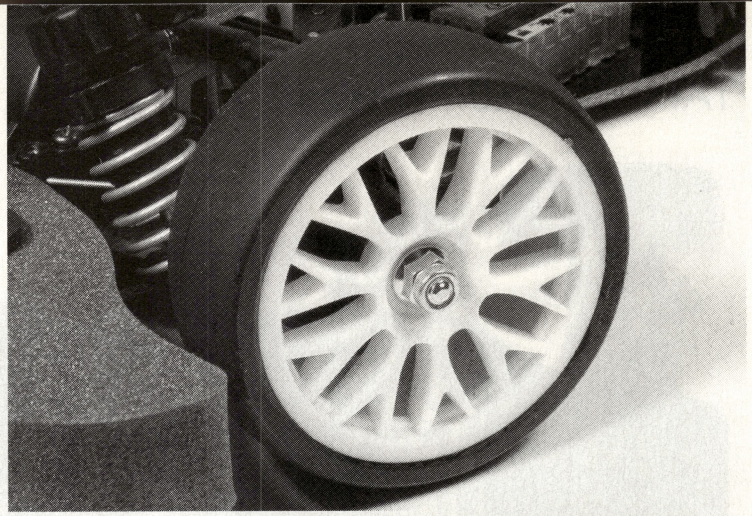
Thirty-two-tooth diff pulleys and 15-tooth main-shaft pulleys give the TA04 a drive ratio of 2.13:1, which is typical of belt-driven touring cars. Tamiya provides an assortment of three plastic spur gears (112, 120 and 128-tooth) and a lightweight, 40-tooth aluminum pinion gear. These gears are 04 fine-pitch gears, which are the metric equivalent of our standard 64-pitch gears. For stock motors, the kit-supplied pinion and 120-tooth gear work well. For modifieds, we suggest that you purchase standard gears from your local hobby dealer (which bolt right to the TA04 main shaft) unless he has a large stock of metric-pitch gears.

Tamiya goes adjustable

How can a suspension design be both radical and conventional? The TA04's is. The car's four-wheel independent suspension is radically different from that of previous Tamiya sedans because it's very similar to the suspension of typical racing sedans. Gone are the TA03's delta-box suspension arms that ingeniously provided a rising-rate to the car's stood-up shocks. The TA04 uses lower A-arms with inclined shocks to provide progressive damping (damping that gets stiffer as the shock is compressed to provide a supple ride without excessive leaning of the chassis). Roll is further controlled by the included front and rear sway-bars, which pass neatly through the driveshafts and suspension links. Molded links instead of threaded ones ensure that the sway-bars don't tweak the chassis to one side or the other.

The lower arms themselves are of near-equal-length, which gives the TA04 a balanced driving feel, especially on low-grip surfaces. To reduce cost, the kit comes with Tamiya's smooth plastic oil-filled shocks and adjustable threaded upper suspension-links. We have no problem at all with the plastic shocks, but feel that turnbuckle tie-rods should have been standard. To adjust the car's camber or front toe-in/out, you have to remove the link, change its length, then re-install. On the plus side, the TA04's suspension provides ample tuning options, including multiple holes in which to attach the shocks and camber-links—a first for Tamiya sedans.

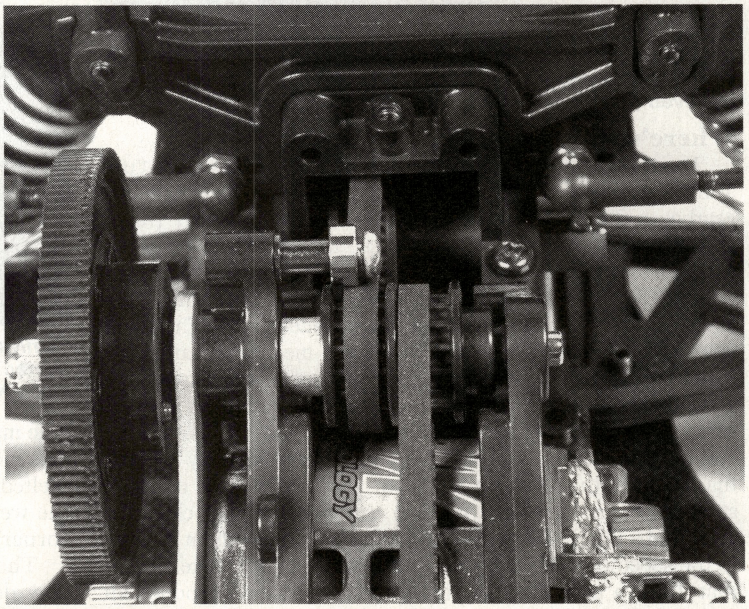
Steering is handled by a pair of plastic bellcranks that ride on tiny ball-bearings for smooth and slop-free operation. Those of you who have owned Tamiya's previous TA03 sedan will rejoice at the TA04's tight steering. A servo-saver is also provided in the kit, and it will fit just about any servo on the market. Circular spring-steel inserts are used to provide the servo-saver's tension.



The TA04 kit comes with Tamiya's Type A belted slicks and molded foam inserts. For our test, we chose to use Integy's new zero-offset mesh wheels with belted slicks and firm molded inserts.



To avoid radio interference, we relocated the TA04's antenna mount away from the motor and closer to the receiver (a Novak XXL FM).



Tamiya treads new (to them) territory with the new belt-drive TA04. Gone are the old TA03's dual gearboxes. This is Tamiya's most serious racing effort to date.

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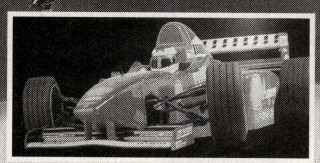

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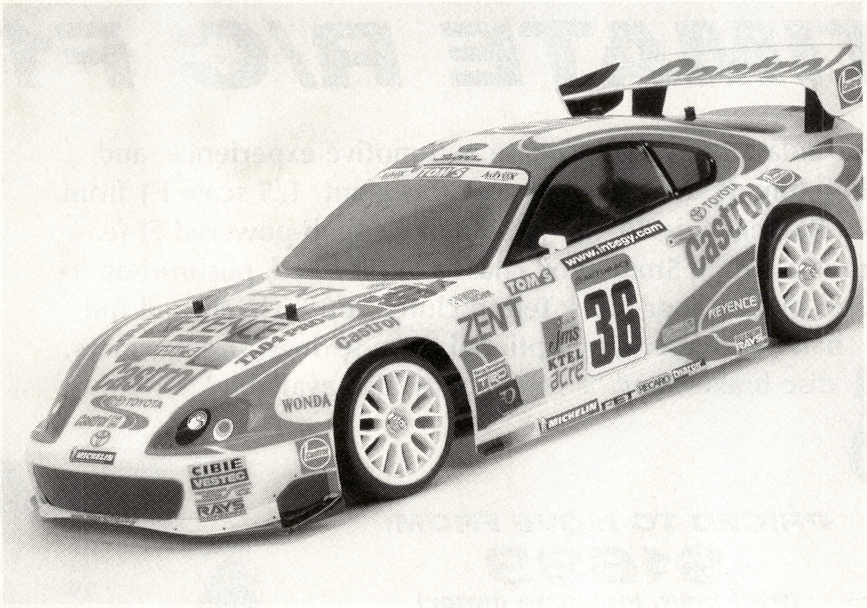
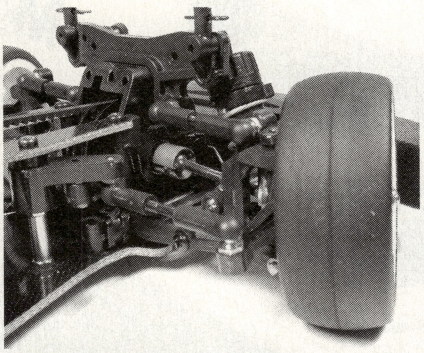
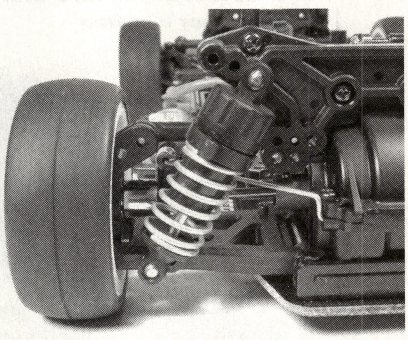
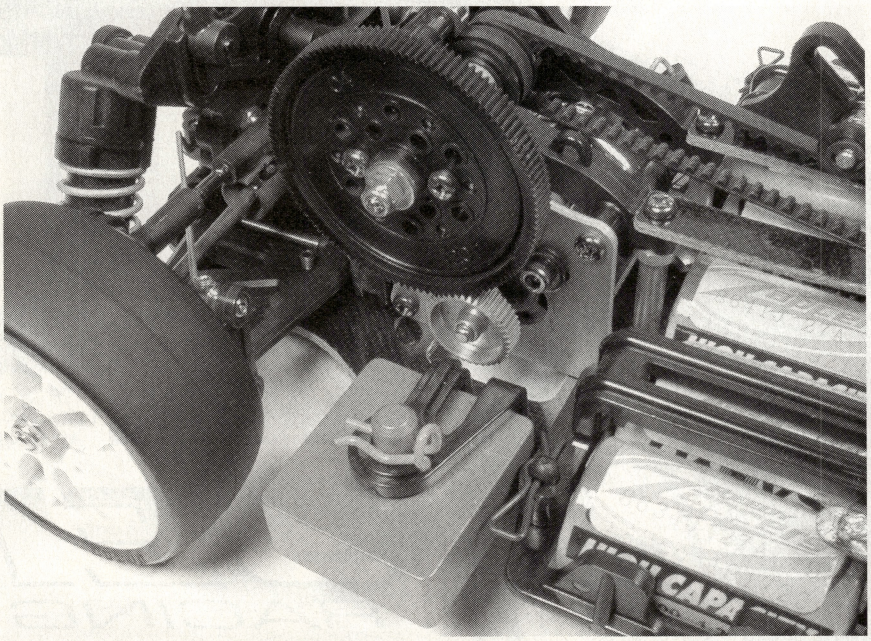




Multiple holes are provided for shock mounting and camber-rod placement. The TA04 is the most adjustable sedan Tamiya has ever produced.



To keep the kit's price down, Tamiya equips the TA04 with plastic shocks. Don't worry; they work well and don't leak. Stiff gold springs are standard.



The TA04 has all-new ball differentials at both ends. These new Yokomo-style diffs are lighter than the previous Tamiya diffs.

The Bad

■ Bearings, bearings everywhere but no turnbuckles for the suspension! While we're on the subject, how about universal-joint driveshafts for the front end?

■ We can deal with the battery configuration (no saddle-packs), but this is a racing car, so how come it's been designed for stick-packs only?

■ Antenna mount is oddly placed right over the noisy motor. We moved ours closer to the receiver to prevent glitching.

The Good

■ Great drivetrain. As smooth as anything you'll see on any touring sedan.

■ Very high quality parts. Minimal slop in the steering and suspension departments and superb assembly. No hand-fitting needed here!

■ Adjustable chassis, even by non-Tamiya standards. Few sedans offer more tuning choices.

■ Comes with Tamiya's excellent Type A belted slick tires and molded inserts (great for cool to moderate track temperatures. For warmer surfaces, Type B tires are recommended).

The Verdict

■ Tamiya loyalists will claim that the TA03 Pro was a competitive sedan. We say that despite its winning a national championship in the hands of team driver Dave Jun, the '03 wasn't up to speed with the world's best, especially the newest generation of ultra-high performance sedans such as the Yokomo MR-4TC, Associated TC3 and HPI Pro 2. The TA04 is up to the task. It is by far Tamiya's best effort to date and a couple of A-main finishes at the recent Reedy Touring Car Race of Champions prove it. We're a bit saddened by Tamiya's choice to go mainstream with its sedan design—Tamiya is renowned for its innovative creations—but convention is a necessary step in the production of a true racing car. The differences are left to the smaller details. ◆

SOURCES

Integy Technologies, Inc., 1140 Centre Dr. #E, City of Industry, CA 91789 • phone (909) 444-2766; fax (909) 627-4132

Novak Electronics, Inc., 18910 Teller Ave., Irvine, CA 92612 • (949) 833-8873; fax (949) 833-1631

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RC10T3 Factory Team Kit shown with items not included in kit: LRP Speed Control, Reedy modified motor, Reedy Zappers batteries, 2-channel radio gear and servos.

Factory Team T3 #7048

FEATURES:

- Sealed Ball Bearings
- Factory Blue Titanium Turnbuckles
- Factory Blue Chassis Plate, Motor Mount and Front Kickup
- Full Graphite Chassis, Shock Towers, Suspension Arms, transmission brace, and more.
- Pro-Line Chevy Silverado Body



Also, New Updated...

RC10T3 Team Kit #7038

FEATURES:

- Sealed Ball bearings
- Composite Shock Towers
- Hard-Anodized, Teflon-coated Shock Bodies
- Pro-Line Tires, One-piece Wheels
- Pro-Line Chevy Silverado Body

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NEVER PAINT AND

Thanks to mountain bike helmets, you may

You spent a lot of money on your new R/C car or truck. You're very proud of how well it's built. You want to run it right now but there's a problem—that pesky clear Lexan body still has to be painted. What do you do?



Do you exhibit the ultimate sign of beginner-ness and run with a clear body (the only thing that screams "newbie" more than this is attaching those little frequency flags to your antenna), or do you give your body the old one-color paint job? If you want a great-looking custom paint job that will be the crowning glory of your R/C pride and joy, you either must spend hours masking, trimming and airbrushing (do you even have an airbrush?), or spend upwards of 50 bucks for the services of a custom painter. Atomik R/C has come up with a way to give us elaborately painted bodies for scarcely more than the cost of a clear body, and we owe it all to mountain bike helmets!

The R/C-BMX connection

Spencer Thompson is the CEO of Knucklebone BMX—a top producer of BMX protective gear, grips, plates and clothing—and a certified R/C fanatic. After building a few kits of his own, he figured out a way that he could make pre-painted bodies for R/C vehicles using the same technology that goes into the production of high-end mountain bike helmets. These helmets have a polycarbonate outer shell that the manufacturer "paints" (the process is actually a form of screen printing) before the material is formed around the helmet's core. Using this technology with a body mold as the core, Spencer can produce complicated designs using up to six different colors on computer and transfer them to the Lexan sheet before vacu-forming them to shape. Forget about masking intricate lines and mixing airbrush paint.

Flaming GT body

The first body to be produced under the Atomik R/C banner (an offshoot company of Knucklebone BMX) is this F-150 Baja that's designed to fit Associated's ultra-popular RC10GT gas truck. The first pattern available will be the flame job shown here, with other designs and bodies to follow. Spencer chose the flame motif because, as he puts it, "very few people dislike flames!" With six separate colors available, the combinations of body and flame coloring are near limitless. The body itself is pulled from .040-inch thick Lexan for increased durability (the thicker the better), and will come with pre-cut windows and pre-trimmed wheel wells—all you'll have to do is drill the body-post holes. The windows are actually a separate piece of clear Lexan (made of lighter and thinner .020-thick stock) that you stick to the inside of the body using double-sided adhesive tape. You can choose not to install the windows for maximum ventilation, or if you race under ROAR or similar rules, you can trim away the proper portions of the window piece before installing it.

What's next for Atomik?

According to Spencer, the sky's the limit when it comes to the potential of this revolutionary body-painting process. Some of the ideas being tossed around at Atomik include a possible collaboration with several famous helmet painters such as the renowned Troy Lee of Troy Lee Designs, and depending on logistics, a line of pro R/C driver replica bodies is not out of the question. How would you like to have your own Brian Kinwald or Masami Hirosaka signature body?

As far as additional bodies in the Atomik line, Spencer tells us that an F-350 T-Maxx body is in the process of completion and should be ready by the time you read this. Following this will most likely be a sedan body, possibly a BMW M3. The sedan bodies are particularly interesting as we have been told that they will be available with tinted and colorized windows in similar styles to those that have become so popular with the import drag-racing and custom car crowd.

And that's not all. Spencer tells us that there's virtually no limit to what can be printed on an Atomik body. Everything from four-color process photographs to custom lettering and logos can easily be incorporated into the body's paint scheme. Imagine having a big picture of Dale Earnhardt on the hood of your NASCAR body! Atomik is forecasting a retail price $29.95 for these bodies, which is significantly less than the current price of pre-painted bodies, which range anywhere from $40 and up. And if these pre-production samples are an indication of the quality and vibrancy of what we can expect from the final product, we expect the Atomik R/C bodies to fly out of the shops when they become available.◆

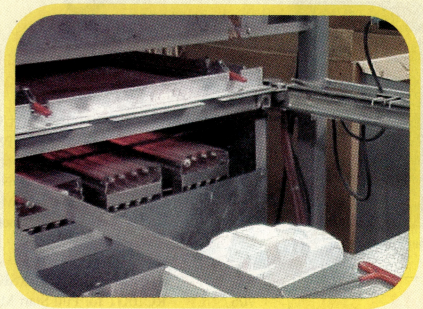


THER BODY!

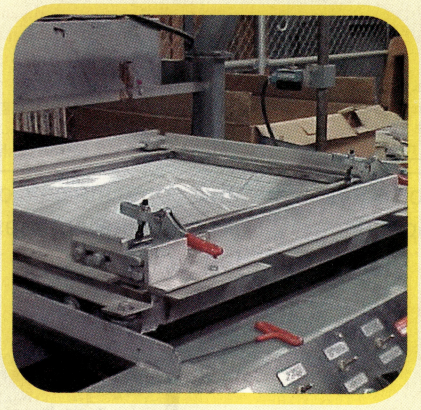
never have to airbrush again!

The making of mass-produced art

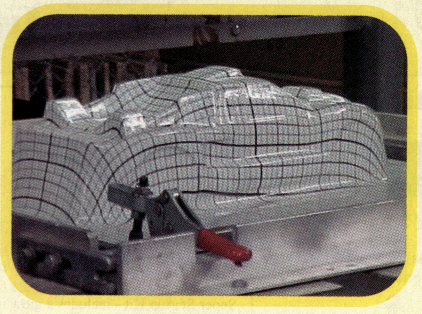
Atomik's pre-printed bodies are manufactured using technology borrowed from the mountain bike helmet industry. Here's how it's done.



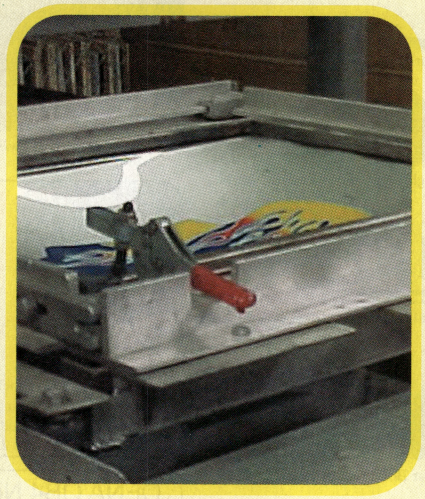
(1) First, the actual body mold is sculpted from computer-generated



illustrations (all of the bodies are designed in-house at Atomik).



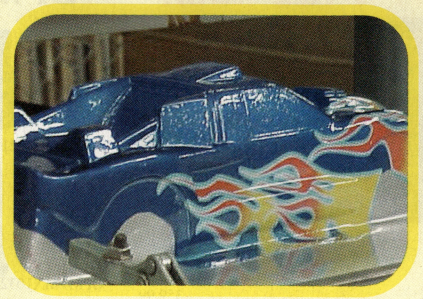
(2) A flat sheet of Lexan is printed with a grid—similar to graph paper. This sheet is then vacu-formed over the mold. The desired graphic is then drawn on the body. Using the grid from the molded body, the design is then transferred to a computer graphics file that has a similar grid. This is



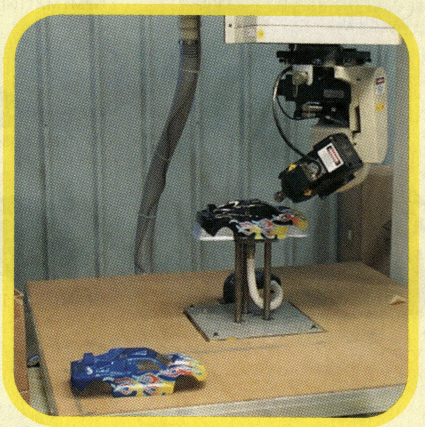
how the deformation and stretching that occurs during the vacu-forming process is taken into account.



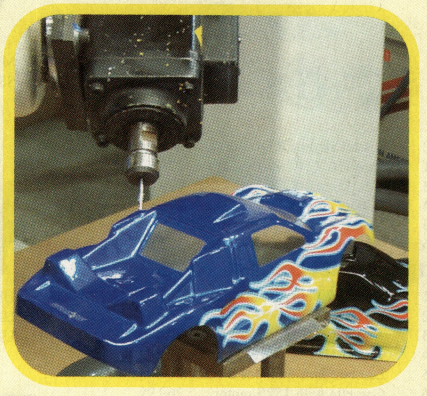
(3) Once the graphic has been imported to the computer, the design can then be subsurface printed on another sheet of Lexan in any combination of up to six colors. The new sheet is then "pulled" over the mold to form the finished body.



(4) Once the body cools, it is placed over a guide and a CNC milling machine is used to trim away the



excess material from the body and form the wheel well, window and vent openings.



(5) Finally, the window insert is vacu-formed and CNC trimmed for a precise fit with the finished body. •

SOURCES

Atomik R/C, 2363 Teller Rd., Suite 104, Newbury Park, CA 91320 • phone (805) 499-7003; fax (805) 499-7192

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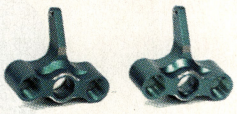

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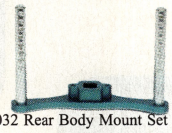

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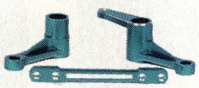

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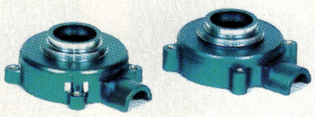

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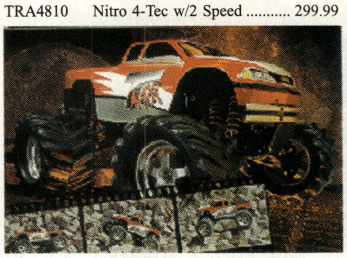

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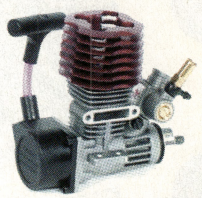

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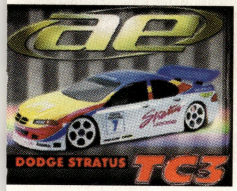

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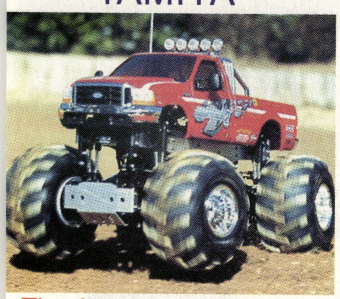

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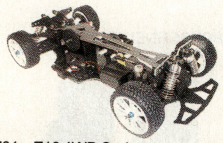

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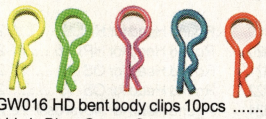

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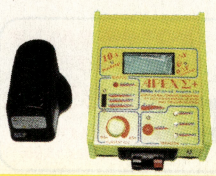
TEKBC5A	BC5A AC/DC Peak charger	94.99

APEX SIGMA PLUS AC/DC



Peak Charger $119.99

RADIOS HITEC



121751-75	LYNX AM with 2 - 303 servos	49.99
122751-1	LYNX FM w1 /300BB servo	89.99
122751-2	LYNX FM w2 /300BB servo	99.99
123751	LYNX 3D FM pistol TX&RX	199.99

GREAT DEALS ON HITEC SERVOS

HS235AG	43OZ/.09sec aluminum gear	43.99
HS525BB	55OZ/.12sec	32.49

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ComputerRadio
2 servos $269.99

M8 Transmitter only with module		179.99
CX2P	2CH FM w/2 102 servos	169.99
XL2P	2CH AM PISTOL w/2 servos	89.99

SERVOS

94102Z	Standard servo Z plug	13.99
94257Z	ERG-ZR Hi speed Z plug	9999
94258Z	ERG-ZB Hi torque Z plug	9999
94357Z	ERG-VR High Speed Z plug	104.99
94358Z	ERG-VR High Torque Z plug	104.99

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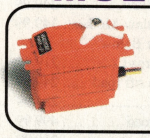
2PC/210	Magnum Sport/Speed ctrl	99.99
2PCKA	Magnum Junior	85.99
2PCKA/210	Magnum Junior/Speed ctrl	124.99
2PEKA - FM	NEW FM version w/2servos	114.99
3PJS	3PJS PCM w/1/9101	329.99
3PDFM	3PD FM w/2/3003 servos	199.99
2PC	2PC Transmitter only	19.99
2PCKA	2PCKA Transmitter only	39.99
3PJS	3PJS transmitter only	219.99

MULTIPLEX



MC/V2 Servos
All Metal Gears
0.09sec - 58oz
$99.99

ZUB65138	Profi speed 58 oz/ 0.09 sec	99.99
ZUB65174	Profi - 75 oz/ 0.12 sec	99.99
ZUB65175	Profi micro 33 oz/.06 sec	99.99

Ratings based on 6.0V - 5 cells

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NOVAROSSI .12's
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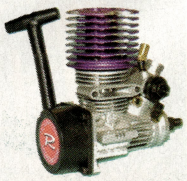
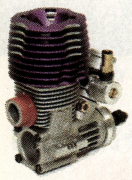
159.99





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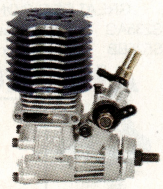
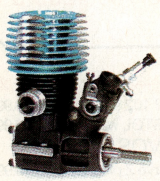
NOVAROSSI
TURBO
.12's

Please call for availability on the TURBO 12's

XT12R1	Turbo.12 Rear exh (P) shaft	189.99
XT12S2	Turbo.12 Rear exh std shaft	189.99
XN12R2	Rear exh std shaft rotary	169.99
XN12R1	Rear exh (P) shaft rotary	169.99
CX12R/S	.12CX w/rotary or slide carb	139.99
CX15P	.15 Roar legal on road	169.99
CX15R	.15 Race roar legal	239.99
RX21SS1	.21 7 Port on road	319.99
RX21R1	.21 Race 7 Port on road	399.99
BX21BK	.21 3 Port off road	219.99

SALE!
All OS MAX Motors
CALL!





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Picco .15
Smooth and Powerful!
129.99

TRITP122	.15 Picco exhaust	129.99
TRITP123	.15 Picco exhaust pull start	149.99
TRITP124	.15 Standard exhaust	129.99
TRITP125	.15 Standard exhaust pull start	149.99
TRITP90	.12 Picco exhaust	115.99
TRITP91	.12 Picco exhaust pull start	144.99
TRITP095	.12 Standard exhaust	115.99
TRITP096	.12 standard exhaust pull start	144.99

RB Concepts

1600WC98	.15 Roar Legal	209.99
1601C	6 Port Turbo Outlaw	249.99
1601C/Rody	6 Port Turbo Outlaw Mod.	349.99
	.21 Size Motors Below	
1003S7	Europa 7Port off road	219.99
1003WS7	Reckward Europa off road	249.99
1003WC98B	World 98 buggy	284.99
1003WC97	Collari World on road	499.99
1003S7C	Concept Sport 7Port on road	219.99
1004C	C4 Circuit	324.99
1004CM	C4 Rody Modified	429.99
1004CMod	C4 Collari Modified	499.99



Raytec Mini Temp Gun..79.99
with Laser Light ..99.99
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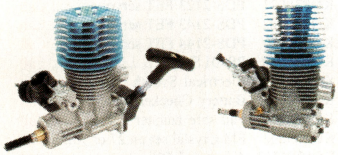
OFNA PICCO



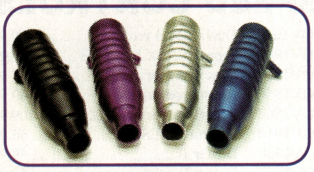
OFN51210	Picco .21 Sport	109.99
OFN51211	Picco .21 Sport pull start	129.99
OFN51215	Picco .21 Comp w/ Boost	199.99



PARIS PICCO

P15JSR	.15 3 Port Roar legal	179.99
P15KSR	.15 5 Port Turbo	219.99
P21ES	.21 On road/buggy 4+1	124.99
P21G1R	.21 On Road 6+1	199.99
P21G1B	.21 Buggy 6+1	199.99
P21G1ProBV	.21 Buggy 6+2+1 w/chamb	259.99
P21G1Pro	.21 On road 5+2+1	319.99

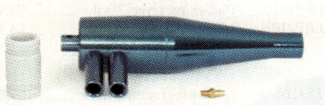
PARIS PIPES



PCOAL12TP Paris Turbo Ring Pipe w/ coupler & 90 degree fitting in black, purple,silver & blue.....34.99
These pipes are in short supply....call for availability

PCO50012P	Novarossi 086 hard coated 1/8	59.99
PCO50004P	Novarossi 053 hard coated 1/8	59.99
PCO50220	Novarossi 15 legal Pipe	49.99
PCO50221	Novarossi 15 Outlaw Pipe	54.99
PCO51602	Novarossi 12 Touring Pipe	44.99

CVEC PIPES



CVEZ120	1/10th scale pipe w/fittings	49.99
CVEZ170	1/8th scale pipe w/fittings	54.99

Available colors: silver, blue, red, purple & black.

SERPENT PIPES

SER2690	.15 One piece Legal Polished	119.99
SER2695	.15 One piece Outlaw Polished	119.99

RBC PIPES

13510186P	.21 On Road Polished 086	109.99
13511186P	.21 Buggy Polished 086	109.99
13509901P	.21 On Road Polished 9901	109.99

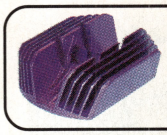
These pipes are one piece - pipe & manifold



MOTOR SAVER AIR FILTERS
9.99
FITS .12 - .17 MOTORS
*.21 SIZE ONLY 13.99

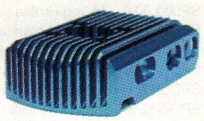
Wolf Pack Radicals &ALIEN RACING

Aluminum parts come in Blue, Purple & Silver



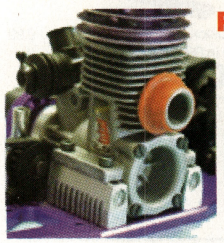
NEW! V-HEAD for OS, HPI or Novarossi .12's or .15's.. 49.99





WLF019	Round Head for HPI.12	24.99
WLF020	Round Head for HPI .15	24.99
WLF021	Round Head for OS .12	24.99
WLF022	Round Head for OS .15	24.99
WLF024	Round Head for Novarossi .12	24.99
WLF007	Alien Flat Head for OS .12	45.99
WLF028	Alien Flat Head for OS .15	45.99
WLF031	Alien Flat Head for HPI .15	45.99

EXPERTS ONLY!



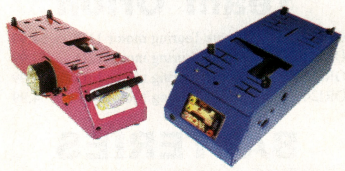
Put a .15 or a .21 rear exhaust motor in your HPI Car

WLF029 HPI Nitro RS4 .15 or .21 rear exhaust conversion with new flywheel 59.99
OFN10098 Clutch nut & shim kit for above 4.99

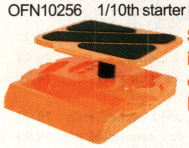


'AA' NMH* Batteries
1550 mah
12 for 35.99
or 3.99 each
*Nickel Metal Hydride

OFNA STARTERBOXES

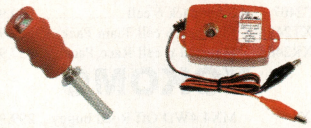


OFN10250	1/8th starter box	79.99
OFN10253	1/8th starter box with panel	89.99
OFN10255	1/10th starter box with panel	89.99
OFN10256	1/10th starter box	69.99

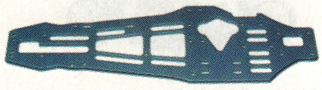


Swivel Car Stand in Colors orange, yellow, blue & black

OFN10900 Swivel car stand 15.99



OFN10228	Metered nicad glow starter	14.99
OFN10229	12V quick chrgr for glo starters	14.99



WLF001 HPI Counter sunk chassis with screws In blue, purple or silver 45.99
WLF023 Super Nitro Chassis 79.99



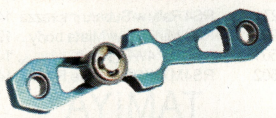
WLF003	HPI motor mount non PS	18.99
WLF011	HPI motor mount pull start	18.99



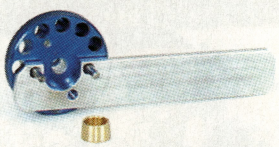
WLF008 HPI rear belt tensioner 33.99



WLF006 Universal belt tensioner 24.99



WLF015 HPI 'Heman' side brace & tensioner 37.99



WLF004	3 shoe flywheel non pull start	18.99
WLF005	2 shoe flywheel non pull start	18.99
WLF016	2 shoe flywheel pull start	18.99



WLF002 HPI Radio tray 24.99



WLF018 HPI Rear shock tower 24.99



WLF017 HPI 'SCHNELLER' Y brace 22.99



WLF009 Servo Mounts 8.99

All parts are available in colors!

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ER808060-2 IMPACT M2 4WD 2000 SPEC W/O MOTOR 449.99
ER808062-2 IMPACT M2 4WD 2000 SPEC W/SX15 MOTOR 594.99
ER808037-2 IMPACT M2 2WD 2000 SPEC W/O MOTOR 394.99
ER808039-2 IMPACT M2 2WD 2000 SPEC W/SX15 MOTOR 549.99

VECTOR V-SERIES



SER909010-2 .. VECTOR 4WD 2000 SPEC - NO MOTOR 594.99
SER909012-2 .. VECTOR 4WD 2000 SPEC W/EV2 MOTOR 834.99
SER909014MS VECTOR 4WD 2000 SPEC W/EV4 MOTOR 994.99

IMPULSE STREETSPEC

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ER801001 ..... IMPULSE 4WD TOURING CAR WITH .12 MOTOR 399.99
EW ..... IMPULSE 4WD WITH.12 MOTOR & 2 SPEED..... CALL

OFNA



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FN20901 1/10 On Road adapter 19.99
FN20902 1/8th On Road adapter 19.99
FN20903 1/10th Touring sedan adapter .. 19.99



HUDY Automatic Tire Truer 399.99

R102002 Pro Tire Truer Auto V2 ..... 399.99
R102602 Pro Power tire truer 219.99
R102501 Pro Tire Truer Standard 179.99
R102312 Impact/Picco/Mugen M2 adapter25.99
R102352 Impulse/Corally/ Tamiya adapter24.99
R102362 Vector adapter 29.99
R102342 Associated 1/10th adapter 34.99

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Impact M2 Mounted Tires

ELLCY30 Impact 2 front tires 30 ..... 14.99
ELLCY35 Impact 2 front tires 35 ..... 14.99
ELLCY40 Impact 2 front tires 40 ..... 14.99
ELLCY25 Impact 2 rear tires 25 ..... 17.99
ELLSY30 Impact 2 rear tires 30 ..... 17.99
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ELLAV40 Vector front tires 40 ..... 19.99
ELLAV25 Vector rear tires 25 ..... 26.99
ELLPV30 Vector rear tires 30 ..... 26.99
ELLPV35 Vector rear tires 35 ..... 26.99

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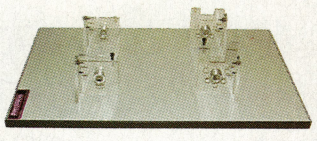
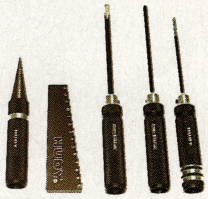


SER108200 Set up flat board 340x540mm .. 23.99
SER108210 Set up board sticker 19.99
SER108000 Set up 1/8th On road Ser,Hpi, .. 99.99
SER108100 Set up 1/10th On road Ser, Pic . 99.99
SER108300 Set up 1/8th On road Picco 99.99
SER108400 Set uo 1/8th On road Mugen 99.99
SER109001 Set up 1/10th Nitro Touring 99.99



SER107600 Reamer 0-18mm 'The Best' 24.99
SER107711 Droop Guage 3-10mm 16.99
SER107701 Chassis support blocks for above22.49
SER107581 Wrench Glow Plug & clutch nut 12.99
SER***** Slotted or Phillips screwdriver . 10.99
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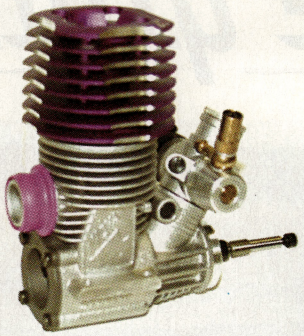

SER2801MS SX21 EV4 MS *NEW* 389.99
SER2703 SX21 EV2 7Port 229.99
SER2603 SX15 EV3 ..... 169.99
SER2603MS SX15 EV3 MS 229.99
SER2605 SX15T EV3 Turbo 209.99
SER2605MS SX15T EV3 Turbo MS 269.99
SER2030 Power pack SX12* 159.99
**Includes engine, exhaust system & air filter*

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SER1747 BMW M3 Efra 154 1/8th 26.99
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SER23155TC Turbo plug #5 warm (3pcs) .. 14.99
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SER23156TC Turbo plug #6 warm (3pcs) .. 14.99
SER23156TF Turbo plug #6 cold (3pcs) 14.99
SER23157TC Turbo plug #7 warm (3pcs) .. 16.99
SER23157TF Turbo plug #7 cold (3pcs) 16.99



SER1400 Power start 180 on road 109.99
SER1500 Power start 90 off road 99.99
SER1416A RC 10 Gt adapter 6.99

MUGEN



MUGT0001 MTX-2 Touring car only 329.99
MUGT0002 MTX-2 with rear ex .12 motor 449.999



MUGH0050 4WD MRX-2 1/8th w/tires 499.99



MUGC0050 4WD MBX-4RR 1/8 off road 449.99

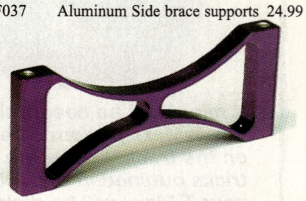
We stock parts for these cars !

NEW Impulse Upgrades

New radio tray coming soon!!



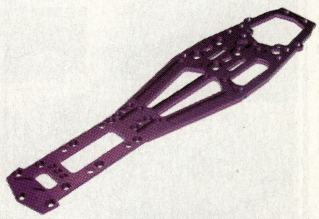
WLF037 Aluminum Side brace supports 24.99



WLF038 Aluminum Radio tray support .. 24.99



WLF040 Aluminum Front shock tower .. 22.99



New Impulse Chassis...69.99

Expertly machined aluminum chassis reduces chassis flex. Made for the Serpent Impulse and available in purple, silver and blue.



New Aluminum Mount...22.99

Body mounts provide a larger area for your 1/10th scale Serpent Impact body to sit on. Available in silver and purple.

MAKE YOUR T-MAXX







It might not be beautiful, but this T-Maxx performs beautifully on the track. Follow the tips and tricks outlined in this article and your T-Maxx will be dialed too.





All the tips & tricks to tame any race track!

RACE-READY

Given the popularity of Traxxas' T-Maxx, it was only a matter of time before people started racing these trucks in competition. At local off-road tracks it's not unusual when racers show up with enough T-Maxx trucks to fill two or three complete heats of racing.

The combination of 4WD traction and the truck's enormous footprint makes it remarkably easy to drive; they're perfect for first-time racers, and experienced racers appreciate the T-Maxx's forgiving nature because they don't have to spend a lot of time tuning the suspension.

Even though the T-Maxx is a very forgiving vehicle, it features many tuning adjustments that can make it faster and handle better at your local track. Learning to exploit these adjustments will ultimately lower your lap times, and lowering your lap times is what racing is all about. With that in mind, we prepared this feature to help you get your T-Maxx dialed for off-road racing. But wait, there's more—we've also included a few inexpensive mods that will make the mighty T-Maxx even more formidable off the track. So, you want to be the T-Maxx ace at your local track? Well, then, you'd better read this article, or you'll be left in a pile of dirt!

Before you start tuning

Out of the box, the T-Maxx shocks are set up with 30wt oil, two-hole pistons and Red 2.5-rate shock springs. According to the Traxxas engineering staff, the T-Maxx has an almost identical front and rear weight bias, and the suspension is set up to provide neutral handling. This is a good starting point for beginners and we encourage first time racers to leave their truck's suspension alone and concentrate on sharpening their driving and engine tuning skills. Once you learn how to tune the engine for performance and reliability and can navigate the truck around the track with precision, you can then start tuning the suspension according to your own particular driving style.



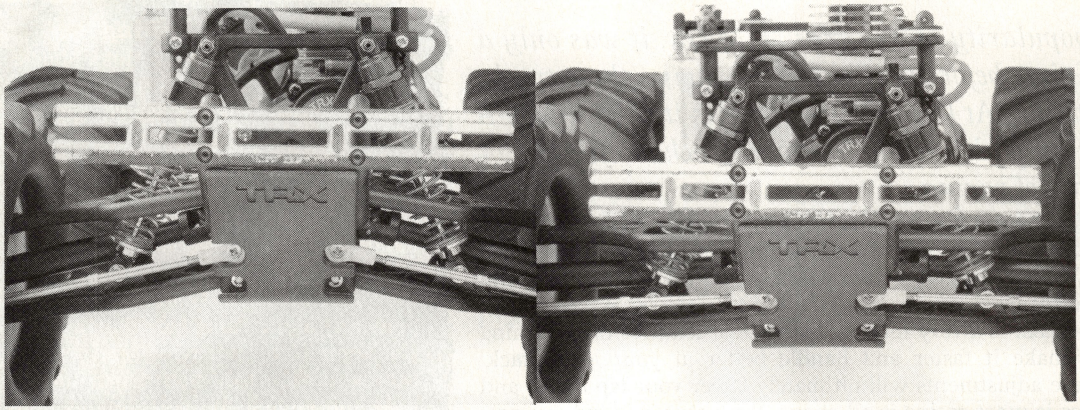
Pick up some thicker shock fluid. 45wt and 90wt shock fluid will provide the same results depending on which shock pistons you install on the shock shafts. In other words, 45wt oil and the 1-hole pistons will provide the same damping as using 90wt oil and the 2-hole pistons.

How can I have a Style, if I don't have any Class?

The T-Maxx, with its super-plush suspension, has the ability to absorb bumps and jumps and every other obstacle a typical off-road track has to offer. Having a plush suspension is great for monster truck duty, but if you want the T-Maxx to clear a long double jump, you're going to have to give the shocks some "pack." Before you twist a turnbuckle or remove the shocks from the vehicle, however, you're going to have to evaluate your driving style.

Regardless of the type of racer you are, you'll benefit greatly by increasing damping (stiffening up the suspension). If you have the stock plastic-bodied Ultra Shocks with the two-hole pistons installed, try filling up all eight shocks with 50 to 70wt silicone shock fluid. This will drastically improve the truck's handling because chassis roll will be reduced considerably. The suspension will also have the necessary damping to launch off the jumps instead of absorbing them, which will give the truck more "air time." You can also mount the bottom of the shocks to the outside hole on the suspension arms, which will provide more progressive damping (the damping becomes stiffer as the shocks are compressed). Mounting the shocks to the outside holes will also lower the truck approximately 3mm, which will help reduce chassis roll.

If you're new to the hobby and have not quite mastered throttle control, you might want to make the rear end of the truck stiffer than the front end. This will give the truck a nose-down attitude in the air, which will compensate for an over-zealous throttle finger. You can stiffen up the rear end of the truck by filling up the rear shocks with slightly heavier oil than the front shocks, or by replacing the two-hole shock pistons with one-hole pistons. A good starting point would be to fill the front shocks with 50wt and the rear shocks with 70wt shock fluid. You can also try tuning the suspension with different shock springs (Team Losi shock springs work well), but the stock red springs work great with a broad range of shock fluid viscosity.



Ride-height plays an important role on how the truck handles. Set up your truck with a slight sag. The photo on the right shows the suspension arms parallel with the ground. The photo on the left shows the suspension fully extended. The ideal ride-height rests somewhere between these two extremes.

Pre-load for off-road

Setting the ride-height on the T-Maxx is no different than any other off-road racing truck. Ideally, you want to set up the suspension with a slight sag. This means that when the vehicle has settled at ride height, there's still some up-travel left in the suspension. You can adjust the vehicle's ride height by installing or removing the included clip-on pre-load spacers onto the shock bodies. Set up the truck's ride height so that the suspension arms are just about level with the track surface, or slightly above level. A word of warning, though; setting up the suspension with too much sag will make the truck feel sluggish in the corners. Conversely, installing too many spacers will jack up the truck, which looks pretty cool, but will have an adverse affect on handling.

Shifting gears

We're convinced that there's nothing cooler than watching a T-Maxx as it squats and shifts into second gear and then accelerates down the straightaway like a wild bull. It's just something you have to experience. If the transmission doesn't shift, however, or if it shifts too late, your lap times will suffer. Not much has to be said here except that it's important that the truck shifts into high gear quickly before the straightaway comes to an end. If it's shifting too late, adjust the shift point as indicated in the operating instructions. Basically, you'll need to turn the adjustment screw counterclockwise to make the transmission shift sooner or clockwise to make the tranny shift later.

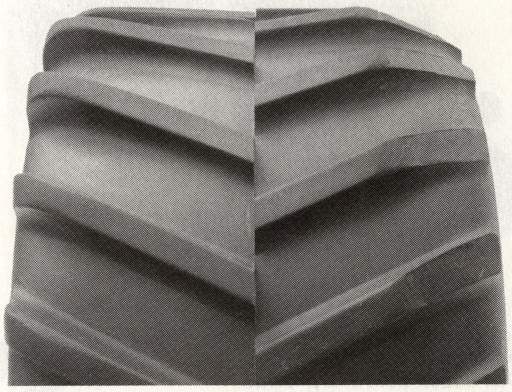
Again, follow the manufacturer's recommendations. If the transmission does not shift at all, there's a good chance the engine is set too rich and can not achieve the necessary rpm to engage the two-speed tranny's clutch. Get your engine tuned and running properly before you attempt to adjust the shift point.



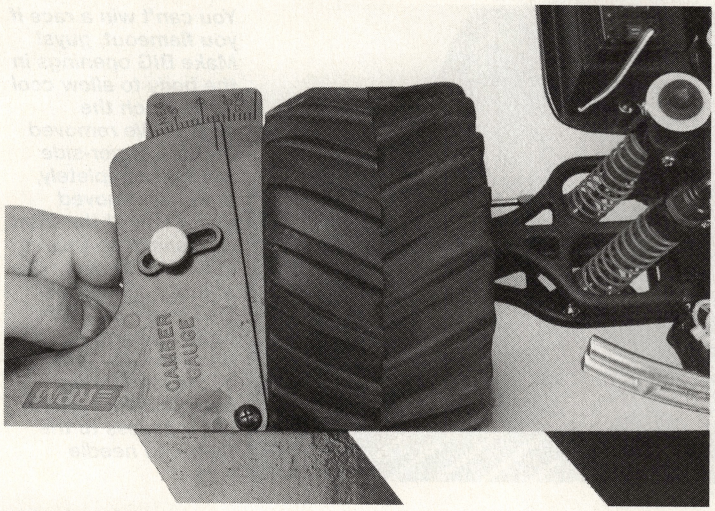
Traction tricks

The T-Maxx's stock chevron-tread tires work quite well on most tracks, but if the track has a hard-packed dirt surface, one of two things will happen depending on how you have the suspension set up. If the truck traction rolls when entering a corner with any sort of speed, chances are the suspension is set up too soft. If the suspension is set up too stiff, the truck may have a tendency to spin out when entering a corner under power.

Most racers usually reach some sort of compromise when they set up their truck's suspension, but here's a trick that will allow you to carry more speed in the corners regardless of how you have the suspension set up. Cut the tire's outside paddles at a taper as shown in the photo. Some purist may claim that tapering the paddles will have a negative affect on forward traction, and the theory certainly makes sense; however, we tapered the paddles on both the front and rear tires on our T-Maxx and have not noticed any loss in forward traction.



Tapering the tire's paddles will increase traction in most conditions. Try tapering the outside paddles only as shown in the photos. If you primarily run your T-Maxx on the street, we suggest you leave the tires alone unless you enjoy watching your truck do cartwheels.



Keep your toes in the right direction

The T-Max is assembled with zero degrees of front toe-in and approximately 1.5 degrees of rear toe-in. Most people will be happy with the way the truck steers with the factory setting. There are times, however, when making adjustments to your truck's alignment will result in lower lap times. Here are a few guidelines for adjusting front and rear toe angles. If you need a little more high speed cornering, try setting up the front tires with one-degree of toe-out. Doing so will make the truck steer a little more aggressively, but be careful, because adding more toe-out will scrub speed and make the vehicle hard to control on the high speed sections of the track. Adding a little toe-in (approximately one degree) will make the truck more stable on the high-speed sections of the track, but it can take away some high-speed steering.

In most cases you won't need to adjust rear toe-in, but here are a couple examples where making rear toe adjustments can pay off. If the track has plenty of traction, you might be able to get away with taking away some rear toe. Having less rear toe-in will allow the truck to carry more speed down the straightaway, but the truck may be harder to control on the loose sections of the track. If you're running the truck on a slippery track surface, you can make the truck easier to drive by adding a little more rear toe-in. Keep in mind, however, that it's all too easy to give one tire more or less rear toe than the other tire, which will make the truck handle erratically. If you don't have a way to accurately measure toe angles, the best bet is to make the adjustment (lengthen to add toe-in, or shorten the rod for less toe in) to one tie rod, then remove the other tie-rod and make it the same length.

Finding the right combination of front and rear toe-in will take a little experimentation, but don't overlook this important tuning tool. As a footnote, Lunsford's machined-aluminum turnbuckle wrench works great for adjusting the T-Maxx's stock metal turnbuckles that are installed on the truck.

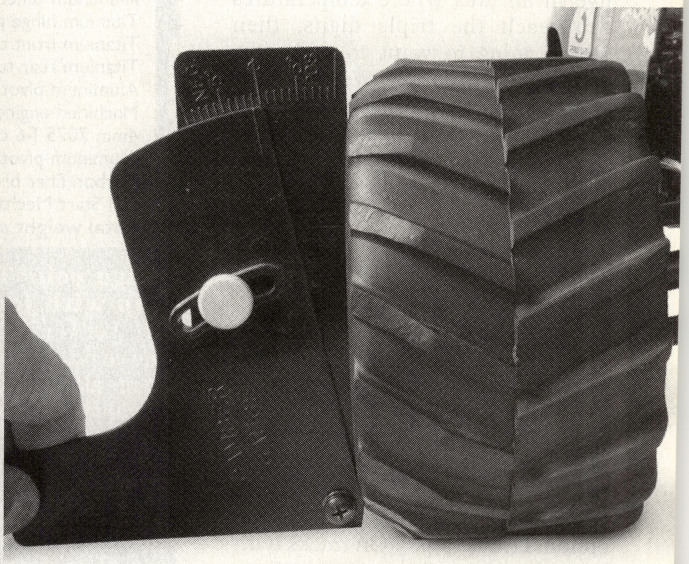
Camber is your friend

The T-Maxx is factory assembled with one degree of negative camber on all four wheels (completely tightening the upper and lower pillow balls into the suspension arms will yield one degree of negative camber). This means that the top of the tires are slightly leaned inward toward the chassis. Having positive camber means the opposite; the tires are leaned away from the chassis. Positive camber is never used in off-road racing, but it's important that you understand the concept. Having one degree of negative camber is a good starting point, but subtle camber adjustments can help you fine-tune the suspension to cope with changing track conditions.

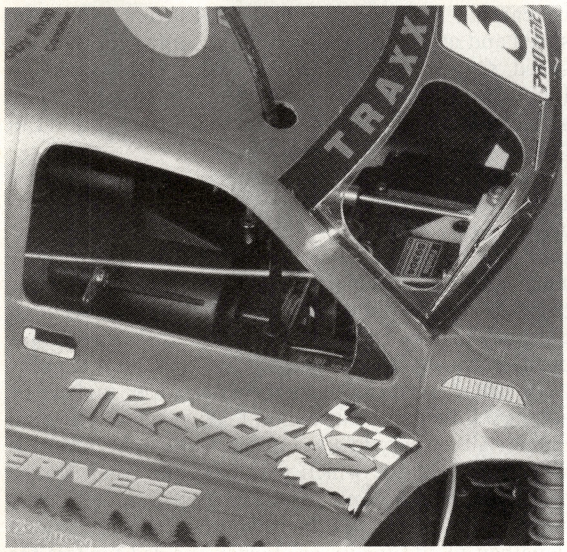
Here are a couple of guidelines for adjusting camber. Typically, adding more negative camber will take away traction and decreasing negative camber will provide more traction; however, there are limits to this rule. All off-road vehicles require a slight amount of negative camber in order for the tires to provide a solid contact patch with the track surface when the vehicle is leaning into a corner. Leaning the tires inward toward the chassis (adding negative camber) will reduce the contact patch, which in turn reduces traction.

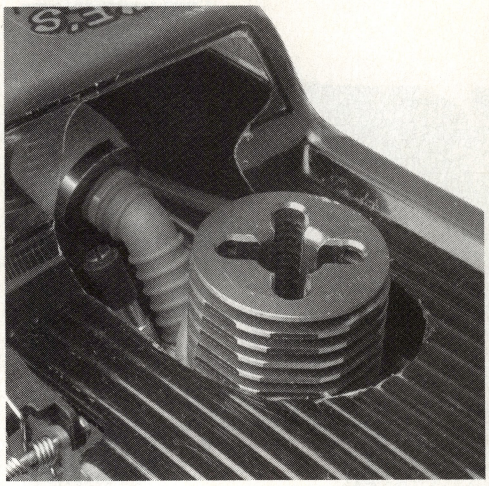
So, if you need more steering, you can add a little more negative camber to the rear wheels. If you need more rear traction, try adding a little more negative camber to the front wheels. On high-bite tracks, you want to set the vehicle up with more negative camber on all four wheels. This will allow you to break the tires free and slide through the corners, instead of rolling the truck over because the tires are getting too much traction. Having a little more negative camber will also help when the track conditions are extremely bumpy.

Basically, there are many times when twisting a tie rod can make a monumental difference in the way the vehicle performs, but finding the right settings requires experimentation and practice. RPM's camber gauge works well, but you have to turn it on its side to make a measurement because the tire diameter is taller than the tool's measuring platform.



An affordable RPM camber gauge could be used to measure camber and toe-in/out adjustment. To measure camber, the gauge must be turned on its side as shown on this photo. Place the truck's front (or rear) tires up against a flat surface as shown in the photo on the top, and you'll be able to use the gauge to measure toe angles.





You can't win a race if you flameout, guys! Make BIG openings in the body to allow cool air to reach the engine. We removed the passenger-side window completely, but only removed about half of the front windshield so there's still room to place the number sticker. We also made an over-sized opening on the back window (in front of the engine) for better cooling and to allow access to the high-end needle valve.

Chill, baby

If you want your truck to complete a ten-minute main event, you better make sure the engine receives enough cooling air. Make a big opening in the front windshield and remove the passenger side window completely to allow cool air to reach the engine. We also highly recommend that you make an opening in the rear window (in front of the motor) as well. If you live in an area where temperatures can reach the triple digits, then you're going to want to make the openings even larger. We made the openings as large as possible and then reinforced the body with Shoe-Goo because we were concerned that we might have removed too much material.

While we're on the subject of engine cooling, here's another tip that will help keep your engine running cooler. Install the Lexan body as low as possible on the chassis. Adjust the body posts to their lowest position and mount the body. Mounting your body lower will allow the engine's cooling head to protrude up through the body further to receive more airflow. The body posts will be less prone to breakage because they'll be much shorter than the stock position. You will need to enlarge the body's wheel cutouts slightly, though.

Product	Part No.	Weight Savings	Benefit
Aluminum tuned pipe	4942	29g	Performance increase
Titanium hinge pins (8)	4939R (x2)	16g	Lighter, stronger
Titanium front turnbuckles	2338X	7g	Lighter, stronger
Titanium rear turnbuckles	2339X	9g	Lighter, stronger
Aluminum pivot ball set (8)	4933X (x2)	38g	Lighter, smoother
Machined engine mount	4960X	10g	Lighter, better cooling
4mm 7075 T-6 chassis	4922X	n/a	Stronger, great looks
Aluminum pivot ball caps	4934X (x2)	n/a	Stronger, great looks
Carbon fiber brake disk	4964X	n/a	Improved braking
Pull Start Mechanism	4070	41g	Lighter
Total weight savings		**approx. 150g (5.35 oz.)**	

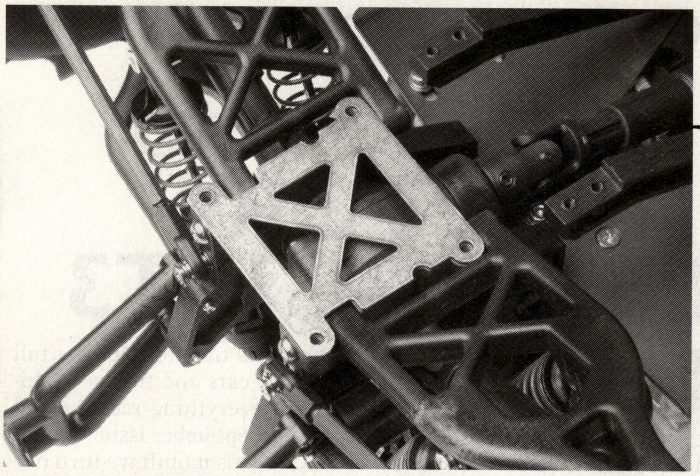
Gear it down

The T-Maxx comes equipped with a 20-tooth clutch bell and a 72-tooth spur gear. The truck is geared well with the stock gearing and in most cases you'll be pleased with the truck's acceleration and top speed (especially if you installed the optional tuned pipe). On tracks with lots of corners, however, you can lower your lap times considerably by installing the optional 18-tooth clutch bell (Part No 4118). The truck will have a lower gear ratio, which means it will accelerate faster, improving out-of-the-corner punch. You'll need to pick up two 5x10x4mm ball bearings (Part No. 4609) in order to install the optional 18-tooth clutch bell.

Sign your T-Maxx up with Jenny Craig

Let's face it, the T-Maxx could stand to go on a racing diet! Fortunately there are many weight saving accessories available through many different sources that are designed to bolt right on the T-Maxx. Conversely, there are also many accessories that add unnecessary weight to the vehicle. We're all for building an all-aluminum T-Maxx show truck, but some of the accessories that are available just aren't practical for racing. Here are a few Traxxas accessories that we highly recommend because they not only increase strength or performance, but they do so without adding weight to the truck.

You can also remove an additional three ounces by omitting the molded receiver and battery covers. The receiver and on-board battery pack are then placed inside balloons and mounted to the chassis with tie wraps. We personally prefer to keep the molded boxes because they look good and protect the electronics better than a balloon can, but you may feel differently. Some racers even remove the rear bumper and bumper mount, which will remove an additional 2.5 ounces. The skid plate is retained, however, and we're told that it acts like a springboard because it's able to flex when the bumper is removed. Don't make this modification unless you install the stainless steel plate under the rear bulkhead as outlined in the "Bulletproof your hind quarters" section, though. These modifications might seem a little extreme, but if you're trying to build the lightest T-Maxx possible, you'll do anything short of breaking out the Dremel tool.



The front bulkheads/suspension arm mounts are reinforced with a stainless steel plate, but for some reason the rear bulkheads are left unprotected. No problem—the stainless steel plate works on the rear of the truck too. Pick up a T-Maxx front skid plate—it includes a stainless steel plate that you can install under the rear skid plate as shown in the photo to bulletproof the rear suspension.

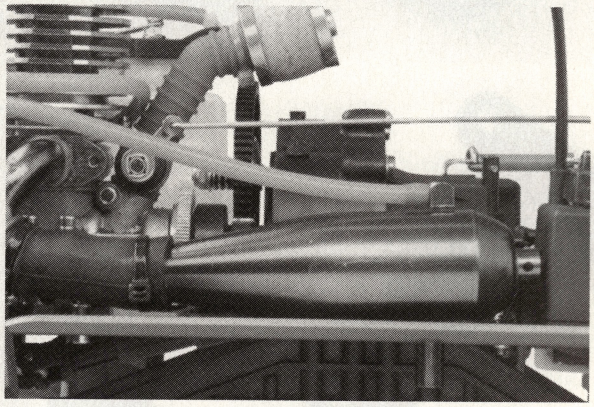
Bullet-proof your hind quarters

Here's a modification that will strengthen your T-Maxx' rear skid plate and bulkhead/suspension arm mounts. The T-Maxx front suspension is heavily braced with a stainless steel plate that's mounted under the front molded skid plate. This plate supports the left and right bulkhead halves and suspension arms and keeps them from separating in a crash. Installing a stainless steel plate under the rear skid plate will support the rear bulkhead halves and greatly strengthen the rear suspension too. No modifications will be necessary to complete the installation; simply remove the rear skid plate, install the stainless steel plate under the rear skid plate and reattach the mounting screws. You'll need to order a new front skid plate (Part No. 4937), which includes the stainless steel plate, in order to make this modification.

Tuning your tuned pipe

If we were only allowed to install one hop-up accessory on our T-Maxx it would be the optional single chamber tuned pipe (Part No. 4942). There's certainly nothing wrong with the stock tuned exhaust system, but you'll be able to extract more power out of your TRX Pro-15 engine with the optional aluminum pipe. Your engine will also run cooler and more reliably with the optional pipe and your vehicle will be over one ounce lighter!

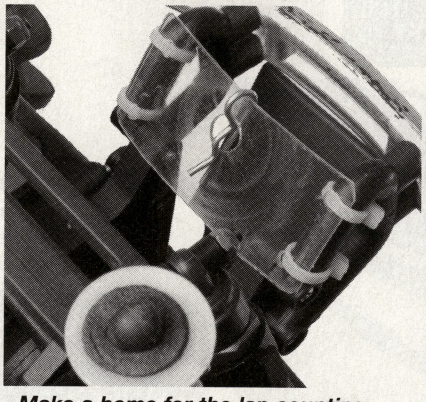
The way you install the pipe will have a great influence on how the engine performs. The Traxxas customer support team passed along this great tip to us and now we'll pass it on to you: When you install the tuned pipe, allow at least a half-inch gap between the tuned pipe and the header. The silicone coupler that is included with the optional tuned pipe is not long enough to allow tuned pipe length adjustment. We made our own exhaust coupler out of a spare Traxxas Nitro Rustler rubber exhaust pipe (Part No. 4451). We had to cut off the elbow, which left a 1-1/2 inch strip. We installed the tuned pipe so that there's a 1mm gap between the tip of the pipe (where the piano wire mount slips into) and the molded receiver box. You won't believe the difference this small pipe tuning modification makes. The truck will be much faster on the bottom end and it will have a seemingly endless top speed.



Look closely and you'll notice the long rubber coupler that was installed to allow tuned pipe length adjustment. As you can see the tip of the pipe is almost touching the molded receiver box. You're probably wondering about the air filter: It's sold through OFNA and the long bent air filter mount is from GS Racing. This setup allows more cooling air to reach the engine.

Give the transponder a home

Many off-road tracks have lap counting computers where transponders are used and must be installed on the vehicle. Rather than taking a reamer and making a hole on the body, which looks hack, make a transponder mount out of Lexan that can be mounted on the front bumper mount. This will allow you to mount the transponder safely and securely and you'll also be able to access it easily. Simply cut a two-inch by one-inch rectangular piece of Lexan as shown in the photo and install it on the front bumper mount with tie wraps. You'll need to make a half-inch hole in the center of the Lexan plate to mount the transponder.



Make a home for the lap counting transponder out of a piece of Lexan. The transponder is safe and easy to install and remove.

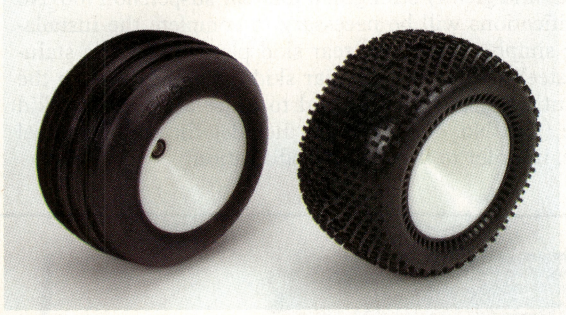
Now let's go racing!

We hope that this information will help you to lower your lap times and get your T-Maxx dialed at your local track. We've been having a blast racing our T-Maxx in competition and it seems like we get more new T-Maxx racers every week. If you have a Traxxas T-Maxx and would like to compete against other T-Maxx enthusiasts, then head out to your local track during practice and run your truck. These things are infectious and it won't take long before more and more racers show up with their T-Maxx trucks to race against you! ◆



TEAM ASSOCIATED FACTORY TEAM RC10T3

Recently, Team Associated decided it was time to release a full "works" version of their most popular cars and trucks—vehicles that would come complete with everything racers could want before hitting the race track. Back in our September issue we featured one such vehicle—the Factory Team GT. This month we turn our attention to its electric counterpart, the Factory Team T3. Since its introduction back in 1997, the T3 has won multi-National titles (both ROAR and NORRCA), numerous regional titles, and more club races than you can shake a stick at. Team driver Scott Hughes took the '98 ROAR National title with his T3, while teammate Mark Pavidis won the '99 Florida Winterchamps with his truck. Let's look at what's to be expected when you break into the new Factory Team kit.

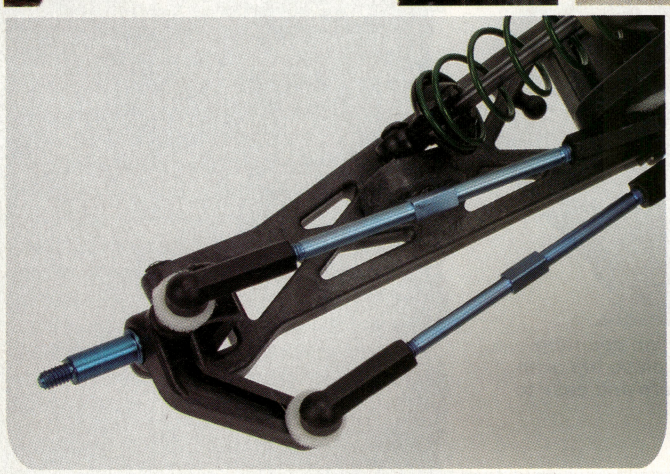




SPECIFICATIONS

Length	15.6"/397mm
Width	12.5"/318mm
Wheelbase	11"/280mm
Track	10.2"/260mm
Weight (RTR)	3lbs.,11.5oz.
Skill level*	2.5
PRICE	
Retail	$379.00
Average street price	$219.99

* 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

- Hitec 3D FM Radio
- Hitec HS-925 Servo
- Hitec DCX Receiver
- LRP V7.1 ESC
- Reedy Sanyo 3000 NiMh cells
- Reedy Rage Type R stock motor
- Orion/Thunder Wessels painted body

What you get

- A complete rolling chassis minus running gear.

What you need

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

It just gets better as time goes on!



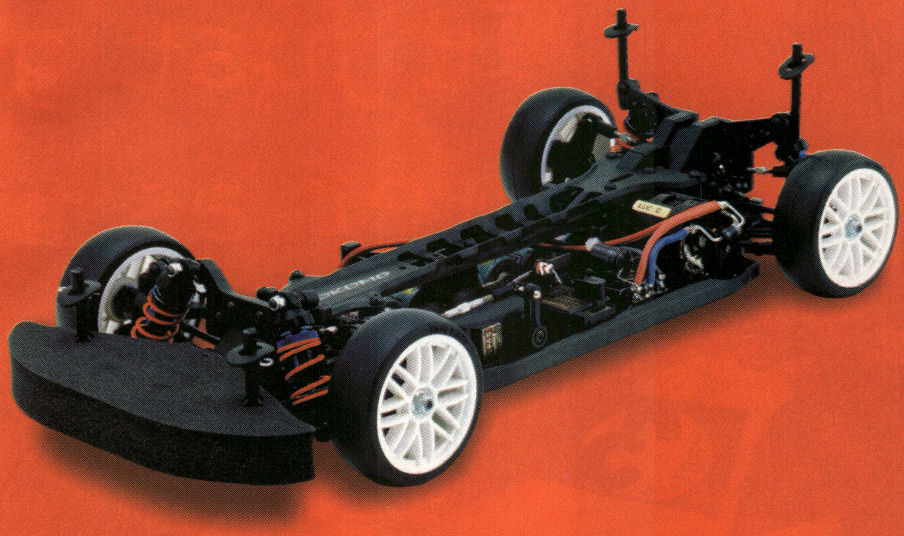


All dressed up and ready-to-race! The Factory Team T3 comes with all the factory hop-ups most racers purchase before they even hit the track.

CHASSIS

Associated's composite "tub" chassis (composite graphite on the FT T3) is ultra-rigid and allows for a simple and easily accessible electronics layout. The underside of the chassis is smooth and completely countersunk; no snagging on debris or track obstacles. Up front is an alloy nose plate, while in the rear you'll find an alloy chassis plate (both anodized blue).

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

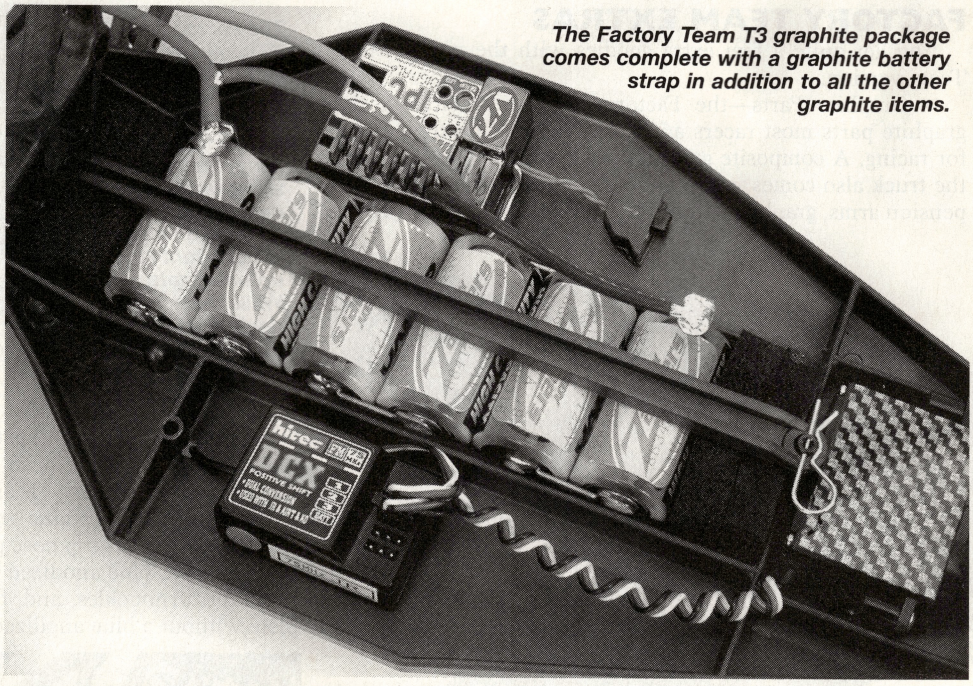
17951 Skypark Circle K, Irvine, CA 92614, Tel: 949.252.8663, Fax: 949.252.8657, http//:www.yokomousa.com

TEAM ASSOCIATED **FACTORY TEAM RC10T3**

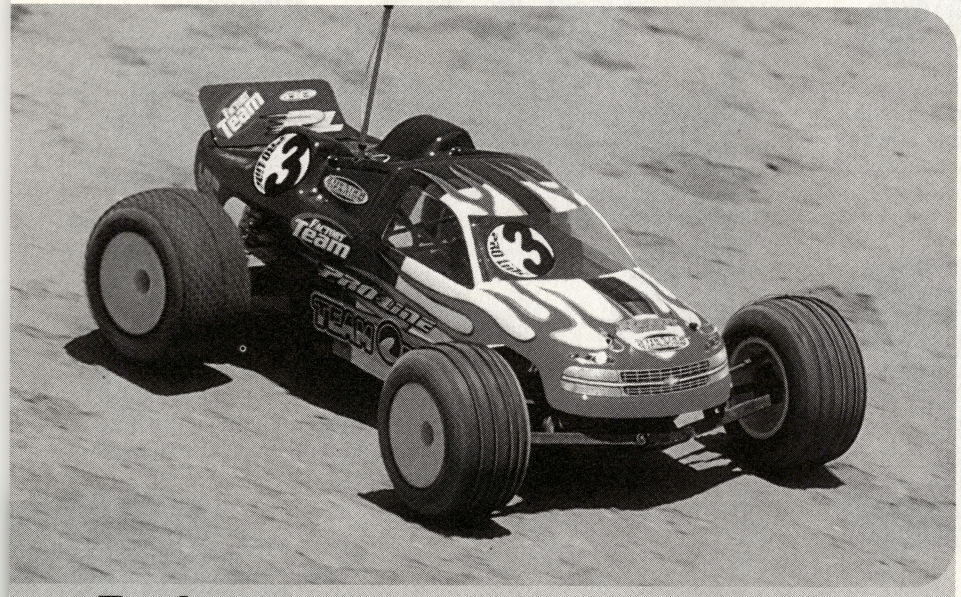
DRIVETRAIN

What else can you say about the Stealth tranny that hasn't been said for years now—it set the standard years ago and has subtly evolved over time into one of the finest trannies in the business. This three-gear unit is silky-smooth, comes with sealed ball-bearings which help keep out debris, and is ultra-durable.

Another fine standard item found on the truck is a set of MIP's CVD driveshafts. As with the Stealth tranny, MIP's CVDs have made a name for themselves over the years and have a great reputation. This has been one of the first mods racers have made to their race cars and trucks for years! Oh, and in case you didn't know, MIP's CVDs are completely rebuildable.



The Factory Team T3 graphite package comes complete with a graphite battery strap in addition to all the other graphite items.

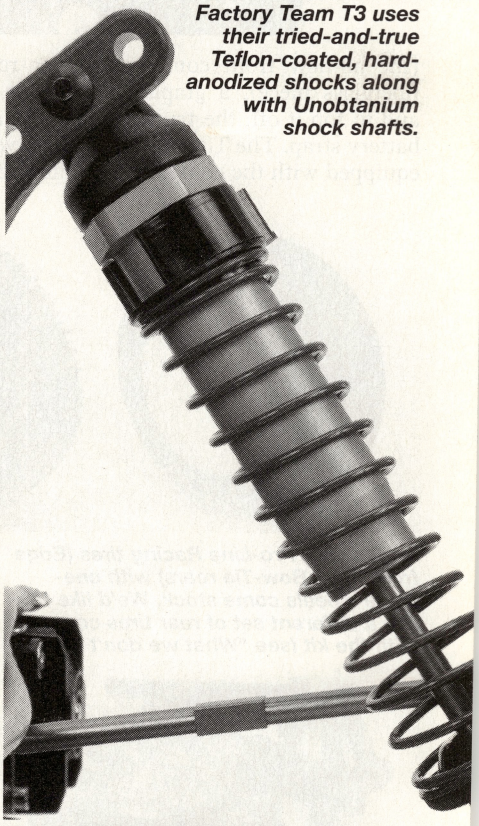


Performance

For the Factory Team T3's performance evaluation, we placed the truck in the capable hands of Jesse Reyes, one of the *R/C Car* test crew. Jesse raced the T3 at the Hot Rod Hobbies' Off-Road Shootout in the Expert Stock Truck class. Here is his impression:

"The day of the race, the temperature was well over 100-degrees, so the only change I made to the stock setup was to thicken the shock oil to 35 wt. I didn't even have the chance to practice with the T3, so the first time I had driven it was in the first qualifier. I was very comfortable with the truck's handlling right away. It has more steering than I'm accustomed to, but because the rear end feels so well-planted, the responsiveness of the steering doesn't make the truck feel loose. Rather, it allows you to corner with greater speed since you don't need to slow down as much.

"Acceleration is also one of the T3's strongest areas. The Factory Team version comes with all the trick graphite parts—chassis, suspension etc.—so it is one of the lightest trucks on the track. Together with the excellent Stealth tranny, the T3 accelerates like a rocket. It's definitely an advantage in the stock class, where the weight of a truck can have a negative affect on acceleration. I really, really liked this truck. It just feels glued to the track with its great steering feel and compliant suspension. Overall, there wasn't one thing I didn't like about the Factory Team T3, except that I had to give it back to the editors after the race!



Team Associated's Factory Team T3 uses their tried-and-true Teflon-coated, hard-anodized shocks along with Unobtanium shock shafts.

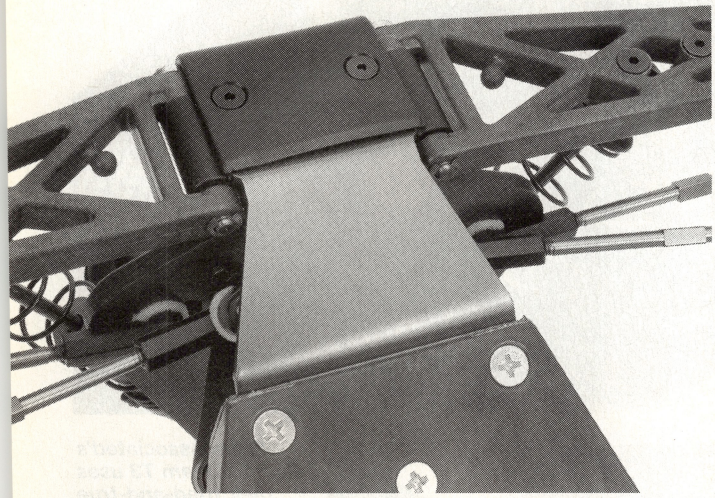
SUSPENSION

The T3's suspension features extra-long composite front and rear suspension arms with hard-anodized, smooth-as-butter Teflon coated gray shocks with Unobtanium shock shafts, and 30-degree caster blocks. At each corner you'll also find Associated's new, blue anodized titanium turnbuckles.

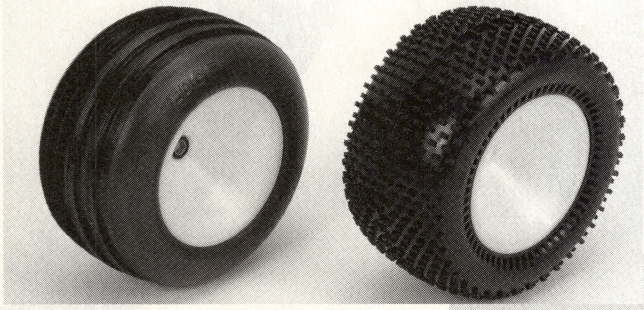
FACTORY TEAM EXTRAS

You get quite a few extra goodies with the new Factory Team version:

• Graphite Parts—the Factory T3 comes with all the graphite parts most racers add when they set up their truck for racing. A composite graphite chassis is the just the start; the truck also comes with graphite composite extra-long suspension arms, graphite composite front and rear shock towers



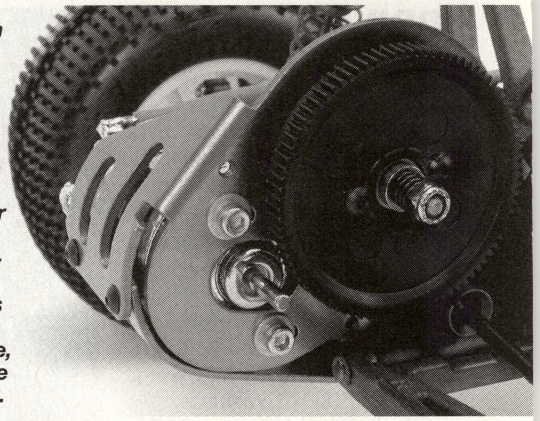
(the all-new front composite tower replaces the standard fiberglass piece), a graphite composite transmission brace, and to top it off, the truck comes with a graphite composite battery strap. The T3 is ultra rigid and very lightweight when equipped with the complete graphite package.



A full set of Pro-Line Racing tires (Edge fronts and Bow-Tie rears) with one-piece wheels come stock. We'd like to see a different set of rear tires come with the kit (see "What we don't like").

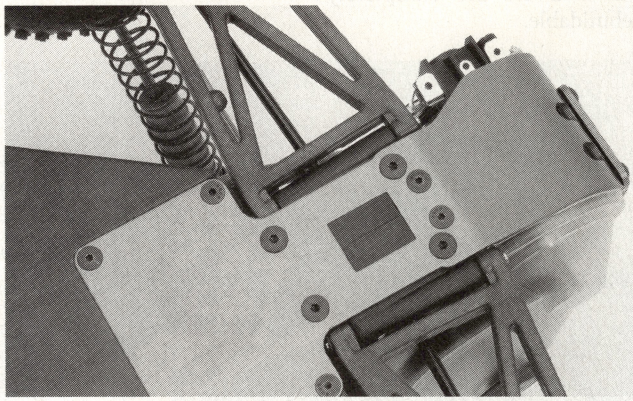


A complete set of aluminum blue-anodized screws comes in addition to the standard steel ones.

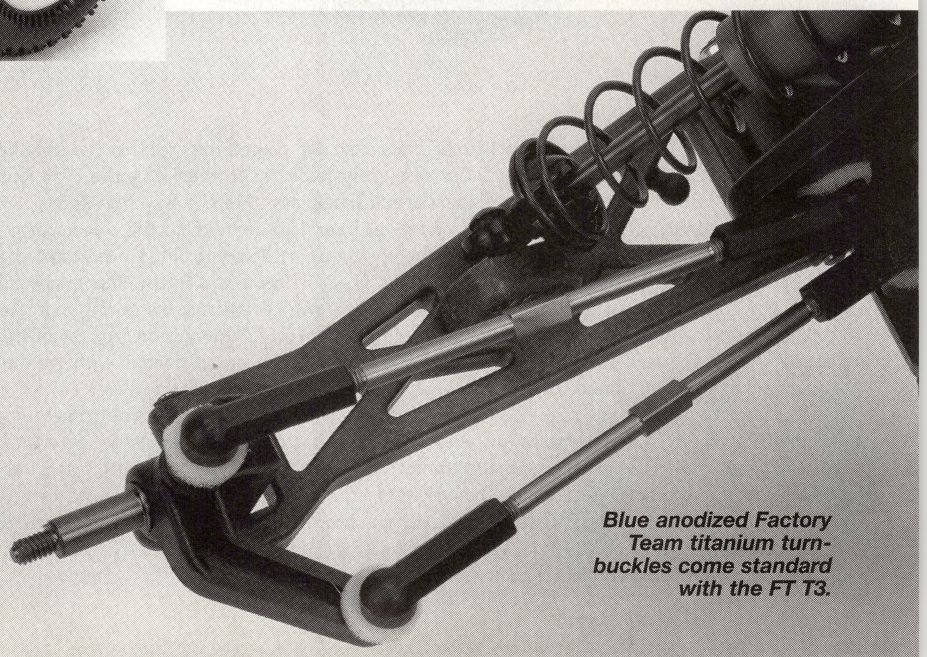


The Factory Team T3 comes with many blue-anodized aluminum hop-ups including an aluminum rear chassis plate, an aluminum rear motor plate, and an aluminum front kick-up/nose plate. While these mods don't do anything performance-wise, they do add to the looks of the truck.

• Blue-by-you—yes, the trademark bright anodized blue look shines through with the Factory Team T3. Items included in the Factory Team kit are; a blue anodized alloy motor mount plate, a blue anodized rear chassis plate, a blue anodized front kick-up nose plate, a blue anodized servo saver tube and nut, blue anodized inline front axles, blue anodized titanium turnbuckles, and, finally, the kit wouldn't be complete without a blue anodized screw kit.



• Finishing touches—the Factory Team T3 would not be complete without some help from Pro-Line Racing. Included with the kit is a full set of racing rubber (The Edge tires up front with Bow-Ties in the rear), and topping off the truck is Pro-Line's new Chevy Silverado truck body.◆



Blue anodized Factory Team titanium turnbuckles come standard with the FT T3.

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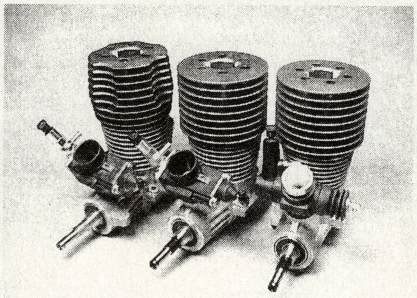
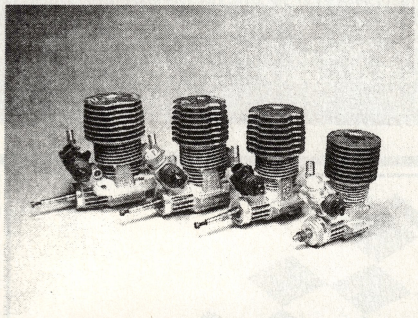


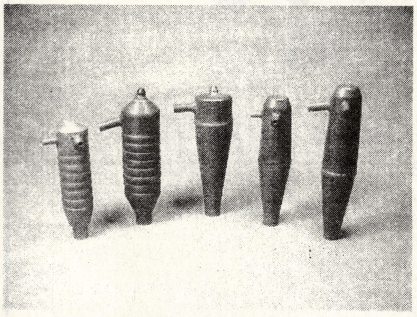
PARIS PICCO ENGINES

On and Offroad versions available with an all new traditional or Torque carb.



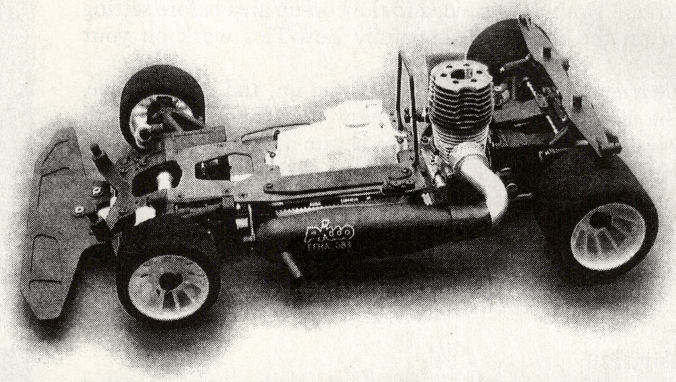
PARIS NOVAROSSI ENGINES

.12, .15, and .21 Nova's for all on and offroad applications!
Check out the new KILLER CX-12



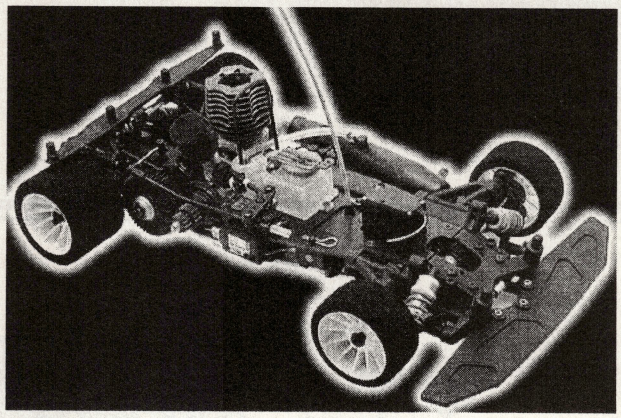
PARIS PIPES

Paris pipes available for every application.
News flash - TurboRing 1/8 pipes coming this summer!



PARIS PICCO 1/8 SCALE INTEGRA

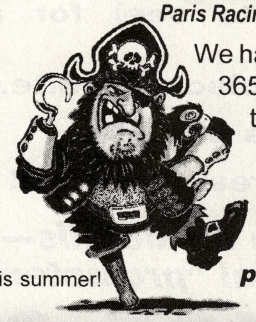
PARIS-PERFORMANCE
PARIS-RELIABILITY
PARIS-POWER



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.

Paris Racing sets the Performance Standard that others are shooting for!



We have an unequalled winning record, not to mention a 365 day a year, e-mail tech-line... expect answers to tech questions within 12 hours!

Call Paris Racing or any of our dealers, for the latest low pricing on Picco, NovaRossi, Action Tires, and other fine Paris Products. ***For insane power, order your engine Paris Modified!***

Dealer and team driver opportunities available. Please contact us at:
Ron Paris Racing 4254 Independence St. Chino, CA 91710
Phone: (909) 465-1189 Fax: (909) 465-0089 E-mail: rparis@parisracing.com

The Bad

■ While Bow-Ties are good tires for soft, loamy tracks, we'd like to see a better set of "racing" tires come with the kit; maybe some Holeshots. We know it's hard to pick a tire that works best on every track, but we think that Holeshots work better at more tracks across the country than Bow-Ties do.

The Good

■ The Factory T3 is chock-full o' hop-ups and is fully ready to hit the track! Nothing is needed in the hop-up area before setting it down on the racetrack (hopefully Bow-Ties work on your track).

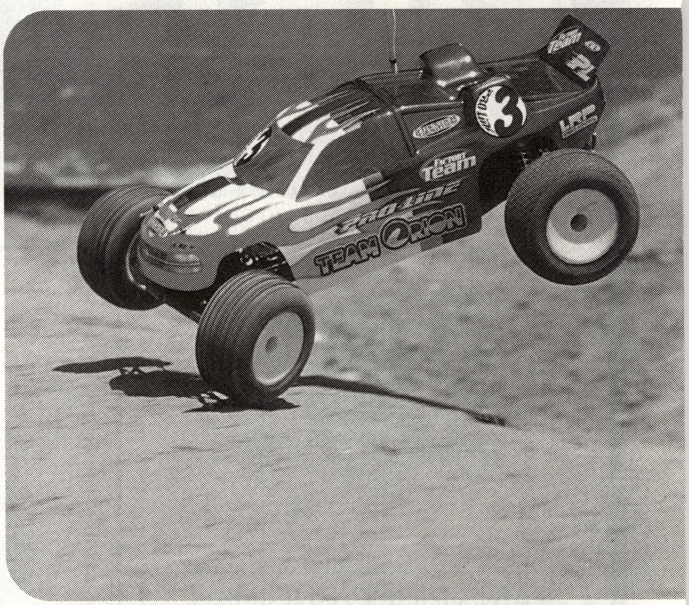
■ The truck is easy to build, easy to set up, and easy to drive.

■ The instruction manual is easy to follow, comes with impressive exploded views, has good set-up info, and comes complete with a blank setup sheet.

■ Team Associated includes all the necessary Allen keys and some really cool plastic tools (nut drivers, turnbuckle wrench, etc.). Go easy on the turnbuckle wrench/4-40 driver. We stripped out the driver end pretty early on during our building session thanks to a bit of stupidity on our part.

The Verdict

Sure, it was introduced way back in the 20th century, but that doesn't mean it still can't go out there and kick butt and take names! While some racers out there are questioning why Associated has been taking so long with building a "T4," you have to stop and ask yourself a question; is the T3 still competitive? The answer is, absolutely! The T3 has, and still is, proving it has what it takes to make it to the front of any A-main at any level. For now, why mess with success?



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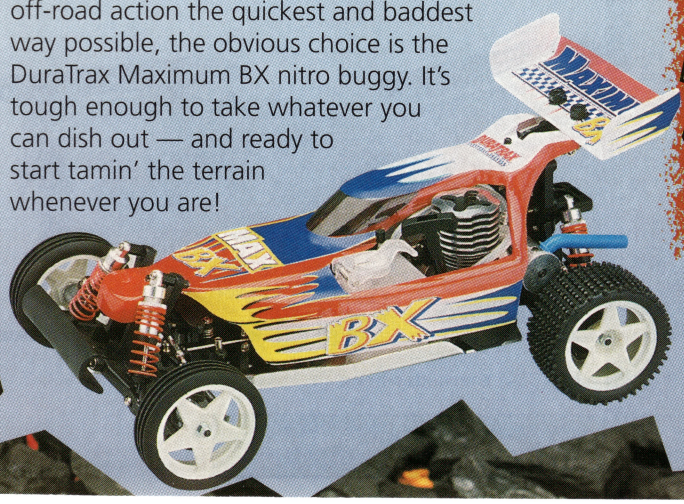

***The Stress-Tech™ Guarantee:**
Should any plastic part on the Maximum BX break during the first six months you own it, send in the part and we'll replace it FREE!

These features are expensive hop-ups on most entry-level buggies — but they're standard equipment on the Maximum BX!

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The high-quality 2-channel pistol grip radio features a comfortable-to-hold transmitter, servo reversing, LED battery status indicator, and dual rates for steering with Steering Rate Override, which lets you exceed pre-set steering limits for better cornering in hairpin curves.



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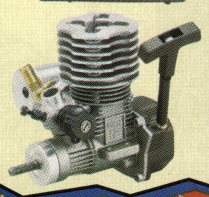

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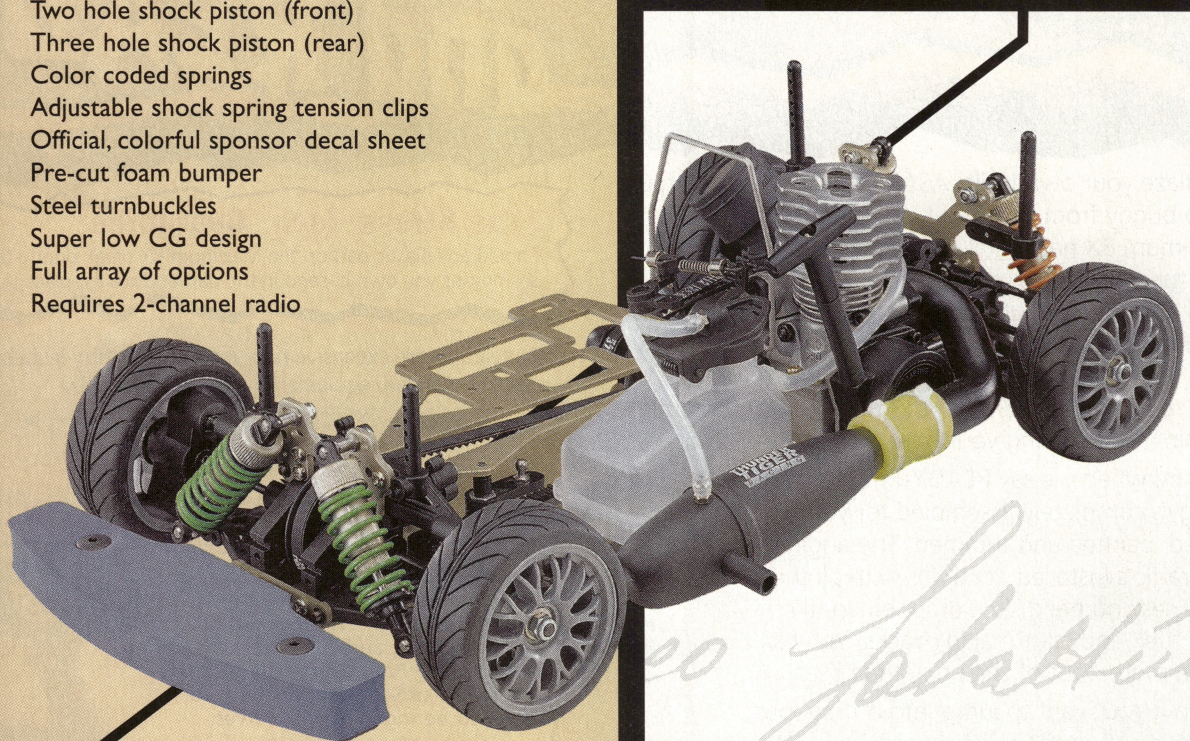

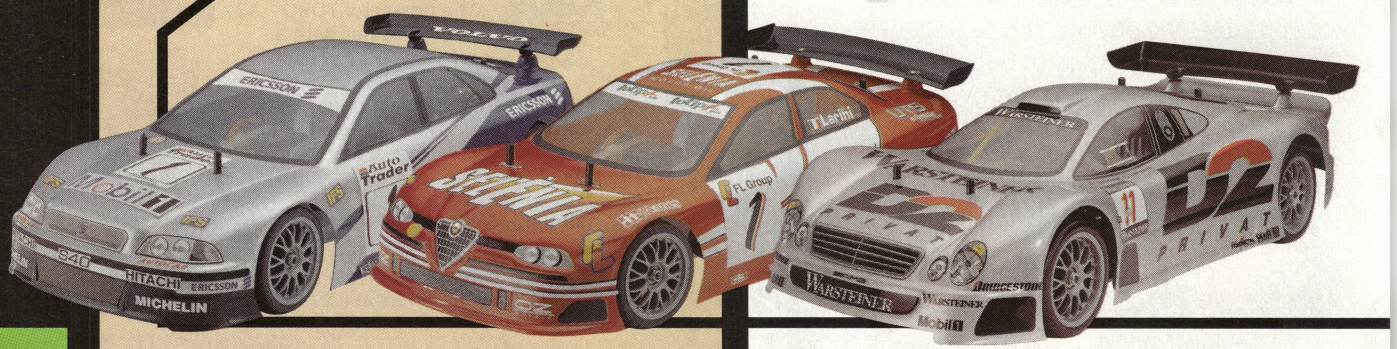

ttr6134-a volvo

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*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!***



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NITRO RUSH

2WD STADIUM TRUCK R-T-R



NEW! #560 RTR Nitro Rush (RS2 ST) (Includes radio system)
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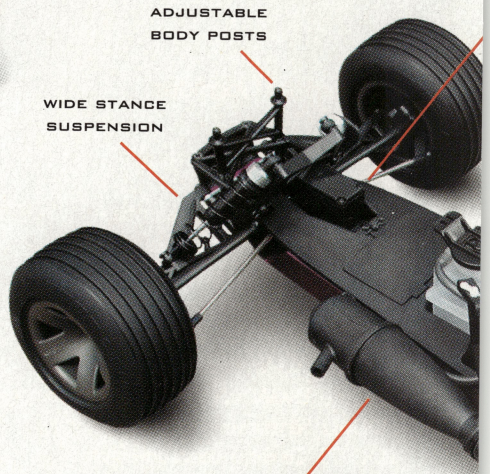

Specifications

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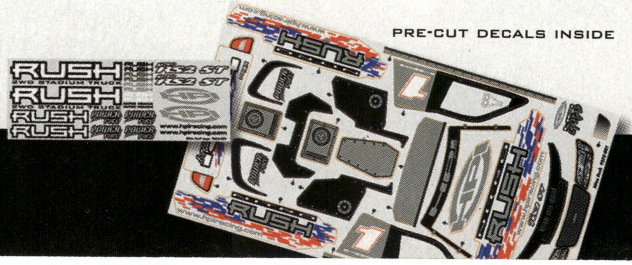
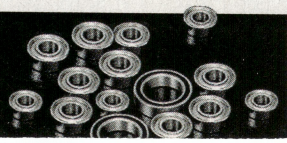
Included in the RTR Rush kit (#560) is a 2-channel, pistol grip, AM radio. The new TX-2 transmitter has dual-rate steering and low-battery warning system.







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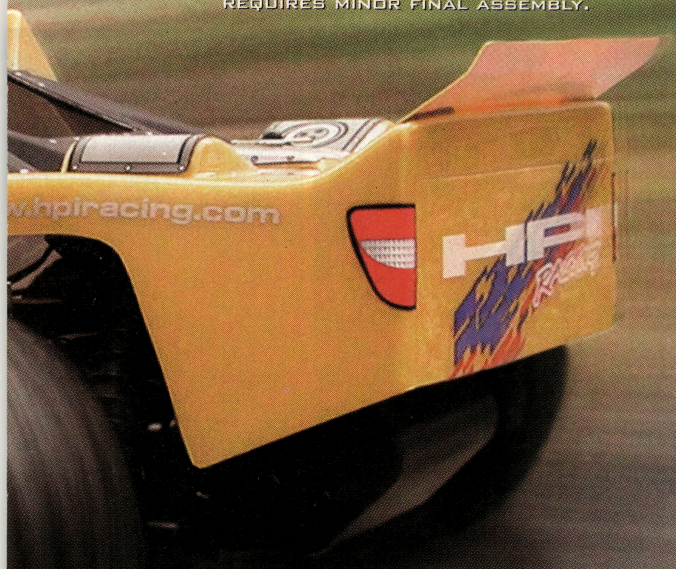

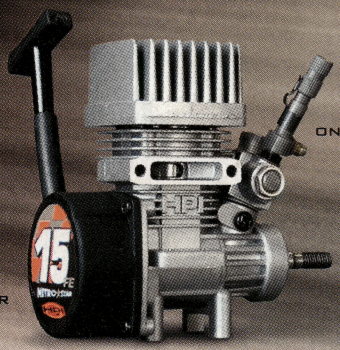

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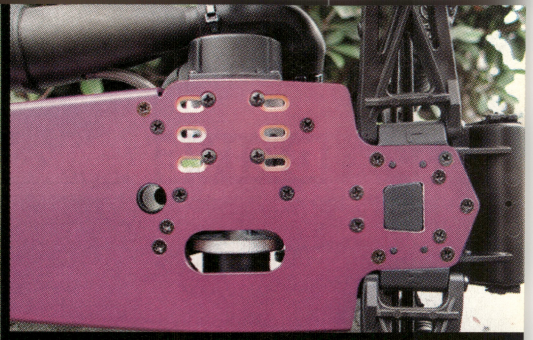

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ADJUSTABLE SLIPPER CLUTCH

All-new Nitro Rush!

CENTERED STEERING SERVO

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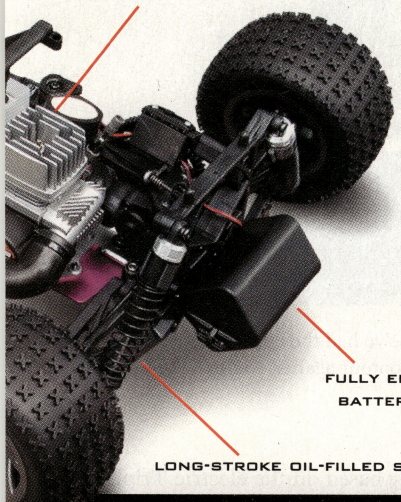

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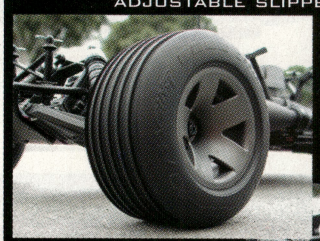
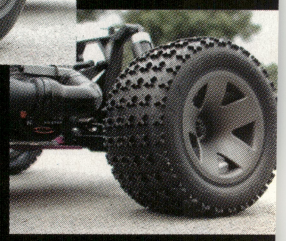


FRONT RIBBED TIRES

F5 TRUCK WHEELS



X REAR TIRES

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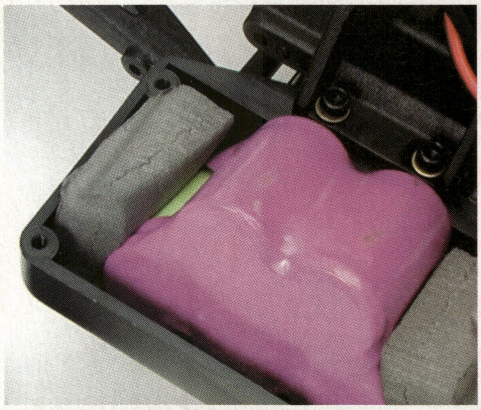

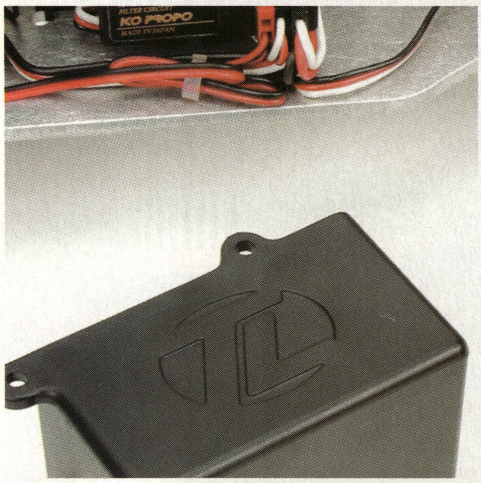



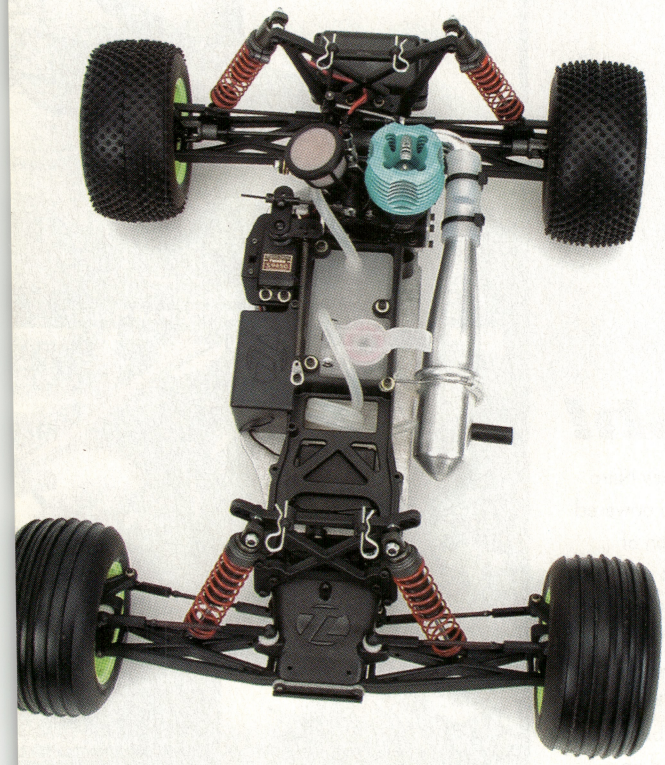

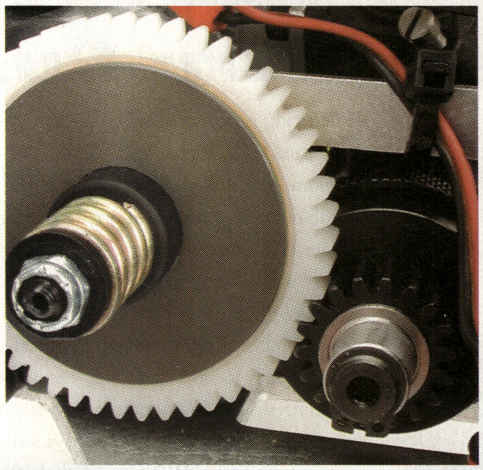

TEAM LOSI
TRIPLE-X NT

We showed you a glimpse of Losi's new Triple-X NT gas truck in our September issue. Since then, we've had the opportunity to build and race our own NT at several local races as well as at the annual Hot Rod Hobbies/R/C Car Shootout against some of the country's best drivers. Here are the answers to your burning NT questions.

How does the NT compare to the NXT?

In a nutshell, there is no comparison between this truck and Losi's old NXT. The NT is not only based on the electric Triple-XT, it also approximates that truck's excellent long-arm suspension geometry and low CG (center of gravity). The NT has more steering than the old truck, has more rear traction, and is more reliable and easier to maintain.

10 Questions about the Triple-X NT

SPECIFICATIONS

Length	16.5"/420mm
Width	12.75"/324mm
Wheelbase	11.25"/286mm
Track	10.8"/275mm (F)/10.6"/270mm (R)
Weight	4lbs., 4oz.
SKILL LEVEL*	3.5
PRICE	
Average street price	$269.99

* 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.



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Announcing the new Dynamite® Vision Peak™ AC/DC Charger. One look and you'll know how powerful you really are.

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With VP's Integrated Electronic Voltage Comparator System, your battery will be peaked to perfection every time. No guesswork here! Got an extra 30 seconds? Just use the "Boost Charge" feature to give your cells that last little blast before the race starts.

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Mega-versatility! Adjustable output AC/DC allows you to charge 4–7 cell batteries at 0–5 amp rate. Handles packs from 100 up to 4800mAh!



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Charging doesn't get any easier! Charges at 4 amps until the peak detector circuitry says it's ready to roll. Internal fans keep components cool. This AC/DC charger also has 1 amp charge rate for 4–5 cell receiver packs.

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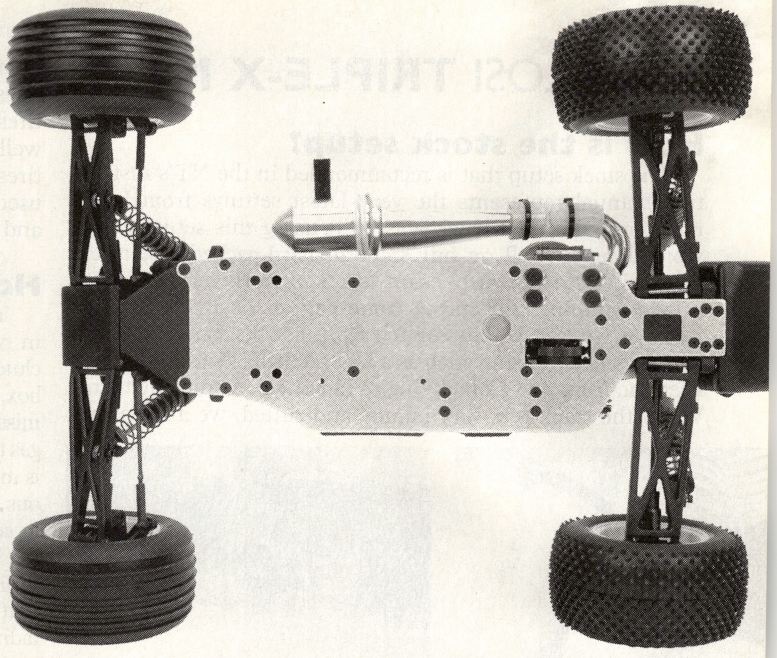
TEAM LOSI **TRIPLE-X NT**

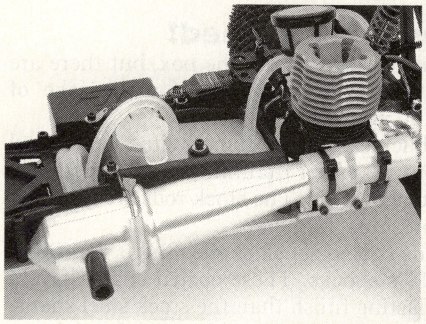


How is the steering?

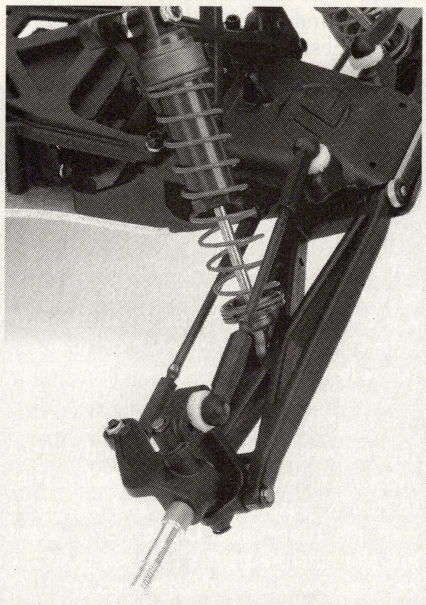
Out of the box, our NT had more steering than any other stock gas truck we've tested. Turn-in steering is available in large doses, which means that you can drive the NT using very little if any drag brake for higher corner speeds. The truck loses a small amount of steering toward the middle of the turn, but quickly regains it as throttle is applied. With this much steering, you would think that the NT would corkscrew into the ground, but thanks to ample rear bite, the NT rarely suffers from drastic oversteer. Overall, the feeling is very neutral, with the front and rear roll-centers being very close.

Does the suspension work?

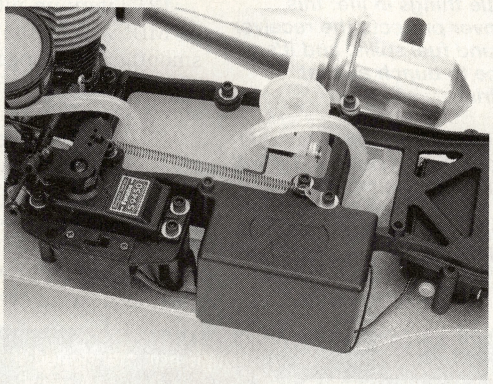
From the beginning we figured that if the new NT handled half as well as the Triple-XT then Losi would have a winner. It does and they do. In fact, the gas truck drives and feels just like the electric truck. The long-arm design of the suspension soaks up big holes, bumps and ruts without causing any loss of composure. The best trait of the NT's suspension is its jumping/landing prowess. The NT lands so solidly that even novices will have little trouble setting up for the next turn while still in the air. The NT inspires confidence with its supreme stability.



Losi chose to include the longer of its two pipes in the NT kit (we've heard that the short pipe has been discontinued). The stock pipe provides smooth throttle response and works well with the stock manifold (which has a smaller than normal inside diameter).



The entire front end of the NT is the same as that of the electric Triple-XT truck. Our advice? Stay with the stock Stiffezell composite arms and suspension parts, as they are more forgiving than the stiffer graphite parts.

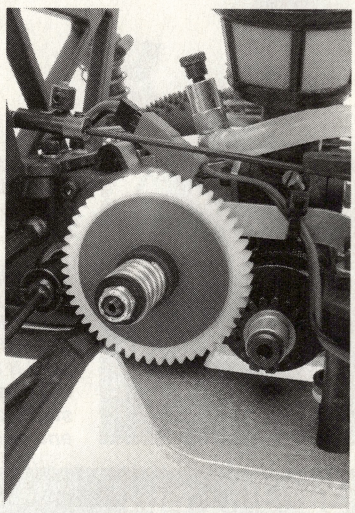


No, the center chassis section is not the same as that of the NXT. It just looks that way. Losi even gives us a cool switch holder on the throttle servo mount.

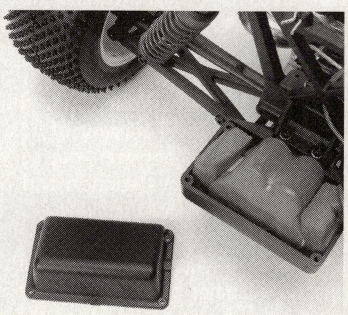
Should you ditch the stock clutch?

Ten different racers will give you ten different answers to this question. The truck of the matter is that most gas racers don't give the stock clutch a fair shot. The NT uses a pair of circular clutch shoes wrapped by a spring to keep them from engaging too quickly. We really liked the way this clutch works. It lets the engine build some revs before engaging, and power delivery is smooth and linear. For slick tracks, we recommend that you trim a small amount of material from each shoe so that the clutch will engage a bit later. For really high-bite tracks, the stock shoes should work great. You could even try installing them in the leading-edge position if there's enough grip, but in general, always run them in trailing edge.

A 1/8-inch thick aluminum chassis is one of the reasons the NT is the stiffest gas truck available. This thing doesn't flex!



The NT gearbox's ultra-low 4.11:1 ratio allows the use of this tiny spur gear. This keeps the truck's CG much lower and places more of the weight of the engine over the rear tires.

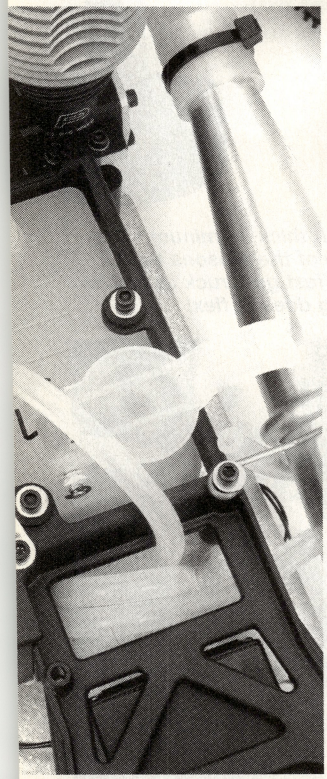


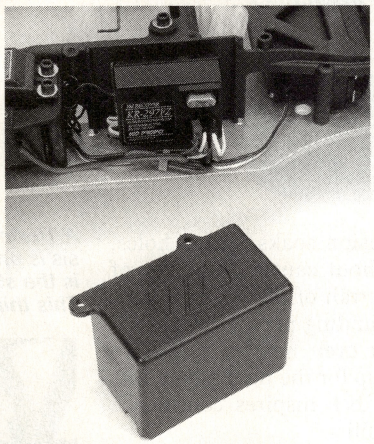
We all loved the NT's molded battery box. It will hold all batteries except flat-style packs. Foam blocks are supplied to keep the pack's weight from shifting during the race.

TEAM LOSI **TRIPLE-X NT**

How is the stock setup?

The stock setup that is recommended in the NT's instruction manual represents the very latest settings from Losi's race team. Our test truck was built using this setup, and it worked really well on our smooth, hard-packed test track. The Triple-X front suspension seems to work very well with a light-damping/stiff spring combination. Losi recommends its large No. 55 pistons for the front shocks, but going to a slightly smaller piston such as a 56 or a drill 5-5-6 should help keep the front end from diving as much when entering turns. When the track gets very bumpy and rutted, we also recommend that you switch the rear No. 56 pistons to slightly larger ones to reduce pack. We also like that Losi includes its best tires right in the kit. The silver front Directional ribs work well on just about any type of dirt, and the red Step Pin rear tires are probably the best all-around tire that Losi makes. We used them on our hard-packed track when it became dusty, and they were the best tire we tried that day.





It's the little things in life: this molded cover protects the receiver from dirt and fuel spills, and it's a great place to bunch all that excess wiring.

Never leave fuel in your NT's tank! It'll pour out the exhaust and it will hydro-lock your engine! Always drain the fuel and run the engine until it quits. Losi's innovative fuel-tank lid allows for quicker pit stops, as you can hold the truck and open the lid with one hand.

How well does the brake work?

The NT's brake is different from that of every other gas truck in two ways. First, the brake is not part of the spur gear/slipper clutch assembly; in fact, it's located on the other side of the gearbox. Secondly, the brake is keyed to the middle gear in the transmission rather than to the top input shaft as is the case with other gas trucks. Does it work? We found Losi's new brake design, which is more similar to that of the Associated truck than to Losi's previous drum/pad setup, to be very effective, consistent and very easy to adjust. To set the brake, you make the initial adjustment using the brake linkage's collars. Once you're in the ballpark, any fine-tuning can be made by tightening or loosening the two 4-40 nuts that hold the brake assembly together. We noticed no significant fading during a 15-minute race.

What hop-ups does it need?

The NT is race-ready straight from the box, but there are three hop-up items we'd add right away for the sake of improved durability and performance.

(1) Titanium turnbuckles. The kit comes with a set of steel turnbuckle tie-rods, but we prefer titanium ones because they are lighter and less likely to bend. The stock rods are long and can be bent during collisions.

(2) Titanium-nitride coated shock shafts. Shafts from Losi or MIP will fit the NT's shocks. These coated shafts have a smoother and longer-lasting finish than the stock steel shafts. They last longer and are less likely to damage the delicate shock seals.

(3) Air filter. We've never been big fans of the paper/foam-style air filters that come with Losi and Associated trucks. They work fine, but they do clog fairly easily and are difficult to clean properly. We have been using replacement filters from Motor Saver and find them to be the best for off-road conditions. They improve airflow and are exceptionally good at staying clean in even the dustiest conditions.◆

Building Tips

• The Triple-X NT goes together easily and the instructions are very thorough with great computer illustrations to help guide construction. As with any kit, there are always a few steps that might confuse less-experienced builders. Here are some tips that might help you avoid potential problems.

Figure 1—When assembling the servo-saver, place a small amount of Losi's white assembly grease between the servo-saver halves. This reduces stiction and prevents the servo-saver from sticking.

Figure 4—Carefully deburr the small plastic bushings that support the steering posts. Any burrs could cause the steering to bind.

Figure 9—Losi recommends that the steering servo be installed in the forward position. Make sure that you use the correct chassis holes.

Figure 18—Although not mentioned in the instructions, the spindles and spindle carriers are marked with an "L" for "left" and an "R" for "right." Make sure that you assemble the spindles correctly or the suspension geometry will be wrong.

Figures 31 & 32—Use the clear diff grease on the large diff balls and the white grease on the smaller thrust balls. Yes, this is written in the text, but how many of us read that carefully?

Figure 40—Install one 1/2 by 0.01-inch shim to both sides of the diff (this is noted on an addendum sheet). This eliminates excessive side-play once the diff is installed in the gearbox. Even with the shims, some play still exists. Also note that the diff-adjustment screw should face the right side of the truck.

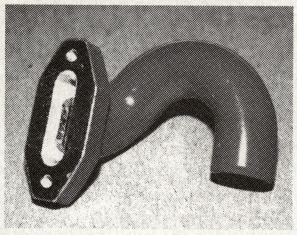
Figure 44—Be careful when threading the two 4-40 by 5/8-inch setscrews into the gearbox. We accidentally threaded ours right through the hole and out the other side! Thread the setscrews in about four or five turns, then wait until you've finished installing the brake disc before you thread them in all the way.

Figure 50—Use the gold tapping screw to pre-tap the holes in the gearbox before you bolt it to the chassis. Trust us, you'll either break an Allen wrench or strip the screw-head if you don't tap the holes first!

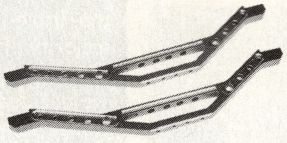
Figure 55—To provide adequate clearance between the rear camber rod and the shocks, you must install the "L" hub carrier to the "R" suspension arm and vice-versa with the other side. Don't worry about this affecting the truck's rear toe-in, as the kit comes with zero-degree hubs.

Figure 103—To allow the use of radios that don't have throttle EPA (end-point adjustment), Losi includes a second, stiffer spring for the throttle linkage. If you have EPA, you don't need the spring. ●

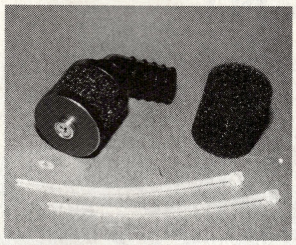
GPM TRAXXAS T-MAXX ALUMINUM



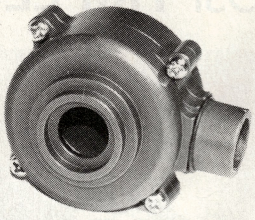
TMX13016 This manifold has a dark blue powder coat finish and is port matched to your exhaust. $30.00



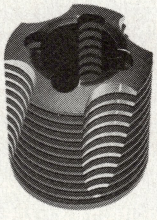
TMX1014 This will help you to improve your stock chassis. These replace your orginals perfectly. $50.00



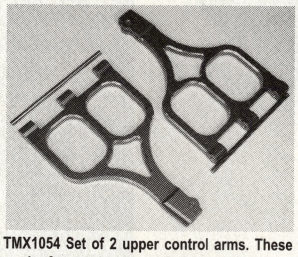
AF01 Has 45 Degree rubber boot, two zip ties and an outer foam pre filter. $15.00



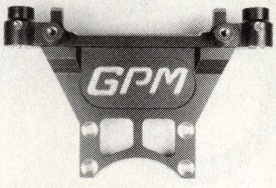
TMX1011 These are the first step to building a bullet proof drive train. You will need 2 sets for each truck. $65.00



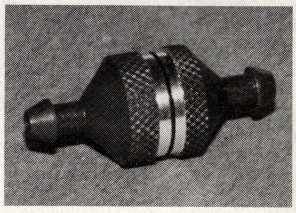
TMX1815 With 30% more cooling area and a large opening for easy maintenance. This is a must for longer engine life. Fits Pro 15 engine. $40.00



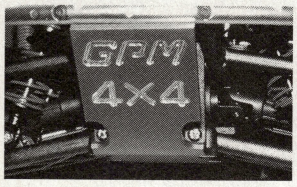
TMX1054 Set of 2 upper control arms. These are by far stronger than the original plastic arms. Includes pins and clips. $40.00



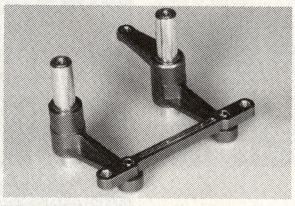
TMX1028 You will need 2 for each truck. These are direct replacements for the stock shock tower. Replaces original perfectly. $40.00



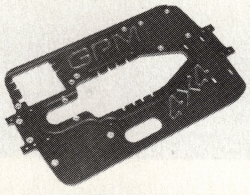
OF01 Filter comes apart to allow cleaning and is sealed with an o-ring. Fits standard size fuel tubing, common on all cars. $8.00



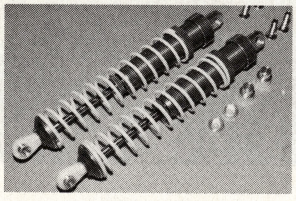
TMX1331F Don't be a poser, get one of these 3mm thick skid plates and be with the "in" crowd. $25.00



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



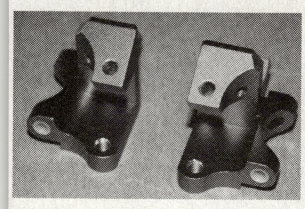
TMX1016 This 3.5mm thick main chassis features thick 4.5mm Ribs don't risk loosing power to a thinner chassis! It is a must for a more power engine hop-up. $75.00



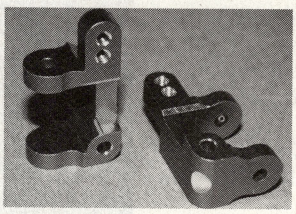
DP100 Threaded shock bodies are perfect for fine tuning your ride hieght. These are 4.125 inches long. $45.00

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

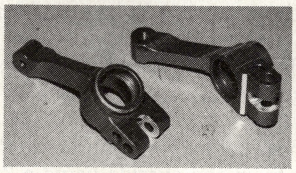
RUSTLER/STAMPEDE ALUMINUM



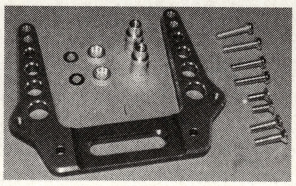
TN1008 Never end your day of fun because of a broken front end again! $35.00



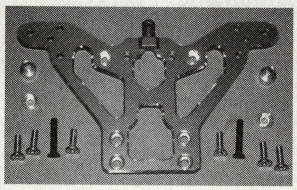
TN1019 Keep your truck on the road longer with a set of aluminum front hubs. $25.00



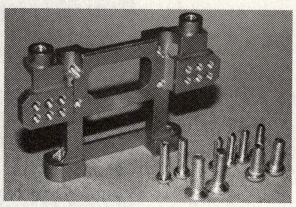
TN1022 This replaces your stock rear hub perfectly. Never again loose a rear wheel because your plastic part lets you down! $25.00



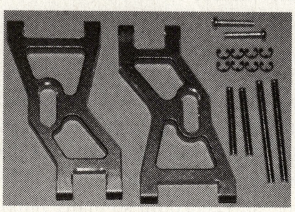
TN1028 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



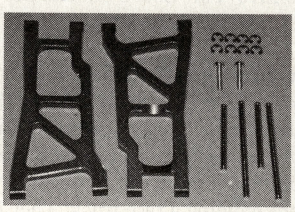
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



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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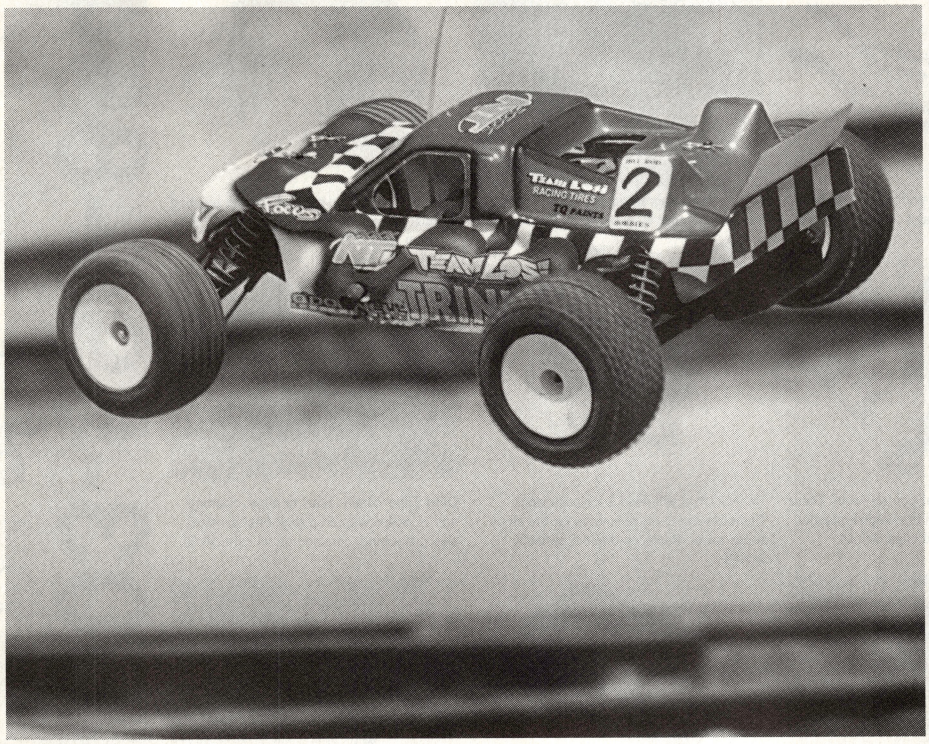

The Bad

■ The only complaint we had about the NT is that the design of the fuel tank makes the engine prone to hydro-locking after it's been shut down. And if there's any fuel remaining in the tank after a run, it will flow through the pressure line and fill up the exhaust pipe. To prevent fuel from leaking all over your bench, always drain the tank after each run (you should make this a habit anyway) or run the tank dry. To cope with hydro-lock, loosen or remove the glow plug prior to starting to allow the unburned fuel to escape (cover the cylinder head with a rag to protect yourself against fuel spray).

The Good

■ Handling. The NT handles just like its electric cousin. We have only praise for its on-track ability.

■ Easy building. Losi has steadily improved its instructions and and the fit and finish of its kits' parts. The NT goes together without the need for hand-fitting, modification or the use of a hammer.

■ Versatile linkage. The NT is the only gas truck that not only accommodates both slide and rotary carbs, but also includes all the necessary linkage and hardware to run both. This is optional on other trucks.

■ Great kit tires. No factory seconds or obsolete compounds here. Losi gives you its best rubber for the job. In particular, the rear Step Pin tires work well on just about any type of surface.

■ Clutch nut. Ever have a flywheel come loose before your main event? We did. Guess what? You can retighten the Losi clutch nut from the outside using a 3/32-inch Allen wrench without having to disassemble anything.

■ Low-profile body. We love the low-slung NT body. It makes the truck look like a cat that's ready to pounce.

■ Shocks. We love 'em. Losi's shocks are the easiest to build (the shock seals are pre-assembled) and fill.

Is the NT the best gas truck?

Somehow we knew you'd ask this question. The answer will probably dissappoint you, but we'll tell you anyway. For a new design straight out of the gate, the NT may well be the best racing gas truck ever made. Associated has had nearly a decade to perfect its RC10GT (and perfect it they have; it is by far the winningest gas truck in history), but the NT must be considered Team Losi's very first "true" effort at building a race truck. They have succeeded on so many important levels: handling, ease of maintanance, layout etc. Now comes the hard part—can the NT stand up to gruelling A-mains and less-than-gentle club racers? So far, the truck has proven that it is as durable as it is quick. No, it's still too early to know if the NT is the best gas truck, but in our opinion, this is the one that has the best chance of toppling the reign of the GT.

Technical Highlights

● Last month in our "First Look at the Triple-X NT" we covered the majority of the outstanding features of Losi's new gas truck. This month, we decided to highlight some additional features that caught our attention during the building and testing of our production sample.

● Rotary or slide carburetor: The Triple-X NT is the first gas truck that not only accommodates both types of carb, but also includes all the required linkage and hardware.

● Pull-start or non-pull-start: The NT's clever chassis design, engine mount and exhaust manifold allow the use of either type of engine without the need for extra or optional parts. Additionally, the manifold provides plenty of clearance for pull-start engine owners wishing to use Hammad Ghuman's Yank Eliminator (which allows you to use an electric drill to crank the engine, saving the added weight and drag of the pull start mechanism).

● Low-ratio, low-profile transmission: The NT's "stacked" tranny allows the weight of the engine and transmission to be placed further rearward on the chassis for increased rear traction. The ultra-low 4.11:1 tranny ratio allows the use of a tiny 51-tooth spur gear that is used to provide the necessary clearance between the gear and the chassis and suspension. This is how Losi managed to incorporate the long-arm design of the Triple-XT and still keep the spur gear close to the gearbox and the bearings that support the tranny's top-shaft. Inside the gearbox, Losi's new "monster" large diameter differential can handle immense loads with a looser setting for better traction and longer life for the diff's parts.

● Left-side brake disc: By placing the NT's disc brake opposite the spur gear, Losi has provided an easier way to perform clutch or brake maintenance. The brake assembly is easily accessible without the need to disturb the setting of the slipper clutch. Additionally, the brake disc is kept away from the messy fuel/oil/dirt combination that often seeps from the engine bearing at the flywheel—a condition common with most gas trucks. Also, the "clover-leaf" shape of the brake hub provides greater contact area between disc and hub and is exceptionally long-lasting.

● Comprehensive servo compatibility

● Servo-saving throttle linkage

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Hard Drive

Race Secrets

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

From: COOL RACER (fastguy@gotspeed.com)
To: JOE RACER (joeyr@racenut.com)

YO JOEY,

Bro, at the next club race, get ready to see how it's done. I got the new "SPEED SERIES" body from DEANS. That's right they're finally here!!!

Here's the view I'll be seeing during the race. You'll see it in the pits. Sorry dude, I didn't get a shot of your view, you know THE BACK OF MY TRUCK!

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

Later,
Cool Racer



deans

W. S. Deans Co. 10875 Portal Dr., Los Alamitos, CA 90720
tel 714-828-6494 fax 714-828-6252
www.wsdeans.com • deansco@earthlink.net

Trash







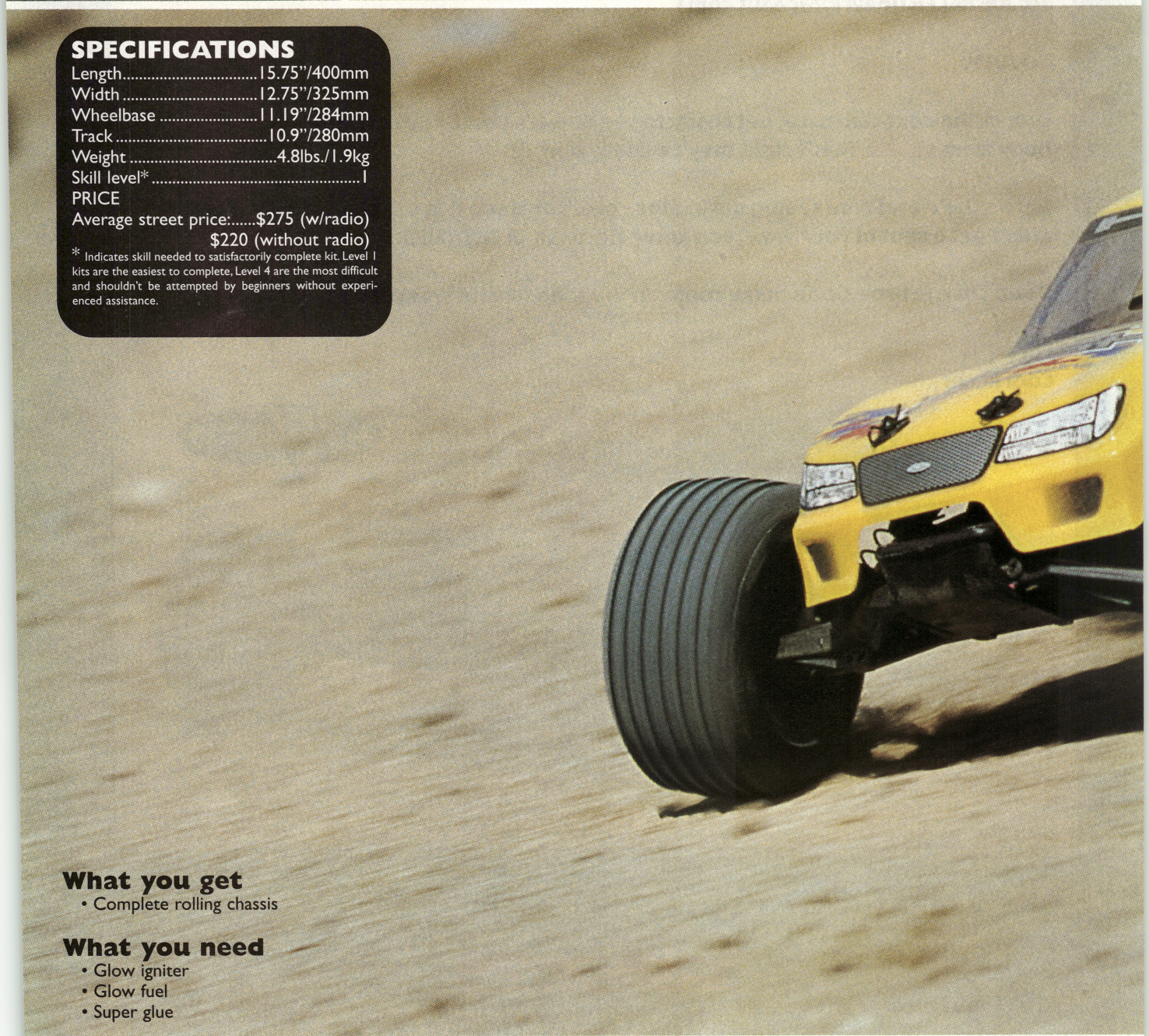
SPECIFICATIONS

Length	15.75"/400mm
Width	12.75"/325mm
Wheelbase	11.19"/284mm
Track	10.9"/280mm
Weight	4.8lbs./1.9kg
Skill level*	1

PRICE

Average street price:.....$275 (w/radio)
$220 (without radio)

* 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.



What you get

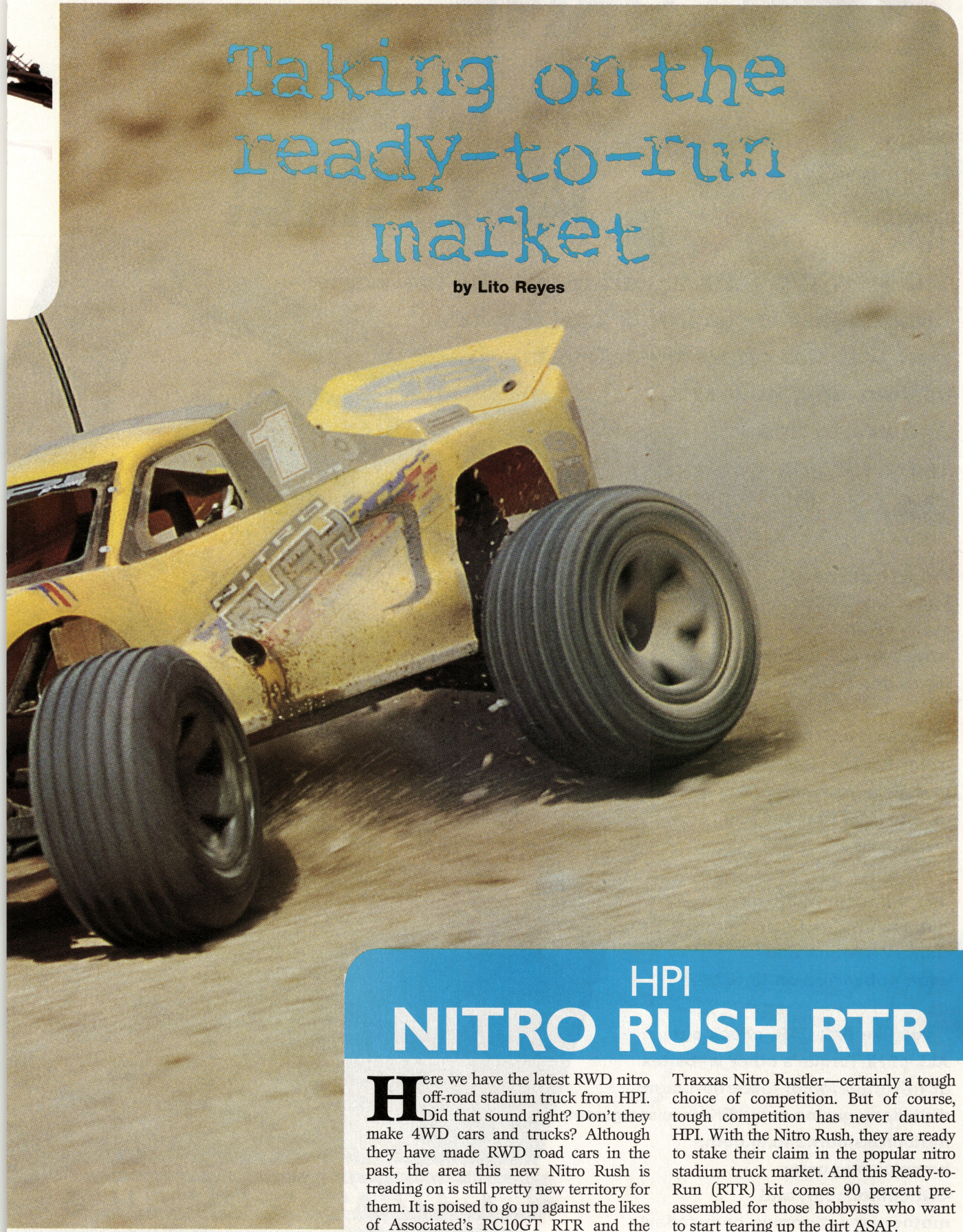
- Complete rolling chassis

What you need

- Glow igniter
- Glow fuel
- Super glue

Taking on the ready-to-run market

by Lito Reyes



HPI NITRO RUSH RTR

Here we have the latest RWD nitro off-road stadium truck from HPI. Did that sound right? Don't they make 4WD cars and trucks? Although they have made RWD road cars in the past, the area this new Nitro Rush is treading on is still pretty new territory for them. It is poised to go up against the likes of Associated's RC10GT RTR and the Traxxas Nitro Rustler—certainly a tough choice of competition. But of course, tough competition has never daunted HPI. With the Nitro Rush, they are ready to stake their claim in the popular nitro stadium truck market. And this Ready-to-Run (RTR) kit comes 90 percent pre-assembled for those hobbyists who want to start tearing up the dirt ASAP.

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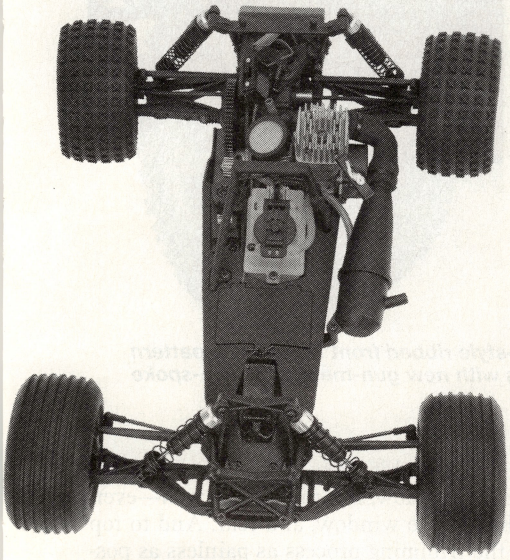
www.rc-car.com

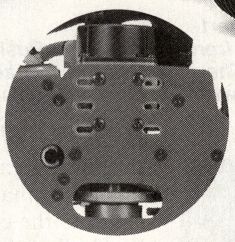
HPI **RUSH RTR**

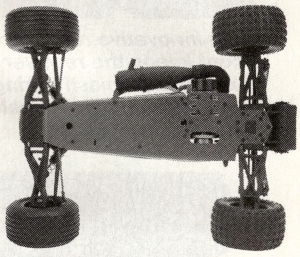






HPI's first ever 2WD "racing style" nitro truck is set to go head-to-head with other ready-to-run nitro trucks in its class.





The underside of the purple-anodized chassis is completely countersunk, allowing for smooth running.

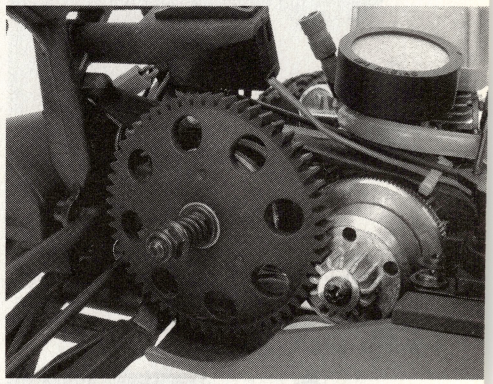
CHASSIS

The first thing you'll notice about the car is that the chassis tub has HPI's trademark purple anodized finish. Then you'll pick up on the fact that both left and right sides are bent up about one inch. Then your eyes will be drawn to the way the upper deck fits with the narrow tub to make a very high-tech structure that is reminiscent of a mono-hull race boat. With the 2.5mm-thick chassis with the folded-up sides working against twisting and flexing forces, the suspension will certainly be doing its job on this truck.

The weak point on an aluminum tub chassis has always been the rear plate where the chassis is not rolled up or bent. On the Nitro Rush, HPI has addressed this potential problem area with a separate 2.5mm-thick mounting plate for the engine that has its own rolled up edges for stiffness. So, effectively, the portion of the chassis where the engine is mounted is 5mm thick. The chassis also has countersunk screws on the bottom, so it won't get hung up on any running surfaces (or track borders, for that matter).

DRIVETRAIN

You may think that, just because the Nitro Rush has a three-gear laydown transmission, they copied it from Associated or Losi. But don't forget that HPI's first car, the original RS-4, had a rear gearbox of a similar design. Okay, maybe they did "borrow" the idea from the other off-road guys, but it is a proven design that requires little maintenance and works well in off-road vehicles.



The Nitro Rush comes with a slipper-clutch—a great feature that should be included on every off-road truck!

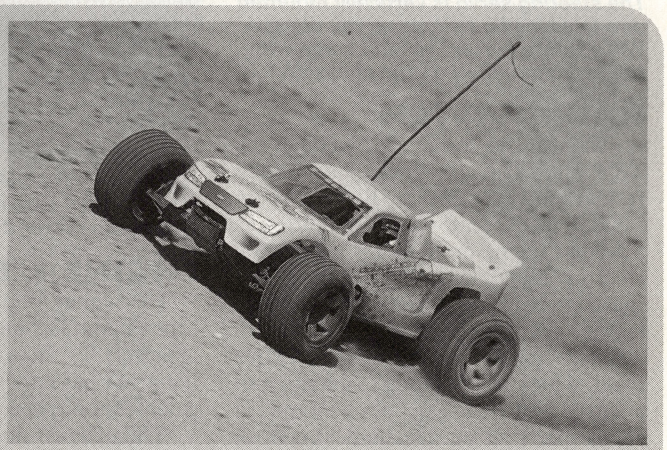
The engine's 13-tooth clutchbell spins a spur that's indirectly connected to the upper layshaft with a slipper clutch. This adjustable clutch performs two functions; it protects the gears in the drivetrain from the hard shock of landing from a jump, or it can be used as a traction control device on slippery surfaces. In any case, it's a great feature to have, especially on an entry level kit like this.

Motion from the layshaft is transferred through an idler gear to the bevel gear differential. Dogbones mate the diff outdrives to the rear axles to get power to the wheels. Ball bearings support all rotating drivetrain components—not a single bushing is anywhere to be found.

PERFORMANCE

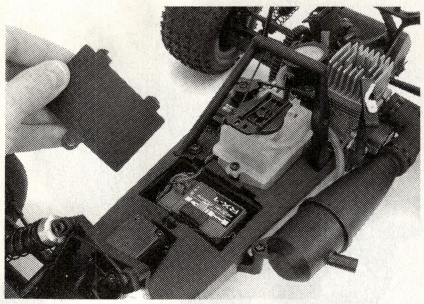
● As an entry-level kit, we approached our test session with the mindset that we wouldn't push the car too hard—but of course that didn't last long. Our experience with the .15FE was that the engine lacks low-end punch, but once leaned out, the top speed is impressive. As mentioned above, the flexible shock towers counteracted some of the dampening of the shocks, but we could actually live with that under non-race conditions. One thing that did bother us was the understeer that we experienced in high speed turns. It turns out that part of the problem is the all-too-forgiving (read: too soft) steering servo saver spring. Careful throttle control helped, but a stronger servo saver could have helped lap times. The general purpose stock tires did an adequate job of handling at the track, but obviously, race conditions would necessitate stickier rubber.

In the back yard, none of the problems noted above mattered. Ground clearance was sufficient to go over most grass, the .15FE could spray out a plume of leaves at will, and the soft towers and links saved the car from breaking—even when trying to drive the Nitro Rush up a fence, ...uh, on purpose, of course.

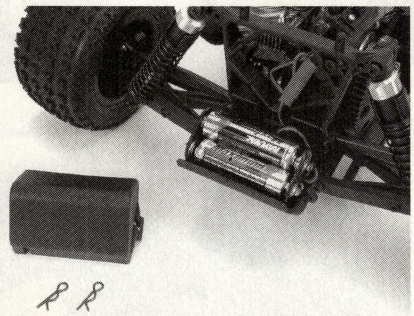


Overall, the car ran well, was easy to fire up and drive, and didn't break. Of course, that thing about not breaking is the most important part for novices, but we do have a tendency to break things, too, so the fact that it didn't really made us happy. ●

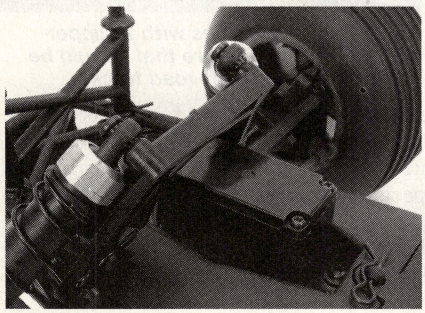
HPI **RUSH RTR**



This innovative radio receiver compartment keeps the receiver protected from excess fuel splash during fill-ups. The compartment "lid" is held in place with a body clip.



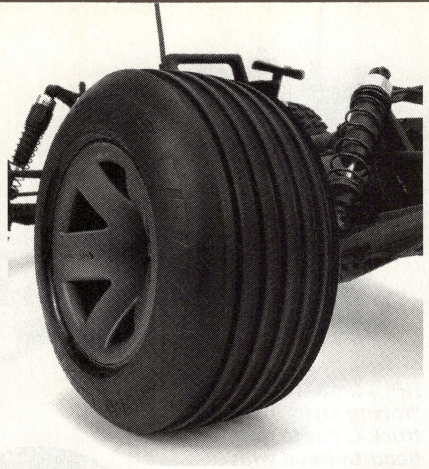
The rear battery is easily accessed by removing two body clips and removing the top plastic cover. The plastic seems pretty durable and should stand up well if it gets tagged from behind.

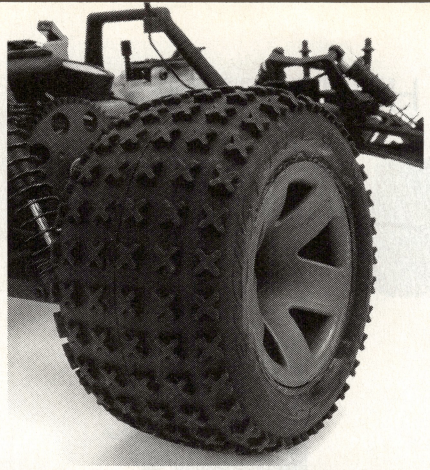


The steering servo is vertically mounted due to space limitations on the chassis. Will a future "racer" version come with the servo mounted on the chassis?

RADIO SYSTEM

The kit we received included the TX-2 radio system, which is essential a re-marked Airtronics Blazer sport radio. It is perfect for the beginner, or as a second radio, and features a dual rate steering adjustment, throttle and steering centering dials, and an adjustable trigger point. All of the frequencies available in the kit are on the 27MHz band, which is less prone to glitching in a nitro-powered car. Two standard servos perform the mechanical control duties. And a switch harness is already installed on the rear shock tower and an easy-access battery box mounts to the rear of the truck.



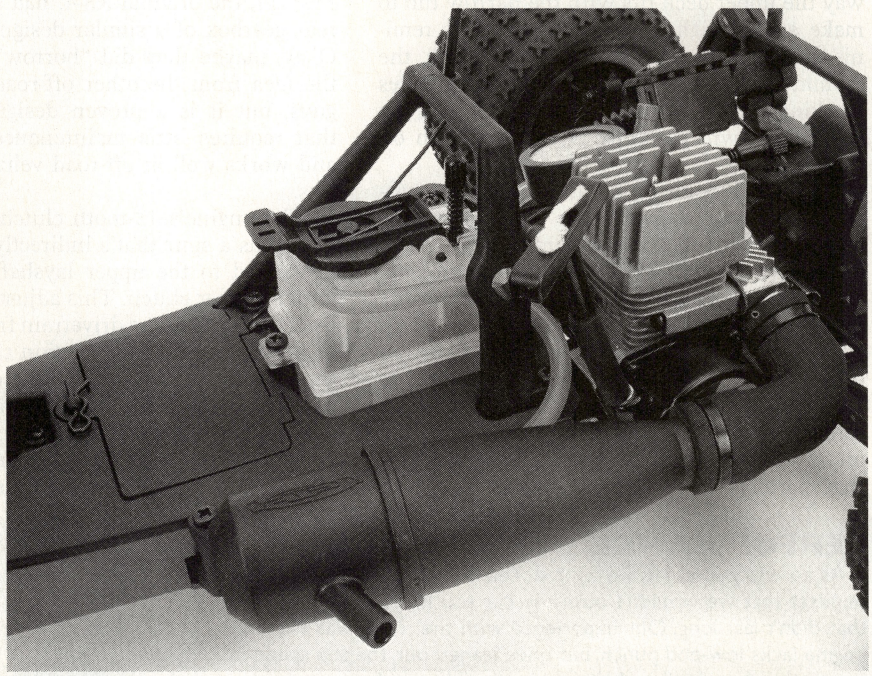


The Nitro Rush comes with a set of racing-style ribbed front tires and X-pattern rear tires. In addition, the truck also comes with new gun-metal gray five-spoke plastic wheels.

BODY, WHEELS & TIRES

HPI designed a brand new body for the Rush, and it looks sharp. The best part, though, is that it is not only pre-painted racing yellow, but pre-cut, as well—even down to the cooling cutouts in the windshield, side window, and rear. And to top it off, all of the decals are die-cut, making the trimming process as painless as possible.

The Rush also comes with all-new five-spoke wheels finished in a gunmetal gray, and new ribbed front and X-pattern tires. Even though the tires are pretty stiff (for durability), they could use some foam inserts to prevent deformation and flat-spotting. Fortunately, the tires are not glued to the wheels, so you can add any insert you want before running them.



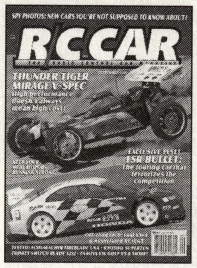
HPI's pull-start .15FE is a pretty potent powerplant. This "entry-level" .15 has a single needle carb adjustment as well as a cast alloy head. The engine has plenty of top-end power (thanks in part to the included plastic tuned pipe).

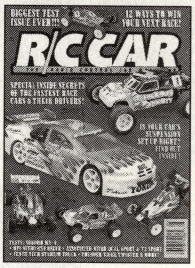
ENGINE & EXHAUST

HPI's ubiquitous Nitro Star .15FE comes with the Nitro Rush kit. This easy-to-tune engine has a cast cooling head and a simple one-needle carb adjustment that is perfect for the nitro novice. Its power band is in the upper RPM range, so while it doesn't have a whole lot of punch (mainly due to the carb), it winds out nicely to a decent top speed.

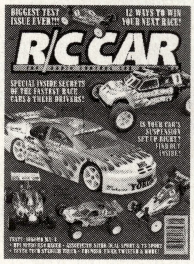
The exhaust manifold is made of two pieces. An aluminum piece with cooling fins bolts to the side of the engine and a J-shaped rubber coupler is secured to it. HPI's new molded two-chamber tuned pipe also comes with the kit. This new pipe has similar performance to their more expensive aluminum pipe, and is a very welcome addition to the kit.

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

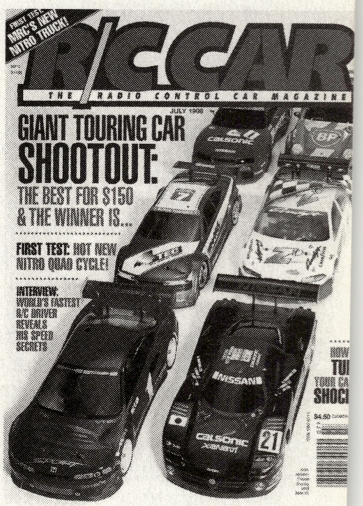
Schumacher Fireblade EVO; Tamiya Wild Willy 2; Academy STR-4; Kyosho MP-6 DX; Thunder Tiger Real Ten RTR; Horizon Pro-Trax Stampede; Picco/Omega .21 Engine; Team Orion Chrome Modified motor; Traxxas T-Maxx; NORRCA Off-Road nats; How to clean bearings; Tamiya nationals; Pro-line Endless Summer; Budget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

■ Although it's great for beginners (and magazine editors) who are prone to crashing into things, the molded camber links are too flexible for our tastes. This does keep manufacturing and kit costs low, though.

■ The steering servo saver, again, while great for beginners, is too soft and makes the Nitro Rush understeer in high-speed turns.

■ The shock towers (especially in the front) are too soft and flexible to really let the shocks do their job. They are protected by the body, so they could be stiffer and we don't feel that durability would suffer any.

The Good

■ With the exception of putting decals on the body, you could literally be ready to to run this truck in well under five minutes. Put batteries in the radio and receiver pack, check the throttle linkage, and fire 'er up. We love that!

■ The assembly quality is excellent. Not a stripped screw was to be found and threadlock was already used in all the important places. HPI gets another gold star for that!

■ Multiple suspension geometry options are a welcome in any kit. The manual even gives suggestions on how to use these optional settings.

■ The inclusion of a slipper clutch saves the purchaser money in the long run by preventing stripped gears in the drivetrain.

■ We always love to see full ball bearings in any entry-level kit.

■ The receiver is well protected from fuel and dirt in its compartment in the upper deck.

■ The molded tuned pipe is another excellent addition to the kit. Hopefully, this brings us closer to the disappearance of airplane-style mufflers from car kits.

■ As usual, the manual is well organized and thorough in its engine troubleshooting section. Also, six pages of clear pictures detail exploded views of all the parts of the car. A person of moderate technical skills could even build the car just from these diagrams.

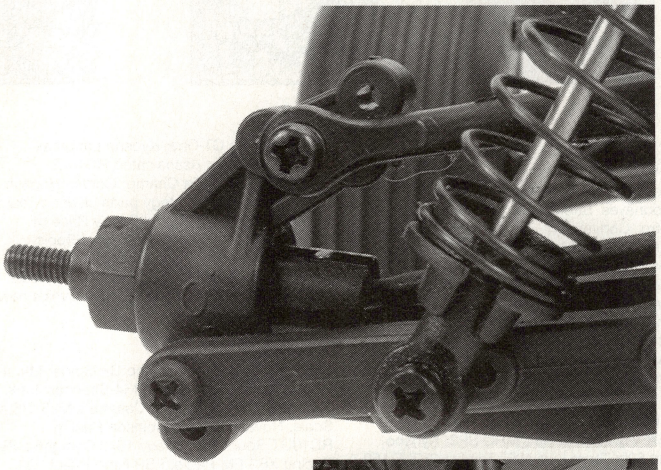
The Verdict

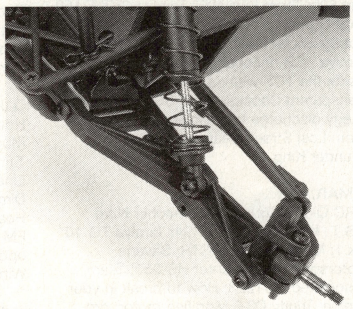
First of all, this kit could not make it any easier for a beginner to get started. For all intents and purposes, the kit is ready to start breaking in the engine straight from the box. There are many opinions on this, but all of us here at *R/C Car* feel that kits like this are great for the hobby and great for the consumer.

The racer in us wants turnbuckle camber links (titanium ones, at that!), but this is an entry level kit, after all, so we're just happy that there are multiple link points. Flexible shock towers are something we don't like, though. When we go to race the Nitro Rush—and you know we will—that is the one thing that will be stuck in the back of our heads (and will probably be the excuse we'll use if we don't win).

We especially like the stiff and streamlined chassis design. We're hoping that HPI eventually releases a "Racer" version of the kit, because we think it has serious potential. [FLASH: *HPI's Kent Clausen has just indicated to us that a Racer version will eventually hit the streets. No details yet, but it's in the works!—Ed.*] But until that happens, you'll see us at the track playing with this great little RTR truck.







The rear hub has a few extra camber link mounting holes which allow you to fine-tune the truck to different track conditions.

Adjustable oil-filled plastic shocks are at each end of the truck. Look carefully and you'll see the aluminum hinge pin brace in the front of the truck—this helps stiffen the front end of the truck.

SUSPENSION

On the front end of the car, a molded bulkhead functions as the arm's inner mounting point. The shock tower attaches here as well. An aluminum brace reinforces the hingepins and another molded brace runs through the tower and stiffens up the whole assembly.

On the rear end the aft molded shock tower is secured to the transmission case. A molded brace attaches from the upper deck in front of the engine to the top of the transmission housing to prevent any chassis flex that would negatively affect gear mesh between the clutch bell and the spur gear. The suspension arms are supported by mounts that affix to the chassis.

The camber links on all four corners are molded pieces that should prove durable, though they are pretty flexible. HPI had the foresight to mold multiple inner camber link points to allow fine-tuning of the suspension geometry. The large volume front and rear plastic shocks have multiple mounting positions also. ◆

SOURCES

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

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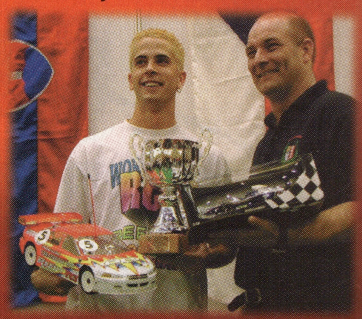
MILLENNIUM MW WIND



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



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CVD KITS

Who isn't familiar with MIP's CVD kits? These replacement universal driveshafts can be credited with building up MIP's business to where it is today. As a matter of fact, it's quite easy to overlook their other products, because over the years the name MIP has become synonymous with CVDs! For those of you who have been in a cave for the past decade, CVD stands for Constant Velocity Driveshaft. The CVD is unique in the fact that it has near zero backlash (it gets the power to the wheels more efficiently), provides positive acceleration, and doesn't bind. In addition, one of the CVD's more noteworthy features is the fact that it is completely rebuildable—each part is available separately, which is especially helpful come rebuild time. MIP's CVDs are available for a wide variety (and we do mean wide!) of on-road and off-road electric and nitro cars in both 1/10-scale and even 1/8-scale!

Three different versions of the CVDs are available:

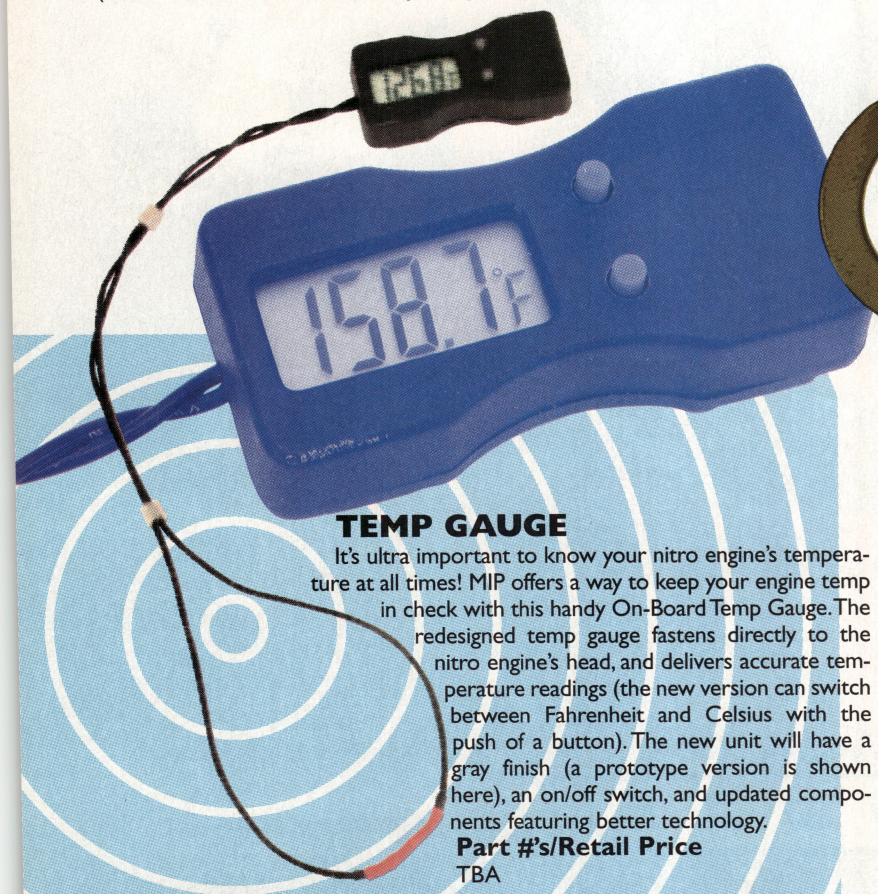
■ Standard CVDs—are precision machined from a steel alloy, are hardened for strength, and are finished with a black oxide rust preventative coating.

■ Shiny CVDs—these "new" CVDs currently have five World Championships under their belt! According to MIP, the coating is not just for looks; the Shiny CVDs are stronger, and last longer. The Shiny CVD bones are available in pairs (to upgrade from standard), and are also available in complete kit form.

■ Aluminum CVDs—these driveshafts feature a lightweight aluminum dogbone which helps increase acceleration and top speed without sacrificing durability. They are manufactured from a very high grade of aluminum stock, then are bright dipped and anodized with a blue/gray finish.

Part #'s/Retail Price

(Call for more info on availability and pricing)

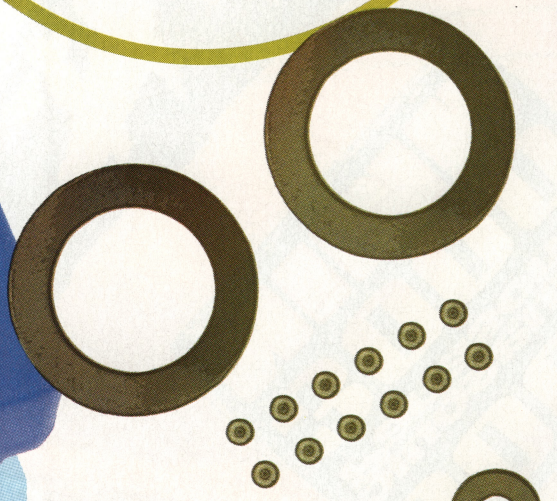


TEMP GAUGE

It's ultra important to know your nitro engine's temperature at all times! MIP offers a way to keep your engine temp in check with this handy On-Board Temp Gauge. The redesigned temp gauge fastens directly to the nitro engine's head, and delivers accurate temperature readings (the new version can switch between Fahrenheit and Celsius with the push of a button). The new unit will have a gray finish (a prototype version is shown here), an on/off switch, and updated components featuring better technology.

Part #'s/Retail Price

TBA



SUPER DIFF REBUILD KITS

With nitro cars and trucks it's crucial to make sure that your diff is smooth, reliable, and ready to take a beating! MIP offers their Super Diff Rebuild Kit which features the hardest and roundest carbide balls around! The kit also comes with smooth, long-lasting diff rings and MIP's no-grit diff lube. According to MIP you'll get twice as many runs between rebuilds!

Part #'s/Retail Price

3014 RC10GT Kit—$10.95

1019 Losi GTX/NXT—$10.95

ACCESSORY GUIDE

Those of you who have been in the hobby long enough should know that MIP (Moore's Ideal Products) is one of the "cornerstone" companies in the R/C community. If you race, or have ever raced R/C, then chances are you've used one of their products at one time or other (most likely a set of their CVDs). With nitro racing being as hot as it's ever been, we decided to showcase all of MIP's nitro-related products.

Hop up your gas ride



CLUTCH KITS

MIP offers clutch kits for Associated, Losi, HPI, and Kyosho (Quad Rider) vehicles as well as 1/8-scale buggy clutch systems. MIP's clutch kit is specially designed with their custom extension spring to be run in various setting for precision tuning. The clutch shoes are manufactured from high-grade composite material which allows for a smooth and consistent power delivery. MIP clutch systems are direct replacements for stock clutch systems.



Part #'s/Retail Price

1/10-scale

3015 HPI Nitro RS4/Nitro Mini—$14.95
3051 Kyosho Quad Rider—$14.95
3026 Losi GTX/NXT—$11.95
3012 RC10GT—$11.95
3069 Traxxas Nitro 4-Tec—$14.95
3071 Traxxas T-Maxx—$14.95

1/8-scale

1255 Kyosho MP-5—$45.00
1425 Kyosho MP-6—$45.00
1257 Mugen Super Athlete—$45.00
1427 Mugen MBX-4—$45.00

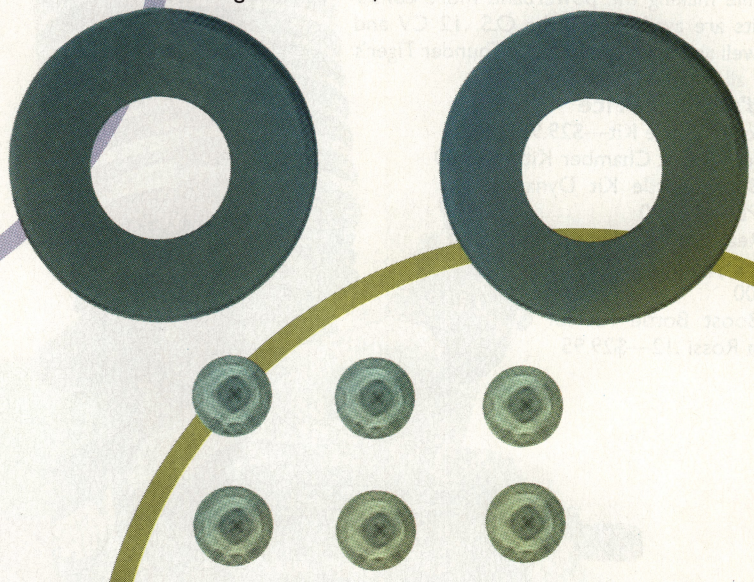


ENGINE FLYWHEELS

MIP offers a variety of flywheel kits for the RC10GT, the Losi GTX/NXT, and even the Traxxas T-Maxx. Two styles are available; a lightweight, purple-anodized aluminum flywheel which increases low-end torque and top speed, and a heavyweight flywheel that is made of steel and was designed for loose track conditions. The heavy flywheel gives the engine a more tractable powerband which gives the driver more control over the vehicle. Both flywheel kits are manufactured with the option of using MIP's 4-N-1 clutch, or Team Associated's two- and four-shoe clutches.

Part #'s/Retail Price

3018 Lightweight Flywheel for RC10GT—$12.00
3019 Heavy Flywheel for RC10GT—$12.00
3033 Lightweight Flywheel for Losi GTX/NXT—$12.95
3073 Heavy Flywheel for Traxxas T-Maxx—$12.00



THRUST BEARING REBUILD KITS

When you're tearing your diff apart, you'd better make sure that your thrust bearing is in good shape too! You can have the cleanest, best built diff in the world and it will still feel notchy if your thrust bearing is shot. MIP offers a Thrust Rebuild Kit that comes with two precision ground washers made from a much harder steel than used on standard thrust bearings, which are also polished to a mirror finish. Included with the washers is a set of high-grade thrust balls and an all-new specialty lube.

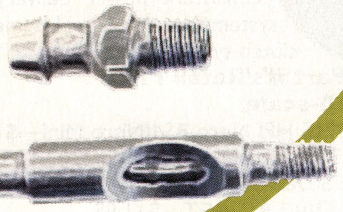
Part #'s/Retail Price

1122 Associated vehicles—$5.95
1123 Losi vehicles—$5.50

MIP NITRO ACCES









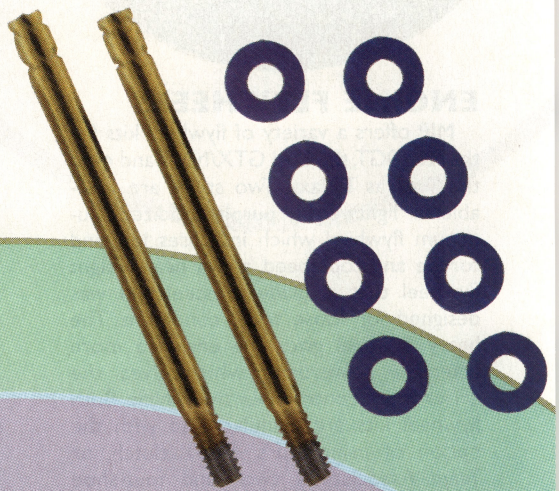
BOOST BOTTLE/ CHAMBER KITS

Boost Bottles and Chamber are designed to increase your .12 or .15's bottom end acceleration while making the powerband more consistent. Kits are available for the O.S. .12 CV and CZ as well as for Dynamite's .12, Thunder Tiger's .12 and all Traxxas engines.

Part #'s/Retail Price

3057 Boost Bottle Kit—$29.95
3058 Rear Boost Chamber Kit—$33.00
3059 Boost Bottle Kit Dynamite .12SPD—$29.00
3060 Rear Boost Chamber Kit for Dynamite .12SPD—$33.00
3066 Boost Bottle Kit for Nova Rossi .12—$29.95





SHOCK SHAFTS

When it comes time to rebuild your shocks, consider upgrading to MIP's Golden Shock Shafts. The precision machined 17-4 stainless steel shock shafts are coated with a durable Titanium Nitride finish and are polished to a fine micro finish. According to MIP, their Golden Shock Shafts have proven to last many times longer than other shock shafts.

Part #'s/Retail Price

(Available for Associated, FSR, HPI, Losi, OFNA, Tamiya, Traxxas, Yokomo on- and off-road cars and trucks)



360 STINGER KITS

Available for Associated, HPI, Losi, and Traxxas vehicles, as well as the Kyosho Quad Rider, MIP's 360 Stinger pipes are unique in the fact that they actually give your engine a "true two-stroke" sound. The Stinger pipe has all the power of an on-road pipe but, because of its design, it creates the torque/punch on the bottom end that is so needed in off-road conditions. The Stinger kits are available for use with or without pull-starts, it has an anodized finish, it comes with a custom shock tower, and includes all the necessary header hose, ties, and hardware.

Part #'s/Retail Price

3002 360 Stinger for RC10GT—$58.95
3038 360 Stinger for HPI RS4 Nitro Mini—$58.95
3074 360 Stinger for Traxxas T-Maxx—$51.95
3001 360 Stinger for Traxxas Nitro Hawk—$58.95
3030 360 Stinger for Traxxas Nitro Stampede—$58.95
3022 360 Stinger for Traxxas Nitro Rustler—$58.95
3028 360 Stinger for Losi GTX—$58.95
3061 360 Stinger for Losi NXT—$58.95
3053 360 Stinger for Kyosho Quad Rider—$51.95

SIDE PIPE KITS

These side pipe kits from MIP are available for most popular on- and off-road vehicles. Each pipe kit comes with a header and all the necessary mounting hardware.

Part #'s/Retail Price

3042 Side Pipe kit for Touring Cars—$47.50
3043 Side Pipe kit for Off-Road (with pull start)—$47.50
3044 Side Pipe kit for Off-Road (w/o pull start)—$47.50



1/8-SCALE HARD BODY SHOCK KIT

These MIP shock bodies for 1/8-scale buggies are manufactured from high-grade aluminum and are then hard-anodized black and finished with a Teflon coating to reduce overall wear and tear in the shock piston. MIP shock bodies are sold in pairs and come with matching shock caps, steel mounting balls, and stainless steel hardware.

Part #'s/Retail Price

1254 Kyosho MP-5 Front (pair)—$55.00
1258 Kyosho MP-5 Rear (pair)—$55.00
1423 Kyosho MP-6 Front (pair)—$55.00
1424 Kyosho MP-6 Rear (pair)—$55.00
1256 Mugen Super Athlete Front (pair)—$55.00
1259 Mugen Super Athlete Rear (pair)—$55.00
1278 Thunder Tiger Mirage/V-Spec Front (pair)—$55.00
1279 Thunder Tiger Mirage/V-Spec Rear (pair)—$55.00

ALUMINUM HEADSINK HEADS & BUTTSINKS

Keep your engine running cooler with MIP's aluminum Headsink head and Buttsink. MIP's Headsink heads are specifically designed with off-road racing in mind. They come pre-decked from the factory and include a McCoy #8 glow-plug. The MIP Headsink comes up to race temperature more quickly than other heads which allows you to more accurately tune your engine right the first time!

The Buttsink is an ultra-lightweight, anodized aluminum heatsink. It can be used to replace a pull-starter unit, or it can simply replace any standard engine back plate. It features extra-large, spacious cooling fins to help dissipate heat more rapidly.

Part #'s/Retail Price

3009 O.S. .12R & .12Z Headsink—$24.95
3037 .12CV Headsink—$24.95
3036 Buttsink for O.S. .12CV, CZ, and Dynamite .12—$19.00

SOURCES

Moore's Ideal Products, 830 W. Golden Grove Way, Covina, CA 91722 • (626) 339-9008

10 Ways to Make

An open letter to ROAR, NORRCA, IFMAR and anyone else who'll listen

We love racing. It's in our blood, and it's the main reason many of us got into the hobby. Over the past decade, racing has undergone significant changes—some good and some bad. Tracks used to be built on natural terrain and had soft, loamy dirt.



1. Let us race each other, not the clock

What's more exciting, a ten car pileup in the first turn or watching ten cars circle the track without knowing who is where, or even caring? If you chose the latter, then you aren't a real racer. IFMAR qualifying—where each car is started on its own clock—came about as a means of ensuring that a first-turn pileup wouldn't play a role in the outcome of a world championship event. Fine, but how many of us are racing at the Worlds? Unfortunately, most tracks have adopted this method and quite frankly it's about as exciting to watch as reruns of any sitcom starring Scott Baio. Use IFMAR qualifying for IFMAR events, but let the rest of us fight for the holeshot and accept the consequences of the first-turn pileup.



2. Eliminate the tire advantage

Virtually every motorsport has adopted a form of control tire to make the competition closer and more thrilling to watch. Even Formula 1, with its multi-million-dollar cars and even more-expensive drivers, limits tire technology. Why? Because one team having a distinct traction advantage makes for boring racing. We should do the same. This goes not only for the type of tire and insert, but also for the number of new tires a racer can use for any given event (we've all heard tales of those 'one-run' tires used by factory dri-



Racing More Fun

Today, many tracks are built indoors of sculpted, ultra-hard-packed dirt with immense supercross-style jumps. Ten years ago, the majority of racetracks across the country were organized by local clubs. Today, many tracks are run as private businesses, often in conjunction with a hobby shop. In the past, a big race might have been held in the parking lot of a local strip mall or at a state fair. Nowadays, the majority of bigger races take place in secluded areas where no one but the racers can view the action. We do like some of the changes that have occurred in racing, but not all of them. Here's our list of ten things we'd change about racing if we could.



vers. Guess what? They're true). We realize this type of control and enforcement is pretty much impossible at a club level, but savvy race directors know that the more equal the racing, the more exciting it is to watch and participate. No one likes to feel that their greatest disadvantage on the track is their wallet. There have already been examples of controlled tire races that have been met with huge success. Pro-Line's Endless Summer Classic and the Reedy Touring Car Race of Champions are two examples. Losi has devised a blue spec-class tire that will make the tech-inspector's job much easier. Who cares if they're not the best tires for the track as long as we're all using them. Spec tires will make tuning and driving—which don't cost anything—more important to winning than who can buy the most sets of tires.

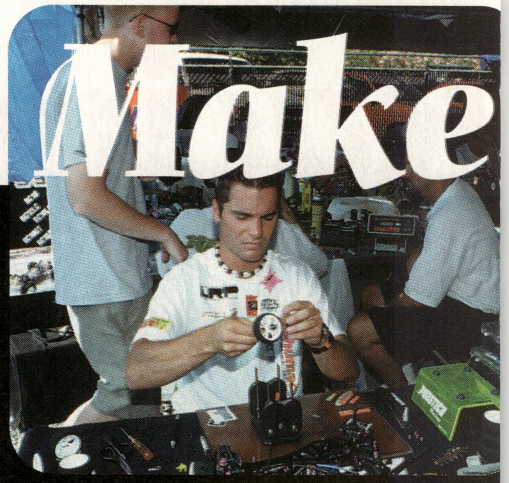


3. Class system

Our biggest liability as a hobby is that we have no means of accommodating novice drivers. We start beginners off by making them run in the sportsman class where they can crash into other beginners. But as soon as they learn some degree of car control, we toss them into the regular classes, which are the realm of the expert and even pro drivers, where the novice is lapped, yelled at and otherwise made to feel like a goon. If we are to encourage new racers, we have to broaden the spectrum of available classes, move the pro drivers into their own class and remember that it is the beginner who is most important, not the sponsored hot-shoe. Most of us will never be as fast as the pros, so we shouldn't be forced to compete with them head-to-head. Give us our own classes where we can race against people our own speed—maybe we'll finally win a trophy for our empty shelf.

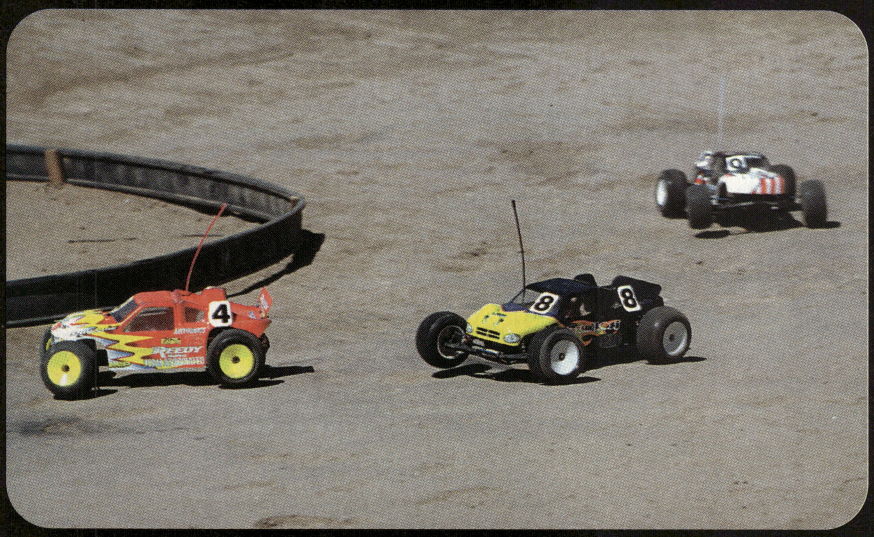


10 Ways to Make



4. Blue grooves are for Chicago night clubs

What happened to the loamy, bumpy and unpredictable tracks of our youth? They've been replaced by concrete-like roadcourses that eat tires like cops eat donuts. If you aren't familiar with the term, "blue groove" describes a condition where the track's dirt becomes so hard that tire rubber becomes embedded in its surface, forming a bluish hue on the driving line. Blue groove tracks are very consistent, which is good for big, multiple-day events, but terrible for the average racer who can't afford to replace tires after each run. The *R/C Car* race team would rather sacrifice consistency for the sake of lower cost. Besides, we find it much more challenging to chase the track's condition as it deteriorates. Pin spikes forever!



5. Catch the crooks

When was the last time you saw anyone performing a tech inspection at your track? We can't remember, it's been so long. As a result, the cheaters among us are free to tweak their stock motors, run ridiculously lightweight cars and extend width to far beyond the legal limits. Most race directors seem to feel that the effort it takes to tech each car is wasted at a mere club race. Let us tell you, there are more club races happening each week than nationals (well, it does seem that there is some type of 'national' every weekend, doesn't it?), and those racers who pay their $10 entry fee each week deserve enforcement of the rules just as much as those who pay $30 for a national entry. Race directors, get yourself a scale and a few measuring boxes, and string up those pesky cheaters.



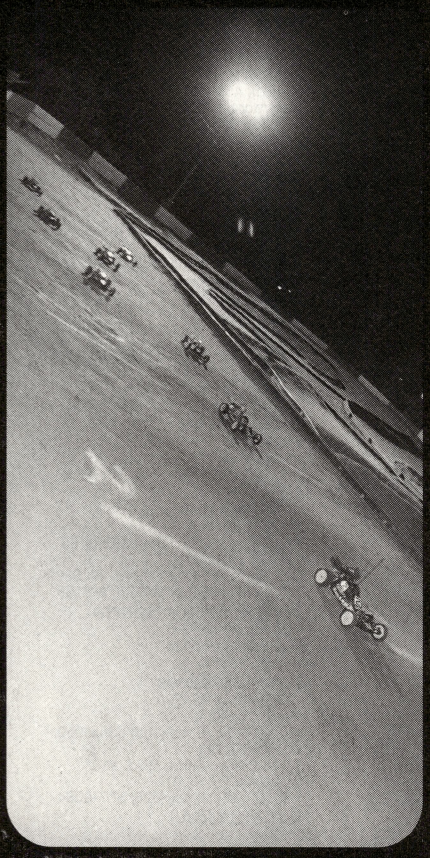
6. Make the nationals important again

In the late '80s and early '90s, a national championship was a big deal, and the manufacturers pulled out all the stops to win. Today, it seems as if there is some type of national championship being held each weekend. The significance just isn't the same. Instead of just one national championship race, the sanctioning bodies should devise a national championship series. For example: a six- or eight-race series could be held at various locations throughout the country. Racers who might not have the time or resources to fly across country could attend at least one event. Factories already spend huge amounts of money sending their teams around the world, so the cost to them would remain the same. If they only had to send their two or three best drivers (Formula 1 teams only have two drivers), traveling costs might even be reduced, especially if they divide their effort for the various scales, e.g., off-road, touring car, etc. With a points structure for determining the national champion, more emphasis will be placed on consistency and overall ability on a variety of tracks, and more privateers will get the chance to show their stuff against the nation's best.

7. Control cost

The time is now for a spec class for off-road and touring cars. Manufacturers need to get together with the sanctioning bodies, determine guidelines and institute a nationwide racing program. Trinity's Street Spec program should be used as a model. Participating racers must used approved tires, batteries and motors, and as with Street Spec, gearing should also be regulated. Offer spec-racing packages that include everything a racer needs to get started at a low price, and we just might be able to answer the question "how much does it cost to go racing" with an answer that doesn't scare away potential hobbyists.

Racing More Fun



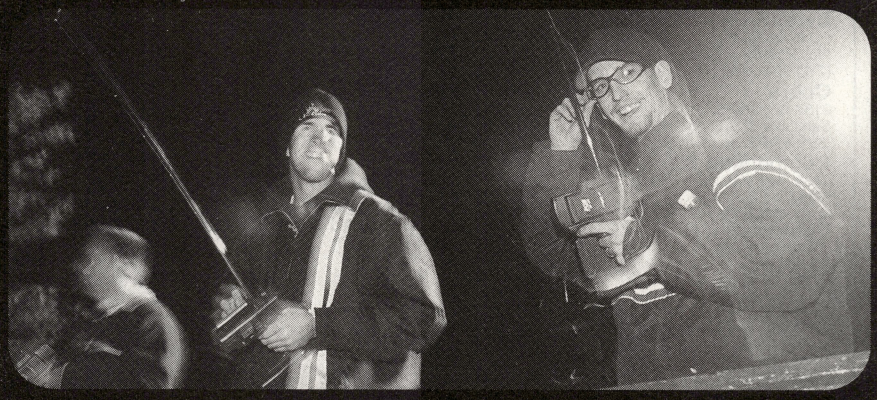
8. The discount club

When we go to the supermarket to buy our daily dose of NesQuik chocolate milk (the staple of the *R/C Car* racing team's diet), we present a little plastic card that entitles us to huge savings. Okay, moderate savings. But we'll take it. Manufacturers, distributors and hobby shops would do well to enact a similar system that would benefit club racers. Here's how it would work: each race club would have to register with the manufacturer or local shop. The manufacturer, shop or club then issues each member a discount card that would provide a modest savings on parts that racers most need such as motors, batteries, spare parts and tires. This discount would not only attract new club members (who might otherwise not see any benefit from becoming a member), but would demonstrate industry-wide support for club racing in general. The way things are now, big races receive the most support. It should be the other way around, as it is the club track that is the foundation of R/C racing.

9. Come out of the closet

Want to know why racing isn't what it used to be? Perform this test the next time you go to your local race: look around. Where is the track? We'll bet that it's in a field somewhere or in a secluded warehouse in an industrial area. We can't turn people on to R/C racing if they can't see it. Organizations need to address the needs of the hobby rather than only the needs of the factory elite. Sacrifice perfect, climate-controlled track conditions for the sake of the prospective hobbyist. National and world-class events should be held in public areas, perhaps in conjunction with other events such as fairs and auto shows. It's time we dragged our hobby back out into the sunlight where it can shine. People don't pay to watch R/C racing, they pay to participate, so quit focusing on track temperature and start looking for ways to promote the hobby. We guarantee that the family that stopped by your track last Saturday could care less about who won the last Worlds; they just want to know where they can buy their own cars.





10. Whining is for dining

We've all had our "fun" day at the track ruined by just one scene of ugliness, bitterness and plain old-fashioned poor sportsmanship. The truth is, we've all been guilty at one time or another of yelling, cursing or getting angry. It's human to become emotional during competitive endeavors, but we can all try better to not let our emotions get the best of us. The next time you get upset at that slow turn marshal, remember that it was you who crashed in the first place. If another driver takes you out, think happy thoughts. Okay, don't think happy thoughts, but try not to think your angry thoughts aloud! The atmosphere at the track is as important to gaining new hobbyists as the coolness-factor of the cars and trucks. If a newcomer's or even potential hobbyists' first taste of R/C racing seems more like a WWF hardcore match than a fun family activity, you can bet that they won't be back—unless, of course, their name is The Rock.◆

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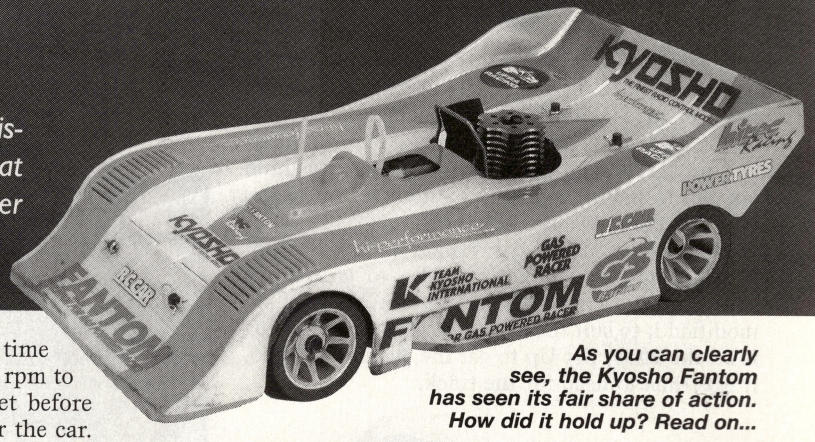
Kyosho Fantom 2001

1/8-Scale On-Road Racer Revisited!

by Lito Reyes



Yes, it has been a while since we first visited Kyosho's Fantom 2001. We here at R/C Car felt that a car of this caliber deserved a performance test, but a few things prevented us from doing it at that time.



As you can clearly see, the Kyosho Fantom has seen its fair share of action. How did it hold up? Read on...

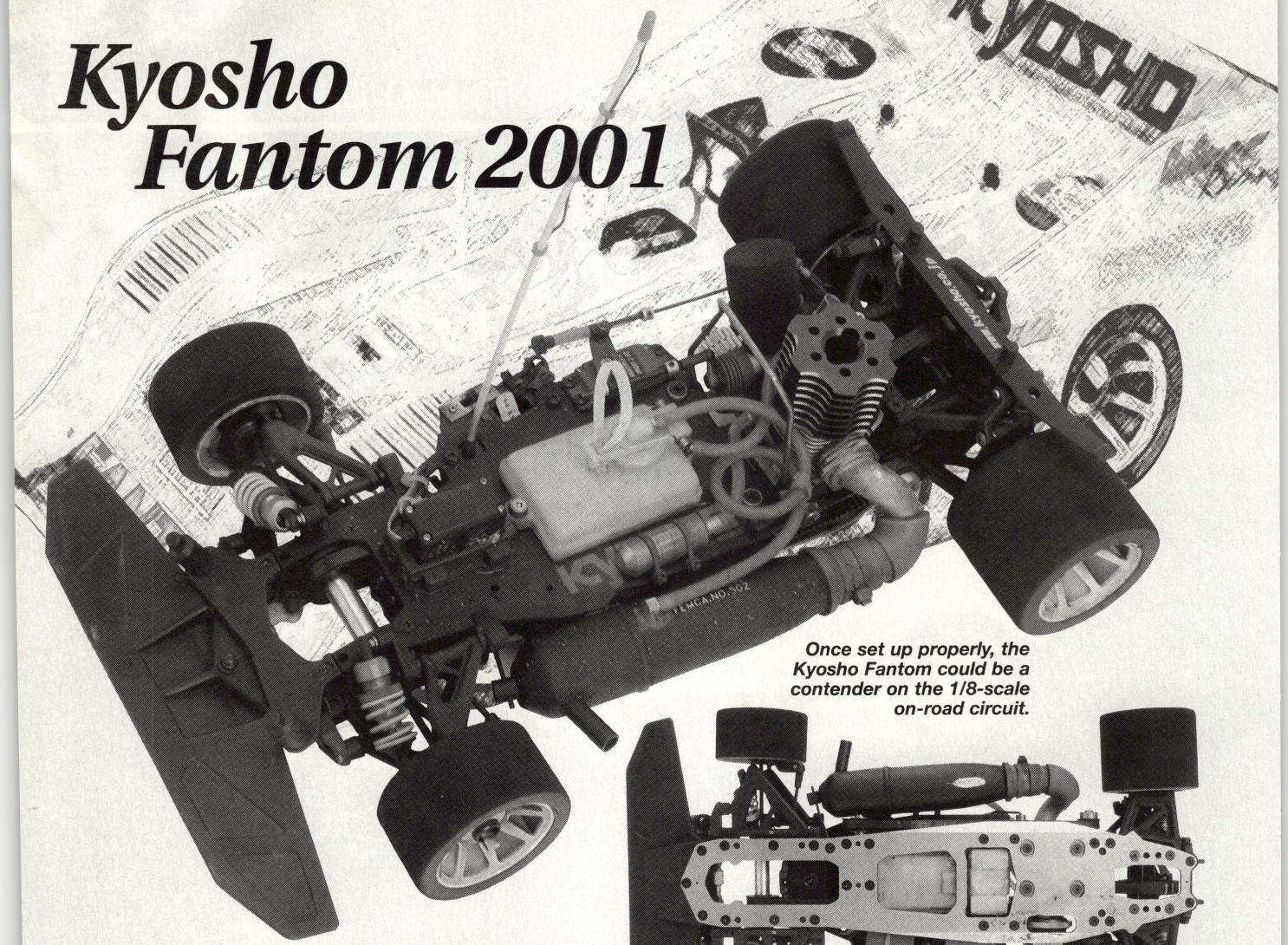
First, the only .21-size engine we could secure at that time was pretty anemic. It could not even put out enough rpm to shift into second. Next, the only tires we could get before deadline were pre-mounted, but the wrong offset for the car. Last, but not least, because we received one of the first kits in the States, no replacement parts were available on this side on the Pacific, and...well, you guessed it, we needed some parts.

Let's continue addressing the broken part. One particularly hot day here in SoCal I was running the Fantom with the anemic motor installed, and I tapped a board. Really, it was just a pretty light tap! But the end result was a stripped screw from the left rear lower arm's inner mount. Fast forward a couple of months, and I finally have the replacement part. It appeared that the screw that fastened the mount to the lower chassis plate was spec'd shorter than it should be. The kit includes 4x8mm machine screws, which easily pulled out of the plastic mount once heated up to operating temperature. It appeared that longer screws would fit with no trouble, so I replaced those screws with 4x12mm ones. I'm happy to say that after much more abuse, the mounts are holding up just fine.

Okay, a little more about the new equipment we used. Great Planes was kind enough to send over the latest O.S. Engines .21 on-road powerplant, the .21 RZ-R, so I knew the Fantom would not be wanting for more power. And for shoes, GS Racing provided us with a set of the 1/8-scale donuts they are bringing into the U.S. Made by UFRA in Switzerland, they come in shore ratings from 30 to 40 and are available mounted on GS or Serpent compatible wheels or unmounted. Since the Fantom came with a set of rims and Kyosho sent me an extra set, I mounted two sets of fronts and rears using the classic contact cement and lacquer thinner technique. (Send Frank an e-mail if you want us to do a "How-to" on mounting up foams.)

You may remember that one of the reasons we didn't provide performance notes was because the setup sheet that came with the kit was in Japanese, and none of us here could make

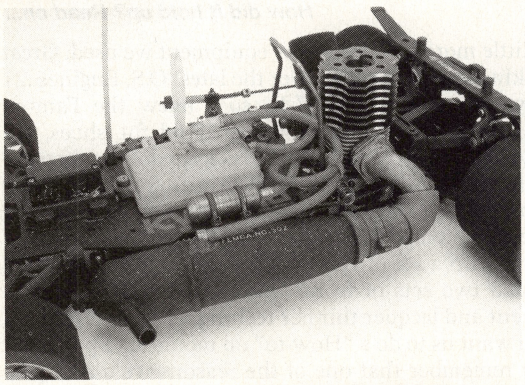
Kyosho Fantom 2001



Once set up properly, the Kyosho Fantom could be a contender on the 1/8-scale on-road circuit.

heads or tails of it. So what I ended up doing was hopping over to the Pro Car West club that hosts a monthly race in Southern California. Karl Hungus of the Greater L.A. R/C Racing Club, a familiar face on the SoCal 1/8-scale racing scene, was kind enough to help me get the Fantom set up to the point where it was raceable.

Since the geometry is similar to the Serpent Vector, and we had nothing else to go on, we started off with a similar setup to the Vector, then modified it to suit the car and track. After putting it on the Hudy Set Up to get the geometry tuned, it was time to head for the track.



To power a car such as the Fantom, you need a potent powerplant. The author chose to use an O.S. RZ-R .21 engine.

Downstops: Front: 0, Rear: +8mm
Elevated Camber: Front: -0.5, Rear: -0.5 degrees
Sway Bars: Front: 45° Rear: Stock setting
Shocks: Front and Rear: 35wt Serpent Oil with stock pistons, stock length, stock springs.
Front Width: 255mm
Ride camber: Front: –1.5 degrees, Rear: –2.0 degrees
Toe: Front: 0.5 out, Rear: –2.5 each side
Tires: Front: 35 shore 70mm, Rear: 35 shore 76mm UFRA
Body: Kyosho Lola, no wing
Caster: Middle setting
Gearing: Stock

- O.S. Engines .21 RZ-R engine
- Hitec HS-925 steering servo
- Multiplex Profi 3BB throttle servo
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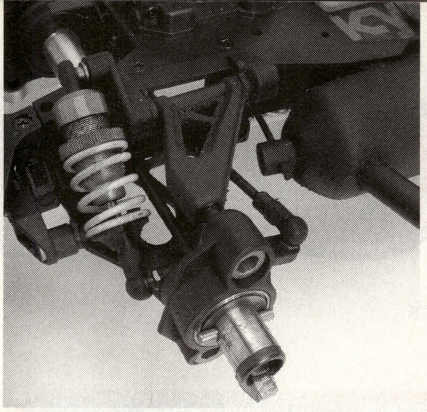
- OFNA .21 tuned pipe
- Serpent .21 exhaust manifold
- GS Racing UFRA tires
- GS Racing silicone fuel tubing
- GS Racing servo horn
- O'Donnell 20% glow fuel
- Airtronics 92836 3-channel FM receiver
- Airtronics M8 radio

Karl took it out first, and after a few laps, he had it looking pretty good. It was smooth, with plenty of quick steering response, and lots of rear traction, and it was incredibly fast. Then it was my turn to take the wheel and put a few smooth laps in myself—or so I thought. To me it felt way too loose and incredibly twitchy. And there were a couple of turns where I would traction roll. It turns out that Karl's years of experience with 1/8-scale I.C. cars is what helped smooth out the car. Well, I needed a little tamer setup, plus we needed to get rid of the traction rolling, so back to the bench we went.

Though we had a small selection of springs and tires to play with, every-



The only problem found during track testing with the car was a stripped screw in the lower suspension arm's inner mount. The problem was solved later by using longer screws.

one witnessing our tests felt it was in the ballpark and suggested only minor adjustments. After changing the ride and elevated camber settings to give the Fantom more stability, we headed out again. This time it felt much better. After dialing in some negative steering exponential and turning down the dual rate a bit, I started feeling confident enough to really start pushing it. The main adjustment I had to make to my driving was to not feather the throttle so much, but just to let off going into the turn, then roll back on it after starting the turn. In fact, I was coached by everyone to use the throttle to assist in the turns, and to not use the brakes. Well, this period of adjustment did cause some bobbles, scrapes and scratches, and I'm proud to report that, other than some cosmetic damage to the body, that piece I replaced earlier did not break. And neither did anything else. At this point, I do have to proclaim my longer screw a success!

After handing my radio to a couple of other guys, the seasoned 1/8-scale guys felt that the car handled very well with the setup we came up with, and that it could easily be a contender with just a couple of weeks of fine tuning. Keep in mind that the settings listed are for a high to very high traction track, and may require further tuning at your local track.◆



GS Racing provided the author with a set of UFRA donuts which were then mounted on a spare set of Kyosho rims. The UFRA foams come from Switzerland and are available in different compounds in mounted or unmounted trim.

SOURCES

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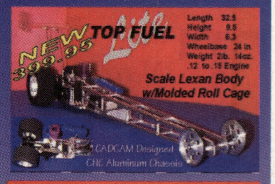



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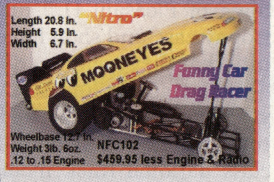

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ROAR GAS

Racing action from the midwest

by Jimmy Babcock



The Real R/C track in Pleasant Hill, Missouri, was the host of the 2000 ROAR Gas Nats. Throughout the weekend, the track remained in good condition, and most racers found the layout quite challenging.

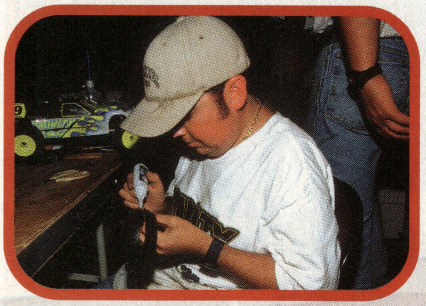
This year's ROAR Off-road Gas Nationals were hosted by Real R/C Raceway in Pleasant Hill, Missouri. This prestigious event took place over the weekend of July 7-9, and showcased many of the nation's top gas racers including the likes of Brian Kinwald, Richard Saxton, Matt Francis, Mark Pavidis, Billy Easton and Scott Hughes. These drivers and many more migrated to the small country town of Pleasant Hill in hopes of adding an award to their trophy case and showing everyone in the R/C racing community that they were top dog for the year 2000 in gas.

The track at Real R/C was in excellent condition for this year's nationals and tested each driver's skills to the max. The track itself contained all the necessary components of a first-class national track including triples, doubles, berms and a very long straightaway. With temperatures well in the 90s, 230-plus drivers braved all the elements in hopes of conquering this huge outdoor off-road race course.

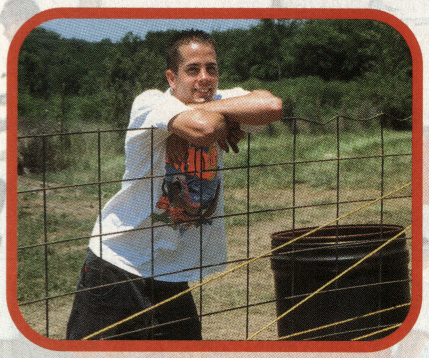
As in years past, only three classes were offered at this year's nationals; 1/10-scale gas truck, 1/8-scale gas buggy and 1/8-scale gas truck. The format for all three classes was basically the same, four rounds of qualifying and, for those fortunate enough to make the show, a one-hour main event. Unfortunately, the car count was low in 1/8-scale truck so that main was lowered to 30 minutes. The points qualifying system was used for all three classes. The way qualifying points works is really very simple—each driver is awarded points for how they qualify in each round. For example, top qualifier receives zero points, second gets two points, third gets three points, etc. After all four rounds are over, each driver's two best qualifying points are added together and the driver with the lowest points total is the T.Q. or top qualifier. Eight drivers were put into each main event with two more bumping up. What that means is that the top two finishers in each of the lower mains got the opportunity to bump up to the next and higher main ensuring ten drivers in all mains. So now that you know how everything worked, let's dive into some racing action and see who were the fastest drivers of the weekend!

1/8-scale Gas Truck—as I said, this class had the lowest turnout of all classes. Only seven drivers signed up for this class and the reason for that is simple: 1/8-scale gas trucks are very rare and most companies have discontinued parts for them. Most drivers had to dust them off or search in old boxes for the necessary parts to get them running for this event. In

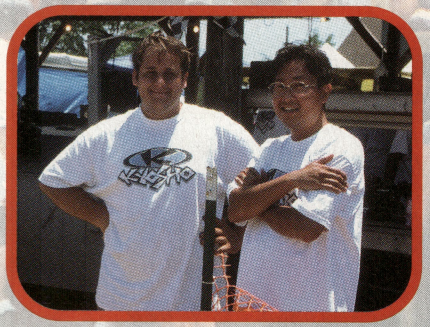
NATIONALS



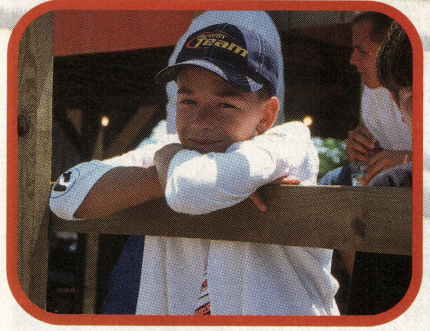
Trinity's Brian Kinwald, not well known for his 1/8-scale racing abilities, shocked everyone when he took his Picco-powered Kyosho buggy to the front of the pack. Will he be a contender at the Worlds this upcoming Fall in Vegas?



Billy Easton kicks back between qualifiers. Billy came close to winning the overall in the 1/10-scale gas truck class, but had to settle for second overall.



Kyosho racer Greg Degani and Kyosho team manager Manabu Mizzota discuss the track and setups for their new gas truck.



qualifying it was evident that the man to beat in the half hour main was none other than "King" Richard Saxton. Saxton easily top qualified a majority of the rounds to put his Mega-Tech powered Thunder Tiger on the pole position. So after earning the number one starting position for the main event, Saxton lined his truck up on the grid and awaited the start of the race. Second qualifier in this class went to Dean Sexton followed by Melvin Nelson who qualified third. At the tone, Saxton took the early lead followed by Sexton and Nelson. After lap one it was clear to all that King Richard would win by a landslide, but around the 15 minute mark Richard's truck developed some strange sounds and the crowd thought that this runaway might be handed second place. With a comfortable lead, Richard decided to slow it down a little to save his truck and the noise went away. Saxton cruised around for the last 15 minutes to take an impressive two lap win and picked up the 2000 ROAR 1/8-scale Gas Truck National Championship. The second spot went to Dean Sexton and fourth qualifier Jay Schaffer came home in third.

1/10-scale Gas Truck—this class hands-down was the class to watch. Three different truck manufacturers were all there to battle it out for the title including Team Losi, Team Associated and Team Kyosho. With the release date of Team Losi's brand new gas truck right around the corner, the Losi boys were determined to give the truck a good showing. Team Associated, on the other hand, had a great truck already with a new Factory Team truck just recently released, so they wanted to put their truck in victory circle too. Then you have Kyosho who just recently moved into the 1/10 scale market with their new gas truck trying to gain some respect. What do you have? A great recipe for an awesome weekend of racing in the 1/10 gas truck class!

◄ *New racing sensation Jared Tebo bumped up from the 1/8-scale C-main with his Thunder Tiger EB-4 to finish second to Brian Kinwald. Keep your eyes on this one...he's going to be one of the next "fast factory" guys if he keeps at it!*

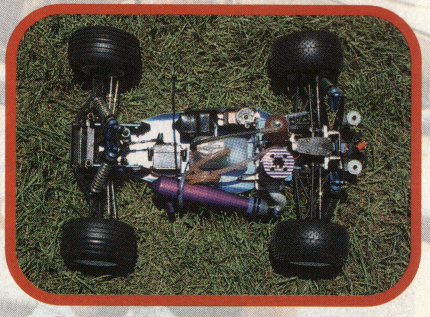


Almost Matt, almost...Team Losi had a strong showing with their new gas truck, but were denied the big win. Here's Matt Francis' new Triple-X NT before hitting the track in the gas truck A-main.



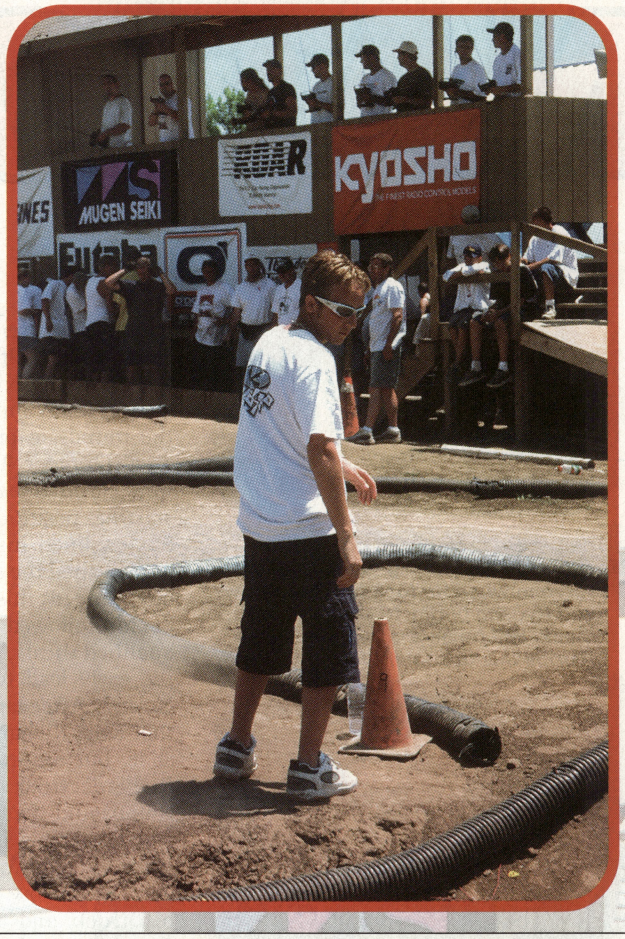
Richard Saxton won the 1/10-scale truck class and the 1/8-scale gas truck class, but he didn't have the same luck in 1/8-scale gas with his Thunder Tiger EB-4. Look for Richard to be a strong contender at the upcoming Worlds in Vegas this Fall.





Richard Saxton's winning Team Associated Factory Team RC10GT.

ROAR



During qualifying, it was evident that the main would contain a mixture of all these trucks, but the only question was how many of each. After day one was over it was Associated leading the way with new acquisition Jared Tebo on top of the pile with his O'Donnell-powered Factory Team GT. A slew of other Associated drivers followed including Richard Saxton, Billy Easton and Scott Hughes. Day two saw experience prevail over youth as Richard Saxton moved to the top of the list with his Nova Rossi/O'Donnell-powered Factory Team GT. After qualifying was over, 100 drivers waited anxiously to see the results. After all points were tallied, it was Team Associated's Richard Saxton who came out on top with T.Q. honors. Team Losi's Todd Hodge qualified in second with his Picco-powered Triple-X NT and Pro-Line's Scott Hughes pulled off third with his Mugen-powered Factory Team GT. Preliminary counts showed Associated with five trucks in the main, Losi with two and Kyosho settling for one thus far. Two more trucks still had to bump up from the B-main to make up the 10 truck A-main event.

The B-main featured several drivers who normally would be in the show but due to some bad luck had to try to bump up into the show. Some of the B-main contenders included Brian Kinwald, Matt Francis and Greg Degani. At the start of the 30-minute B-main it was Matt Francis, Jason Ruona and Greg Degani who battled it out. Kinwald experienced some problems early which knocked him out of contention. Ruona then fell by the wayside towards the middle of the race which allowed Matt Francis and Greg Degani to easily bump themselves up into the A-main.

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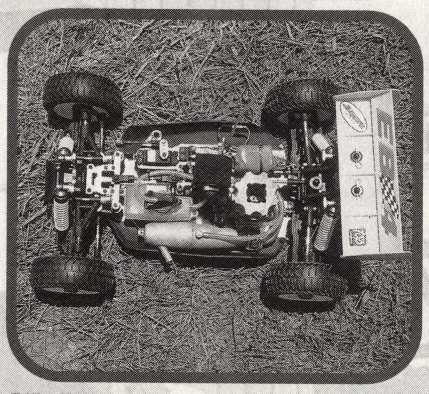
Now the stage was set for an exciting gas truck main event. At the tone it was Richard Saxton who grabbed the lead followed closely by Billy Easton and Mark Pavidis. Matt Francis made his way all the way to the fourth spot after lap one. It was soon apparent that Saxton was a man on a mission, because by the end of the first 15 minutes he had already built a sizable lead. Pavidis ran into some problems toward the middle of the main which dropped him down some positions. Easton, on the other hand, started to reel in Saxton on several occasions only to fall short each and every time. Matt Francis' Picco-powered Losi Triple-X NT was flawless and stayed on the lead lap till the very end when Richard passed him during a pit stop. At the finish line it was Richard Saxton crossing the line first with an amazing 135 laps in 60 minutes. Saxton picked up his second national title of the weekend by taking top honors in 1/10 gas truck. Billy Easton crossed the line in second spot with 134 laps and it was Matt Francis who finished third with 134 laps also.





Billy Easton's top qualifying Thunder Tiger EB-4.

1/8-scale Gas Buggy–Although not as popular as the 1/10-scale class, 1/8-scale buggy proved to be the most exciting main to watch! Thunder Tiger's very own Billy Easton placed his car on the pole with an awesome qualifying effort. Mark Pavidis lined his Kyosho up in the second spot on the grid while Scott Hughes grabbed the third qualifying position. At the tone it was evident that this was going to be a fast-paced main event. From the back of the field, Kinwald moved up front after the first couple of laps and took over the lead with his Picco-powered Kyosho. For the first 10 minutes of the race, Kinwald, Pavidis and others all battled for the lead, switching positions every lap. Kinwald eventually out-drove the competition and moved out to a commanding lead. Chad Bradley from Kyosho was on his way to a second-place finish when disaster struck and he was sidelined with receiver problems. This gave little Jared Tebo the second spot. Tebo had to earn his way to the A-main by bumping up from the C-main. Kinwald easily took the win and national championship while Jared Tebo crossed the line in the second spot followed by Greg Degani in third. ◆



Kyosho's Greg Degani preps his Ultima ST.



Midwest racer Adam Drake works on his new Losi Triple-X NT between qualifiers.



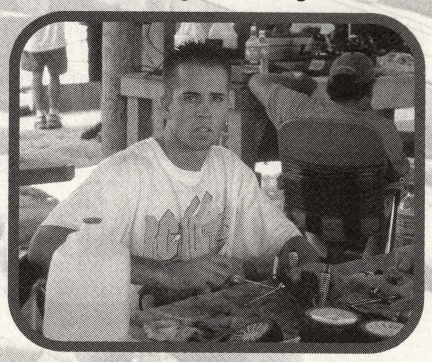
From left to right: Associated's Billy Easton, Kyosho's Chad Bradley, and OFNA Racing's Jay Halsey prove that members from opposing teams actually can be in the same pit space at once without a fight breaking out...



Pit man of the stars! Regan LeBlanc works on gluing up some tires for Richard Saxton's A-main winning Factory Team GT. If it weren't for Regan, Richard might not win so many titles!



Team Losi's Adam Drake asks Losi's Todd Hodge some setup questions during qualifying.



Billy Easton works on rebuilding his EB-4 between qualifying rounds.

CORNER THE EXPERTS

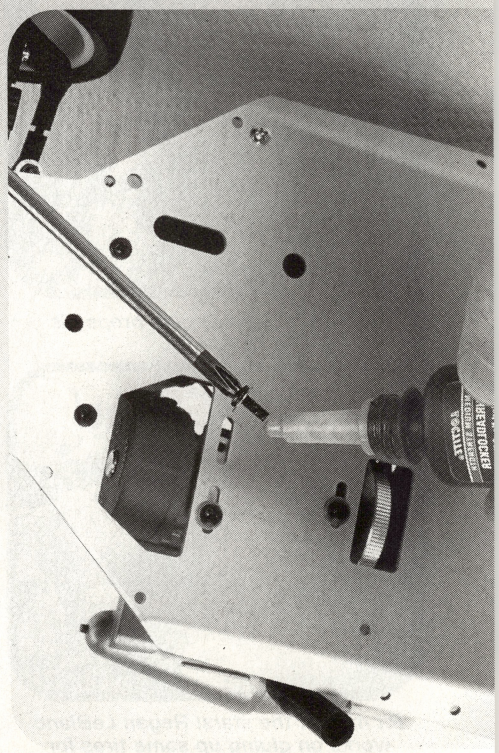
Unless you run your car a couple of times then throw it on the shelf for good, at some point or another you're going to rebuild your car. If you're a regular racer, it will be sooner rather than later.



Yokomo driver Masami Hirosaka has his father along at most of his races to help him rebuild his car between each run. While having your own mechanic wrench on your stuff might be out of the question, it shouldn't deter you from working on your own car!



Here David Jun is inspecting the front end on his Tamiya TA 04 sedan.



Don't forget to use some Threadlock when rebuilding your gas car—especially on metal to metal areas such as engine mounts.

But when you do a rebuild, do you look at the right components or even do it frequently enough? We turned to Garen Hagobian, sponsored driver for Team Serpent and Marketing Manager of GS Racing, for some advice. Not only is he one of the most respected 1/8-scale on-road drivers in Southern California, but he is always willing to lend a hand when some racer needs some assistance.

R/C Car: *Is it as important for a club racer to do a regular teardown as it is for someone competing on a national level?*

Garen: Hmmm, good question. I would say that if you want to stay competitive, it is absolutely important. If you want to improve the car or improve your knowledge of the car, it is very important. There's nothing worse than having a car break in the middle of a race. Worn out parts or ignoring maintenance can increase the likelihood of not finishing a race.

R/C Car: *For racers, when is it time to do a rebuild?*

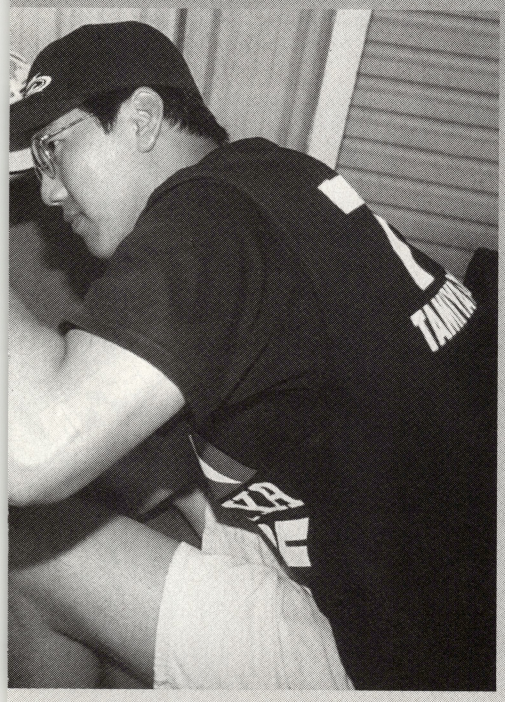
Garen: I usually do it between race weekends. If it is a major race, like the Nationals, I rebuild my car between practice and qualifying sessions and again between qualifying and the mains.

R/C Car: *So you keep pretty busy between sessions, then.*

Garen: Yeah, basically. It helps me focus.

Rebuilding Your Ride with Garen Hagobian

by Lito Reyes

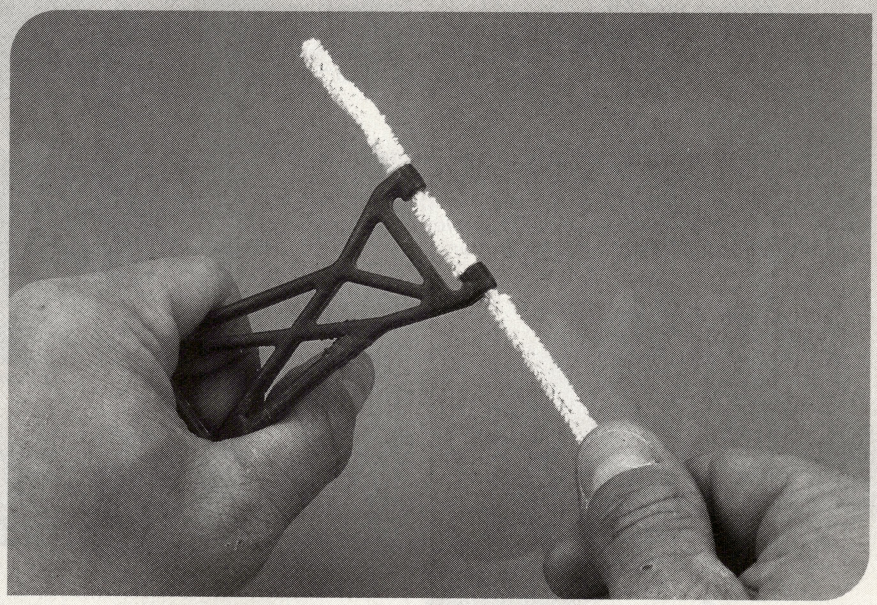


R/C Car: *How about for the casual racer or backyard basher?*
Garen: Generally, there are a few signs that it is time for a rebuild: when you notice a loss of performance, or when parts start to feel sloppy or worn out, obviously. Or when things get too dirty.

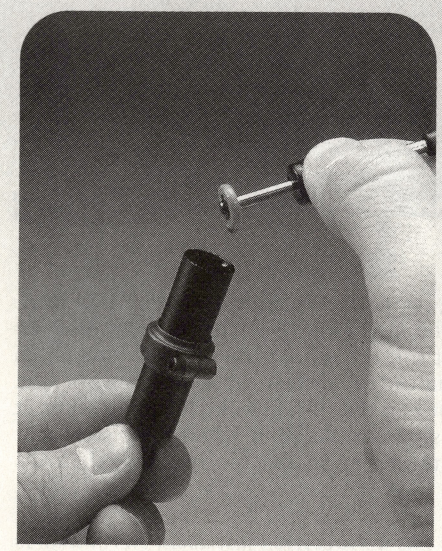
R/C Car: *What is the routine you go through when working on one of your cars?*
Garen: Here it is in a nutshell: I strip down the car, take everything apart, clean everything, and replace anything that is bent, worn out, or stripped.

R/C Car: *Okay, how about some specifics?*
Garen: Since I mainly do on-road, I'll talk about that. Here are the things I look at. First I remove the shocks and make sure that there is absolutely no binding in the suspension travel. That includes making sure the hinge pins are true, and the holes are clean (pipe cleaners are good for that). Then I check the dogbones to make sure they are not bent or worn out. Then I get to the shocks. The O-rings get replaced, as do the bladders, and I make sure the shafts are in good condition.

Once I get done with the suspension, I move on to the drivetrain. Belts, pulleys, gears, clutches, differentials, and outdrives all get the once-over. Next, I'll clean the radio equipment, check the fuel filter, replace fuel tubing if necessary, then check the engine. From that point, if everything is okay, I'll set it up according the specs on my last setup sheet.



Pipe cleaners do an amazing job of cleaning out those hard-to-reach suspension arm and bulkhead holes. They're an inexpensive tool that can really help your suspension work smoothly over the long run.



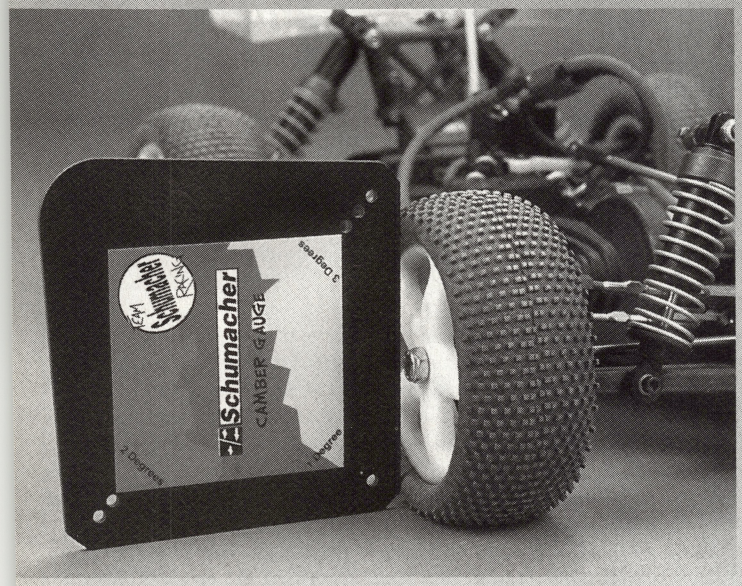
Off-road shocks need to be rebuilt more frequently than most other types, i.e. touring car shocks, due to the dirt and debris they are exposed to. If your shocks feel like they have air trapped inside, or the shock shaft is scored, then it's time for a rebuild!

R/C Car: *If you were really limited on time, what are the things you could not ignore?*
Garen: For on-road, I would make sure the suspension movement is free, the motor is in good shape, the tires are good, and the radio equipment is in working order.

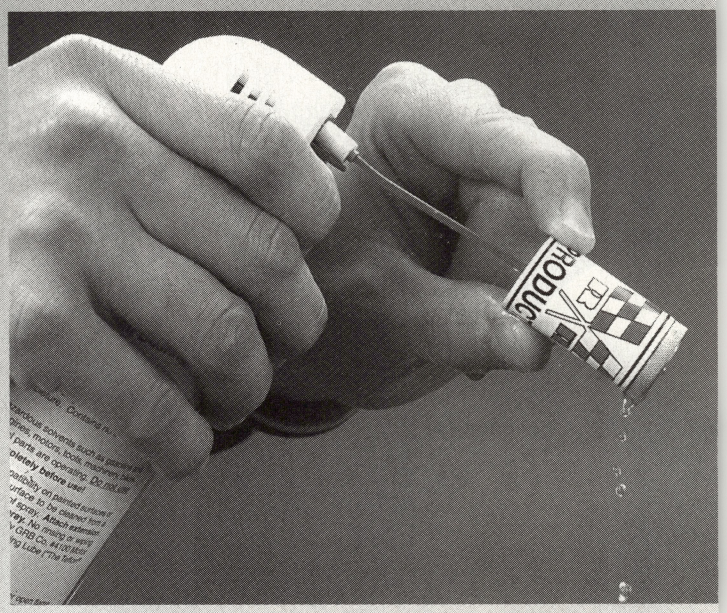
For off-road, I would do the same things, except rebuild the shocks also. In off-road cars, the shocks have so much more motion and the harsh conditions make dirt more likely to get in there.

Going back to on-road, I would also check chassis tweak, since that can be critical in a car that gets up to California's maximum speed limit.

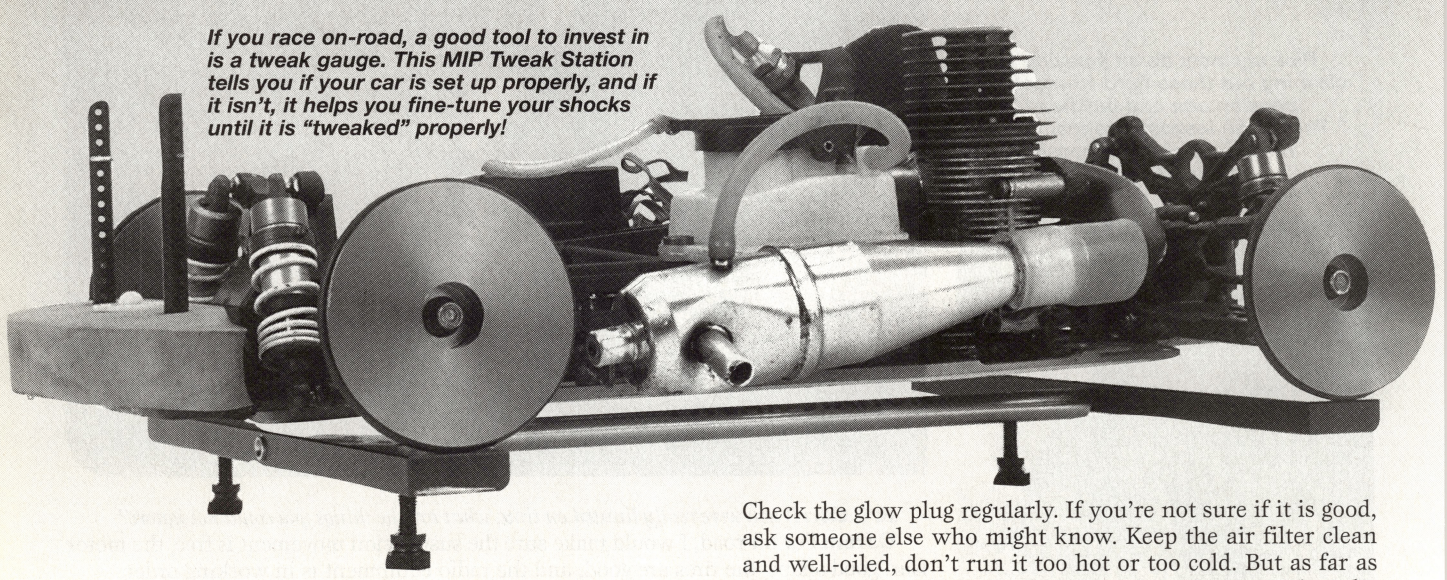
R/C Car: *Do you find yourself doing anything out of habit or superstition that maybe other people wouldn't do?*
Garen: I clean my car a lot [*laughs*], I keep my car very clean. But what specific things do I do? Well, I grease the thrust bearings in my Centax clutch more often than they need to be. And I change my belts with greater frequency than I need to. Oh, and this isn't really superstitious, but if I have even the slightest tap of a board, I'll rebuild the whole thing, even if it feels the same.



After rebuilding your ride, to make sure you get the best performance from your car, make sure you have your camber set correctly. There are plenty of camber measuring tools on the market—don't fall into using the inconsistent "eyeball" method!



After a while, your ball bearings can get packed with dirt—especially if you run off-road cars or trucks. Do yourself a favor and periodically clean your ball bearings thoroughly. You might be surprised at how well they spin again afterward!



If you race on-road, a good tool to invest in is a tweak gauge. This MIP Tweak Station tells you if your car is set up properly, and if it isn't, it helps you fine-tune your shocks until it is "tweaked" properly!

R/C Car: *How about the electronics, like servos, wiring or connectors?*

Garen: I send in my radio equipment once or twice a year to be checked by the manufacturer even if it's working okay.

I've never really had awire go "bad," unless it was frail from being worn through by a moving part. Just be sure to use good quality twelve or fourteen gauge wire. And clean solder joints, heat shrink on all the connection, and quality connectors will keep downtime to a minimum.

R/C Car: *What about your engines?*

Garen: Pretty much the standard common-sense stuff. Check the glow plug regularly. If you're not sure if it is good, ask someone else who might know. Keep the air filter clean and well-oiled, don't run it too hot or too cold. But as far as rebuilding it goes, there are two wear items on an engine: the piston/sleeve and the con rod. If it is lacking compression, it is time for a new piston and sleeve. If when the piston is at top/dead-center there is play in the rod bushing, then it's time for a new rod.

R/C Car: *It looks like we've covered just about everything. Is there anything else you'd like to add?*

Garen: Yes—if you're a beginner, don't be afraid to ask people questions about your car. And don't be afraid to get a second opinion. Also, it doesn't matter how much or how little you've spent on your car, keeping it clean will make you feel better about it. ◆

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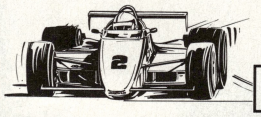

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TEAM LOSI TECH-TALK

Tech Tips #5

Shock tuning is one of the most asked about subjects in R/C racing. It would take a small book to relay all of the factors that come into play when working with your shocks but nothing beats experience. Your Team Losi owner's manual helps you assemble your buggy or truck with a good baseline set-up. The World Champion development team have spent a lot of time to find an optimized spring rate, dampening, and geometry. This means that you should find that, outside of some dampening adjustments to compensate for temperature, the model will work well on a wide variety of tracks and conditions. The first thing to consider in shock tuning is that it is easy to get lost! The experts will tell you that when in doubt go back to the kit set-up. Shock tuning is a combination of springs and dampening. Typically, spring changes are made less then 25% of the time.

Dampening is the most common shock tuning you will try. Simply put this is the dynamics of a given viscosity (weight) fluid traveling thru a given size hole or holes in the shock piston. Sounds almost too simple doesn't it? It really isn't all that difficult to understand and make good tuning decisions if you understand the following basics. To test the high speed dampening ("pack") of your model, hold it level about 12 inches above the bench and let it drop. As it contacts the bench the suspension should move between ? and ? of the total travel and smoothly return to its normal ride height. If it bottoms or rebounds beyond ride height it is probably under-dampened. This means that you need to change to a heavier (larger number) fluid or perhaps in a severe circumstance change to pistons with a smaller hole size (larger number). So if you were running 30 wt. fluid you should try 35 wt. Do your test again and notice the difference. If the model hits the bench like a ton of bricks with little deflection in the shocks you would be wise to try a lighter fluid like 25 wt. So what causes the need for a change in the shock fluid?

Temperature is the most common reason. Even though Team Losi's "Certified" shock fluid is made from the highest quality silicone base that is the least temperature sensitive, there are other factors that come into play. As the shock piston is moving up and down in the shock bore it is creating heat. The use of hard coatings and teflon pistons minimizes the friction of the piston but the "shear" effect of the fluid being forced through the holes in the piston will create heat. This heat is absorbed by the fluid and transferred to the shock body that in turn is cooled by the air passing around it. So as the air temperature rises the fluid and shock body can't dissipate the heat as well and the fluid becomes thinner as it gets hotter. The opposite is true as the air temperature gets cooler. Typically you want to try changing in 5wt. increments, from 30 to 35 to 40 etc. Team Losi does make "half weights" which allow for finer adjustments and at times eliminate the need to change pistons, as we will see later. These are 17.5, 22.5, 27.5, 32.5, and 37.5 weights. As we pointed out before, there is no substitute for experience.

The pros all carry notebooks with information from testing or races where particular conditions existed. You would be wise to do the same. The following suggestions are meant to give you a direction for your testing. Generally speaking, the fluid is to light (under dampened) when the chassis rolls over easily and /or bottoms out when landing jumps. The fluid is too heavy (over dampened) when the wheels tend to kick up over the bumps and there is a lack of rear squat under acceleration. This will also cause a loss of rear traction and prevent the chassis from leaning and transferring weight when entering a turn. Obviously every track is different and everyone's opinion of conditions will vary. High traction surfaces may require going one step stiffer with the springs. Heavier dampening will probably also be required. If the surface is also extremely bumpy try changing to a larger piston (example; #56 to #55) and heavier fluid to maintain the same static dampening. Slick track conditions usually require a slightly softer spring and less dampening. You may also want to try going to the next smaller (#55 to #56) piston as well. Changing the shock piston can have multiple effects.

Beside the rate at which the shock moves, "pack" or the resistance to sudden hard impact is changed. A larger piston in the rear tends to make the car "freer" on power and jump better but may bottom out easier on landings. A smaller piston/lighter fluid makes the car square up quicker with better grip exiting turns and helps it land jumps better. The down side is that this combination may not be as good on a choppy surface. As you can see, every thing is a compromise. What may be ideal at one track may not be suited for another. Remember the stock set-up? There's no place like home. Blue Spec Tires The response to the new Team Losi "Blue" Dirt-Spec tires has been overwhelming. With this sudden popularity has come a few questions and comments that you will no doubt find of value. In general, the racers around the country report that the "Blue " compound works well on both hard and soft tracks.

The general consensus is that due to the extended wear characteristics of this compound, the blue-specs take a few runs to break in and get maximum traction when running on a hard or high bite surface. Some racers have taken to running them on the street for a few minutes to do this as well. The foam used inside the Blue-Spec tires offer a slight tuning point. In general, if the track is relatively smooth, firm foam offers a little more grip. When the track is rutted or choppy, softer foam will help keep the tire in contact with the racing surface. It doesn't appear chemicals enhance the performance of these "spec" tires although many racers report trying. A few clubs have offered a "blue spec" class with excellent results. It seems clubs have welcomed the concept of a single design and compound tire that is easy to tech for their stock class with great results. We'll let you know more about this exciting concept as we learn more.

Best Wishes, Gary Kyes

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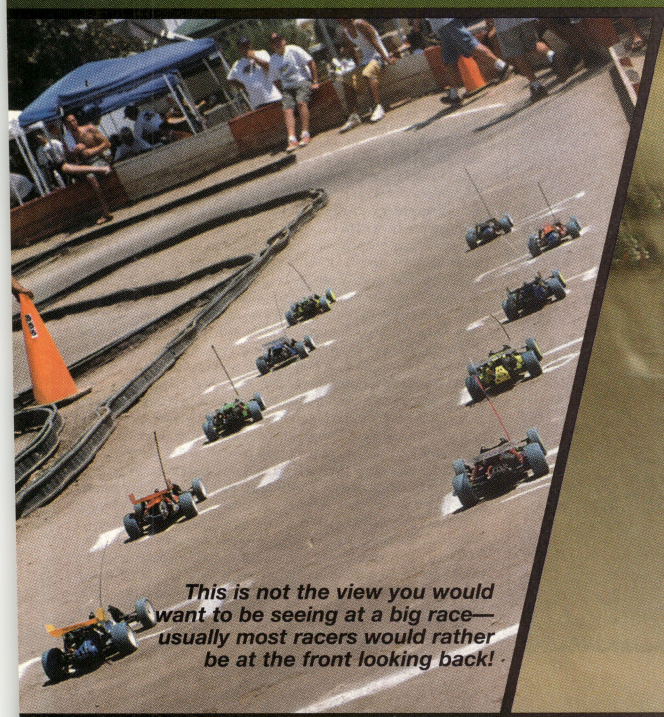
R/C CAR
THE RADIO CONTROL CAR MAGAZINE

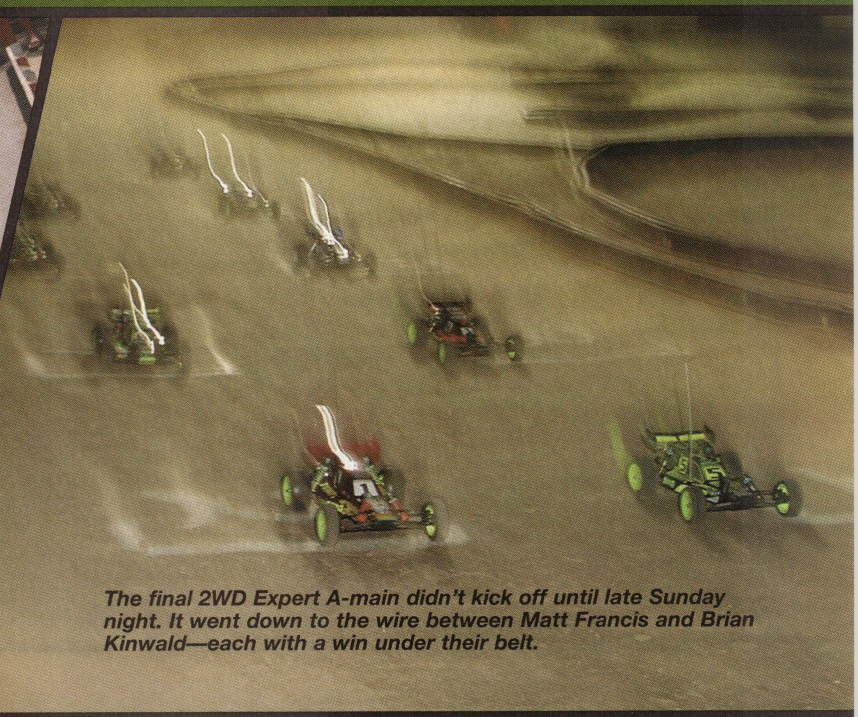
Showdown at Saugus!

HOT ROD Hobbies Shootout

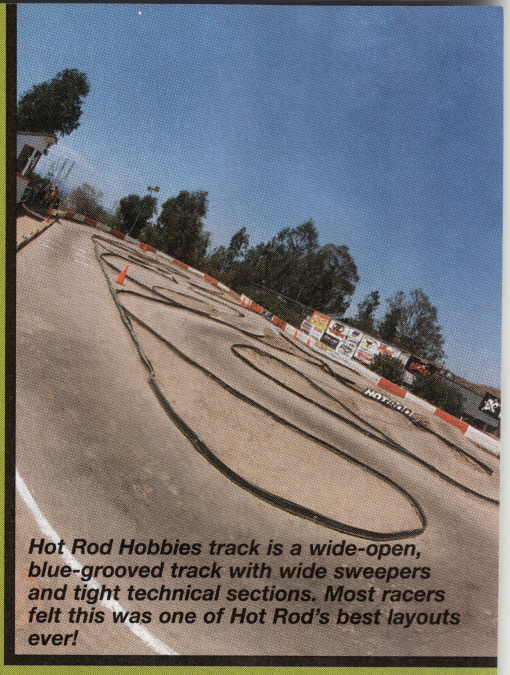
Welcome to the third annual R/C Car/Hot Rod Hobbies Off-Road Shootout! We can't believe it's been three so far. This year we had close to 380 entries in nine classes and had racers come from all across the country—the farthest making the trek from Pennsylvania!



This is not the view you would want to be seeing at a big race—usually most racers would rather be at the front looking back!



The final 2WD Expert A-main didn't kick off until late Sunday night. It went down to the wire between Matt Francis and Brian Kinwald—each with a win under their belt.



Hot Rod Hobbies track is a wide-open, blue-grooved track with wide sweepers and tight technical sections. Most racers felt this was one of Hot Rod's best layouts ever!

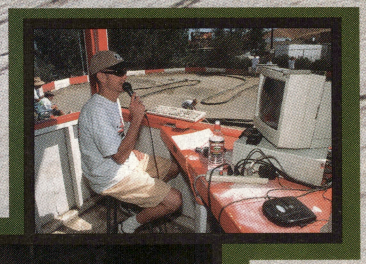


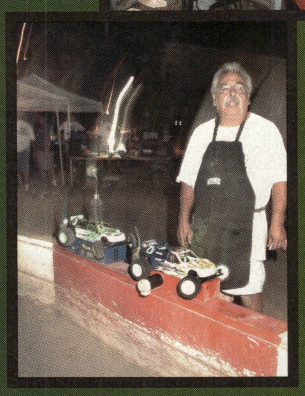


The place was packed! We had close to 400 entries for the event and next year we're expecting more of the same!

HOT ROD HOBBIES SHOOTOUT

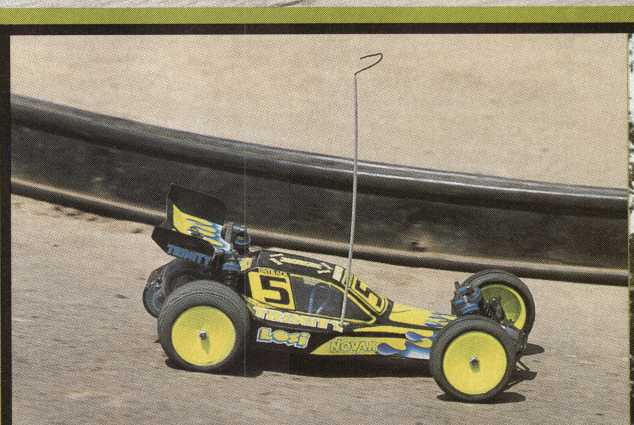
This race was also very significant in that it was the first race in the world to utilize Team Losi's new Blue Spec Class tires in both our Novice and Sportsman classes. Additionally (and in direct relation to), we're proud to say that the race had a record turnout of Novice and Sportsman racers. And let's not forget the best of the best—Team Losi's and Team Kyosho's top pros also came out for the event and put on quite a driving display for the crowd! Team Trinity's Brian Kinwald and Matt Francis had epic battles out on the track in what can best be described as some of the closest racing action ever!

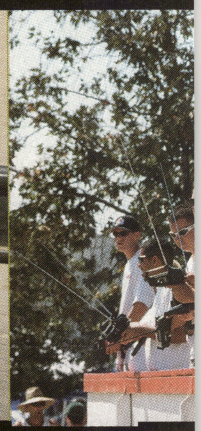




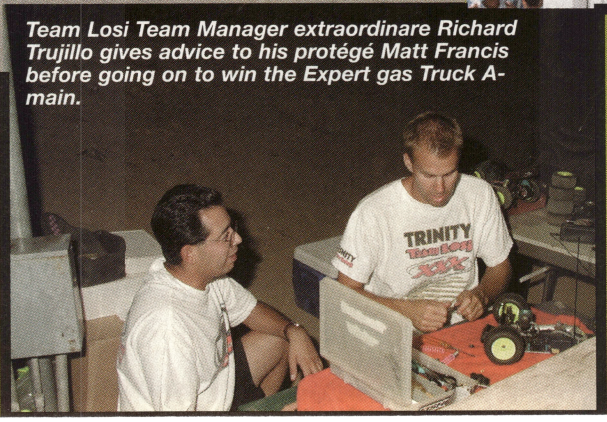
Getting prepped for the big Expert Gas Truck A-main.

Big Jimmy styles on the mic. As with previous years, Jimmy not only ran the race, he also raced in the event as well!





Team Losi Team Manager extraordinare Richard Trujillo gives advice to his protégé Matt Francis before going on to win the Expert gas Truck A-main.



HOT ROD Hobbies SHOOTOUT

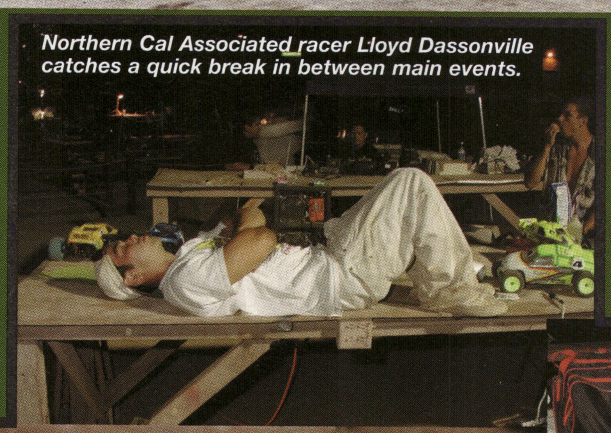
The only drawback to the event was that we had so many racers that we didn't wrap up the show until early into Monday morning! That's right, we didn't get done handing out trophies and finish packing to go home until close to 1:00 in the morning! Plans are already in the works to make sure we get the race done at a more reasonable hour next year.

For those of you who weren't able to attend, we recommend you put this on your list of "races to attend next year." It's starting to build up to "big race" status without the serious do-or-die attitude we've become accustomed to at races of this size. For now, check out the pics and see what you missed!





Our local hero Scott Renolds showed he was one of the "fast guys," but bad luck plagued him in the mains and he didn't finish in the top three—look out factory guys, Scott is an up-and-comer you might be passed by soon...

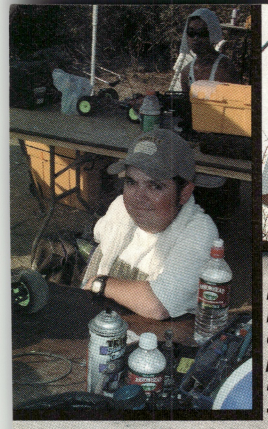


Northern Cal Associated racer Lloyd Dassonville catches a quick break in between main events.



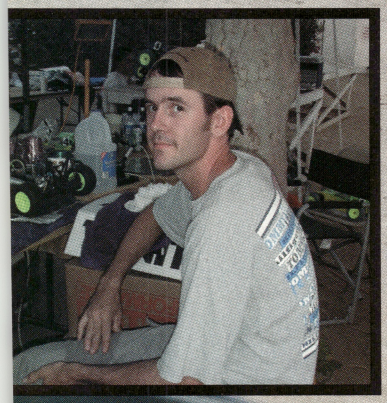


Team Kyosho drivers Greg Degani (left) and Chad Bradley work on perfecting their Ultima buggy setup.





The man's on a mission—Brian Kinwald smoked the competition in just about every class he entered. Brian took home trophies in every class including Expert 2WD, 4WD, and Truck. Not bad...



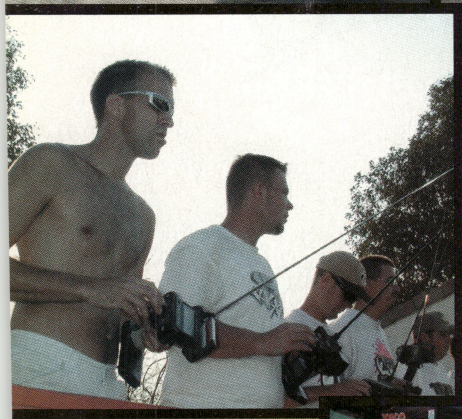
Yet another fast SoCal driver came out for the race—Team Trinity driver Chad Phillips. Chad is now running the show as the manager over at MnM Raceway in Corona, California.



Team Losi's Derek Furutani sits through the midsummer heat while waiting in between main events.



You don't wanna mess with the man behind the tech table... every car that hit the track had to go past this man first!



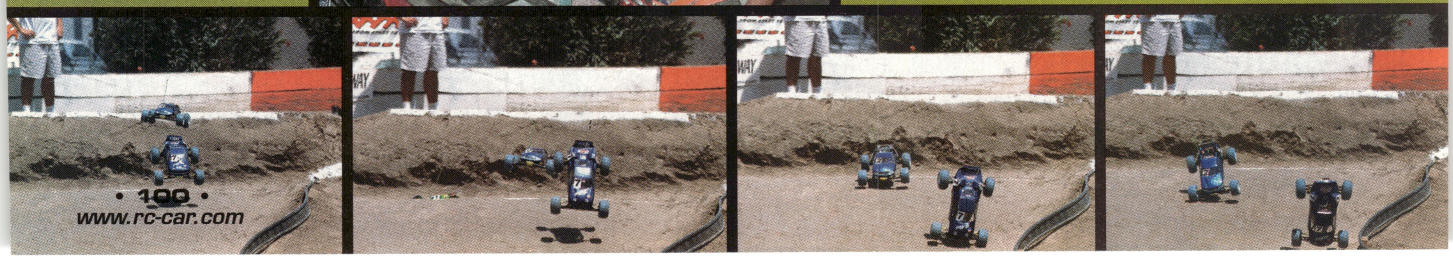
Matt Francis prepares for the start of the Expert 2WD second A-main.





Racers get ready for the start of one of the 4WD triple A-mains.

R/C Car Magazine pit boy Derek works on his Losi Triple-X in his pit.



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Chris Valpey



Colleen Nelson





CODE BLUE!

Losi's New Spec Tire Debuts at Hot Rods

• There's been much talk for years in the off-road industry regarding "cost-controlled this", and "spec class that" with relatively little action—until now, that is. At the *R/C Car*/Hot Rod Hobbies Shootout, Team Losi's new Blue Spec Class tire made its official debut. All Novice and Sportsman class racers (in 2WD, Truck, and Gas Truck) were required to run them. We talked to two racers (one Novice, one Sportsman racer), and asked them their opinion on the tires.

Colleen Nelson, Novice Class—"Interestingly, the more you run the Blue tires, the more they hook up better. Once they scrub-in you get a little more traction, it seems. They also seem to last very well too (at this point, Colleen had run practice, all three qualifiers, and two of her mains on her original set of tires!). I think it's a great idea—this should be done at other races too! You're on equal ground with every other racer, and it's cost-effective. You can easily go through six to ten sets of tires, foams, and wheels at an event like this! Plus if we were using our own tires, we'd be using Buggy Grip or something like that, and we haven't had to do that—the only thing we've used is Simple Green, so we're saving money there too…plus this might sound like a 'chick' thing, but I like the color!"

Chris Valpey, Sportsman Class—"I think that the Losi tires work pretty good—after the first run or two, they scrub-in and they start to hook up better. I've done pretty good with them—I've made the main in both buggy and truck. I like the idea of having the tires at a race like this, but I'd like to see a different tire pattern—these tires have a larger pin and would probably work better on looser conditions. For blue-groove I'd like to see a smaller pin design. I think that races like this will get more popular when they run some spec tires for the Novice and Sportsman class—as long as everyone else has to run them, it's going to be a more fair race."•



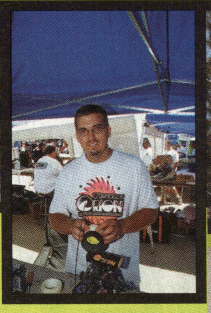
Ron Rossetti and Randy Poh take Kinwald's car off the track to swap out tires with a different set during practice.



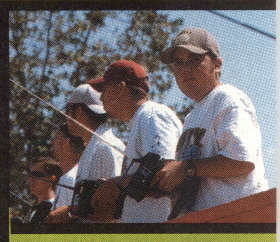
"How'd I do?" "Were did I qualify?" After the mains were posted on the board, this was a tough spot to get near.



Kinwald's pit is a rookie's R/C dream... Inside his pit area you'll find some of the cleanest machinery in existence.



Losi/Orion driver Mark "Pops" Francis made the trip down from Northern Cal and finished well in the Expert classes.



Team Trinity's Brian Kinwald is probably the most determined, fiercest competitor out on the track.





See guys, girls do race! Colleen Nelson (left) and Candice Cullinan (right) came out and raced in the Novice class. Colleen went on to win the overall—way to go!

REEDY TRUCK RACE of Champions 2000



HANDOUT TIRES:
All non-factory classes will receive 1 full set of Pro-Line handout tires with entry. Handout tires must be used in competition. 2 additional sets may be purchased. All drivers will be allowed a total of 3 full sets for the entire weekend... THAT'S IT!

SCHEDULE:
Mon.-Thurs: Open Practice 10AM-7PM.
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REEDY TRUCK RACE OF CHAMPIONS 2000

Name: _____

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City: _____ State: _____ Zip: _____

CLASSES: ___Stock Truck (includes handout motor)

___ Modified Truck ___ Factory Modified Truck

___1/10 Gas Truck ___1/10 Factory Gas Truck

Entry Fees:
$40 Stock w/handout motor
$35 Modified/Gas Truck
$30 Factory Classes (no tires)
$20 Add'l Factory Class

• Free T-Shirt to all entries received before Oct. 21 •Triple A-Mains for ALL Elec.classes!

FREQUENCY: (1)_____ (2)_____ (3)_____

Your Sponsors: _____

TROPHIES:
1st-10th in A-Mains
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Entries Limited to the first 350... enter TODAY!

Send entry form and entry fee to: Hot Rod Hobbies
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GAS TRUCKS:
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45 min. Factory A-Main

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See guys it's true... some girls aren't afraid to stand next to Chad Bradley!

Rod shows Jimmy Babcock a little something extra he added to Scott Renolds Losi Triple-X...why is Jimmy laughing?

Local big geek Frank Masi made the show and claims he "almost made the A-mains"... strong showings in the B-mains with top drivers failed to impress us...

Catching up with Hot Rod Hobbies' owner Rod Weisbaum after the race the next day...

R/C Car: So now that the race is officially over, what did you think of this year's event?

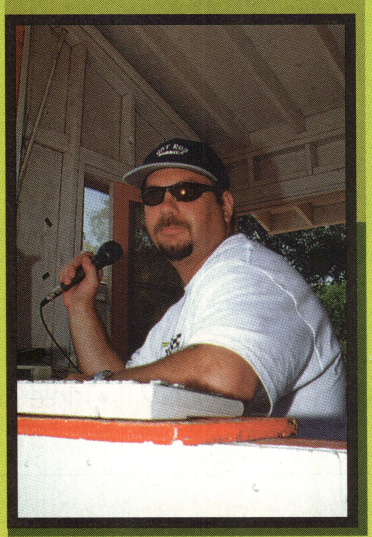
Rod: I thought the race went really well—very few problems if any! I'd like to thank all the people who made it possible, with a very special thanks to Jimmy Babcock and Scott Reynolds who helped make the race as great as it was!

R/C Car: Close to 380 entries! Can you believe it? What's happening to our little race?

Rod: I just don't know how we fit them all in but we made room for everybody. We've given thought to next year's event on how to reduce time by either making it a three-day race or limiting the number of entries—I highly recommend you sign up early next year!

R/C Car: What do you think it is about our race that draws such a crowd?

Rod: Well, this year's race drew a large crowd thanks in part to the new Losi Blue tires we used. We had a high number of Sportsman and Novice racers in attendance. Compared to the other races we had, we tripled the amount of Novice and Sportsman drivers. Combined, there were more Sportsman and Novice racers than any others! Out of the nine classes, 29 were Novice drivers, 43 raced in Sportsman Stock Car, 59 raced Sportsman Stock Truck, and 65 raced Sportsman Gas Truck (the biggest class). So 196 entries were for the Sportsman classes—not bad! I'm really excited about that!

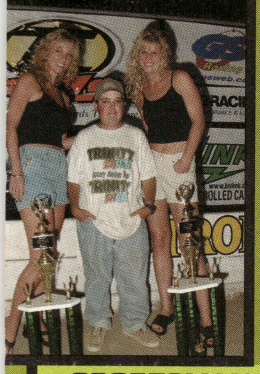


R/C Car: So how did the Losi Blue tires work out?

Rod: During pre-race testing we tried out the Blue tires on a relatively wet track and there wasn't much wear. Then we let the track blue-groove and the tires showed a lot more wear than expected. We worried that the tires wouldn't hold up on our dry, blue-groove track, but the more we ran them, the better they got. I think the Losi Blue Spec tires are a great idea because of the cost factor. The average expert privateer spends anywhere between $100-200 on tires alone for a big race weekend whereas our Sportsman racers spent a total of $18.00 for their extra set of tires (one set was given with their entry and they were allowed to purchase one more). Because we limited tire availability to two sets for the entire weekend this really helped the drivers' total cost involved.

R/C Car: Good deal. Anything else?

Rod: I'd like to thank all the racers and our three main sponsors, *R/C Car* magazine, Team Losi, and Team Orion. I'd also like to thank JR Racing, Kimbrough Products, MIP, Pro-Line, Birdman Motors, Ballistic Batteries, Hitec Racing, Pro-Match Batteries, Lunsford Racing, Performance Plus, BC Race Bags, BoLink, Team Cobra, Deans Electronics, Banzai Motors, Multiplex, Progressive Suspension, GS Racing, Hot Bodies, Racetech, Ibon Graphics, Team Novak, Traxxas, O'Donnell, and Integy for all their donation prizes...and a big apology to whoever I may have missed. Hope to see you all next year! ◆



The man, the myth, the legend! Team Losi/Trinity driver Brian Kinwald took top honors in the Expert 2WD, Truck, and 4WD classes.



Team Losi/Trinity driver Matt Francis took the win in the Expert Gas Truck A-main event.



Novice A-main winners Coleen Nelson (first place), second place Ted Johansen (left), and third place Todd Parker (right).

NOVICE

1	Colleen Nelson
2	Ted Johansen
3	Todd Parker
4	Frank Garza
5	Brenden Nelson
6	Josh Coniglio
7	Omar Espinoza
8	Chaz Como
9	Sergio Hinojosa
10	Mike Garcia

SPORTSMAN STOCK BUGGY

Qual.		Driver	Model	Motor	Battery	ESC	Servo	Gearing	Tires	Radio	Receiver
1	2	Kurt Haynes	Assoc. B3	Handout Orion	Pro-Match	Novak Cyclone	Airtronics	20/81	Losi Spec	Airt. M8	Novak XXL
2	3	Bill Cook	Assoc. B3	-	Trinity	Novak Cyclone	Airtronics	21/81	-	Airt. M8	Airtronics
3	1	Brent Newman	Losi XXX	-	Trinity	Novak	Airtronics	-	-	Airt. M8	Airtronics
4	4	Theo Captanis	Assoc. B3	-	Ballistic	LRP V7.1	Airtronics	-	-	Airt. M8	Airtronics
5	9	Chris Valpey	Losi XXX	-	Birdman	Novak Cyclone	JR-Propo	19/82	-	Futaba 3PDF	Novak Mercury

SPORTSMAN STOCK TRUCK

1	1	Kurt Haynes	Assoc. T3	Handout Orion	Pro Match	Novak Cyclone	Airtronics	16/87	Losi Spec	Airt. M8	Airtronics
2	2	Bill Cook	Assoc. T3	-	Trinity	Novak Cyclone	Airtronics	18/90	-	Airt. M8	Airtronics
3	3	Nick Evans	Assoc. T3	-	Sanyo			19/87	-	JR-Propo	JR-Propo
4	7	Nevin Hill	Assoc. T3	-	Trinity	Novak Cyclone	Airtronics	17/87	-	Airtronics	Airtronics
5	10	Jeff Arndt	Assoc. T3	-	Integy	Novak Cyclone	Hitec		-	Hitec 3D	Hitec DCX

EXPERT STOCK BUGGY

1	2	Greg Monise	Losi XXX	Orion Edge	Orion	Tekin G-10 Pro	Airtronics	22/84	Los/Losi	Airtronics	Tekin
2	3	Marty Korn	Losi XXX	Race Prep	-	Novak Cyclone	JR-Propo	22/82	Losi/Losi	Airt. M8	Airtronics
3	7	Jeremy Felles	Losi XXX	Banzai	-	Novak Cyclone	Airtronics	20/82	Losi/Losi	Airt. 3PS	Airtronics
4	1	Scott Renolds	Losi XXX	Birdman	Birdman	Novak Cyclone	Airtronics	22/82	Losi/Losi	Airt. M8	Airtronics
5	8	Ryan Smith	Assoc. B3	Reedy Rage	Reedy	LRP V7.1	Airtronics	19/81	Pro-Line	Airt. M8	Airtronics

EXPERT STOCK TRUCK

1	1	Mike Kendall	Losi XXX-T	Peak Spitfire	Peak Powerflo	Novak Cyclone	Airtronics	20/86	Losi/Losi	Airt. M8	Airtronics
2	3	Bill Hagen	Assoc. T3	Banzai Epic	World Class	Novak Cyclone	Airtronics	18/87	Pro-Line	Futaba	Futaba
3	5	Albert Guardado	Losi XXX-T	Peak Spitfire	Peak Powerflo	Novak Atom	Airtronics	19/86	Losi/Losi	Airt. M8	Novak Mercury
4	8	P-Funk	Assoc. T3	Birdman 36	ESP 17	Tekin G12c III	Airtronics	18/87	Pro-Line	Airt. M8	Airtronics
5	2	Scott Renolds	Losi XXX-T	Birdman 24	Birdman	Novak Cyclone	Airtronics	18/88	Losi/Losi	Airt. M8	Airtronics

EXPERT MODIFIED BUGGY

1	1	Brian Kinwald	Losi XXX	Trinity 10x2	Trinity 2400	Novak Cyclone	Airtronics	24/92 (BK)	Losi/Losi	Airt. M8	Airtronics
2	2	Matt Francis	Losi XXX	Trinity 12x2	Trinity 3000	LRP V7.1	Airtronics	24/92 (BK)	Losi/Losi	Airt. M8	LRP Phaser
3	8	Travis Amezcua	Losi XXX	Orion 11x4	Orion	Novak Cyclone	JR-Propo	20/82	Losi/Losi	JR-Propo	JR-Propo
4	3	Mark Francis	Losi XXX	Orion 12x4	Orion 2400	Novak Cyclone	Airtronics		Losi/Losi	Airt. M8	Airtroncis
5	7	Jason Corl	Losi XXX	Trinity 12x2	Trinity 3000	LRP V7.1	Airtonics	24/92 (BK)	Losi/Losi	Airt. M8	LRP Phaser

EXPERT MODIFIED TRUCK

1	1	Brian Kinwald	Losi XXX-T	Trinity 10x2	Trinity 2400	Novak Cyclone	Airtronics	20/100 (BK)	Losi/Losi	Airt. M8	Airtronics
2	3	Todd Hodge	Losi XXX-T	Trinity 11x3	Trinity 3000	Novak Cyclone	JR-Propo	18/88	Losi/Losi	JR-Propo	JR-Propo
3	6	Jimmy Babcock	Losi XXX-T	Orion 11x3	Orion	LRP V7.1	Airtronics	18/88	Losi/Losi	Airt. M8	LRP Phaser
4	2	Mark Francis	Losi XXX-T	Orion 12x2	Orion 2000	Novak Cyclone	Airtronics		Losi/Losi	Airt. M8	Airtronics
5	9	Ryan Cavalieri	Losi XXX-T	Trinity 10x2	Trinity 3000	Novak Cyclone	Airtronics	17/88	Losi/Losi	Airt. M8	Airtronics

4WD MODIFIED

1	1	Brian Kinwald	Losi XX4	Trinity 10x2	Trinity 2400	Novak Cyclone	Airtronics	22/100 (BK)	Losi/Losi	Airt. M8	Airtronics
2	2	Mark Francis	Losi XX4	Orion 10x2	Orion 2000	Novak Cyclone	Airtronics	-	Losi/Losi	Airt. M8	Airtronics
3	3	Jason Corl	Losi XX4	Trinity 8x11	Trinity 3000	LRP V7.1	Airtronics	17/86	Losi/Losi	Airt. M8	LRP Phaser
4	4	Gene Hickerson	Losi XX4	Peak 10x2	Peak Powerflo	Tekin G-10	-	19/84	Losi/Losi	-	-
5	5	Derek Furutani	Losi XX4	Trinity 9x3	Trinity 3000	Novak Cyclone	Airtronics	18/84	Losi/Losi	Airt. M8	Airtronic

SPORTSMAN GAS TRUCK

Qual.		Driver	Truck	Engine	Pipe	Gearing	Throt. servo	Steer. servo	Tires	Radio	Receiver
1	2	Grag Kishiyama	Assoc. GT	Novarossi	Associated	14/66	Airtronics	Airtronics	Losi spec	Airt. M8	Novak XXL
2	5	Billy Ashby	Assoc. GT	Picco/Trinity	Associated	15/66	Airtronics	Hitec 925		Airt. M8	Airtronics
3	4	A.J. Dimarzo	Losi NT	-	Losi	-	-	-	-	-	-
4	9	Glen Gregorio	Assoc. FT GT	Mugen MT12	Paris Turbo	15/66	Airtronics	Airtronics	-	Airt. M8	Airtronics
5	8	Danny Bassett	Assoc. GT	O.S. CV	O'Donnell	15/64	Hitec 945	JR-Propo	-	Hitec 3D	Hitec DCX

EXPERT GAS TRUCK

1	2	Matt Francis	Losi NT	Picco/Trinity	Picco	17/51	Airtronics	Airtronics	Losi/Losi	Airt. M8	LRP Phaser
2	3	Greg Degani	Kyosho Ultima	O.S. CV-R	Kyosho	17/66	Futaba 9402	Futaba 9402	Pro-Line	Futaba 3PJ	Futaba
3	9	Greg Monise	Losi NT	Picco/Trinity	Losi	18/51	-	-	-	-	-
4	10	Ryan Cavalieri	Losi NT	Picco/Trinity	Losi	18/51	Airtronics	Airtronics	Losi/Losi	Airt. M8	Airtronics
5	8	Bill Hagen	Assoc. GT	O.S. CV	Associated	15/66	Airtronics	Airtronics	Pro-Line	Futaba 3PJ	Futaba



Sportsman Gas A-main winner Grag Kishiyama.



Expert Gas Truck A-main winners. From left to right: Greg Degani (second place), Matt Francis, (first overall), and Greg Monise (third place).



Colleen Nelson accepts her first place trophy from trophy guy Matt Francis.



Expert Stock 2WD A-main winners.



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R/C Hi-Tech Raceway, 3303 Meridian St., Huntsville, AL 35811 (205) 539-1347

R/C Thunder, 1530 Schillinger Rd., Mobile, AL 36675, (334) 645-2787

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Hobbytown Raceway, 13802 N. Scottsdale Rd., Scottsdale, AZ 85250 (602) 948-3946

Hobbytown Raceway, 1915 East Baseline Rd., Gilbert, AZ 95234, (602) 892-0405

Hobbytown Raceway, 1102 E. 22nd St., Tucson, AZ 85704, (520) 882-8888

Hobbytown USA, 5030 E Ray Rd., Phoenix, AZ 85044, Linda McFarland, (602) 598-5282

Kiwanis Park R/C Track, 855 S. Magnolia Ave., Yuma AZ 85364, (520) 539-7148

Scottsdale R/C Raceway, 3023 N. Scottsdale, Scottsdale, AZ 85251 (602) 945-2186

Speedway Hobbies, 2710 N. Steve's Blvd., Ste. 8 Flagstaff, AZ 86004 (520) 714-1566

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Arkansas R/C Car Association, 101 W. 52nd St., N. Litle Rock AR 72218 (501) 753-1286

Airport Speedway, 1521 Airport Loop, Rogers, AR 72756, (501) 636-7123

Grand Slam Superspeedway, 5300 S. Zero St., Ft. Smith, AR 72703 (501) 648-1994

Hobbytown USA, 356 E. Joyce Fayetteville, AR 72703, (501) 571-3730

Sparks R/C Raceway, 7194 Greene 721 Rd., Paragould, AR 72450, (501) 239-3606

Grand Slam Hobby, 5300 South Zero, Ft. Smith, AR 72901, (501) 648-1994

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Hobby Central II, 13461 Community Rd., Poway, CA 92064 (619) 513-0373

Hobbytown, Parktwon Plaza Shopping Center, 1350 S. Park Victoria Dr. #21, Milpitas, CA 95035 (408) 945-6524

Hot Rod Hobbies, 25845 San Fernando Rd., Saugus, CA 91350, (661) 255-2404

Jake's Performance Hobbies, 6650 Commerce Blvd., #21 Rohnert Park, CA 94928, (707) 586-3375

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MnM Hobbies, 4225 Prado Rd., Ste. 103 Corona, CA 91720, (909) 272-3545

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Ripon R/C Speedway, 701 N. Acacia Ave., Ripon, CA 95366 (209) 599-5160

Sacramento R/C Racing, 6201 27th St., Sacramento, CA 95824, (916) 454-4044

Showtime Speedway, 3709 Abbot DR., Bakersfield, CA 93312, (805) 5890493

Simi Valley Ground Pounders, 392-C - East Easy St., Simi Valley, CA 93065, (805) 584-8211

So. Cal Raceway, 19118 Brookhurst St., Huntington Beach, CA 92646, (714) 963-7484

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R/C Madness, 640 Enfield St., P.O. Box 64, Enfield, CT 06082, (860) 741-6501

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Coral Springs Roadrunners, PO Box 9632 Coral Springs, FL 33075, (954) 925-8284

Farmer's Hobby & Raceway, 5006-3 E. Broadway, Tampa, FL 33619, (813) 248-3314

Cars, Trains and Planes, 1029-4 Phillips Hwy. Jacksonville, FL 32256 904-880-9500

First Coast Speedway, 6410 Waltho Dr., Jacksonville, FL 32211, (904) 743-2161

Ft. Myers R/C Club, Lee Civic Center, Ft. Myers, FL (941) 936-1528

Frontier Race Track, 15260 N.E. 244th Ave., Salt Springs, FL 32134, (352) 685-2881

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River City R/C Club, 9711 Sharing Cros Dr., Jacksonville, FL 32257, (904) 268-1948

Sarasota RC Speedway, 8475 Cooper Creek Blvd., University Park, FL 34201, (941) 358-7047

Speedworld-RC, 600 S. Yonge St., Ste. 107, Ormond Beach, FL 32174, (904) 271-6240

Tampa Bay RC Club, PO Box 10224, St. Petersburg, FL 33733, (813) 526-0744

Tropical Racers, Tropical Park, Palmeto Expressway & SW 40 St., (Bird Road), Miami, FL

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Emerald City R/C Speed, Hwy. 80 East, Dublin, GA 31027, (912) 272-3856

Hobbytown Raceway, 2301 Airport Thruway, Columbus, GA 31904, (706) 660-1793

Prime Time Hobby & Craft, 432 S. Wall St., Calhoun, GA 30701 706-625-9037

Racer's Edge, 1530 Hwy. 19 N., Thomaston, GA 30286

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Rector's R/C Raceway, RR3, Box 104, Albion, IL 62806, (618) 842-9379, (618) 446-3282

RMR Raceway, 19091 W. Casey Rd., Libertyville, IL 60048, Ray Rawald, (847) 549-6963

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Countryside Raceway, 406 Pamela Rd., APt. C, Glen Burnie, MD 21061, (410) 761-6196

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Hobby Town USA, 8223-11 Elliot Rd., Easton, MD 21601, (410) 820-9308

JR's Race Place, 2935 Crain Hwy., Waldorf, MD 20601, (410) 947-2766

The Track, 16806 Oakmont Ave., Gaithersburg, MD 20877, (301) 417-9630

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Hi-Tech Hobbies, 1681 Broadway (Rt. 138) Raynham, MA 02767, (508) 880-5373

Megadrome Raceway, Rt. 8 Curran Hwy. North Adams, MA 01247, (413) 743-7223

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House of Hobbies, 2863 West Shore Dr., Holland, MI 49424, (616) 786-3686

JT Superspeedway, Golden Ave., Battle Creek, MI 49015, (616) 965-0116

Larry's Performance R/C's, 43665 Utica Rd., Sterling Heights, MI 49221, (810) 997-4840

Lazer RC Speedway, 2858 N. Wilmoth Hwy., Adrian, MI 49221, (517) 263-2806

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R&L Hobbies & Racing, 9782 Portage Rd., Portage, MI 49002, (616) 323-3686

Rodgers R/C Raceway, 7463 Ridge Rd., Britton, MI 49223, (517) 451-8301

Village R/C Raceway, Praire Ronde St., Decateur, MI 49045, (616) 423-7878

Village Hobbies, 195 N. Elm St. Hesperia, MI 49421 231-854-1374

MINNESOTA

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Duey's Hobbies & R/C Raceway, 6600 Cahil Ave., Inver Grove Heights, MN 55076, (651) 450-1721

Fun City, 9100 Park Ave., Elk River, MN 55330, (612) 441-8365

Northwoods Hobby Raceway, 2638 Hwy. 25 North Brainerd, MN 56401, (218) 829-9257

Ray's Raceway Park, 105 3rd Ave. NE., Glenwood, MN 56334, (320) 634-5246

R/C Racing World, 235 Main AVe., North, Harmony MN 55939, (507) 886-5931

Southside Speedway, 2241 Marion RD., SE Rochester, MN 55904, (507) 281-3233

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Joe McFaden Hobbies, 5531 Fox Meadow Dr., Meridian, MS 39307 (601) 483-7000

Small Cars Unlimited, 820 Cooper Rd., Jackson, MS 398212, (601) 372-FAST

MISSOURI

B&L Hobbies & Raceway, 2800 Anchor Dr., Park Hills, MO 63061, (573) 431-9444

Greentree R/C Racepark, Marshal Road, Kirkwood, MO (314) 831-2194

Ozark's R/C Raceway, PO Box 460, Willard, MO 65781, (417) 742-4376, (417) 742-7223

Real Blue Vue Speedway, 12019 E. 47th St., Kansas City, MO 64133, (816) 358-0238

Real R/C Raceway, 24204 State Rte. 58, Pleasant Hill, MO 64080

NEBRASKA

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

THUNDER TIGER RACE PLACES


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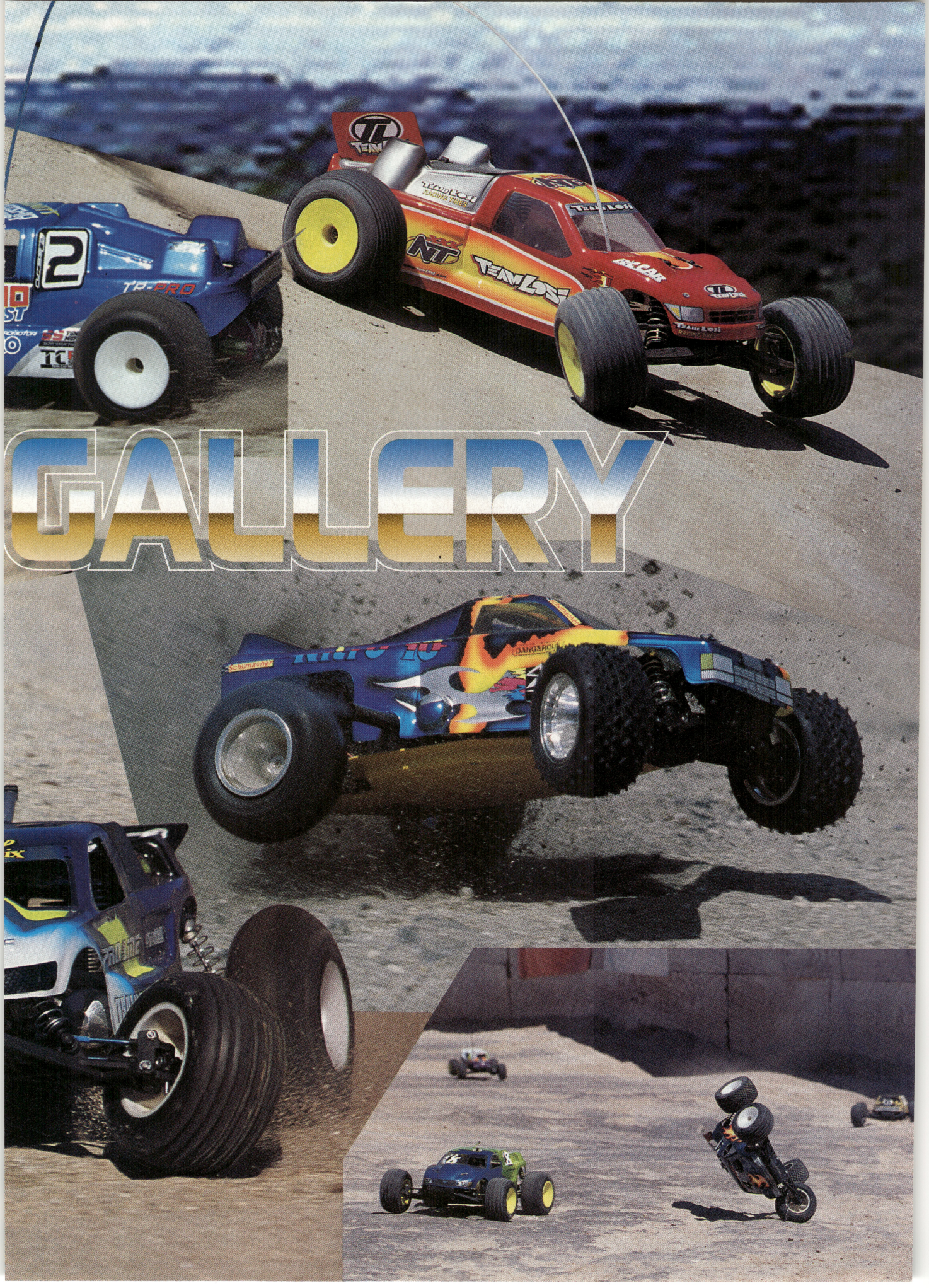
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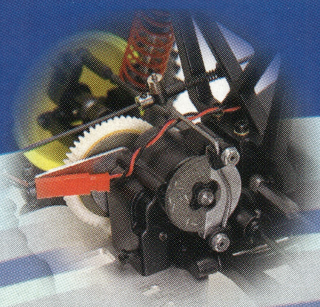
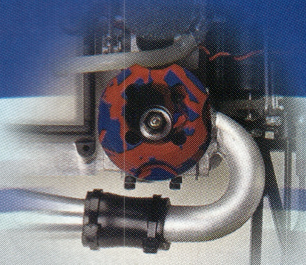
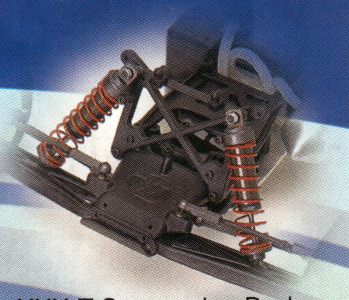


Powerful Disc Brake



Tuned Exhaust System



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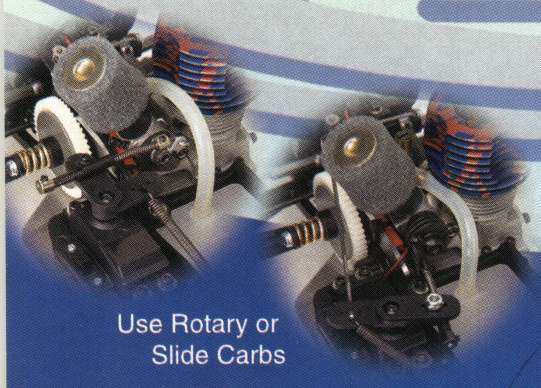

Use Rotary or
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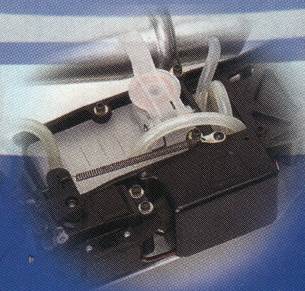
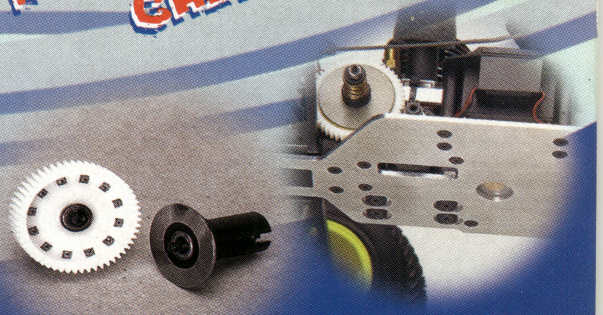


Molded Reciever Box



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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

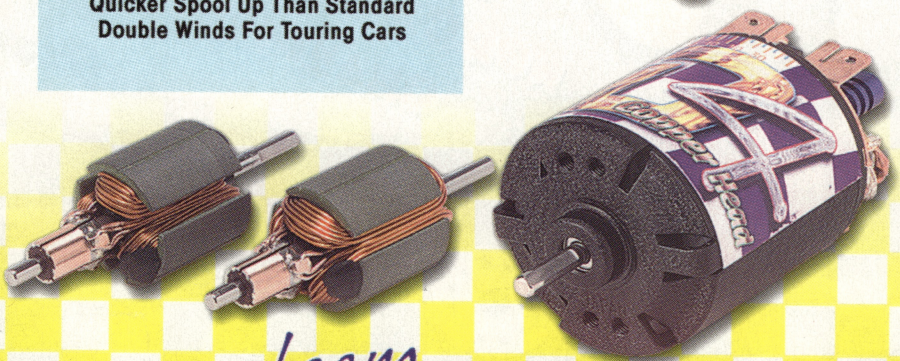
Florida Winter Champs
Truck, Matt Francis

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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