HPI's ready-to-run RS4 MT

EXCLUSIVE! INSIDE AMERICA'S FASTEST OFF-ROAD CARS & TRUCKS!

HI-TORQUE'S

R/C CAR

THE RADIO CONTROL CAR MAGAZINE

WPS
34486

TRAXXAS E-MAXX!

First test of the electric T-Maxx!



DECEMBER 2000



Tamiya's ultra-real big rig!

www.rc-car.com

HOW-TO: Build batteries • Free mods for your Losi Triple-X NT • Set ride height • Care for your batteries

5 HOT NEW CAR AND TRUCK KITS TESTED!

$4.50 CANADA $5.50

1 2

0 70989 34486 0

Attn. retailer: Please display until Nov. 21

ISSN 1097-0711



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 GT

RC10GT

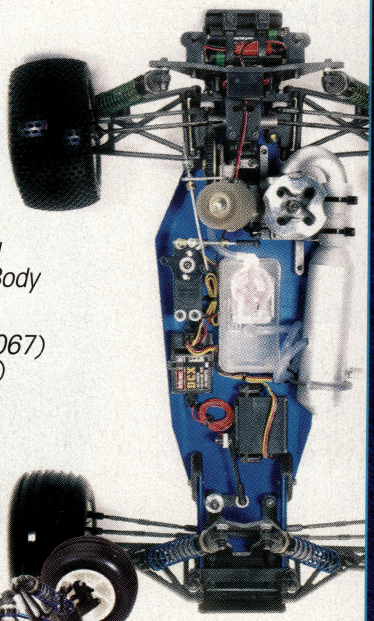
For more information on the RC10GT, visit our website:
www.rc10.com • www.teamassociated.com



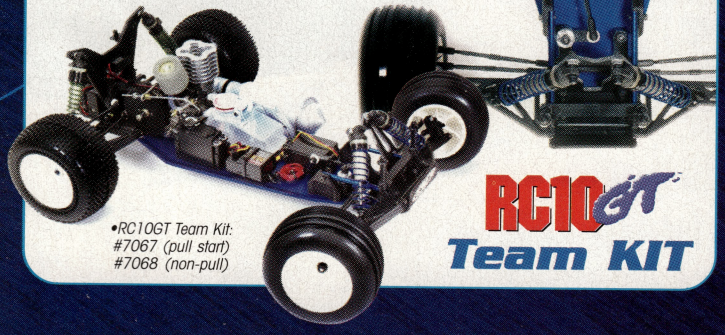
Get a REAL Associated RC10GT!

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.

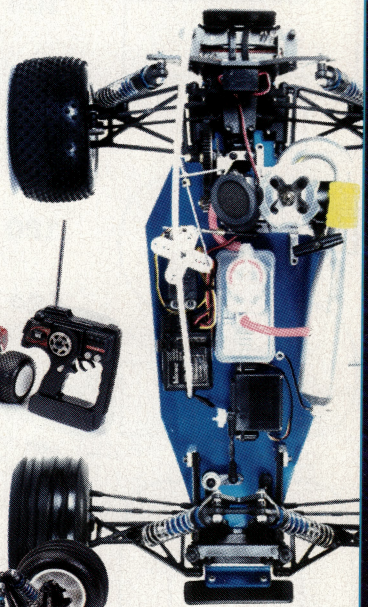


•RC10GT Team Kit: #7067 (pull start) #7068 (non-pull)

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



.15 Engine Lifetime Replacement Policy!





•RC10GT RTR #7090 Complete with .15 engine and 2-channel radio

RC10GT Ready-To-Run

Send for your FREE Team Associated RC10GT Catalog!

Team Associated • 3585 Cadillac Ave. • Costa Mesa, CA 92626

ae

Ad# 1071

CONTENTS

TEST DRIVES

64 HPI Nitro RS4 MT RTR
This mad monster gets our throttle fingers twitchin'!

68 Tamiya TGR
The TGX gets a facelift...

84 Schumacher Big 6 Lotus Sport Elise
It's big, it's electric, and it's a whole lotta fun!

100 Tamiya Globetrotter 420
Because there's a little trucker in all of us...

FEATURES

28 Exclusive First Look: Traxxas E-Maxx
The T-Maxx gets struck by lightning!

36 Corner the Experts
Racing with the new 2400 cells

40 2000 ROAR Off-Road Nationals
Team Losi and Team Trinity dominate!

52 Inside the ROAR Nats Winning Cars
Inside the factory rides

79 Best Car and Truck for 2000
The most deserving vehicles get top honors!

89 How-To: Build Battery Packs
Grab your cells and start soldering!

91 How-To: Mask Out Bodies
Quick and easy steps to help prep for painting

108 Schumacher Cat 3000 Race Test
Is this four-wheeler as good as it gets?

115 How-To: Team Losi NT Tech Tips
Get your gas truck set up to win!

118 How-To: Set Ride Height
Keep your ride on the level...

120 How-To: Set Up Your Nitro Throttle Linkage
Tips and tricks on how to keep it screamin'!

124 Multiplex profi Car 707 Radio System
Wild looks with wild features!



R/C CAR
THE RADIO CONTROL CAR MAGAZINE
December 2000, VOLUME 3, NO. 12

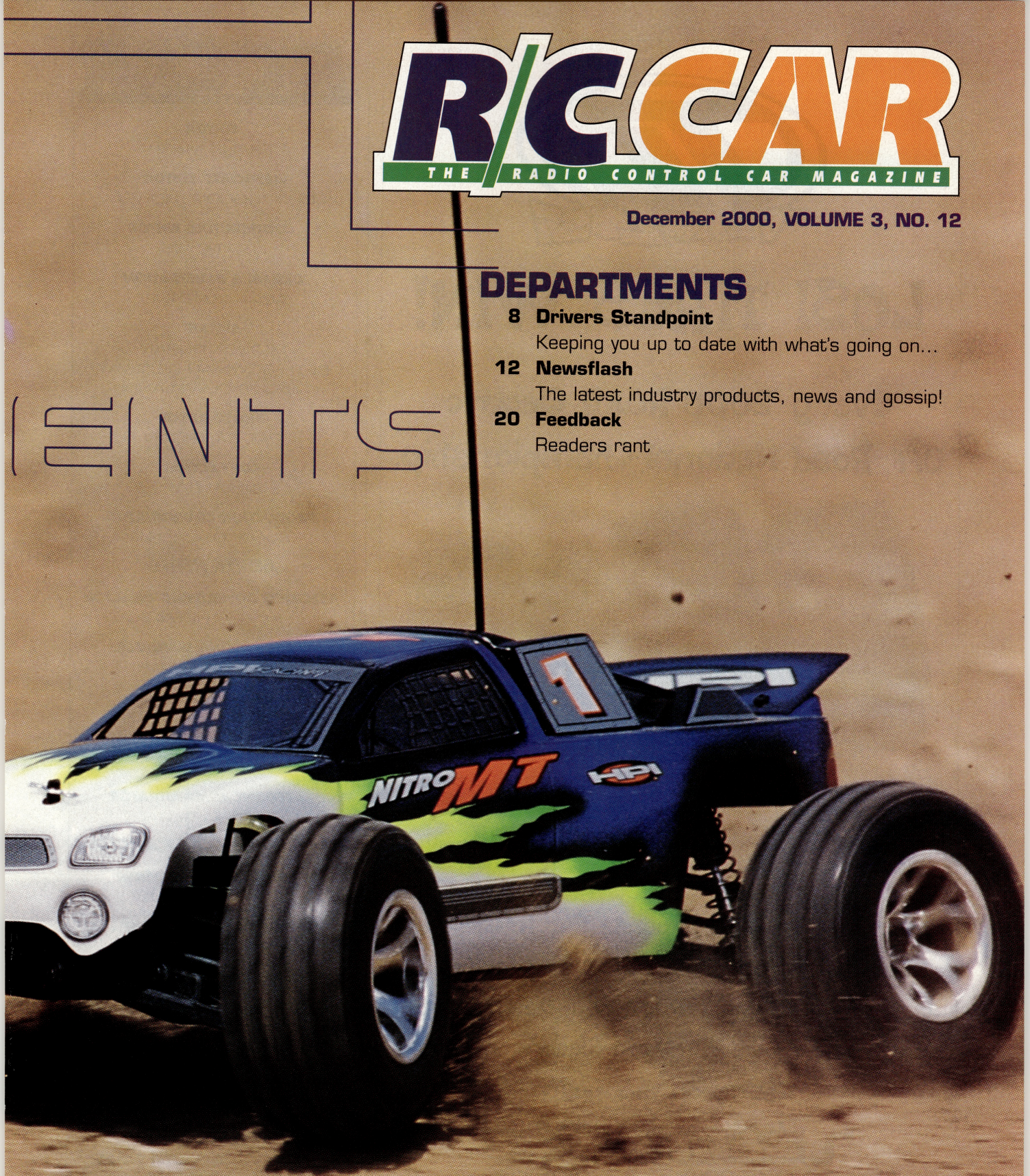
CONTENTS

DEPARTMENTS

8 Drivers Standpoint
Keeping you up to date with what's going on...

12 Newsflash
The latest industry products, news and gossip!

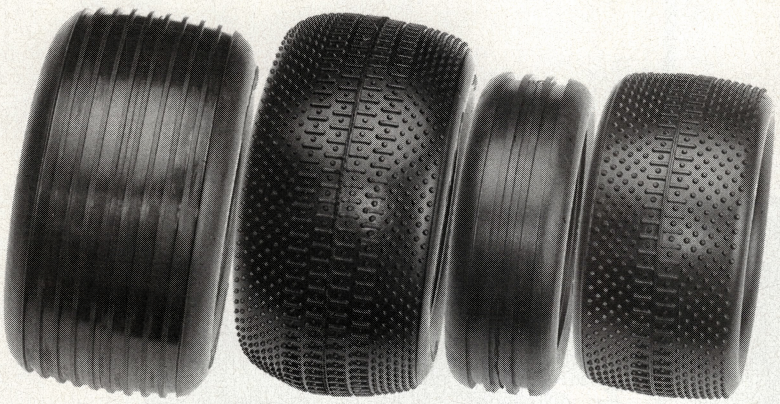
20 Feedback
Readers rant

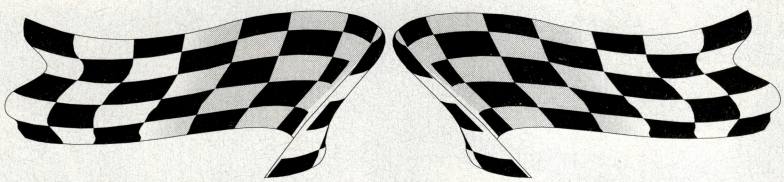


R/C Car Magazine (ISSN 1097-0711, Canada GST 12500#9266RT), December 2000 is published monthly by Daisy/Hi-Torque Publishing Company, Inc., with editorial offices at 25233 Anza Dr., Valencia, CA 91355. Subscriptions $19.98 for 12 issues (one year). Canada and foreign add $9 additional postage for one year, $18 for two years. Copyright ©2000 by Daisy/Hi-Torque Publishing Company, Inc. All rights reserved. Nothing in this magazine may be reprinted in whole or in part, by any means, without the express permission of the publisher. Contributors: Photographic submissions must be 5x7 or 8x10 glossy black and white, or 35mm and larger color slides. Please mark each photo with owner's name and address. Manuscripts should be typewritten. Unsolicited contributions, manuscripts, photographs and illustrations must be accompanied by a stamped, self-addressed envelope. Unless special arrangements are made in advance, all published material becomes the sole property of Daisy/Hi-Torque Publishing Company, Inc. The publisher does not assume responsibility for unsolicited material. Pending periodicals postage paid at Santa Clarita, CA 91380 and at additional mailing offices. POSTMASTER: Send address changes to *R/C Car* Magazine, P.O. Box 958, Valencia, CA 91380-9058. Printed in U.S.A.

LOSI TIRES WIN!

Every '2000 ROAR Electric Off-Road National Championship.





-Performance Speaks For Itself-

Privateers or pros, stock or modified, trucks or buggies, Team Losi Racing Tires were the choice of every Electric National Champion this year.

TEAM LOSI RACING TIRES

Team Losi, Inc., Magnolia Ave., Chino, CA 91710
Website: www.TeamLosi.com
Email: feedback@TeamLosi.com

R/C CAR
THE RADIO CONTROL CAR MAGAZINE

EDITOR
FRANK MASI

ASSOCIATE EDITOR
JOHN "DOOGIE" HOWELL

CONTRIBUTING EDITOR
LITO REYES

DESIGN & ILLUSTRATION
ALMA MARTÍNEZ

ARTISTS
MONICA DURAN
BETH BOWMAN RIDGWAY
JACKIE CLEVELAND

PHOTO ARTIST
PAT CARRIGAN

COPY EDITOR
JIM ALGAR

PRODUCTION COORDINATOR
KAY DEICKEN

ADVERTISING

EXECUTIVE ADVERTISING DIRECTOR
MARK THOMAS

ADVERTISING MANAGER
BRIAN ROBERTS

ADVERTISING SALES
MARY COPELAND

AD PRODUCTION MANAGER
PEGGY REID

ACCOUNT ADMINISTRATOR
ZAHAVA SEGAL

HI-TORQUE PUBLICATIONS

PRESIDENT & PUBLISHER
ROLAND HINZ

ASSOCIATE PUBLISHER
LILA HINZ

ASSISTANT TO PRESIDENT
CASSANDRA MITTELBERG

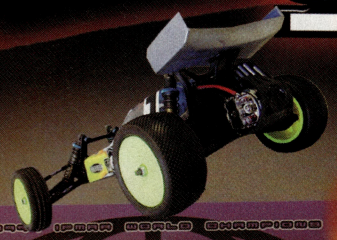
ASSISTANT TO PRESIDENT
KATHARINE McCOY

CIRCULATION DIRECTOR
CUYLER GIBBONS

ADVERTISING & GENERAL OFFICES
25233 ANZA DR.
VALENCIA, CALIFORNIA 91355
(661) 295-1910
FAX: (661) 295-1278

Any change of address
please contact us by e-mail:
corinne@hi-torque.com
or call (800) 767-0345.

Chrome Stock RS





Team Orion

Precision machined dual rotor armature





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!



"Free Revs Pro"
Our new improved lubricants dramatically expand the life expectancy of your bearings & bushings while freeing them up at the same time. Less friction equals more power. part # 41704

"Speedy Drops Pro"
Our new comm drops are poised and ready to boost you and your motor into first place, without gumming up and dragging you down in the last portion of your race. part # 41703

Team Orion

22601 La Palma Ave, Suite 103
Yorba Linda, CA 92887
Phone:714-694-2812 Fax:714-694-2815
www.team-orion.com

drivers' stand

Look out for the E-Maxx!

by Frank Masi

As you can probably tell by this month's cover, we are pretty darned excited about the release of the electric E-Maxx from Traxxas. Since the T-Maxx has been on hobby shop shelves, it has exceeded even Traxxas' expectations, and reliable sources tell us that the T-Maxx may already be the best-selling R/C vehicle of all time.



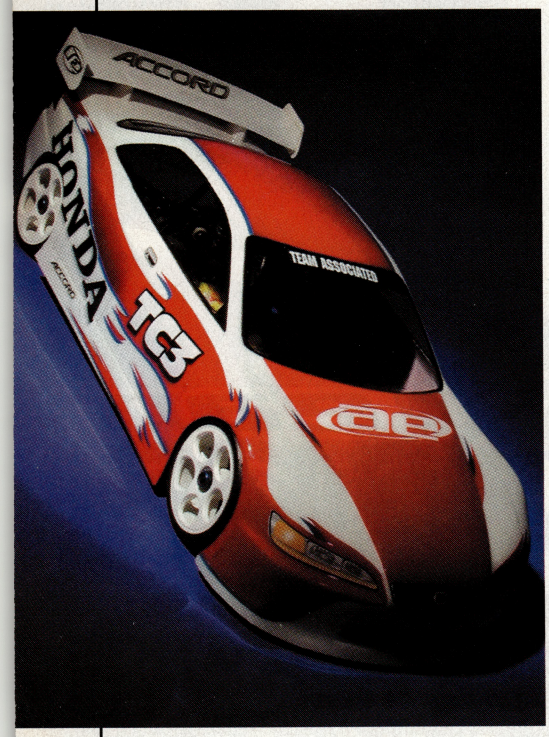
We find it kind of ironic that the E-Maxx is really the first true competitor that may sway customers away from the T-Maxx. We're sure that other companies have taken notice of the T-Maxx's unparalleled success, and we can expect at least two T-Maxx-like entries to be released soon, perhaps even by the upcoming Chicago Model Hobby Show (to be held mid-October). Is the E-Maxx as ground-breaking as its nitro-powered progenitor? Read our comprehensive "First Look" in this very issue.

Are "fun" races replacing Nationals?

I just returned from Dalton Raceway in Georgia where the 2000 ROAR Off-Road Nationals had taken place. The track was one of the best indoor off-road facilities I've ever seen, the staff put on a great race, everything ran smoothly and most everyone I spoke with was having a good time (except the people who weren't doing well!). Over 200 people signed up to race at this year's Nats, which was more than in '99, but scarcely more than half of what I've been seeing at several "fun" races I've attended this year.

During the mid '80s, attendance at an off-road Nats regularly exceeded 400 entries. Why the decline? For one thing, there are more "big" races now than ever before, so people have more choices. They might choose to attend whichever race is closest to them rather than trek across the country. Another reason might be the disparity in competition. Paid factory drivers are a fairly recent phenomenon, and are an issue that racing organizations will most definitely need to address if racing is to flourish. If you're an average racer, your chances of making an A-main at a national are much slimmer today than they were ten years ago.

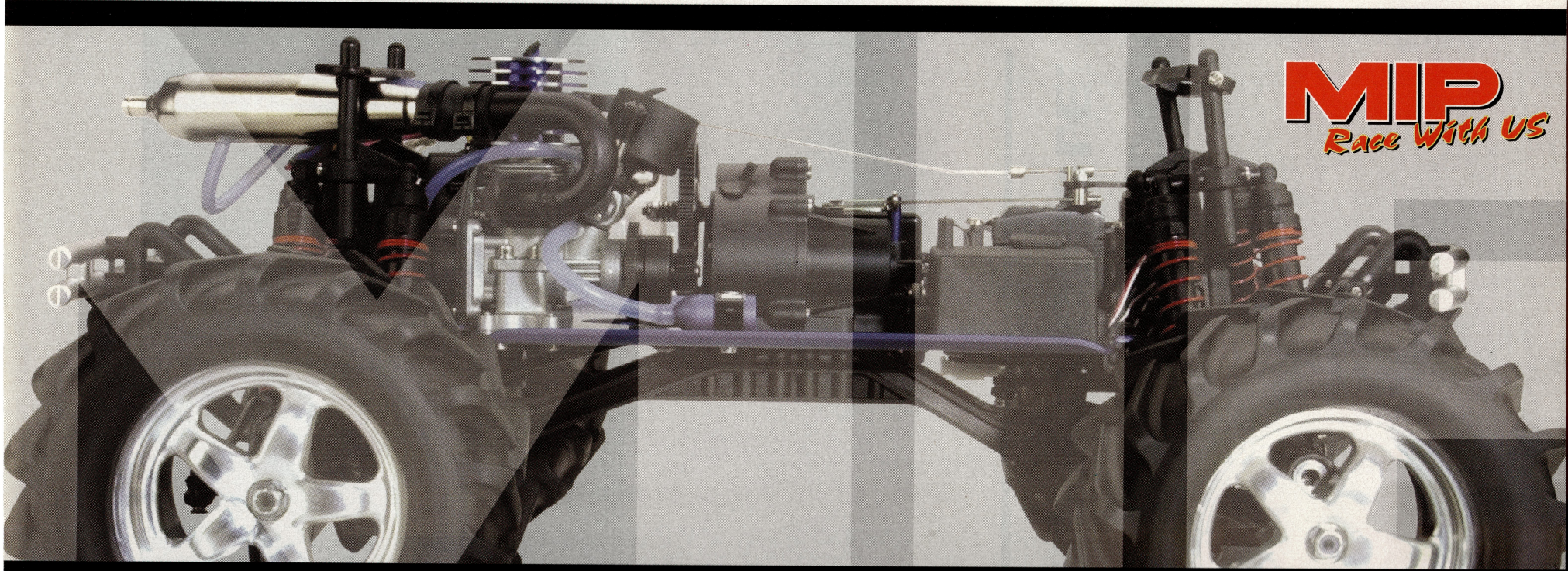
But more than likely, I would attribute this downward trend of national event attendance to the advent of the fun race. Typically, these races are for bragging rights only and folks are generally more laid back. Also, these races tend to be just two days in duration, not the three, four or more days that seem to be the national race norm. What would I have changed about this year's ROAR nats? I would have kept the track closed until Thursday to give everyone a fair shake at learning the track and finding the right setup (many top drivers arrive one full week before the race). I would also urge ROAR and any other sanctioning body to consider using handout tires at its national events, as this would eliminate much of the equipment advantage that the factory guys have. In all honesty, the drivers who won this year's Nats would more than likely have won regardless of the restrictions placed on them, but the average racer, the guy who pays for all his stuff, would feel like he has a better shot, and these are the people we need at the Nats. We have enough sponsored guys, so let's concentrate on the rest.



Best Car and Truck

When we started this magazine three years ago, we vowed that we wouldn't be giving out any type of awards. But you know what? We're entitled to change our minds. This year, we decided to honor one car and one truck that we felt deserved the title of "Best of 2000." Our choices were based on the vehicles' significance, their innovation, originality and popularity—not political and advertising influences. We realize that you expect honest opinions from us, and as a consumer magazine, you deserve to know how we really feel about a product. Want to find out which car and which truck came out on top? Turn to page 79. ◆





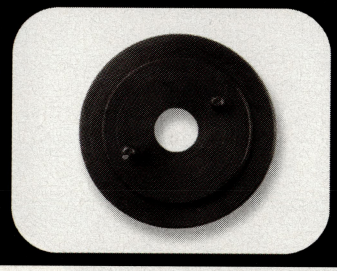
www.miponline.com



BOOST BOTTLE KIT

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

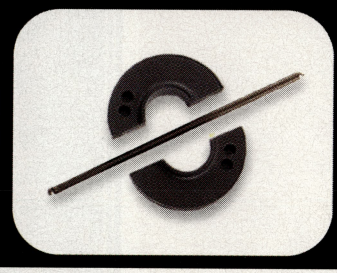
#3057



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.

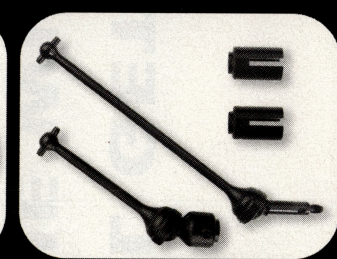
#3071



REAR EXHAUST STINGER KIT

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

#3074

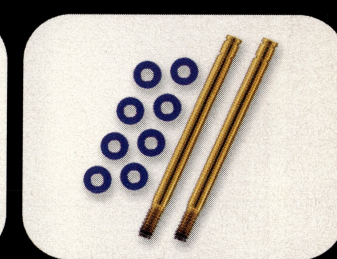


MIP CVD™ KITS

Hardened steel constant velocity drive axles for the front, rear, and center of your T-Maxx Truck.

#1485 *(front/rear)*

#1486 *(center)*



GOLDEN SHOCK SHAFTS

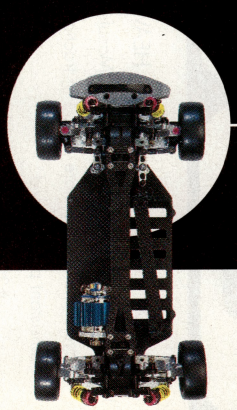
Titanium nitride coated for smoothness and durability. MIP Blue Shock Seals are simply the best.

#1494 *(Shock Shafts)*

#1044 *(Blue Seals)*

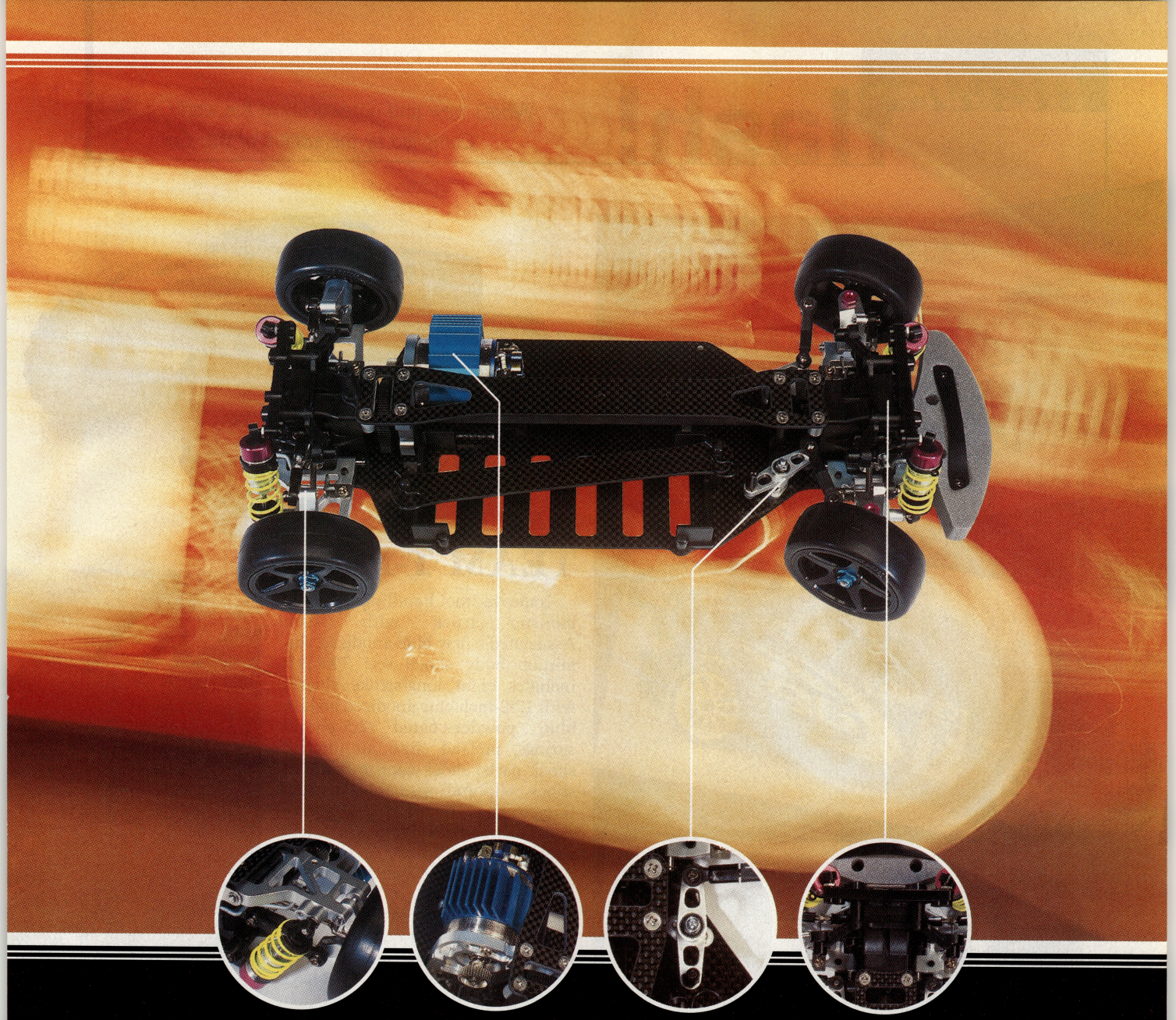
NEW MIP UPGRADES FOR THE TRAXXAS T-MAXX

YOU'LL GET A CLOSER LOOK IN THE WINNER'S CIRCLE.



RC TB-01 SHAFT DRIVEN 4WD

Mitsubishi Lancer Evolution VI WRC 58257
Subaru Impreza German Rally Champ '99 58259
Raybrig NSX 2000 58262



PRECISION ALUMINUM
TG-10 Hard Aluminum arms and TG-10 Stabilizer Set (53372, 53373), (53354)

HEAT DISSIPATION
TB-01 Aluminum Bulkhead and Aluminum Motor Sink (53403), (53399)

ALUMINUM BELLCRANKS
TG-10 Aluminum racing steering set (53365)

TG-10 GEARBOXES
Front and rear gearbox with lightweight gear set (53401)

Want to beat everyone to the checkered flag? Start with Tamiya's TB-01 and TB-01 carbon fiber chassis to build the ultimate performance RC car. Then, slap on some of the best engineered hop ups – including a carbon fiber propshaft, sticky fiber reinforced tires, trick aluminum suspension pieces, and more – and you're ready to tear up anyone who dares step onto the track. Demand Tamiya's TB-01 chassis and separately sold hop ups from your hobby source or check out WWW.TAMIYA.COM for a clear look.

TAMIYA

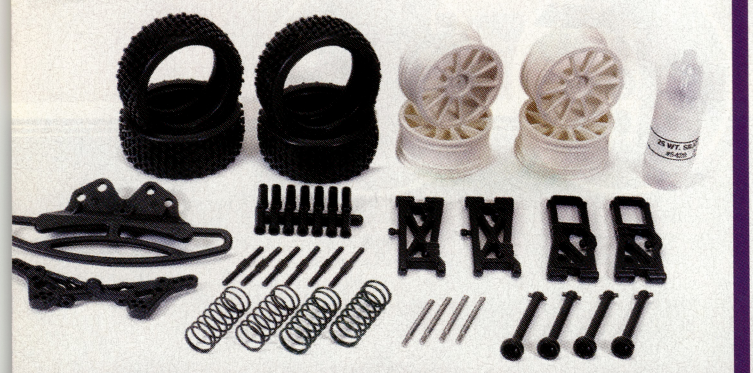
© 2000 TAMIYA AMERICA, INC. 2 ORION ALISO VIEJO, CA 92656 1-800-TAMIYA-A

news flash!

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







TC3 RALLY CAR CONVERSION

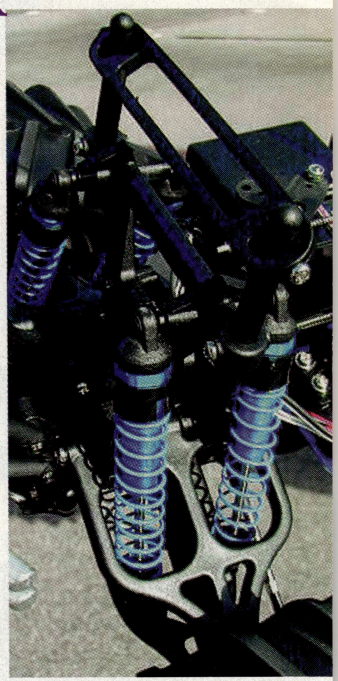
Rally racing combines the jumps and bumps of off-road racing with the precision and technology of touring cars. Team Associated's new TC3 Rally Conversion Kit (#3020) contains the essential components for turning your TC3 kit into a full-blown rally racer. The kit includes longer front and rear suspension arms to widen out the TC3 to the maximum legal 200mm, longer CVDs and turnbuckles, Pro-Line rally car wheels and tires, longer shock shafts, rally-tuned springs and shock oil, and a redesigned "kicked up" front bumper which won't dig in on hard landings. Team Associated's TC3 Rally Conversion Kit retails for $79.99. For more information, contact Team Associated at 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 (fax).

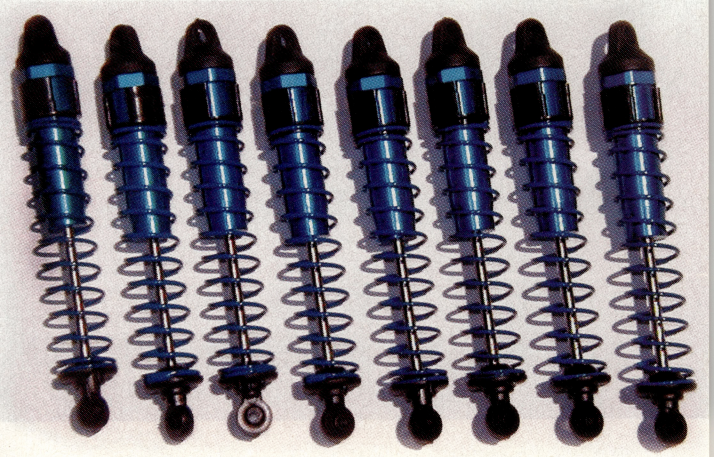


FACTORY TEAM T-MAXX

Improve the handling of your monster truck with Team Associated's new blue-anodized aluminum body shock set! The kit includes eight long-stroke shocks with 1.32-inch blue anodized bodies, blue powder-coated 2.5-pound springs, preload clips, all interior shock parts, shock caps, a bottle of shock oil, and assembly instructions.

By switching to Team Associated shocks, you can utilize Associated's full line of readily available tuning options—different rate springs, shock pistons and shock oils—to tune your T-Maxx to optimum performance! The Factory Team Shock Set for the Traxxas T-Maxx (#1600), retails for $85.99. For more information, contact Team Associated at 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 (fax).





Backwards is a Blast!

NOVAK

Novak Reversibles...

Forward or Reverse: We'll Keep You Headed in the Right Direction



Super Rooster Reversible Speed Control

6-10 cell operation
320 amps forward current
160 amps reverse & braking current
No Motor Limit
Dual-Level Thermal Overload Protection
Brake Light Circuitry

Perfect for Dual Motors

Reactor Reversible

6 & 7 cell operation
160 amps forward current
80 amps reverse & braking current
Thermal Overload Protection
Battery & motor connectors installed

Small Size, Powerful Punch

Rooster Reversible Speed Control

6 & 7 cell operation
100 amps forward current
100 amps reverse & braking current
Dual-Level Thermal Overload Protection
Brake Light Circuitry
Battery & motor connectors installed

Excellent Entry-level Choice

The Super Rooster, Reactor, and Rooster Reversible Speed Controls also come equipped with Smart Braking, Reverse Disable, One-Touch Set-Up, and Polar Drive Technology

Novak Electronics, Inc. • 18910 Teller Avenue • Irvine • CA 92612 • TEL 949.833.8873 • FAX 949.833.1631 • www.teamnovak.com

news flash!





TWO NEW BODIES FROM HPI RACING

HPI Racing is proud to announce the release of this 200mm Honda Prelude body (#7449) for all nitro touring cars. This wide body is exquisitely detailed to replicate the full-size sports car in every respect, from the front grille to the rear bumper. Two wings are included—a street wing for great looks and a large racing wing for extra downforce The Prelude body retails for $24.00.

Also available from HPI Racing is this 200mm BMW M5 body (#7450) for nitro touring cars. This 200mm body has been molded with exacting detail to recreate the awesome 394hp full-size BMW M5. A set of BMW "checker" racing decals is also included for scale realism and a large racing wing is included for performance. The BMW body also retails for $24.00.

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

HPI HELPS GET YOU STARTED!

HPI Racing recently released a combination of accessories that makes getting into the nitro R/C car hobby easier than ever! These all new Nitro Start-Up Sets include HPI 20% Power Fuel, HPI Nitro Car Cleaner, a 250cc fuel bottle, a rechargeable glow plug igniter with overnight wall charger, four-way glow plug wrench, and a spare glow plug and washer—all in one convenient package!

HPI also has a Nitro Start-Up Set with a radio—the HPI TX-2 radio set includes a transmitter with two servos and receiver—for hobbyists who need a radio system to get their cars rolling.

The standard Nitro Start-Up Set (#914) retails for $62.00, while the Nitro Start-Up Set with Radio (#921) retails for $180.00.



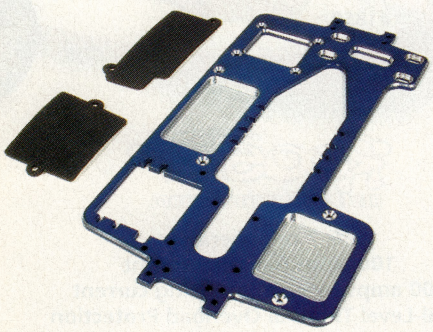
In addition, HPI Racing also offers two seperate glow plug igniter sets—

The pro-level Pro Glow Plug Igniter set (#74108) features a glow plug igniter with a nickel-cadmium battery, plus a handy meter that shows how much power is left in the battery. A convenient wall charger is included for overnight charging. The Pro Glow Plug Igniter retails for $35.00.

HPI's standard Glow Plug Igniter set (#74105), includes a rechargeable nickel-cadmium glow plug igniter with a spring-loaded locking clip and the wall charger. The charger is easy to use—just plug it in and clip on the glow plug igniter! The standard Glow Plug Igniter set retails for $22.00.

Both igniters use a long-neck design so racers can start their cars without removing the body. HPI's testing has shown that Ni-Cd batteries provide a hotter spark under load for easier starting than igniters powered by an alkaline battery.

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



BEEF UP YOUR T-MAXX

Who should know better how to improve the T-Maxx than the company that made it in the first place? Traxxas offers a full line of accessories and hop-ups for its awesome monster truck, including this brand-new upgrade chassis.

Machined out of aircraft-quality 7075 T-6 billet aluminum, this 4mm chassis is thicker than the stock piece to provide a more rigid backbone to allow the T-Maxx's ultra-plush suspension to better do its job. And this high-tech alloy actually makes the new chassis lighter than stock, so there's no trade-off for the greater strength. The new T-Maxx chassis comes with all the hardware needed for installation and foam-rubber pads that are placed beneath the battery and receiver to isolate them from the chassis.

For more information, contact Traxxas, 12150 Shiloh Rd., Dallas, TX 75228 • phone (972) 613-3300; fax (972) 613-3599.


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

news flash!



THE ULTIMATE "HIDDEN" HOP-UP!

If you want to reduce your car's weight without letting anyone see how you've done it, the only way to go is to replace the heavy, stock steel screws with titanium ones. Eagle Racing offers a complete line of replacement metric screws in this light and strong material. Available in an assortment of machine-threads as well as self-tapping threads, Eagle offers a titanium screw to replace just about every type found on all popular "metric" cars such as Tamiya, Kyosho, HPI, Traxxas, Yokomo and more.

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

GAS CARS AND TRUCKS CAN DUMP TOO!



With gas racing becoming even more popular, more people are discovering that the on-board pack, or receiver pack, is a vital tool for successful racing, especially when A-main events can last up to an hour! Trinity has the solution: it now offers top-of-the-line 1100MAh NiMh (nickel metal-hydride) cells in five configurations to fit any type of gas car or truck. The Nitro Metal Hydride packs come with a Futaba-style lead, are covered in cool-looking blue shrink and are available in the following configurations:

- Flat stick-pack, fits RC10GT, Kyosho Ultima ST (no. 5301)
- Flat side-by-side pack, fits most 1/8-scale on-road (no. 5303)
- Four cells on bottom, one on top, fits 1/8-scale off-road (no. 5302)
- Four on bottom, one on top, fits Losi Triple-X NT (no. 5300)
- Three on bottom, two on top, standard gas pack (no. 5304)

For more information, contact Trinity Products, Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; fax (732) 635-1640.

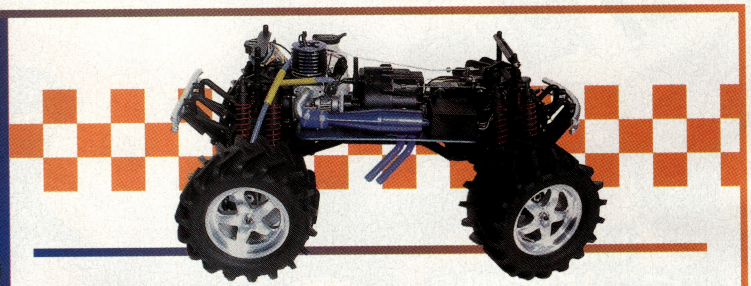
WHEN
FAST AND COOL
JUST ISN'T GOOD ENOUGH

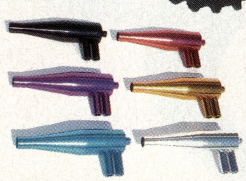


CVEC Power System for on road speed and power control

NEW
Custom Performance Headers/Manifolds
Exhaust Couplers
Exhaust Deflectors

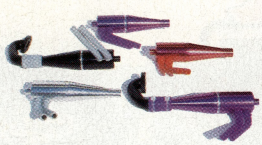
The Number "1" Selling Performance Exhaust In America





Colored CVEC's:
Z 120 Side Exhaust, For 1/10 th Scale.

Z 170 Side Exhaust, For 1/8 th Scale.
Starting at $57.95



CVEC with Deflectors:
Z 120 and Z 170 can take advantage of the new colored silicone deflectors.
$8.47 set



Manifolds:
CVEC now offers a line of manifolds and silicone couplers to meet your needs.
Starting at $14.95

- Faster Acceleration
- More Torque
- Longer Run Time
- Increase Top Speed as Much as 25%
- Cool Engine Temperatures
- Stable Fuel Tank Pressure
- Easy Installation

CVEC Incorporated
380 - E. North Wickham Road, Melbourne, FL, 32935
1 800-529-1919
321 757-3999 • Fax: 321 757-9377
www.cvecrc.com

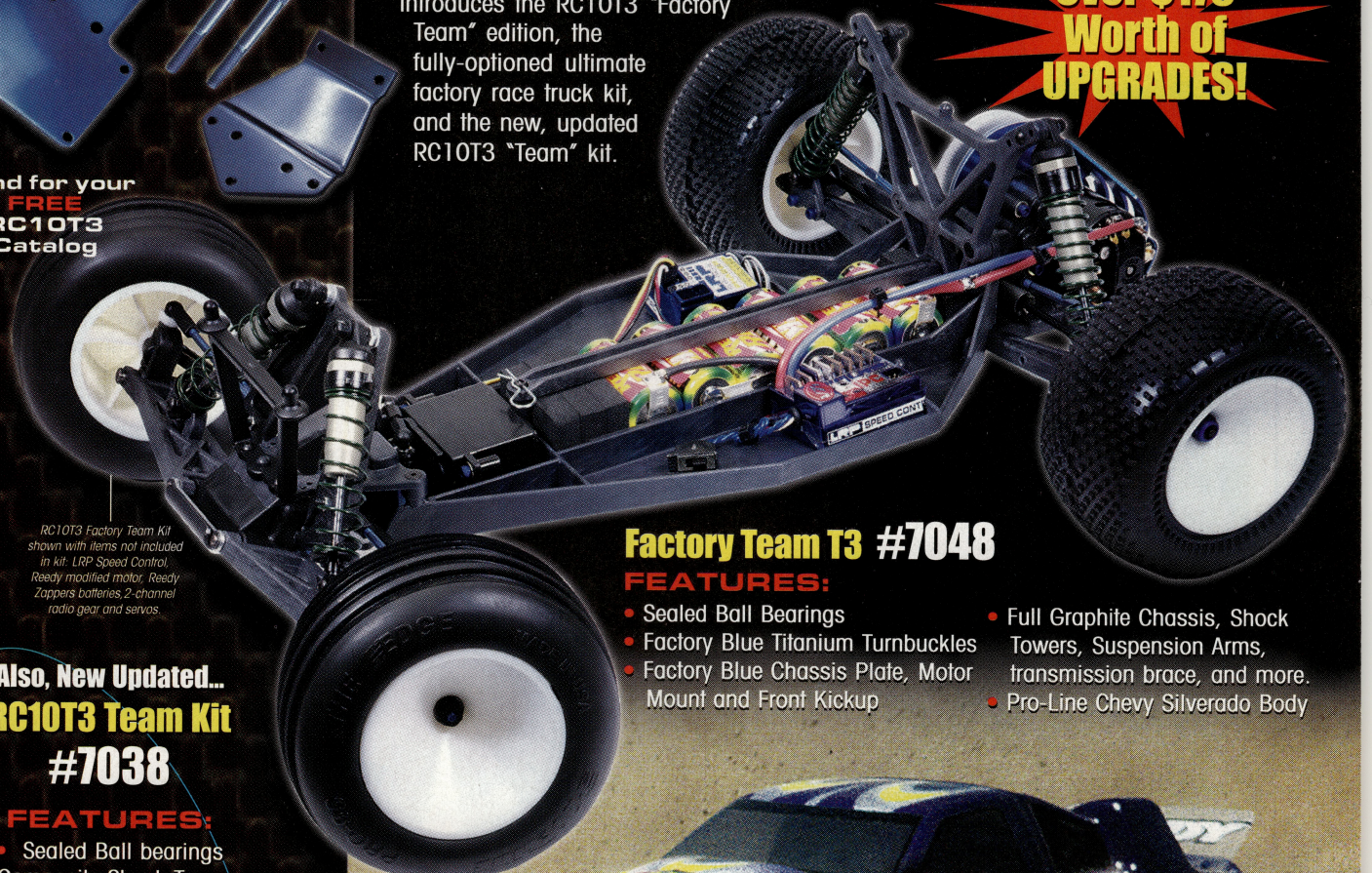
FACTORY Team T3

Since its introduction in 1997, Team Associated's RC10T3 truck has been the dominant force in electric truck racing, winning three consecutive NORRCA World Cups, the 1998 ROAR National Championship, the 1999 Florida Winterchamps, and many other national titles. Now the Team introduces the RC10T3 "Factory Team" edition, the fully-optioned ultimate factory race truck kit, and the new, updated RC10T3 "Team" kit.

Over $179 Worth of UPGRADES!



Send for your FREE RC10T3 Catalog



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

3-TIME WORLD CUP CHAMPION!





TEAM ASSOCIATED
3585 Cadillac Ave. Costa Mesa, CA 92626
www.rc10.com
www.teamassociated.com

ae

Ad#1072

news flash!



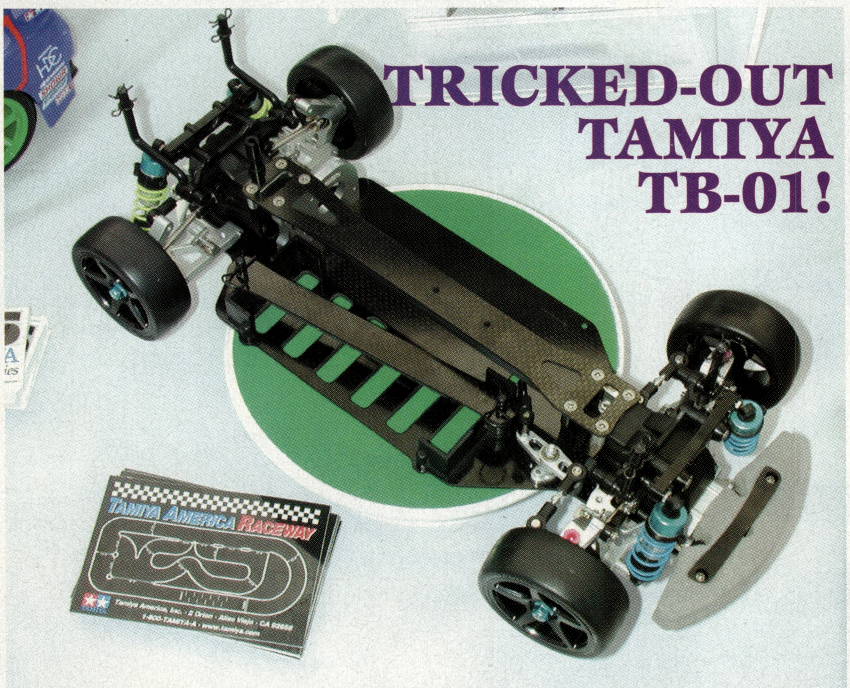
THEY'RE GOING TO JAPAN!

Each year at the Tamiya Nationals racers get together to pit their skills against one another to see who will represent their country at the Tamiya World Championship race in Japan. Acccompanied by Tamiya America representatives Ken Hirai (left), and Moto Suzuki (right), the racers going to Japan are—(from left to right) Benny Chow (GT-2), Rodney Clemente (GT-1), Miguel Macias (M-Chassis), and David Beale (F1). Congratulations guys, and good luck at the World Championship event!



TAMIYA'S NEW SIGNATURE LINE

Also while at Tamiya Nationals we spied these new t-shirts and pit aprons. The Tamiya wear is part of their new Signature Line which consists of t-shirts, long-sleeve shirts, pit aprons, embroidered polo shirts, pit towels, mouse pads, coffee mugs, and key chains. For more information on the new Signature Line, contact Tamiya America at 2 Orion, Aliso Viejo, CA 92656-4200 • (800) TAMIYA-A; (949) 362-2250 (fax).



TRICKED-OUT TAMIYA TB-01!

We also found this fully-optioned TB-01 touring car on display while at the Tamiya Nats. The car featured a graphite chassis with graphite upper deck, aluminum hubs and C-carriers, as well as longer aluminum suspension arms and a lightweight graphite driveshaft. According to sources inside Tamiya, the modified TB-01 can give their top-of-the-line TA-04 a run for its money on tight technical tracks, but isn't quite as fast on longer, more wide-open circuits. So, if you race on tight, twisty courses, this car could be for you! For more info, contact Tamiya America at 2 Orion, Aliso Viejo, CA 92656-4200 • (800) TAMIYA-A; (949) 362-2250 (fax).

JUGGERNAUT 2 HOT MODS



Looking to spruce up your Tamiya Juggernauat 2 with a little extra color? If so, check out these new blue-anodized alloy chassis hop-ups. The new parts consist of alloy chassis side rails with alloy side supports, and new front and rear bumpers. The parts we received were early production samples, so at press time we didn't receive part numbers or prices. As soon as we get more info, we'll pass it along. For more info, contact Tamiya America at 2 Orion, Aliso Viejo, CA 92656-4200 • (800) TAMIYA-A; (949) 362-2250 (fax).◆

LYNX 3D



The Optional Spectra 75 MHz Frequency Synthesizer Module is just like having thirty perfectly tuned modules for the Lynx 3D.



Removable Module

Large LCD Screen

3-Channel FM Transmitter

Advanced Programming
- Ten Model Memory
- Dual Rate Steering
- Anti-Lock Braking
- Exponential Rates
- ATL Braking
- End Point Adjustment (EPA)

Idle-Up
great for nitro and gas cars

Auto Dual Rate Steering
adjust high and low speed steering rates separately

Digital Trims

DSC
(Direct Servo Control)

Right or Left Handed Grip

Rechargeable Nicads
(not offered with sport version)

2 YEAR WARRANTY



Once you try the **DCX Dual Conversion, 3 Channel FM Receiver** you'll never use anything else! Absolutely the best surface receiver on the market, the DCX filters the transmitter signal TWICE for glitch free reception and extended range. And you don't have to own a Lynx 3D - it's available in a version that will work with any FM transmitter.

#24227* 27MHz Universal,
#24275* 75MHz Hitec/Fut,
#24375* 75MHz Air T/JR/KO

*HITEC dual conversion crystal required.

TRIPLE PLAY

The powerful and affordable Lynx 3D is available in 3 different configurations to satisfy your budget and racing requirements.

Sport System
75MHz part#123754
- Lynx 3D with "dry" battery box
- HFS-03MC 3-Channel Single Conversion FM Receiver

Standard System
27MHz part#123271 – 75MHz part#123751
- Lynx 3D with Nicads and Charger
- DCX 3-Channel Dual Conversion Receiver

Pro System
75MHz part#123753
- Lynx 3D with Nicads and Charger
- DCX 3-Channel Dual Conversion Receiver with 4 Crystals
- Spectra 75 MHz Frequency Synthesizer Module *(never buy another transmitter crystal again!!)*

hitec Racing

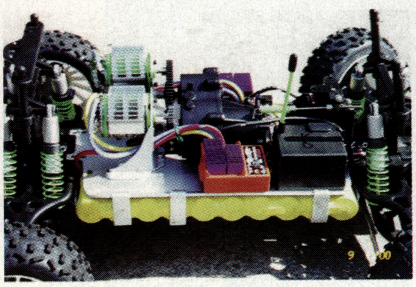
HitecRCD, Inc.
Phone (858) 748-6948
12115 Paine St.
Poway, CA 92064

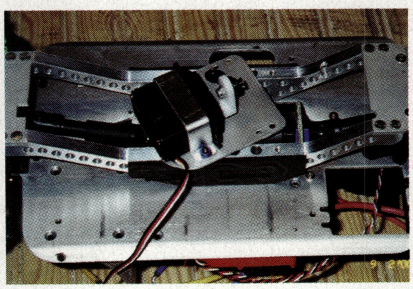
www.hitecrcd.com

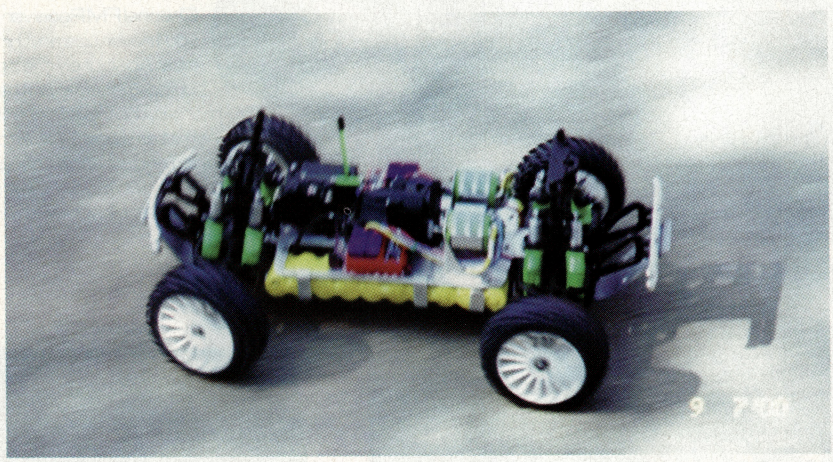
feedback

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









We have very smart readers!

I have converted a stock Traxxas T-Maxx to an electric Maxx. I'm attaching some pictures of the conversion process. I have step-by step detailed pictures available if you are interested in featuring my project in your magazine. I'm also a moderator in the MaxxTraxx Forum in which my E-Maxx project is documented. Follow this the link to that forum: *http://pub9.ezboard.com/fmaxxi mumtraxxasfrm17.showMessage?to picID=45.topic*

Thank you for your time. I look forward to hearing from you soon.

Jason Jaeckel
(aka: sofasticantseeit)

Wow—talk about ingenuity! Pretty cool looking, Jason—we are really impressed with your project truck. We'd love to see your truck up close and personal. Drop us an e-mail and let us know when you can send it along!

Hey, interview me!

I looked back at an older issue of *R/C Car* and re-read the interview you guys did with Brian Kinwald (7/98). I just wanted to tell you guys that it was the best interview I have ever read on anyone in any R/C mag ever! My friends and I were talking about him the other day and that was what prompted me to go back through my old issues to look for the interview. You guys had guts—at least someone had the spine to get to some questions that have been surrounding that guy since the very beginning. If I had one more person come up to me at the track asking what was up with that guy (regarding his health condition), I was going to lose it! I think Brian is the best driver ever, and I can totally understand what it would be like to be in his shoes, thanks to your interview. Now, my question is, who's next on your list to interview like that? We need more controversial interviews!

Talon Connor
(via e-mail)

Thanks, Talon, we appreciate the kind words, and we're sure Brian would too. We've known BK for close to ten years now, and we've always been pretty cool with him, so we think it was pretty easy for him to feel comfortable with us during the interview. He also knew we weren't going in there trying to exploit him in any way. In our opinion, Brian is definitely the best off-road racer in the business, and is also one of the most mis-understood, unfortunately. As for who's next on the list, well, we guess that's up to you guys. Is there anyone out there that you want to get the "real" dirt on? Drop us a line and we'll interrogate them...

Blue equals good...

I just received my new issue featuring the Hot Rod Hobbies Shootout coverage. I wanted to know how you guys feel about Losi's new Blue Spec tires? Do they work pretty good, and do they last a long time? I'm tired of racing at our local club and having to spend at least $40.00 in tires and wheels every weekend to stay competitive! I want to hit up our race director with a Spec tire proposal, but before I shoot my mouth off, I wanted to see how they work. We race on a relatively hard-packed surface. Thanks for your time!

Tim Bailey
(via e-mail)

Well, Tim, everyone at the Hot Rod Shootout loved the idea of the Spec tire, and we truly believe that to give new life to off-road racing, we really need a Spec tire program in effect at the local level. The surface at Hot Rod's is pretty hard-packed and after a few runs, once the tires scrubbed in, they worked very well—as a matter of fact, most racers felt they got better as they put more time on them. Also, remember that everyone will be running the same tire, so everyone is on a more level playing field! Don't be afraid to approach your race director and tell him that you want a spec tire class. Explain to him about how he'll probably get more racers to join in and in the long run it will only build a bigger, better club of racers! Good luck!

Hitec supports local racers!

Hitec RCD, Inc. is showing its support of race clubs and tracks by donating $10,000 in the form of the Hitec Track Improvement Fund. Ten gifts of $1,000 each will be awarded to deserving tracks around the country to be used for improvement of the facility to provide the best environment possible to help the hobby grow. Any track representative can apply by contacting Hitec RCD with a plan that must include the following verifiable information:

- Contact name, address and phone number
- The same data for two other members of the track's board of directors.
- The number of races held per week and typical number of entries
- A short plan of proposed improvements.

Hitec wants to know if the track is club, government or privately owned or leased, and if leased, how much time is left in the lease.

In addition to the above information, Hitec wants an emotional, heartfelt statement (in 100 words or less) that defines why your track should receive money from this fund.

Entries must be postmarked before February 1, 2001 and money will be awarded as ten $1000 gifts by April 1, 2001. Send your entry to Hitec RCD, Inc. Field Fund, 12115 Paine St., Poway, CA 92064. ◆



E-mail your letters direct to the editors! You can get ahold of Frank Masi at evaone@pacbell.net or Doogie at doog1@pacbell.net. If you're going the old fashioned route, send along your letters to R/C Car at 25233 Anza Dr., Valencia, CA 91355. Check us out on the web at www.rc-car.com.

U.S. Importer/ Distributor

SUPERIOR HOBBIES

TEAM Corally

WORLD CHAMPIONS

Carrying a full line of kits, parts, batteries, and motors.

C4 Euros "Andy Giffiths" Limited Edition Graphite Sedan kit.....$329.95
C4 Euros Conversion kit.....$99.95
SP12G3 Lightweight 1/12 scale pan car kit.....$179.95
C-10X Pro Graphite 1/10 scale pan car kit.....$259.95
CCT 1/10 scale pan car kit.....$129.95
F1 Pro Graphite 1/10 scale kit w/ body& wing.....$239.95
F1 GRP 1/10 scale kit w/ body & wing.....$174.95

-HIGHEST VOLTS AND RUN TIME BATTERIES AVAILABLE-

VRS X-Cellerated Sanyo Pro Team 2000 mAh Matched 6-cell.....$64.95
VRS X-Cellerated Sanyo Pro Team 2400 mAh Matched 6-cell.....$66.95
VRS X-Cellerated Panasonic Pro Team 3000 mAh Matched 6-cell.....$69.95
VRS Sanyo Matched 6-cell stick packs available in 1700, 2000, and 2400 mAh

THE MOST EFFICIENT MOTORS OUT! EFFICIENCY=RUNTIME!

Corally Pro-Series Modifieds (all winds).....$59.95

TOURING SEDAN RACING TIRES AND WHEELS

Slick Touring Tires A-25 compound, 24mm belted
Slick Touring Tires B-30 compound, 24mm belted
Pink Foam Tires mounted onto Touring Sedan wheels
Purple Foam Tires mounted onto Touring Sedan wheels

Also carrying a complete line of current and older Corally parts-must have part numbers.

ANDY GRIFFITHS
LIMITED EDITION
C4

CORALLY SP12G3 - '99 SPEC 4-CELL EDITION

The '99 Spec SP12G3 is the latest 1/12th scale on-road racer. This car is a further development from our World Championship winning SP12G2.

6-cell to 4-cell conversion also available, using a different chassis (#75025) and battery retaining plate (#75335).

407.834.9299

For Full Color Catalog Send $5
Name & Address To:
1478 Semoran Blvd.
Casselberry, FL 32707

SUPERIOR HOBBIES

www.superiorhobbies.com

experience the thrill

At **eHobbies** we've got all the kits, parts and accessories you crave, so you can spend less time looking for what you need and more time racing. Log on to **www.eHobbies.com** and see how we can keep you ahead of the pack.

ON ROAD – ELECTRIC



▲ 1002-8383
Lexus GS400 Electric R/C Car Kit
by TAMIYA AMERICA
eHobbies price: $119.99

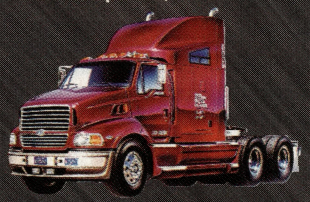
▼ 1002-7853
TC3 4WD Sedan, Team Kit
by ASSOCIATED
eHobbies price: $209.99





▲ 1002-8379
M04 R/C Car W/ Honda S2000
by TAMIYA AMERICA
eHobbies price: $129.99

▼ 1002-8354
1/14 Ford Aeromax
by TAMIYA AMERICA
eHobbies price: $399.99



COMBOS!



▲ 1003-2111
SP3 Extreme 1/12 Scale R/C Car
by MODEL RECTIFIER CORP
MRC's 1/12 scale ready-to-run SP3 Extreme R/C car runs as fast as its assembly time! 100 percent factory assembled, this electric wonder includes an RS 380 motor, an RB809 Delta Peak charger, a 72-volt battery and a speed control.
eHobbies price: $149.99

▲ 1004-2284
Yokomo MR-4TC Accord Combo
Save $30 when you buy this Yokomo MR-4TC Accord combo, featuring car, radio system, batteries, charger and Trinity motor.
eHobbies price: $329.99

▼ 1003-8847
RS4 2 Sport 1/10 R/C Car, Altezza
by HPI
eHobbies price: $144.99



▼ 1003-8843
RS4 Sport 2 1/10 w/ Stratus Body
by HPI
eHobbies price: $144.99





▲ 1002-6987
Toyota GT1 TS020 R/C Car (F103RS)
by TAMIYA AMERICA
eHobbies price: $132.99

▼ 1002-6989
Audi R8R Roadster R/C Car, (F103RS)
by TAMIYA AMERICA
eHobbies price: $149.99





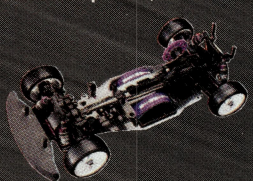
▲ 1002-6979
TL01 Calsonic Skyline R/C Car
by TAMIYA AMERICA
eHobbies price: $79.99



▲ 1002-6980
Rover Mini Cooper (M03) R/C Car
by TAMIYA AMERICA
eHobbies price: $79.99

▼ 1004-2295
4-Tec RTR EP w/ Painted Body
by TRAXXAS CORPORATION
eHobbies price: $169.99





▲ 1002-5759
RS4 Pro2 Racing Kit W/ No Body
by HPI
eHobbies price: $219.99

we carry products from these and other great manufacturers...

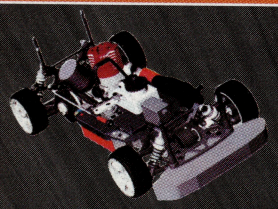
HPI, Hobbico, Nikko America, Traxxas, Compagnucci, Tamiya America, Kyosho, Yokomo USA Inc., Associated, Team Losi, Duratrax and Mugen

1-888-eHobbies

order by phone – 24 hours a day, 7 days a week

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

ON ROAD – GAS



▲ 1004-0508
MTX2 Nitro 4WD Touring Car w/ Engine
by MUGEN
eHobbies price: $479.99



▲ 1002-6756
TG10 Nitro 1/10 R/C Car w/ CLK-GTR
by TAMIYA AMERICA
eHobbies price: $149.99



▲ 1002-5770
Nitro RS4 RTR R/C Car w/ Skyline
by HPI
eHobbies price: $299.99



▲ 1002-5761
Nitro RS4-2 w/ 911 GT3 Body R/C Car
by HPI
eHobbies price: $249.99

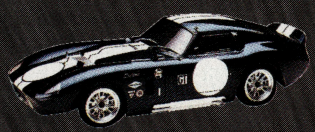


▲ 1002-5766
Super Nitro RS4 R/C Car w/Alfa Romeo
by HPI
eHobbies price: $279.99

▼ 1002-5765
Super Nitro RS4 R/C Car w/ Viper Body
by HPI
eHobbies price: $279.99



▼ 1002-8759
Cobra Daytona R/C Gas Car w/ GS11X
by KYOSHO
eHobbies price: $239.99



▼ 1002-5764
Nitro RS4-2 w/ Saleen Mustang R/C Car
by HPI
eHobbies price: $249.99



▼ 1002-5762
HPI Nitro RS4-2 R/C Car w/ Lamborghini
by HPI
eHobbies price: $249.99



▼ 1002-6757
TG10 1/8 Mini Cooper Gas R/C Car
by TAMIYA AMERICA
eHobbies price: $269.99



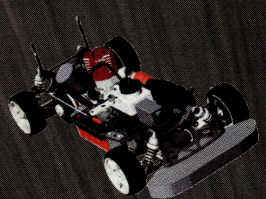
TOTAL RTR!



▲ 1002-5771
Nitro RS4 RTR R/C Car w/ Alfa 156
by HPI
This kit is HPI's first ready-to-run offering, and what a package it is! The RS4 Alfa Romeo 156 features: Full-time four-wheel-drive, full set of ball bearings, installed airtronics radio, countersunk purple anodized aluminum chassis, oil-filled shocks, powerful .15 size pull-start nitro engine with tuned pipe, long-wearing M-compound tiresand belt drive. This 1/10 scale RTR ride is also hop-up friendly!
eHobbies price: $299.99



▲ 1002-6986
TG10 Calsonic Nismo Nitro R/C Car
by TAMIYA AMERICA
eHobbies price: $219.99



▲ 1004-0511
MTX2 4WD Touring Car w/o Engine
by MUGEN
eHobbies price: $339.99



▲ 1000-0424
RTR Bug R/C Car
by COMPAGNUCCI
eHobbies price: $579.99

▼ 1004-0046
Nitro Street Force RTR R/C Car
by DURATRAX
eHobbies price: $279.99



▼ 1002-8754
'67 Corvette Stingray R/C Gas Car
by KYOSHO
eHobbies price: $239.99



▼ 1004-1596
Nitro Racer 2 R/C Car w/o Engine
by HPI
eHobbies price: $259.99



free shipping!
see our site for details
www.eHobbies.com
AOL Keyword: eHobbies
eHobbies℠
creating a new world for hobbyists℠
ROC_0002

OFF ROAD – ELECTRIC



▲ 1000-0609
King Tiger Tank
by TAMIYA AMERICA
eHobbies price: $389.99



▲ 1003-1659
Juggernaut 2 4WD Monster Truck
by TAMIYA AMERICA
eHobbies price: $349.99

▼ 1000-1487
USA-1 4WD/4WS R/C Truck
by KYOSHO
eHobbies price: $219.99

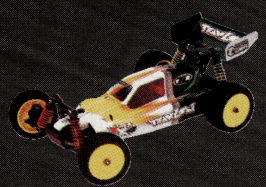


▼ 1002-6990
XXX-T 2 WD R/C Truck
by TEAM LOSI
eHobbies price: $199.99





▲ 1004-0051
Ultima ST Type R Racing R/C Truck
by KYOSHO
This new Kyosho Ultima ST Type R electric racing truck has all the top features loaded and ready to go. Get this kit and get ready to win some races!
eHobbies price: $179.99



▲ 1002-7826
XX-4 4WD World's Edition
by TEAM LOSI
eHobbies price: $299.99



▲ 1000-1488
1/12 EP Blizzard EV R/C Truck
by KYOSHO
eHobbies price: $229.99

▼ 1002-2664
XXX Off-Road Buggy
by TEAM LOSI
eHobbies price: $199.99



▼ 1003-1660
MR4-MT 1/10 4WD Monster Truck
by YOKOMO
eHobbies price: $179.99





▲ 1003-1655
MR-4BC 4WD Electric Buggy
by YOKOMO USA INC.
eHobbies price: $179.99



▲ SKU# 1000-0465
RC10B3 Sport R/C Car
by ASSOCIATED
eHobbies price: $169.99



▲ 1000-1405
RC10T3 Basic R/C Car
by ASSOCIATED
eHobbies price: $139.99



▲ 1004-2303
Stampede RTR Truck w/ Painted Bdy
by TRAXXAS CORPORATION
eHobbies price: $159.99



▲ 1004-4804
Rally Weapon 4WD R/C Car
by TEAM LOSI
eHobbies price: $179.99



▲ 1000-1405
RC10T3 Basic R/C Car
by ASSOCIATED
eHobbies price: $139.99

▼ 1002-6983
Wild Dagger 4WD R/C Car, 2 Motors
by TAMIYA AMERICA
eHobbies price: $139.99



▼ 1002-6985
Wild Willy 2 R/C Truck
by TAMIYA AMERICA
eHobbies price: $114.99



▼ 1004-5375
RC10 B3 Team Buggy
by ASSOCIATED
eHobbies price: $209.99



▼ 1002-5769
RS4MT Baja Bug 4-Wheel Drive R/C Car
by HPI
eHobbies price: $159.99



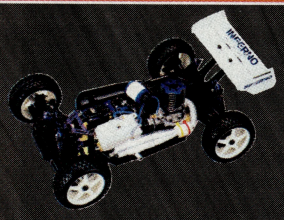
eHobbies content

Tune in to the **R/C Channel** on **eH TV** for awesome streaming video programs including the IFMAR Off-Road World Championships or read our interviews with top racers and articles and tips written by the best in the business.

1-888-eHobbies *order by phone – 24 hours a day, 7 days a week*

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

OFF ROAD – GAS



▲ 1003-9555
MP6 International 1/8 Race Buggy
by KYOSHO
eHobbies price: $699.99



▲ 1003-9549
Inferno MP6 1/8 Sports w/ Engine
by KYOSHO
eHobbies price: $449.99



▲ 1000-1492
Landmax Toyota Car w/ GS21R
by KYOSHO
eHobbies price: $429.99



▲ 1004-0052
Ultima ST Type R Nitro R/C Truck
by KYOSHO
eHobbies price: $249.99

▼ 1000-1493
Dodge Ram QRC Combo
by KYOSHO
eHobbies price: $339.99



▼ 1004-2311
Nitro Stampede RTR, Purple
by TRAXXAS CORPORATION
eHobbies price: $319.99



▼ 1004-4129
Nitro Rustler RTR w/ Painted Body
by TRAXXAS CORPORATION
eHobbies price: $309.99



▼ 1002-7173
RC10GT RTR R/C Truck
by ASSOCIATED
eHobbies price: $299.99



▼ 1003-1761
Nitro MT 4WD R/C Monster Truck
by HPI
eHobbies price: $279.99





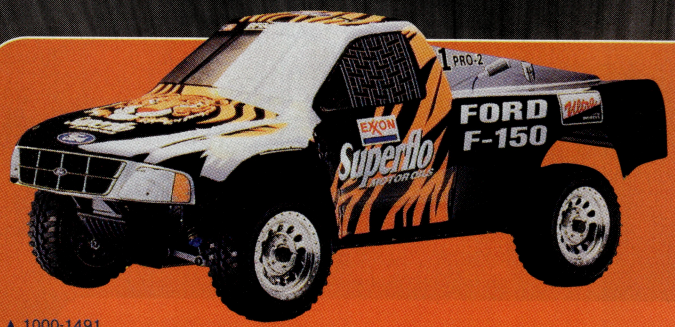
▲ 1003-9598
MBX-4 RR 4WD 1/8 R/C Racing Buggy
by MUGEN
Mugen's 1/8 scale MBX-4 RR 4WD racing buggy boasts components to suit USA-style racing: rough tracks with big jumps! The MBX-4 features sealed diffs for track tuning, new shock towers, pillow ball front suspension, aluminum hinge pin mounts, straighter inner hinge pin angle, new gas tank and steel main gear
eHobbies price: $479.99



▲ 1000-1490
Nitro Blizzard QRC Truck w/ GS11X
by KYOSHO
eHobbies price: $269.99

▼ 1002-1661
T-Maxx Nitro R/C Monster Truck
by TRAXXAS CORPORATION
eHobbies price: $379.99





▲ 1000-1491
Landmax Exxon F150 Truck GS21R
by KYOSHO
Kyosho's nitro-powered Landmax auto proves exactly how exciting 1/8 scale, 4WD power can be. Already 60-percent pre-assembled, this Landmax model runs as easily on asphalt as it does on hard dirt, showcasing the model's incredible power.
eHobbies price: $449.99

hot deals

Find amazing deals on R/C cars, trucks, tools and accessories – all the time.

RCC_0002

free shipping!

see our site for details

www.eHobbies.com

AOL Keyword: eHobbies

eHobbies℠

creating a new world for hobbyists℠

PARTS & ACCESSORIES

Item #	Description	Manufacturer	Price
1004-5707	True Lathe 2 Pro	Trinity Products	180.00
1002-1657	Real Race R/C Car Simulator	Duratrax	99.99
1004-1613	Minitemp Tmp Gun w/ Laser Sight	Raytek	99.99
1004-0605	Pro 1/8 Off Road Starter Box	Mugen	79.99
1004-0606	On Road Pro Starter Box	Mugen	79.99
1004-1611	Minitemp Temperature Gun	Raytek	79.99
1002-8987	Ball Differential, Pro	Traxxas Corporation	60.00
1004-3502	Nitro RS4 2Spd Transmission, H.D.	HPI	54.99
1003-0826	360 Stinger Exhaust Nitro Stmpd	Moore's Ideal Products	49.99
1002-8368	Semi-Trailer Light Set	Tamiya America	45.00
1002-6941	2-Speed Transmission for TG10	Tamiya America	44.99
1002-6996	Low Friction Dampers, Purple X4	Tamiya America	44.99
1003-0834	360 Stinger Kit ,RS4 Nitro Mini	Moore's Ideal Products	44.99
1002-9679	Monster Hauler Bag, Black	Trinity Products Inc.	39.99
1003-0512	Graphite Chassis w/Braces,/XXX	Team Losi	39.50
1004-0587	1/8 Buggy Torque Pipe, for .21	Paris Racing Products	36.99
1003-0624	CVD Kit, All Assoc. Team Trucks	Moore's Ideal Products	35.50
1004-3220	Titanium Combo, T.buckle, pin	Associated	34.99
1003-0607	XX4 Titanium Turnbuckle Kit	Lunsford Racing	32.50
1003-0677	RS4 Nitro Titanium Turnbuckle Kit	Lunsford Racing	32.50
1003-0692	CVD Kit RS-4.Pro/Nitro Frt Wd	Moore's Ideal Products	32.00
1003-0977	FACTORY BLUE Mach Mtr Adj Clamp	Associated	31.00
1000-0533	Super Shock Set 45-56mm, Tr Car	HPI	30.99
1004-0582	Racing Turbo Ring Pipe,1/10 Scle	Paris Racing Products	27.99
1003-0589	RC10B3 Titanium Turnbuckle Kit	Lunsford Racing	27.00
1003-0667	St Weapon Titanium Turnbuckle Kit	Lunsford Racing	27.00
1002-8371	Tractor Truck Oil Shocks	Tamiya America	27.00
1002-6877	Track Corner Markers, Set of 5	Tamiya America	22.99
1004-0576	MBX-4 Exhaust Header	Mugen	21.99
1003-0594	Lite Drives for Losi XX	Moore's Ideal Products	19.99
1003-0504	.6" Threaded Shock bodies w/nuts	Team Losi	19.95
1003-0505	.9" Threaded Shock bodies w/nuts	Team Losi	19.95
1002-5667	RS4 Sway Bar Set #A209	HPI	18.99
1002-7877	Maximizer Fuel Filter	Kyosho	17.99
1003-0591	Lite Drives RC10B2/B3/T3	Moore's Ideal Products	17.99
1004-4505	Lt. Weight Alum. Screw Set,GT	Associated	16.99
1002-9076	Exhaust Header Nitro Stampede	Traxxas Corporation	15.00
1002-5719	Racing Fuel Bottle	HPI	15.00
1003-0260	Shock Tower F/R (Crbn Graphite)	HPI	15.00
1003-0839	Thorp 3/32" Hex Driver	Moore's Ideal Products	15.00
1003-0835	Thorp .050" Hex Driver	Moore's Ideal Products	14.50
1003-0836	Thorp 1/16" Hex Driver	Moore's Ideal Products	14.50
1003-0842	Thorp 1.5mm Hex Driver	Moore's Ideal Products	14.50

Item #	Description	Manufacturer	Price
1003-0844	Thorp 2.5mm Hex Driver	Moore's Ideal Products	14.50
1004-0950	.21 Silicone Exhaust Couplers, X3	Mugen	13.99
1002-8529	Sway Bar Kit for Street Weapon	Team Losi	13.95
1003-0746	6 Pack Pinion Gears ODD 15-25	Robinson Racing	12.95
1002-5733	Graphite Diff Hubs, All RS4 2 sets	HPI	12.00
1000-0534	Fiber Brake Disk: NRS4, N Mini	HPI	11.99
1003-0830	4-N-1 Clutch RC10GT	Moore's Ideal Products	11.95
1004-0955	Silicone Diff Oil, 1000 Wt.	Mugen	10.99
1004-0961	Silicone Diff Oil, 7000 Wt.	Mugen	10.99
1004-0965	Silicone Diff Oil, 3000 Wt.	Mugen	10.99
1003-0723	Grnd Effects Traction Cmpd 8oz Can	Paragon Racing Prod.	10.50
1002-9526	Lightened Motor Plate, Blue, XXX	Team Losi	10.00
1003-1012	5-Pack Battery Case	Saiko	9.99
1002-9515	Titanium 188" Ball Stud w/Rod	Team Losi	9.00
1002-9517	Titanium .380" Ball Stud w/Rod	Team Losi	9.00
1002-9690	Shock Bushing, Alum, Blue,HPI & YOK	Trinity Products Inc.	8.99
1003-0699	Alum. (Blue) Fuel Filter	OFNA Racing	8.95
1003-0929	Black Pinion Case	RPM	8.95
1002-8621	Threaded Shock Body Nuts (4)	Team Losi	8.59
1002-9686	Shock Bshing, Almn,Blue Tm Losi	Trinity Products Inc.	7.99
1002-9688	Shock Bshing, Almn, Blue, Asstd	Trinity Products Inc.	7.99
1003-0712	3MM Red Nylock Nuts (10)	OFNA Racing	7.95
1003-0713	3MM Blue Nylock Nuts (10)	OFNA Racing	7.95
1003-0717	4MM Red Nylock Nuts (10)	OFNA Racing	7.95
1003-0718	4MM Blue Nylock Nuts (10)	OFNA Racing	7.95
1003-0928	Blue Crystal Case	RPM	7.95
1002-8626	Titanium Shock Shaft, .36"	Team Losi	7.00
1002-8628	Shock Shaft,.6 Titanium Plated	Team Losi	7.00
1004-0920	1/8 Exhaust Joint Coupler, Long	OFNA Racing	6.99
1003-0878	75 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0880	81 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0879	78 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0881	85 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0882	87 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0404	Pro-CA Tire Glue, Thin	Pro-Line USA	5.95
1003-0917	RC10GT 3° Rear Mounts	RPM	5.95
1002-9614	Stick Pack Building Kit	Trinity Products Inc.	4.99
1002-9628	Royal Oil	Trinity Products Inc.	4.99
1003-0926	Heavy Duty Rod End (12 - Blk)	RPM	4.95
1000-1453	Nitro R/C Car Cleaner	HPI	4.49
1003-0756	19 Tooth 48 Ptch Silencer Pinion	Robinson Racing	4.25
1003-0758	21 Tooth 48 Ptch Silencer Pinion	Robinson Racing	4.25
1003-0760	23 Tooth 48 Ptch Silencer Pinion	Robinson Racing	4.25

BATTERIES, CHARGERS, ESC'S

Item #	Description	Manufacturer	Price
1002-6096	Millennium Digital D/C Charger	Novak Electronics	134.99
1000-0563	Cyclone Programmable Spd Control	Novak Electronics	122.99
1002-6095	N-Power, Power Supply 10 amp	Novak Electronics	119.99
1000-0334	G-12C III Car Speed Control	Tekin Electronics	109.99
1000-0565	Super Rooster Speed Control	Novak Electronics	109.99
1000-0336	Rebel Reversing Car Spd Control	Tekin Electronics	74.99
1002-6092	2400 VIS Extra Batteries Team 6C	Trinity Products	69.99
1002-6088	2400 V-Max Plus Batteries TM	Team Orion	68.99
1000-0564	Rooster Reversible Speed Control	Novak Electronics	65.99
1002-6090	2400 VIS Extra Batteries Race 6C	Trinity Products	58.99
1002-6087	2400 V-Max plus Batteries RAC	Team Orion	56.99
1002-6086	2400 V-Max Plus Batteries CLB	Team Orion	48.99
1002-6094	3000 MAH NiMh Batteries Stick Pk	Trinity Products	46.99

Item #	Description	Manufacturer	Price
1000-1353	900 AC/DC Auto-Charger	Hobbico	24.99
1004-5459	Dyna-Sport 1700 6 Cell Flat Batt.	Dynamite	22.95
1004-5695	1700 MAH 6 Cell 7.2V Battery	Racers Edge	17.99

search our site

Find anything you see in this ad by entering the eight digit item number in our search box and clicking the "search button."

advanced search

Get a complete listing of every part we carry for your R/C car or truck. Select the manufacturer and we do the rest.

1-888-eHobbies

order by phone – 24 hours a day, 7 days a week

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

Log onto our website for a complete catalog and current prices.*

TIRES & WHEELS

Item #	Description	Manufacturer	Price
1003-0402	Front, Rear 1/8 M2 Multi-Spike	Pro-Line USA	19.95
1003-0390	Rear Pro-99 M3 Square Fuzzie T 2.2"	Pro-Line USA	18.50
1003-0395	Rear Hole Shot T M3 2.2" Truck	Pro-Line USA	18.50
1003-0398	Rear Bow Tie T M3 2.2" Truck	Pro-Line USA	18.50
1003-0400	Front, Rear 1/8 XTR Multi-Spike	Pro-Line USA	17.99
1002-9099	Front Truck, Wedge, (Silver)	Team Losi	17.95
1002-9101	Front 8 Rib Truck w/Liner, (Red)	Team Losi	17.95
1002-9111	Rear Truck, Reptile, (Silver)	Team Losi	17.95
1002-9140	Rear Truck Sprint, (Red)	Team Losi	17.95
1002-9146	T-2000 Truck Tire, (Red)	Team Losi	17.95
1002-9152	LST T-90 Street Truck Tire, (Red)	Team Losi	17.95
1003-0372	Rear 2.2" Gladiator 2 Truck Tire, M2	Pro-Line USA	17.95
1002-9167	Low Profile Sedan Slicks, (Yellow)	Team Losi	14.95
1003-0424	Rear Sand Paw S-52 2.2"	Pro-Line USA	14.50
1002-5606	Racing Slick Belted Tires 24mm (23R)	HPI	13.00
1002-5607	Racing Slick Belted Tires 24mm (27R)	HPI	13.00
1002-5608	Racing Slick Belted Tires 24mm (33R)	HPI	13.00
1003-0335	Rear Pro-89 M3 Square Fuzzie 2.15", 2.2"	Pro-Line USA	13.00
1003-0353	Rear Hole Shot M3 2.2" Buggy	Pro-Line USA	13.00
1003-0356	Rear Hole Shot low-pro M3 compound	Pro-Line USA	13.00
1003-0307	Rear Bow Tie M2, 2.2"	Pro-Line USA	12.50
1003-0362	Front Hole Shot 4WD M3 Buggy	Pro-Line USA	12.50
1003-0437	STD L. Pro Slick Low Profile, Narrow, S2	Pro-Line USA	12.50
1003-0438	STD LP Slick Low Profile, Narrow , S3	Pro-Line USA	12.50
1003-0439	Sedan Tire, Low Profile V-Rage Tread, S2	Pro-Line USA	12.50
1003-0442	Sedan Tire, Low Profile V-Rage Tread, S3	Pro-Line USA	12.50
1002-9058	Rear 2.2' X-2000 Buggy,(Silver)	Team Losi	12.00
1002-9078	Rear 2.2" Sprint, (Red) Buggy	Team Losi	12.00
1004-6060	Low Pro Sedan Slick,24 mm H13	Pro-Line USA	10.99
1004-6062	LP Slick 2, 26 mm Sedan Tires	Pro-Line USA	10.99
1004-6067	LP Slick , 26 mm Sedan Tires	Pro-Line USA	10.99
1002-5581	Mesh 1/10 Touring Wheels 26mm (chrm)	HPI	9.50
1004-6057	Sprint 24mm Tires, Firm Compound	Yokomo USA Inc.	7.75
1004-6058	Sprint 24mm Tires,Medium Compound	Yokomo USA Inc.	7.75
1003-0935	Psyclone 26mm White Sedan Wheels	RPM	6.50
1003-0938	Spartan 26mm White Sedan Wheels	RPM	6.50
1003-0940	8-Ball 26mm White Sedan Wheels	RPM	6.50
1002-5579	Mesh 1/10 Touring Wheels 26mm (wht)	HPI	6.00
1002-5580	Mesh 1/10 Touring Wheels 26mm (blk)	HPI	6.00
1004-6070	10 Spoke Wheels, 24 mm sedan	Yokomo USA Inc.	3.50

ENGINES & MOTORS

Item #	Description	Manufacturer	Price
1004-0650	.21 RZ-V99B Buggy Engine	O.S. Engines	279.99
1000-0302	FS-26S-C R/C Car Engine	O.S. Engines	189.99
1004-0991	.21 RG-X (P) Engine, Pilot Crank	O.S. Engines	189.99
1002-6380	Picco .12 engine, Rotary w/pull	Trinity Products Inc.	144.99
1002-6379	Picco .12 Engine, Rotary Carb	Trinity Products Inc.	124.99
1000-0296	.12CV-X RC Car/Buggy Engine w/ Rec	O.S. Engines	109.99
1002-6167	Chrome Modified Motor 12x2	Team Orion	49.99
1002-6143	P2K Paradox Pro 2000 Stock Motor	Trinity Products Inc.	28.99
1002-6026	Reedy Rage Type R Plus Stock Motor	Associated	27.99
1002-6275	Chrome Stock Rebld/Dyno Motor	Team Orion	26.99

BODIES

Item #	Description	Manufacturer	Price
1002-6844	Calsonic Skyline Body Set	Tamiya America	29.99
1004-1599	200mm Toyota Celica Sedan Body	HPI	22.99
1004-1604	200mm Alfa Romeo GTV Sedan Body	HPI	22.99
1004-1609	200mm Cougar Sedan Body	HPI	22.99
1002-5687	1/10 Mercedes CLK-GTR Body (200mm)	HPI	22.00
1002-5699	1/10 Honda S2000 Roadster Body 190mm	HPI	20.99
1002-5686	1/10 Audi A4 Quattro Body (200mm)	HPI	20.00
1003-0272	'99 Chevy Truck Body, T3	Pro-Line USA	19.95
1003-0261	Ford F-150 Gas Body, GT,GT2	Pro-Line USA	19.95

RADIOS & SERVOS

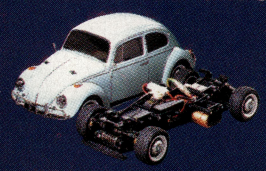
Item #	Description	Manufacturer	Price
1004-0474	3PJFS FM Surface Radio System	Futaba Corp.	299.99
1000-1401	M8 3CH FM Radio System	Airtronics	269.99
1002-9840	Lynx 3D 3 w/Spectra Module FM75MHz	Hitec RCD Inc.	264.99
1000-1270	3PD FM Radio System	Futaba Corp.	199.99
1004-0522	High Torque Alum. Gear Servo	Airtronics	109.99
1004-0523	High Torque Alum. Gear Servo	Airtronics	109.99
1003-1016	3 Channel FM Receiver	Futaba Corp.	89.99
1003-1021	9404 Hi torque / HI speed Servo	Futaba Corp.	79.99

*All prices are subject to change.

RCC_0002

gift shop

Get someone started in Radio Control. Choose from our selection of starter kits or send a gift certificate from our **Gift Shop**



▲ SKU# 1000-0599
Volkswagen Beetle R/C Car
by TAMIYA AMERICA
eHobbies price: $89.99



▲ SKU# 1000-1356
M1 Abrams Tank EP RTR
by HOBBICO
eHobbies price: $99.99

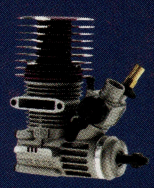
wish list

Wish someone would buy you the perfect gift? Visit our **Gift Shop** to create a list of items you want so friends and family know exactly what to get you for special occasions.



▲ 1002-7840
Street Weapon Championship Edition
by TEAM LOSI
eHobbies price: $279.99

► 1004-5524
CX 12 Non Pull Start Engine
by Nova Rossi
eHobbies price: $139.99



www.eHobbies.com
AOL Keyword: eHobbies
eHobbies SM
creating a new world for hobbyists SM



The T-Maxx's first competitor comes from within the family!



It's rumored that one out of every two R/C vehicles sold in the U.S. is a Traxxas T-Maxx. Think about all of the different types and brands of R/C kits that are available—there are dozens upon dozens—and the significance of the T-Maxx's success will become clear.



If you're Traxxas, how do you top the T-Maxx? Make it electric-powered, of course! But Traxxas has gone beyond merely converting its nitro-powered sales leader to electric; it has once again rewritten the rulebook for monster trucks with the innovation and originality that has made the T-Maxx a blockbuster. We received the only near-production (some internal transmission gears were hand-machined) E-Maxx in existence for a close inspection and a days' worth of driving. Sure, the guys at Traxxas warned us to go gently on this priceless one-of-a-kind, but if we had heeded their advice, would we have been able to tell you if the E-Maxx lives up to its hype? Of course not; however, we suppose it's a little late in the story to ask you not to breathe a word of this to Traxxas, right?





Traxxas E-Maxx



Traxxas E-Maxx

E-Maxx features

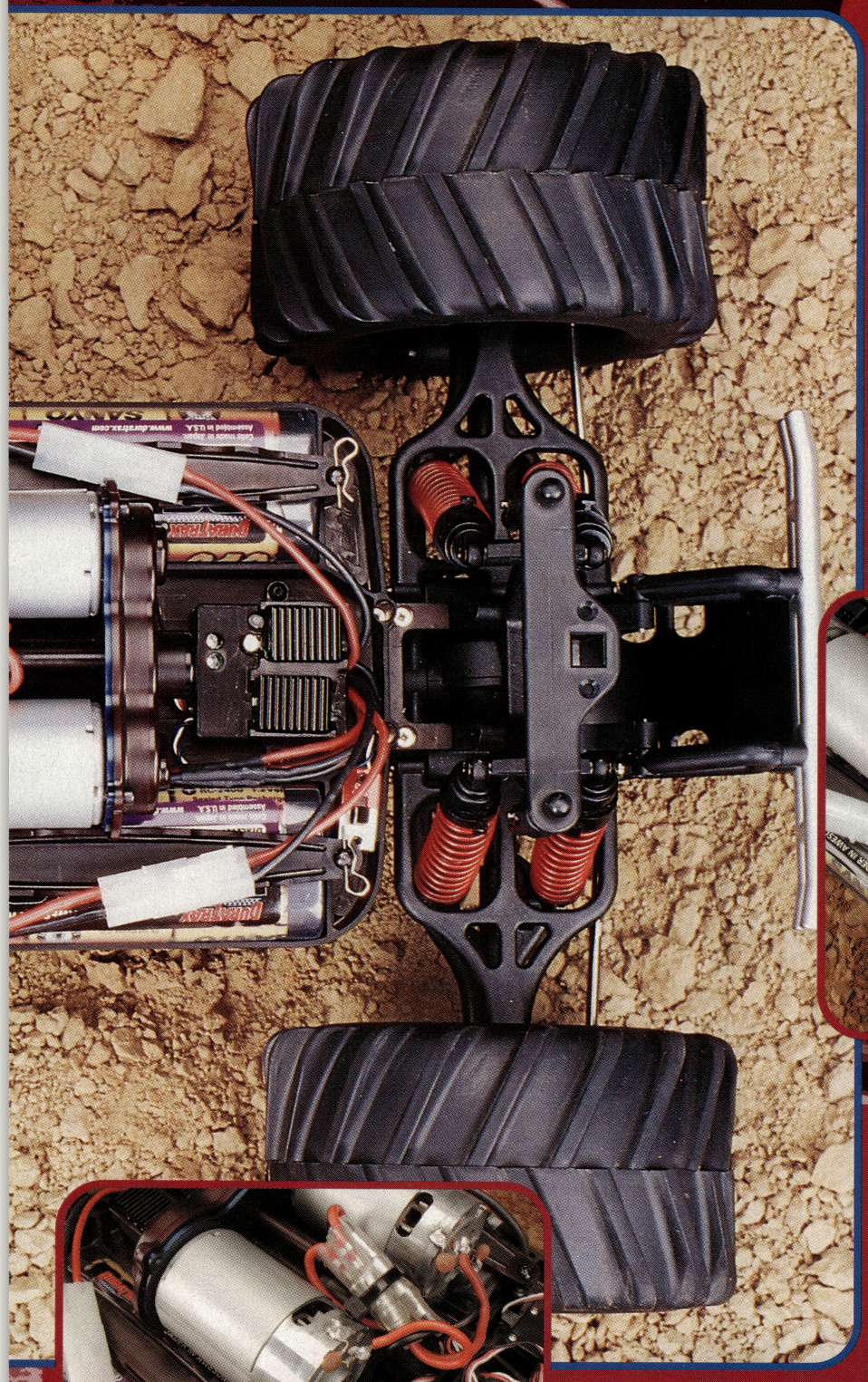
The original T-Maxx was designed as a modular chassis. Broken into thirds, there is the front suspension, the rear suspension and the middle chassis, which is comprised of the chassis plate, engine, gearbox and electronics. The E-Maxx and the T-Maxx share two-thirds of their design—the front and rear suspensions—but their mid-sections are completely different. Where the T-Maxx uses an aluminum plate as its chassis, the E-Maxx has a molded-nylon tub-style chassis that has compartments on each side to accommodate two six-cell battery packs. Although each truck's gearbox is located in the middle of the chassis, the biggest difference between the duo is that instead of a nitro engine, the E-Maxx uses a pair of electric motors to drive its four-inch-tall terra tires.





High voltage operation

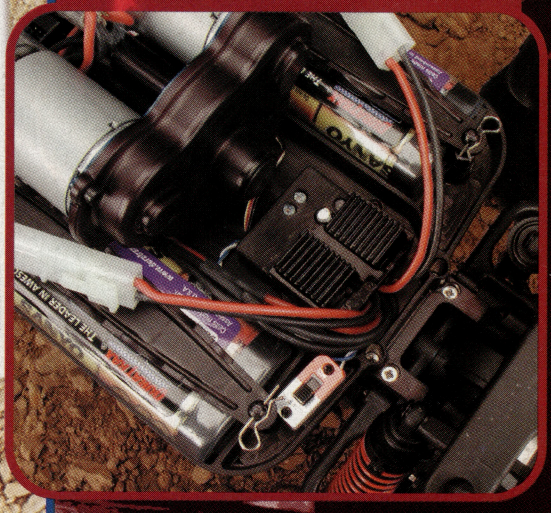
The E-Maxx differs from all other electric trucks in that it uses a power system that runs at twice the voltage of a normal R/C model. The E-Maxx's speed control is designed to accept two six-cell batteries in series, which is like having a single 12-cell pack. By doubling the voltage, the current flow is reduced and efficiency is increased. High current flow and resistance are the chief causes of power loss (through heat) in an R/C model's electrical system. As the E-Maxx operates with a lower current, it is much more efficient—as much as 80 percent of the batteries' electrical energy is converted to mechanical energy (horsepower!). A typical low-voltage/high-current system is approximately half as efficient. As an example, if a vehicle equipped with a single six-cell pack needs a current of 25-30 amps in order to maintain a speed of 25mph, a high voltage 12-cell vehicle would need just 10-15 amps to maintain the same speed. As a result, the E-Maxx is more than capable of run times in excess of ten minutes on a pair of regular sport packs.



keep the motors at about 20-degrees above ambient temperature no matter how long they are run. Traxxas engineers are of the opinion that we'd be hard-pressed to find motors that are better suited to the E-Maxx.

■ High-performance reversing ESC

The E-Maxx comes equipped with Traxxas' first MOSFET, surface-mount technology speed control. It is more than capable of handling 12-cells and has a special BEC (battery elimination circuit) that provides the receiver and servos with safe voltage level. Although the ESC lacks conventional brakes, it does feature reverse (very handy for getting out of tight situations) which can be momentarily engaged to simulate the effect of braking (just don't hold reverse for longer than a split-second, or else the E-Maxx might endo!).



■ Twin 550 motors

At first glance, you might mistake the E-Maxx's twin motors for those cheap 540 motors that come with many sport-level kits. But don't throw these away, as they are high-quality 550-size motors that were specifically designed to work with the E-Maxx's high-voltage system. These motors have a very high number of turns on their armatures, and are actually larger than typical 540 motors and produce more torque. The armatures are also equipped with built-in cooling fans, which were deemed necessary due to the E-Maxx's extended run times. According to Traxxas, running a motor past four or five minutes creates a heat problem. The fans actually

T-Maxx to get E-Maxx updates

The E-Maxx will come with a couple of updated parts that will improve its reliability. First, Traxxas has added an additional brace between the left and right suspension bulkheads (both the front and rear ends get this part) to reduce flex and prevent possible breakage. In response to reports that some T-Maxx owners have experienced long-term rear skidplate problems, Traxxas has designed a new, beefier plate that should solve any durability problems. Note that these updates will also be incorporated in the T-Maxx as "running" changes. If you already own a T-Maxx, you can purchase the new parts separately; they'll bolt right up to your truck.

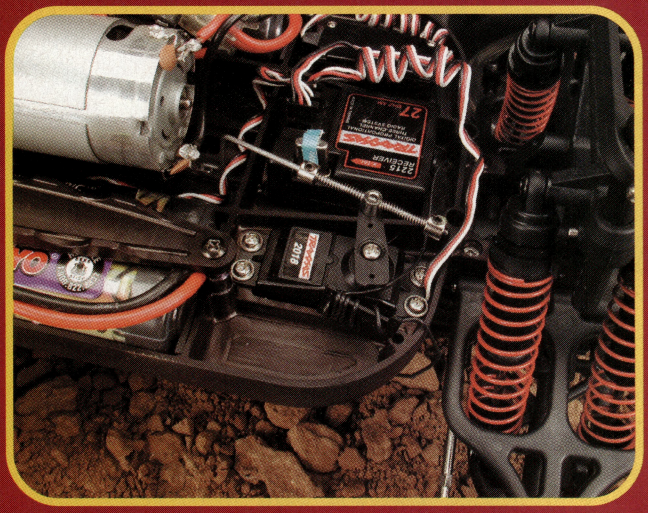


Traxxas E-Maxx

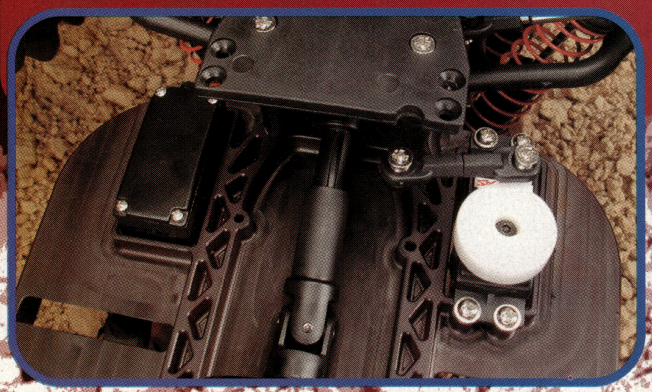


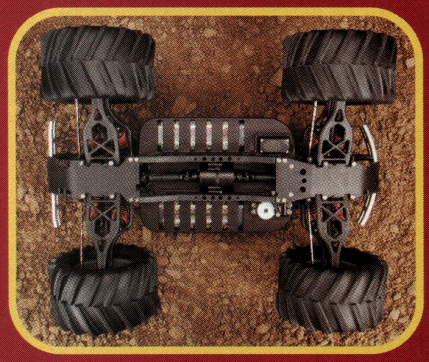
■ Manually shifting two-speed gearbox

According to Brent Byer, Traxxas' chief designer, it was decided early on that the E-Maxx would have a two-speed transmission, but that a typical centrifugal two-speed (such as the one used in the T-Maxx) exhibited several shortcomings when coupled with electric power. First, it was found that a battery's discharge characteristics and a two-speed's shifting pattern just didn't mix well. As the truck's speed is in direct proportion to the battery's voltage, the two-speed would end up shifting later and later during the run as the battery's voltage was reduced, until it wouldn't shift at all! And of course, a common centrifugal two-speed just wasn't cool enough for the E-Maxx!



Since it had already developed a three-channel radio system for the T-Maxx, Traxxas decided to put that third channel to good use and designed a manually-shifted two-speed. A flick of the radio's third-channel toggle is all it takes to switch between first and second gear—you are in total control of the gearing! A separate servo is used to slide the tranny's shift fork between first and second gears, but like the sequential tranny in a motorcycle, shifting cannot take place until the load is slightly reduced. So in order to shift the E-Maxx, you have to lift the throttle slightly, which to us adds to the realism of shifting. To increase the efficiency of the tranny, the E-Maxx's shift fork only touches the rotating gearshaft during shifting.





■ Molded chassis

A molded nylon chassis mates the front and rear suspensions and serves as a foundation for the E-Maxx's electronics and drive train. Most prominent are the battery compartments which flank the gearbox. The E-Maxx can accommodate pre-built stick packs as well as side-by-side matched six-cell packs. If you choose stick packs, they will simply slip into the compartments and be held in place with the molded battery straps. Slots in the chassis allow side-by-side packs to sit low in the chassis, and the battery straps can be flipped to keep them securely in place no matter how roughly the E-Maxx is treated.

■ Nearly unlimited gearing potential

The E-Maxx's twin 550 motors have been specially designed to work with the truck's high-voltage system, but even Traxxas knows that most owners will undoubtedly feel the desire to experiment with alternative power sources: low-turn mod motors, cobalt motors and brushless motors are all likely to be bolted to the E-Maxx's aluminum motor-mount plate as soon as the first shipment lands in the hands of consumers. But if a typical six-cell motor is installed in an E-Maxx, it will be driven at twice its normal voltage, which will quickly overload the motor if it's not geared properly. For this reason, Traxxas designed the E-Maxx's transmission to have a huge range of gearing possibilities—all the way up to a stump-pulling 50:1!

UNLEASH THE FURY OF YOUR 3000's!

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

MILLENNIUM MW WIND





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



MILLENNIUM MW WIND

SEPARATE ARMATURES:
- #421 Fury MW Armature 12T
- #422 Fury MW Armature 13T

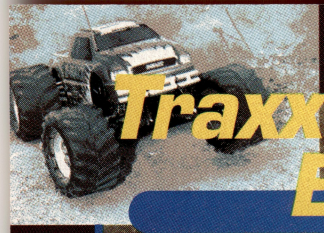
COMPLETE MOTORS:
- #416 Fury MW Motor 12T
- #417 Fury MW Motor 11T
- #418 Fury MW Motor 10T
- #419 Fury MW Motor 9T
- #420 Fury MW Motor 8T

Send for your FREE Reedy Products 2000 Catalog!

REEDY

3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342 Fax: (714) 850-1744
Visit our website: **www.teamassociated.com** or **www.rc10.com**

ad#1068



Traxxas E-Maxx



E-Maxx vs. T-Maxx

It's kind of ironic that the T-Maxx's first real competition hasn't come from another company, but rather from inside Traxxas. We've heard rumor that several manufacturers are working on their own T-Maxx fighters, but for now, the only true rival for the T-Maxx is its electric sibling, the E-Maxx. Want to know how they stack up? We've driven both of 'em, and here's our take. In stock form, the T-Maxx is a little bit faster—but not as much as you might think. Once the E-Maxx shifts into second, its top speed is darn impressive for such a big truck. In our opinion, where the E-Maxx beats the T-Maxx is in climbing. The electric truck has a power curve that's broader than that of the nitro truck, so it can crawl up and over obstacles with greater precision. It's also less likely to break its tires loose on really steep climbs. With run times extending past ten minutes from normal sport packs, the E-Maxx and T-Maxx will run for about the same amount of time on a single "tank." But the T-Maxx can be quickly refueled, while the E-Maxx has to be recharged (unless you have another set of batteries waiting in the wings). But the E-Maxx will also do wheelies from a dead stop, and that has to count for something! Normally, if a vehicle is available as either nitro or electric, we would pick the nitro version because it is invariably faster, but with the E-Maxx's revolutionary power system, performance is very similar. It all comes down to this: do you want to buy batteries or nitro fuel?

Meet the E-Maxx's "Daddy"



Brent Byers has a great job. He gets to dream up new and exciting ideas for R/C vehicles and get paid for it! As the Chief Design Engineer for Traxxas, Brent is responsible for not only creating new designs, but ensuring that they will work, be fiscally feasible and will survive in the field. After graduating from the University of Massachusetts two and a half years ago with a degree in mechanical engineering, Brent was hired by Traxxas and put straight to work in product development. One of his first "start to finish" projects was the T-Maxx—not a bad initiation to R/C design. A self-described "gear head," Brent has always been a "car and bike" kind of guy, and even participated in various SAE (Society of Automotive Engineers) design competitions while at school. Want to land a good job doing something that you love? Take a cue from Brent; get a good education and follow your dreams.

What's it like to drive the E-Maxx?

We admit that we were giggling like idiots when it came time to finally switch the E-Maxx to the "on" position. The first grab of the throttle (wide open of course) resulted in a wheelie that took everyone by surprise; we nearly flipped the darned thing, and this was on dirt! No other electric monster truck has this much torque. This massive torque also makes the E-Maxx an incredible climber; it has the power to keep moving upward without requiring you to feed-in additional throttle which might break the tires loose. We drove the E-Maxx up the same hill that we had used during our T-Maxx Olympics (Nov. issue), and we are confident that the E-Maxx would have made it to the top if we hadn't been worried about flipping it over and damaging the one-of-a-kind prototype.

Now on to the coolest part—shifting, which in the E-Maxx requires you to let off the throttle slightly to reduce the load on the transmission—just like with a motorcycle. Getting used to this takes all of five minutes, and you'll soon be making "waaaaahhhh....WAAaahhhhhhhhhh" sounds as you go from first to second gear. Downshifting is equally fun, and helps slow the truck for upcoming turns. And in case you are wondering, the E-Maxx has more than enough "oomph" to be driven in second-gear only, although the additional load might reduce run time.

As stated, the E-Maxx doesn't have brakes, but it does have reverse, which if used properly, will work just as well. We were able to bring a careening E-Maxx to a dead-stop in under two seconds by barely tapping the reverse trigger. Yes, the E-Maxx will do a nose-wheelie and eventually flip if you grab too much reverse.◆

SOURCES

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

NEW FROM SEI RACING... YOUR LARGE-SCALE SPECIALISTS!

THE ULTIMATE R/C F1!

BIG 1/5 SCALE!



Formula One is the ultimate automotive experience, and the ultimate R/C experience is this giant, 1/5 scale F1 from SEI Racing! This 39" long, Solo or Zenoah-powered FI features a strong 5mm alloy chassis, 4 oil-filled, pushrod-operated shocks, four-block Teflon clutch, BBS wheels and full ball bearings. Many optional tires, springs, tire warmers, disc brakes, and "F" style body also available!

PRICED TO MOVE FROM:

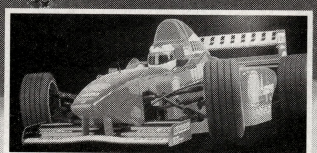
$1699

(95% built, including motor)

Requires 2-channel radio system, not included



FULL-COLOR, 132-page FG Motorsports 2000 catalog now available from SEI... order today, only $15.95!



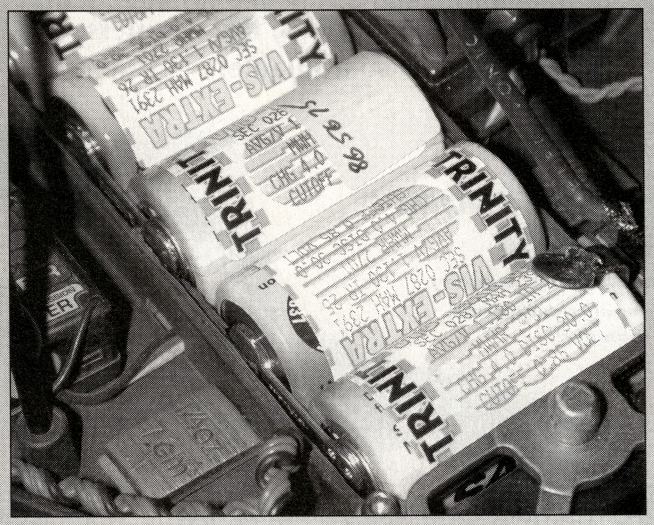
"F" STYLE VERSION ALSO AVAILABLE!

SEI RACING

145 North Sierra Madre Blvd.
Pasadena, CA 91107-3357
(626) 577-8004
www.sei-racing.com

CORNER THE EXPERTS

Nearly every factory driver at this year's ROAR Off-Road Nationals used Sanyo 2400mAh Nicad batteries.



The latest batch of Sanyo 2400s have better voltage and capacity.

Funny, we thought that the 2400s were a little down on voltage compared to regular 2000MAh Sanyos, but according to industry experts, the newest batch of cells have significantly improved voltage and run time far surpassing that of the 2000s. We spoke with three of the top battery gurus in attendance—Mike Reedy of Reedy Modifieds, Daren Westman of Team Orion and Jim Dieter of Trinity—about the best ways to use and care for the Sanyo 2400s.



Jim Dieter of Trinity.

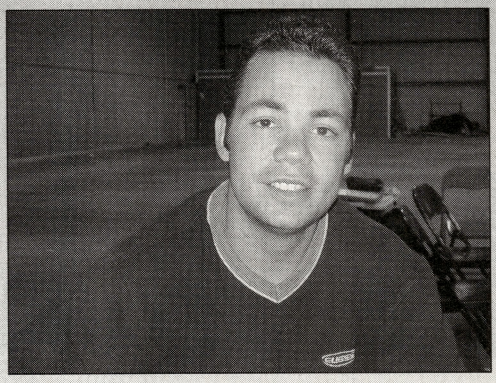
The return of the 2400s (we didn't know they were gone!)

R/C Car: *First of all, how are you charging the 2400s?*

Reedy: We've told our drivers to follow the procedure we use for the 2000s. Nicads can take more abuse than the NiMh cells. So a charge rate of four to five amps with a top-off of between four to seven amps. Most of our team uses the Novak Millennium charger

Westman: Our guys are generally charging at five amps of linear current. Our drivers mostly use the Millennium charger. We also manufacture a charger (a D-67). About half of the guys are using the Millennium and half use our charger. More of our drivers are beginning to use our charger.

Dieter: We use Novak's Millennium or the (Competition Electronics') Turbo 35 with anywhere from five to seven amps with a cutoff of 0.05 to 0.01.



Daren Westman of Team Orion.

R/C Car: *What's the best way to discharge the 2400s?*

Reedy: I like to bring the cells down to somewhere between 0.3 to 0.5 volts per cell. For the average racer, the good old string of light bulbs works awesome. When the bulbs go out, you're down to about 0.3 volts per cell.

Westman: We actually made a digital discharger which we use. It can be adjusted from 20 to 30 amps. At this particular location we are using a 30-amp discharge which will go on for about 300 seconds. Then we actually go to a discharge plate (board) which will take down the overall pack to three volts. Then we take them off when the LED lights go out.

Dieter: When we match we use 30 amps down to 0.9 volts. Here, we are bringing the packs down to 5.4 volts and treating them sort of like a NiMh pack, but it's not the best way. The best way is to put them in a (discharge) tray, but we're trying to suppress voltage and punch because the track has so much traction. We're basically running them down to 5.4 to try and kill bottom end.

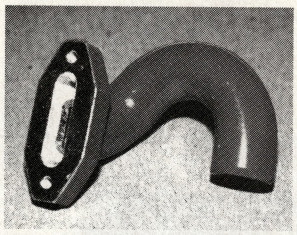
R/C Car: *What about dead-shorting the pack?*

Reedy: I don't recommend and definitely don't like dead-shorting.

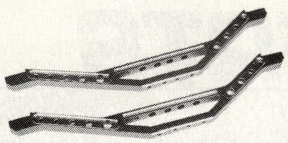
Westman: For the 2400s I don't recommend dead-shorting.

Dieter: I tried some at home and it didn't really work. I haven't really run them enough to know if it's the right way to go forever. But they act just like a typical Nicad, so I'm pretty sure we'll end up dead-shorting them and using discharge trays, the whole system.

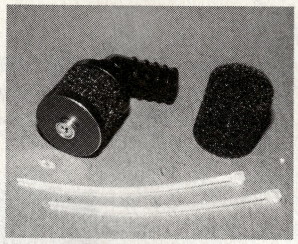
GPM TRAXXAS T-MAXX ALUMINUM



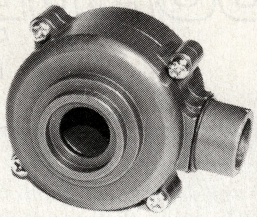
TMX13016 This manifold has a dark blue powder coat finish and is port matched to your exhaust. $30.00



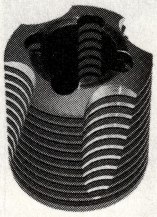
TMX1014 This will help you to improve your stock chassis. These replace your orginals perfectly. $50.00



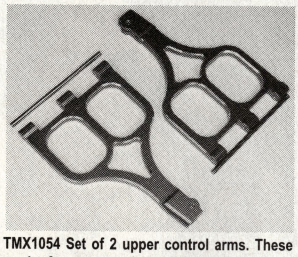
AF01 Has 45 Degree rubber boot, two zip ties and an outer foam pre filter. $15.00



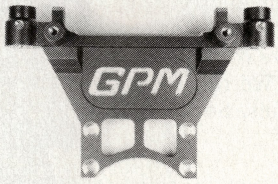
TMX1011 These are the first step to building a bullet proof drive train. You will need 2 sets for each truck. $65.00



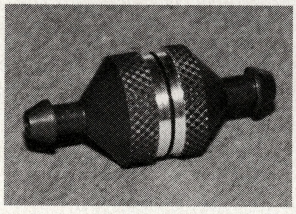
TMX1815 With 30% more cooling area and a large opening for easy maintenance. This is a must for longer engine life. Fits Pro 15 engine. $40.00



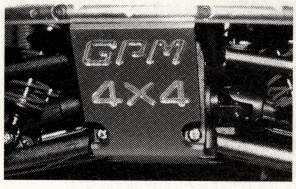
TMX1054 Set of 2 upper control arms. These are by far stronger than the original plastic arms. Includes pins and clips. $40.00



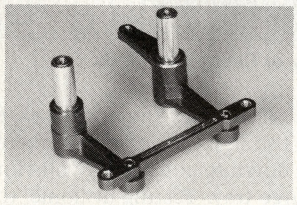
TMX1028 You will need 2 for each truck. These are direct replacements for the stock shock tower. Replaces original perfectly. $40.00



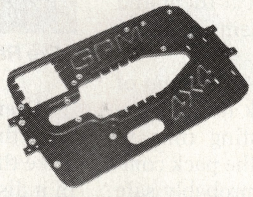
OF01 Filter comes apart to allow cleaning and is sealed with an o-ring. Fits standard size fuel tubing, common on all cars. $8.00



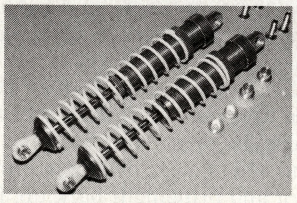
TMX1331F Don't be a poser, get one of these 3mm thick skid plates and be with the "in" crowd. $25.00



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



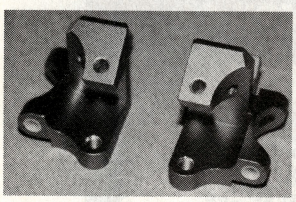
TMX1016 This 3.5mm thick main chassis features thick 4.5mm Ribs don't risk loosing power to a thinner chassis! It is a must for a more power engine hop-up. $75.00



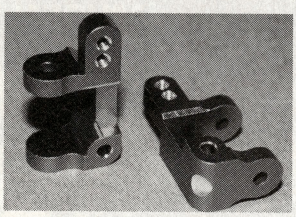
DP100 Threaded shock bodies are perfect for fine tuning your ride hieght. These are 4.125 inches long. $45.00

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



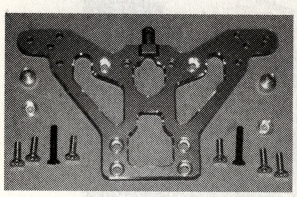
TN1019 Keep your truck on the road longer with a set of aluminum front hubs. $25.00



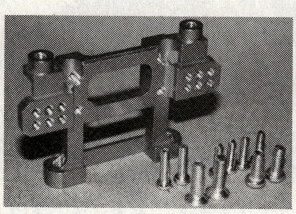
TN1022 This replaces your stock rear hub perfectly. Never again loose a rear wheel because your plastic part lets you down! $25.00



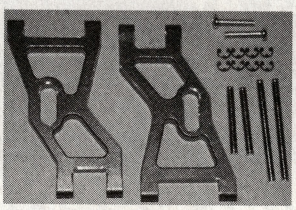
TN1028 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



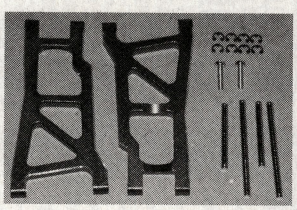
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary. $25.00



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

www.gpmracing.com

Hobby Etc., Inc.
603-595-8549
Store Hours: Mon-Fri Noon to 9pm
Sat 10am to 7pm
Fax:603-595-1498

Shipping (to 5lbs) $6.00
C.O.D. Please Add 6.00

VISA MasterCard

All warranties and guarantees handled directly by manufacturers with exception of GPM Racing Products. Prices subject to change without notice. Mailed orders must include copies of the front and back of your credit card as well as your signature. Personal checks will need 3 weeks to clear. Shipping charges are not refundable. All returns must have approval. Electronics and opened merchandise may not be returned.

Hobby Etc., Inc.
90 West Pearl St
Nashua NH, 03060

R/C Car: *How would you rate the durability of the 2400s?*

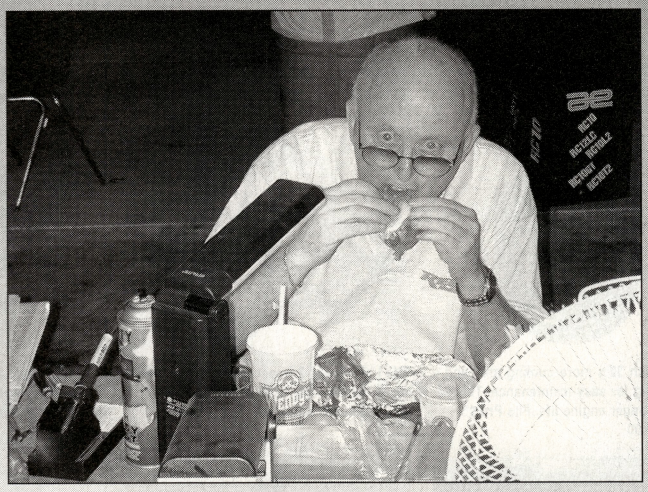
Westman: At this point, they are as durable as the Sanyo 2000s. There were two releases of the 2400s. The first batch had really bad voltage and really poor capacity. The second release, which took place within the past month, actually had really good voltage and really good capacity, which exceeded the 2000s.

Dieter: This is the first big race where we've used the 2400s. We haven't had any problems so far. We run them three or four times per day with no problems. So far so good.

R/C Car: *How many times per day can you run the 2400s?*

Reedy: We're finding out that if you run them more than once a day they come back with better voltage every time you run them. Let them sit for a couple of hours between runs. If you've got an ice chest, put them in a baggie, seal them and drop them in the ice chest. Don't submerge them in water, though!

Westman: I know that our guys here have run some of their packs three times in a day. It all goes back to how you charge and discharge them, and also the resting time in between that, and what I mean by that is letting the pack completely cool down and bringing it back up. It's probably safe to discharge and charge as long as you let them come down to room temperature.



Mike Reedy of Reedy Modifieds.

Dieter: Make sure they cool before you recharge them. Take them through the entire cycle before you recharge them. Take them down to at least 5.4 volts for the pack or put them in a discharge tray. Testing at home, the average voltage of a 6.75-volt pack, if you don't dead short it or put it in a tray, it will only be 6.70 to 6.71 the next time you charge it. ◆

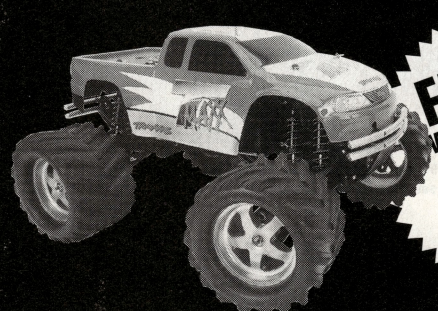
TITANIUM & MAGNESIUM CHASSIS

TITANIUM CHASSIS - $89 U.S. MAGNESIUM CHASSIS - $54 U.S.

HPI RS4
HPI RS4 2
HPI NITRO MT
HPI SUPER NITRO
SERPENT IMPULSE
TRAXXAS T-MAXX
TRAXXAS 4-TEC
RC10 GT
LOSI NXT
OFNA Z-10
INFERNO MP-6
MUGEN MBX-4

AND MANY MORE!!!

WE ALSO MAKE TI AND MAG. SHOCK TOWERS, UPPER DECKS, AND BRACES—STARTING AT ONLY $13 U.S.



FREE!!! WIN AN R/C CAR YOU WIN YOU CHOOSE
Visit our web page to enter the contest and for more details on the 10 models to choose from!

Call TOLL-FREE 1 (877) 313-3136 Phone # 1 (905) 850-6343

www.KillerBeeRacing.com

VISA MasterCard AMERICAN EXPRESS

Alloy Wheels



Precision Machined From Solid Aluminum Alloy
Stunning Beauty for All 1/10 Scale Touring Cars (HPI, Assoc, Traxxas, Kyosho, Tamiya, etc.)
True Wheels- For your ultimate Touring Car

8401 Carrera
8400 LeMans
8402 Sebring
8403 Monza
#8404 Hockenheim
Price $29.95 / Pair

Finish off your wheel package using our new Lug Nuts. They are designed to compliment the wheels for a completely custom look!

8120 Lug Nuts TC3 , 8-32 Thread
8121 Lug Nuts HPI, CEN, etc, 4mm Thread
Price $19.95 / Set of 4

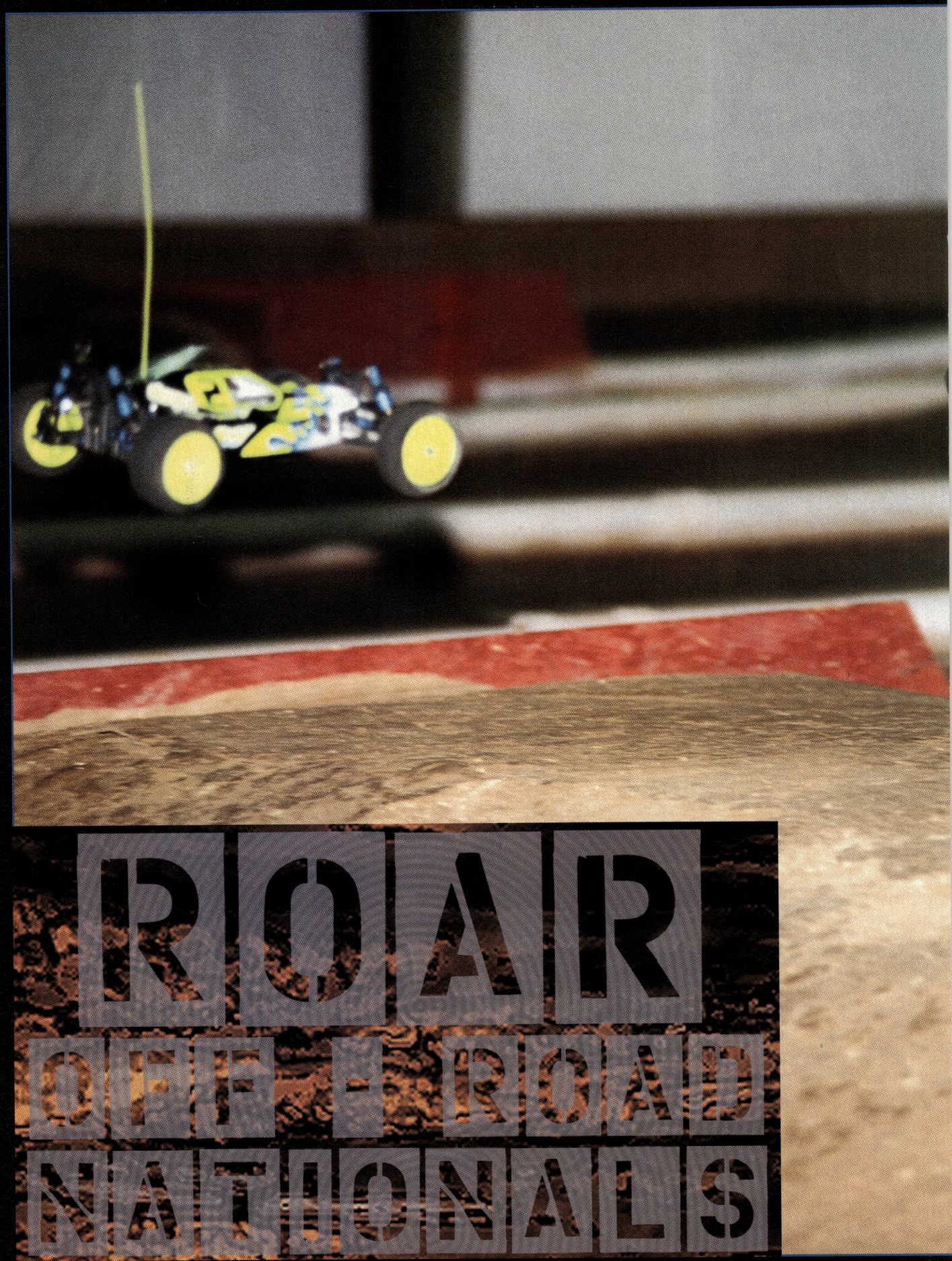
HG

Order Toll Free
1-877-439-1390

HG / Hammad Ghuman Inc.
6 Tower Heights
Albany NY 12211
518-782-9255 (Sales)
518-782-9256 (Fax)
www. 1hg.com

Available in fine stores world-wide and via Direct Order





ROAR OFF-ROAD NATIONALS

IF THERE'S NO DUST, IS IT STILL OFF-ROAD?

Story and photos by Frank Masi



Chirp...squeak...chirp. This was the sound of my sneaker rubbing against the hard-clay surface of the Dalton Raceway nationals track, located in the heart of the nation's carpet kingdom, Dalton, Georgia.

The sound is actually identical to the one produced by dragging your feet on a gymnasium floor. This was no ordinary dirt, and it was apparent from the moment I walked in that the Losi team had learned to live with this surface, but that the Associated guys hated it. A track such as this is far more consistent than any other type of surface save carpet, but there are a couple of drawbacks. First, the only tires that work here are slicks. Second, there's so much traction that setups that work everywhere else are tossed in favor of stiffer on-road style setups that will help reduce traction rolling. Everyone's running stiff springs and lots of weight in the front end!

Can there be too much bite?

Did I say that the Associated camp hated the track? Well, not at first. Word has it that when Losi showed up earlier in the week, they almost turned around and went home because the Associated cars and trucks were working so well. But as more and more rubber was laid down and the bite rose, the Losi vehicles seemed to work better and better. Isn't this ironic? A few years ago, it was the Associated cars that got better in higher-traction, smoother conditions, and the Losi cars were always thought to work best in the rough stuff. A little role-reversal. How times change. How much traction was there? How about this: every motor builder I spoke with told me that they had to switch to very mild winds to prevent the cars from pulling wheelies! Even so, you could see many privateer drivers having trouble keeping the front wheels on the ground!

But were the Associated guys slower than the Losi drivers? They weren't. It's just that the Associated drivers seemed vastly outnumbered and in particular Mark Pavidis—who was as quick as the top Losi cars—appeared to have trouble staying on four wheels and off the boards. Maybe the Losi cars worked better in that they were easier to drive on this sticky surface. Mark was the only non-Losi buggy to make the 2WD A-Main, and Jimmy Jacobson was the highest-placing Associated T3 in the Truck class with a sixth overall.

Conspicuous absence!

This year's ROAR nats was almost a two-pony race. With the exception of Team Kyosho's Greg Degani and Chad Bradley (their Kyosho Ultima RB buggies and ST trucks looked very competitive), every one of the over 200 entries was either from Losi or Associated. Who else is there, you may ask? How about Schumacher USA, whose Florida headquarters are located fairly close to the Dalton track in Florida. Schumacher has an excellent 4WD buggy as well as a newly developed 2WD car. It would have been nice to see some factory support. And the 4WD class was comprised entirely of Losi XX4s! Has Yokomo completely forsaken off-road? My guess is that these two companies

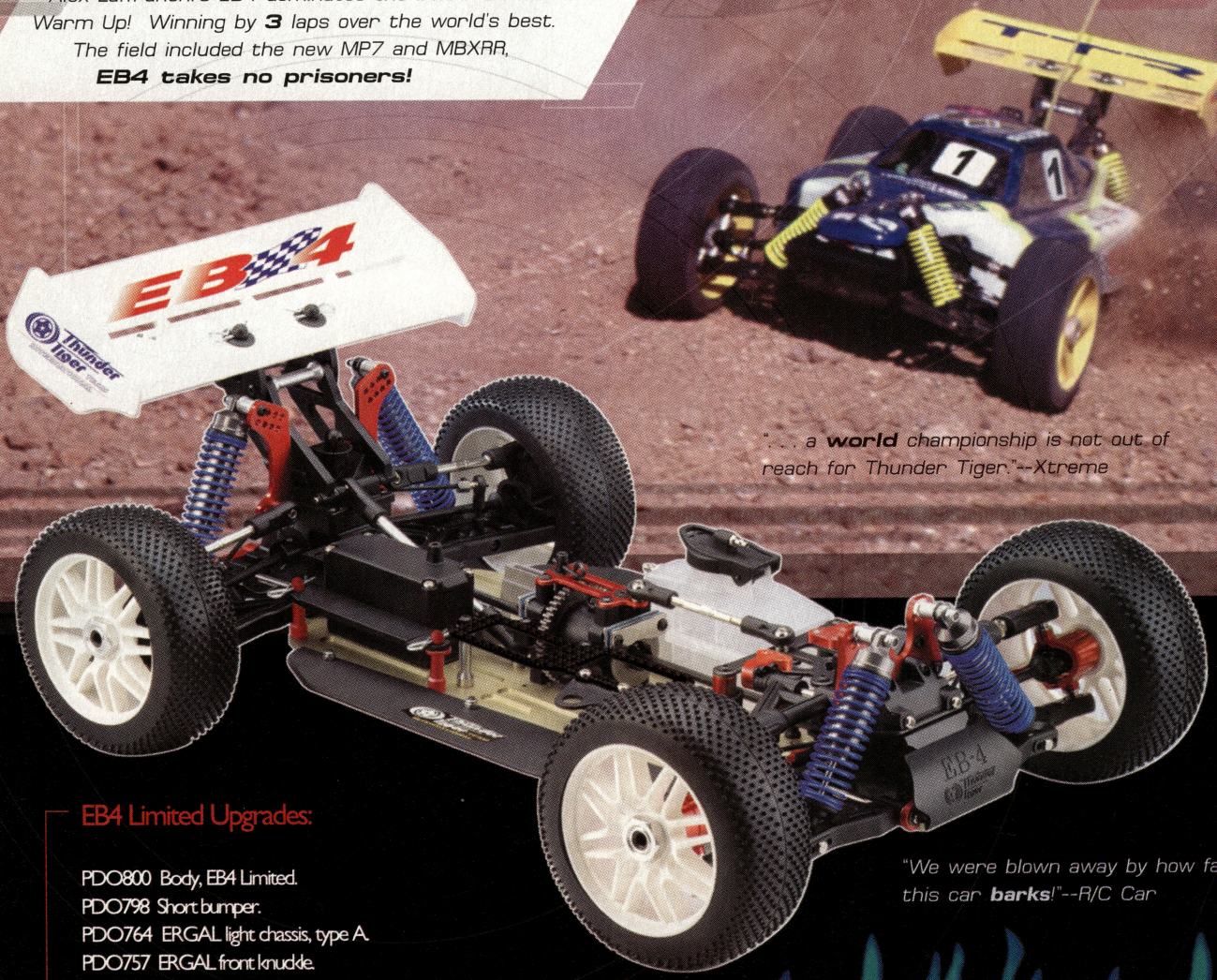
EB4 KICKS BUTT!

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

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

EB4

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



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

EB4 Limited Upgrades:

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

Standard EB4 can easily be upgraded to full Limited specs.



EB4	TTR6201
EB4 Limited	TTR6202

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



1999 ROAR National Champion Richard Saxton	2000 NORRCA National Champion Richard Saxton	2000 Silver State Champion Billy Easton	2000 World Warm Up Champion Alex Laffranchi

Join the winning team. Run EB4.

Designed By Franco Fabbri

Thunder Tiger TEAM INTERNATIONAL

Interested? For a retailer, visit: http://www.acehobby.com/sources or call (660) 584-7121
Distributed exclusively by Ace Hobby Distributors, Inc. 116 W. 19th ST, Higginsville, MO 64037

Thunder Tiger Super Combos

True Performance in RTR!

Ready-to-Run versions of the national champion EB4 and future champion TS4n are arriving at dealers soon.

Thirteen year-old championship driver Jared Tebo chooses Thunder Tiger for his weekend fun!

- 100% Assembled
- 2-Channel Radio Installed
- High Torque Steering Servo
- Painted Body with Decals
- Race-Proven Suspension Geometry
- Durable Gear Differential System
- Thunder Tiger PRO-21 with Pull-Start
- Performance Manifold and Tuned Pipe
- Strong Fiberglass Reinforced Composite Parts
- High Performance Champion Rubber Tires
- Super Low CG
- Full Array of Options
- Dual Disk Brake System

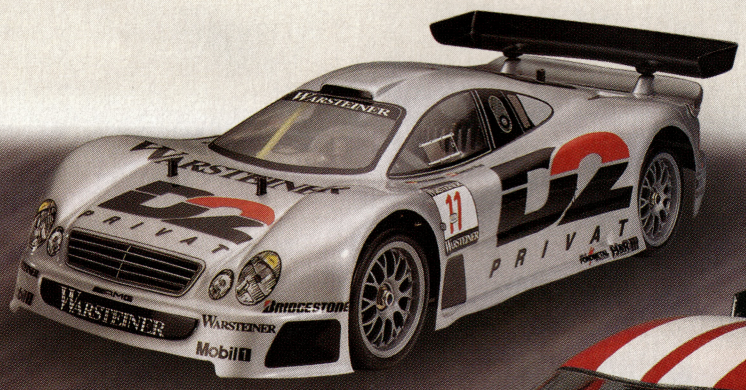


EB4

Radio Included and Installed

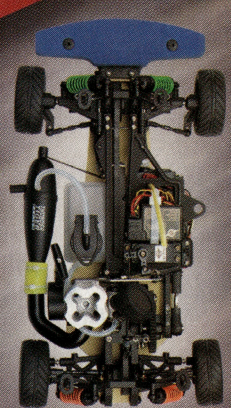
Starting Accessories Included

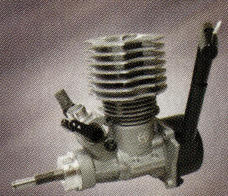




- 100% Assembled
- 2-Channel Radio Installed
- Painted Body with Decals
- Durable Gear Differential System
- Thunder Tiger PRO-15BXS Pull-Start Engine
- Performance Manifold and Tuned Pipe
- Strong Fiberglass Reinforced Composite Parts
- High Performance Champion Rubber Tires
- Super Low CG
- Double Wishbone Suspension
- Full Array of Options
- Disk Brake System







Thunder Tiger TEAM INTERNATIONAL

TS4n

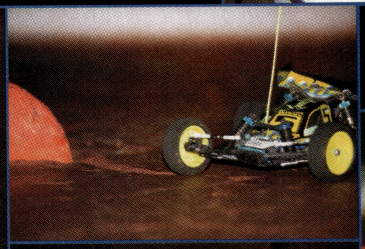
For a retailer, visit: http://www.acehobby.com/sources or call (660) 584-7121 Distributed exclusively by Ace Hobby Distributors, Inc. 116 W. 19th ST, Higginsville, MO 64037

ROAR OFF-ROAD NATIONALS

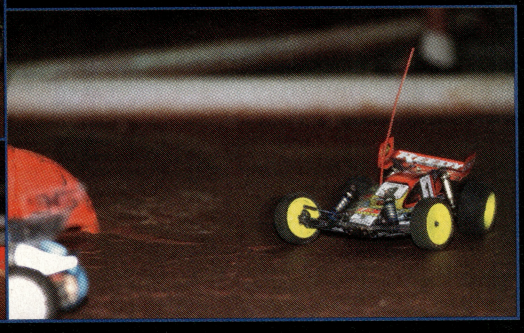


A-main hopefuls: action in the pits as racers search for that elusive setup that will make their national championship dreams come true.















have concentrated their efforts on touring car development.

Qualifying time

I really liked the way qualifying was done. There were a total of four rounds (two on Friday and two on Saturday), with the average of each driver's best two runs used as his final time. This rewarded consistency over luck. Also, the heats were shuffled according to the results of the previous rounds' times. You were always grouped with drivers of equal speed. The fast guys weren't held up by slower traffic, and the slower guys didn't get yelled at by the faster drivers.

Team Trinity/Losi's Matt Francis and Brian Kinwald dominated qualifying, with Matt taking the TQ spots in both the truck and 4WD classes and Brian sitting in the pole position in 2WD. These two jockeyed for position all weekend.

Modified Truck

A-main 1: Matt Francis pulled the holeshot with Dunbar in second and Kinwald in third. Pavidis and Ruona got hung up at the start. Amezcua went by Pavidis and into fourth. Kinwald went over the top of Dunbar when he rolled. Francis got hung up and Pavidis went by for the lead from fifth to first. Amezcua then made his way into second place. Pavidis went wide after the tabletop and allowed Amezcua and Kinwald by. Francis put a pass on Pavidis to take third. Amezcua bobbled and let Kinwald and Francis go by. Francis made a mistake and gave Kinwald a three second lead. Kinwald snagged a pipe and allowed Francis (who was running 21.9 second laps) to catch up. Francis and Kinwald got together on the last lap, with Matt coming out ahead to take the win ahead of Brian.

A-main 2: Matt Francis and Dunbar battled off the start, but Matt "piped" it and collected Dunbar, letting Kinwald go by into the lead. Francis managed to remain in second place with Mark Pavidis in third. Pavidis stuffed it into a board and dropped to seventh, allowing Jason Ruona to move up to third. Kinwald was maintaining a blistering pace of 21-second laps, but was still losing ground to Francis, then Matt pushed too hard and rolled before the triples, letting Ruona by for second. Matt again pushed too hard and crashed, dropping all the way down to sixth. Kinwald went on to win, with Ruona second and Travis Amezcua in third. With one win each, Kinwald and Francis carried their battle to the third and final main.

A-main 3: In a carbon copy of the second main, Francis and Dunbar leapt out to an early lead with Kinwald in pursuit. Francis was on a mission to win a title, posting a hot 21.7-second lap—almost a second better than any

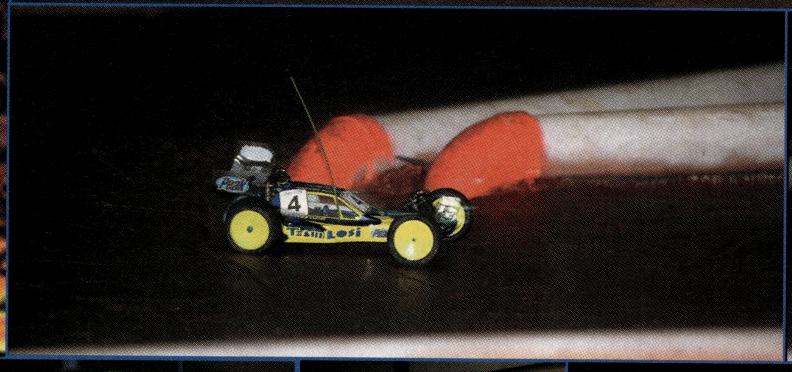
other driver. The battle was between Dunbar and Kinwald for the runner-up spot. A mistake by Kinwald gave Dunbar some breathing room and allowed fourth-place Pavidis to slip by into third. Matt's win in this main sewed up the national championship. Brian Kinwald's first- and second-place finishes netted him the second spot in the overall points, while Dunbar's consistent performance was good enough for third place overall.

4WD Modified

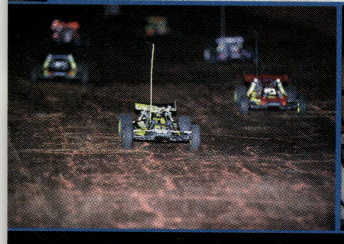
A-main 1: Matt Francis and Kinwald tangled at the start, with Kinwald getting the lead and Scott Brown inheriting second. One minute into the race, Kinwald made a mistake, letting Brown by for the lead. Jason Corl passed Brown for the lead at the halfway point. Corl bobbled and let Brown back by. Brown and Corl were actually pulling away slightly from Kinwald. Corl crashed and dropped to ninth. Kinwald went into second. Jimmy Jacobson moved up to challenge Kinwald for second with an incredible 21.1-second lap time. Brown and Kinwald got together on the last lap with Brown maintaining the lead. Kinwald broke his car but still managed to hold off Jacobson for second with only three shocks!

A-main 2: Matt Francis jumped to the lead with Rob Schaffer and Scott Brown in tow. Kinwald was down to fifth. A huge pileup allowed Matt to extend his lead. Brown, who won the first main, was knocked down to fifth, but was turning the fastest laps (in the low 21s). Rob Schaffer began to reel-in Matt with a 21-second-flat lap! Kinwald, Montgomery and Mark Francis were battling for fifth. With a minute to go, it was still Francis





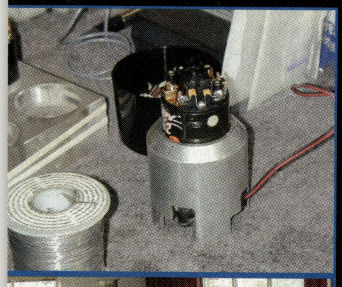




Kinwald's Triple-X in pole-position for the 2WD A-main.



Team Losi's Brian Dunbar has switched to Fantom motors and batteries. Brian looked good at Dalton and made all three mains. Brian's girfriend Michelle Maupin was there to cheer him on.



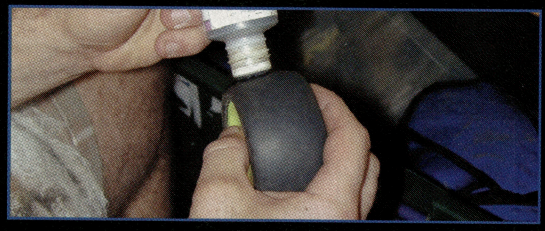
Spied in the Pits: Mike Reedy has his own version of a motor cooler, also fan-driven. The motors need to be cooled before they can be rebuilt and tested.



Fancy feast: Pops Losi treated us to a buffet-style dinner after Sunday's racing was finished. As a gesture of diplomacy, even members of the competition's teams were invited.

Traction courtesy of Mack trucks

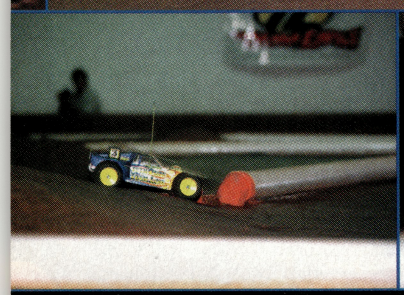
The surface of Dalton Raceway required the use of slick tires for maximum grip. Anything with knobbies or tread just wouldn't work. To make their slick tires, drivers had to grind away all of the tires' tread by hand (most used a belt-sander). This is a very tedious process. I had the good fortune (or bad fortune, depending on how you looked at it) to have a hotel room across the hall from the Francis brothers, who showed me the entire process. Matt said that it takes almost 25-minutes of careful sanding to make just one slick tire. I think I heard him shut off the sander at around 1:00 a.m. on Friday night!

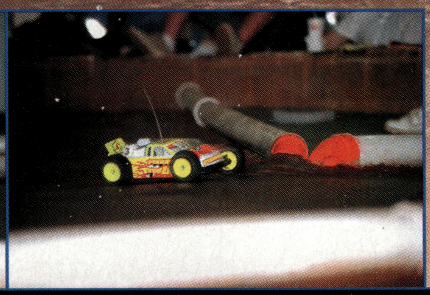


Brian's secret sauce: the only way to get traction in Dalton was to "sauce" your tires with diesel fuel. Fortunately, the ventilation system kept the track from smelling like a truck stop.

By far the most popular tire at the Nats to receive the slick treatment was the Team Losi Taper Pin in the medium Silver compound. Trinity Bomb One firm foam also seemed to be the choice of the top drivers. Now here comes the trick part: the only traction additive that worked was diesel fuel! That's right, racers were lined up at the pumps for this mystery tire sauce! We can thank Brian Kinwald and his mechanic Randy Poh for this one; according to Randy, he and Brian have tried everything from shampoo to suntan lotion on their tires, and happened to stumble across the diesel fuel idea a while back while testing at their home track (MnM Raceway in California). Fortunately, the Dalton track had excellent ventilation, though Novak's Tyree Phillips went home early because he was sick (it's not known if this was because of the fumes).







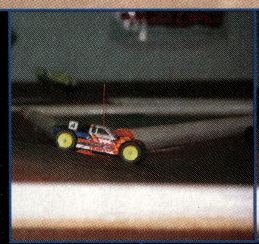
ROAR OFF-ROAD NATIONALS

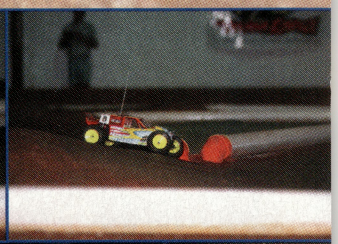
and Schaffer, but Brown was charging to challenge Schaffer for second. With one lap to go, Schaffer and Brown tangled, which let Kinwald cruise by into second place. At the buzzer, it was Francis with the win (and the only 12-lap run so far), Kinwald in second and Scott Brown in third. All three of these drivers would have a chance to win the overall.

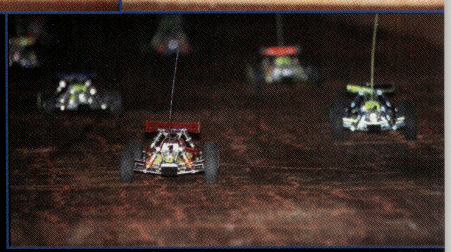
A-main 3: Francis grabbed the early lead with Kinwald on his back bumper. An early pileup dashed Scott Brown's hopes for an overall as he was bumped back to fifth. Brown was determined to get back to the lead pack, turning unbelievably quick lap times in the low 20s. Francis flipped at the three-minute mark and let Kinwald get by into the lead. Francis jumped all over the back of Kinwald's Losi XX4, but another spinout dropped him back further. As the four-minute buzzer sounded, Kinwald made it by the finish line for a 12-lapper, but Francis got caught with a 4:00 flat. Kinwald's first- and second-place finishes were good enough to win the overall, with Francis in a close second.

2WD Modified

A-main 1: Kinwald holeshoted from the pole. Matt Francis and Mark Pavidis got together early on. Dave Montgomery moved to second with Todd Hodge coming all the way from the tenth spot to take third. Kinwald stretched his lead with a blistering 22.1-second lap. Montgomery



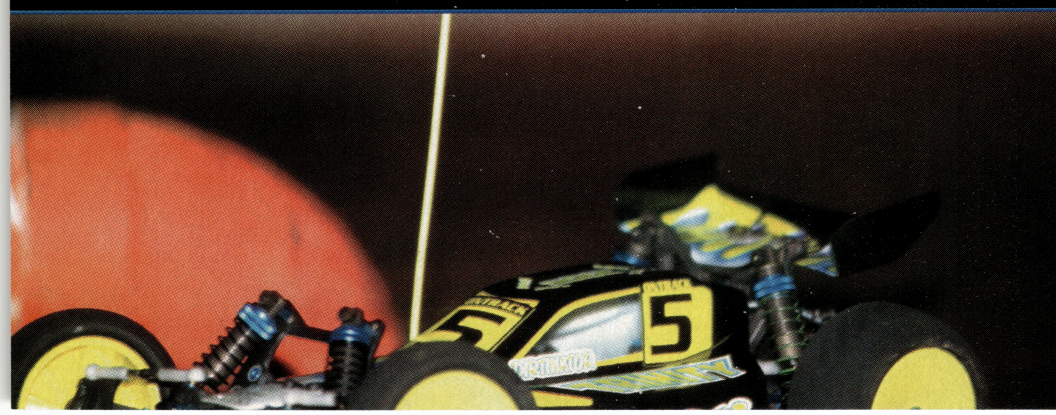


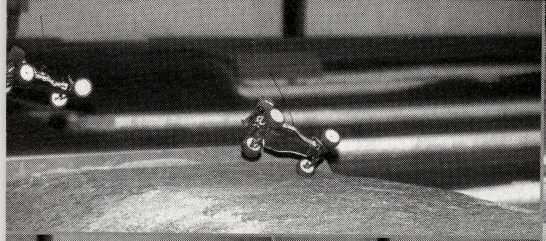


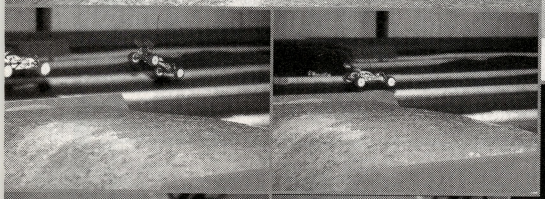
The cars are lined up for the first 4WD A-main.

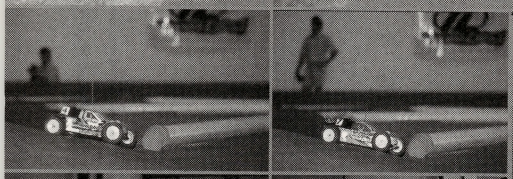


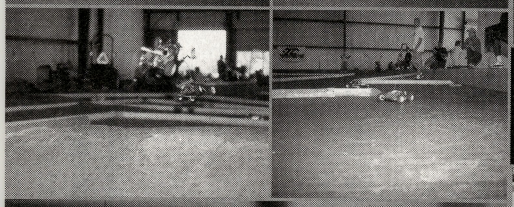
Bowling alley: the large indoor Dalton Raceway track was so hard-packed that slick tires were the only ones that worked.

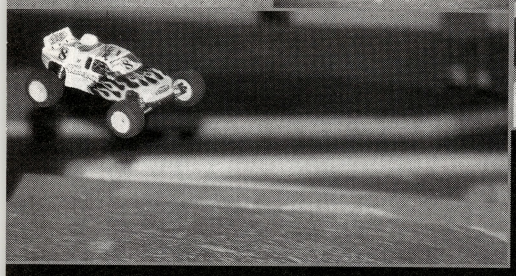














The Drake: Team Losi's Adam Drake dabs some diesel fuel on his car's slick tires. Most drivers had to spend over an hour just to make one set of slicks!



Record year: 2000 has been Matt Francis' best year to date. Consistency has payed off for Matt, who TQ'd two of the three classes at this year's Nats.

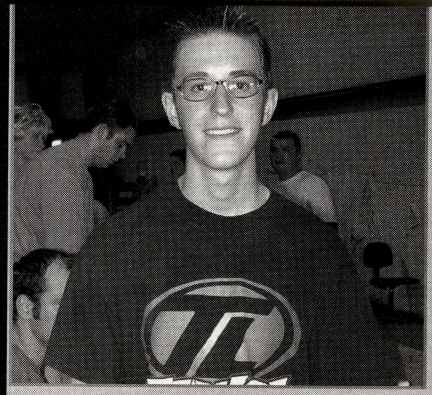


The Great Kinwaldo confers with mechanic Randy Poh. These two are the ones who came up with the idea of using diesel fuel to gain traction. When asked how they made this discovery, Randy said "if you can put it on a tire, we've tried it!"

began to reel in Kinwald at the halfway point, with Pavidis running in fifth and turning an incredible 21.6-second lap—the fastest car of the race. Kinwald maintained his lead with Montgomery and Hodge following in second and third.

A-main 2: Kinwald holeshoted but got sideways and dropped to fourth. This allowed both Francis brothers—Matt followed by Mark—and Pavidis to slip by. Matt bobbled and lost the lead to his brother Mark. Kinwald moved up to third. It was clear that Matt was a little faster than Mark, but Mark was driving perfectly and Matt didn't want to hit him, so he backed off the pace. Kinwald banged into the wall at the end of the straightaway and lost third position to Dave Montgomery. If Montgomery had stayed in third, he would lead the points going into the third main. Mark spun out after the tabletop jump (this was the loosest corner on the track) and collected Matt. This allowed Montgomery and Kinwald to catch up and make it a four-way battle for the lead. Going into the triples, Matt and Mark got together, which allowed Montgomery and Kinwald to skate by. Kinwald put an amazing inside pass on Montgomery in the next turn to take the lead. With 45 seconds left, Montgomery put on a charge and actually challenged Kinwald. At the end, Montgomery and Kinwald drag-raced down the straight, but Brian ended up with the win and the overall national title. Montgomery finished second and Matt Francis in third.

A-main 3: With two wins and a national championship, Kinwald elected to sit out the third main and let the others fight for the runner-up spot. At the tone, Matt Francis shot to the lead with Pavidis in second and Dunbar in third. Francis seemed determined to show his speed, and pulled out to a considerable lead with fast 21-second lap times. Matt made a costly mistake at the halfway point and allowed Dunbar to take the lead and brother Mark to pull up in third to make it a three-way battle. Matt was all over the back of Dunbar's Losi buggy, but did everything in his power to keep from hitting him. Dunbar took the final win with Matt in second Mark Francis in third. Matt demonstrated great sportsmanship in this race; he could have easily stuffed Dunbar and taken the win, but chose instead to make a clean race. Good job, everyone, and congratulations to Brian Kinwald for his national win. ◆



One to watch!

Fifteen-year-old Dave Montgomery may very well be the next Francis or Kinwald. The Pittsburgh, Pennsylvania, native started racing dirt oval when he was five, but picked up off-road when his local track shut down three years later. His first big race was actually the '96 ROAR Nats. Since then, according to Dave, it's been nothing but off-road. We caught up with this Team Losi driver shortly after the final leg of the triple A-mains.

R/C Car: *Great race, Dave! What has been your best finish to date?*

DM: This race! Finishing second overall in the 2WD class right behind Brian was awesome. I also made the A-main in 4WD this year and in truck, I won the B-main.

R/C Car: *What did it feel like in the last 2WD main to be between two former world champions, Brian Kinwald and Matt Francis?*

DM: It was really cool. I was actually surprised that I wasn't nervous, I ran really well and it was the most fun I've had on the track ever, really. Just being out there with them, banging wheels, it was a blast!

R/C Car: *What are your future plans?*

DM: I seriously don't know yet. I'm having fun right now!

R/C Car: *What races would you like to attend?*

DM: The Reedy Race for sure, the Invitational class, I'd love to be there. The Worlds again. That's' an awesome race too. I want to go to the Houston Invitational, that looks like fun.

R/C Car: *What's your favorite class?*

DM: 2WD mod. The way the car feels. Running the truck, it feels a little slow to react. The four-wheel is fun too, but 2WD mod is great.

R/C Car: *Who would you like to thank?*

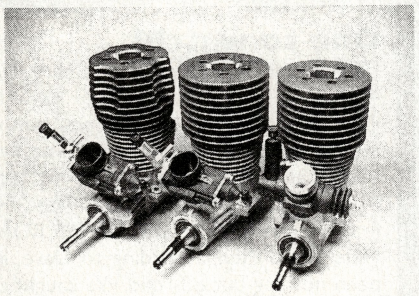
DM: I'd like to thank Pops Losi and Dave Evans from GM-Racing. They've helped me out so much. I couldn't be here without them.

R/C Car: *Thanks Dave! We're sure we'll be hearing a lot more from you in the future!*

PARIS RACING

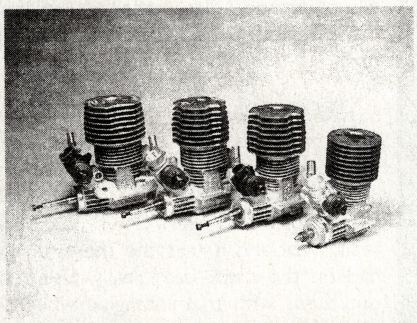
ROAR NATIONAL CHAMPIONS!

For details on all Paris championship products, go to http://www.parisracing.com



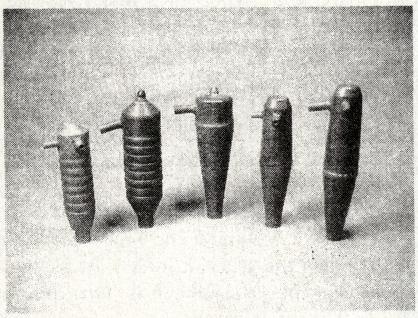
PARIS PICCO ENGINES

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



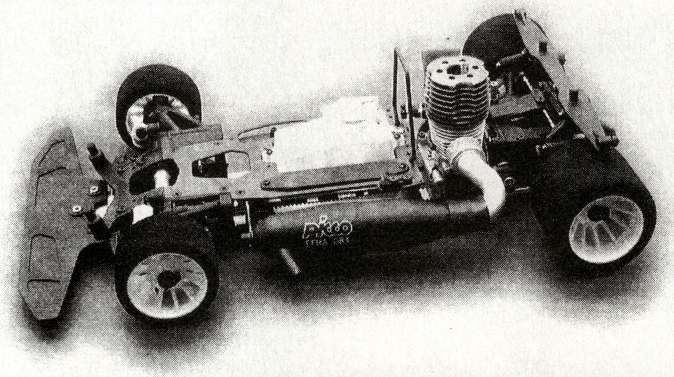
PARIS NOVAROSSI ENGINES

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



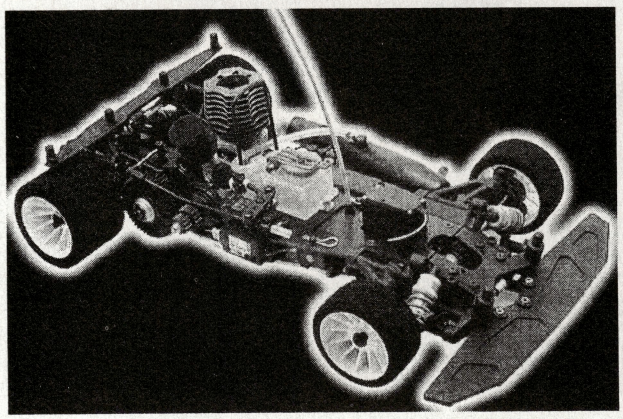
PARIS PIPES

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



How to get your dream job—buy a track!

Dalton Raceway has to be one of the nicest indoor facilities in the U.S. It's situated within a huge building and has a large off-road track with what has to be the world's tallest drivers' stand, more than ample pit space, great ventilation and a well-stocked hobby shop. The raceway is owned by Keith Manton and his partner Ed Weaver—two guys who exemplify the idea of southern hospitality. Keith bought the track four years ago when he was only 19. He says that he was just out of high school then and needed something to get into. He had already been involved in R/C racing, so the new business was a perfect fit. Although this year's nationals were not the first big race to be held at Dalton (the track also hosted the '97 ROAR carpet nationals on its large carpet track), Keith and company have set their sights on even bigger and better things, and judging by how smoothly everything went this year, we're sure they'll achieve their goals! The only problem, says Keith, is that when you own your own track and hobby shop, it's tough to get to work!

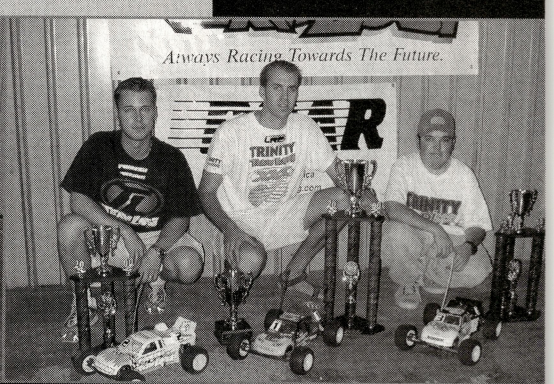
Dalton Raceway holds races every Saturday afternoon at 4:00, and they're open Tuesday through Friday from 10:00 to 4:00 for practice. For more information, contact Keith at Dalton Raceway, 3036 Parquet Rd., Dalton, GA 30720, (706) 226-6699



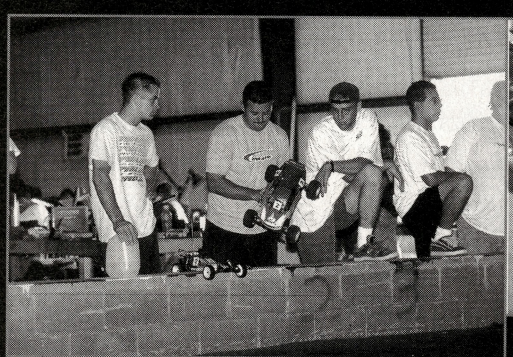
4WD winners from left: third place Scott Brown, winner Brian Kinwald and second place Matt Francis.



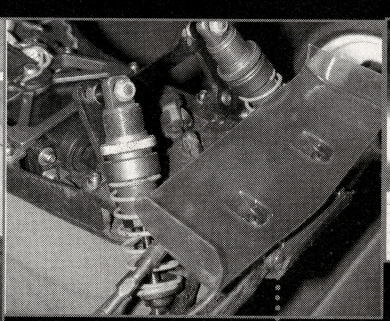
2WD Modified winners from left: third place Brian Dunbar, winner Brian Kinwald and second place Dave Montgomery.



Mod Truck winners from left: second place Brian Dunbar, winner Matt Francis and third place Brian Kinwald.



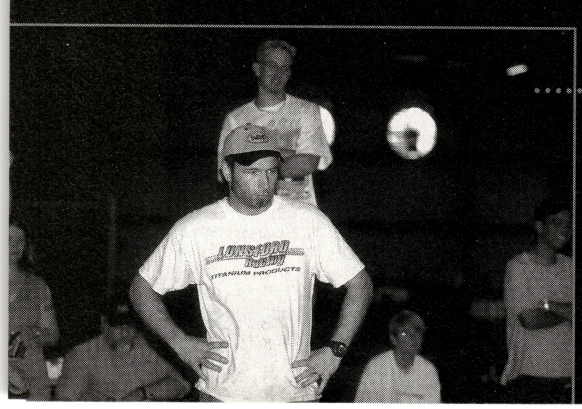
Gimme a break: Mark Pavidis' mechanic gets ready to drop Mark's Associated T3 to the track for one of the practice sessions. Billy Easton looks on. The race didn't go Associated's way, but Easton and Pavidis looked good all week-end, but luck was not on their side.



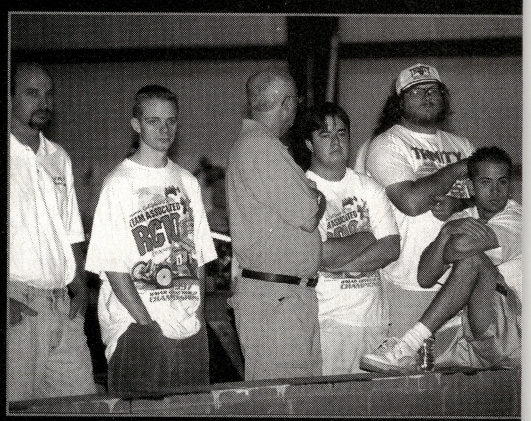
Spied in the Pits: Downforce—several top Losi guys, including Matt Francis, used front wings on their Triple-X buggies to help gain more high speed steering. The wings were designed for the past Worlds in Finland and are available from Losi.



Tension: the first leg of the triple Mod Truck A-mains lines up on the grid.



Thanks: this guy's name was Jack. Jack was very cool. When a volunteer turn-marshal was needed, Jack was the first to run out to the track time after time The least we could do was put his picture in the magazine. Jack and his wife Shannon came to Georgia from Washington state.



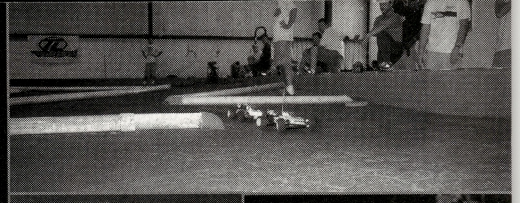
Curtis Husting, Mike Weaver, Mike Reedy, Austin Dvorak, Jim Dieter, and Billy Easton check out the racing action.



Underdog: Team Kyosho's Manabu Mizota inspects Greg Degani's Ultima RB before qualifying. It's encouraging to see Kyosho out at these big races, and their cars and trucks look better each time we see them.

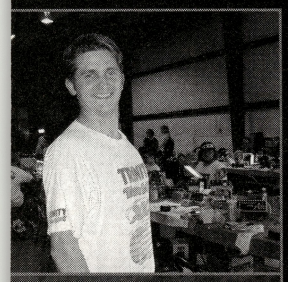


Lone gunman: Mark Pavidis kept Associated's hopes alive with some fast lap times and two A-main showings, but the Dalton track did not agree with Mark. Some speculated that the Associated vehicles had too much steering for a "carpet" track such as this.

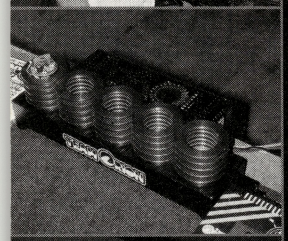




Legos: No, Brian Kinwald isn't building a castle, he's sorting through his Trinity "care package" in search of the perfect pack. If you're tired of reading about Brian's victories, think how his competition feels!



Past champ: Team Losi's Scott Brown won the 4WD title two years ago. Brownie looked great in 4WD and made all three A-mains. Not bad for a guy who races only a few times a year.

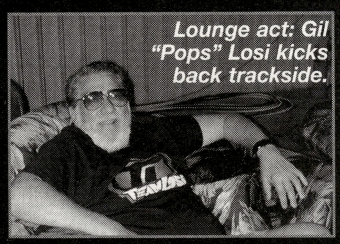


Spied in the Pits: Daren Westman of Team Orion used this special jig to cool his teams' motors after each run. Fans in the base draw air down through the openings.



Vogue: Kyosho's Bradley and Degani strike a pose on the drivers' stand. Great minds think, and stand, alike. It's no wonder we call these two the "Kyosho Brothers."

Words from Above



Lounge act: Gil "Pops" Losi kicks back trackside.

—Gil "Pops" Losi Sr., owner of Team Losi

"The race was very competitive. It may look like we totally dominated this thing, but that's not true. When I got here on Thursday, they said that it was going to be tough. It seemed like when the bite got better and better, our cars got easier to drive. It looks worse than it was, but the Associated guys, they really had us worried. As far as the track goes, I think it's a really tricky track, it's a tough track. I don't think anyone's really driven a track with this much bite. If you try to push your car just a hair too much, you're in big trouble. Keith and his family and everyone who ran the race are great people, they're fun people. It's a great facility, they're dedicated to the sport and they're going to be here for years. I hope we come back here a lot more."

—Mike Reedy of Reedy Modifieds

"I think the racing here was fantastic as it always is. Matt Francis, he was in a class by himself this weekend. The organizers, they put on a great race, they had it running very smoothly. The track? I'm old-fashioned, I like a fluffy dirt track. To me, this was probably one of the best carpet tracks I've seen. One last thing. It's great to see new faces show up in the A-main like Dave Montgomery and Andy Smolnik. I like to see the new people coming in."

—Curtis Husting of Team Associated

"I think it was a different kind of race. This race was more of a challenging track surface rather than the actual layout or the jumps. I think setup played more of a role. We should learn to never have to use slick tires at a national track [laughs]!"

2WD MODIFIED

	Qual.	Driver	Car	Motor	Battery	ESC	Servo	Radio	Receiver	Fr. tires	Rr. tires
1	1	Brian Kinwald	Losi XXX	Trinity 11x2	Trinity 2400	Novak Cyclone	Airtronics	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
2	5	Dave Montgomery	Losi XXX	GM 11x1	GM-VIS	GM V-12	Airt. 357	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
3	6	Brian Dunbar	Losi XXX	Fantom 12x2	Fantom 2400	GM V-12	Airt. 452	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
4	2	Matt Francis	Losi XXX	Trinity 12x2	Trinity 2400	LRP V7.1	Airt. 452	Airt. M8	LRP Phaser	Losi Silver Tapers	Losi Silver Tapers
5	3	Mark Francis	Losi XXX	Orion 12x5	Orion 2400	Novak Cyclone	Airt. 157	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
6	10	Todd Hodge	Losi XXX	Trinity 12x2	Trinity 2400	Novak Cyclone	JR 8450	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
7	4	Mark Pavidis	Assoc. B3	Reedy 11x4	Reedy 2400	LRP V7.1	Airt. 357	Airt. M8	LRP Phaser	Pro-Line M2 Ribs	Pro-Line M2 Holeshots
8	8	Scott Brown	Losi XXX	Trinity 12x2	Trinity 2400	Novak Cyclone	JR 24750	JR R-1	JR R-200	Losi Silver Tapers	Losi Silver Tapers
9	9	Rob Schaffer	Losi XXX	Peak 12x2	Peak Powerflo	Tekin	Airtonics	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
10	7	Jason Ruona	Losi XXX	Trinity 12x3	Trinity 2400	Novak Cyclone	Airt. 007	Airt. M8	Novak XXL	Losi Silver Tapers	Losi Silver Tapers

4WD MODIFIED

1	2	Brian Kinwald	Losi XX4	Trinity 8x2	Trinity 2400	Novak Cyclone	Airtronics	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
2	1	Matt Francis	Losi XX4	Trinity 10x2	Trinity 2400	LRP V7.1	Airt. 452	Airt. M8	LRP Phaser	Losi Silver Tapers	Losi Silver Tapers
3	7	Scott Brown	Losi XX4	Trinity 10x2	Trinity 2400	Novak Cyclone	JR 24750	JR R-1	JR R-200	Losi Silve Tapers	Losi Silver Tapers
4	4	Rob Schaffer	Losi XX4	Peak 9x2	Peak Powerflo	Tekin	Airtronics	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
5	3	Jimmy Jacobson	Losi XX4	Orion 10x2	Orion 2400	Novak Cyclone	Airtronics	Airt. M8	Novak XXL	Losi Silver Tapers	Losi Silver Tapers
6	8	Jason Corl	Losi XX4	Trinity 9x2	Trinity 2400	LRP V7.1	Airtronics	Airt. M8	LRP Phaser	Losi Silver Tapers	Losi Silver Tapers
7	6	Mark Francis	Losi XX4	Orion 10x2	Orion 2400	Novak Cyclone	Airt. 157	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
8	10	Dave Montgomery	Losi XX4	GM 10x3	GM-VIS	GM V-12	Airt. 357	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
9	9	Adam Drake	Losi XX4	Trinity 8x2	Trinity 2400	Novak Cyclone	Airtonics	Airt. 3Ps	Novak XXL	Losi Silver Tapers	Losi Silver Tapers
10	5	Brian Dunbar	Losi XX4	Fantom 9x2	Fantom 2400	GM V-12	Airt. 452	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers

TRUCK MODIFIED

1	1	Matt Francis	Losi XXXT	Trinity 11x2	Trinity 2400	LRP V7.1	Airt. 452	Airt. M8	LRP Phaser	Losi Silver Tapers	Losi Silver Tapers
2	3	Brian Kinwald	Losi XXXT	Trinity 10x2	Trinity 2400	Novak Cyclone	Airtronics	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
3	2	Brian Dunbar	Losi XXXT	Fantom 11x2	Fantom 2400	GM V-12	Airt. 452	Airt. M8	Airtronics	Losi Silver Tapers	Losi Silver Tapers
4	8	Travis Amezcua	Losi XXXT	Orion 11x2	Orion 2400	Novak Cyclone	JR-Racing	JR R-1	JR R-200	Losi Silver Tapers	Losi Silver Tapers
5	5	Jason Ruona	Losi XXXT	Trinity 11x2	Trinity 2400	Novak Cyclone	Airt. 111	Airt. M8	Novak XXL	Losi Silver Tapers	Losi Silver Tapers
6	6	Jimmy Jacobson	Assoc. T3	Orion 10x2	Orion 2400	Novak Cyclone	Airtronics	Airt. M8	Novak XXL	Losi Silver Tapers	Losi Silver Tapers
7	7	Andy Smolnik	Assoc. T3	Reedy 10x2	Reedy 2400	LRP V7.1	-	-	-	Pro-Line M2 Holeshot	Pro-Line M2 Holeshot
8	4	Mark Pavidis	Assoc. T3	Reedy 10x4	Reedy 2400	LRP V7.1	Airt. 357	Airt. M8	LRP Phaser	Pro-Line M2 Holeshot	Pro-Line M2 Holeshot
9	9	Gene Hickerson	Losi XXXT	Peak 10x3	Peak Powerflo	Tekin G-10	-	-	-	Losi Silver Tapers	Losi Silver Tapers
10	10	J.R. Mltech	Assoc. T3	Reedy 10x2	Reedy 2400	LRP V7.1	Hitec	Hitec Lynx 3D	Hitec	Pro-Line M2 Edge	Pro-Line M2 Holeshot

File Edit Mailbox Message Transfer Special Window Help 4:14 PM

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

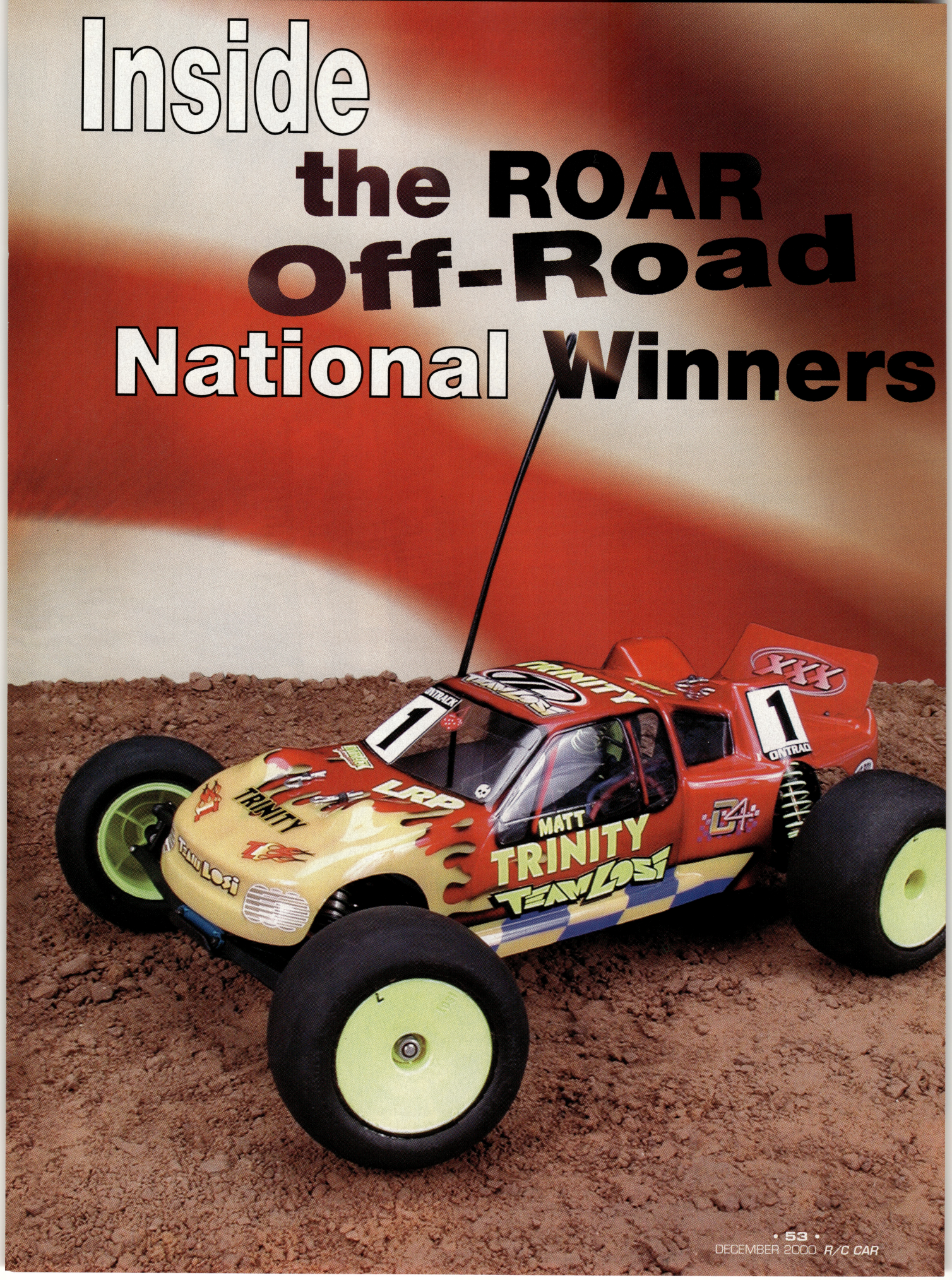
Trash

What it takes to make it to the winners' circle

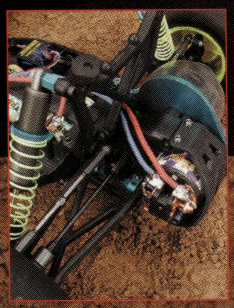
The Losi/Trinity team has been on a tear this year on the off-road racing circuit. And to anyone who has followed the racing scene for the past two years, it came as no surprise that two drivers, Matt Francis and Brian Kinwald, were for all intents and purposes in a class by themselves at this year's ROAR Off-Road Nationals in Dalton, GA. This Losi/Trinity duo not only traded the TQ (top qualifying) positions back and forth throughout the race weekend, but also battled down to the wire in all three classes. After the clay had settled (we'd say dust, but there was none at the Nats track this year!), Kinwald would end up with two more national titles (2WD and 4WD Modified) to add to his collection, while Francis picked up the win the competitive Truck Modified class. Immediately following the race, we were fortunate to recieve all three winning rides for a more in-depth look at what goes into winning a national championship. Maybe you'll never drive quite like Matt and Brian, but you can certainly duplicate their hardware.

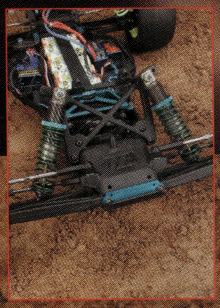


Inside the ROAR Off-Road National Winners



Matt Francis' winning Team Losi Triple-XT





■ Optional parts: Matt's Triple-XT began its life as any other kit. But instead of building his truck stock, Matt installed a full set of Losi's optional graphite-composite components—chassis, suspension arms, gearbox halves and shock towers—to make his truck both stiffer and lighter. Next, he replaced the stock steel turnbuckles with a set of Lunsford titanium tie-rods, which are also stronger and lighter. Matt also used a full complement of Team Kinwald aluminum parts, including the rear arm-mount, front servo brace, shock bushings and various aluminum screws and fasteners.

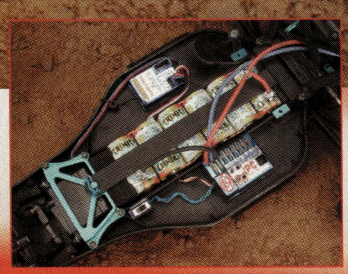
■ Electrics: Matt's favorite radio is the Airtronics M8, which sends its signal to an LRP Phaser FM receiver. LRP's newest ESC, the V7.1, controls the amount of juice that is sent from the Trinity/Sanyo 2400MAh cells to a Trinity D4 11-turn double motor. To steer his truck, Matt uses an Airtronics 452 servo.

■ Front suspension settings: Matt uses Team Losi's threaded shock bodies and titanium-nitride coated shock shafts on all four shocks, and uses Losi's no. 57 pistons with 25 wt. Losi Certified shock oil up front. Matt used Losi green buggy springs with a 0.17-inch travel limiter placed inside the shocks. He installs his shocks to the no. 2 hole in the tower and the inside hole in the lower suspension arm. The upper camber link is placed in the no. 2 (middle) hole on the front bulkhead and in the "B" hole (also middle) hole in the steering spindles (the spindles are in the bottom position). Matt installs two small gold washers beneath the spindle ball-studs to provide bump-steer (the wheels toe-in slightly as the suspension is compressed) that stabilizes the truck on jump faces. Matt sets his front wheels to have about one-degree of toe-in and one-half degree of negative camber. Ride height is set to arms slightly below level. To provide more steering, a one-ounce lead weight is placed inside the front bulkhead.

■ Rear suspension settings: The rear shocks of Matt's truck use Losi's no. 55 pistons, 35 wt. Losi Certified shock oil and Losi's softer yellow springs. Matt unscrews the shock ends by four turns to lengthen the shocks and provide more down travel. The shocks are installed to the no. 4 (outside) hole in the tower and to the outside hole in the suspension arm. The upper camber-link is placed in the no. 2 (middle) hole in the bulkead and to the "A" hole (inside) on the hub carrier. Matt used a standard no. 1 rear pivot support (which provides three-degrees of toe-in per rear wheel) and set his rear wheels to have a half-degree of negative camber.

■ Tires: To win the nationals, Matt used Team Losi's Taper Pin tires in Silver compound, with Trinity's Bomb One firm foam inserts. Using a belt sander and a lot of patience, Matt ground his tires down to slicks to provide the most traction on the hard-packed Dalton Raceway track.

■ Miscellaneous: Matt geared his Trinity motor using a Kinwald BK Pitch 21-tooth pinion and 100-tooth spur gear (the 48-pitch equivalent is 19/88), and positioned his battery pack 1/2-inch from the front of the battery compartment.



VICTORIES 'R' ASSURED!

O.S. .12 CV-Rs. The New Standard in .12-size Racing Engine performance.



Also available in a short-shaft version ***(OSMG2047)*** *for use in Associated and Kyosho racing trucks — with no modifications!*

.12 CV-R w/10E-R
Rotary Carb
OSMG2045

.12 CV-R w/10A
Slide Valve Carb
OSMG2046

You drive for fun. You *race* to win. So when competition calls, you want a partner on your side with a knack for knowing how to bring home the gold — a partner like the ultimate .12-size racing powerhouse, the O.S. .12 CV-R.

With three intake ports instead of two — all enlarged for even greater volume — the .12 CV-R can draw significantly more air and fuel. More air and fuel equals more horsepower... and the port arrangement improves scavenging as well, for excellent fuel economy.

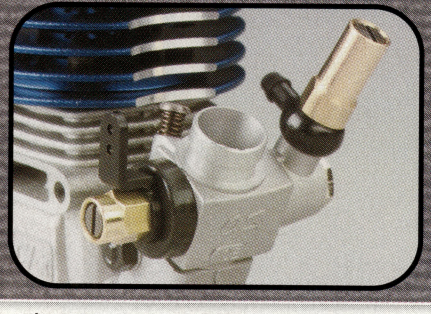
O.S. also increased the crankshaft diameter and bearing size, and tightened the fit between them. The rewards? Added durability... increased vacuum and crankcase pressure for more efficiency... and reduced oil discharge from the front bearing. The crank port has been reconfigured, too, for a smooth fuel mixture flow.

With all that performance at your command, the temptation to push the envelope might be irresistible.

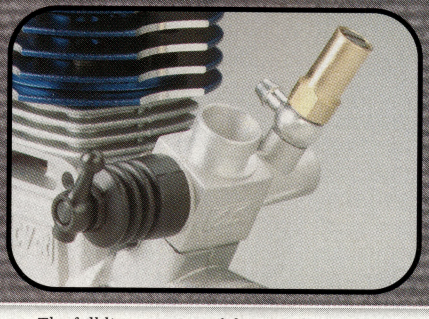
So to withstand over-revving, the .12 CV-R has a strengthened con rod of machined aluminum, with enlarged ends and bronze bushings... a hard-chromed piston sleeve with slightly reduced outer diameter, for extra thermal efficiency... and a cylinder head with generous cooling fin area — anodized blue, to add class to any chassis.

Choose your .12 CV-R with rotary or slide valve carburetor, to match your car's layout and your driving habits. Then experience the edge of O.S. engine technology at your next race.

The new sign for "Victory" is "R."



The 10E-R rotary carb delivers super hole-shot performance, especially for off-road vehicles.



The full linear action of the 10A slide valve carb offers more consistent throttle response throughout the acceleration range.

O.S.® ENGINES
www.osengines.com

For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2934Z.

Displacement: 0.129 cu in (2.1cc) • **Bore:** 0.551 in (14mm) • **Stroke:** 0.539 in (13.7mm) • **Practical rpm:** 4000-36,000 • **Output:** 1.0 ps @ 31,000 rpm • **Weight:** 7.05 oz (3200g)
Includes: Heavy duty No.102 air cleaner, #8 glow plug

Distributed Exclusively Through GREAT PLANES MODEL DISTRIBUTORS COMPANY, P.O. Box 9021, Champaign, IL 61826-9012

© Copyright 2000—3087759/760

Inside the ROAR Off-Road National Winners



Brian Kinwald's winning Team Losi Triple-X

■ Optional parts: Brian's Triple-X is outfitted with a full complement of Team Losi's graphite-composite chassis and suspension parts, as well as numerous blue-anodized aluminum parts and screws from Team Kinwald. Brian also uses Losi's threaded shocks bodies with Team Kinwald aluminum pre-load adjusters (he actually uses two per shock; one is used to lock the other in place). Losi's molded diff outdrives replace the heavier stock steel pieces, but are beefed up by Team Kinwald titanium outdrive sleeves.

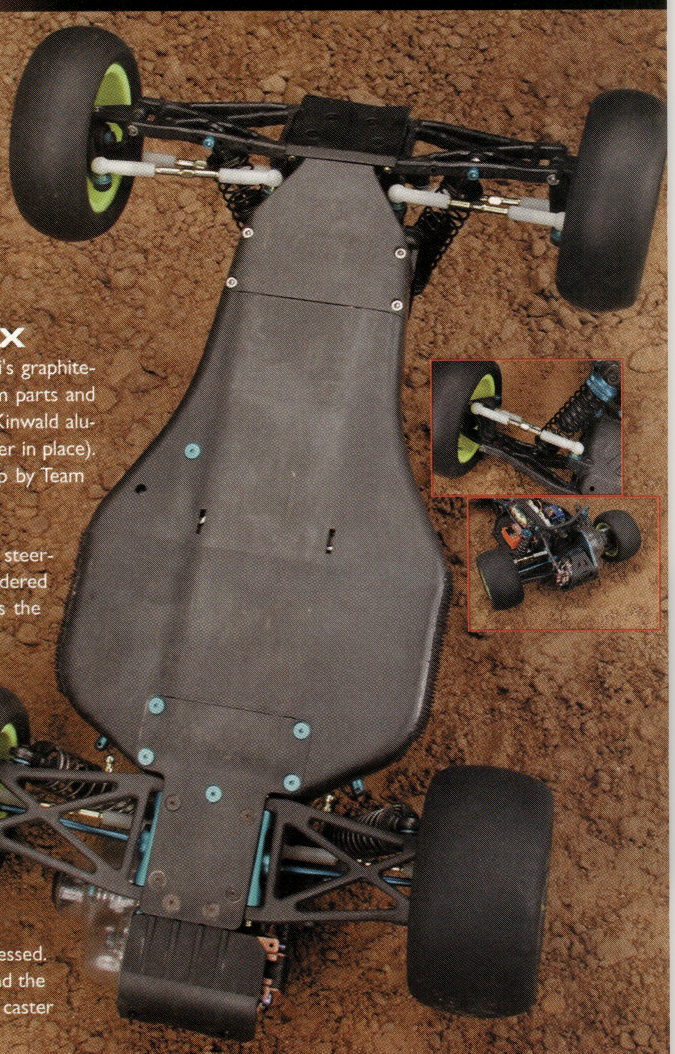
■ Electrics: Brian's radio of choice is the Airtronics M8, and he also uses an Airtronics steering servo (a 452) and micro FM receiver. Trinity/Sanyo 2400MAh batteries are soldered directly to the leads of a programmable Novak Cyclone ESC, which in turn controls the Trinity D4 11-turn double modified motor.

■ Front suspension settings: Brian used Losi's no. 56 pistons, Green springs and 30 wt. Certified shock oil in his front shocks, and installed 0.05-inch limiters inside to reduce down-travel and gain high-speed steering. The shocks are installed to the no. 2 (middle) hole in the tower and the middle hole in the lower arm, while the upper camber link is attached to the no. 3 (outer) hole in the bulkhead and "B" hole (outer) hole in the front spindle. Brian placed one gold washer beneath the camber links' inner ball stud (to soften the front roll-center slightly). He also installed two gold washers beneath the steering spindles' ball stud and another beneath the bell-cranks' ball stud to provide a slight amount of bump-steer as the suspension is compressed. The front axles of Brian's Triple-X are in the narrow position (spacers to the inside) and the spindles themselves are in the bottom position. Brian replaced the stock 30-degree caster blocks with optional 25-degree blocks, which provide more steering during the middle and exit of a turn. He sets his front wheels to have one-degree of toe-in and zero-degrees of camber (neither positive or negative).

■ Rear suspension settings: The rear shocks of Brian's Triple-X use no. 57 pistons that were drilled out using a no. 56 bit. A 0.10-inch travel limiter was placed inside, and each shock was then filled with 30 wt. Losi Certified shock oil. Stiffer Red Losi springs were used. Brian mounted his shocks to the no. 2 hole in the tower and the inside hole on the lower suspension arms. He also installed the upper camber-link to the no. 3 (outer) hole in the bulkhead and "B" hole (outer) in the rear hub carrier. Brian also used MIP aluminum CVD driveshafts and set the rear ride height so that the driveshafts are level with the ground. The rear hubs are spaced in the middle of the suspension arm.

■ Tires: Brian used Team Losi tires to take the 2WD title at the ROAR nats. Up front he ground a set of 4WD front Taper Pin tires (in Silver compound) to slicks, while in the rear, standard-width Taper Pins (made to slicks) were used. Trinity Bomb One blue foam inserts (firm) were used all around.

■ Miscellaneous: Brian geared his Trinity D4 11-turn double mod motor using Team Kinwald BK Pitch gears (24-tooth pinion and 92-tooth spur). These gears have finer pitch (smaller tooth) gears than the typical 48-pitch gears used in off-road. The battery in Brian's car is positioned all the way forward in the chassis. Brian's Triple-X also uses a new body and wing design (created by Jason Ruona) that places the "cab" of the body more forward. This new body and wing should be available soon from Team Losi.




TEAM LOSI
RACING TIRES
When Performance Counts!
A-7703
"LP" Slicks
A-7701
STD Slicks
A-7368
Big Shot
A-7367
IFMAR-Pin
A-7710
Treaded
A-7375
Sprint
A-7711
intermediate
A-7378
Step-Pin
A-7364
IFMAR-Stud
A-7635
Taper-Pin
A-7370
BK-Bar
A-7372
Taper-Pin
A-7369
X-2000
A-7285
Taper-Pin
A-7636
Step-Pin
Team Losi
Tire Glue
A-7284
Sprint
A-7880
15 Years of World Class Performance
A-7282
Blockhead
A-7638
IFMAR-Pin
1999-2000 IFMAR
World Champion
A-7281
IFMAR-Pin
A-7690
T-90 Street
1999-2000 R.O.A.R.
National Champion
(6 classes)
A-7283
IFMAR-Stud
A-7505
Directional
A-7507
8-Rib
A-7202
Wide Body
A-7204
X-Wide Body
A-7641
T-2000
A-7639
IFMAR-Stud
A-7633
Reptile
TEAM LOSI
Always Racing Towards The Future.
www.TeamLosi.com

Brian Kinwald's winning Team Losi XX-4

■ Optional parts: Brian's XX-4 is the Worlds Edition model, which comes standard with many hop-ups, including graphite-composite slotted chassis, suspension arms and shock towers, as well as a set of Lunsford titanium turnbuckles. Brian's car is even more trick with a full dose of Team Kinwald blue aluminum hardware, arm mounts and heat-sink motor-mounting plate and clamp. He also installed molded-composite diff outdrives to the rear diff (the front comes with these) and strengthened them using Team Kinwald blue titanium outdrive sleeves.

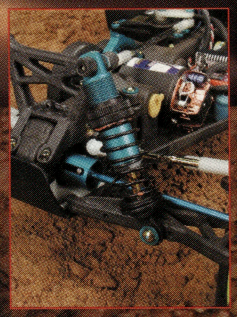
■ Electrics: Brian uses an Airtronics M8 transmitter for all his cars, but uses a Futaba FM receiver in his XX-4. A Novak Cyclone ESC carries the power from the Trinity/Sanyo 2400MAh cells to the Trinity D4 8-turn double modified motor. Yes, we said 8-turn! An Airtronics 452 servo takes car of the steering.

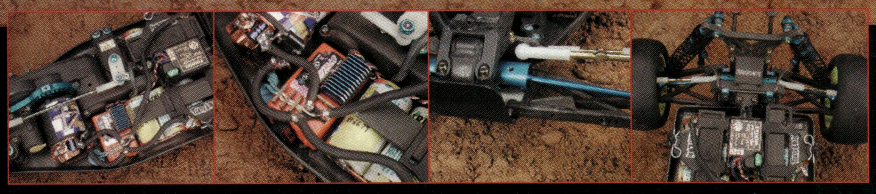
■ Front suspension settings: As with his winning Triple-X buggy, Brian's XX-4 is equipped with Losi's threaded shock bodies for easier spring adjustment. His front shocks use standard Losi no. 57 pistons with 30 wt. Losi Certified oil, and are equipped with Losi's small internal springs which help prevent the nose of the car from bottoming. Outside the shocks, Brian used Losi's soft Orange front buggy springs, but he stiffened them slightly by removing two coils (shortening them). The front camber link is installed to the no. 2 (middle) hole in the bulkhead and the ball-stud sits flush atop the front steering spindle (no washers are used). The front wheels are set with 1-degree of toe-in for added stability and approximately one-half degree of negative camber. Ride height is set with the dogbones slightly below level.

■ Rear suspension settings: The rear shocks use standard Losi 55 pistons with 35 wt. Certified oil. Brian used Pink springs, but he also installed Losi's smaller internal springs inside the shocks to reduce bottoming. The upper camber link is attached to the no. 8 hole in the bulkhead and to the "C" hole in the hub carriers. As with his Triple-X, the rear hubs are spaced in the middle of the suspension arms. A Team Kinwald aluminum rear pivot support provides each wheel with three-degrees of toe-in, and Brian sets each wheel with a half-degree of negative camber. A rear swaybar is also installed to keep the chassis level on high-speed corners.

■ Tires: As on his winning 2WD buggy, Brian used Team Losi Silver-compound Taper Pins (ground to slicks) with Trinity Bomb One firm foam inserts.

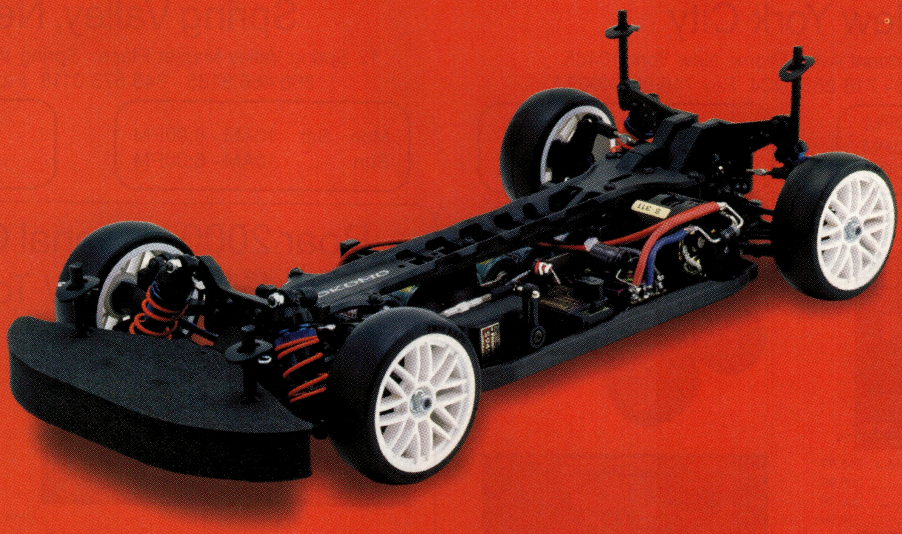
■ Miscellaneous: Brian's chassis features an additional battery cutout on the left side so that the three left-hand cells can be slid forward up against the speed control for improved weight distribution. He also used BK Pitch gears (21/100) for smoother operation (the 48-pitch equivalent to this ratio is 18/84)◆





Inside the ROAR Off-Road National Winners

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

Bruckner Hobbies

New York City

3587 East Tremont Ave. Bronx, New York 10465
800 288 8185 - 718 863 3434 Fax 718 863 4002

Mon - Fri 10AM - 8:30PM
Sat 10AM - 7:30PM
Sun 10AM - 4:30PM

Retail Sales
Mail Order Sales
Wholesale Sales

Spring Valley, New York

12 Spring Valley Market Place. Spring Valley, New York 10977
888 466 8185 - 845 573 0118 Fax 845 573 0145

Mon - Sat 10AM - 8:00PM
Sun 10AM - 6:00PM

Retail Sales Only

HPI NITRO RUSH



HPI560 Nitro Rush 2WD RTR .15/radio . 265.99
HPI564 Nitro Rush 2WD .15 motor 209.99
HPI551 Nitro MT w/.15motor 269.99
HPI556 New Ready to run MT 359.99



HPI418 RS4 2 Lotus w/.15 motor 239.99
HPI413 RS4 2 BMW 328CI w/ .15 ..... 239.99
HPI411 RS4 2 Porsche w/.15 motor 239.99
HPI412 RS4 2 Lamborghini w/ .15 ..... 239.99
HPI414 RS4 2 Saleen Mustang w/.15 . 239.99
HPI415 RS4 2 Skyline w/.15 ..... 239.99
HPI416 RS4 2 Celica w/.15 ..... 239.99



HPI426 Nitro Racer 2 w/o engine 219.99
Combo with OS CV Hyper .15 Pull Start, any HPI Body, Lynx Hitec Radio, Glow Starter, Fuel Bottle, Qt of 20% Fuel, Glow Plug Wrench, Extra Glow Plug and Fuel Filter 469.99
Non pull start OS CV-R combo 479.99

HPI BEST SELLERS

RTR Ready to Run



with .15PS motor, PistolRadio & Fully Assembled

HPI572 Nissan Skyline RTR 279.99
HPI571 Ford 150 RTR 279.99
HPI573 Alfa Romeo RTR 279.99
HPI574 Dodge Viper RTR 279.99
HPI575 Nascar Ford Taurus RTR 279.99
HPI576 Porsche RTR 279.99

Super Nitro RS4 Kits

HPI481 Dodge Viper with 15PS motor 269.99
HPI482 Ford 150 with 15PS motor 269.99
HPI483 Alfa Romeo with 15PS motor 269.99
HPI484 Toyota GT1 with 15PS motor . 269.99
HPI485 Lamborghini with 15PS motor 269.99
HPI486 Corvette with 15PS motor 269.99



HPI487 BMW LMR NEW 269.99
HPI488 Porsche 911 Turbo w15PS 269.99

OFNA



OFN14331 Monster Pirate 1//8th..NEW .. 259.99



OFN34203 Monster Blazer 1/8th scale 229.99
OFN34200 SST Blazer 1/8th scale 209.99



OFN34312 Ultra MBX 'Ready to Race' . 399.99



OFN34310 Ultra GT LX 'Ready To Race'349.99
OFN34402 Ultra Worlds II GT 339.99



Z10 Ready to Race with radio and Engine Installed 259.99

OFN34810 Nitro Z10 'Ready to Race" ... 259.99



OFN34911 OB4 Nitro competition kit CALL
OFN349** OB4 with .12 pull start motor . 289.99

Roar 2000 National Champion YOKOMO GT-4W Touring Car

Kit only 289.99





Dave Lofton holding winning car after race

Congratulations to Barry Baker and Dave Lofton on their winning performance with Yokomo and Trinity Picco .12 motor!

TRAXXAS

***Ready to Run with pull start motor & Radio**

TRA4510 *Nitro Sport 249.99
TRA4410 *Nitro Rustler 289.99
TRA4810 *Nitro 4-Tec w/2 Speed 299.99



TRA4910 T-MAXX w/3 channel radio 379.99



WOW! ONLY 44.99

Traxxas Startup Kit - includes a 7.2V battery & quick charger, glow plug wrench, fuel filter, McCoy glow plug, fuel bottle & a quart of Wildcat or Traxxas 20% fuel.



TRA4110 Nitro Stampede 289.99



McDaniel Metered Glow Starter & Charger $22.99



Here Now! RC10 GT 'Ready to Run' built with .15 motor and radio..$279.99

NEW FACTORY TEAM TRUCKS
7060 Factory Team GT non/PS 279.99
7061 Factory Team GT Pull start 279.99
SPORT TRUCK VERSIONS
7055 RC10GT for Pull Start Motor . 169.99
7058 RC10GT w/ .12CV PS motor 249.99
COMBO with Radio, fuel bottle, glow starter, .. qt of fuel, glow plug, fuel filter - just add 79.99
NEW TEAM TRUCK VERSIONS
7067 NEW RC10GT for Pull Start Motor . 239.99
7068 NEW RC10GT for Non Pull Start 239.99

KYOSHO

We stock all the good car kits at prices too low to print. Please call for current prices and save money Our Kyosho prices will beat any advertised price in this magazine.

KYOC0560...MP7.5 1/8th Buggy ... call
KYOD Mini Z Racer ..... call
KYOC0525...USA 1 Nitro Crusher . call



ONLY 29.99

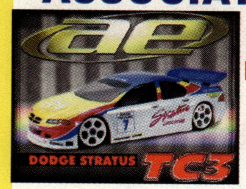
We stock: BK, O'Donnell. Traxxas, Red Alert, Wildcat, Trinity & HPI fuels.

Super Startup Kit - includes a glow igniter, glow plug wrench, fuel filter, McCoy glow plug, fuel bottle & a quart of Wildcat or Traxxas 20% fuel.

To Order: Call 1 800 288 8185

Shipping and handling charges are a $5.99 minimum. One day or two day service is extra. COD's add $5.99 extra. COD's can not be sent one or two day service. No returns after 14 days and without written prior consent from Bruckner Hobbies. No returns on batteries or electrical items. Missing items and warranties are handles by the manufacturer. Prices are good through December 10, 2000, with two exceptions: typographical errors and unforeseen manufacturers price increases. We reserve the right to limit quantities. Discover, Master Card, Visa and American Express are accepted. We do a name and address verification on all orders. Shipping charges are not refundable. All checks take 21 days to clear. NY residents must add sales tax. Orders outside the US and Canada require payment in advance on the first order by money order only. Please add $9.99 plus 20% of order total for shipping, air mail may be extra; any excess will be refunded. Fax orders - don't forget to include a complete fax number including your country and city codes. On the world wide web we are: www.Brucknerhobbies.com

ASSOCIATED



TC3 is here and Only 199.99

ASC3030	TC3 Team Touring car	199.99
ASC3010	TC3 Racer w/Accord body	149.99
ASC3011	TC3 Racer w/ Stratus body	149.99
ASC3012	TC3 Racer w/ Alfa Romeo	149.99
ASC3961	TC3 Full graphite set	59.99



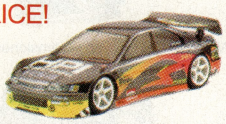
ASC9043	RC10 B3 Factory Team	204.99
ASC9032	RC10 B3 Team buggy Updtd	169.99
ASC9013	RC10 B3 Sport buggy	149.99



ASC7037	RC10T3 Team truck	184.99
ASC7003	RC10T3 Basic truck	129.99

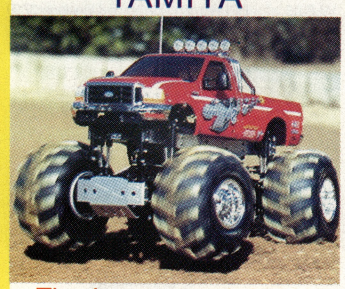
HPI

HOT PRICE!
209.99
PRO 2



HPI172	RS4 PRO 2	209.99
HPI263	RS4 Sport 2 w/Stratus body	149.99
HPI264	RS4 Sport 2 w/Celica body	149.99
HPI271	RS4 Rally w/Subaru imprezza	149.99
HPI296	RS4 Mini pro w/Miata body	199.99
HPI501	RS4MT 4WD Truck	144.99
HPI502	RS4MT 4WD Dodge Ram	144.99

TAMIYA



The Juggernaut is back!

TAM58256	Juggernaut 2	339.99
ALI4001	Juggernaut 2 Ball Bearing kit	39.99
TAM58192	King Blackfoot	109.99
TAM58161	Ford F-150 Race Truck	129.99



TAM58242 Wild Willy 2000 ..... 115.99

OFNA



OFN34701	Z10 4WD Sedan	119.99
OFN34703	Z10 PRO Chassis	199.99
OFN34903	OB4 PRO /Stratus NEW	219.99

Speed Mind



SPDGT804	8 Mesh Wheel 0 offset 4pcs	4.99
SPDGT704	Star type Wheel 0 offset 4pcs	4.99
SPDGT904	BBS Mesh Wheel 0 offset 4pcs	4.99
SPDGT604	6 Spoke Wheel 0 offset 4pcs	4.99

Wheels available in White, Yellow or Black



SPDXL60Y	Racing Profile soft inserts	3.99
SPDXL75R	Racing Profile medium inserts	3.99
SPDXL80B	Racing Profile hard inserts	3.99
SPDSS60Y	Standard Profile soft inserts	3.99
SPDSS75R	Standard Profile medium ins	3.99
SPD7780B	Standard Profile hard inserts	3.99



SPDGW016 HD bent body clips 10pcs 3.99
Available in Blue, Green, Orange, Pink, Violet, Yellow



SPDGW022 Precision Ride Height Gauge .. 9.99
Available in Black, Blue or Purple

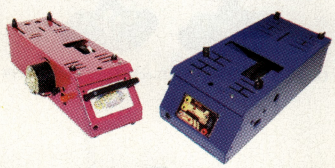
YOKOMO

MX4	MX4 4WD Off Road buggy	299.99
MR42C	Touring car w/Stratus body	159.99
MR42C	Touring car w/Accord body	159.99
MR4TCP	MR4TC pro Touring car	219.99

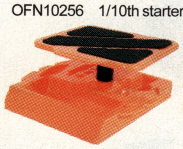


'AA' NMH* Batteries
1550 mah
12 for 35.99
or 3.99 each
*Nickel Metal Hydride

OFNA STARTER BOXES



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





KOPROPO

The EX1 is the Racer's Choice
NEW! - EX5 & EX11 HERE NOW!

RADIOS

KOP80042	EX-1 Mars T/R 27mhz	Call
KOP80046	EX-1 Mars T/R 75mhz	Call
KOP80022	Esprit-II Stick T/R 27mhz	Call
KOP80002	EX-11 Presto T/R 27mhz	Call
KOP80006	EX-11 Presto T/R 75mhz	Call
KOP80051	EX-5 w/2 servos	Call

SERVOS

KOP30011	PS-2000 FET servo	Call
KOP30012	PS-2015 FET servo	Call
KOP30013	PS-2001 FET servo	Call
KOP30014	PS-2004 FET servo	Call
KOP30021	PDS-2123 FET servo	Call
KOP30022	PDS-2143 FET servo	Call
KOP30023	PDS-2144 FET servo	Call
KOP30010	PS401 Servo	Call
KOP60224	Electrical Switch	Call
KOP73302	Battery Checker 6 Volt	Call
KOP60221	Fail safe adapter	Call
KOP83002	FM Crystal set on 27 or 75mhz	Call
KOPBX212	Advanced Charger	Call
KOP16002	Black Antenna	Call
KOP1605*	Color Grip Pad	Call
KOP16204	Soft carry case w/logo	Call
KOP820**	FM Receiver 27mhz-75mhz	Call



We sell KO to dealers!

NOVAK



MILLENIUM DC CHARGER
134.99
#NOV4480

NOV4470	Rhino digital peak charger	64.99
NOV4900	N-Power DC Power Supply	114.99

SPEED CONTROLS

NOV1660	Dually Dual profile	89.99
NOV1760	Tempest Max hyperfet3	104.99
NOV1810	Reactor reversible	87.99
NOV1850	Rooster reversible	69.99
NOV1860	Super Rooster ESC	109.99
NOV1910	Explorer II ESC	46.99
NOV1960	Duster II	59.99
NOV1961	Duster II w/16 gauge wire	69.99
NOV1970	Fusion dual profile	69.99
NOV1765	Cyclone updated	124.99
NOV1767	Cyclone TC	124.99

LRP

LRP8069	IPC V7.1 Digital	134.99
LRP8319	F1 Digital w/reverse	54.99
LRP8341	Sprinter ESC	45.99
LRP8401	Phaser receiver 27mhz	74.99
LRP8410	Phaser receiver 75mhz	74.99
LRP4101	Micro Charger	34.99

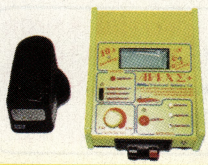
TEKIN

TEK1420	G-10 programmable	109.99
TEK1212	TSC 9-12C Quick tune	82.99
TEK1121	G-12C III Speed control	99.99
TEK1320	420-G2 Goldfet ESC	99.99
TEK1122	GX9 Supersonic ESC	149.99
TEK1408	Formula 10 ESC	46.99
TEK2210	Rebel ESC w/reverse	69.99
TEK2110	Titan ESC w/reverse	114.99

CHARGERS

TEK5100	DIS-350 Discharger	199.99
TEK3148	BC 48 PRO DC Charger	94.99
TEK3112	BC 112A DC Power Flex	124.99
TEK4112	BC 112C AC/DC Power Flex	169.99
TEK4167	BC 67 PRO AC/DC	125.99
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

AIRTRONICS



M8
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

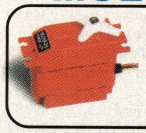
SERVOS

94102Z	Standard servo Z plug	13.99
94257Z	ERG-ZR Hi speed Z plug	99.99
94258Z	ERG-ZB Hi torque Z plug	99.99
94357Z	ERG-VR High Speed Z plug	104.99
94358Z	ERG-VR High Torque Z plug	104.99

FUTABA

2PC	Magnum Sport Pistol	64.99
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

Bruckner Hobbies

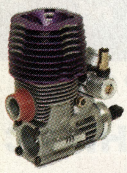
WWW.BRUCKNERHOBBIES.COM **Call 1 800 - 288 - 8185**

NITRO MOTORS PARIS Racing Products

NOVAROSSI .12's
Absolutely the fastest .12 EVER

SALE!
NOVAROSSI
Pull start
.12CX
159.99



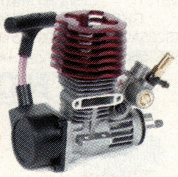


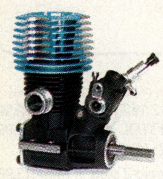
NEW!
NOVAROSSI
TURBO
.12's

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!
Colt .12
Pull Start
59.99!





Trinity
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

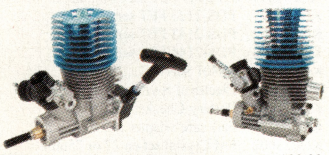
RB Concepts

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
Carrying case 9.99

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

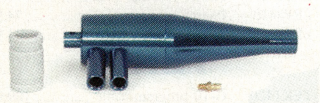


PCOAL12TP Paris Turbo Ring Pipe w/ coupler & 90 degree fitting in black, purple,silver & blue.....34.99

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

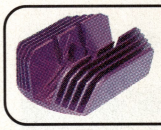


MOTOR SAVER AIR FILTERS
11.99
FITS .12 - .17 MOTORS
*.21 SIZE ONLY 15.99

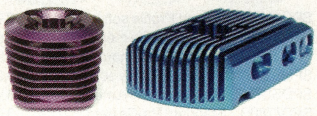
Wolf Pack Radicals

&ALIEN RACING

Aluminum parts come in Blue, Purple & Silver

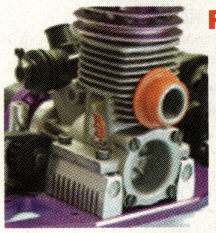


NEW! V-HEAD for OS, HPI or Novarossi .12's or .15's.. 49.99



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

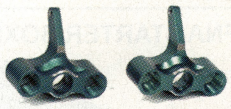
EXPERTS ONLY!



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

GPM - TMAXX



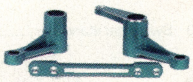
GPMTMX1021 Steering Blocks Front/Rear . 59.99



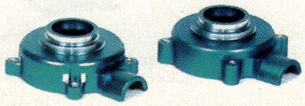
GPMTMX1032 Rear Body Mount Set 34.99



GPMTMX1100 Lightweight Flywheel 22.49



GPMTMX1048 Ball Bearing Steering Set ... 34.99



GPMTMX1011 Gear Box Front or Rear 55.99

To Order:
Call 1 800 288 8185



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



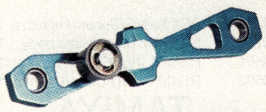
WLF003	HPI motor mount non PS	18.99
WLF011	HPI motor mount pull start	18.99



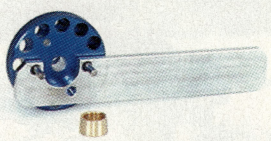
WLF008 HPI rear belt tensioner 33.99



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!

SERPENT MOTORSPORT

IMPACT M2 CHALLENGER



SER808060-2 IMPACT M2 4WD 2000 SPEC W/O MOTOR 449.99
SER808062-2 IMPACT M2 4WD 2000 SPEC W/SX15 MOTOR 594.99
SER808037-2 IMPACT M2 2WD 2000 SPEC W/O MOTOR 394.99
SER808039-2 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

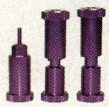
IMPULSE STREETSPEC

SER801000 ..... IMPULSE 4WD TOURING CAR - NO MOTOR 259.99
SER801001 ..... IMPULSE 4WD TOURING CAR WITH .12 MOTOR 399.99
SER801011 ..... IMPULSE 4WD WITH.12 MOTOR & 2 SPEED.....419.99

OFNA



OFN20000 Fully Auto Tire truer 239.99



OFN20901 1/10 On Road adapter 19.99
OFN20902 1/8th On Road adapter 19.99
OFN20903 1/10th Touring sedan adapter .. 19.99



HUDY Automatic Tire Truer 399.99

SER102002 Pro Tire Truer Auto V2 ..... 399.99
SER102602 Pro Power tire truer 219.99
SER102501 Pro Tire Truer Standard 179.99
SER102312 Impact/Picco/Mugen M2 adapter25.99
SER102352 Impulse/Corally/ Tamiya adapter24.99
SER102362 Vector adapter 29.99
SER102342 Associated 1/10th adapter 34.99

TIRES

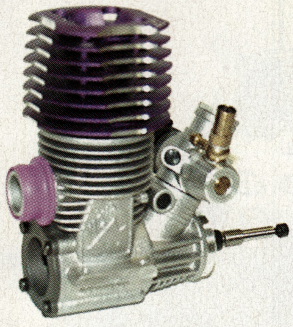
Impact M2 Mounted Tires

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
ELLSY35 Impact 2 rear tires 35 ..... 17.99

Vector Mounted Tires

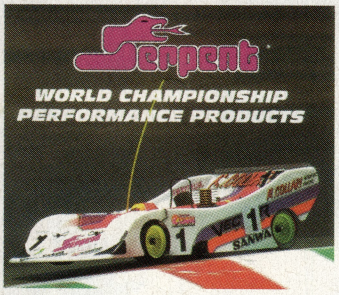
ELLAV30 Vector front tires 30 ..... 19.99
ELLAV35 Vector front tires 35 ..... 19.99
ELLAV40 Vector front tires 40 ..... 19.99
ELLAV25 Vector rear tires 25 ..... 26.99
ELLPV30 Vector rear tires 30 ..... 26.99
ELLPV35 Vector rear tires 35 ..... 26.99

MEGA RACING ENGINES



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*

BODIES



SER1745 Porsche 962 MS 1/8th 26.99
SER1747 BMW M3 Efra 154 1/8th 26.99
SER1750 Lola VDS MS 1/8th 26.99
SER1779 Porsche 962 GTP body 1/10th . 22.49
SER1780 Alfa Romeo 156 1/10th touring 29.99
SER1782 Audi A4 1/10th touring 29.99
SER1783 Lexan trim strip 1/10th 4.99
SER1786 Lola VDS 1/10th 18.99
SER1787 Porsche 911 GT1 1/10th 29.99
SER1789 McClaren GT1 1/10 ..... 29.99

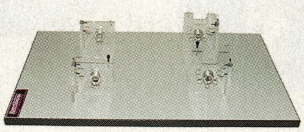
GLOW PLUGS

SER23155TC Turbo plug #5 warm (3pcs) .. 14.99
SER23155TF Turbo plug #5 cold (3pcs) 14.99
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

HUDY PROFESSIONAL TOOLS



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
SER***** Straight or ball allen wrench ... 10.99

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

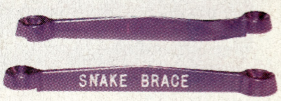


MUGC0050 4WD MBX-4RR 1/8 off road 449.99

We stock parts for these cars !

NEW Impulse Upgrades

New radio tray coming soon!!



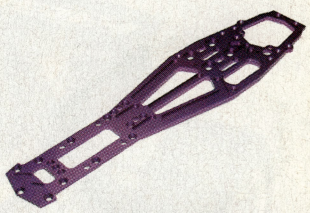
WLF037 Aluminum Side brace supports 24.99



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.





SPECIFICATIONS

Length	420mm
Front Width	304mm
Rear Width	316mm
Wheelbase	277.5mm
Weight	4.6 lb.
Estimated Street Price	$350

* 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.

The HPI RS4 MT RTR comes complete and ready to run with an upgraded version of the Airtronics Blazer Sport AM radio system.



Ready-to-run is fun!

by Lito Reyes

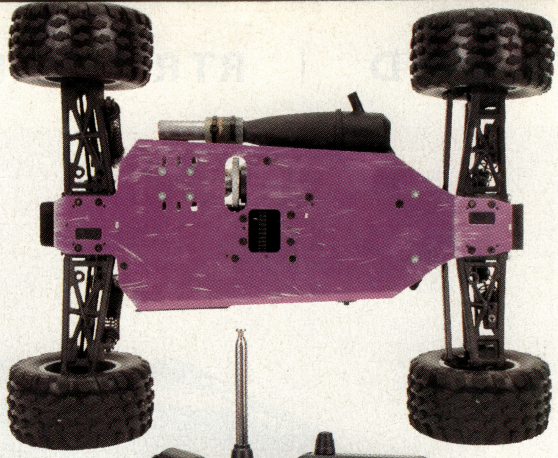
HPI RACING
RS4 NITRO MT RTR

A couple of months ago we brought you a test of HPI's Nitro RS4 MT truck, their first venture into nitro off-road. Well, HPI, always wanting to make it easier for their customers, has released a Ready-to-Run (RTR) version of the truck. Like more and more RTRs on the market, the RTR version of the NMT, as it is commonly referred to, doesn't skimp on any of the features that the kit version has. In fact, a couple of updates have been made that should increase the truck's reliability.

The RTR NMT comes with radio gear installed. All it should really take to get the RTR NMT going is about 20 minutes of work, not counting detailing the body. Just install the body mounts, mount the hex drive hubs on each axle, glue the tires to the wheels and mount them, install four AA batteries in the receiver pack and eight in the radio, verify the linkages according to the clear instructions, and you're ready to fuel it up and break it in.

HPI RS4 NITRO MT RTR





Body beautiful!

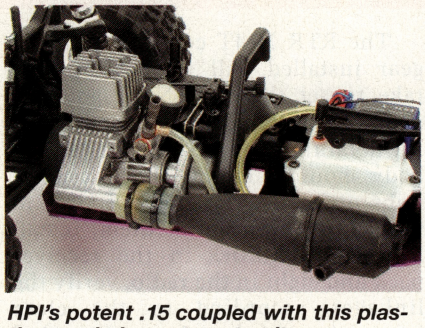
With less assembly to worry about, there is more time to work on a great paint job. Even though we enlisted the help of Craig Tasker of C and C Designs to come up with a flashy paint job for us, the decal sheet that is included has all the graphics, pre-cut window masks, and pattern masks you need to create a body just like the one on the box art with only two cans of spray paint. Short of painting the body and cutting the decals out for us, it would be hard to make it any easier. And for those of you who get nervous trimming a body, the body has very clear trim lines and a great tip sheet is included.

Updated drivetrain

Heavy-duty drive shafts mate the spur assembly with the front and rear gearboxes. HPI had found out that some bevel gears were wearing too quickly in the first batches of the NMT kit. They resolved the issue by designing a new 13-tooth bevel gear that eliminates the play that caused the initial problems with the gear assembly in the diff housing. Of course, this update is already installed in the RTR NMT.

Even stronger dogbones!

Big tires and a low gear ratio put some serious stress on a dogbone. These new dogbones are actually a third-generation design made to handle the rigors of a 4WD off-road nitro-powered truck. Stronger than the ones that initially came in the NMT kit, and much stronger than the originals that were designed for the electric RS4 MT, these new units should prove to be more resistant to abuse—er, wear.



HPI's potent .15 coupled with this plastic tuned pipe puts out quite a respectable amount of power.

Rockin' radio

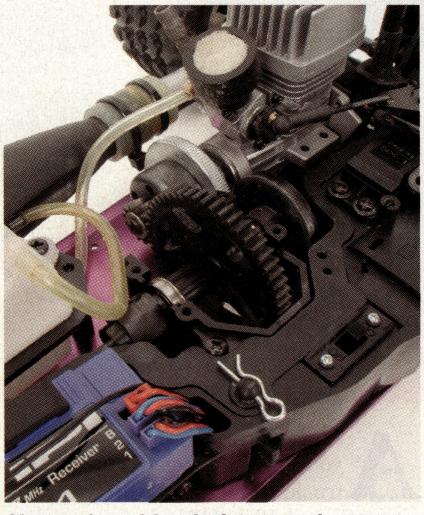
The radio that comes with the RTR NMT is an upgraded version of the AM Airtronics Blazer Sport. It has the minimal adjustments for entry-level simplicity, but also includes adjustable dual-rate—a setting we would not want anyone to be without. The RTR NMT kits come with a variety of 27MHz channels, which are less prone to glitching than AM 75-band in a nitro-powered model.



The TX-2 AM radio system is fairly basic, but features everything most entry-level enthusiasts need, such as throttle and steering trim adjustments as well as adjustable dual rate.

Wicked wheels

The same chromed mesh rims and Pro-Line Dirt Hawg tires that come in the kit come RTR. The Dirt Hawgs are excellent multipurpose tires that work great on-road, as well as in the rough stuff. You might want to sand the chrome plating off the bead of the rims before mounting the tires; CA adhesive doesn't stick all that well to the chrome plating. Take a couple of minutes to do this and your tires should stay glued securely.



Heavy-duty driveshafts mate the spur assembly to the front and rear gearboxes. The gearboxes feature new, redesigned 13-tooth bevel gears which replace the previous generation bevel gears that were prone to wear out quickly.

Just a little tip...

After mounting the tires the first time, we noticed a severe amount of wheel wobble, even though extra care was taken to glue the tires true. We fixed this problem by installing the aluminum washer upside down from what the instructions say. Once we put the cone side of the washer against the wheel and tightened the nut back up, the wheel ran true. If you find the same problem with your NMT, you might want to give this a try.

Since we already gave our performance evaluation of the truck in a previous issue of R/C Car, we won't go into too much detail this time around. All we can say about HPI's Nitro MT RTR is that it is a total blast to drive, is totally reliable, and provides countless hours of fun! If you're looking to get into off-road nitro relatively hassle-free, then check out the Nitro MT RTR! ◆

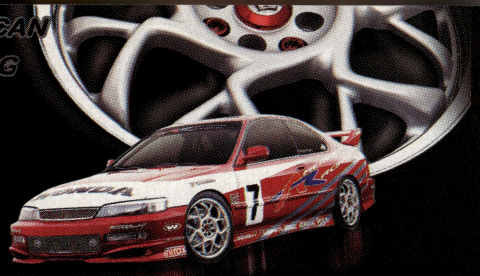
SOURCES

HPI Racing, 15321 Barranca Parkway, Irvine, CA 92618 • 949-753-1099

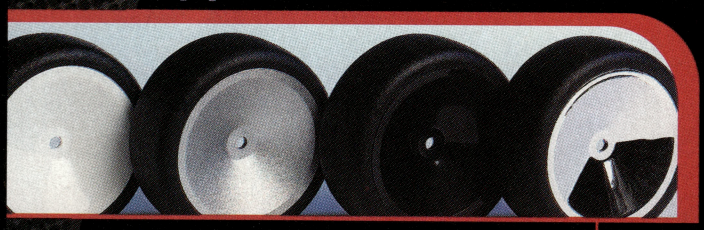
FROM SNOOZIN' TO CRUIZIN'

AMERICAN RACING

WITH THIS ALL NEW LINE OF HOBBY-TECH WHEELS OFFICIALLY LICENSED BY AMERICAN RACING. OUR NEW IMPROVED MATERIAL MAKES THESE WHEELS LOOK AS GOOD AS THEY RACE! NOW AVAILABLE IN FOUR STYLIN' COLORS: CHROME, SILVER, BLACK & WHITE.



A



C&S:US $3.50 B&W:US $1.50 PAIR | B010

GOODYEAR EAGLE



A0201 | SLICKS US $9.00 PAIR

200S



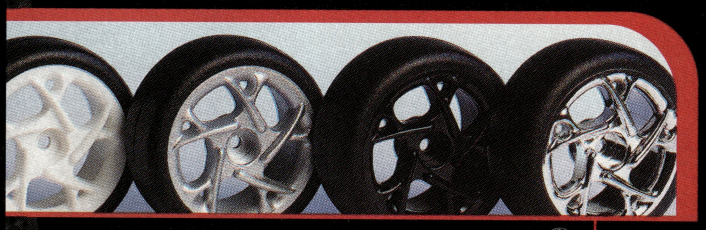
C&S:US $7.00 B&W:US $5.00 PAIR | B020

PYTHON



B060 | C&S:US $7.00 B&W:US $5.00 PAIR

NITROUS



C&S:US $7.00 B&W:US $5.00 PAIR | B030

SPEEDSTER



B070 | C&S:US $7.00 B&W:US $5.00 PAIR

NITRO



C&S:US $7.00 B&W:US $5.00 PAIR | B040

TWISTED TURNER



B080 | C&S:US $7.00 B&W:US $5.00 PAIR

PINZETTI



C&S:US $7.00 B&W:US $5.00 PAIR | B050

ZURG



B090 | C&S:US $7.00 B&W:US $5.00 PAIR

SPECS: 0 OFF-SET, 25.5MM WIDTH, FIT ALMOST ALL STANDARD 1/10TH TOURING CARS. TIRES SHOWN ON WHEELS ARE HOBBY-TECH SUPER SLICKS #B0010 US $9.00 PAIR.

HOBBY-TECH™

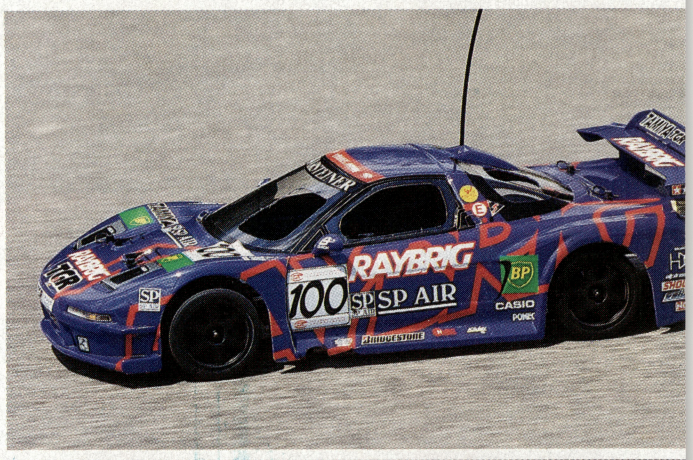
1139 COINER COURT, CITY OF INDUSTRY, CA 91748 - WWW.HOBBY-TECH.COM

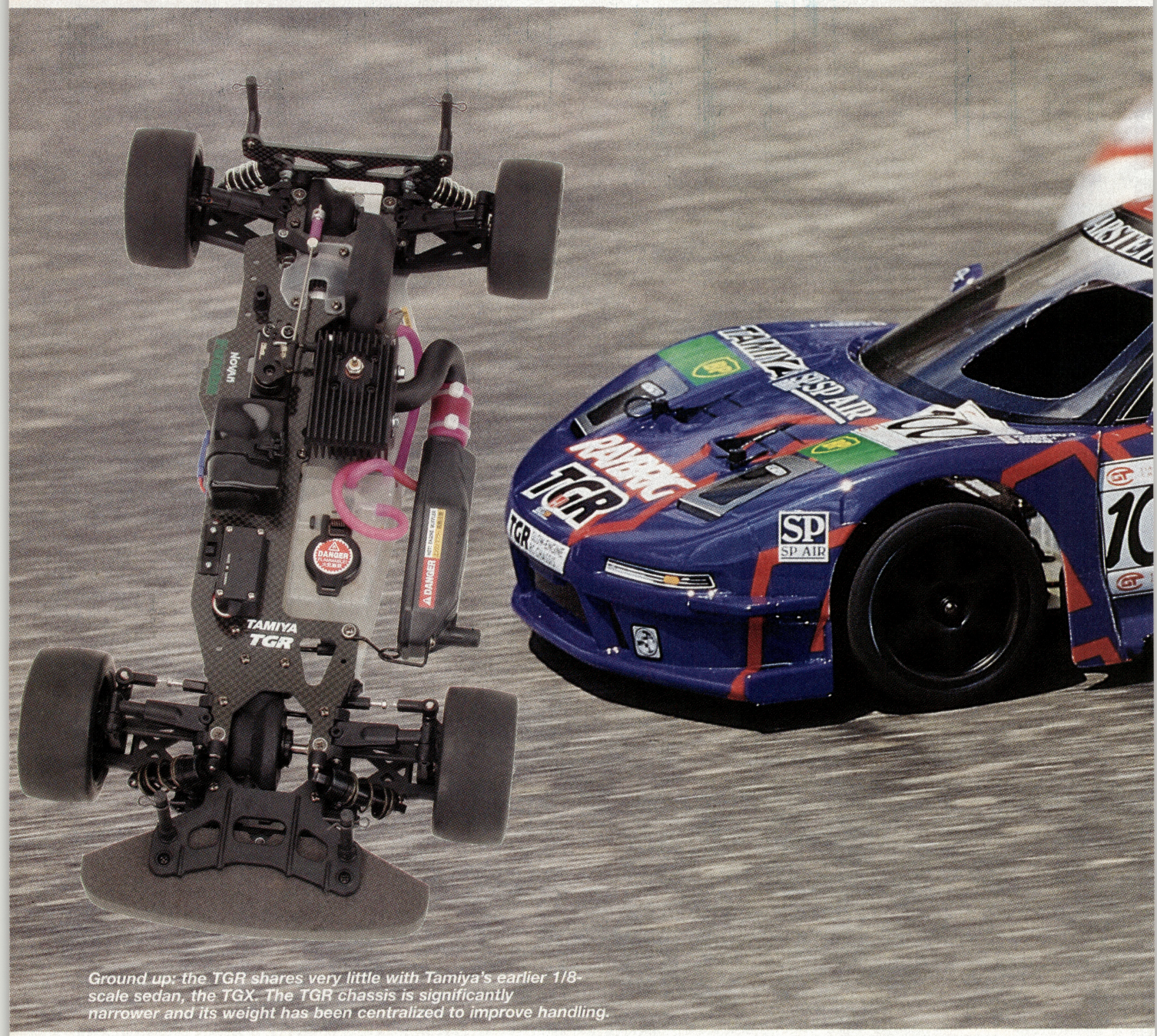
626-810-2585 - 626-810-5153 FAX

WHEELS & TIRES ARE SOLD SEPARATELY.

©2000 ALL RIGHTS RESERVED







Ground up: the TGR shares very little with Tamiya's earlier 1/8-scale sedan, the TGX. The TGR chassis is significantly narrower and its weight has been centralized to improve handling.



TAMIYA TGR

SPECIFICATIONS

Length	17.2"/430mm
Width	8.9"/227mm
Wheelbase	11.8"/300mm
Track	7.5"/192mm
Skill level*	3

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's a super-size sedan? Good question. It's a car that closely resembles a 1/10-scale nitro sedan—aluminum chassis, double-wishbone suspension and 4WD—but it's bigger. How much bigger is open to interpretation. Of the three current super-sedans, only Tamiya (TGX) actually lists its car's scale at 1/8; Kyosho (SuperTen) and HPI (Super Nitro RS4) do not, although all three cars are approximately the same size. Want some more info on this category? Okay, Kyosho's car came first, then Tamiya's and finally HPI's. Two of the three cars (Kyosho and Tamiya) use shaft-driven 4WD, while the HPI uses a triple-belt 4WD system similar to that of its 1/10-scale Nitro RS4.

The car you see here is the newest super-size sedan chassis from Tamiya—the TGR. Does it replace the TGX? We're not sure, and even the people at Tamiya America aren't positive. It probably will, because it's vastly superior to the old car in every area. We'll spare you a bolt-by-bolt synopsis of the new TGR's features and instead concentrate on what makes it, in our opinion, one of the absolute coolest cars that has passed our desks this year!

NITRO MT RACER

NITRO RS4 MT RACER

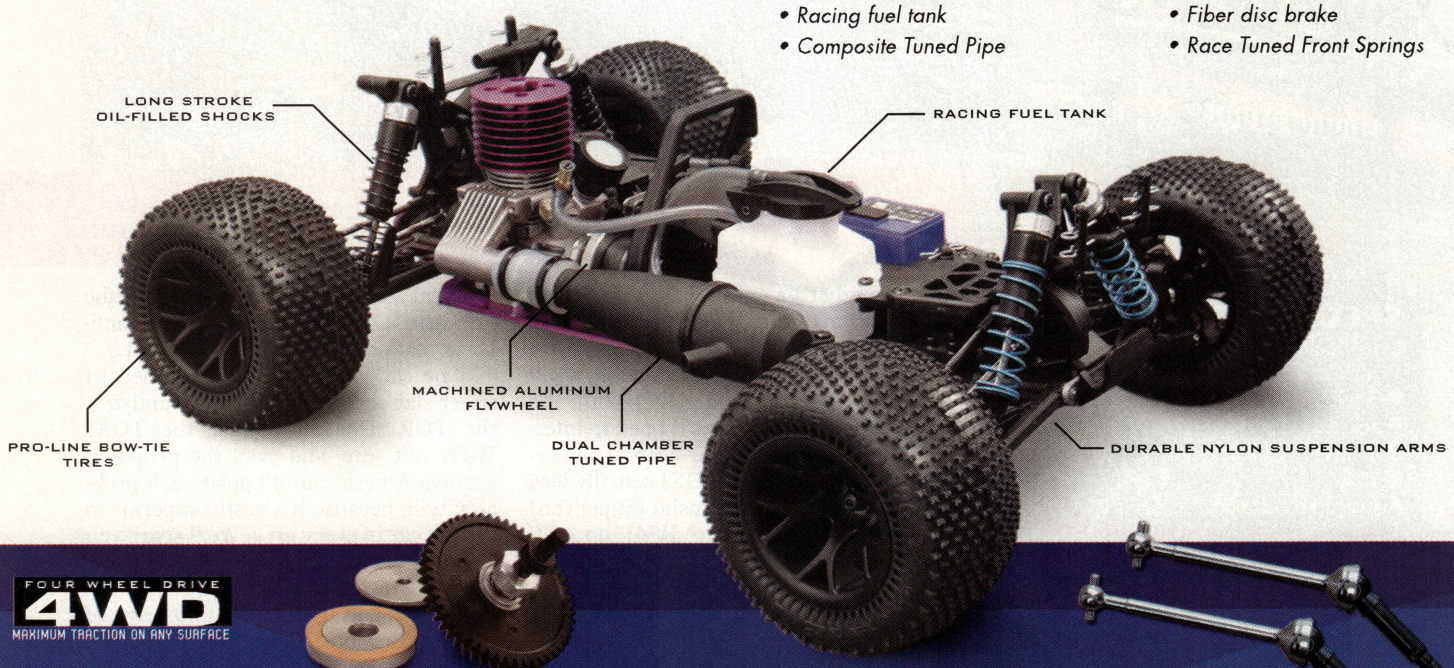


#545 Nitro RS4 MT Racer

SPECS

SPECIFICATIONS

- *Adjustable slipper clutch*
- *Heavy-duty 2.5mm chassis*
- *Front and rear MIP Shiny CVD's*
- *Racing fuel tank*
- *Composite Tuned Pipe*
- *Full-time 4WD shaft drive*
- *Pro-Line Bow-Tie tires*
- *Silicone shock oil*
- *Fiber disc brake*
- *Race Tuned Front Springs*



FOUR WHEEL DRIVE
4WD
MAXIMUM TRACTION ON ANY SURFACE

ADJUSTABLE SLIPPER CLUTCH

FRONT & REAR MIP SHINY CVD'S

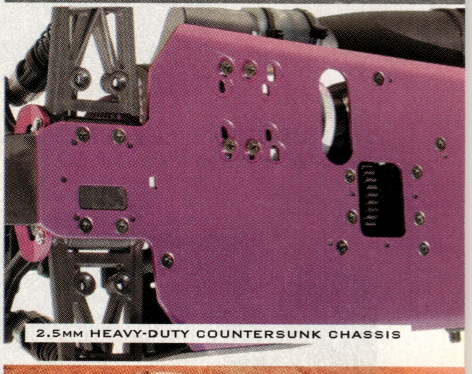
[Engine and radio system not included]





PRO-LINE BOW-TIE TIRES





2.5MM HEAVY-DUTY COUNTERSUNK CHASSIS





MIP CVD'S & TURNBUCKLES

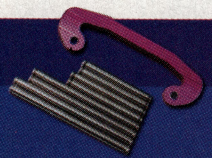
Nitro MT Racer

The Nitro RS4 MT Racer is built for racetrack performance. The foundation is our popular Nitro MT kit... tough shaft drive 4WD system to power through any type of terrain, full ball bearings, sealed differentials for trouble-free performance on any surface and a convenient removable radio tray for quick and easy cleaning. Then we add a huge list of our most popular hop-ups. It starts with a Heavy Duty 2.5mm Chassis, MIP Shiny CVD's, our new adjustable slipper clutch and a full set of stainless steel hinge pins with braces. Those options make the Nitro MT Racer tough enough to take the abuse of radical 1 horsepwer engines like our Nitro Star Pro 12R SC. Then we add items for optimum racetrack performance: silicone shock oil, race-tuned front springs, fiber disk brake and sticky Pro-Line Bow-Tie tires. A racing clutch, lightweight aluminum flywheel and racing fuel tank are included to help get the power to the ground. No engine is included so that racers can choose their own. We even make it look mean with a new set of Nitro MT Racer decals for the body.

If you're looking for a serious 4WD nitro powered truck, give the ***Nitro MT Racer*** *a try.*

COMPLETE SET OF BALL BEARINGS



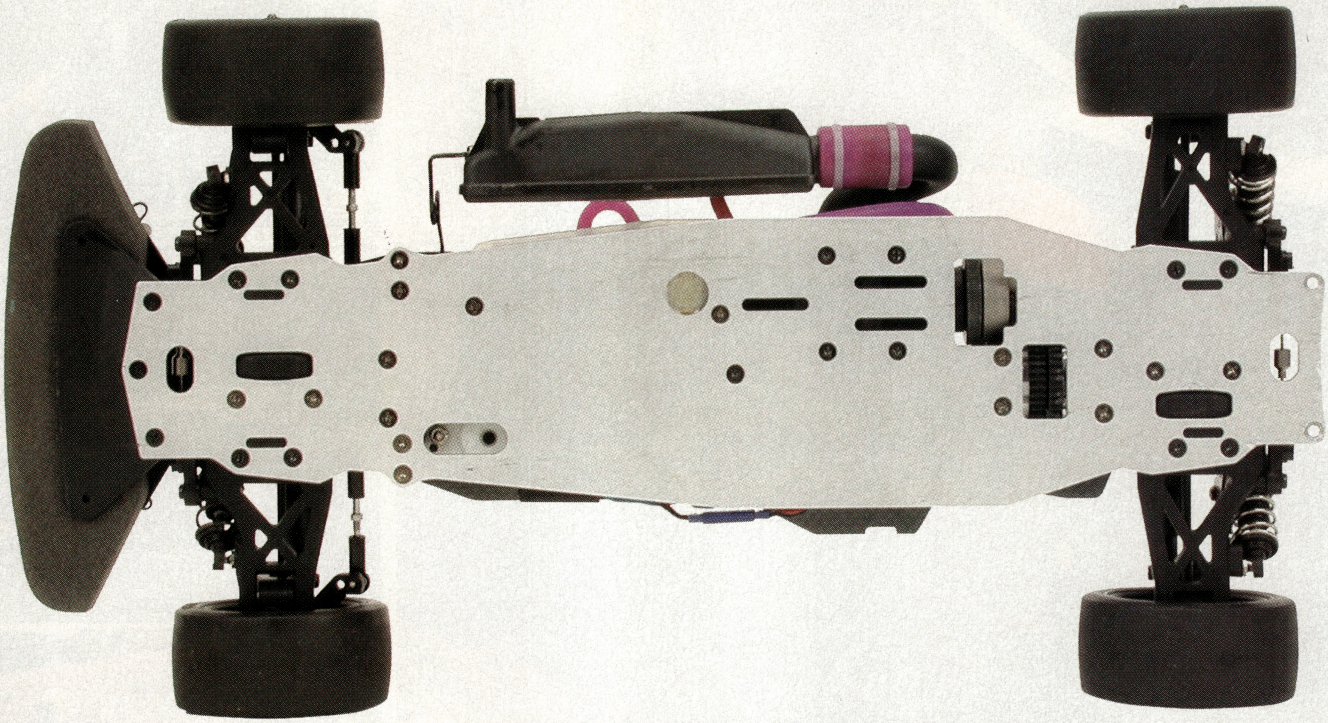


REAR ARM BRACE WITH STAINLESS STEEL HINGE PINS

HPI RACING

15321 Barranca Pkwy. Irvine, CA 92618
Phone: 949.753.1099 Fax: 949.753.1098

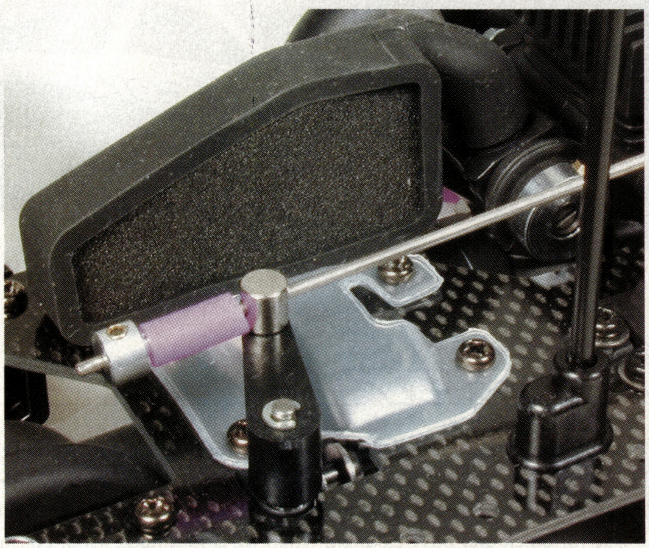
Visit us on the web at www.hpiracing.com



The TGR's 2.5mm-thick Duralumin chassis is fully countersunk and had cutouts to allow the diffs to sit as close to the ground as possible for an ultra-low CG.



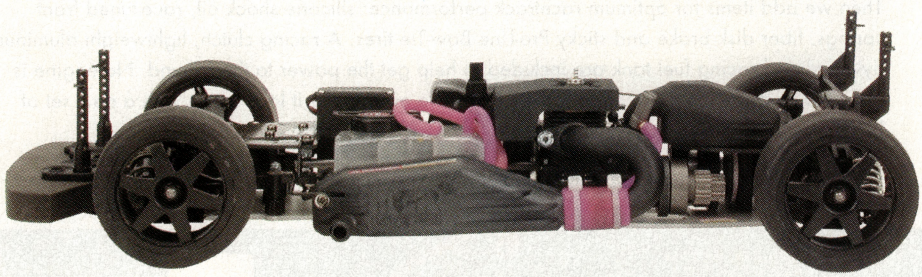
The included FS-15RB engine is a full-on non-pull-start racing model with a slide-valve carb, low-profile cylinder head and a tuned composite exhaust system.



A molded-rubber air boot features a large foam air-filter element. Make sure to coat the filter with oil to help trap small dirt particles.

Carbon & countersunk

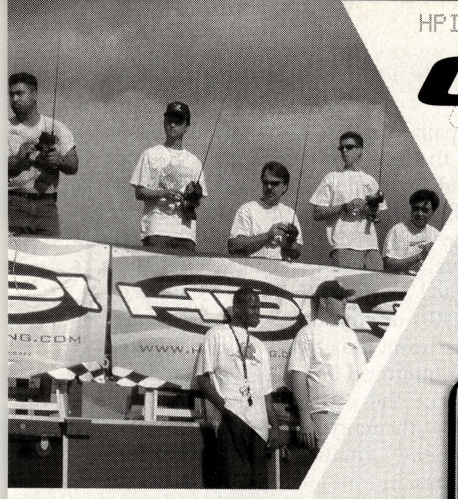
First is the TGR's chassis, which is a 2.5mm-thick piece of duralumin alloy that has countersunk screw holes in its underside to permit a lower ride height and faster cornering. Every part of the car relies on this plate for attachment and strength. Even the engine uses the chassis as a heat-sink. Once everything gets bolted to the main chassis plate, an upper chassis plate—made of light yet strong carbon fiber—ties everything together and provides exceptional stiffness to the entire car.

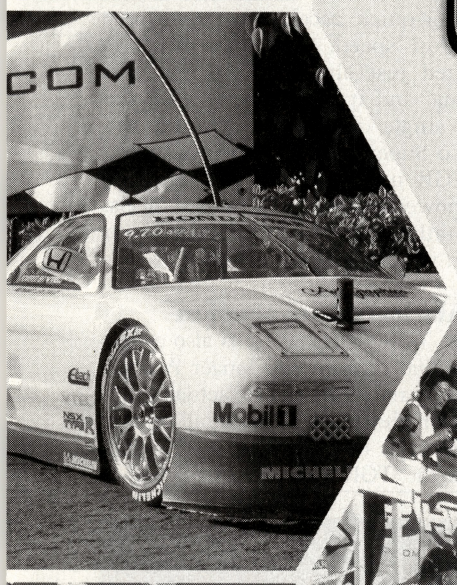


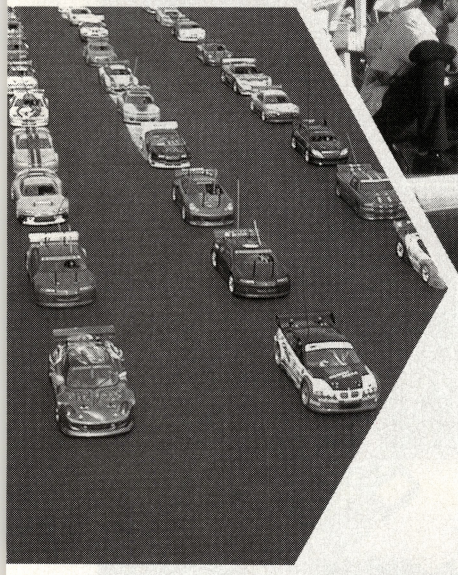
Low rider: from its low-profile engine to its electronics and drive train, Tamiya engineered the TGR for a low CG and road-hugging performance.

HPI Challenge World Finals

WORLD FINALS









HPI CHALLENGE
IRVINE, CA
WWW.HPIRACING.COM
2000

NOV. 4-5 2000

See displays from our prize sponsors:

HONDA
HONDA OPTIONAL EQUIPMENT
YOKOHAMA

FREE STUFF

We'll be giving kits and huge trophies to the winners of each class and the top ten racers in all classes will receive HPI Challenge plaques commemorating their success.

Every racer will get a free HPI body and hat or T-shirt, and the RS4 Nitro Stock racers will get an additional free body for racing. (Only registered racers who show up and race will get giveaway items.)

Visit the HPI Racing website for complete rules and details!

The best way to sign up is at:

www.hpiracing.com

HPI RACING

Entry fee is $25 for each class and includes spec tires, HPI body, and hat or T-shirt.
Maximum 2 classes allowed per racer. **All entries must be received by October 27, 2000.**
Mail entries to HPI, 15321 Barranca Parkway, Irvine, CA 92618.

ENTRY FORM

Frequency Choices

1st

2nd

3rd

Name

Address

City State Zip

Phone Email

- ☐ **RS4 Electric Sport**
- ☐ **RS4 Electric Pro**
- ☐ **RS4 Electric Rally**
- ☐ **RS4 Electric Mini**
- ☐ **RS4 Nitro Stock**
- ☐ **RS4 Nitro Modified**
- ☐ **RS4 Super Nitro Modified**



Big brother: parked side-by-side, the TGR (left) dwarfs Tamiya's 1/10-scale TG-10 nitro sedan. In this case, big doesn't translate into slow—the TGR rips!

Balance of power

Arguably the most significant feature of the new TGR is its drivetrain which, although similar to that of the old TGX, is noticeably different in that it has been shifted 7mm to the right of the chassis to allow the engine to be placed closer to the middle of the car. This centers the weight of the car and makes it faster through the turns. This shift does the same for the fuel tank, moving it closer to the centerline and reducing the effects of the emptying tank on the car's weight distribution.

A pair of rugged gear differentials—one at the front and one at the back—are encased in form-fitting plastic housings (*ala* the Associated TC3). The diffs are spun by metal pinion and spur gears, and the bevel gears inside them are also metal for added durability. Tamiya "slammed" the TGR's drive train as low as possible, and the result is a chassis with a very low CG for improved handling and stability.

Unlike the previous kits, the TGR comes with many hop-ups as standard equipment, including a two-speed transmission that lets the car have both lightning-quick acceleration and very high top speed. The two-speed is mounted just ahead of the rear diff housing, and it shares space with the car's single disc-brake. Unlike the Kyosho SuperTen's shaft-drive system, the TGR uses just one long shaft to send power to the front diff and wheels. It's a rather heavy hunk of steel, but at least it will never twist or bend!

Sophisticated suspension

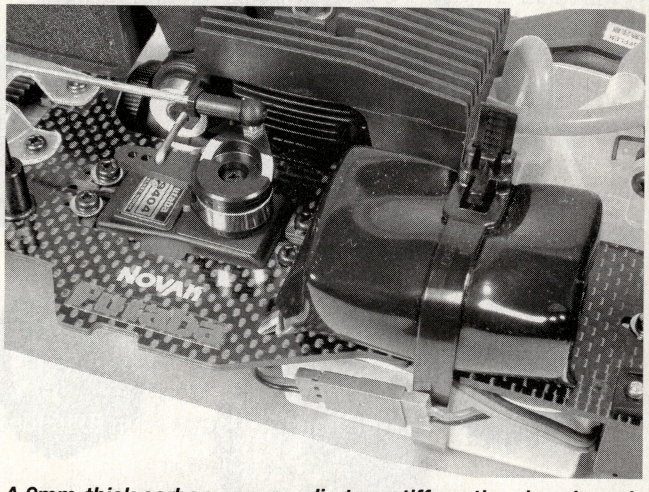
The TGR's suspension is also a new design that incorporates longer A-arms. The front and rear arms are actually similar in length to provide equal roll-centers at both ends of the car. This generally makes the TGR very easy to drive, as



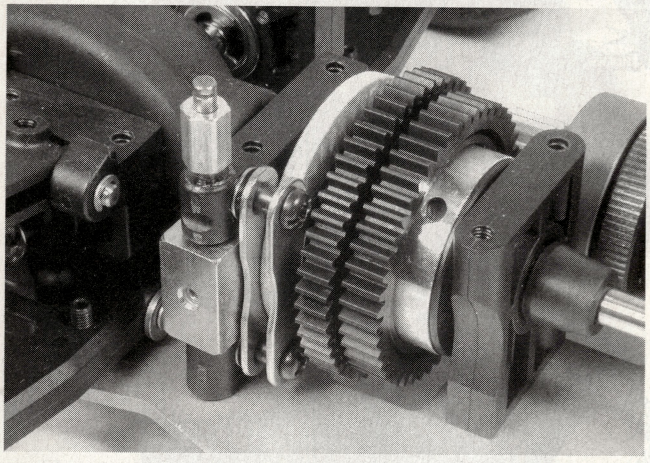
both ends have equal traction. The length of the two-piece upper wishbones can be changed to alter wheel camber, but you have to unfasten the wishbone from the outer wheel carrier in order to do so. A Serpent-style ball-and-socket anti-roll bar is located at either end of the car to keep the chassis level during hard cornering. A small cam-style plastic insert is used to adjust the stiffness of each bar. At first glance, we thought that the TGR came with Tamiya's black-plastic shocks, but on further inspection, we realized that we were looking at new black-anodized versions of Tamiya's aluminum low-friction dampers. These shocks come with Teflon pistons and shaft guides, and are attached to the suspension at a steep angle to maintain the ultra-low CG that Tamiya engineers wanted with the TGR.

And a racing engine

The TGR enters new territory (for super-size sedans) by including a brand new Tamiya FS-15RB engine. This engine is non-pull-start, which means that you'll have to buy a separate starter box or handheld starter wheel. But this also means that the engine is free of the drag of the pull-starter and can be mounted lower in the chassis. The FS-



A 2mm-thick carbon upper radio tray stiffens the chassis and holds the radio system. To protect against fuel spills, a rubber receiver cover is included.



Tamiya includes this two-speed transmission with the TGR kit. We had to tighten the adjustment screw nearly all the way in to engage first gear. A large fiber disc-brake works well, but the metal pads tended to slip off the edge of the disc.



MONSTER TRUCKS

PARMA PSE

DIRECT FIT FOR THE T-MAXX



#10148
Sudden Impact
w/Decal

#10149
West Virgina Mountaineer
w/Decal

#10153
Chevy Monster Truck
w/Decal

#10145
2K Baja Bug

#10161
Chevy® Silverado™



#10156P(shown)
Painted Toyota Tundra

#10156 (Clear)
Toyota Tundra

#10158P(shown)
Painted Dodge Ram Extended Cab

#10158 (Clear)
Dodge Ram Extended Cab

DIRECT FITS COMING SOON!
Chevy Silverado
Ford F-350 Super Duty

OTHER BODIES FOR THE T-MAXX

MAY REQUIRE SLIGHT MODIFICATIONS

#10161	Chevy® Silverado™ Z71 Truck
#10170	Ford F-350
#10173	'99 Ford F-350 Extended Cab
#10194	'95 Dodge Ram Extended Cab
#10199*	'97 Ford Bigfoot Truck w/ Decal
#10310*	Grave Digger w/Decal
#10325*	'57 Chevy® Truck
#10331	Chevy® SS454 Truck
#10365	Snakebite Monster Truck w/Decal
#10379	Chevy® Blazer™ Truck
#10388*	Dodge Ram Truck

**** Indicates bodies available painted, just add "P" to part number***

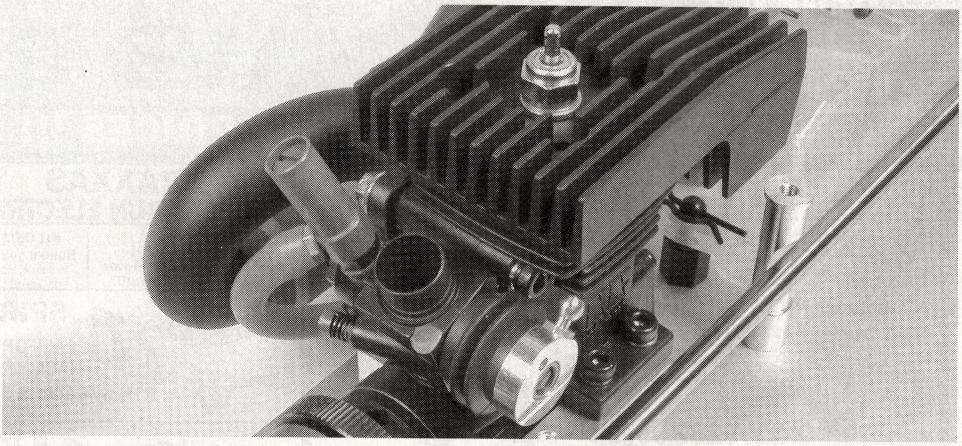
Check our website under tech tips for wheelwell and bed template for T-maxx™

COMING SOON!
GRAVEDIGGER™ 12 W/NEW DECAL
BIGFOOT ChromaLusion™

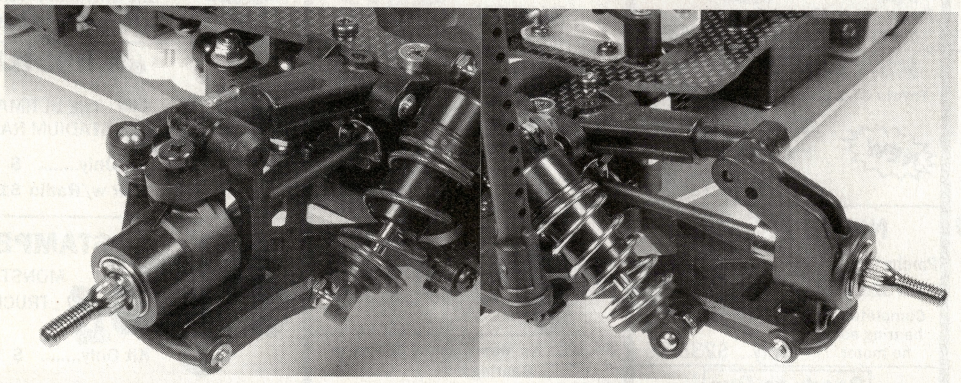
FOR A COMPLETE LIST OF ALL OF OUR BODIES & ACCESSORIES GO TO www.parmapse.com

Tmaxx is a reigistered Trademark of Traxxas Corporation

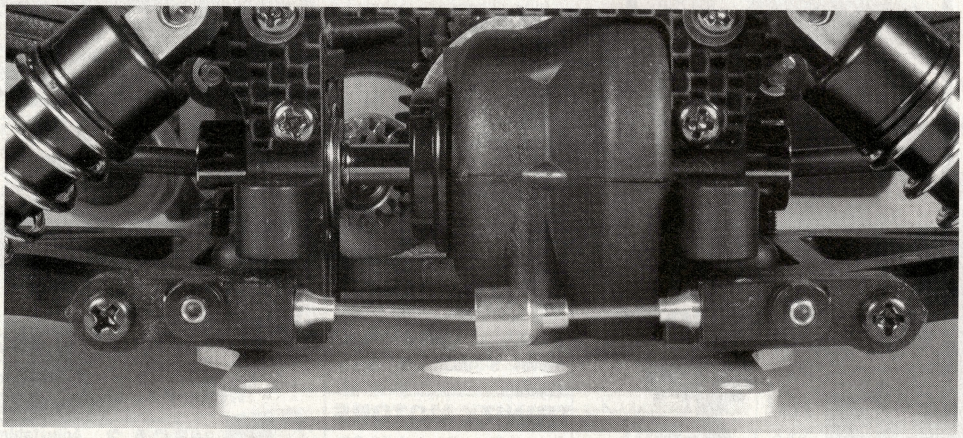
Parma International, Inc. 13927 Progress Parkway North Royalton, OH 44133 PH: 440.237.8650 FX: 440.237.6333



Tamiya's slide-valve carb is excellent. The response is so quick, we turned our radio's throttle curve all the way to the negative side to slow throttle response and make the car more driveable.



The TGR's suspension has long-travel lower A-arms with adjustable upper arms. Both ends of the car have adjustable swaybars and aluminum oil-filled shocks. The only item we'd like to see is universal-joint driveshafts for the front.



A two-piece Serpent-style anti-roll bar can be found at both ends of the TGR. A small cam-mount (barely visible on the left side of the bar) is used to adjust the stiffness of the bar.

15RB also includes a slide-valve carb that has both high- and low-speed needle adjustments, and a very cool low-profile heat-sink cylinder head. This is definitely not a "sport" engine!

Driving the TGR

In our opinion, the TGR's FS-15RB is the most powerful engine of any of the super-sized sedans. Its performance backed up our assumption that this was indeed a high-end racing powerplant. During break-in, the FS-15RB started very easily, but we noticed an odd tendency for the engine to become fuel-starved as it became broken-in. After several tanks, the engine would begin to die at higher rpm, so we continually richened the high-speed needle until a satisfactory rpm could be maintained. Once broken in, the engine is frighteningly quick, but we initially thought that the two-speed was stuck in first gear. We kept loosening the two-speed's adjustment screw, but to no avail. As it turned out, the tranny was really stuck in second gear! In order to engage first gear, we had to tighten the adjustment screw until the spring was nearly completely compressed.

Overall, the TGR is very, very fast with crisp handling. Slow cars always handle great because, well, they're slow. Bolt in more horsepower and a chassis' capabilities are put to the test. We found the TGR to be very responsive but with less grip than we would have liked. The kit's Type B belted slick tires seemed too "squirmy" on pavement—perhaps because these tires are best suited for high-temperature conditions and we were in the midst of a rare SoCal cold spell. But the TGR is a highly adjustable racing chassis and we're certain that additional tuning will net the handling we desire. Out of the box, the setup would probably be fine if it weren't for the incredibly powerful engine, which nearly burns the tires off during first-gear launches. Tamiya also includes an additional set of taller gears for the two-speed, which might actually take away some of the car's low-end grunt and smooth things out. Among the several tuning changes we plan on making to the car (stiffer oil and springs, different tire compounds, etc.), changing gear ratios will be among the first.◆

SOURCES

Futaba, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008

General Silicones Co. USA Inc., 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • (626) 445-5036; (626) 445-6084

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

Tamiya America, Inc., 2 Orion, Aliso Viejo, CA 92656-4200 • phone (949) 362-2240; fax (949) 362-2250

ESC

NOVAK
Rooster..... $66.99

TRAXXAS
XL1 w/reverse... $38.99

REEDY MOTORS
Firehawk Stock 27 Turn
Retail $36.00 **Now $15.99**

TRINITY 2000Mah 6 Cell
VIS EX-TRA Flat Pack
Matched & Assembled
World Tec 2000.VXW2006...$45.00
Team Tec2000...VXT2006...$58.00

3 BATTERY SPECIALS!

TRINITY
6 Cell Flat Batteries
3 for Only $34.99

SANYOS!!!
1500 1500 1500
6 Cell Flat Racing Batteries
3 for Only $38.99

1800 Mah SPECIAL !!!
6 Cell Flat Racing Packs
3 for Only $56.99

COMPARE and SAVE !!!

BEST PACKAGE DEALS !!! LOWEST PRICES !!!

TRAXXAS

NITRO T-MAXX
Low, Low Price
READY-TO-RUN



With E-Z Start System
ONLY $378.99

NITRO READY TO RUN !
STAMPEDE



With Radio and E-Z Start System
ONLY...$288.99

NITRO READY TO RUN !
RUSTLER



With Radio and E-Z Start System
ONLY...$284.99

NITRO READY TO RUN !



4 TEC
With Radio & E-Z Start System
ONLY...$287.99

Bearings for Nitro Traxxas Kits .....$ 20.99

STARTER ACCESSORY PACKAGE Only
FOR GAS CARS

For E-Z Start Engines:
Kit includes: 1 7.2V Battery, Overnight Charger, 4-way Socket Wrench, Fuel Bulb, Fuel Tubing and 2 Glow Plugs.

For Other Nitro Engines:
Kit Includes: Kwik Start Glow Plug Igniter & Charger, 2 Glow Plugs, 4 way Socket Wrench, Fuel Bulb, and Fuel Tubing.

TRAXXAS NITRO
PRO .15 ENGINE
ONLY $89.99

10% OFF ALL TRAXXAS AND ASSOCIATED PARTS
Please have part numbers ready when you call.

HPI

NITRO MT
4WD NITRO MONSTER TRUCK
Kit includes NITRO MT-1 Truck Body **NEW**



ONLY $287.99

NITRO RS4-2 **NEW**



Nissan
Ford w/Saleen Mustang Body or Nissan Skyline R34 Body $248.99

RS4 SUPER NITRO
Toyota GT-1 Body **NEW**



Only....278.99

NITRO RS4-2 ON ROAD
Porche 911 GT3 or BMW 328CI Coupe



BMW
Complete ball bearing set, no motor **Only.. $238.99**

Ready-to-Run
NITRO RS4
Ford F150 Flareside Body or- Nissan Skyline R34 25GT



4 Wheel Drive
Only $277.99

RS4 MT **Electric**
Ford F150 or Dodge Ram Body



4 Wheel Drive
Kit Only.....$123.99
Bearings.....$ 38.99

TEAM ASSOCIATED

NITRO RC10GT TEAM
Ready to Run
Hi-Tec Radio
Thunder Tiger Motor



ONLY $277.9

RC10B3 BUGGY **SALE**
Basic.....$113.99
No motor or speed control
NEW



Factory Team
W/motor & speed control
CALL FOR PRICE

Bearings **RC10T3 TRUCK**



Basic...$122.99
Sport...$139.99

BASIC - No Motor, Speed control or Bearings.
SPORT - Stock motor, mechanical speed control, no bearings
TEAM -No motor or speed control, Racing parts: MIP CVD's and full ball bearings included.

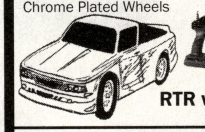
RC10TC3
Team Kit
ONLY $190.99
SALE

CLODZILLA IV Upgrade for the Clodbuster
ESP Pro Race Kit.....$228.99

TRAXXAS READY TO RUN ELECTRICS

READY TO RUN	KIT ONLY
Fully Assembled!!! Comes with Radio, Motor and Speed Control!!!	Build it yourself! Includes: Motor and Speed Control

Chrome Plated Wheels **SPIRIT**
CALIFORNIA RACE TRUCK



RTR w/Radio $ 98.99

4 TEC



Kit Only..... $102.99
RTR w/Radio $163.99

RUSTLER
THE ULTIMATE STADIUM RACER



Kit Only..... $ 85.99
RTR w/Radio $144.99

STAMPEDE
MONSTER TRUCK



Kit Only..... $ 95.99

RTR Package Deal !

7.2 Battery AC/DC Charger — RTR w/Radio $158.99

TO UPGRADE YOUR PACKAGE: ADD...
Mega 1 AC/DC Charger.....Add..$15.99
Mega 3 AC/DC Charger.....Add..$35.99
Super Brain 819 AC/DC.....Add..$24.99
$12.99

RtR BEARING SETS

SPIRIT	$19.99
STREET SPORT	$29.99
4 TEC	$24.99
RUSTLER, BANDIT, STAMPEDE	$23.99

FUTABA RADIOS

FUTABA 2DR Only $43.99
2 Servos
2 Ch. Stick Radio



FUTABA SPORT
2 Servos
Only $58.99



FUTABA PARTS

Mag Sport TX	$ 19.99
2 Ch RX	$ 18.99
Servos: S-3003	$ 9.99
Crystals	$ 9.99

TRINITY MOTORS

Speed Gem 2..	$ 29.99
D3.5	$ 49.99

AC/DC CHARGERS



MRC **Super Brain 819**
With Micro Peak Detection Technhnology
AC/DC **Only $32.99**

MEGA 1 Quick Charger **Only $29.99**



MEGA 3 Adjustable Rate with Meter **Only $45.99**

ORDER FROM: P.O. Box 27875, Minneapolis MN 55427-0875

HOBBYWORLD INTERNATIONAL

Visit Our Web Site @HOBBYWORLDRC.COM

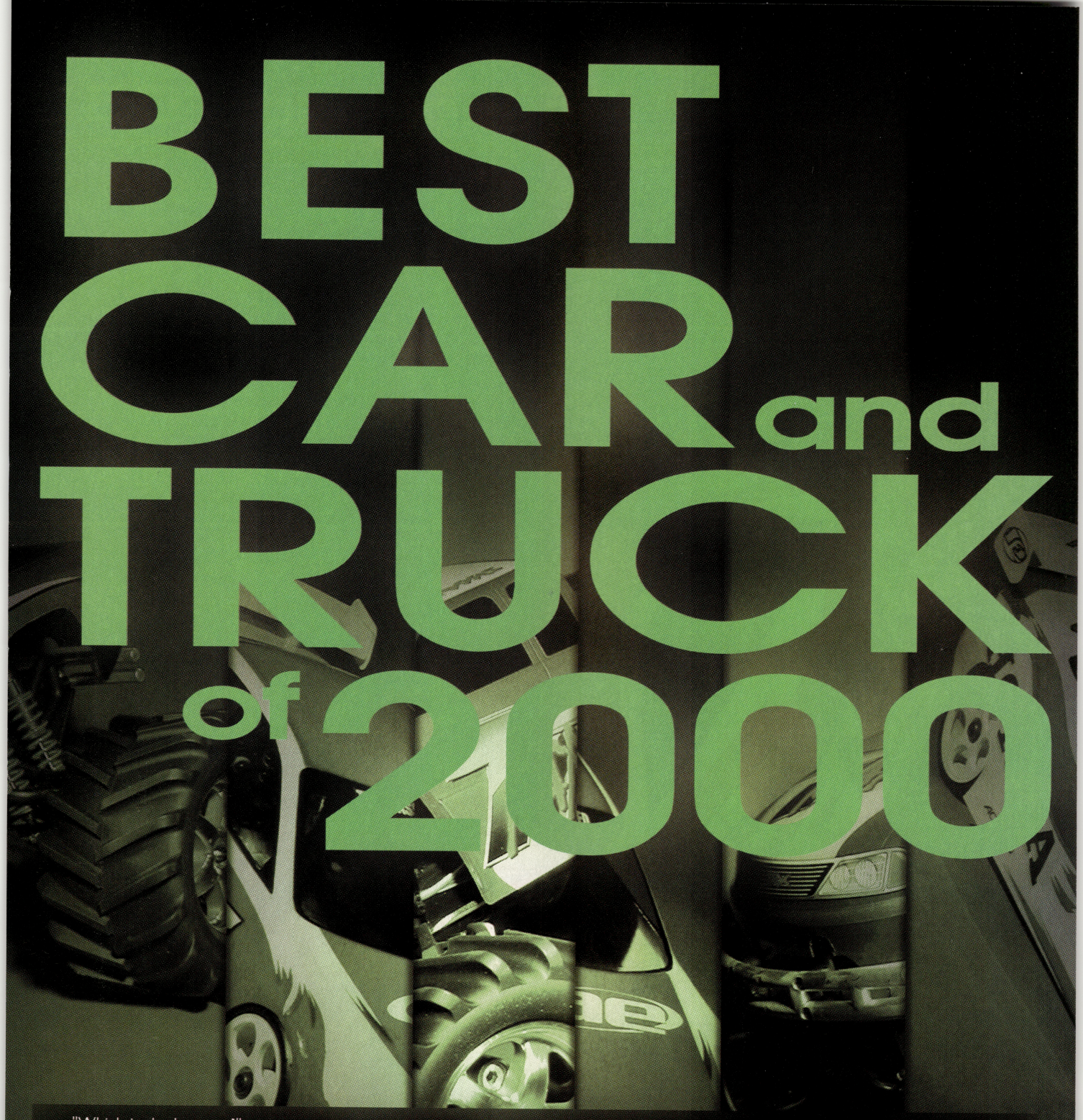


To Order Call: **1-800-660-1222**
For information and Order Inquiries:
CALL 1-651-490-7539
Sorry- No Catalogs

DISCOVER VISA MasterCard

ORDERING INFO: $6.95 Shipping (Up to 10 lbs) No CODs. Our customers mail money orders ahead. Be sure to call first about availabilty and exact amount owed. Allow 3 weeks for checks to clear. Prices are subject to change. *Thank-You!*

BEST CAR and TRUCK of 2000



"Which is the best car?"

"Which is the best truck?"

"Can you loan me five bucks for lunch?"

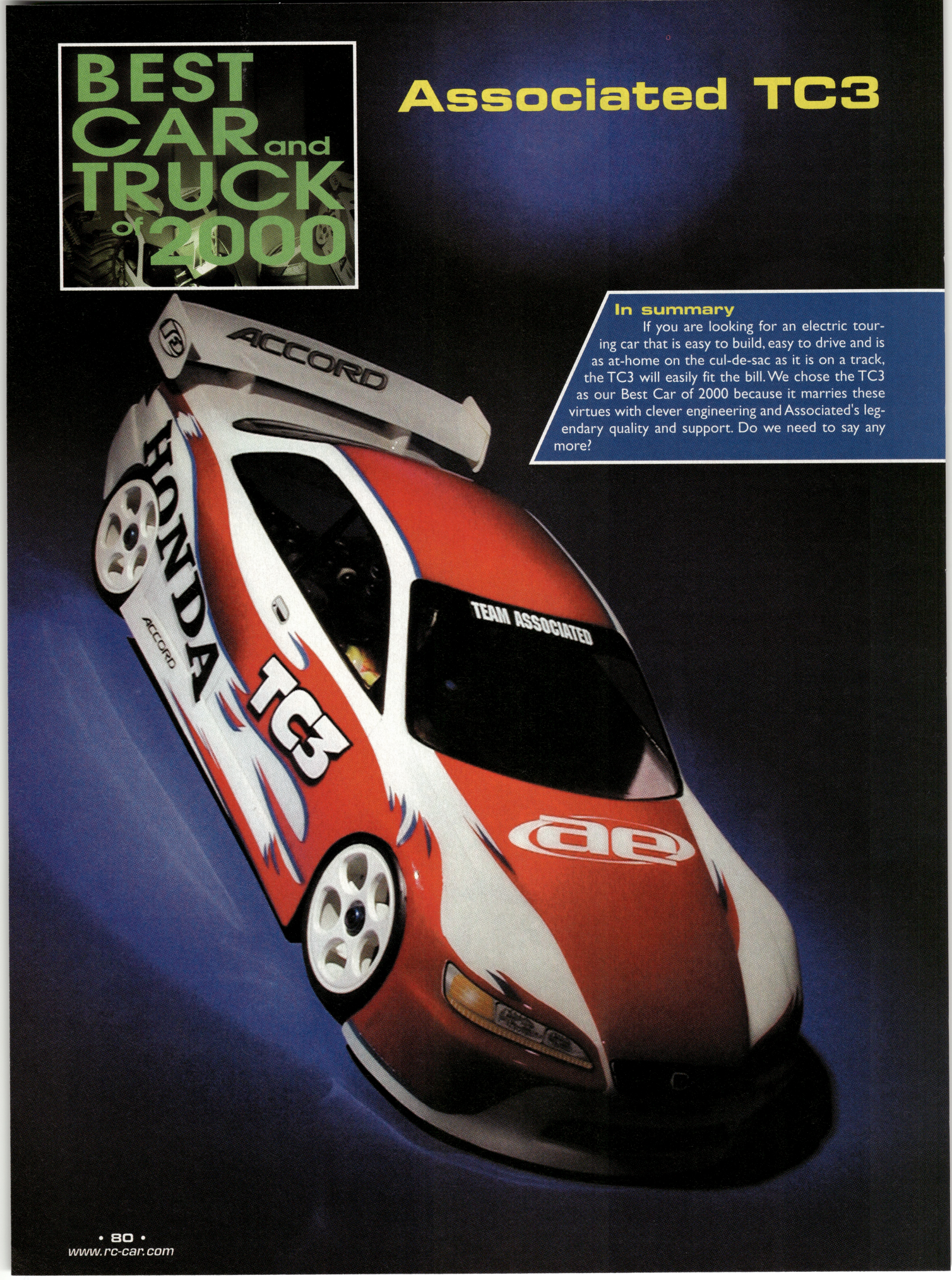
We can't tell you how many times we've heard these questions, and now, thanks to the internet and email, we get to read them as well. Our homogenized, all-purpose answers are "whichever one best suits your budget and best fits your needs" and "sorry man, I'm broke." But because this is an R/C magazine, we've decided to focus solely on the best car and best truck questions.

How do you define "best"? In our minds, best can be many things. It is a word that can describe the car or truck that breaks tradition or creates a new class, or it can describe a particular car or truck that has struck a chord with hobbyists and has broken all sales records. Best can also mean that a car or truck is exceptionally innovative or that it has severely trounced all of its competition on the track. The term "best" can be assigned for many reasons, but pettiness, ego, politics or the amount of money a company spends on advertising aren't among them.

This year, we decided to select one car and one truck that exemplifies our definition of "Best of 2000." There were many kits that could be considered, but to us, none were more deserving than the pair we had chosen. These two vehicles are standouts for many reasons, and for the first time in the history of such choices, most of you might actually agree with our decisions. To find out which car and which truck won and why, all you have to do is flip the page (unless you cheated and have skipped this page, in which case we feel the need to remind you of how hard we worked to write this intro!).

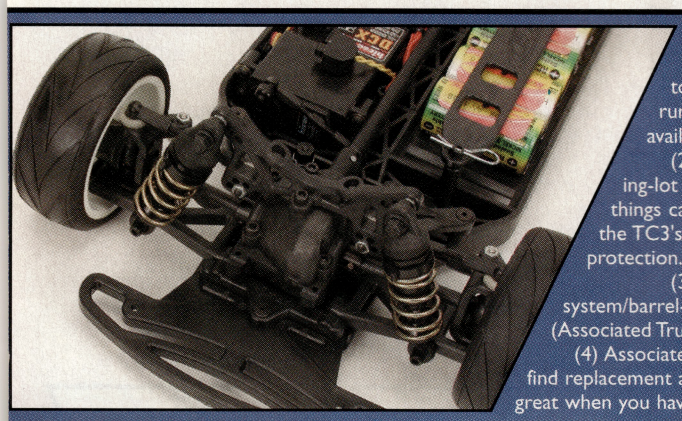
BEST CAR and TRUCK of 2000

Associated TC3



In summary

If you are looking for an electric touring car that is easy to build, easy to drive and is as at-home on the cul-de-sac as it is on a track, the TC3 will easily fit the bill. We chose the TC3 as our Best Car of 2000 because it marries these virtues with clever engineering and Associated's legendary quality and support. Do we need to say any more?



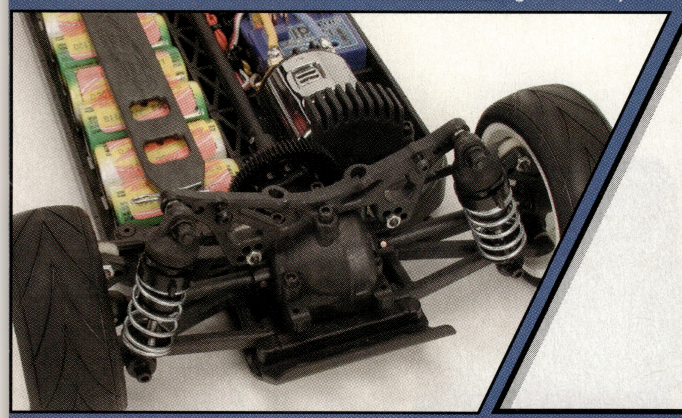
Our reasons:

(1) At the time of its release, the TC3 was the most highly anticipated touring car in history. Some say it was the most anticipated new kit of all time. A run-of-the-mill or "me too" car doesn't garner this much attention before it's even available.

(2) The TC3's sealed drive train makes it one of the best cars for the real parking-lot racer, who must face such hazards as sand, gravel and weeds. All of these things can find their way into a belt-driven 4WD system and chew things up. Plus, the TC3's drive train is very efficient, so there's little if any tradeoff for the added protection.

(3) The TC3 is chock-full of technical innovations such as its Gleason-system/barrel-cut diff gears, its spiral-wound carbon-fiber driveshaft and its ATAC (Associated True Ackermann Concept) "rack" steering system.

(4) Associated has a great reputation with hobby shops, so you will be able to find replacement and hop-up parts on nearly every dealer's wall. A great car isn't so great when you have to wait two weeks to fix a broken arm-mount.







Argument: "Associated just ripped-off the Tenth Tech Predator"

Clever retort: Give us a break! That's like saying that every belt-drive car is the same because they all have belts. Eighth-scale cars have used shaft-drive for years. Is a Thunder Tiger EB-4 different than a Kyosho MP-7.5? Of course it is! The TC3's drivetrain might resemble that of the Predator, but performance lies in the smaller details.

Argument: "The TC3 hasn't won any national races yet!"

Clever retort: So what? This doesn't mean that the TC3 can't win; only that Associated's factory racing effort hasn't fully come together. Check the results of club races around the country and you'll find more than a few TC3s in the winners' circle. And besides, what happens at a big race doesn't necessarily parallel what can happen at your local track. Associated still sells a ton of TC3s, so the "win on Sunday sell on Monday" idea can be tossed out the window.

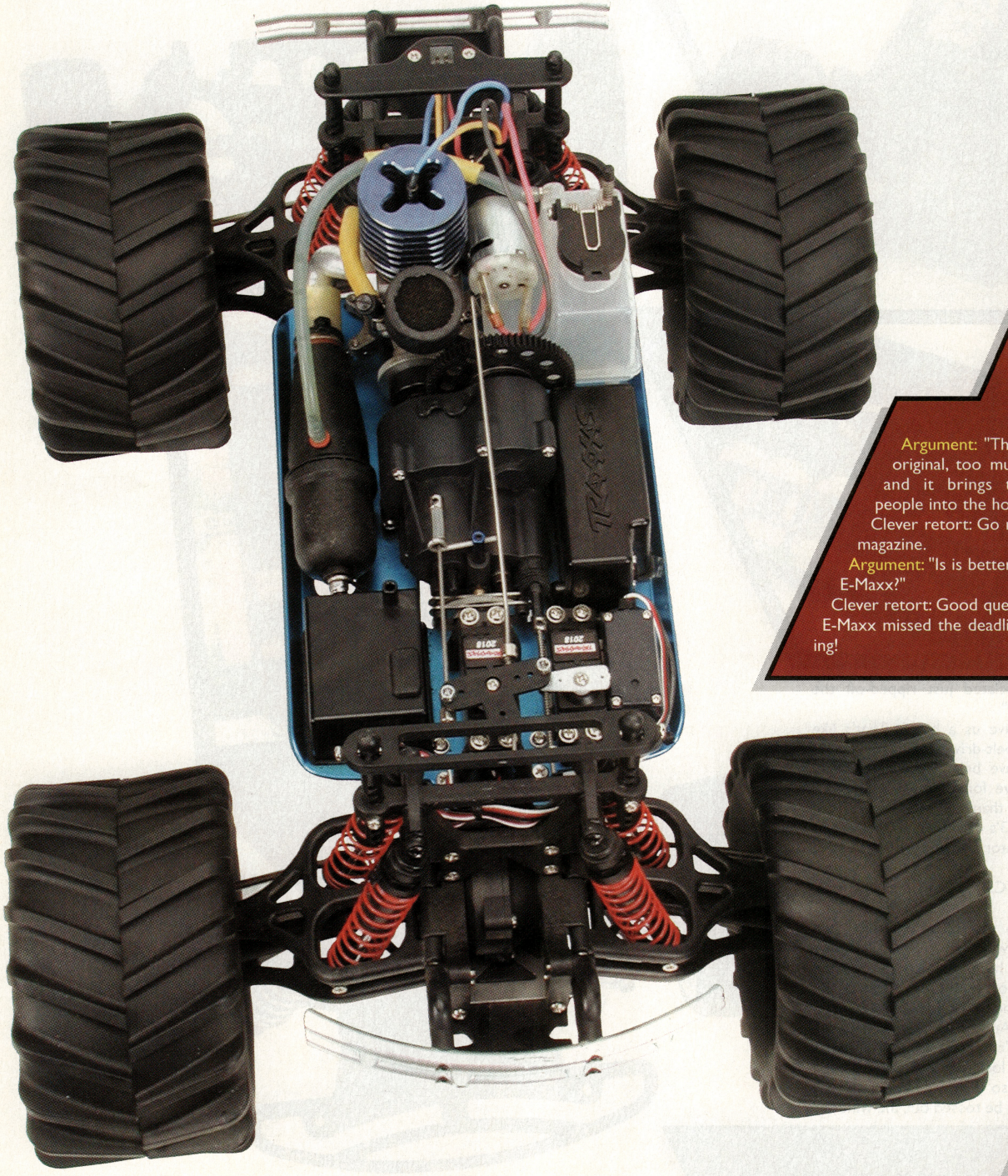
Our reasons:

(1) The T-Maxx is a perfect blending of monster trucks and racing trucks. In stance, size and capability, the T-Maxx goes beyond any 1/10-scale monster truck. Yet in speed, handling and durability, the T-Maxx rivals many 1/10-scale racing trucks. The T-Maxx in an engineering triumph; it's the only truck we know that can crawl and climb up the face of a steep cliff one minute, then carve up a technical off-road track the next.

(2) How cool is this truck? Not only does the T-Maxx have 3 1/2 inches of suspension travel, but it has a three-channel radio that lets you shift into reverse and it has a two-speed transmission that automatically shifts to provide tons of low-end grunt with blistering top-end speed. The T-Maxx wasn't the first nitro truck to offer reverse, but it's the only one that does it in such a clever fashion and without the lack of brakes.

(3) The T-Maxx comes already built from the factory. All you have to do is add batteries to the radio and receiver, fuel it up, and get ready to rip!

(4) Traxxas has excellent factory support and customer service. It's vehicles are incredibly popular with hobby shops, so you'll be certain to find any parts you need should anything break.



Argument: "The T-Maxx is too original, too much fun to drive and it brings too many new people into the hobby."

Clever retort: Go read some other magazine.

Argument: "Is is better than the E-Maxx?"

Clever retort: Good question, but the E-Maxx missed the deadline for our judging!

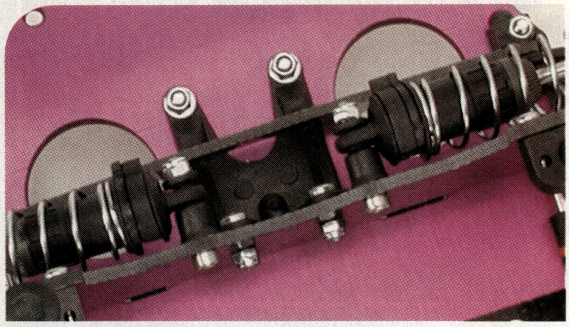
Traxxas T-MAXX

BEST CAR and TRUCK of 2000

In summary

The easiest decision we made this year was to pick the T-Maxx as our Best Truck of 2000. Even people who work for other companies acknowledge the "coolness" of the T-Maxx. There were several very good trucks introduced in 2000, but none have had the impact of the T-Maxx on the R/C hobby. Well done Traxxas. ◆

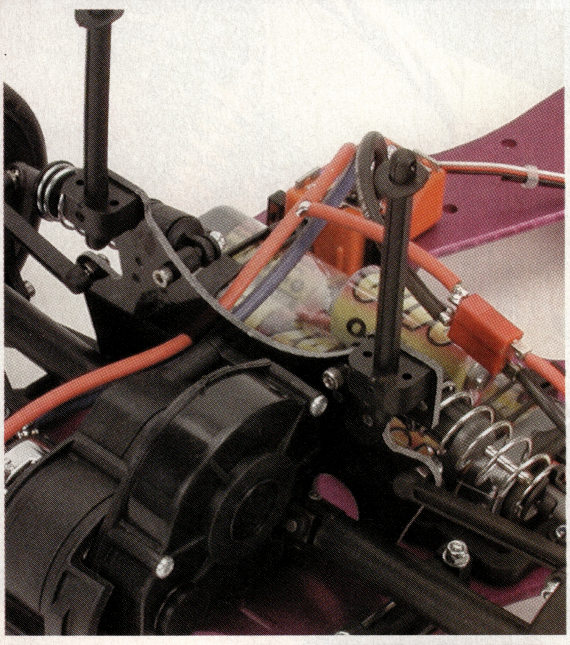


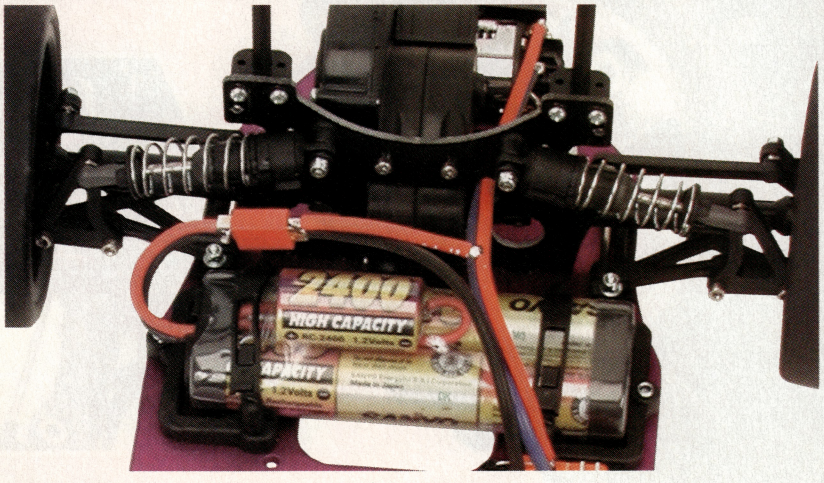


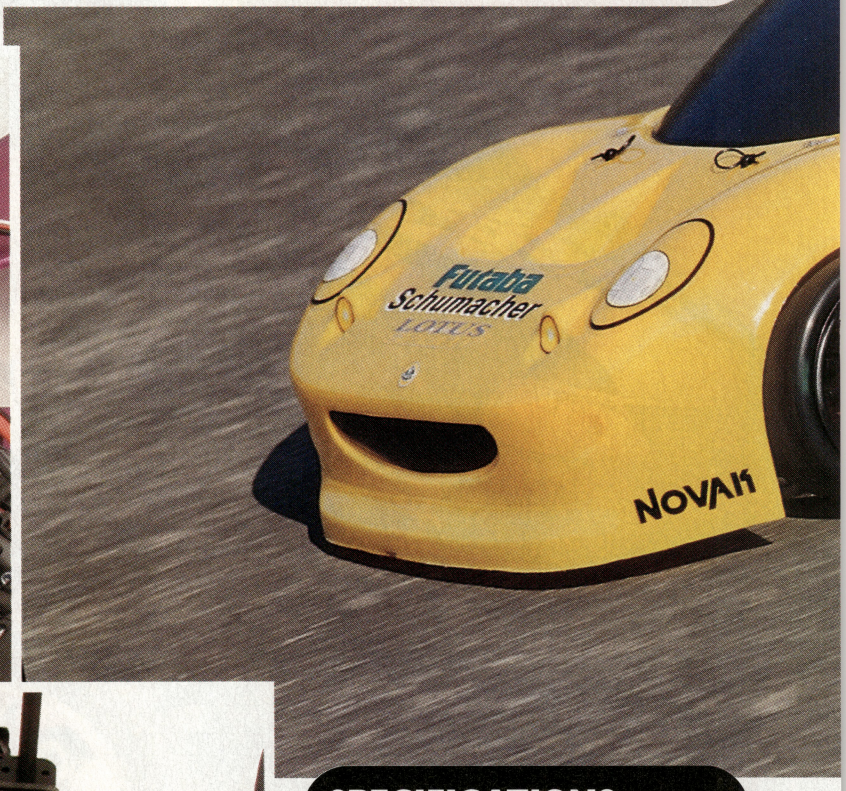


SCHUMACHER BIG 6 LOTUS SPORT ELISE

Ever heard of "parts bin engineering"? It's when you take bits and pieces of older products, mix them together with a bit of modern design and come up with a completely new product. Well, this is what Schumacher has done: it's taken the gearbox and suspension from its earlier 1/10-scale off-road designs and attached them to an enormous aluminum chassis to create a 1/6-scale on-road car called, appropriately enough, the Big 6. But it doesn't stop here. Teaming with Lotus, Schumacher has formed the Big 6 into the likeness of Lotus' Sport Elise, a competition version of one of the world's most responsive and innovative sports car designs. So even though we in the U.S. have been denied the thrill of owning and driving a road-going Elise (thanks to emissions and crash-safety concerns), we can now own an R/C version that's only slightly smaller than the real thing and, at $239.99, much less expensive.







SPECIFICATIONS

Length	26 in./660mm
Width	13 in./330mm
Wheelbase	15.7 in./400mm
List price	$239.99
Track	10.2"/260mm
Weight (RTR)	3lbs., 11.5oz.
Skill level*	2.5
PRICE	
Retail	$379.00
Average street price	$219.99

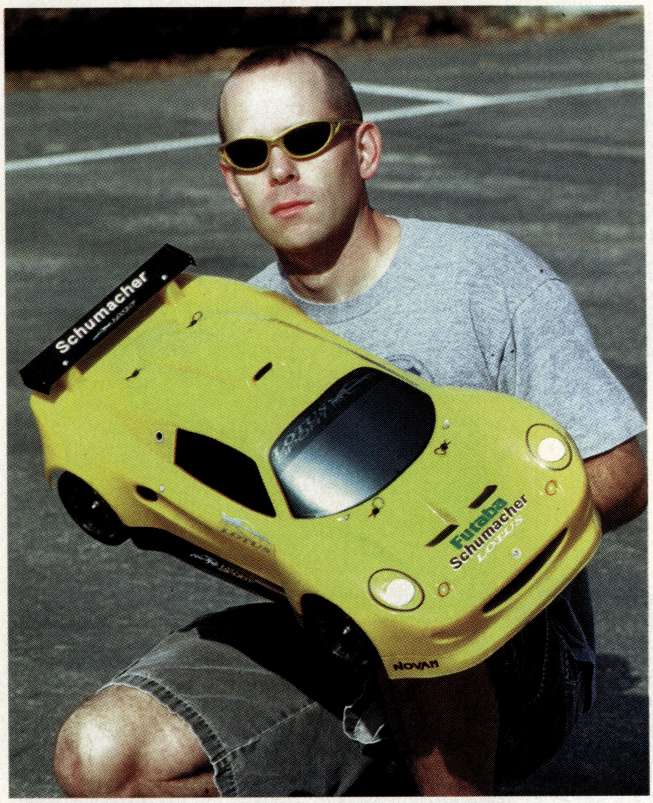
* Indicates skill needed to satisfactorily complete kit. Level 1 kits are the easiest to complete, Level 4 are the most difficult and shouldn't be attempted by beginners without experienced assistance.

What's old is new again!



Schumacher combined a bit of the old and a bit of the new to create a truly unique large-scale chassis. Finding space for the electronics wasn't a problem.

SCHUMACHER **BIG 6 LOTUS SPORT ELISE**



The Big 6 Lotus is just large enough to add realism, but not so big as to make handling sluggish. Has Schumacher created a new class of R/C?

How big is 1/6-scale?

The Lotus comes fully assembled in a rather huge box. The pre-assembly definitely helped sell the Big 6 to our staff; we doubt we would have thought it so cool if we hadn't had the ability to take it out of the box, work its suspension, roll it around on the floor and have a clear idea of its scale. The car's size is its best feature. Just big enough to be interesting without being so large as to make it difficult to find adequate space to open it up. The car we tested is electric-powered, but Schumacher has a nitro version waiting in the wings (with .21 c.i. power). To complete the Lotus, you'll need to install all the electronics (ESC, battery, motor, receiver and steering servo—none of which are included) and paint the big Sport Elise body (which comes molded in clear polycarbonate plastic).

In search of power

The first thing that ran through our minds after seeing the Lotus were the words "seven cell." It's a big car, and although not that heavy compared with large-scale gasoline-powered cars, we determined that the Big 6 would be severely underpowered with just a six-cell pack and a normal stock motor. First, we installed a Reedy Pulse R 12-turn double motor to the Lotus' triple-gear, off-road style gearbox. This gearbox has full ball bearings (as do the wheels) and a racing-style limited-slip ball differential, so we knew it could handle the power. The only thing missing is a slipper clutch, so the diff would be handling the brunt of the torque—always keep an eye on it to avoid excessive slippage which could cause a diff meltdown.

On the juice

Next came the battery. We installed a DuraTrax seven-cell "hump" pack (the seventh cell sits atop what would be a normal six-cell stick pack) made of Sanyo 2400MAh NiCad cells. The additional cell really adds that extra bit of juice that the Lotus needs to get off the line quickly. The Lotus' chassis is set up to accept an additional set of battery hold-downs, so you also have the option of running two six-cell packs for additional run time (provided your ESC can handle 12 cells). You could also run the 12 cells in series for twice the voltage, but we don't advise this, because unless you use a specially wound motor, you'll end up cooking your motor in a very short time (although the Big 6 would be ballistic until then).

Our seven-cell/12-turn motor combination produced surprising performance, with very impressive top speed and run times. Acceleration from a dead stop was adequate, but certainly not the neck-snapping takeoff you'd expect from a smaller and lighter 1/10-scale car using the same power source.

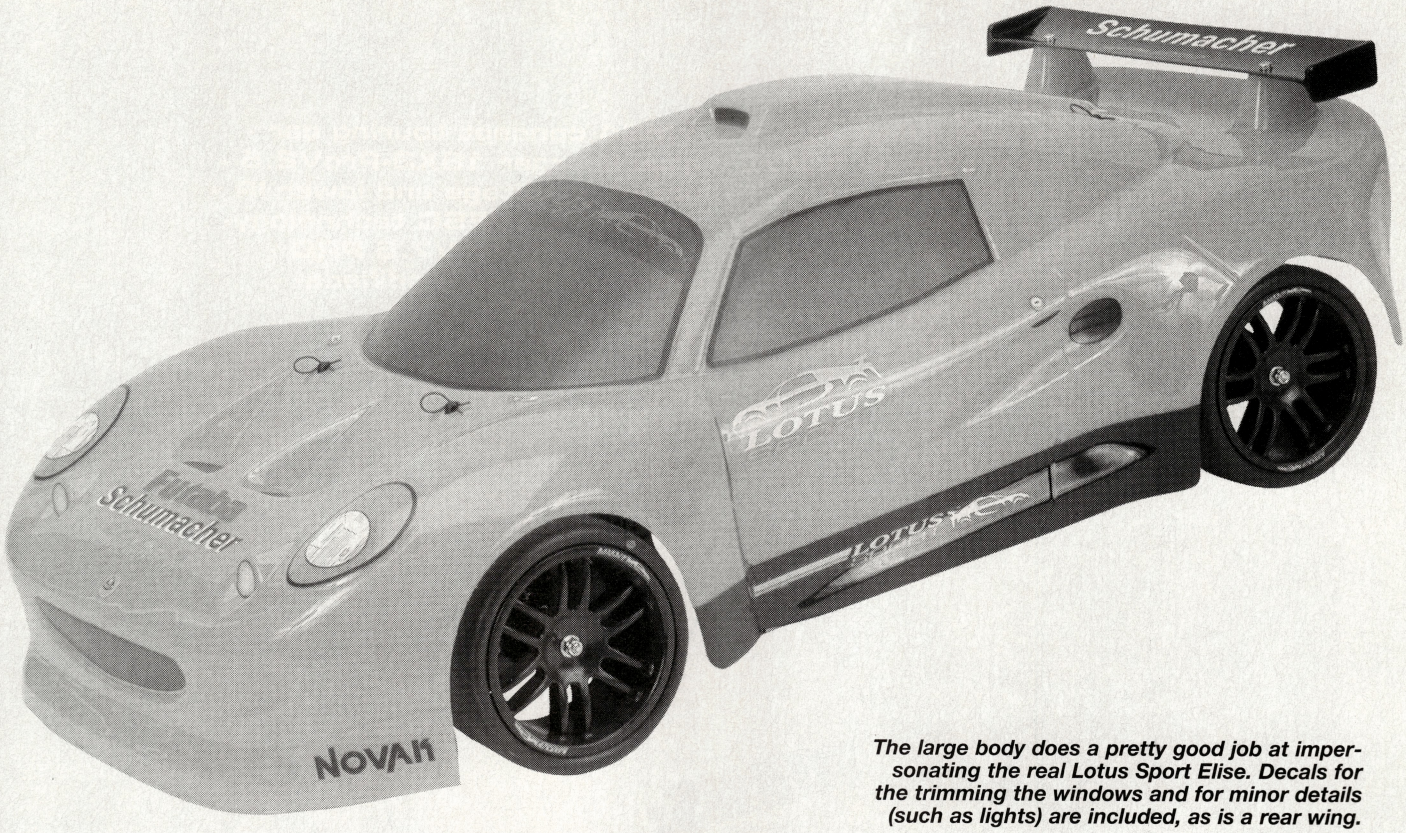
Carving corners

As the Lotus is a larger-than-normal car, we assumed that we would need a very powerful servo to handle the steering duties. We chose Futaba's awesome S9450 digital servo, which puts out 111oz./in of torque. This actually proved to be a bit of overkill, as the car's steering system, which consists of a pair of bellcranks and a large drag link, actually provides the servo with plenty of helping leverage. An average servo of around 40 oz./in. (the same type of servo you would use in a 1/10-scale truck) would probably work well in the Big 6, and save you money to boot. The S9450 whips the Lotus' huge four-inch-diameter wheels around as if they weighed nothing, and having such a powerful servo does sharpen steering response.

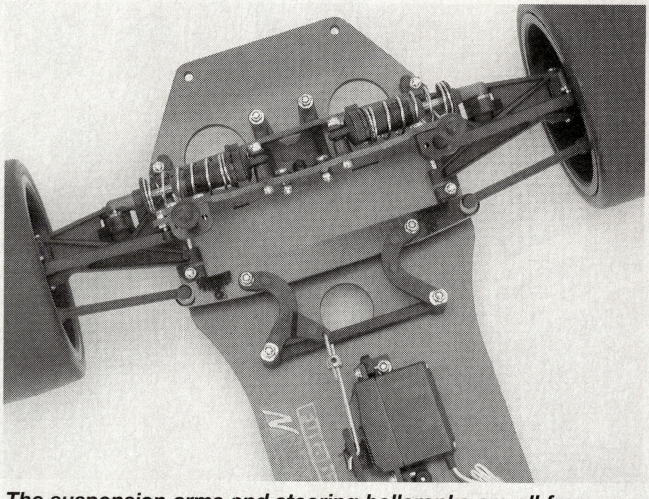
In terms of overall steering, the Lotus exhibits significant push when entering turns, making it a very stable car to drive. Once slowed, the car's turning radius becomes much tighter, and you can get the car to slide a bit coming out of turns provided you've got the horsepower. Fortunately, Schumacher has given the Lotus' suspension a degree of adjustment, so you can fine-tune the chassis to suit your tastes. We removed



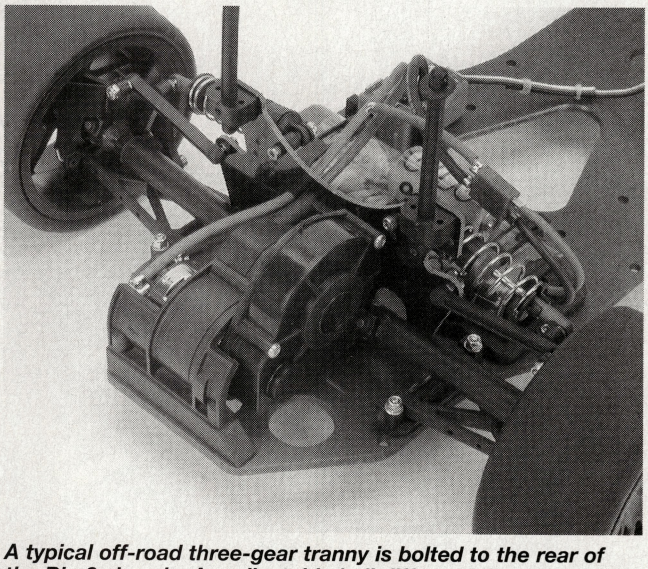
Four-inch tall wheels replicate those of the real Sport Elise. Low profile rubber tires provide excellent grip on pavement, with a lot of understeer initially but good exit steering.



The large body does a pretty good job at impersonating the real Lotus Sport Elise. Decals for the trimming the windows and for minor details (such as lights) are included, as is a rear wing.



The suspension arms and steering bellcranks are all from Schumacher's off-road parts' bin. New shock tower and steering links make for a great on-road scale suspension. A foam bumper is optional; that big aluminum nose will do some damage to whatever it hits!



A typical off-road three-gear tranny is bolted to the rear of the Big 6 chassis. An adjustable ball diff and full bearings are standard-issue.

one spring pre-load spacer from each front shock to lower the front ride-height, which reduced the car's tendency to push when off-power.

A substitute for forbidden fruit!

The more we played with the Big 6 Lotus Sport Elise the more we liked it (the more we wished we owned the full-sized car). Despite its parts-bin heritage, Schumacher has managed to create something quite unique. The large body shell is a pretty fair recreation of the Sport Elise's interesting combination of curves and lines, and the replica black wheels add much to the realism. All this adds up to a rewarding driving experience that's quite unlike anything else; it's a big responsive car that is easy to drive yet nimble enough to whip around. Dead-stop acceleration using conventional 1/10-scale motors and batteries is the only minor complaint we have, but we have a feeling that the forthcoming nitro version will remedy this!◆

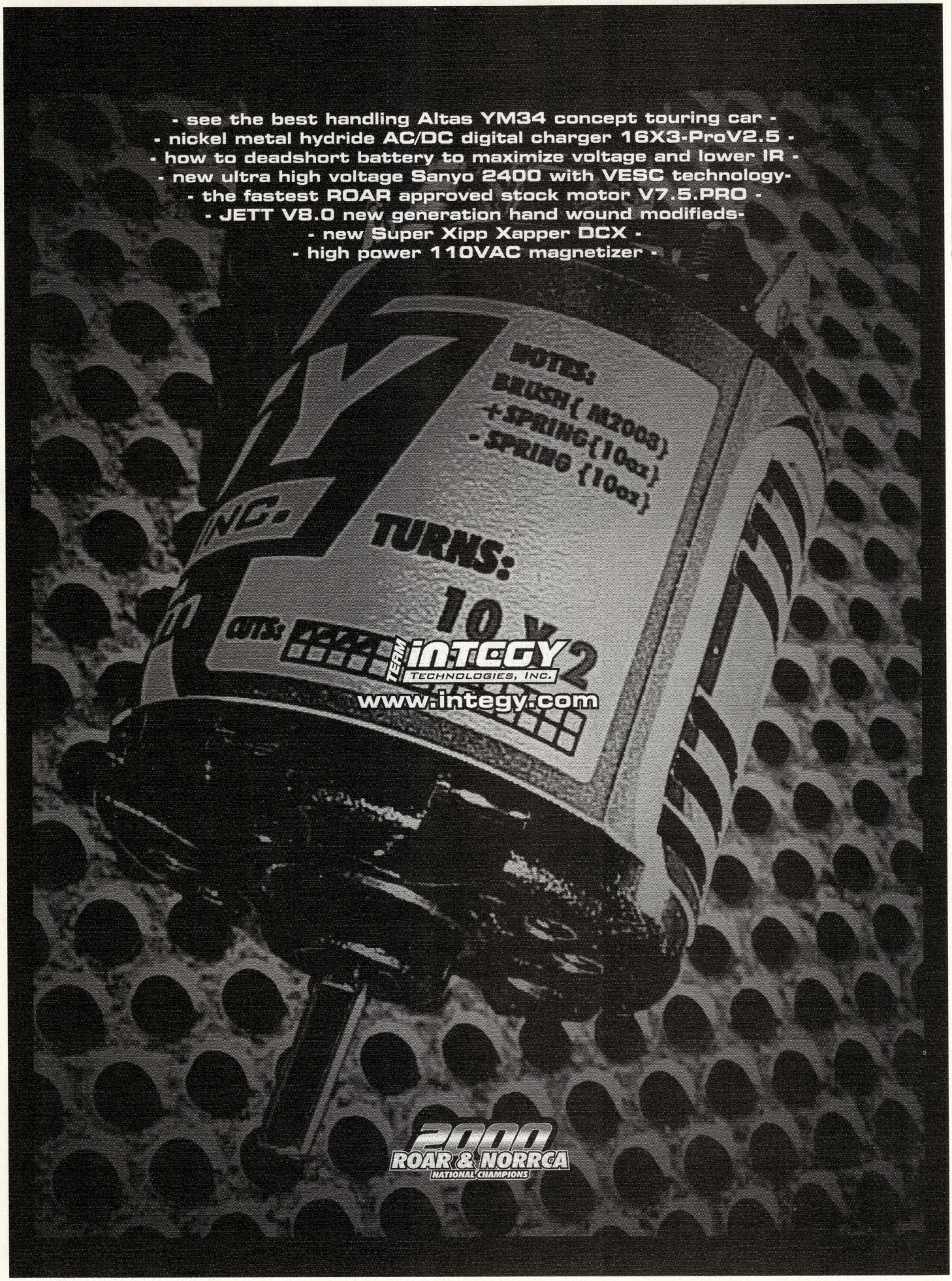
SOURCES

DuraTrax, distributed by Great Planes, P.O. Box 815, Wauconda, IL 60084 • (217) 398-6300; fax (217) 398-1104

Futaba, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • (217) 398-6300; fax (217) 398-0008

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

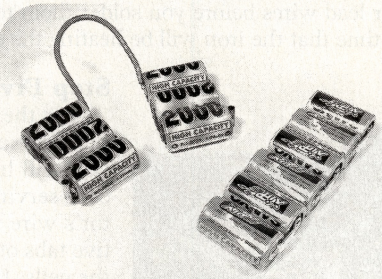
Schumacher USA, Inc., 6302 Benjamin Rd., Suite 404, Tampa, FL 33634 • (813) 889-9691; fax (813) 889-9593


- see the best handling Altas YM34 concept touring car -
- nickel metal hydride AC/DC digital charger 16X3-ProV2.5 -
- how to deadshort battery to maximize voltage and lower IR -
- new ultra high voltage Sanyo 2400 with VESC technology-
- the fastest ROAR approved stock motor V7.5.PRO -
- JETT V8.0 new generation hand wound modifieds-
- new Super Xipp Xapper DCX -
- high power 110VAC magnetizer -
NOTES:
+SPRING (10oz)
- SPRING (10oz)
TURNS:
10 X
TEAM
INTEGY
TECHNOLOGIES, INC.
www.integy.com
2000
ROAR & NORRCA
NATIONAL CHAMPIONS

HOW TO Build Battery Packs

Step up from stick packs

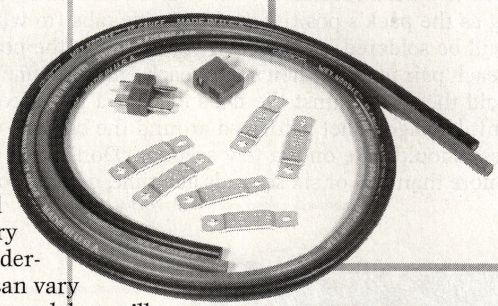




Once you've gained some experience in the hobby, it's very common that you'll find yourself in need of higher-performance batteries; those with voltage and capacity beyond that of most pre-built, unmatched "stick" packs.

Nearly every high-performance battery pack begins as six matched but unassembled cells. You are charged (no pun intended) with the task of building the pack by yourself. Unfortunately, soldering properly is an essential skill that most novices lack. So what do you do if you want to step up to matched packs but you don't think you can handle the job of building them yourself? Read this article and become an expert solderer! It's not as hard as it looks—all you need is a little know-how and the right tools.

Step One: Essential tools



• The single most important item you'll need to build a battery pack is a hot soldering iron. These can vary from the bargain models you'll find at a hardware store to the more expensive thermostat-equipped models found at electronics stores and hobby shops. Regardless of which iron best fits your budget, the most important thing to look out for is wattage. When it comes to building batteries, the more wattage the better, so buy the "biggest" iron you can. Why is more wattage better? Because an iron with higher watts is a "hotter" iron and will create an effective solder joint much faster than a less powerful iron. Batteries are exceptionally vulnerable to overheating, and the longer you leave the iron in contact with the cell, the higher the chances that you will overheat it and cause irreversible damage. When soldering batteries, a good rule of thumb is to "get in and out quickly!" Whichever type of iron you buy, we highly recommend that you also purchase a soldering iron stand (most high-end irons come with a built-in stand) and a sponge to clean the iron's tip (this is crucial in prolonging the life of the tip and to ensure the best solder flow).

• We know that you know that you'll need solder in order to, well, solder. But did you know that not all solder is the same? See, you don't know everything yet! Never use acid-core solder; instead, get yourself some electronics-quality rosin-core solder (the rosin helps the solder to flow) at an electronics or hardware store. We have found that 60/40 rosin-core solder produces good results.

• Believe it or not, the type of battery bars you use to connect the cells is an important choice. Thicker bars generally will conduct electricity more effectively than thinner bars, and we prefer bars that have holes or patterns in their ends to allow the solder to flow more freely between the bar and the cell's tab. Some recommended bars are those made by Deans and Trinity.

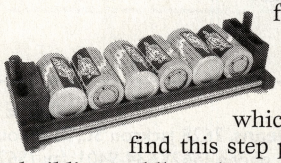
Step Two: Prepping the cells

Before you even plug in your iron, it's a good idea to scuff the ends of the cells using a piece of steel wool, Scotchbrite or other mildly abrasive material. Scuffing the cell's tabs will allow the solder to adhere better. Next, it's a good idea to place each cell in a piece of thin, single-cell-size shrink wrap (available at most hobby shops). We do this to protect the cells' original shrink-wrap and matching label from damage, and you can glue the cells together with CA (cyanoacrylate) cement and not worry about destroying the original shrink-wrap when you need to break the pack apart again for re-matching. Use the thinnest shrink-wrap you can find, as it will help keep the cells cooler.



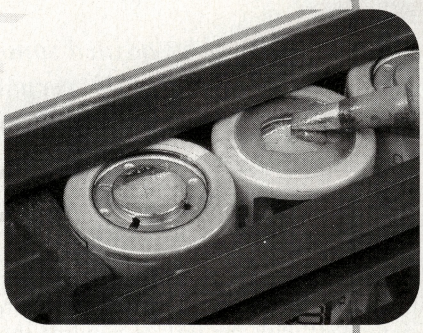
Step Three: Pre-building the pack

In order to function as a pack, the cells must be arranged in series. In other words, the negative tab of the first cell must be connected to the positive tab of the next cell, etc.—just in the way you would install batteries into a flashlight. Even if you have years of battery-building experience, arranging the cells prior to soldering will help you figure out the best way to configure the pack, i.e., which end of the pack should be positive and which should be negative. We find this step particularly useful when building saddle-style packs, which not only have positive and negative ends, but must be connected by a jumper wire.



HOW TO Build Battery Packs

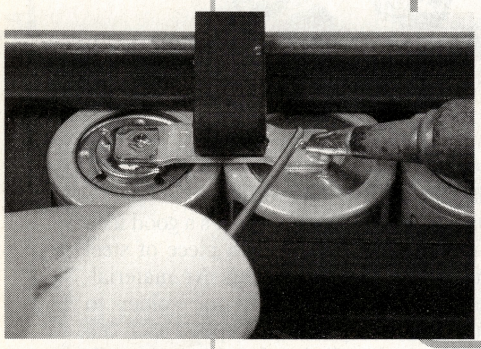
Step Four: Tinning the cells



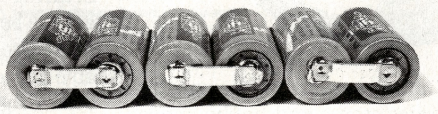
The term "tinning" is used to describe the process in which solder is applied to the cell, bar or wire before the connection is made. Tinning the cells ensures full solder coverage of the connection area, and it will make the solder flow easily between the cell and the battery bar or lead-wire. To tin the cell's tabs, apply a bit of solder to the hot tip of your iron, then hold the iron in full contact with the cell tab. After about two or three seconds, apply more solder to the point of the tab where the iron is touching. The solder should quickly cover the area that's being heated. Use just enough solder to form a rounded area that's slightly larger than the end of the battery bar you'll be using; don't make a glob of solder!

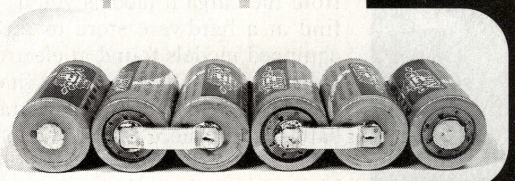
Although not absolutely necessary, it's also a good idea to tin the ends of the battery bars or lead wires before you solder them to the cell. Doing this will reduce the amount of time that the iron will be heating the cell.

Step Five: Soldering the bars



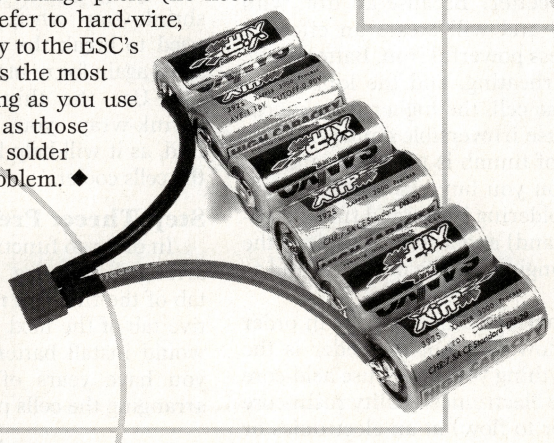
For the purposes of this article, we'll build an "in-line" six-cell pack. In this case, one side of the pack will have three battery bars, while the other side will have two bars connecting the four middle cells with the two end cells serving as the pack's positive and negative tabs (to which the connector's wire will be soldered). Place each bar between the positive and negative tabs of each pair of cells, then solder each end the same way you tinned the cells. Hold the iron against the tab's end for a few seconds, then apply the solder until a slight fillet is formed around the bar and the cell tab. The entire process should take only a few seconds. Don't hold the iron against the cell for more than five or six seconds at a time, or you'll overheat the cell.

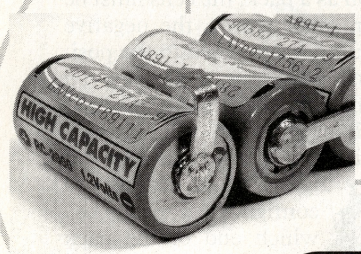




Step Six: The final connection

The last step in building a pack is to decide whether you want to use a connector or hard-wire your battery. Most people will find that using a connector makes it much easier to change packs (no need to solder), but many racers prefer to hard-wire, i.e., to solder their packs directly to the ESC's power wires, as they feel this is the most efficient connection. But as long as you use high-quality connectors, such as those made by Deans, and have good solder joints, efficiency won't be a problem. ◆





A second set of hands

A soldering jig makes building packs much, much easier. The best tool we have found is a Deans Speed Jig, which securely holds the cells in place, and has a special tab that holds the battery bars in place so you can use both hands to solder them to the cells. You don't even have to remove the cells from the jig to solder the opposite side; just flip the jig and move the tab to the other side.●

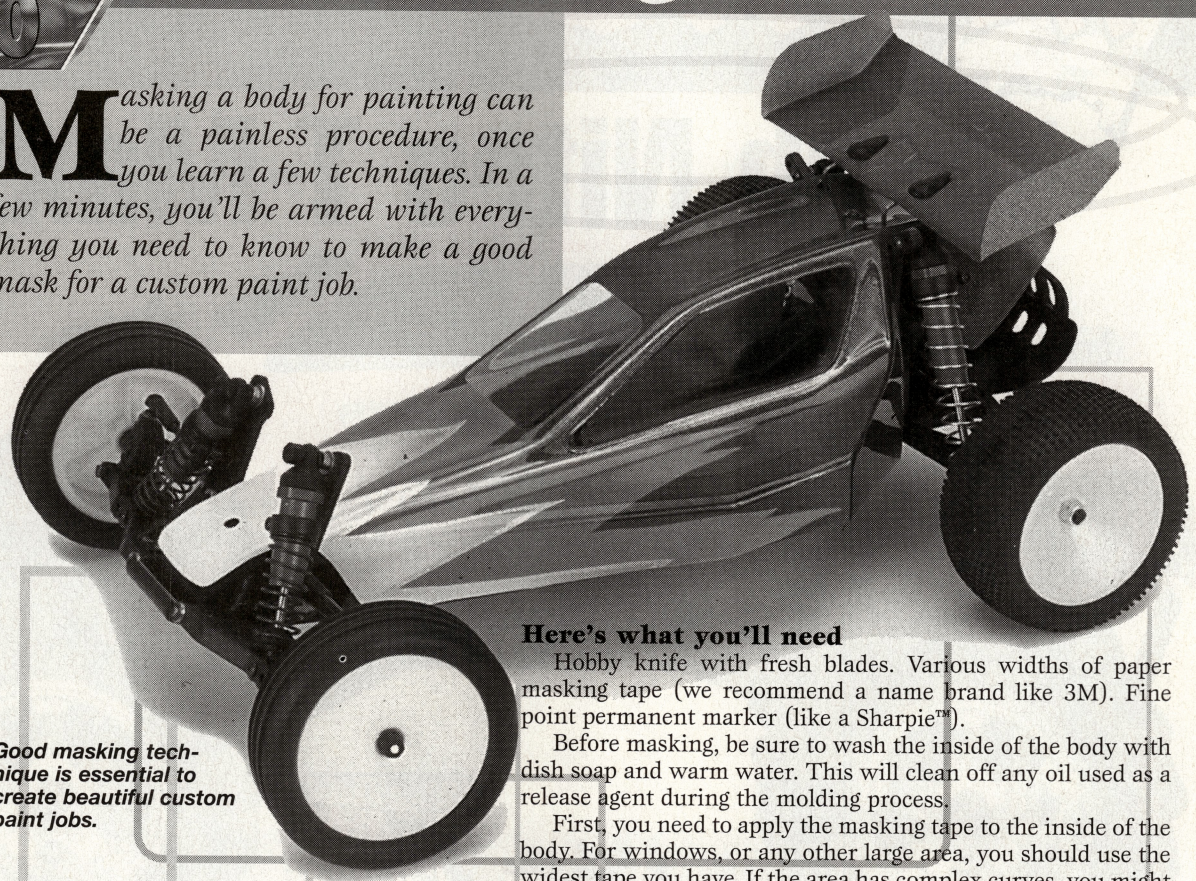
SOURCES

Deans, 7628 Jackson St., Paramount, CA 90723 • phone (562) 634-9401; fax (562) 634-9403
Trinity Products, Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; fax (732) 635-1640

HOW TO

Masking

Masking a body for painting can be a painless procedure, once you learn a few techniques. In a few minutes, you'll be armed with everything you need to know to make a good mask for a custom paint job.



Good masking technique is essential to create beautiful custom paint jobs.

Here's what you'll need

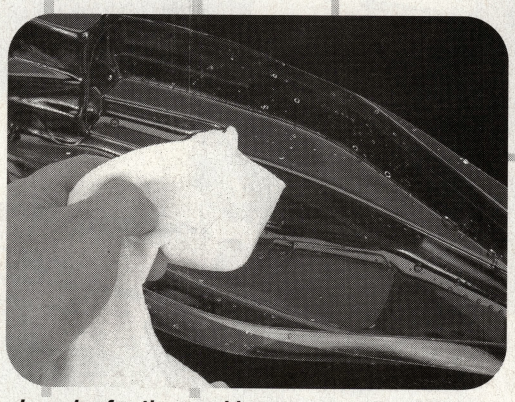
Hobby knife with fresh blades. Various widths of paper masking tape (we recommend a name brand like 3M). Fine point permanent marker (like a Sharpie™).

Before masking, be sure to wash the inside of the body with dish soap and warm water. This will clean off any oil used as a release agent during the molding process.

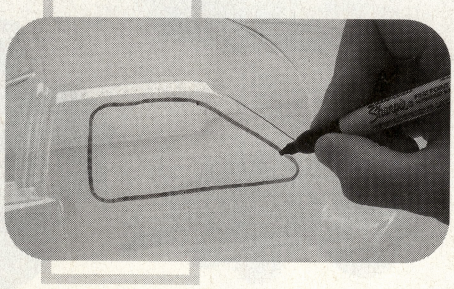
First, you need to apply the masking tape to the inside of the body. For windows, or any other large area, you should use the widest tape you have. If the area has complex curves, you might want to use multiple piece to conform to the surface as much as possible.

Next we need to outline the area you want to mask with the marker. If you are masking a window, it will be easiest to make the marker outline on the outside of the body. For more intricate masking patterns, you might want to draw right on the tape inside the body. If your markings are on the outside of the body, hold the body up to the light and look at the underside. You should be able to see the outline of the window you drew through the tape. Using the hobby knife, carefully trace the window outline using the marker lines as a guide. With a fresh blade you won't need to press hard at all—just hard enough to cut through the tape and keep the blade from slipping. Obviously, if your markings are right on the tape, just place the body on its side on a table and trace it with the knife.

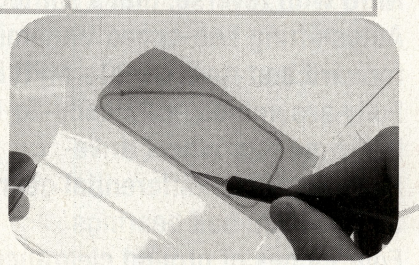
Once you're finished cutting the mask, you can then peel away the excess tape and carefully press down the edges. You might want to do this with a lint-free cloth; paint doesn't stick too well to the oil from your fingers. When you're all done, just use some rubbing alcohol to remove the marker lines from the outside of the body. ◆



In order for the masking tape to adhere properly, always wash the body using warm water and mild detergent. Make sure to dry the body thoroughly.



Some window lines can be hard to see through the masking tape. Outline them using a permanent marker.



The window outline can now be easily seen through the tape.

TRAXXAS®

Tough Nitro T-Maxx

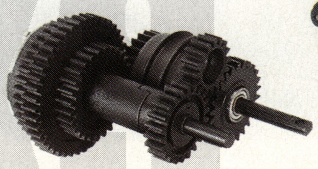


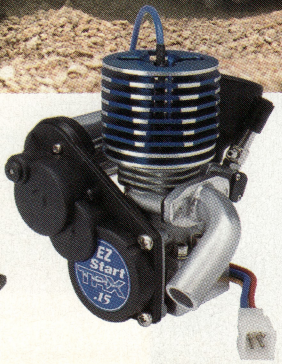
When T-Maxx was unleashed, the monster truck world was turned upside down. Never before had anyone seen a Nitro truck with two speeds and reverse that shifted from a 3-channel transmitter! 3½ inches of seemingly endless suspension travel is dampened by 8 oil-filled shocks. This big, mean, drive-over-anything monster has become the benchmark for all others to follow. It's tough, serious RC that's made for the way you like to play.



- Pro .15 nitro power with EZ-Start one button starting
- Nitro with reverse, that's shifted from the transmitter
- Autoshifting two-speed transmission works in forward and reverse. 30+ MPH in high gear!
- Fully assembled and Ready-To-Run®
- Full-time four wheel drive
- Hardened steel differential gears
- 30 precision ball bearings
- Four inches of ground clearance
- Oversized disc brake provides powerful 4-wheel braking



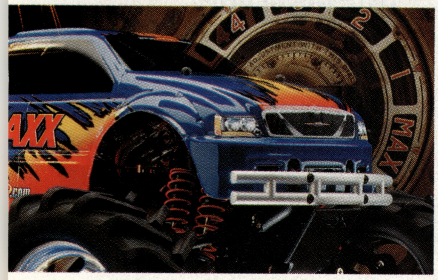




www.TRAXXAS.com

THE WORLD'S PREMIER MONSTER TRUCKS

New Electric E-Maxx!



When it comes to gut-wrenching, wheelie popping monster torque, nothing comes close to E-Maxx, not even T-Maxx. Twin Titan™ 550 motors, trick 14.4 volt ESC power system, and shift on the fly 2-speed transmission all put the E-Maxx in a class by itself. If you want the best, most innovative electric monster truck there is, look no further. E-Maxx breaks the rules and beats them all!

- Big Block motors: Twin Titan™ 550 fan-cooled motors have a 30% longer armature than a 540.
- More power: The all new MOSFET VX-12 forward-reverse electronic speed control delivers a whopping 14.4+ volts to the motors from dual 6-cell battery packs*. That's twice the power of ordinary RC Models! Plus, it's backed by our limited lifetime electronics warranty.

Shift on the Fly...

from your transmitter! Select low gear for monster climbing muscle, then power shift to high gear for unbeatable top speed.



- Incredible T-Maxx style suspension delivers 4 inches of maximum ground clearance and over 3½ inches of super plush suspension travel with 8 oil-filled shocks.
- Real quality! The E-Maxx includes over 30 precision ball bearings.



The transmission can be geared as low as 50:1 for insane pulling power

ProGraphix™

- The awesome new E-Maxx includes a 6-color painted and trimmed body. Choose from 4 different base color schemes.



E-MAXX

*Batteries not included

RTR READY TO RUN

Visit our website for tons of pictures and video of the new E-Maxx

TRAXXAS®

THE WORLD'S



STAMPEDE

- Performance monster truck
- Two-wheel drive
- Chrome wheels
- Slipper clutch
- Ball bearing transmission
- Super-high ground clearance
- Painted & trimmed body
- America's favorite ready-to-run electric monster truck
- Available RTR with electronic or mechanical speed control

NEW Rustler and Stampede With Electronic Speed Control

Powerful XL-1 Electronic Speed Control



The XL-1 electronic speed control provides smooth, fully proportional control in both forward and reverse. Efficient transistors provide more speed and longer run times. It's standard on models 3606 Stampede and 3706 Rustler.

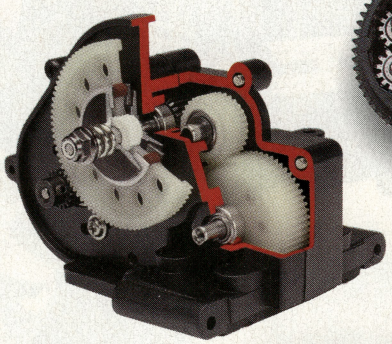




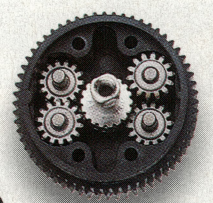
Stinger™ 20-Turn Modified Motor



Planetary Gear Differential

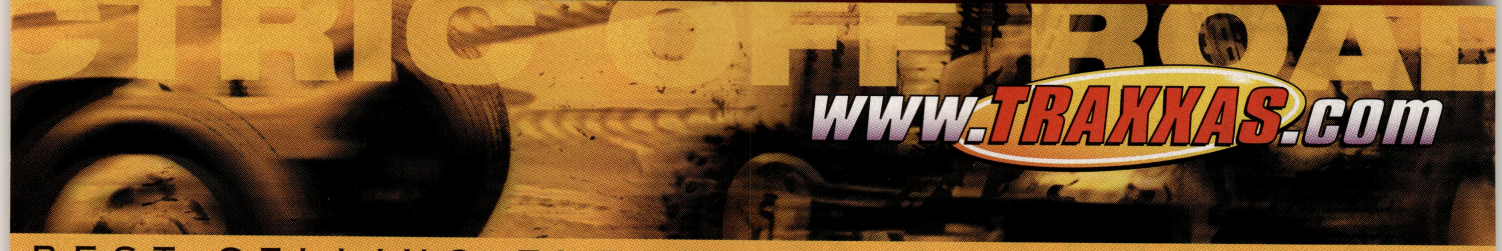


Efficient Transmission with Ball Bearings and a Slipper Clutch





Oil-Filled Ultra Shocks



BEST SELLING ELECTRIC READY-TO-RUNS

RUSTLER

- 2WD stadium race truck
- Rigid nylon composite chassis
- Chrome wheels
- Slipper clutch
- Ball bearing transmission
- Bellcrank steering system
- Painted & trimmed body
- Still the number-1 selling electric RTR stadium truck
- Available RTR with electronic or mechanical speed control

Traxxas radio controlled models are option-packed for drivers who demand a high level of performance and style. There's no assembly, no painting, and nothing else like them. Each is equipped with the most popular options, such as a slipper clutch, ball bearings in the transmission, and a Traxxas exclusive, ProGraphix™ painted body, in up to 6 hot colors. Rustler and Stampede are also available from the factory with the smooth driving XL-1 Electronic Speed Control. It's an unbeatable combination of style and performance. Log on to Traxxas.com to get all the details, colors, and performance specs for each model.





Free Technical Support for all models!

1-888-TRAXXAS

BANDIT

- 2WD off-road buggy
- Slipper clutch
- Ball bearing transmission
- Bellcrank steering system
- Beautiful painted & trimmed 6-color ProGraphix™ body
- Rigid nylon composite chassis
- Long travel suspension with X-tra long rear shocks
- Smooth oil-filled Ultra Shocks™



RTR READY TO RUN

ProGraphix™

NITRO STAMPEDE



- Performance monster truck
- 31 MPH, two-wheel drive
- TRX Pro-Star™ Chrome wheels
- Slipper clutch
- Magnum 375 transmission with ball bearings
- Planetary differential
- Super-high ground clearance
- Painted & trimmed body
- Car Action Truck of the Year
- Pro .15 nitro power with EZ-Start electric starting

RTR READY TO RUN

ProGraphix™

- Each model on these pages includes a painted and trimmed body in up to 6 colors. Choose from 4 unique base color schemes.



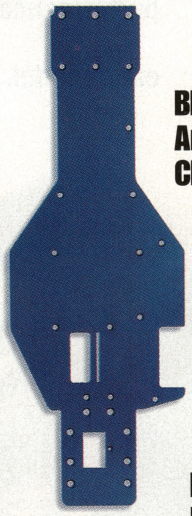
TRX Pro .15 With EZ-Start Electric Starting System

Standard 2-year warranty plus the Lifetime Engine Replacement Plan

- EZ-Start push-button electric starting system
- Hard chrome sleeve
- Oil groove piston
- Dual O-ring carburetor seals
- Sealed ball bearings
- High power output







Blue Anodized Chassis



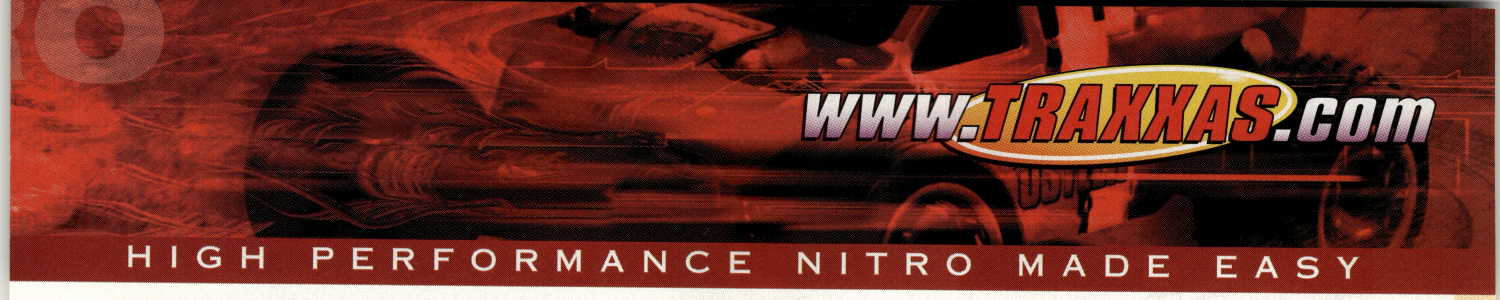
EZ-Start One Button Electric Starting



Hi-Torque Steering Servo

TRX Pro-Star™ Chrome Wheels





HIGH PERFORMANCE NITRO MADE EASY

NITRO RUSTLER

- Blazing 38-MPH performance
- Pro .15 nitro power with EZ-Start electric starting
- Two-wheel drive
- TRX Pro-Star™ Chrome wheels
- Slipper clutch
- Magnum 281 transmission with ball bearings
- Planetary differential
- Bellcrank steering
- Painted & trimmed body



RTR READY TO RUN

ProGraphix™

Traxxas ready-to-run nitro trucks get you out on the trail fast! There's no kit building, no painting, and their style and performance out of the box can't be beat. Nitro Rustler and Nitro Stampede are equipped with new features such as a high-torque steering servo, TRX Pro-Star™ chrome wheels, and a Traxxas exclusive, ProGraphix™ painted body, in up to 6 hot colors. Nitro Sport remains the entry level nitro leader with its easy single needle carburetor adjustment and super affordable price. All are equipped with the EZ-Start electric starter for true push-button engine starting. Log on to Traxxas.com for all of the details, colors, and specs.





NITRO SPORT

- Agile stadium racer
- Two-wheel drive
- TRX .15 nitro engine with EZ-Start electric starting
- Easy single-needle carburetor adjustment
- Magnum 281 transmission with ball bearings
- Painted & trimmed body
- X-tra long oil-filled shocks

RTR READY TO RUN

ProGraphix™

Free Technical Support for all models!

1-888-TRAXXAS

TRAXXAS®



ProGraphix™

4-TEC

- Dual-belt 4-wheel drive
- Stinger 20-turn modified motor
- 2.0" mesh wheels with Pro-Line™ V-Rage™ tires
- Front and rear adjustable ball differentials
- Ball bearing top shaft
- Strong, composite nylon chassis and suspension
- Oil-filled ultra shocks
- Painted & trimmed body (as shown!) in 4 color schemes

SPIRIT

- Stinger, 20-turn modified motor
- Fully-adjustable, coil-over, oil-filled shocks
- Semi-pneumatic, rubber slicks
- Sealed differential and gearbox
- High-speed gear ratio
- Reliable rotary speed control
- Enclosed radio compartment
- Three-point, floating rear axle
- Hot rod style truck body
- Chrome wheels
- Six or seven-cell compatibility
- Long run times

RTR READY TO RUN

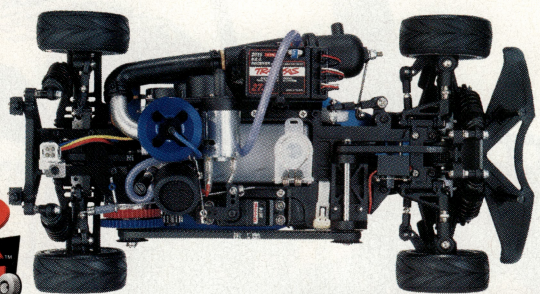
ProGraphix™



50+MPH FLYER

NITRO POWER!

RTR READY TO RUN



ProGraphix™



NITRO 4-TEC

- 50+ MPH top speed
- 2-speed transmission
- Three-belt 4-wheel drive
- TRX Pro .15 engine with EZ-Start and tuned pipe
- 2.0" mesh wheels with Pro-Line™ V-Rage™ tires
- Planetary gear differentials
- Full ball bearings
- Disc brake
- Painted & trimmed body (as shown!) in 4 color schemes

ROAD

www.TRAXXAS.com

SUPPORT

UNSURPASSED CUSTOMER SERVICE

Make the right choice. The #1 selling radio controlled hobby models in the U.S.A. for 4-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.



Recognized as The Best!

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



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

We Protect Your Investment

Use Traxxas Top Fuel!



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

1-888-TRAXXAS

New Extended Service Hours. 8:30AM to 9:00 PM Central Time!

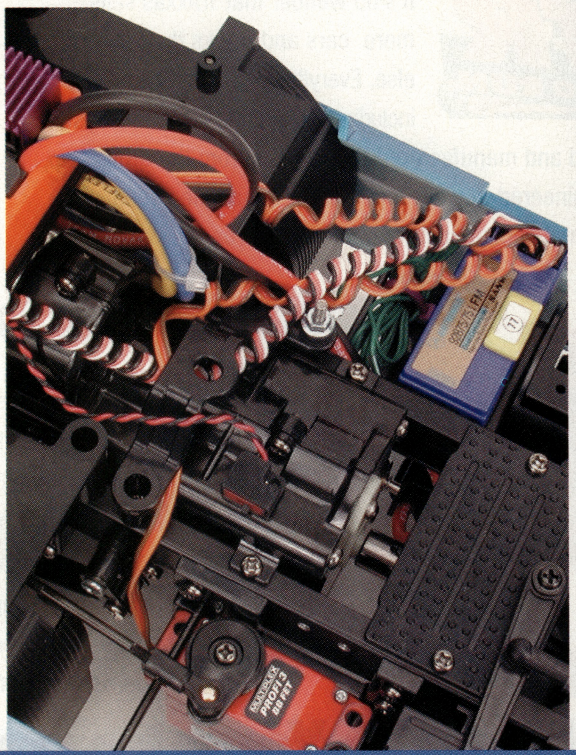
Traxxas Corp.12150 Shiloh Rd. Dallas, TX 75228 Ph. 972-613-3300. Traxxas U.K., P.O. Box 1128, Winterbourne, Bristol BS17-2SH, England. Ph. 44-117-956-1002 Fax 44-117-956-1121.

© Copyright Traxxas Corp. 2000. www.traxxas.com. e-mail: support@traxxas.com. Call, write, or fax for your nearest hobby shop and for our latest catalog. Specifications subject to change. Pro-Line™ and V-Rage™ are registered trademarks of Pro-Line™ Corp.









TAMIYA VOLVO FH12 GLOBETROTTER 420

Back in 1993, Tamiya released the King Hauler, their first modern scale tractor trailer, starting a new genre of static model quality R/C car kits. A highly detailed polystyrene body with lots of chrome accents, clear windows, intricate interior dash and seats, and a chassis layout that resembled a full-sized semi were all standard features that blurred the lines between a display model and an R/C car kit. They have continued this tradition with their newest release to the 1/14-scale truck line, the Volvo FH12 Globetrotter 420, which, coincidentally, Volvo released in 1993 as well. The 12-liter diesel-powered 1:1 version of this industrial vehicle can be seen on the roads in Europe, and even here on stateside highways.

On the way home from picking this kit up from the office, I couldn't help telling my wife about the details of the Globetrotter. "People actually race that kind of truck?" she asked.

"No, this is more for scale realism, like a display kit, not for racing," I replied.

"But what about the three-speed manual transmission you mentioned. And won't you race anything with wheels and a motor?"

"You got me there," I admitted, "but this one is going on my desk when it's done."

"Sure..."

What you get

- Complete Rolling Chassis

What you need

- Radio (three-channels recommended)
- Servos (one for steering, one for transmission)
- Electronic Speed Control
- Six-cell stick battery pack
- Model cement
- CA glue
- Model paint



SPECIFICATIONS

Length	440mm
Width	187mm
Height	289mm
Wheelbase	271mm
Track	155mm
Weight	7 lb.
SKILL LEVEL*	3
Average street price:	$300

*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.

10-4 good buddy!

by Lito Reyes

Forget Everything you Know about Radios



Introducing the Profi. Driving will never be the same again!

- **7 channels lets you drive anything on the ground—from race cars to dump trucks!**
- **12-model memory. Optional PC interface for unlimited memory!**
- **The lightest and best-balanced radio system available today!**
- **50-percent faster signal to give you the ultimate control!**
- **Switch from FM to AM to use all your old receivers!**
- **Ultra-small, lightweight and super-efficient IPD receiver included!**

MULTIPLEX®



The Profi is loaded with racing features. It even has a special angled LCD display that lets you see everything in one quick glance—without taking your eyes off the track!



MULTIPLEX has been making digital servos since 1991! See our full line at your dealer

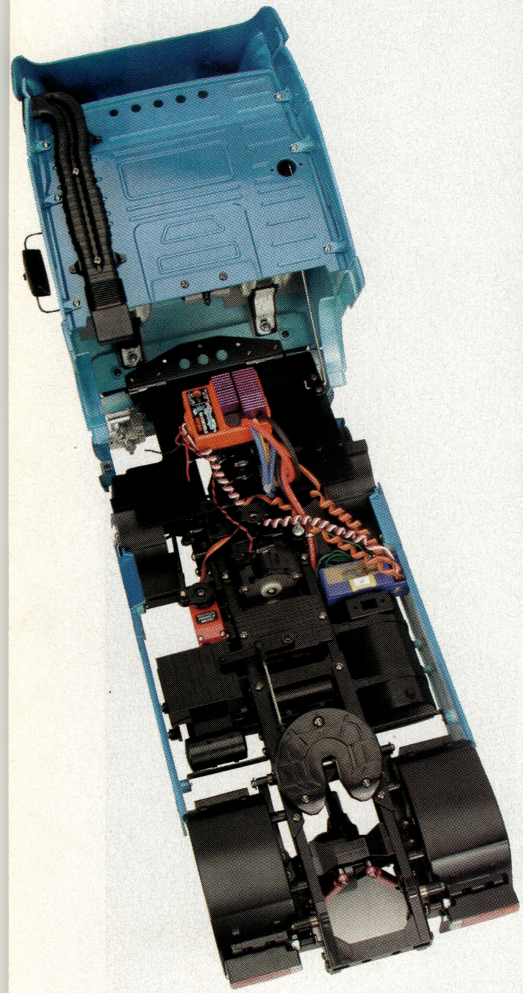
MULTIPLEX USA, 560 LIBRARY ST., SAN FERNANDO, CA 91340
(818) 838-6467; FAX (818) 838-3127
www.multiplexrc.com

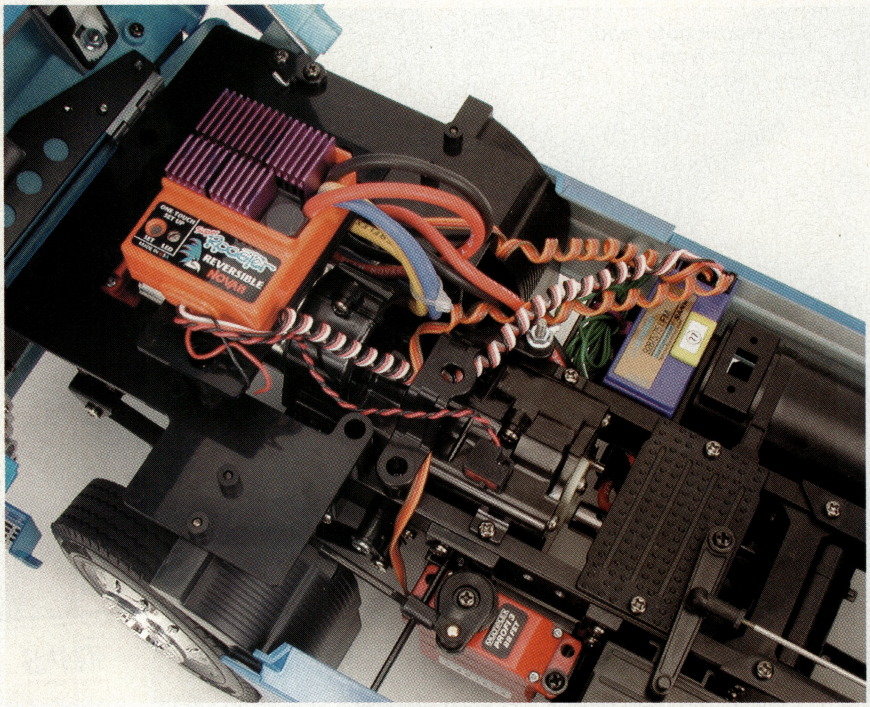
TAMIYA **VOLVO GLOBETROTTER 420**



The Globetrotter gets ready for a special delivery in Southern California.

TAMIYA **VOLVO GLOBETROTTER 420**





To get the most from your Globetrotter, it's best to use a three-channel radio system (for steering, speed control, and shifting). If you want to really get high-tech, grab a four-channel radio and use some optional equipment such as Tamiya's motorized trailer support legs and remote hitch!

Chassis

To make the Globetrotter as realistic as possible, Tamiya decided to emulate a frame-on-ladder chassis setup. At the heart of the chassis are two steel rails running the length of the truck that all other components attach to. Plastic braces span the two rails, making the ladder setup. Sets of plastic and steel plates also bolt onto this structure to support the body and trailer hitch.

Suspension:

Just like the real thing, a combination of leaf springs and shocks are used to support the wheels and rear differential housing. The two pairs of three-layer leafs come pre-bent and assembled. In front, they bolt onto a steel axle beam to which the steering spindles mount via kingpins. Purple-anodized shocks mount between the ladder and the beam axle. Although they are more for looks than for function, they add a nice touch of realism to the assembly. These shocks don't provide any dampening, but do help support the suspension due to the springs inside each one.

Drivetrain

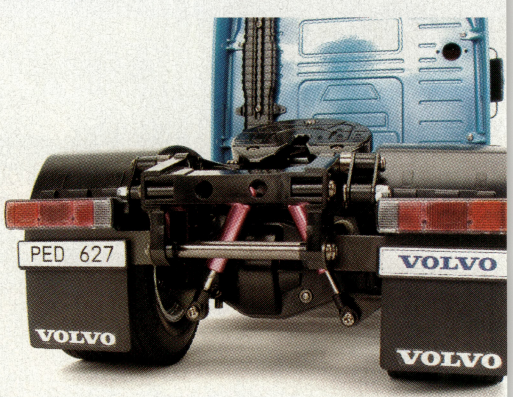
This is the technical highlight of the kit. The centerpiece of the drivetrain is a 3-speed manual transmission. Sets of sliding cams are used to engage and disengage three sets of gears that retain constant mesh, similar to a full-scale gearbox. To use this feature, a three-channel radio and a separate servo are required. If a third channel isn't available, you do have to option to lock the tranny into any of the three gears with an additional set of included spacers. The transmission incorporates a motor mount for the Johnson 540 motor that is included, and is nicely sealed from dirt and debris. In fact, it is mounted at the front of the chassis under the cab, again just like the real thing.

A 5.25-inch heavy-duty steel propeller shaft connects the tranny's output cup and the rear diff housing's input cup. Inside the rear diff housing is a bevel gear differential that turns the steel axle. The whole drivetrain rides on bronze bushings. Of course, we replaced all the bushings with a bearing set that was kindly provided by Boca Bearing.

Body, tires & wheels

As I said at last a few times above, the body is truly static model quality. The main body parts are molded of white polystyrene, so proper paint and model cement are needed for assembly and detailing. It features details like external mirrors, a wind deflector, rain wipers, grille, and an exhaust stack. Additionally, transparent lighting covers with integrated bulb mounts (for the optional lighting kit), and translucent smoked windows are included.

The wheels are all chromed, as well. The rear wheels are in a "dually" setup; each pair of wheels is bolted together on each side. Of course, they are as finely molded and detailed as their static-quality parts. Six molded vinyl tires in scale proportions—road tread and all—are also included.



This shot helps show how much Tamiya pays attention to detail with their "scale" kits. Check out the rear axle assembly with the two purple-anodized shock absorbers! The mud-flaps are a nice touch too.

Welcome to the world of JR digital servos.

Offering more than staggering power and blazing speed, JR's new breed of high frequency digital servos herald an era of extraordinary precision and race-after-race reliability.

Having enjoyed a reputation for performance and reliability in their conventional servos, one might think JR would take a well-deserved rest on their laurels.

Except, like you, JR's always looking for that extra edge. So they're constantly developing products that are truly superior—that make a difference. And with the introduction of their high frequency digital servos, they've come through in a big way.

THE ULTIMATE SERVOS.

Once you've got a handle on just how unique JR's digital servos really are, this'll hardly sound like an outrageous claim.

The key to JR's outstanding performance is its JR-designed digital amplifier. Developed in cooperation with Mitsubishi, this extraordinary chip sends power pulses to the servo's motor at 6 times the frequency of a conventional servo's amplifier.

Ultra-fast field effect transistors (FETs) then regulate the additional power with great efficiency, producing staggering power without building up heat or drawing gobs of current. Fact is, digital servos typically consume only about 8 percent more current that a premium servo of comparable torque and speed.

A small price indeed, for a list of pluses that reads like the specs for the servos of your dreams:

5 TIMES THE HOLDING TORQUE.

Since the digital technology servo can "power up" to its full potential much more rapidly that a conventional servo, it exhibits far less deflection under loads (see graph).

This means your servo will hold its commanded position more accurately—so your car heads where you command it—with none of the "mushiness" a conventional servo can suffer when encountering substantial loads.

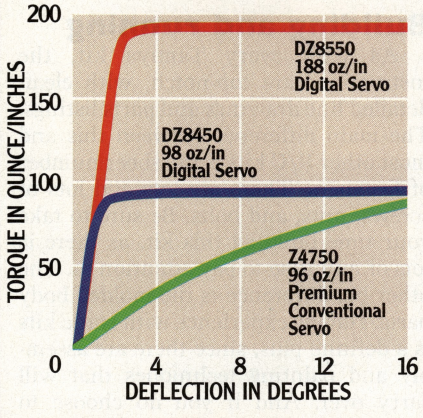


DZ8450
DIGITAL ULTRA SPEED
(1/10th, 1/8th on-road)
***Torque:** 98 oz/in @6V*
***Speed:** .08 sec/60 deg @6V*
***Gears:** Alloy metal*
***Weight:** 1.92 oz*
$114.95



DZ8550
DIGITAL ULTRA TORQUE
(1/8th offroad, 1/5th)
***Torque:** 188 oz/in @6V*
***Speed:** .15 sec/60 deg @6V*
***Gears:** Alloy metal*
***Weight:** 2.03 oz*
$114.95

JR DIGITALS
***Resolution:** 13 bit A/D converter (5,900 steps per 120 deg)*
***Holding Torque:** 5X conventional*
***Size:** .75 x 1.52 x 1.48 (JR standard size/mount)*
***Motor:** Ring capacitor coreless* ***Voltage:** 4.8-6.0*
***Deadband:** less than 1 µs* ***Current:** 15 mAh (idle)*
***Temp. Stability:** constant* ***PWM:** 300 Hz*



HOLDING TORQUE COMPARISON

It's easy to prove JR's holding torque advantage for yourself: With servos plugged into an operating system, twisting a conventional servo feels "mushy." The JR digital, however, feels immoveable, like the gear train's locked up!

UNPRECEDENTED RESOLUTION AND NEARLY IMPERCEPTIBLE DEADBAND.

With their 5,900 steps of resolution and deadband so narrow that standard length arms return to within a thousandth of an inch of center every time, JR digital series servos bring discriminating racers a level of precision that's sure to set the standard for many years to come.

THE MECHANICS TO MATCH.

Featuring alloy metal gear trains plus doubled output shaft bearing spacing for greatly reduced radial freeplay and wear, digital prototypes were cycled continuously for 2,500 hours without a single failure or measurable degradation of accuracy.

And with new high-temp motor epoxies, servo motor reliability has been dramatically enhanced.



Specially developed alloy steel, brass and alumite-coated aluminum gears stand up to the rigors of racing. There's no compromising on quality with JR.

TAKE IT FROM A CHAMP

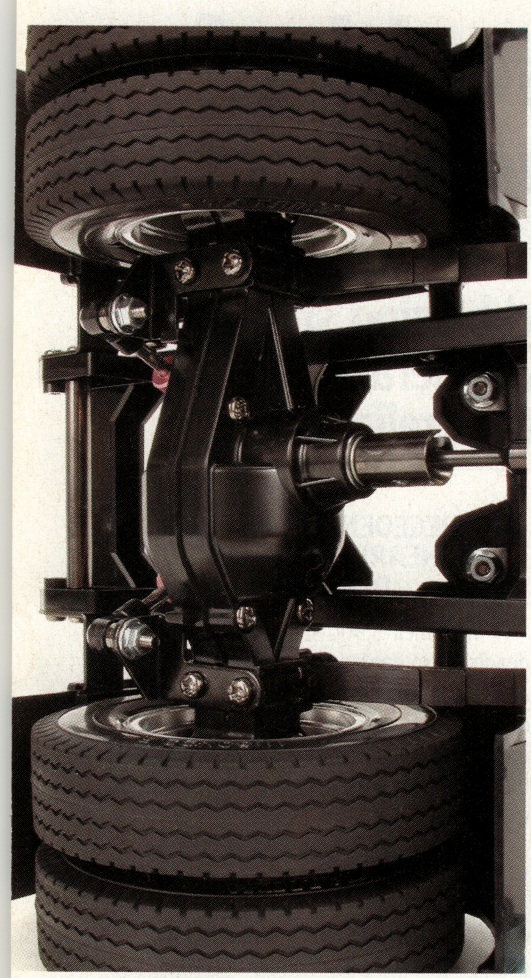
If all this tech talk sounds like a lot of mumbo-jumbo, then just take it from the King, Richard Saxton: "With JR Digitals, I find my cars drive better than ever—especially in the roughest part of the track. They're so precise, there's absolutely no lag. I can't see ever going back to 'regular' servos."

Race down to your local JR dealer's and find out what a difference JR digital servos can make in your driving today.

JR RACING
WHAT PERFORMANCE IS ALL ABOUT
A HORIZON HOBBY BRAND

JR Racing products are exclusively distributed by Horizon Hobby, Inc., 4105 Fieldstone Road, Champaign, IL 61822 horizonhobby.com
For more information or your nearest JR Racing retailer, call toll-free 1-877-504-0233

JRPSZ8550.70

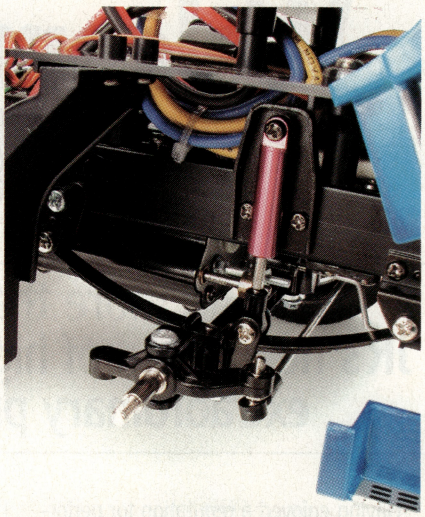


(Above) Check out underneath the rear axle assembly—notice the working leaf-spring set-up. Too cool...

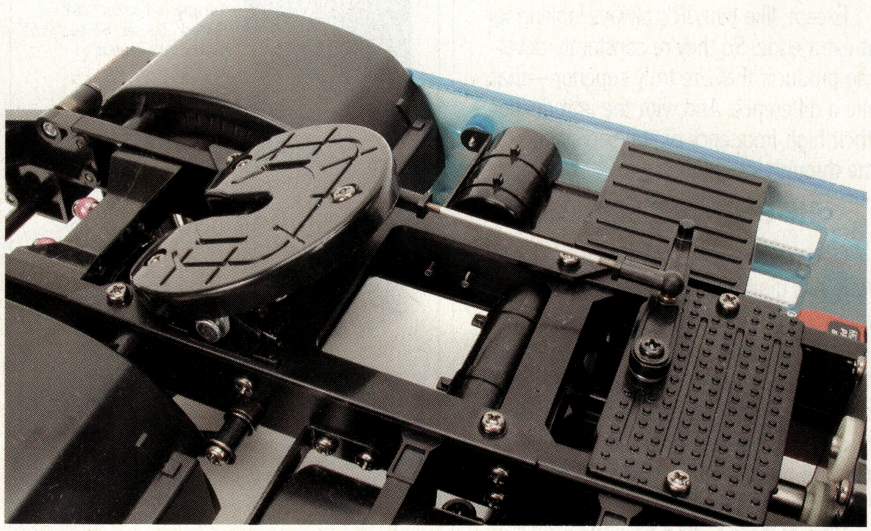
(Right) Just back the truck up under a Tamiya trailer and the hitch on the back will engage and hook up with the trailer unit!



These highly-detailed semi wheels and tires add to the scale realism of the Globetrotter.



Up front you'll find a single purple-anodized shock that supports the leaf-spring suspension.



Running gear

To really get the most out of this kit, you have to use a radio with at least three channels (steering, speed control, and shifting). If you want to use additional options, like the motorized trailer support legs and remote hitch, at least four channels are needed. And if you want to customize it even further with remote lighting, more channels are needed. Since I happened to be reviewing this kit concurrently with the new Multiplex radio, I felt it was a perfect opportunity to exploit the features of the 7-channel Profi Car 707 pistol grip radio. Multiplex also provided the servos to use with this kit—a combination of Profi 3BB and Royal FET servos. Since it only requires a stick pack, I pulled out an old set of 1500s to get it going. And last, but not least, Novak electronics provided us a Super Rooster reversing electronic speed control unit (yup, there's three speeds in reverse, as well).

Building and running

As with every Tamiya kit, the instructions are top-notch, with clear, detailed line drawings and parts listings. The main difference between this and most other R/C kits is the sheer number of fasteners. There are lots and lots of screws, nuts, and bolts. Be sure to take your time building this kit, as there is lots of minutiae to pay attention to. The other big difference is the molded body parts. Having experience with static kits is a definite plus, since there are assembly and painting techniques that will carry over. And if you do choose to install bearings in the Globetrotter, do so during assembly. That is, unless you really want to build every sub-assembly twice.

For our maiden run with the Globetrotter, we took it out to the smoothest, cleanest lot we could find. After a quick check of the shifting linkage, we were off. Pull the trigger, let the motor wind out, hit the switch to change gears, let the motor wind out again, switch to third, and get to top speed. Top speed wasn't that fast, but it was fast enough to get me a bit nervous, not wanting to mess up the beautiful bodywork and all. All I can say about the manual shift is that I wish my other cars had that option. Hearing the gears go up or down in pitch at the touch of a button is definitely one of the coolest things about this kit.

One of the nice things about the Profi Car 707 is that the auxiliary channels can be either proportional or preset. With most three-channel radios, or even on a four-channel unit, you have to know exactly where to move the dial or gimbal to hit the next gear. With the 707, you just have to hit the rocker switch to the left to put it in second gear, then hit it again to get to third. To go down the gears, just hit the rocker to the right.

The Bad

To be honest, there really isn't anything bad to say about the kit. One might complain about the lack of bearings, or maybe the Johnson 540 motor, but those kinds of things aren't important at all in this kind of kit. So let's get on with the good...

The Good

■ As usual, the fit and finish of the parts is outstanding. The hardware fits together very well, especially considering the number of screws, and the plastic molding is perfect.

■ The assembly process, though at times intricate, is well planned. All of the line drawings (what we prefer to see in an assembly manual) are precise and labeled clearly.

■ The three-speed manual tranny is incredible. The housing even resembles a real gearbox. Many coolness points scored here.

■ Some great options like the aforementioned lighting kit (working directionals included) and motorized trailer support legs, as well as flatbed, tank, and box trailers are available. Project truck? Hmmm...

The Verdict

It's not very often that a kit comes along that we don't want to race. If fact, it's not often that we'd rather put a kit on a shelf than run it. But in this case, I'm pretty torn between wanting to run it or just display it. Of course, the scale looks make me want to shelve it, but then there's the sound of that three-speed tranny ringing in my head. I guess, either way, I win—just because I have it! Oh, and I will be showing off this truck to all my friends.◆



SOURCES

Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200; (949) 362-2240/Fax (949) 362-2250; *www.tamiya.com*

Multiplex U.S.A., 560 Library St., San Fernando, CA 91340 • (818) 838-6467; (818) 838-3127 (fax)

Boca Bearing, 7040 W. Palmetto Pk. SE, Boca Raton, FL 33433 • (800) 332-3256; (561) 998-0119 (fax)

Novak Electronics, Inc., 18910 Teller Ave., Irvine, CA 92612 • (949) 833-1343; (949) 833-1631 (fax)

YOUR RACE HERE!

- **Race promoters only!**
- **Advertise your upcoming race in *R/C CAR* (for hundreds of thousands to see) for a "very special promoters rate!"**
- **Must be at least 1/2pg, black & white.**
- **Maximum run in 3 issues per year.**
- **We can even help you create your ad!**

Call Brian for details—
Ask for the special "promoters price"

1-800-767-0345

Schumacher Cat 3000

By Shannon Hudson



Well, it has been a few months since I first reviewed the Cat 3000, and my first impression of the car was a great one!

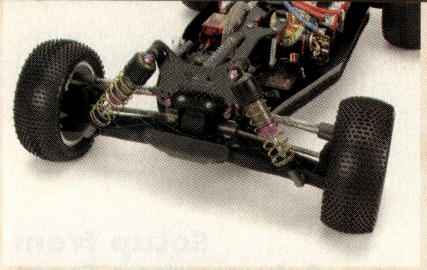
Now that I have raced the car almost every weekend since then and talked to Schumacher team driver and employee Paul Wynn, I've drawn a few more conclusions about Schumacher's latest feline. With a few well-placed hop-ups, and some setup changes, you really can improve on what seemed to be a near flawless four-wheel drive buggy.

The first thing I need to mention is that almost right after the release of the Cat 3000 Schumacher came out with new graphite shock towers. They are taller than the originals, and require that you use the medium length shocks in the front, and long shocks in the rear. These new towers should further aid in rough track handling and jumping. The down side to these new shock towers is that the front one is rather brittle and can break easily. To remedy this you can do one of two things; double up the shock tower or use my buddy Dirk Behrens' method and use the original rear shock tower for the front (he knows, because his broke right away). You should use camber link hole A on the tower, which is equivalent to hole B on the graphite tower. The kit supplied rear shock tower is made of S1 material, which is more pliable and should be more durable than the graphite piece.

I have been sticking with one setup that seems to be near perfect for the track I race at, Race Prep Raceway in Chatsworth, California (see "Setup" sidebar). The track is semi hard-packed with usually one large triple jump and plenty of small jumps and rhythm sections. Race Prep is not only one of my favorite tracks,



Pro-Line Holeshots at each corner help gain maximum traction on the semi hard-packed track surface at Race Prep Raceway in Chatsworth, California.



New, taller graphite shock towers front and rear require Cat 3000 owners to use medium length shocks in the front with long shocks in the rear.

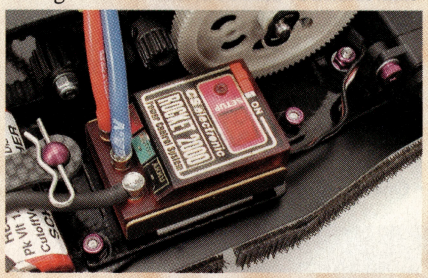
it also has a thriving four-wheel class with usually up to 12 cars on a Friday night. So if your four-wheel is sitting in the closet collecting dust, pull it out and cruise over to Race Prep on Friday night. I remember the days when the four-wheel class was so popular that they even had one or two stock classes. Hopefully with the release of the new Schumacher Cat 3000 and the Losi XX-4 Worlds Edition we'll see more people running their four-wheel drives again.

To be completely honest, it is really hard to find any flaws with the new Cat, although I do think Schumacher needs to consider making a thicker graphite front shock tower, or making one out of their S1 material. On one Friday night I ran the car with the optional front one-way unit which made the car feel twitchy and more on edge. For some people they feel like they're driving faster when the car is on edge. If you're one of those people you may want to try the front one-way. I personally like my cars to feel smooth, so I'll put the diff back in. While I'm on the subject of taking things apart, one of the other joys about owning the Cat 3000 is that it is so easy to work on. Changing belts and removing and re-installing the diffs takes all of about five to ten minutes. I think the car is even easier to work on than a 2WD buggy.

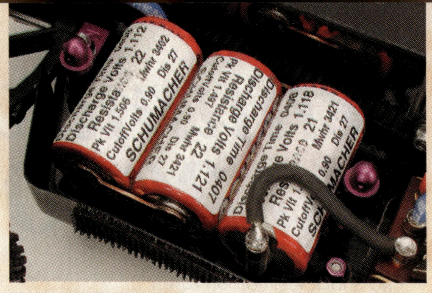
Back to bragging about the handling characteristics of the Cat. With Jeff's setup the car has a lot of pack so it jumps awesome, and because the rear of the car has some chassis flex to it you don't sacrifice much in the way of traction. It is also very easy to change the attitude of the car in mid-air by either applying some throttle (to bring the rear of the car down) or applying some brake (to make the nose drop).

The steering on the car is very smooth and predictable with just the right amount of turn-in. Adjusting your radio and tire choice does the majority of steering tuning. Not having the weight of a slipper assembly makes the acceleration of the car awesome, and no doubt the Race Prep 10-triple E-4 modified motor combined with the CS Electronics Rocket 2000 Speed control had a lot to do with that.

Just to mention a little bit about the Rocket 2000 speed control—it has a cool feature called Active Frequency Control where when there is fast throttle movement the frequency is lower for maximum punch, and if there is slow throttle movement the frequency is higher for maximum smoothness. This, along with a host of other features like



Schumacher imports this CS Rocket speed control from Europe. The unit is pretty cool—it has many features including Active Frequency control, 18 MOS FETs, a digital display, an on/off switch incorporated into the case design, and much more!



Schumacher USA also imports these Powers 3000 NiMh batteries from Japan—the Team Edition packs have been matched and voltage enhanced which gives the pack more punch and run time.

18 MOS Power FET's, clear digital display that shows actual settings, an on/off switch built into the case, very small size and many other features, make it a very cool unit!

Another product I was impressed with is the new Powers 3000 Battery Packs Schumacher is distributing. You can't tell by looking at the packs what brand they are (either Sanyo or Panasonic) because they are the supplier to Panasonic. So I guess they are Panasonics. No, wait. Panasonics are actually Powers "whatever." The Powers batteries are very popular in Japan and I am sure they're going to be popular over here. The Team edition packs have been matched and voltage enhanced to provide above average voltage and run times.

Now let's talk about what hop-ups are necessary and which are just aesthetic.

Hop-Ups: The first thing I did to the car was install the three-degree inboard toe-in blocks; this gave the car more rear traction and also shortened the wheelbase by almost a 1/4 inch. Next are titanium turnbuckles and hinge pins; any car benefits from this upgrade, and I believe Lunsford is the best in the

Race Prep's E-4.



Race Prep's New "E-4" Modified Racing Motor

The new E-4 Mod motor from Race Prep uses the latest can and endbell offerings from Epic. The armatures are hand-wound Hemi Style with 100-percent pure copper magnet wire welded to the commutator, epoxy-balanced, and the commutator is diamond trued. The motor has pre-installed capacitors, double ball bearings, wrap-around graphics with timing gauge in true degrees, adjustable timing, and it's tuned on a computer controlled dyno.

For those of you who don't know, brothers Mike and Steve Dunn started Race Prep Hobby shop in the early '80s. In 1992 Mike went to Arizona to concentrate on motors, while Steve stayed in California to run the track and hobby shop. Anybody who's anybody in R/C knows the Dunn brothers—they're guys who have been in the hobby since the Tamiya Sand Scorcher/Rough rider days. Both Steve and Mike are still competitive at a professional level and run for Team Associated. They even produced their own four-wheel car, the AYK Radiant. In its day it was an awesome car that won a few National titles. Sometimes Steve breaks out his dinosaur and gives us all a run for our money—hey, he beat me with it once...but that's only because his chain-drive AYK was so loud I couldn't concentrate...

Race Prep Modified and Stock motors are as good as it gets in the motor department. It's almost like having your own motor tuner. You can call up Mike and ask for any style motor wind and he can build it. If you don't know what motor would be best for your application he could tell you, plus you can choose what type of can you want; Yokomo or Epic. I think you can even choose what type of armature you want! Now that's service! Oh yeah, and they are as fast as a scalded ape! ●

Schumacher Cat 3000



Setup from Schumacher Team Driver Jeff Durocher

Front
- #5 Shock location on tower
- #2 Shock location on arm
- B Camber link position on tower
- #1 Position on Hub Carrier
- 1.5° of camber
- 0° Toe-In/Out
- 5° Caster Blocks
- New Graphite Front shock tower

Front Shocks
- 35wt Schumacher
- Yellow springs
- 3-hole clicker pistons
- Front tires Pro-Line Holeshot M3
- #5 Shock location on tower
- #3 Shock location on arm
- B Camber link position on tower
- #2 Camber link position on Hub Carrier
- 1.5° of camber
- 3° inboard toe-in
- Short wheelbase
- New Graphite rear shock tower

Rear Shocks
- 40wt Schumacher
- Red Springs
- 2-hole clicker pistons
- Rear tires Pro-Line Holeshot M3

- Chassis: Standard
- Top deck: Standard
- Trans: Fixed
- Front Pulley: Clicker
- Front and Rear Belts: Speed flex

Upgrades
- Alloy Seal housings #U1818U (2)
- Titanium Turnbuckle and Hinge pin set #L-202
- Stainless/Alloy bolt kit #R003
- Speed flex FR belt #U2279F
- Speed flex RR belt #U2280
- Alloy FR lower Diff Housing #U1745Z
- 15T Alloy rear pulley #U2019W
- Alloy Nicad post #U2218H
- Alloy 3-Degree inboard toe in blocks #U1989K
- One-way Front drive unit #U2294Y
- Tungsten Carbide thrust bearing #U1954V(2)
- Tungsten Carbide Diff balls #U1475O(2)
- Ball bearing set steering post #U1248V(2)
- Graphite Front shock tower Med (New Geometry) #U2270
- Graphite Rear shock tower Long (New Geometry) #U2271
- Powers 3000 Team Edition Battery Pack #PM3000T
- GS Racing Purple Alloy nuts and Bolts

Xtreme Dreams

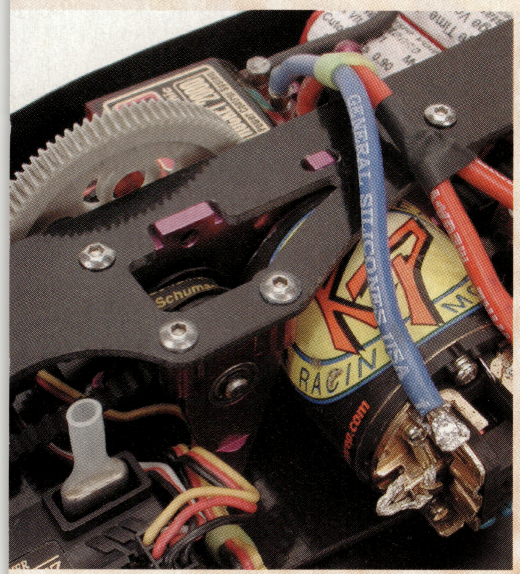
The mind of Serpent's chief designer, Michael Salven, is always active trying to improve on his current creations. This time he's gone to extremes. Make your r/c racing dreams come true too... go Serpent.



SERPENT
MOTORSPORT
WORLD CHAMPIONSHIP PERFORMANCE PRODUCTS

...Xtreme nitro

business. Alloy seal housings for the shocks are more precise than the plastic ones, and they actually make the shocks smoother. The new taller graphite shock towers stand the shocks up more to provide an overall better suspension package, and the 15-tooth alloy rear pulley makes the drivetrain package more reliable.



Schumacher's stainless steel hex head screw kit helps dress up the car. While not as strong or as light as titanium screws, they do cost considerably less.

Dress-Ups: My favorite thing in this department has to be the Schumacher stainless steel hex head bolt package. Its not as expensive as titanium stuff yet it looks like titanium, and is only a little bit heavier. The main reason I like the stainless bolt package is because of the clean look of hex heads versus Phillips; the Phillips bolts and screws are a real pain if you don't have one of those weird Euro-posi screw drivers.

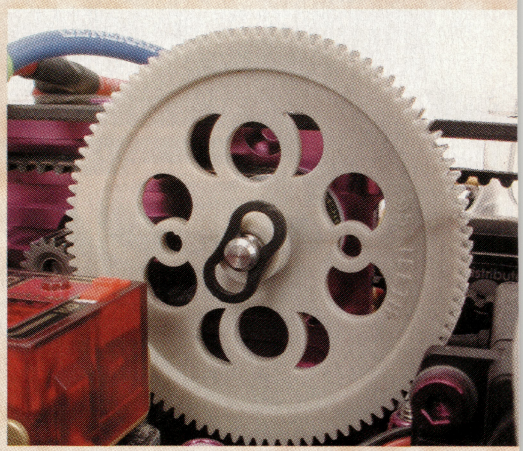
The graphite chassis is only necessary if you want more stiffness. The S1 material Schumacher uses looks nearly identical to graphite. GS Racing purple



New S1 battery "straps" provide that extra flash on the car, and they come as part of the complete chassis package.

alloy nuts and bolts add a lot of flash, and the quality is top notch. The purple alloy diff housings are awesome (remember to use loc-tite on the bolts)! And Alloy Nicad posts hold your batteries down in fashion!

One of the nice things about Schumacher's Speed Secret options is they allow you to trick out your car effectively and add style at the same time.



When the Cat 3000 was first tested, we kept losing spur gears as the little plastic clip that holds the gear in place kept falling off. When we contacted Schumacher, we were told it must have been a fluke and the sent us a new shaft. We haven't lost a gear since...

What's next? Buy a Schumacher Cat 3000, go to your favorite track and get good at passing lappers, 'cause this car works—enough said! ◆

SOURCES

Race Prep Motors, 1185 Stanford Court, Anaheim, CA 92805 • 714-978-1895
Schumacher USA, 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • 626-445-6036



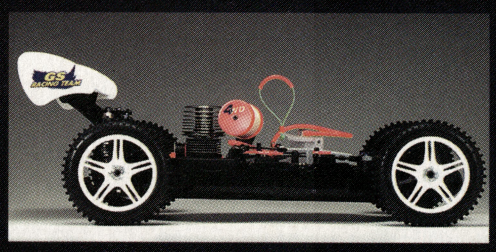
STORM

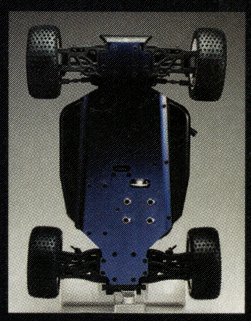
1/8



GS Racing







GS
Since 1970

GENERAL SILICONES CO., USA, INC.
650 W. Duarte Road, Suite 205, Arcadia, CA. 91007
Tel:(626) 445-6036 • Fax:(626) 445-6084
E-mail:gsusa82@aol.com • http://www.gsweb.com.tw

QS 9000 SGS
ISO 9002 SGS



24th Scale SPEED CONTROLLER

NEW!

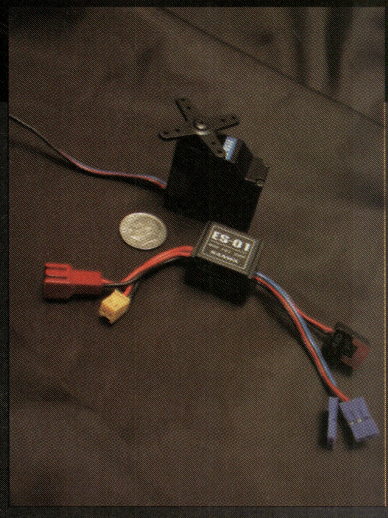
ES-01

Micro Speed Controller *99301Z*
with Reverse

NEW!

MICROLITE

Micro Servo *94051Z*



Lighter and Smaller

When it comes to 24th Scale cars, lighter and smaller is better. The new 99301Z Speed Controller and the 94051Z Microlite Servo comes with "Z" Connectors.

ES-01	
Part Number	99301Z
Dimensions	0.87" X 0.73" X 0.67"
Weight	0.35oz
Voltage	6.0~7.2

MICROLITE SERVO	
Part Number	94051Z
Dimensions	1.34" X .55" X 1.34"
Weight	0.78oz
Voltage	4.8~6.0
Torque	22 in/oz at 6.0v
Speed	0.15 sec. 60deg 6.0v

AIRTRONICS®

WWW.AIRTRONICS.NET

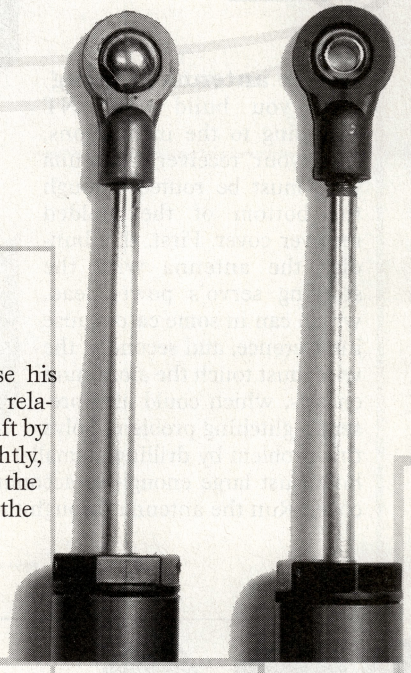
Airtonics Inc
1185 Stanford Court
Anaheim, CA 92805

Ph: 714-978-1895
Fx: 714-978-1540

HOW TO Easy Mods for your Triple-X NT

Simple tricks for Losi's new gas truck

Team Losi's new gas truck, the Triple-X NT, has just been released, and people are already finding ways to improve its performance and reliability. The following are simple tricks that we learned through racing our own NT as well as from our fellow racers. And best of all, you won't have to spend any money to perform these modifications!



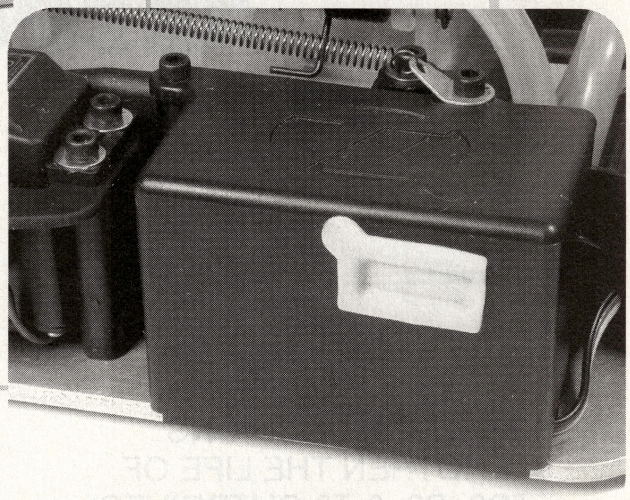
Gain rear suspension travel

This tip comes from factory Losi driver Matt Francis. To increase his truck's rear suspension down-travel, i.e., how far the rear arms droop in relation to the chassis, Matt unscrews the plastic ball-end from the shock shaft by about three turns. By doing this, the length of the shock is increased slightly, and the suspension can travel further before the wheel loses contact with the ground. Note: be sure that both rear shocks are of equal length, or the truck's handling may become inconsistent.

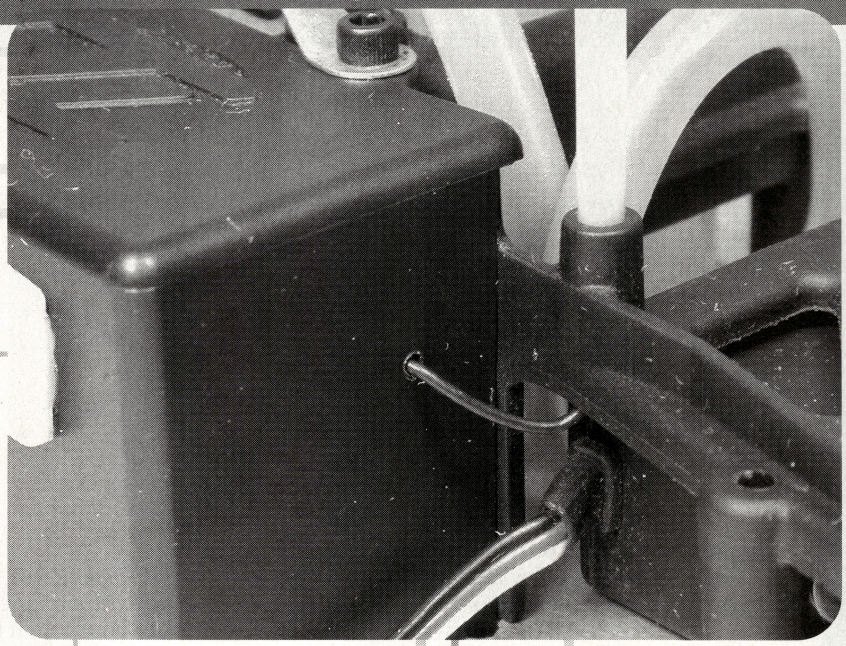


Easy crystal changes

The NT comes with a molded-plastic cover to protect the receiver from fuel spills and dirt. Unfortunately, you must remove the cover each time you wish to change the receiver's crystal. For quicker access to the receiver, cut a rectangular hole in the receiver cover approximately the size of the gear-mesh inspection plug that's used on the Losi XX-4 4WD buggy (cut the hole so that you'll be able to reach the crystal). Use the XX4 plug to cover the hole when you're not changing crystals.



Easy Mods for your Triple-X NT



Better antenna routing

If you build your NT according to the instructions, then your receiver's antenna wire must be routed through the bottom of the molded receiver cover. First, this bundles the antenna with the steering servo's power lead, which can in some cases cause interference, and secondly, the wire must touch the aluminum chassis, which could also present a glitching problem. Solve this problem by drilling a small hole (just large enough to accommodate the receiver wire) near the top of the receiver cover. Run the antenna through this hole straight through to the antenna mount.

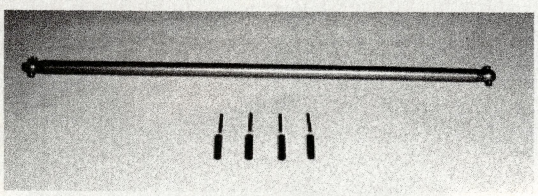
IRS

CHECK US OUT AT
WWW.TeamIRSrc.com

NOW FEATURING NEW FOR:
ASSOCIATED

TC3

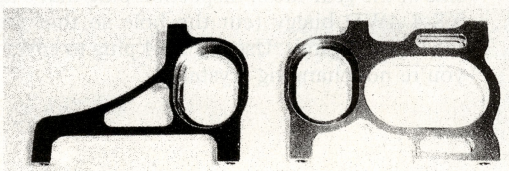
IRS146 BLUE ALUMINUM
MAIN SHAFT $22.50



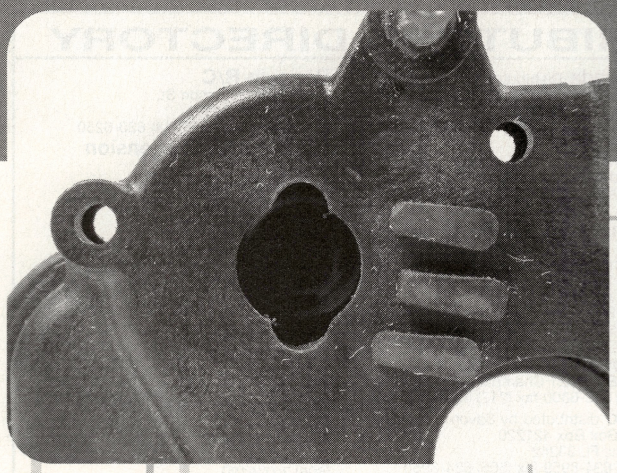
IRS147 PIN CUSHIONS
(LENGTHEN THE LIFE OF
TC3, B3, & T3 OUTDRIVES)

10L3, 10L30
12L3, 12L30

IRS160 POD PLATES (PR.) $45.00
IRS160BL POD PLATES (PR.) BLUE $49.95

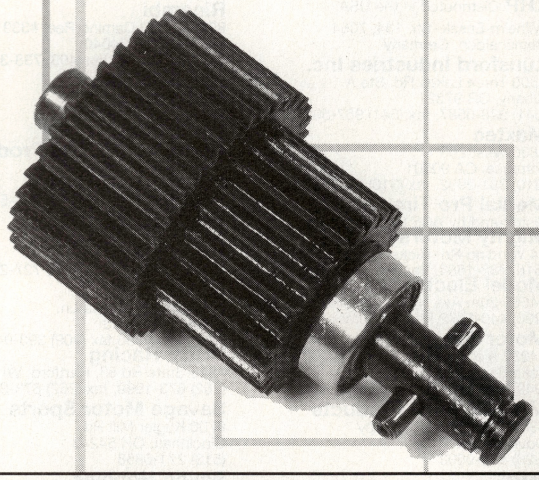


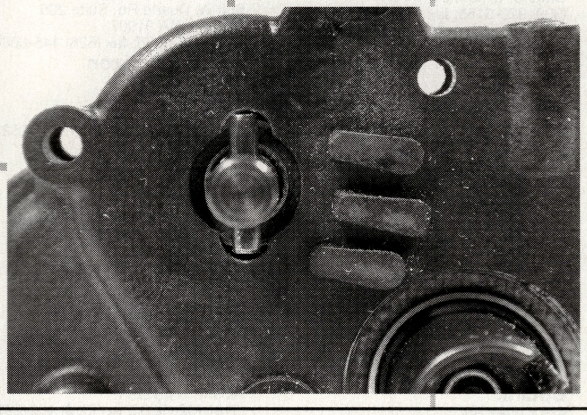
IRRGANG RACING SERVICE 18 CANNON RANGE RD. MILMAY, NJ 08340 USA



Simpler tranny rebuilding

In order to remove the NT's diff and counter gear, you need to remove the brake hub and the roll-pin that secures it to the counter-gear's shaft. If you think installing roll-pins is a pain, you should try taking them out! By cutting a slot in the gearbox's opening (through which the counter-gear/brake shaft passes) large enough for the roll-pin, you'll be able to pull the whole counter-gear/shaft assembly straight out without having to disassemble the brake. A word of caution: only make the slot large enough for the pin; don't make it too big or the bearing may develop unwanted free-play. We've been told that this slot may become part of the production gearboxes in future kits. ◆





FEATURING:
AIRTRONICS
CROSS
CVEC
FUTABA
HPI RACING
INTEGY
KAWADA
KO PROPO
LUNSFORD
MIP
MOTOR SAVER
MUGEN SEIKI
NOVAK
OFNA RACING
O.S. ENGINES
PARMA
PIT
PROTOFORM
RAYTEK
RIDE
ROBINSON
RPM
SERPENT
TAMIYA
TEAM ASSOCIATED
TEAM ORION
TRAXXAS
TRINITY

REDMOND HOBBIES

http://redmondhobbies.com

16290 Redmond Way
Redmond, WA 98052
Phone 425-885-3639
Fax 425-882-2759
Dealers: 425-376-0880

Full Service R/C Shop
Motor Tune Ups
Custom Built Kits
Ready to Run Kits
Now in Stock!

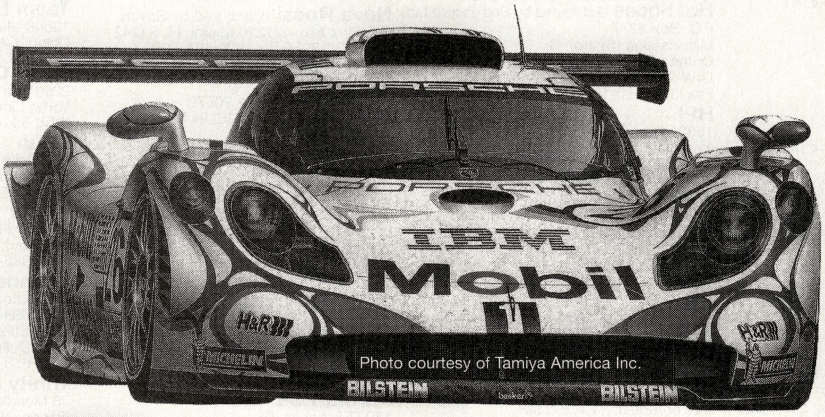


Photo courtesy of Tamiya America Inc.

Store Hours
Mon-Sat: 11am-7pm

Parking Lot Racing
Alternate Sundays
QFC /Redmond Center

Classes
HPI Super Nitro
1/10th Nitro
Kawada SV10
Tamiya TGX
F1 & LeMans
All Welcome!

EXCLUSIVE USA DISTRIBUTOR FOR KAWADA

MANUFACTURERS & DISTRIBUTORS DIRECTORY

AAA Hobby Distributor
1429 West 134th St. Unit #2
Gardena, CA 90249
(310) 630-4945; fax (310) 630-4943

ACE Hobbies
116 W. 19th Street
Higgonsville, MO 64037
(660) 584-7121 fax: (660) 584-7766

ACER Racing
P.O. Box 5680
Santa Monica, CA 90409-5680
(310) 775-6435, fax (310) 472-4870

Aero-Car Technology
PO Box 336
Western Springs, IL 60558
(708) 246-9027

Airtronics
1185 Stanford Ct.
Anaheim, CA 92805
(949) 978-1895, fax (949) 978-1540

Alien distributed by Bruckner Hobbies
3587 E. Tremont Ave.
Bronx, NY 10465
(800) 288-8185, fax (718) 863-4002

Andy's Bodies
2028 E. Francis St.
Ontario, CA 91761
(909) 923-6155, fax (909) 923-6156

Associated Electronics
3585 Cadillac Ave.
Costa Mesa, CA 92626
(714) 850-9342 fax (714) 850-1744

Ballistic Batteries
P.O. Box 30344
Phoenix, AZ 85046
(602) 493-3717, fax (602) 493-5007

Bennett Equipment
900 E. 1300 S.
Romney, IN 47981
(765) 538-2725, fax (765) 538-3429

Bonzai Motors
719 Gaillard St.
Glendora, CA 91740
(626) 963-0422

Boca Bearings
7040 W. Palmetto Pk., SE
Boca, Raton, FL 33433
(800) 332-3256, fax (561) 998-0119

BoLink
420 Hosea Rd.
Lawrenceville, GA 30045
(770) 963-0252, fax (770) 963-7334

BSR
109 County Rd. 455
Killen, AL 35645
(256) 757-1564, fax (256) 757-1574

BRP
1575 Lowell
Elyria, OH 44035
(440) 284-0270, fax (440) 284-0271

Byron Originals
PO Box 279
Ida Grove, IA 51445
(712) 364-3165, fax (712) 364-3901

Cobra
2167 W. 2200 S.
Salt Lake City, UT 84119
(801) 974-5757

Competition Electronics
3469 Precision Dr.
Rockford, IL 61109
(815) 874-8001, fax (815) 874-8181

Competition R/C
10236 152nd St.
Surrey, B.C.
CANADA V3R 2N7
(604) 930-8080

CVEC Inc.
380-E N. Wickham Rd.
Melbourne, FL 32935
(321) 757-3999; fax (321) 757-9377

Deans
10875 Portal Dr.
Los Alamitos,CA 90720
(714) 828-6494; fax (714) 828-6252

Dura Trax distributed by Great Planes
P.O. Box 815
Wauconda, IL 60084
(217) 398-6300, fax (217) 398-6300

Dynamite distributed by Horizon Hobby Distributors
4105 Fieldstone Rd.
Champaign, IL 61821
(217) 355-9511, fax (217) 352-0355

Elite Speed Products
3923 E. Mound St Columbus, OH 43227
(614) 231-4170

ESP
6215 Lou Ave., Ste. C
Crystal Lake, IL 60014
(815) 455-5440

Excalibur Fuels
10912 76 Drive
Peoria, AZ 85345
(602) 455-0040

Factory Works
505 N. Smith Ave. Ste. 105
Corona, CA 91720
(909) 735-5516, fax (909) 735-5642

Fantom Racing
50201 Silver St.
Vicksburg, MI 49097
(616) 649-9583, fax (616) 649-9584

FMA Direct
9607 Dr. Perry Rd., #109
Ijamsville, MD 21754
(800) 343-2934, fax (301) 831-8987

Futaba Corp. of America
P.O. Box 19767, Irvine, CA 92723
(949) 455-9888, fax (949) 455-9899

GM Racing
416 Ohio Ave., McDonald, OH 44437
(330) 530-2330, fax (330) 530-2333

Genka Trading Corp.
1800 E. Miraloma Ave., #F
Placentia, CA 92870
(714) 792- 1923, fax (714) 792-1968

General Silicone
650 W. Duarte Rd. Suite 205
Arcadia, CA 91007
(626) 445-6036; fax (626) 445-6084

Golden Horizon
#311-938 Howe St.
Vancouver, B.C.
CANADA V6Z 1N9
(604) 331-2526, fax (604) 331-2528

GM USA
601 N. Main St.
Niles, OH 44446
(330) 652-1479

GPM distributed by Hobby Etc.
90 West Pearl St.
Nashua, NH 03060
(603) 595-8549, fax (603) 595-1498

GTP
600 A Anton Blvd.
Costa Mesa, CA 92626
(949) 756-1219 (949) 756-1227

Hammad Ghuman
6 Tower Heights
Albany, NY 12211
(518) 782- 9255, fax (518) 458-2712

Hardcore Racing
4525 E. Industrial St. Unit 4R
Simi Valley, CA 93063
(805) 579-9650; fax (805) 579-9651

Harm distributed by Lucas Racing
912 Mt. Washington Dr.
Los Angeles, CA 90065

HiTec RCD
12115 Paine St. Poway, CA 92064
(858) 748-6948 fax (858) 748-1767

Hobby Tech Inc.
1139 Colner Ct.
City of Industry, CA 91748
(626) 810-2585, (626) 810) 5153

Holeshot Racing
55 Irma Rd.
Brockton, MA 02401
(508) 587-0663, fax (508) 587-0663

Hot Bodies
308 Serrano Trail
Browns Mills, NJ 08015
(609) 893-7716, fax (609) 893-2639

Hot Shoes Distributed by Radioactive Ltd.
P.O. Box 1277
Mississauga, Station B
Ontario CANADA
L4W 2G4
Fax (905) 569-1528

HPI
15321 Barranca Pky.
Irvine, CA 92618
(949) 753-1099, (949) 753-1098

Hurricane Motorsports
213 Rethke Ave Madison, WI 53714
(608) 243-9430

Innoventive Technologies Inc.
16025 23 Mile Rd.
Macomb Twp., MI 48042
(810) 677-2311, fax (810) 677-2312

IRS
18 Cannon Range Rd.
Milmay, NJ 08340
(609) 476-2371

Integy
1140 Centre Dr.
City of Industry, CA 91789
(909) 444-2766, fax (909) 444-2767

Jamara
15901 Tobin Way
Sherman Oaks, CA 91403
(818) 995-4156

Kawada Distributed by M5 Inc.
16290 Redmond Way
Redmond, WA 98052
(425) 376-0880; fax (425) 885-3639

Killer Bee
130 Riverview Ave.
Woodbridge, Ontario
CANADA L4L-2L6
(877) 313-3136

Kimbrough Products
1322 Bell, Unit 1-C
Tustin, CA 92780
(714) 258-7425

KO Propo
16012 S. Western Ave. Suite #308
Gardena, CA 90247
(310) 532-9355; fax (310) 532-9354

Kyosho/Great Planes
P.O. Box 9021 Champaign IL 61826
(217) 398-6300 fax (217) 398-1104

Laro distributed by Savon Hobbies
P.O. Box Box 421220
Miami, FL 33242
(305) 634-8959 fax (305) 634-3950

LRP Distributed in the USA
Wilhelm-Enssle-Str. 134, 7064
Remshalden, Germany

Lunsford Industries Inc.
2500 Three Lakes Rd. Ste A
Albany, OR 97321
(541) 928-0587, fax (541) 967-5917

Maxtec
1830 West 208
Torrence, CA 90501
(310) 381-2992, fax (310) 381-2988

Medial Pro Tires
distributed by ACE Hobbies (above)

Mighty Motors
44 Winding Rd Hicksville, NY 11801
(516) 932-1688, fax (516) 932-3236

Model Electronics
14550 20th Ave NE Shoreline, WA 98155
(206) 440-5772 Pete Patterson

Motor Saver Filters
24282 McCoy Rd.
Lake Forest, CA 92630
(949) 455-0201, fax (949) 455-0249

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

MRC
80 Newfield Ave.
Edison, NH 08837
(732)225-6360, fax (732) 225-0091

Mugen Sieki
17971 Skypark Cir. #G
Irvine, CA 92614
(949) 475-9505, fax (949) 475-9511

Multiplex
560 Library St.,
San Fernando, CA 91340
(818) 785-2401, fax (818) 785-3946

New Era Models
PO Box 7378 Nashua, NH 03060
(603) 888-4453, fax (603) 888-8645

Niftech
5565 Wilson Dr.
Mentor, OH 44060
(440) 257-6018, fax (440) 257- 4281

Novak Electronics
18910 Teller Ave.
Irvine, CA 92618
(949) 833-8873, (949) 833-1631

Nova Rossi distributed by Savon
P.O. Box Box 421220 Miami, FL 33242
(305) 634-8959 fax (305) 634-3950

O'Donnell Racing
10702 Hathaway Dr. #2
Santa Fe Springs, CA 90670
(310) 944-6821, fax (310) 944-9671

OFNA Racing
22600 Lambert Ste. D-1009
Lake Forest, CA 92630
(949) 586-2910

O.S. distributed by Great Planes
P.O. Box 815 Wauconda, IL 60084
(217) 398-6300, fax (217) 398-6300

Paris Racing
4254 Independent St.
Chino, CA 91710
(909) 465-1189, fax (909) 465-0089

Paragon Racing Products
340 Industrial Blvd.
Waconia, MN 55387
(612) 442-6364, fax (612) 442-6368

Parma/PSE
13927 Progress Pky.
North Royalton, OH 44133
(216) 237-8650 fax (216) 237-6333

Peak Performance
23352 J Madero Rd.
Mission Viejo, CA 92691
(949) 707-4683, fax (949) 707-4684

Penguin R/C
1230-P N. Jefferson St.
Anaheim, CA 92807
(714) 630-9015; fax (714) 630-6250

Progressive Suspension
11129 G. Ave.
Hesperia, CA 92345
(760) 948-4012, (760) 948-4307

Pro-Line/Jaco
P.O. Box 456
Beaumont, CA 92223
(909) 849-9781 fax (909) 849-2968

Pro Match
2033 S. Palo Verde Blvd Lake Havasu, AZ 86403
520-855-2226

Protoform Inc.
P.O. Box 456
Beau mont, CA 92223
(909) 849-9781 fax (909) 849-2968

RCPS
18312 Gifford St.
Fountain Valley, CA 92708
(606) 727-5180

Ricambi
801 West El Camino Real #339
Mt. View, CA 94040
(408) 738-3514, fax (408) 738-3138

R n D Racing
164 Aero Camino
Goleta, CA 93117
(805) 685-444

Robinson Racing Products
4968 Meadow View Dr.
Mariposa, CA 95338
(209) 966-2465, fax (209) 966-5937

Roland DGA
15271 Barramca Prky.
Irvine, CA 92618
(949) 727-2100, fax (949) 727-2112

RPM
14978 Sierra Bonita Ln.
Chino, CA 91710
(909) 393-0366 fax (909) 393-0465

RRCF Racing
1925 State Rd 83, Hartford, WI 53027
(262) 673-1999, fax (262) 673-3163

Savage Motor Sports
8700 Kugler Mill Rd.
Cincinnati, OH 54243
(513) 271-6858

Savon Hobbies
P.O. Box Box 421220
Miami, FL 33242
(305) 634-8959, fax (305) 634-3950

SEI Racing
145 N. Sierra Madre Blvd. #10
Pasadena, CA 91107
(626) 577-8004; fax (626) 577-8084

Serpent USA
2830 NW 79th Ave.
Miami, FL 33122
(305) 639-9665, fax (305) 639-9658

Schumacher USA
6302 Benjamin Rd., Ste. 404
Tampa, FL 33634
(813) 889-9691 (813) 889-9593

Tamiya America Inc.
2 Orion; Aliso Viejo, CA 92656
(800) TAMIYA-A, fax (949) 362-2250

Team Associated
3585 Cadillac Ave.
Coasta Mesa, CA 92626
(714) 850-9342, fax (714) 850-1744

Team Losi
13848 Magnolia Ave.
Chino, CA 91710
(909) 465-9400, fax (909) 590-1496

Team Orion
22601 La Palma
Yorba Linda, CA 92877
(714) 694-2812; fax (714) 694-2815

Tekin
940 Calle Negocio
San Clemente, CA 92673
(949) 498-9518, fax (949) 498-6339

Testor Corp.
620 Buckbee St.
Rockford, IL 61104
(815) 962-6654, fax (815) 962-7401

Thunder Tiger
distributed by ACE Hobbies (above)

Traxxas Corp.
1210 Shiloh Rd.
#120 Dallas, TX 75228
(972) 613-3300 fax (972) 613-3599

Trinity Products Inc.
36 Meridian Rd.
Edison, NJ 08820
(732) 635-1600, fax (732) 635-1640

Yokomo
17951 Skypark Cir., Ste K
Irvine, CA 92614
(949) 252-8663, fax (949) 252-8657

HOW TO Set Ride-Height

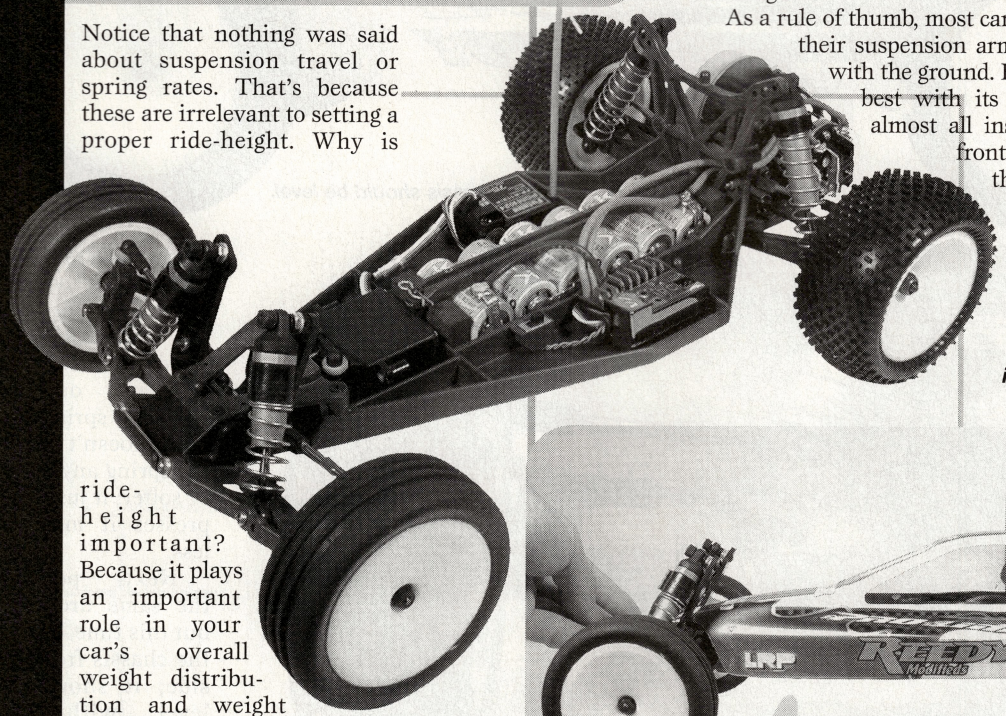
Sitting pretty

By definition, ride-height is a term used to describe the distance between the bottom of your car's chassis and the ground.

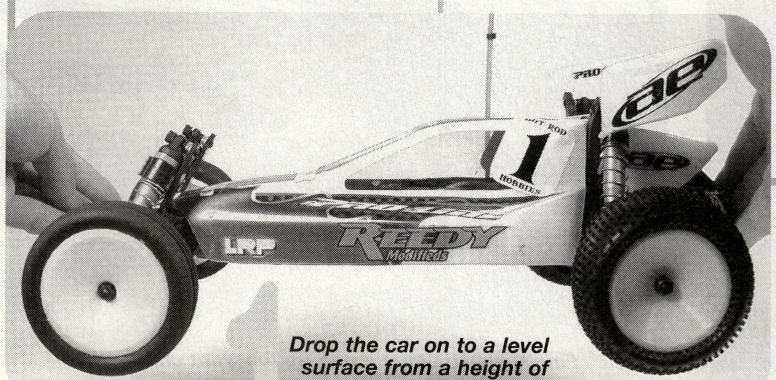
Notice that nothing was said about suspension travel or spring rates. That's because these are irrelevant to setting a proper ride-height. Why is ride-height important? Because it plays an important role in your car's overall weight distribution and weight transfer while it is moving. And since weight equals traction, how much of your car's weight is placed over the front or rear wheels greatly affects how much steering or traction the car has. An improperly set ride-height can cause all sorts of handling problems. For example, if the car is too low, it may not work well over bumps; but if it's too high, the car might become unstable in the turns. To check if your car's ride-height is right, read on.

Virtually every car and truck manufacturer provides some basic ride-height setting. Some companies, such as Tamiya and Kyosho, specify the correct number of spring pre-load spacers for each shock, while some companies such as Team Associated and Team Losi describe ride-height in terms of the attitude of the car's suspension arms, e.g., "arms level" or "arms slightly below level." Whichever method you use, begin setting up your car so that its ride-height is at the recommended setup. Most suspensions and drive trains (axles and driveshafts) work best when they remain within a certain range of travel, and the designers specify a ride-height based on this range.

As a rule of thumb, most cars and trucks work best with their suspension arms at or slightly below level with the ground. Rarely if ever will a car work best with its arms above level. And in almost all instances, it's best to set the front and rear ride-heights so that the chassis is level when



Always set ride height with the car in ready-to-run form.



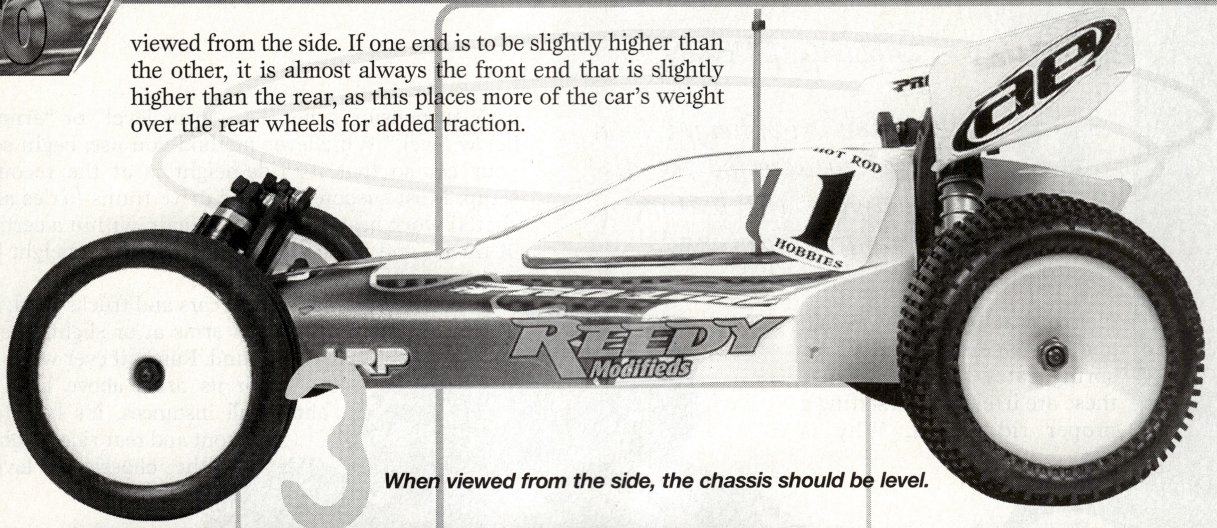
Drop the car on to a level surface from a height of about eight inches.



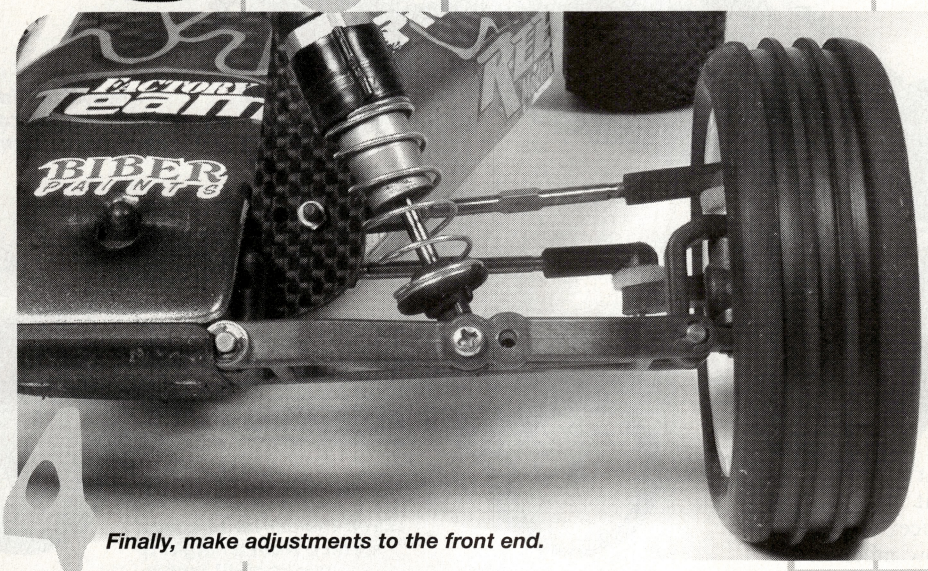
Start with the rear end first.

How To Set Ride-Height

viewed from the side. If one end is to be slightly higher than the other, it is almost always the front end that is slightly higher than the rear, as this places more of the car's weight over the rear wheels for added traction.



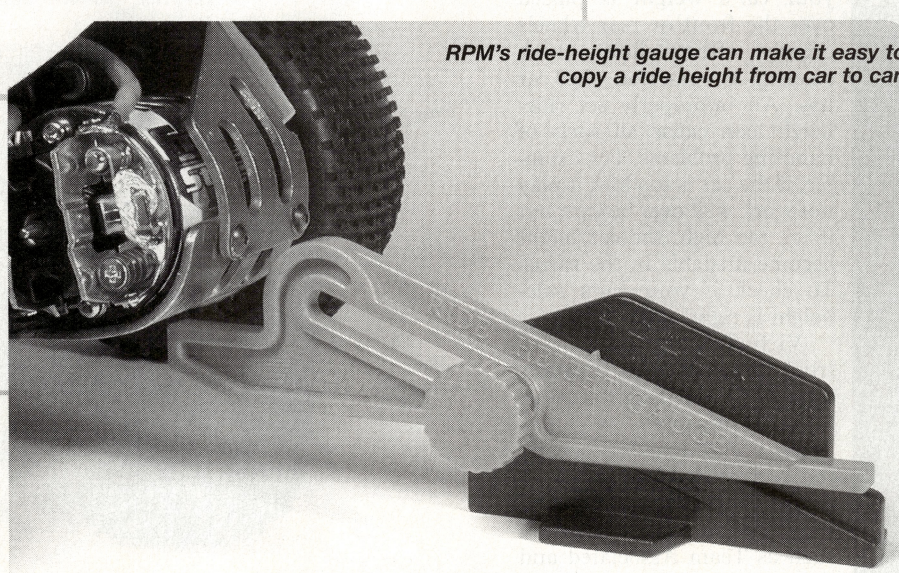
When viewed from the side, the chassis should be level.



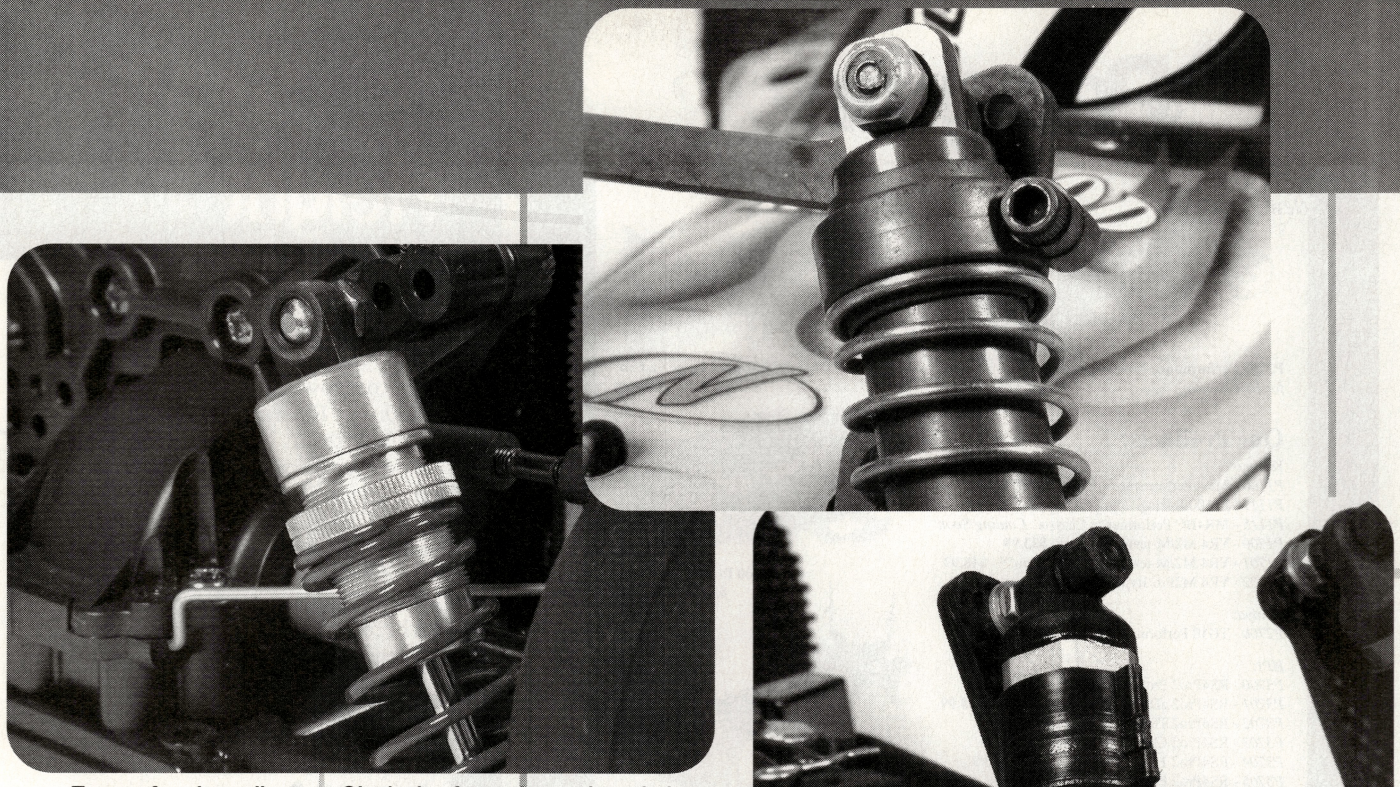
Finally, make adjustments to the front end.

To set ride-height, always begin with the rear suspension, and always check ride-height with the car in race-ready form, i.e., just as it would be if it were on the track, with the battery, motor, etc. installed. First, drop the car to a level surface from a height of about eight inches. Once the car settles on its suspension, check the rear end. The arms should be level or slightly below level. If the rear end is too high, reduce the amount of pre-load of each rear spring by removing spacers or sliding the spring clamp upward. If the rear end is too low, add spacers or slide the clamps downward. Contrary to popular opinion, changing spring pre-load doesn't make the spring any stiffer or softer; it just compresses it more or less.

Next, perform the same drop-test, but this time, look at the chassis from the side; it should be level with the ground. If not, raise or lower the front end (by adjusting



RPM's ride-height gauge can make it easy to copy a ride height from car to car.



Types of spring adjusters. Clockwise from above: threaded adjustment collars, clamp-style collars, and pre-load spacers.

the front springs' pre-load) until the desired ride-height is reached. In general, if a designer has done his job well, setting the ride-height so that the chassis is level will result in front suspension arms that are approxi-

Shop with us and save money

ON ALL YOUR AIRBRUSHES & ACCESSORIES

Featuring Aztex and Model Master Accessories



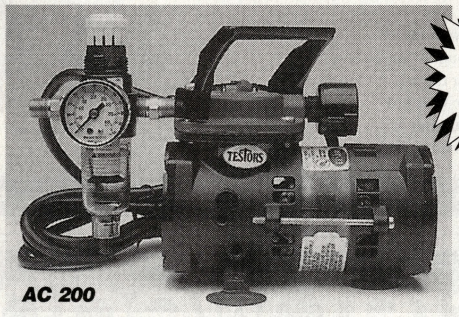
$99.95

Reg. $169.99

A4709 Set:

- A4709 Airbrush & 6' hose
- Fine Line Nozzle/.30mm
- General Purpose Nozzle/.40mm
- High Flow Nozzle/.50mm
- Medium Coverage Nozzle/.70mm
- .40mm & .50mm Acrylic Paint Nozzles
- 2.5cc Side Feed Color Cup • 3cc, 7.55cc & 10cc Gravity Feed Color Cups
- 28mm & 33mm Siphon Caps and bottles • Instruction manual & video
- Wooden storage case
- Lifetime guarantee on airbrush body

Double Action/Single Action-Trigger controls both air and paint. Internal mix airbrush.



AC 200

$239.95

Reg. $300.00

Aztex AC 200 Airbrush Compressor:
The Aztex AC 200 Compressor is equipped with a pressure gauge and moisture trap that reliably removes all condensation generated by the process of mechanically compressing air. It is the only compressor in its price range that includes a moisture trap.

Features

- Pressure gauge
- Moisture trap
- Oil-less operation
- Fan cooling
- Automatic thermal protector switch
- Rubber suction feet
- 25 psi under load
- 10,000 hour service life
- 2 year guarantee
- On/Off switch
- 120v 60Hz

$31.99

Reg. $49.95

A3205 Set:

- A3205 Airbrush & 6' hose
- General Purpose Nozzle/.40mm
- 28mm & 33mm Siphon Caps and bottles
- 12cc Top Feed Color Cup
- Instruction manual & video
- Compressor adapter

Single Action - Trigger controls flow or air only.

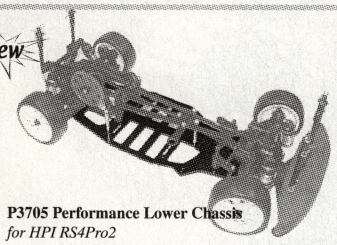
Mason
Distributing Company

2203 Patterson Ave. • Roanoke, VA 24016

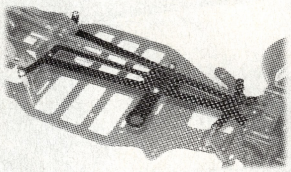
To order call 1-800-777-3977 or visit
www.mason-distributing.com
Contact us for a free catalog!

These are not sale priced but our everyday low prices! We accept MC, Visa, DC.

Penguin r/c



P3705 Performance Lower Chassis
for HPI RS4Pro2



P3701 aDeck Upper Deck System
for HPI RS4Pro2

Our Products:

Yokomo:
P1100 - MR4 Performance Chassis **$115.99**
P1111 - P1100 Racing Upgrade Kit **$23.99**
P1115 - MR4BC Performance Chassis ***Coming Soon***
P1700 - YR4 M2/M-team Quadslot **$23.99**
P1701 - YR4 M2/M-team Quadslot Velcro™ **$18.99**
P1702 - YR4 M2Pro/Jtype ProStrap System **$16.99**

Tamiya:
P2700 - TG10 Performance Brake Disc **$6.99**

HPI:
P3700 - RS4Pro2 ProStrap System **$15.99**
P3701 - RS4Pro2 aDeck Upper Deck System **$28.99**
P3702 - RS4Pro2 Transponder Mount **$3.99**
P3703 - RS4Pro2 Chassis Stiffening Set **$6.99**
P3704 - RS4Pro2 1mm CG Lowering Kit **$3.99**
P3705 - RS4Pro2 Performance Lower Chassis **$57.99**
P3706 - RS4Pro2 Front Shock Tower ***Coming Soon***
P3707 - RS4Pro2 Rear Shock Tower ***Coming Soon***
P3710 - RS4Nitro Performance Brake Disc **$5.99**

Losi:
P4700 - XX4 Shock Tower Brace Set **$19.99**
P4705 - XXX F. Shock Tower & R. Brace Set **$21.99**
P4705a - XXX Front Shock Tower **$11.99**

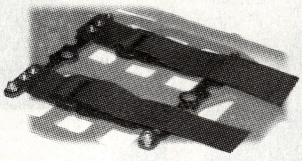
Associated:
P5700 - RC10GT Performance Brake Disc **$3.99**

Traxxas:
P6700 - Nitro 4Tec Performance Brake Disc **$3.99**
P6701 - TMaxx Performance Brake Disc **$6.99**
P6702 - Nitro Rustler/Stampede Performance Brake Disc **$3.99**
P6703 - Nitro Sport Performance Brake Disc **$3.99**
P6704 - Monster Buggy Performance Brake Disc **$6.99**

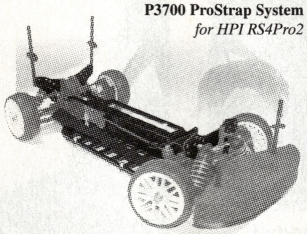
Other:
P9000 - Velcro™ Battery Straps **$4.99**
P9001 - Velcro™ LTO Battery Strap ***Coming Soon***

• Other Products and Parts are available

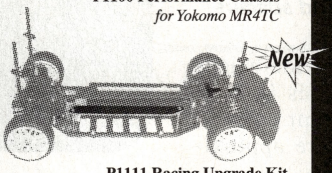
Penguin r/c products are available through your local hobby shop or direct. **Please call or visit our website for further product information.**



P3700 ProStrap System
for HPI RS4Pro2



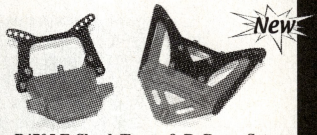
P1100 Performance Chassis
for Yokomo MR4TC



P1111 Racing Upgrade Kit
for Penguin r/c P1100



P5700 Performance Brake Disc
for Associated RC10GT

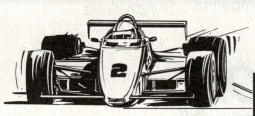


P4705 F. Shock Tower & R. Brace Set
for Losi XXX

1230-P N Jefferson Street Anaheim CA 92807 • 714.630.9015 • 714.630.6250FAX • http://www.penguinrc.com

Secret Weapons

— The closest tolerance and fastest running bearing available —



Now offering metric & inch sizes to give you that extra edge for winning!

Call: 800-332-3256 • Fax: 800-409-9191

**Free Shipping and Handling Anywhere in the USA & Canada. Low Cost on International Shipping.*

BOCA BEARING



7040 W. Palmetto Park Rd. Suite 2304-C1
Boca Raton, Florida 33433, U.S.A.
Ph: 561-998-0004 • Fax: 561-998-0119
Email: bearing@gate.net
Web: http://www.bocabearings.com

FOR A GREAT DEAL ON R/C CAR VISIT OUR WEBSITE AT www.rc-car.com



Set Ride-Height

mately level with the ground. Once you've made this initial setting, you can experiment by raising or lowering the front end slightly. Raising the front will usually result in less steering and more rear traction, while lowering it will have the opposite effect. As stated earlier, these basic ride-height settings are to be used as a starting point. You may find that your particular car and where you run it may require different settings. But because an improperly set ride-height is one of the most common mistakes made by new hobbyists, getting it in the ballpark is a much better beginning! ◆

SOURCES

RPM, 14978 Sierra Bonita Lane, Chino, CA 91710 • (909) 393-0366; fax (909) 393- 0465

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

ADVERTISEMENT

PiggyBack RESERVOIR KITS

If you're serious about Off-Road Racing...

Piggyback Reservoirs are machined from 6061-T6 aluminum, polished and anodized in six great colors*. Featuring a unique closed cell foam insert for volume compensation, these reservoirs increase oil capacity and eliminate oil aeration. This results in more consistent performance during long races and fewer rebuilds.

1/10 scale Piggyback Reservoir Kits are available to upgrade Progressive Suspension EDC shocks and stock Associated™ Shocks.

1/8 scale Piggyback Reservoir Kits are available to upgrade stock shocks for the following vehicles:

- Thunder Tiger Mirage & EB-4
- Kyosho MP-5 & MP-6
- Mugen Super Athlete & MBX-4
- OFNA Blazer
- Ultra & Ultra Worlds GT

1/8 Scale Now Available in six colors

1/10 Scale Piggyback Reservoir Kits

PBR-1001 ..... Set of 2 ..... SRP $32.50
PBR-1002 ..... Set of 4 ..... SRP $62.50

1/8 Scale Piggyback Reservoir Kits

PBR-2001 ..... Set of 2 ..... SRP $58.75
PBR-2002 ..... Set of 4 ..... SRP $114.95

For use with MIP Hard Body (Shock Bodies)*

PBR-2003BK ..... Set of 2 ..... SRP $58.75
PBR-2004BK ..... Set of 4 ..... SRP $114.95

*Available in black anodized only



Progressive Suspension USA, Inc.
11129 Ave. G Hesperia, CA 92345
760-948-4012 • Fax 760-948-4307
Web site: progressivesuspension.com
E mail: info@progressivesuspension.com

HOURS & HOURS OF TESTING JUST FOR YOU!



TITANIUM TURNBUCKLES, FRONT AXLES, KING PIN BALLSTUDS & MORE!

LUNSFORD Racing

#2703 TRAXXAS Nitro Stampede Turnbuckles
#7045, 7095 Front Axles for RC10 B3/T3. XXTCR & XXCR
#7093, 7044 King Pin Ballstuds for XXCR, XXTCR, RC10 B3/T3
#4012 RC10T2/GT Turnbuckle & Pin Kit
#4433 Mugen MBX4 Turnbuckle & Pin Kit

Lunsford Racing, 2500 Three Lakes Rd., Ste. A, Albany, OR 97321
(541) 928-0587, fax (541) 967-5917 *www.lunsfordracing.com

MULTIPLEX PROFI CAR 707

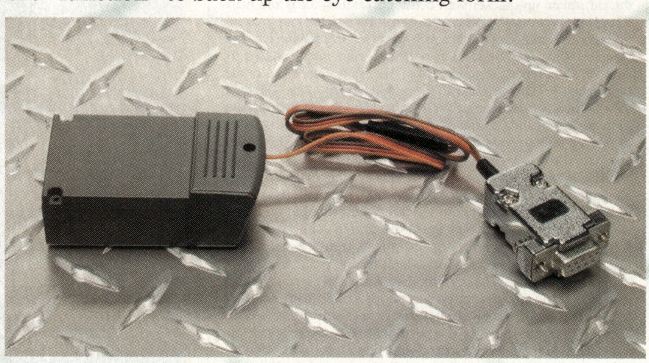
Waves of the future

By Lito Reyes

In the past few weeks that I've been using the new Multiplex Profi Car 707, I've heard many different reactions to the radio from other people.

The most common one goes something like, "Wow! That looks like some kind of sci-fi ray gun!" Okay, so I hang out with some "really mature" people. Next most common is along the lines of, "Those are some pretty funky colors on that thing!" Another common one is, "What's up with that toy radio?"

Do you see a pattern here? Never mind that it is the only pistol-grip radio on the market to handle seven channels, or that it has 12-model memory (with unlimited storage using the optional PC interface), or that it can even use old AM receivers without even changing the Tx crystal. The first thing that people focus on are the looks of the device, not on the features or performance contained inside the package. It is obvious that the engineers at Multiplex's German headquarters chose to use a striking design to draw attention to their new line of surface pistol-grip radios, but do they have the "function" to back up the eye-catching form?



An optional PC interface is available from Multiplex, complete with software that allows you to adjust many of the radio's settings as well as download and archive multiple car setups! What an amazing feature!

Let me answer that question now with an emphatic, "Yes!" This is no parts bin radio, nor is it an attempt to lengthen the life of an old product line. Multiplex's Profi Car 707 and Profi Car 403 (from this point referred to just as the 707 and 403) are all-new radios with features that put it right up against the top offerings from their competitors.

Once your eyes get past the striking teal and gray colors of the case, you'll probably notice two things. First, the display is not only on the top of the case, but it is also angled for easy viewing when the radio is in use. Second, the five buttons that are also on top of the case don't have any text labels. In fact, none of the buttons on the radio have any text labels. Instead, the buttons on the top serve to let you choose which programming menu you want to edit. For example, the steering menu pages are selected with the button denoted with a steering wheel icon. These five buttons cover the aforementioned steering menus, as well as trigger, timer, general setup, and memory menus.

Positioned around the foam-covered wheel are four rocker switches. Three of them are programmable based on the transmission mode, and the uniquely-shaped one is dedicated to steering trim. Last, but not least, are the most-used switches on the radio. Positioned just above and below where the throttle hand's thumb rests are a digital dial and a switch. The dial functions as a dual-rate adjuster, when in running mode, and as a data value selector in programming mode. Being a digital switch, it doesn't have a beginning or end point and can rotate endlessly. It basically sends an increment or decrement value to the data register being set. And finally, there is the thumb-activated button, which serves as a page selector or an "Enter" button when in programming mode, or as a timer start and lap counter button when in timing mode.

There are five kinds of vehicle types that the 707 can be set up for. The available choices are as follows:

Standard—two-channel electric or nitro car.

2 + 1 CH—five-point throttle settings for the second channel.

2 + 5 CH—switched channels for 3 through 7.

4 CH—two servos for steering, one for throttle/brake, and a second brake.

5 CH—two steering servos, one throttle servo, and two brake servos.

Obviously, there is a whole lot of flexibility available in the 707. As a side note, the 403 only has the first three settings listed above. Most racers will probably only ever use the first two vehicle types, but people with monster trucks, some 1/8-scale vehicles, or concourse or special effects applications will appreciate the additional functions.



Gaining access to the Tx module is quite easy—it just slips out of the back of the radio.

As mentioned above, the rocker switches surrounding the wheel perform different functions depending on what vehicle type is in use for the currently selected model. For example, on vehicle types Standard, 2 + 1 CH and 2 + 5 CH, the left-most rocker adjusts the channel 2 (throttle/brake) end-point. But for vehicle types 4 CH and 5CH, the same rocker acts as a trimmer for channel 3, which serves to control 2nd brake servo or dual brake servos, respectively, for those vehicle types.


A charging cable and a 600 mAh NiCad battery pack are packaged with the radio.

Let's now take a look at some of the more important or unique functions of the 707. Since every high-end radio covers things like end point adjustment, centering, and steering exponential, I won't cover functions like those; instead, let's stick to ones you don't see in every radio.

Steering

Steering Speed

This function doesn't just step or slow down the reaction time of the steering system, but instead lets you program different transit speeds for extending the servo (going into a corner) and returning to center (exiting a turn). Oval racers looking to smooth out their car when getting back onto a straight might want to look into this feature, as would racers who consistently over-correct their steering.

Auto Dual Rates

This version of Auto Dual Rate (ADR) isn't as flexible as some other manufacturers', but is still very useful. Multiplex's execution of ADR only lets you reduce the steering throw at full throttle. The reduction can be between 50 percent and 100 percent. You can, however, set six levels of delay before ADR takes effect.

Multiple Steering Servos

If you have a model that requires multiple steering servos, such as a monster truck or 1/5-scale car, you can control them both without using Y-harnesses. In 4 CH mode, steering is assigned to channels 1 and 4, while in 5 CH mode, steering is done on channels 1 and 5. The advantage of this is being able to more precisely control differences in multiple servos; even two of the same model can have centering and travel differences.

Throttle

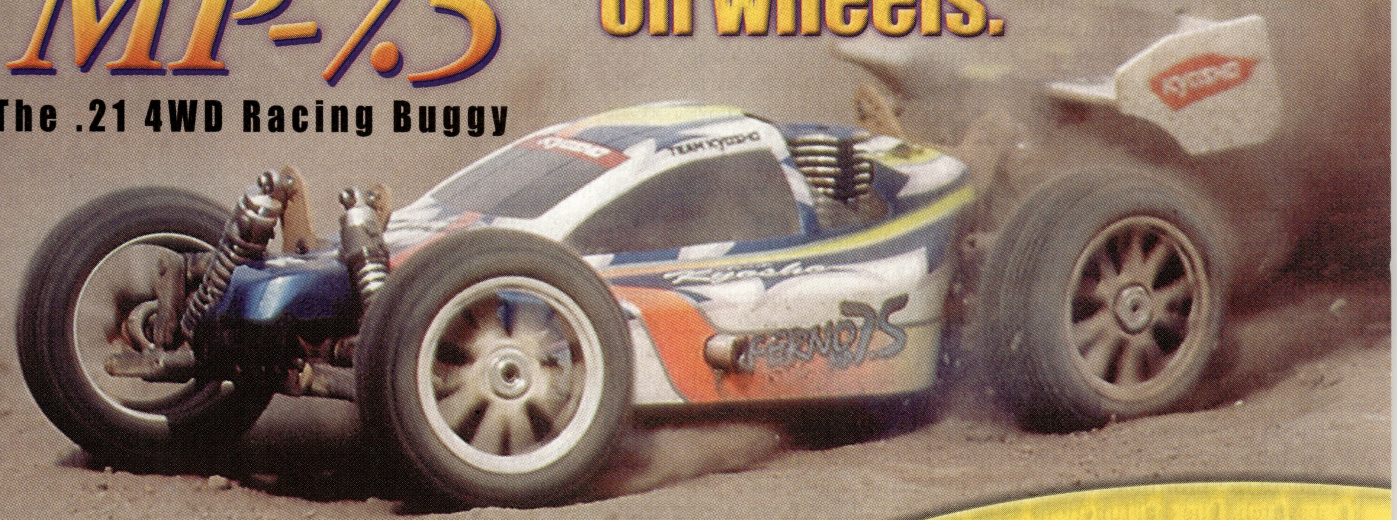
5-Point Throttle Curve

This is a useful feature that isn't widely available on even high-line radios. Including the initial and full throttle point, you can set up a five-point response curve. It is similar to throttle exponential, but the curve isn't limited to being linear, hyperbolic, or parabolic. You can use this to compensate for a narrow powerband in a motor, or to "tune the trigger" to the characteristics of a particular type of carburetor.

Inferno MP-7.5

It's a blast furnace on wheels.

The .21 4WD Racing Buggy



Length: 19.5 in (496mm) • **Width:** 12.1 in (307mm) • **Height:** 7.4 in (189mm) • **Wheelbase:** 13 in (328mm)
Front/Rear Track: 10.1 in (258mm) • **Ground Clearance:** 1.1 in (28mm) • **Approx. Weight:** 7 lb (3200g)
Requires: 2-channel radio w/2 servos, .21 nitro buggy engine, manifold, tuned pipe, fuel, starting equipment

IFMAR 1/8 BUGGY WORLD CHAMPION '92 '94 '96 '98 INFERNO

As sure as the competition is trying to mount a challenge, the Kyosho Inferno MP is gearing up to meet that challenge. The reigning four-time 1:8 scale IFMAR nitro World Champion is out to successfully defend its title this year with the Inferno MP-7.5, Kyosho's most upgraded powerhouse yet. With a lineage based on the MP-5 and MP-6, this buggy boasts a winning tradition — but with so many re-designed parts and new technology, it's also a practically brand-new machine.

'92-'93 IFMAR CHAMPION — *Inferno*

'94-'95 IFMAR CHAMPION — *Turbo Inferno*

'96-'97 IFMAR CHAMPION — *Inferno MP-5*

'98-'99 IFMAR CHAMPION — *Inferno MP-6*

2000 ROAR National Champion

KYOSHO TOOK 7 OF THE TOP 10!

Ready, willing and able to continue the Inferno legacy.

Inferno MP-7.5 advancements start with the main chassis, which is a sturdy 3mm thick, and features cut-outs front and rear that allow the diffs to be mounted lower. The diff gears are smaller, which offer two benefits: 1) you'll make sharper turns because gyro effect will be reduced, and 2) the suspension arms can be made 4mm longer — and stiffer — making the MP-7.5 more stable, and able to dive in and out of the corners harder. Plus, the more durable steel center gear is a new one-piece design.

Want more high-performance features? Check out the special large-capacity, Teflon®-coated shocks all around for exceptional dampening. Super stopping power is provided by a dependable 2mm-thick disk brake in a plastic holder that reduces disk rotor vibration. And for extra road-hugging capability, there's a newly designed engine mount included that lowers the buggy's CG by 3mm.

These are just a few of the high-tech changes you'll find on the Inferno MP-7.5. To truly appreciate how awesome this off-roader is, you'll have to see it at your local hobby shop. When you do, you'll agree that Kyosho is warming up to the challenge of repeating once again as the champion of the world.

Here are other newly designed parts you'll find on the Inferno MP-7.5:



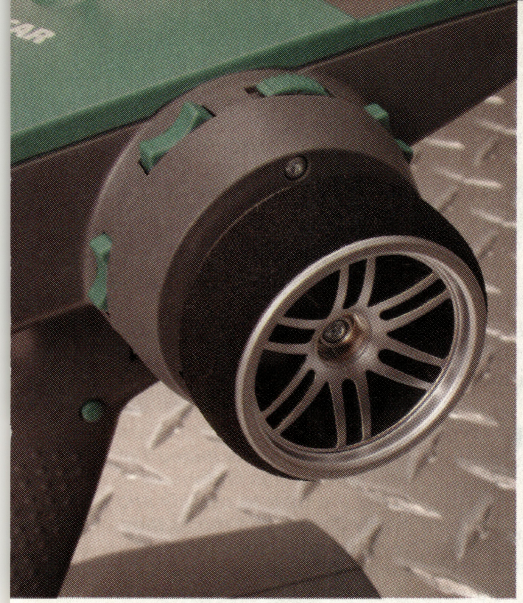
- *Upper deck*
- *Front hub carrier*
- *Front and rear bulk head*
- *Servo saver*
- *Fuel tank*
- *Side chassis guard*
- *Receiver box*
- *Rear hub*
- *Wing stay*
- *Center rock nut-type wheels*

KYOSHO THE FINEST RADIO CONTROL MODELS®

www.kyosho.com

For the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2935V.
Distributed Exclusively Through GREAT PLANES MODEL DISTRIBUTORS COMPANY, P.O. BOX 9021, CHAMPAIGN, IL 61826-9021

© Copyright 2000 • 3070518



The positioning of the wheel in relation to the trigger gives the radio a well-balanced feel. Some radios space the two a little too far apart, giving the radio an "un-proportional" feel.

Automatic Start

I think this is an improperly named setting that would probably be better described as a holeshot mode. This feature lets you set an initial throttle point for the beginning of a race. For example, if your initial throttle is normally set to 5 percent, you can have the Auto Start setting at 75 percent. At the horn, when you pull the trigger, the throttle will immediately jump to 75 percent until the trigger travel reaches the end of the trigger range you program the Auto Start to work in. That trigger range could end at 50 percent of the trigger travel, or anywhere down to the deadband area, if you wish. Auto Start also ends if you move the trigger into the deadband area (neutral) after pulling the trigger.

Traction Control

This function is similar to the Steering Speed function, except that it only works when opening the throttle; going from open throttle to idle works at the normal speed. By having the throttle open more slowly, you can prevent wheelspin—most useful on extremely slippery tracks and where throttle control is key, like 1/12-scale. You can also program it to work exponentially, that is, the more the throttle is opened, the faster it operates. This lets you retain the benefit of the mellow throttle without slowing the response down too much. Both the time and exponential are adjustable.

Trigger Deadband

Although this setting falls under the Tools menu, it's worth mentioning here in the Throttle area. This setting allows you to adjust how far the trigger has to move away from neutral to move the car forward. The deadband can be set from two percent (the Kinwald setting) all the way up to 20 percent (the "Doogie after two cups of coffee" setting). It is most useful for taming the drivers' stand jitters that most of us are prone to.

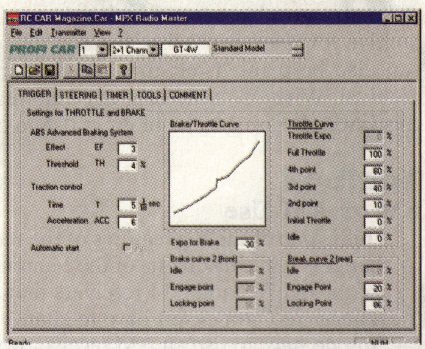
Independent Throttle Servo

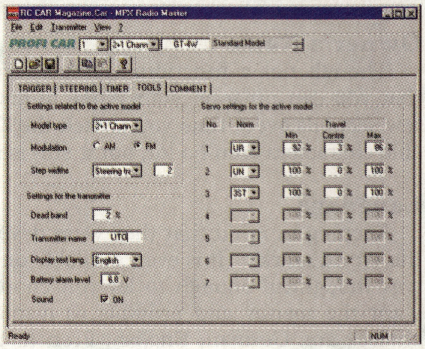
Some specialized cars allow the use of an independent servo to control an engine's carburetor. It is most often seen on large-scale cars that use large, extremely high-torque brakes—sometimes even independent front and rear brake servos. You really don't want to have to wait even 250ms for the throttle servo to travel through neutral to start engaging the brakes. Especially not on a car that weigh upwards of 40 pounds. This kind of throttle setup is the most flexible, as well as the most efficient. Provisions for this are made in the 5-CH vehicle type.

Timer

Nominal Lap Time

You can program a target lap time to aim for. Once you start your run, press the thumb switch every time you pass the same point on the track, like the Start/Finish line. If your lap is faster than or equal to the target time, the radio will beep once. If you lap time was slower than the target time, it will beep three times. This is more useful as a trainer than the way most other radios handle a target lap time.





These two screen shots show examples of the PC interface in action. Screen one shows the interface for the throttle and brake settings, while the other shows the active servo setting menu.

Race Duration

There are two ways to do this—either by setting the number of laps to complete a race (up to 99), or by the more common amount of time to complete a race (up to one hour, 59 minutes). If you choose to count by laps, the 707 will beep three times at the onset of the last lap. If you are counting by time, the 707 will beep continuously for the last ten seconds of the race time.

Lap Time Memory

The 707 can store up to 50 laps in its internal memory. At the end of a timing session, you can scroll through the lap numbers with their times to evaluate that run. Once you reach the 50-lap limit, old laps are erased in a FIFO (First In, First Out) method. The lap information is retained until you manually clear it from one of the Timer menus.

Memory

The 707 has memory locations for 12 different named models (the 403 can hold six vehicles). This may not be the largest on-board memory capacity for a surface radio (Futaba's 3PJS holds 16 models on-board with the addition of an optional memory card), but it sure is more than most others.



The digital dial (next to the trigger) functions as a dual rate adjuster when in running mode, and a data value selector in programming mode.

Actually it becomes infinitely expandable, if you opt for the PC interface and software. The option goes in place of the RF module, and connects to the serial port of your IBM-compatible PC. You can see throttle and exponential curves, change any setting, then upload the new parameters to the

radio. It can also act as a librarian to download setups to archive for later use. All of the downloaded memory settings can also be printed out to a file or hard copy for alternate archival. With as many cars as some magazine editors have, this is surely going to be of great use to somebody out there.

Toolbox

FM or AM Use

This is one of the top features of the radio, hands down. Just by changing a setting on one of the Memory menus, you can use any of the old 75-band AM receivers that are sitting in a box in the garage. You don't even have to change the transmitter crystal! You do have to use an AM receiver crystal, though.

Owner's Name

Though not a functional feature, it's worth mentioning that you can program your name to display on-screen for a few seconds every time you switch the 707 on. The six available characters aren't a lot, but it still is pretty cool.

Language

Keeping in mind that they were developing this radio for the World market (it is even available on 40 MHz), Multiplex was thoughtful enough to let you choose the language you want the menus and prompts to display in. The available choices are: German, English, French, Italian, and Spanish. Currently, German is the default language that ships from the factory, but it only takes a couple of seconds to switch.

Battery Alarm Threshold:

You can set the voltage at which the battery alarm sounds between 7.20V down to 6.80V in 0.05V increments. Setting it for a higher voltage leaves more of a safety margin when running you car.

Other Features-

- External Crystal Access
- 600mAH NiCd battery pack and charging cable are included
- Adjustable trigger size
- Flashing, preset, or proportional operation for auxiliary channels
- Constant on-screen representation of all steering, throttle, brake, and dual-rate trims
- Light: approximately 570g weight
- Optional Direct Servo Control for making radio adjustments without transmitting a signal
- Advanced Braking System with programmable trigger point and pulse amplitude



Notice the menu buttons are labeled with icons instead of text labels. This is done to allow the user to quickly and easily access the menu they want to edit—for example, push the steering wheel to gain quick access to the steering menu pages.

The Bad

- You have to use proprietary Tx crystals. And they're kind of expensive (around $19 list).
- Auto Dual Rate could be made more programmable. Like at least adding a programmable threshold point.
- Channel mixing is suspiciously missing from the feature list.
- Start-up position (for nitro drivers) is another one that we're sad to see missing from the feature list.
- There is no wheel tension adjustment (we all feel it is a bit too light).
- No receiver or servos are included, so it is pricey.



THE FASTEST 1/10th TRUCK IN THE WORLD!

RC Car:
"The FASTEST Truck we have ever tested!"

Nitro 21 XT-R



$319.50



- 50 mph plus!
- 0 to 40mph in 1.5 seconds!
- 2.1 bhp at 30,000 RPM!
- 90% Factory assembled.
- CNC Alloy Tuned pipe.
- 12 Piece Ball Bearing Set.
- Yellow steel chassis.
- Large Purple heatsink head.
- Disk Brake with Twin Steel Brake Pads.
- 21XT-R Rear exhaust pull start race engine.
- New upgraded driveshafts and wheel fittings.

Car Action:
"Pulls a Wheelie at just about any speed!"

K020

Nitro 21 XT-R Desert Storm $319.50

Combo with Radio, Glo Start $415.00

Schumacher

www.racing-cars.com

Schumacher USA, 6302 Benjamin Rd., Suite 404, Tampa, Florida, 33634, USA.
Mail Order: 813 889 9691, Dealer: 813 889 9489, Fax: 813 889 9593

Want a Better Body by the Holidays?

Subscribe to Win One!

www.rc-car.com

Subscribe! Call Toll-Free 1-800-767-0345



Three Grand Prize winners:
* A Deans car body, speed jig and discharger package

20 first-place winners:
*A Deans speed jig and discharger combo

16 second-place winners:
*A Deans car body

15 third-place winners:
*A One year subscription to R/C Car Magazine

WIN ONE OF THESE CAR BODIES!

OFFICIAL SWEEPSTAKES RULES: No purchase necessary. **To enter sweepstakes, subscribe with the coupon or hand-print, in block letters, the words "*RC Car/Deans* Sweepstakes," your name, address, daytime phone number and age on a standard USPS postcard.** Mail to *RC Car/Deans* Sweepstakes P.O. Box 958, Valencia, CA 91380-9058. Enter as often as you like, but each entry must be mailed separately and received no later than Feb. 15, 2001. Non-subscription or non-renewal entries sent in the postage-paid envelope will be disqualified. By participating, entrants agree to be bound by the official rules. No mechanically reproduced entries will be accepted. Sponsors not responsible for lost, illegible, incomplete, mutilated, postage-due, misdirected or delayed entries. All entries become the property of Hi-Torque Publications, Inc. None can be acknowledged or returned. The winner will be determined in a random drawing to be held March 1, 2001. Winner will be notified by mail no later than March 15, 2001. Sweepstakes limited to continental U.S. and Canadian residents age 18 or older as of March 15, 2001. Judges' decisions will be final. The odds of winning will be determined by the number of entries received. Sweepstakes subject to local, state and federal laws and is void where prohibited. It is the sole responsibility of the winner(s) to pay any/all setup/preparation/shipping charges, taxes, license and registration fees. No substitute prizes will be given, nor will cash equivalents be paid. All winners must execute separate statements of eligibility, publicity and a liability release form for Hi-Torque & Pro Circuit. In accepting a prize, the winner grants Hi-Torque Inc. & Pro Circuit. the right to publicize and promote his/her photograph and name. Employees of Hi-Torque & Pro Circuit and their families are not eligible for the sweepstakes. (Regular one-year subscription $19.98, two-year subscription $36.95).U.S. and Canadian residents expect delivery of the first issue in 6-8 weeks. International orders please allow up to 14-16 weeks delivery of the first issue or submit a payment of $120 per year to receive the magazine by first class air-mail.

R/C CAR THE RADIO CONTROL CAR MAGAZINE

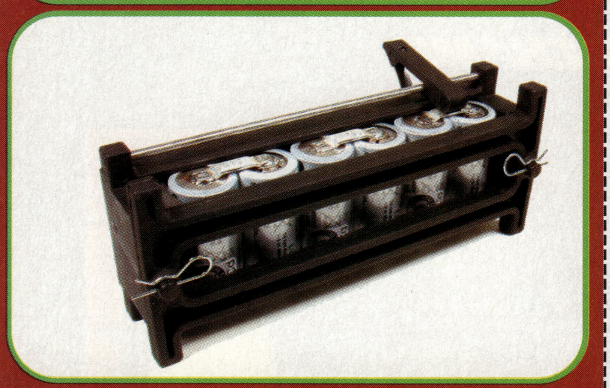
deans

Over 50 Winners!

Deans and R/C Car Magazine Prizes!

This holiday season, Deans and R/C Car Magazine bring you terrific holiday savings and a chance to win Deans prize packages including a body, speed jig, and discharger. If you take advantage of these holiday savings, you'll receive 12 issues of R/C Car for only $19.98 and be entered to win one of several Deans prize packages! Order now for less than half of the cover price and receive the latest shootout news, race coverage, hop-up and maintenance tips and much more, nearly two weeks before newsstands get theirs!







❑ Wow! This is a perfect time to start a subscription or renew my present one-year (12 issues) subscription for only $19.98 and be automatically entered to win the sweepstakes! **(All foreign & Canada, $28.98 on Int'l money order drawn in U.S. funds)**.

❑ Please start/renew for 2 years (24 issues) at the incredibly low price of only $36.95 and automatically enter me to win the sweepstakes. **(All foreign & Canada, $54.95 on Int'l money order drawn in U.S. funds)**

❑ No. I don't wish to save money and subscribe, but I'd like to enter the sweepstakes anyway. I understand that I have to send this coupon in my own envelope!

Make check or money order payable to *R/C Car* and mail to *R/C Car/Deans* Sweepstakes P.O. Box 958, Valencia, CA 91380-9058. DO NOT SEND CASH!

Name _____

Address _____

City _____

State _____ Zip _____

Telephone ( ) _____

e-mail: _____

I certify that I am (or will be) at least 18 years of age as of March 15, 2001* (or have a parent** or legal guardian** sign below to qualify for sweepstakes)

Signature _____

Date _____

*Entrants must be at least 18 years of age as of March 15, 2001, to qualify for sweepstakes.
**If parent or legal guardian is signing, please state relationship to subscriber

_____

Amount Enclosed or charge my credit card.*

$ _____

❑ VISA ❑ MasterCard ❑ Discover ❑ American Express

Card # _____

Exp. Date _____

Signature _____

* All credit cards will be billed by Hi-Torque Magazines

RCDNS

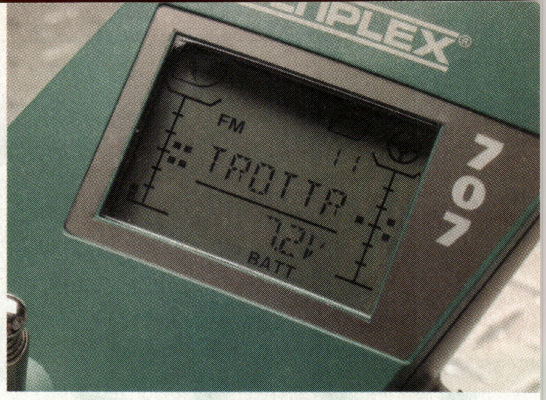
deals

The Good

- The light weight. My other radios now feel like dumbbells compared to the 707.
- The styling. Yes, that is very objective, but I happen to like the fact that it looks very different.
- The feel. Again, it's subjective, but the detents on the rockers, buttons, and thumbwheel, the feel of the steering wheel, and the adjustable trigger make it easy to adjust to this radio's feel. Also, it manages to feel lightweight, yet solid.
- Seven channels! There shouldn't be a surface model out there that the 707 can't handle.
- AM or FM operation. Dig out that Shredder (or buy a couple). If it's just something to bash around, go ahead and put an AM receiver in it! Your buddies will be none the wiser.
- Despite the programmability that we think is missing, we're more happy with what they did put in there.
- The PC Interface. It's about time someone came up with this!

What we really think

Two of us here at *R/C Car* have used the 707 extensively now, and we have no doubt that it is one of the top radios on the market. It has an extremely solid feature list to compare against the competition at Airtronics, Futaba, and JR Propo. But Multiplex has a major upper hand in having the only pistol grip radio with 7-channel operation. In fact, the nearest competitors only have 3-channel systems. I think the 707 could be a big hit among special effects people in the film and commercial industries. An effects artist can now break free of having to use gimbals and can choose to use a pistol grip without losing all the auxiliary channel options a movie model may require. Of course, this applies to anyone who needs a multi-channel setup, like for a big rig (see this month's Tamiya Globetrotter review for an example), monster truck, or any concourse application. You haven't seen RF coolness until you've seen six servos turning, flashing, and twitching all at once from a pistol grip radio (I would have done seven servos, but I didn't have a Y-harness handy).



The LCD display is on top of the radio and is angled towards you for easy viewing.

Another thing worth mentioning is that the light weight of the 707 makes it easier to drive a 30-minute (or longer) main. This is partially due to the use of a 6-cell battery pack, rather than the typical 8-cell pack. It almost goes without saying that the more comfortable you are on the drivers' stand, the better you will drive. Just the thought of being able to hold a radio that weighs at least a half pound less than most others for 30 minutes should cut a second or two off my lap times.

Yes, we like the 707. Yes, we are declaring it a winner. And yes, meet my new favorite radio. (Oh, and I can still use all of my negative-shift single-conversion Airtronics Rx crystals with it!) ◆

info

Part number: 45206
Retail price: $412.03 Estimated Street Price: $299 (Tx, NiCds, charge cord, and crystal only)
Manufacturer: Multiplex U.S.A., 560 Library St., San Fernando, CA 91340 • (818) 838-6467; (818) 838-3127 (fax)
Recommended for: Anyone who needs a radio...
Rating:

HOTSHOES
BEAT THE CHAMP
STREET GRIPPER SERIES
1832
V-TOO
SG-1 and
SG-2 COMPOUND
8618
SQUARE FUZZ II
TAC 5 COMPOUND
Soft and Sticky
www.hot-shoes.com
PO BOX 1277, MISSISSAUGA, STATION B, ONT. L4W 2G4, CANADA
FAX: 905-569-1528



DRIVE ON-LINE ANYTIME!

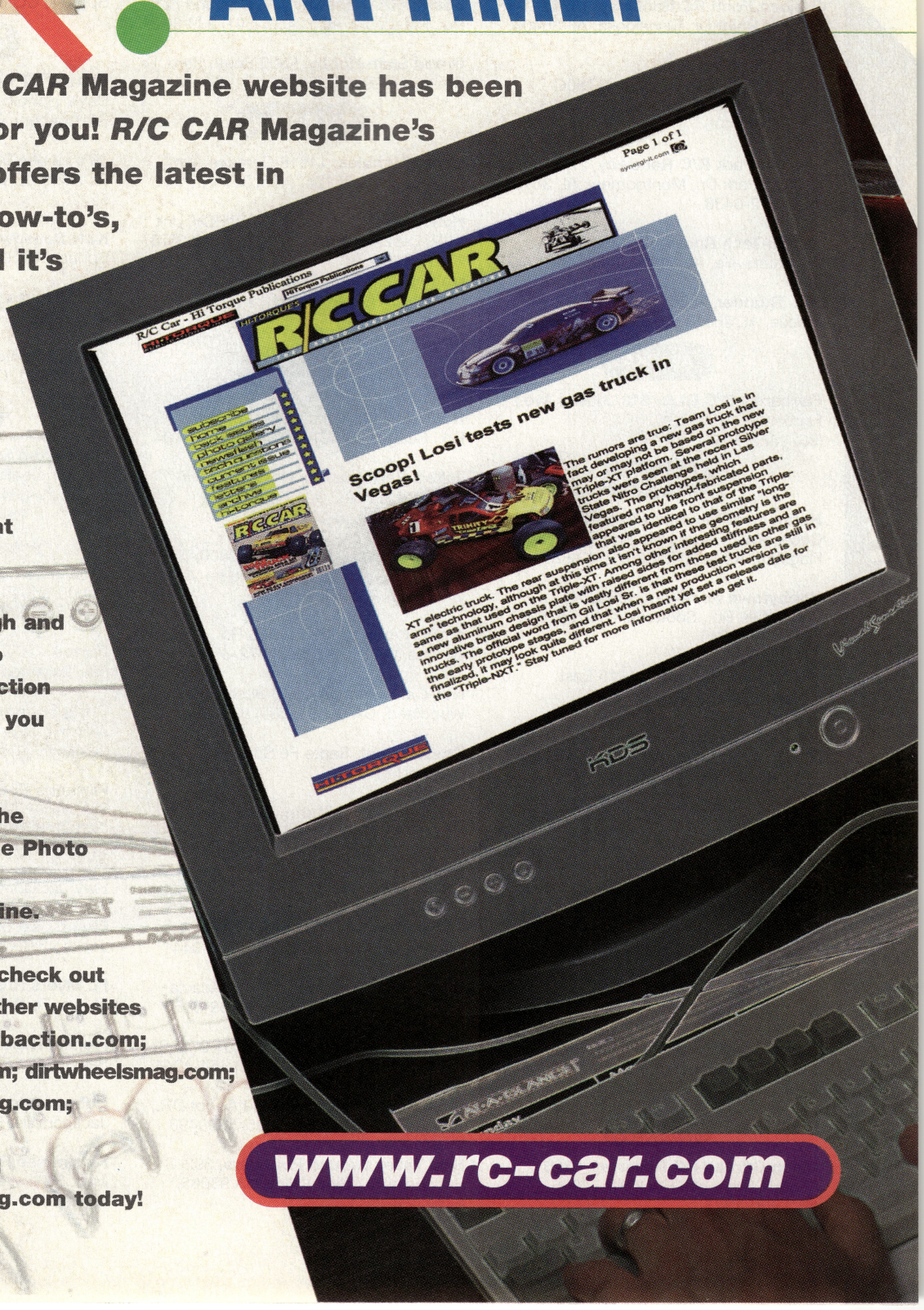
The NEW *R/C CAR* Magazine website has been created just for you! *R/C CAR* Magazine's new website offers the latest in driving tips, how-to's, and more, and it's there for you 24/7!!!

Read the latest car tests, talk to the staff, or find out what's in the current issue and more!

You can click through and order back issues to complete your collection or research that car you want to buy.

See a sampling of the hottest photos in the Photo Gallery section and even subscribe on line.

If you like R/C CAR, check out ALL of Hi-Torque's other websites at hi-torque.com; mbaction.com; dirtbikemagazine.com; dirtwheelsmag.com; motocrossjournalmag.com; bmxplusmag.com; 4wheelatv.com; and motocrossactionmag.com today!



www.rc-car.com

THUNDER TIGER
116 W. 19th St.
Higginsville, MO. 64037
Phone (660) 584-7121, Fax (660) 584-7766
www.acerc.com

THUNDER TIGER RACE PLACES

THUNDER TIGER RACE PLACES

ALABAMA

Beacon Point RC Raceway, 15717 Beacon Point Dr. Tuscaloosa, AL 35406 (205) 333-8679

Hobbytown USA Raceway, 450Q Schillinger Rd. N., Mobile, AL 36608, (334) 633-8446

Lagoon Park R/C Raceway, 2730 Lagoon Park Dr., Montgomery, AL 36109 (334) 272-6438

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

ALASKA

Fairbanks R/C Club, 510 Juneau Ave., Fairbanks, AK 99701 (907) 456-5494

ARIZONA

Hobbytown Mountain Raceway, 1500 E. Cedar Ave., Cedar Hills Shopping Center, Flagstaff, AZ 86004, (520) 214-9887

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

ARKANSAS

Alison Offroad RC Raceway, 6320 Thibault Rd., Little Rock AR 72206 (501) 490-1227

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

CALIFORNIA

Castle Hobbies, 14918 Camden Ave., San Jose, CA 95124, (408) 377-3771

Hobby Central Raceway, 34255 PCH, Unit #107, Dana Point, CA 92629, (619) 513-0373

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

Lucerme Valley Raceway, 32800 Old Woman Springs Rd., #4, Lucerne Valley, CA 92356 (760) 248-7305

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

Nor-Cal Speedway, 519 Bush St., Woodland, CA 95695 (530) 668-5678

ProCar West, Sante Fe Springs, CA m2rcracing

Race Corner of Marin, 300 Entrada Dr., Novato, CA 94949, (415) 883-0388

Race Prep Raceway, 20115 Nordhoff Chatsworth, CA 91311, (818) 709-6800

Racer's Haven, 7401 White Ln. #12 Bakersfield, CA 93309, (805) 835-0441

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

Speedworld Raceway & Hobby, Billy Bowerdman 90 Corporation Yard Rd., Roseville, CA 95678, (916) 783-8864

Ultimate Hobbies, 2378 North Orange, CA 92865, (714) 921-0424

COLORADO

S&T Raceway, 323 Auburn Dr., Colorado Springs, CO 80909, (719) 574-2910

CONNECTICUT

Central CT Auto Racers Davis Hobbies II, 45A Welles St., Glastonbury, CT 06033, (860) 633-3056

JP's Hobby Center & Raceway, 78 Pershing Dr., Derby, CT 06418, (203) 735-5512

K&N Speedway, West St., Stafford Springs, CT 06076 (860) 684-9896

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

Xtreme Radio Control, 469 Danbury Rd., New Miford, CT 06469, (860) 354-4703

DELAWARE

Hobbystop Speedway, Rd. #4, Box 100, Rte. 13, Seaford, DE 19973, (302) 629-3944

FLORIDA

Broward County R/C Race Club, Mills Pond Park, Ft. Lauderdale, FL (954) 525-3304

Burton's R/C Raceway, 4215 Mustand Rd., Lakeland, FL 33803, (941) 665-1322

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

Hobbyworld Raceway, 7273 103rd St., Jacksonville, FL 32210, (904) 722-9022

Kissimmee R/C Racing, Osceola Square Mall, 3831 West Vine St., Ste/ 60, Kissimmee, FL 34741, (407) 944-4913

THUNDER TIGER RACE PLACES

THUNDER TIGER
116 W. 19th St.
Higginsville, MO, 64037
Phone (660) 584-7121, Fax (660) 584-7766
www.acerc.com

Means R/C Raceway, 1550 Pondell Rd., Northrh Ft. Myers, FL 33903, (941) 772-2251

Monster Hobbies, 616 Southeast 10th St., Deerfield Beach, FL 23441, (954) 428-9118

NORRA, 3300 Santa Barbara Blvd., Naples, FL 34104, (941) 324-9021

Ocala R/C Car Club, 2610 SE 8th St., Ocala, FL 34470, (800) 324-8882

PBG Motor Park, 6351 Barbara St., Palm Beach Gardens, FL 33418, (561) 627-2608

Pro Hobbies Speedway, 715 N. Lake Pleasant Rd., Apopka, FL 33712, (407) 886-4615

Port St. Lucia Racing, 3626 SW Rlvera St., Port St., Lucie, FL 34953 (561) 336-8711

Randy's RC Raceway, 7744 Glenwood St., Clermont, FL 34711, (352) 242-0557

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

GEORGIA

Anthony's Victory Lane, 129 East Hwy. 80, Pooler, GA 31322, (912) 748-0847

Dalton Raceway, 3036 Parquet Rd., Dalton, GA 30720, (706) 226-6699

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

Sandy Cross Speedway, Rt. 1 Box 1071, Hwy. 51, Royston, GA 30662, (706) 245-9573

Stinger Speedway, 3769 Maysville Rd., Commerce, GA 30529, (706) 335-9044

Sugar Bowl Speedway, 5272 Nelson Brogdon Blvd., Sugar Hill, GA 30518, (770) 945-6709

HAWAII

Maui Racing Association, 230 Hana Hwy., #11, Kahului, HI 96731, (808) 873-0376

Team PRC Racing Club, 176 Mamo St., Hilo, HI 96720, (808) 935-3561

IDAHO

Almosta Ranch R.C.'s, Idaho's largest outdoor track 1732 Eldridge Ave. Twin Falls, ID 83301 208-733-8219, or 208-733-1572

Dirt Stuff Plus, 5344 N. Yellowstone Hwy., Idaho Falls, ID 83401, (208) 522-7576

ILLINOIS

Adams R/C Raceway, 7201 S. Adams, Bartonville, IL 61607, (309) 633-9300

AJ's, 10211 Keslinger Rd., DeKalb, IL 60115, (815) 756-2772

CIRCR/Precisoin RC Hobbies, 1917 2nd St. Pekin, IL 61554 1-309-347-0975

Depot Hobby Raceway, 180 S. Seminary St., Galesburg, IL 61401, (309) 342-9323

H&H Raceway, 9346 Virginia Rd., Lake in the Hills, IL 60102, (847) 458-1777

Hobbytown Raceway, 2103 N. Veterans Pkwy., Bloomington, IL 61701, (309) 664-4451

Leisure Hours R/C Raceway, 24121 W. Theodore, Bldg. 1, Plainfield, IL 60544 (815) 439-1477

Monee R/C Raceway, 26049 Ridgeland Ave., Monee, IL 60449 (708) 799-5597

Outlaw R/C Speedway, 1614 Broadway, Mattoon, IL 61938, (217) 234-6229

Quad Cities Raceway, 541 1st Ave., North Silvis, IL 61282, (309) 751-9663

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

Shiloh Eagles Speedway, 308 N. Virginia AVe., Belleville, IL 62220, (618) 277-6030

SIRCAR Raceway, 1200 N. Marion, Carbondale, IL 62901, (618) 549-5885

Sport 'N' Hobby, 905 Bibbs, Jacksonville, IL 62650, (217) 254-1375

Stanton Hobby Shop, 4718 N. Milwaukee, Chicago, IL 60630, (773) 283-6446

Wep Raceway, RR #2, Box 44, Lawrenceville, IL 62439

INDIANA

Bremen Racing, 308 N. Bowen, Bremen, IN 46506, (219) 546-3807

GM Raceway, 1651 W. Franklin St., Elkhart, IN 46516, (219) 293-1827

Hardesty Raceway, 11 East Plymouth St., Hamlet, IN 46530, (219) 867-8600

Hobby Barn Raceway, 1950 Springhill, Terre Haute, IN 47802 (812) 299-5773

Hobbytown USA, 5385 E. 82nd St., Indianapolis, IN 46250, (317) 845-4106

P&T Hobbies & Raceway, RR2 (Hwy. 60), Mitchell, IN 47446, (812) 849 6666

R/C World of Indiana, 2246 West U.S. Hwy. 36, Lynn, IN 47355, (765) 874-2464

Summit Area Radio Cars, 7000 Red Haw Dr., Ft. Wayne, IN 46805, (219) 492-2271

IOWA

Hobby Haven, 7672 Hickman Rd., Des Moines, IA 50322, (515) 276-8785

HobbyTown USA, 2737 16th Ave. SW, Cedar Rapids, IA 52404, (319) 364-3289

Manly R/C Club, Box 23, Manly, IA 50456 (515) 454-2025

Outback Speedway, 403 State St., Gutherie Center, IA 50115, (515) 747-3064

Radio Control Raceway Park, 2100 First Ave. N., Ft. Dodge, IA 50501, (515) 576-3780

Wild Bill's Raceway, 901 W. Jones, Knoxville, IA 50138, (515) 842-5973

KANSAS

Hobbytown USA, 2016 W. 23rd, Lawrence, KS 66046; Kevin Decembes, (785) 865-0883

R/C Superdome and T.Q. PRO Shop, 14 E. Avenue A., Hutchinson, KS 67501 (316) 665-6633

RC Hobbies, Franum Creek, Milford Lake, KS (785) 238-1877

RCRC Raceway, 507 N. 4th Atwood, KS 67730, (795) 626-3261

THUNDER TIGER RACE PLACES

THUNDER TIGER
116 W. 19th St.
Higginsville, MO. 64037
Phone (660) 584-7121. Fax (660) 584-7766
www.acerc.com

THUNDER TIGER RACE PLACES

THUNDER TIGER RACE PLACES

KENTUCKY

Pit Stop Hobbies, 106 A Street, Benton, KY 42025, (502) 527-8216

Somerset Raceway, 188 Sycamore Dr., Bronston, KY 42518, (606) 561-4522 Halcomb@hyperaction.net

Trio Hobbies & RC, 216 Redmar Plaza, Radcliff, KY 40160, (502) 351-7547

LOUISIANA

Baton Rouge Velodrome, 7122 Perkins Rd., Baton Rouge, LA 70815, (504) 665-5616

Indy Speedway & Hobby, 3753 General DeGaulle Dr., New Orleans, LA 70131 (504) 367-1891

Pontchartrain Hobby Shop, 3755 Pontchartrain Dr., Slidell, LA 70458, (504) 649-1199

MAINE

Clay Bowl R/C Hobbies, P.O. Box 61, Greene, ME 04236, (207) 946-5003

R/C Speedway & Hobbies, 87 Main St., Fairfield, ME 04963, (207) 453-4588

MARYLAND

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

Doug's Raceway, 2935 C ain Hwy., Waldorf, MD 20601, (301) 843-6220

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

MASSACHUSETTS

C&C Hobby & Raceway, 562 Russells Mills Rd., South Dartmouth, MA 02748, (508) 997-4131

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

MICHIGAN

Hobbytown USA, 2252 S. Main St., Ann Arbor, MI 48103, (734) 996-2444

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

Motor City Speedway, 16025 23 Mile Rd. Macomb Twp., MI 48042 (810) 677-2311

N.M.R.C.C. Raceway, Hobby Toy, Main St., Gaylord, MI 49735, (517) 732-3963

Ovaitt's R/C Speedshop, Cherryland Mall, 1732 S. Garfield Ave., Traverse City, MI 49686, (616) 947-6670

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

Car Town USA, 2822 Peidmont Ave., Duluth, MN 55811, (218) 727-6248

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

MISSISSIPPI

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

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

8 ROAR NATIONALS...

'2000 EURO-CHAMPION
JUKKA STEENARI
IFMAR WORLD CHAMPION
1999-2000



WORLDS X4 EDITION
IFMAR WORLD CHAMPION

'2000 ROAR NATIONALS
•MODIFIED•(10 of 10)
1st BRIAN KINWALD
•STOCK•(8 of 10)
1st CHRIS BRIDGEWATER(TQ)

'2000 ROAR NATIONALS
•MODIFIED•(9 of 10)
1st BRIAN KINWALD(TQ)
•STOCK•(6 of 10)
1st Chris Bridgewater(TQ)
•JUNIORS•(9 of 10)
1st Shaun Dunlap



XXX

'2000 EURO-CHAMPION
HUBERT HONIGAL

WORLDS

X4

RLD CHAMPION

...8 WINS, 8 TQ'S

Team Losi cars & trucks win EVERY '2000 ROAR Off-Road Electric National.

Thank you racers!

'2000 ROAR NATIONALS

•MODIFIED•(7 of 10)
1st MATT FRANCIS(TQ)

•STOCK•(7 of 10)
1st CHRIS BRIDGEWATER(TQ)

•MASTERS•(9 of 10)
1st STEVE BENTON



TEAMLOSI

Always Racing Towards The Future.

13848 Magnolia Ave., Chino, CA 91710 (909) 465-9728 (909)590-1496Fax

www.TeamLosi.com

24™ DOMINATION!

High Technology Equals Big Results

Pure Copper Heatsinks
Less Electrical Resistance
Increased Cooling Capacity

Blue Brush Heatsinks
Keep Brushes Running Cooler

3 Installed Capacitors
No Capacitors To Solder

Epic 2k Matched Magnets
Matched For Equal Guass
Removable For Cleaning, Zapping
Or For Easy Replacement

More Efficient Can Design
More Metal For Less Magnetic
Flux Loss And More Punch

Black Wrinkle Finish
Dissipates Heat Better

2 Armature Blank Styles
Maximizes Metal To Wire Ratio
Over A Wider Range Of Winds
For Better Performance

High Variance Split Winds
Quicker Spool Up Than Standard
Double Winds For Touring Cars



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

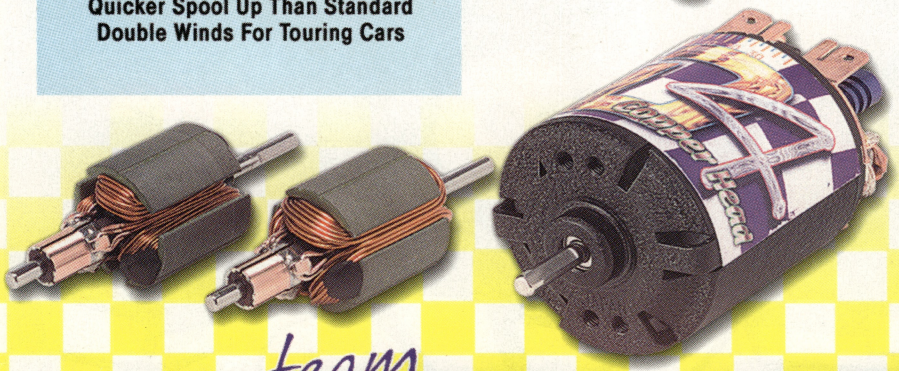
Florida Winter Champs
Truck, Matt Francis

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

36 Meridian Road
Edison, NJ 08820
Ph: 732.635.1600
Fx: 732.635.1640
Tech: 877.380.0040
www.teamtrinity.com

team TRINITY the power to® punish!