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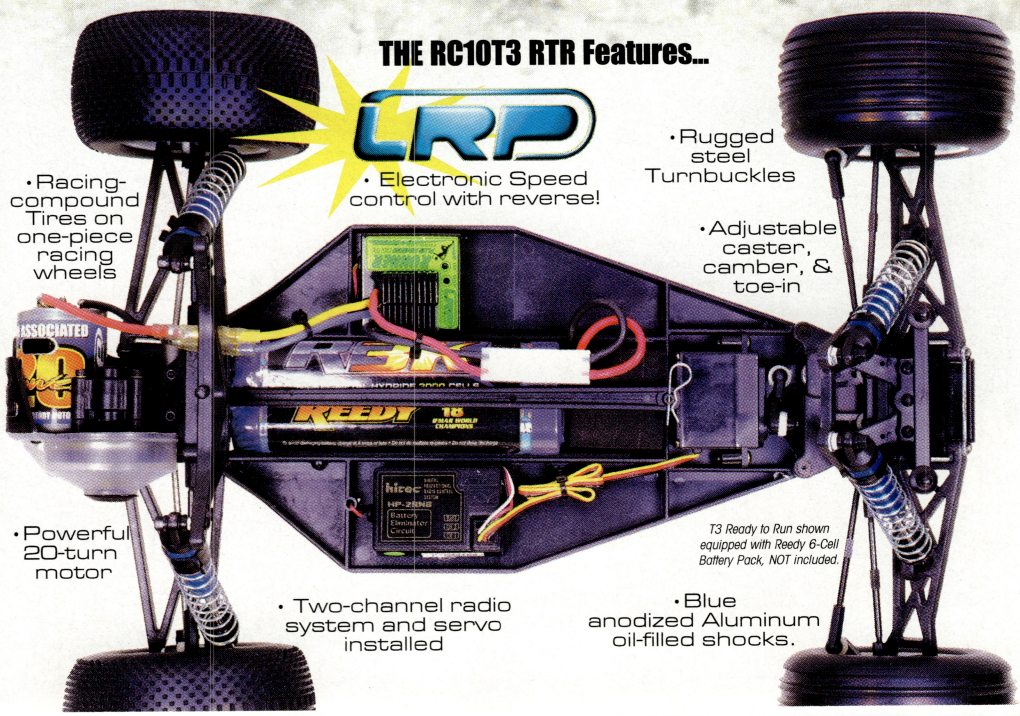

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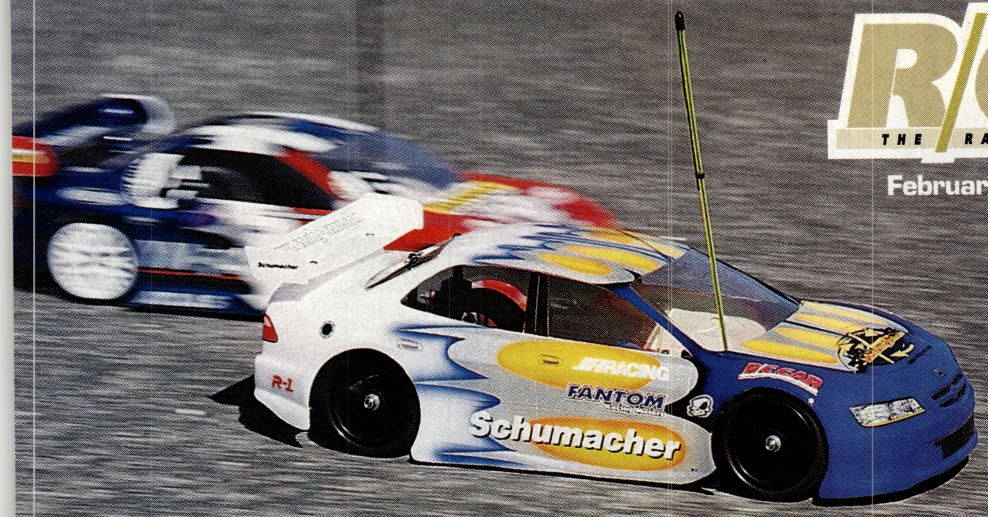

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Drivers, not builders, wanted



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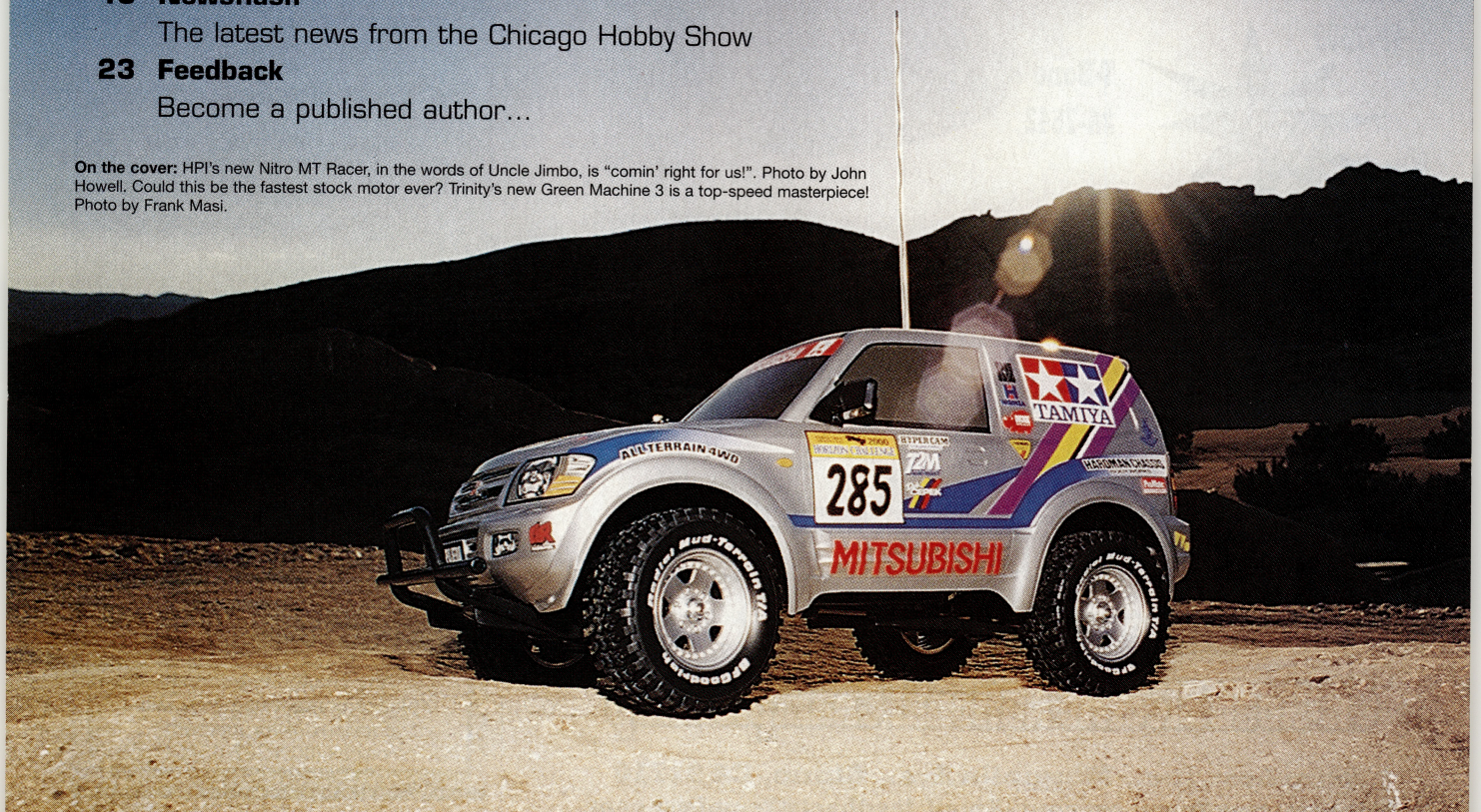
On the cover: HPI's new Nitro MT Racer, in the words of Uncle Jimbo, is "comin' right for us!". Photo by John Howell. Could this be the fastest stock motor ever? Trinity's new Green Machine 3 is a top-speed masterpiece! Photo by Frank Masi.



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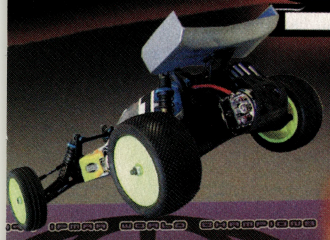



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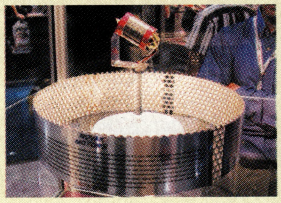
drivers' stand

by Frank Masi

The RCHTA (Radio Control Hobby Trade Association) Model Hobby Show occurs each October (rumor has it the date will be moved to early September next year) at the Rosemont Convention Center in Chicago.

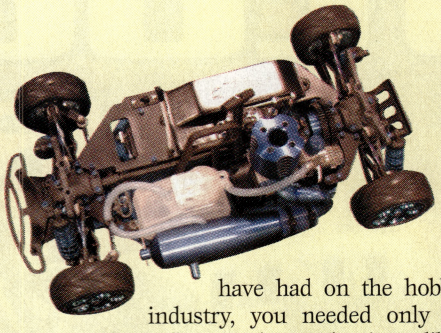
This is by far the largest domestic trade show of its kind, and it is the show for which manufacturers pull out all the stops and unveil their latest secret projects and stunning new releases. This year's show was no exception; in fact, there were more new and shocking releases at this show than in recent memory. Here's a short list of my personal favorites from the show, but for more complete coverage, turn to page.

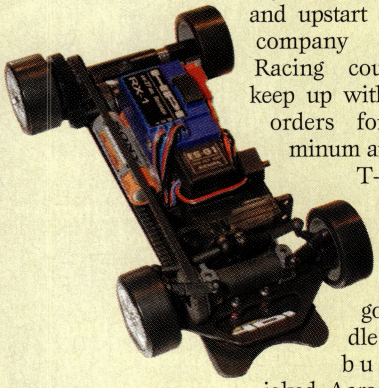


Novak's new brushless electric motor was to me the most significant new release of the show, and shock values were doubled as no one outside of Novak had the slightest clue of its existence prior to day one of the show. If everything works according to plan, the Novak motor could have a lasting effect on the face of electric R/C. According the Novak, the new motor will produce significantly more torque and be much more efficient than today's standard electric motors, and the only wear item will be the bearings. What this means for the future of the hobby could be overall lower cost to the consumer, longer run times, higher speeds and a huge reduction in "cool down" time between packs. On the counterpoint, a few manufacturers and hobby store owners I spoke with were less than receptive to the idea of a motor that will essentially "last forever," as they see the possibility of less revenue from the sales of current-style motors and brushes.

Associated surprised us all by having on display its new Nitro TC3 sedan. Although the car shown in Chi-town was a very early pre-production mockup (some of the parts will be changed for production and still others were hand-made prototypes), this looks like a winner. What we do know is that the car will be 200mm wide (10mm wider than the electric TC3) and will be able to accommodate a two-speed transmission (I was told that this would be an optional item). A very nice radio tray with a sealed receiver/battery compartment will also be included.

Although we've already tested a pre-production version, Traxxas' new E-Maxx was another big hit at the show. Traxxas is carrying huge momentum at the moment and enjoying every second of their market leadership. As a testament to the popularity and impact that the E-Maxx, and last year's big release, the T-Maxx, have had on the hobby industry, you needed only to walk the show floor and see the incredible amount of aftermarket parts for the Maxx trucks. The Maxx's may generate a large chunk of Traxxas' income at the moment, but many other companies are doing quite well just making parts for them. Market-savvy Trinity was the first company to make replacement motors especially for the new E-Maxx, and upstart aftermarket company Hardcore Racing could hardly keep up with its dealer orders for its aluminum and titanium T-Maxx hop-ups. "I have no idea how we're going to handle all this business!" joked Aaron Harris of Hardcore when I asked him how his company's first Chicago show had gone. He and many other manufacturers practically owe all their success, if not their existence, to the mini-industry that has sprouted around Traxxas' dynamite duo.





Last but certainly not least were the new Panasonic Stock Metal Hydride cells that were on display in the Trinity booth. These 3000MAh Ni-Mh cells have voltage that's on par with the Sanyo 2400MAh Ni-Cad cells but have significantly greater capacity without the need to be cycled. Honestly, I'm not sure why these new cells are called "Stock," as they seem more suited for modified racing. But oh well, that's why I'm not in marketing!



Future Shock Scorecard

In last month's "Drivers' Stand," I made some predictions regarding the future of the R/C hobby. I'm proud to say that several of them seem to have come true already. And no, I didn't write that editorial *after* the hobby show! Here's the scorecard as of now:

Spec Tires: Aside from Losi's blue tires, nothing has happened.

Forget radio crystals: I spoke with Hitec and Novak at the Chicago show and both feel that Hitec's Spectra synthesized Tx module and Novak's new synthesized FM receiver will be able to "talk."

NiMH with high voltage: See above (I had no idea of these new cells' existence...you gotta believe me!).

Send in the clones: I admit I'm shocked that there weren't any T-Maxx clones at the show. Has everyone else given up or are the Maxx-lets in the works?

More micro: Yup, called this one—HPI's new Micro RS4s look cool. I want three.

More RTRs: Ready-to-runs were rampant in Chicago. Mugen, OFNA, even a new Associated T3 invade the RTR ranks.

Smaller and better ESCs: It seems that most of the speedo companies (no, not the bikini people) are going micro. I saw new offerings from Robitronic, Keyence and others that were scarcely larger than their power capacitors.

National point series: Not yet, but I'm still hopeful!

The way of the dodo: More and more sport-level kits are getting the ball-bearing treatment, but the bushing holdouts still persist.

R/C on Television: Does Comedy Central's show "Battlebots" count? ◆

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news flash!

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



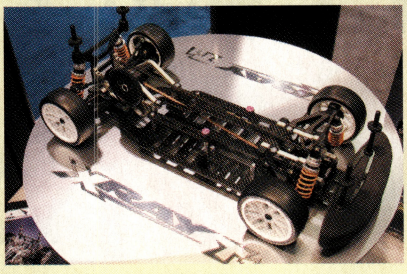
This was the only time throughout the entire show that we could get a clean photo of the Traxxas booth. The rest of the time, it was swamped with people (often two or three deep), checking out the T-Maxx and the new E-Maxx.



Our good buddy The G-Man! Traxxas' new guy George Gonzalez helps show off the highly anticipated E-Maxx. We expect they'll sell a million of 'em!



Hardcore Racing Components booth was often swamped throughout the weekend. If you're looking for high-quality T-Maxx and E-Maxx hop-ups, these guys have just what you're looking for!



In last month's issue we incorrectly identified this as the Hudy X-Ray touring car. The manufacturer of the car is X-Ray, not Hudy. The car is named the T1, and it is distributed by Serpent USA here in the United States—sorry for the confusion, guys!



No, it's not Speed Racer's ride... This is the original Corvette Stingray concept car that spawned the production model from 1963 and up. Pretty cool-looking car!



Corgi Models had this cool looking military Jeep display at the front entrance to the show floor.



One of the more creative displays at the show was this new Losi Triple-XNT display over at the Horizon booth.

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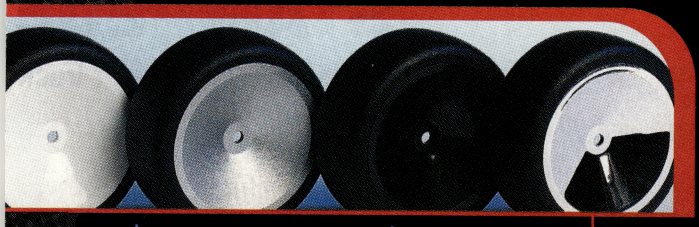

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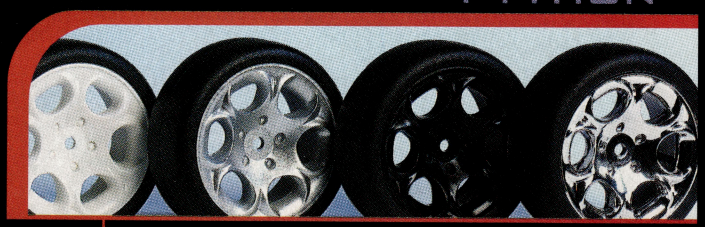

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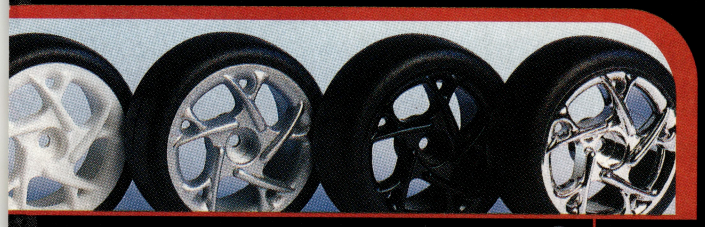

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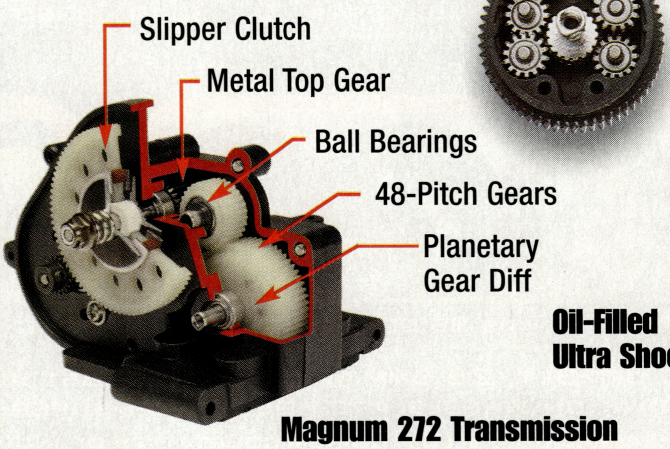

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news flash!



HPI Racing had one of the slickest looking booths at the Chicago show. A 60-inch projection screen TV ran a looped demo tape showing off HPI's product line in action.



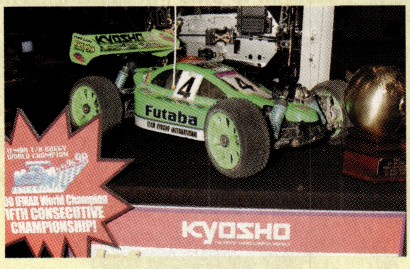
How cool is this R/C surfer from Kyosho?! Throw it out in the ocean and let it rip! Or, a safer, yet more tame idea would be to throw it into your local lake or pond and have at it. Regardless, this was the coolest "non-land" R/C item we saw at the show.



Team Losi had an equally impressive booth at the show. In addition to their ROAR and IFMAR winning vehicles, they also had the new prototype sedan on display as well as some new off-road truck tires that look quite promising.



Novak usually follows some form at their booth from year to year—last year it was done up in a Hawaiian motif. This year, well, we don't know what to call it other than American '50s vintage style. Gotta give them credit for bringing some fun to the place and they get big style points for the Novak Cola idea!



Kyosho's newest IFMAR championship winning car, the MP-7.5. The car seen here is actually the car Yuichi Kanai used to win the title for Kyosho in Las Vegas this past Fall.



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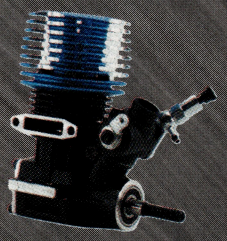

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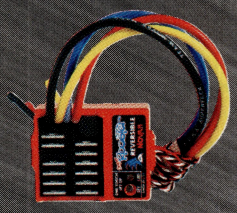
Airtronics Blazer BL2p AM 2 Ch Radio #1004-1584	$69.99
Futaba 3PJFS FM Surface Radio System #1004-0474	$299.99
Futaba 2PEKA Radio System #1003-9391	$114.99
Futaba 2PC Pistol Grip Radio System #1000-1281	$64.99
Hitec Lynx FM 3D 3CH Radio System #1002-9836	$209.99
Hitec Lynx FM 2CH Radio System #1002-9836	$89.99



▲ **Rhino Digital D/C Charger**
by NOVAK
eHobbies price: $64.99
Item #1000-0237

Astro Flight 114D Digital Charger #1000-1410	$69.99
Dynamite Vision LED Peak Detection Charger #1004-5408	$39.99
Dynamite Mega AC/DC Peak Charger #1004-5382	$37.95
Dynamite Mega 1 AC/DC Charger #1004-5376	$29.99
Hobbico 900 AC/DC Auto-Charger #1000-1353	$26.99
Novak Millennium Digital D/C Charger #1002-6096	$139.99
Novak N-Power, Power Supply 10 amp #1002-6095	$129.99



▲ **Novak Super Rooster Speed Control**
by NOVAK
eHobbies price: $115.99
Item #1000-0565

Duratrax Streak Electronic Speed Control #1003-7431	$54.99
Duratrax Spike Electronic Futaba Speed Control #1000-1368	$34.99
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▲ **3000 MAH NiMh Batteries Stick Pack**
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Item #1002-6094

Dynamite UltraSport 2000 6 cell Battery #1004-5442	$34.95
Dynamite-Sport 1700 6 Cell Flat Battery #1004-5459	$22.95
Dynamite-Sport 1500 6 Cell Flat Pack Battery #1004-5439	$16.95
Racers Edge 1700 MAH Sport Pack Battery #1004-5695	$17.99
Orion 2400 V-Max + RAC, 6 Cell Battery #1002-6087	$56.99
Trinity 2400 MAH Batteries Stick Pack 6C #1002-6093	$46.99

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▲ **HPI RS4 Sport 2 1/10 with Stratus Body**
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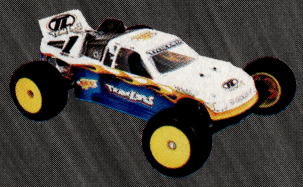
Item #1003-8843



▲ **XXX-T 2 WD R/C Truck**
by TEAM LOSI
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▲ **RC10GT RTR R/C Truck**
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▼ **Nitro Street Force RTR R/C Car**
by DURATRAX
eHobbies price: $279.99
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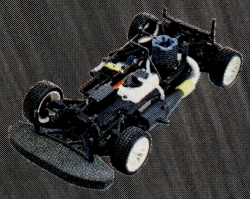
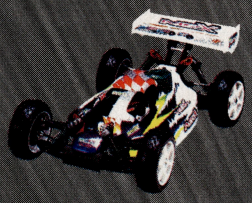
▼ **GT4 4WD Nitro R/C Car w/out Engine**
by YOKOMO
eHobbies price: $295.99
Item #1004-6017



▼ **MBX-4 RR 4WD 1/8 R/C Racing Buggy**
by MUGEN
eHobbies price: $479.99
Item #1003-9598



TRINITY



◄ **Monster Hauler Bag – Black**
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Trinity's Monster Hauler bag comes with internal storage compartments to store all your goodies from batteries to transmitters. The bag even has enough room for up to two cars and gear.
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◄ **True Lathe 2 Pro**
by TRINITY
Trinity's new True Lathe 2 Pro is a high-performance modified motor lathe.
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◄ **Shock Bushing, Aluminum, Blue, HPI & YOK**
by TRINITY
Get high performance and a trick look with this blue aluminum shock bushing for HPI and Yokomo cars.
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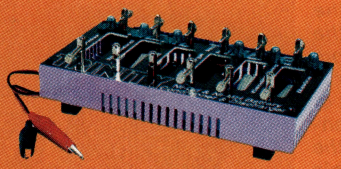

◄ **Real Time 2 Discharge Board**
by TRINITY
Trinity's Real Time 2 discharge board features separate circuitry for each cell.
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TIRES AND WHEELS

Item #	Description	Manufacturer	Price
1002-5606	Belted Slick Tires 24mm (23R)	HPI	$13.99
1002-5607	Belted Slick Tires 24mm (27R)	HPI	$13.99
1002-5608	Belted Slick Tires 24mm (33R)	HPI	$13.00
1002-5581	26mm Sedan Mesh Chrome Wheel	HPI	$9.99
1002-5580	26mm Sedan Mesh Black Wheel	HPI	$6.00
1002-5589	X-Pattern Radial Pro Cmpnd 26mm	HPI	$12.00
1003-0402	1/8 Buggy M2 Multi Spike	Pro-Line	$19.99
1003-0395	Rear Hole Shot t M3	Pro-Line	$18.99
1003-0390	Rear M3 Square Fuzzy T	Pro-Line	$18.50
1003-0400	1/8 Buggy XTR Multi Spike	Pro-Line	$17.99
1003-0144	Rear Velocity Dish for T2 ,T3	Pro-Line	$6.95
1003-0457	Ft Buggy, RC 10 B3 Cone Dish Whl	Pro-Line	$5.95
1003-0436	Front, Rear M2 Dirt Hawg II 2.2"	Pro-Line	$17.95
1002-9140	Rear Truck Sprint Tires,Red	Team Losi	$17.99
1002-9146	T-2000 Truck Tires, Red	Team Losi	$17.99
1002-9099	Frt Truck Wedge, Silver	Team Losi	$17.95
1004-6057	Sprint 24mm Tires, firm	Yokomo	$7.99
1004-6058	Sprint 24mm Tires, Medium	Yokomo	$7.99
1004-6070	10 Spoke Wheels, 24mm	Yokomo	$3.99
1004-6071	10 Spoke Wheels, 26mm	Yokomo	$3.99

ACCESSORIES

Item #	Description	Manufacturer	Price
1004-3220	Titanium Combo for RC-10 GT	Associated	$34.99
1003-0977	TC3 Factory Team Motor Clamp	Associated	$31.99
1001-8944	Kwik Klip III with Charger	Du-Bro	$19.99
1000-1369	Nitro Starter Pack	Duratrax	$39.99
1002-5167	Red Alert 10% Nitro Car Fuel	Duratrax	$5.99
1000-1365	Kwik-Pit 250 Fuel Bottle	Duratrax	$4.99
1000-9155	Blue Thunder 20%	Dynamite	$9.99
1000-0492	Curved Lexan Scissors	Dynamite	$6.49
1002-5676	Nitro Tuned Pipe/ Header Set	HPI	$64.99
1004-3502	Nitro RS4 2 Spd Transmission, H.D.	HPI	$54.99
1003-0160	Gear Brace Set For Nitro RS4	HPI	$34.99
1003-0151	RS4 MT Super Shocks ,70-103 mm	HPI	$29.99
1002-5746	RS4 EP Heat Sink Motor Plate	HPI	$26.99
1000-1453	Nitro R/C Car Cleaner	HPI	$4.49
1003-0823	On Board Temp Gauge 2000	MIP	$36.99
1003-0844	2.5 mm Hex Driver	MIP	$14.59
1000-1523	Car Stand Black	OFNA Racing	$14.99
1004-1613	Minitemp Temp Gun w/ Laser sight	Raytek	$99.99
1002-9197	Tread Lock Tire Glue	Team Losi	$7.59
1002-9157	Big Bore Aluminum Shocks, Long	Traxxas	$26.99

*All prices are subject to change.

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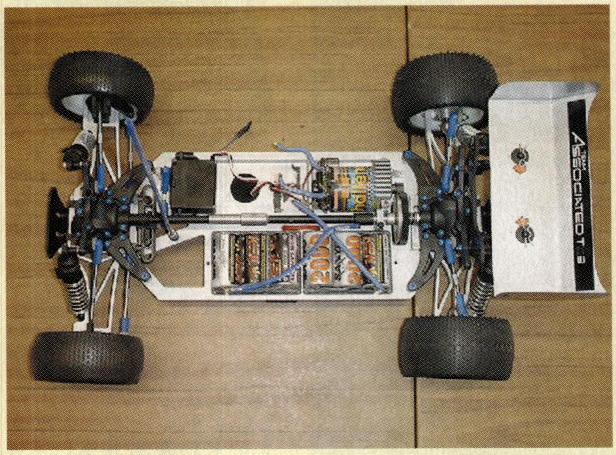
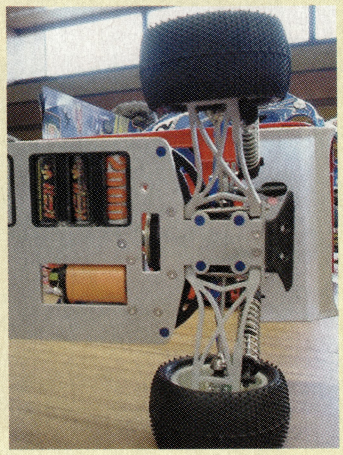
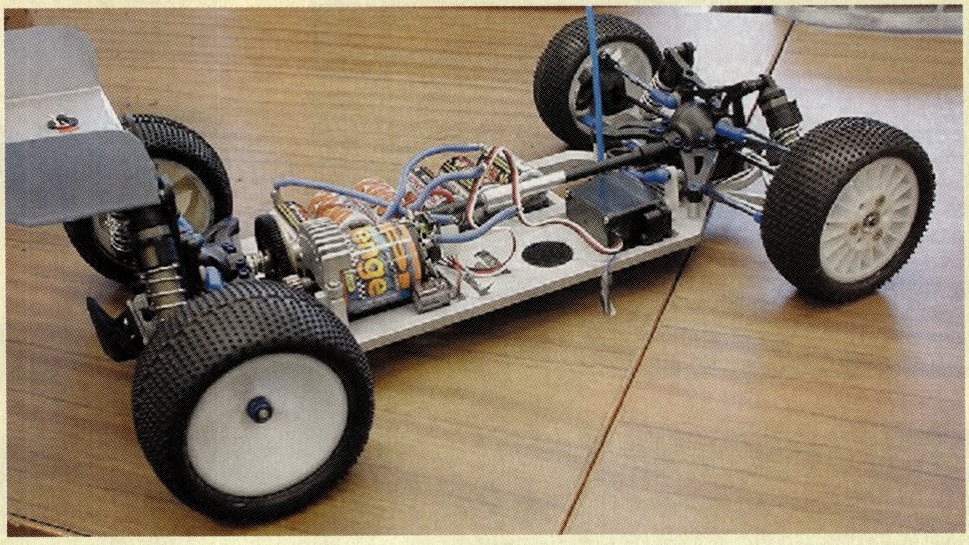
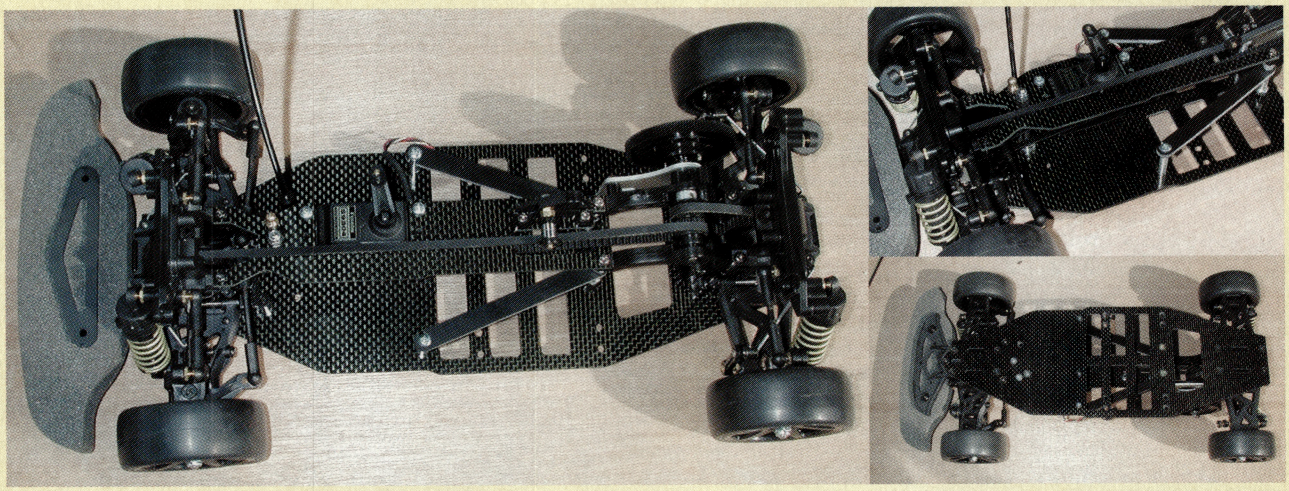
news flash!

Spied at the recent Reedy Truck Race of Champions was this homemade TC3 based 4WD off-road buggy. Its creator, Gerd Strenge, made the trip from his home country of Germany to race in the event. When we met Gerd he pulled out these pictures and we couldn't believe what we saw! He then grabbed a finished chassis from his pit bag for us to check out—it was pretty amazing! According to Gerd, the car works very well. Gerd started by making the main chassis out of laser-cut, lightweight aluminum. In addition, an extended driveshaft needed to be fabricated to complete the conversion. Additionally, Gerd made a custom slipper-clutch for the car to help the drivetrain withstand the rigors of off-road racing. Last but not least, the car is equipped with a full set of laser-cut aluminum suspension arms (made from the same material as the main chassis). When Team Associated's Curtis Husting (also present at the race) saw the photos, we gathered he was pretty impressed with the German's ingenuity! When pressed about their own version coming out in the future, we were met with a small smile and a "we'll see". After seeing this, we sure hope so!





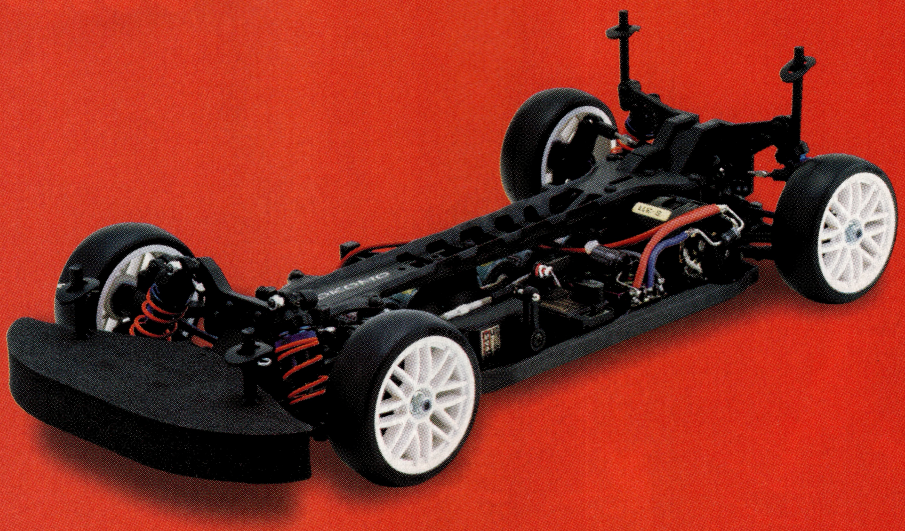




New from Penguin r/c is this replacement graphite chassis set for the Tamiya TA-04. As you can see here in the pictures, the Penguin chassis allows you to run a saddle-pack battery configuration (you also have the option of running a standard stick pack as well with this chassis). Another feature is the chassis set comes with battery straps, so there is no need for taping you cells in place. In addition, the steering system has been modified. Penguin's chassis moves the servo into a "standing" position for better weight distribution. With this new steering setup, the dual bellcrank steering arangement has been replaced by a single bellcrank. This also allows for more room to mount your electronics.

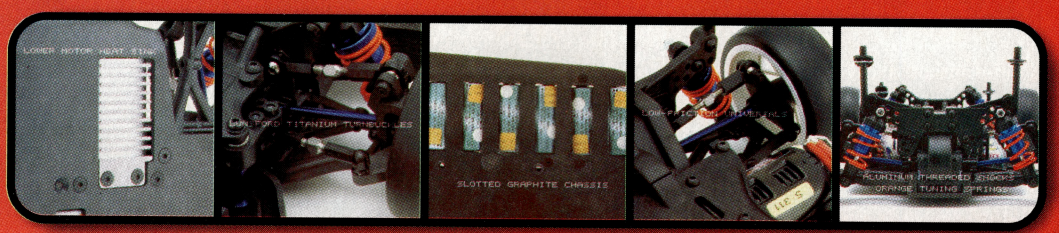
For more info, contact Penguin r/c at 1230-P N. Jefferson St., Anaheim, CA 92807 • (714) 630-9015; (714) 630-6250 (fax).◆

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.

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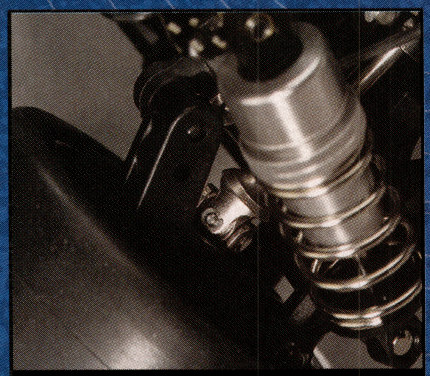
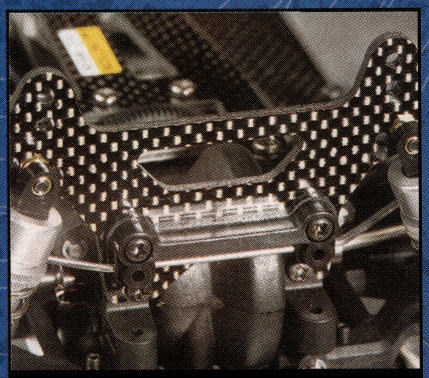
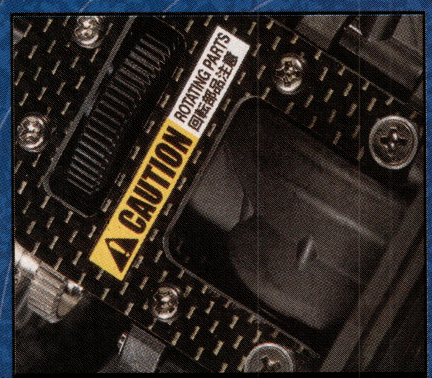


Threaded, aluminum shock bodies are fully adjustable, allow ng complete control over your car's handling ability



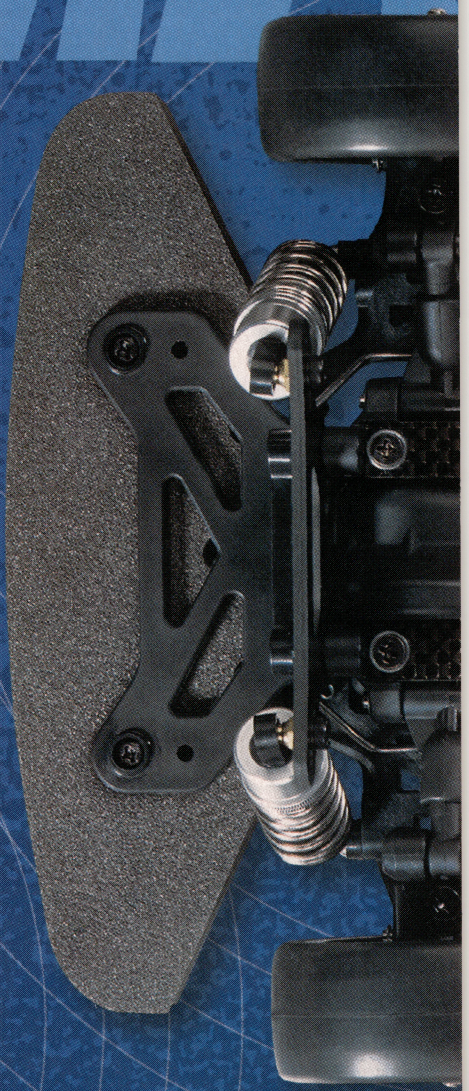
Carbon fiber shock towers are lighter and stiffer, provid ng better support for your car's suspension

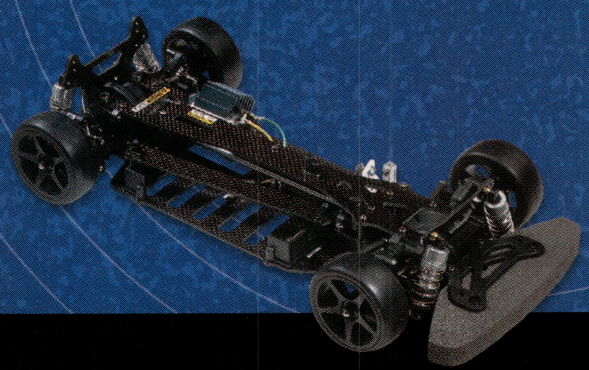


New compact differentials allow for a lower center of gravity for quicker response and razor sharp transitions.



An aluminum center drive shaft provides for lower rotational mass and harder acceleration.

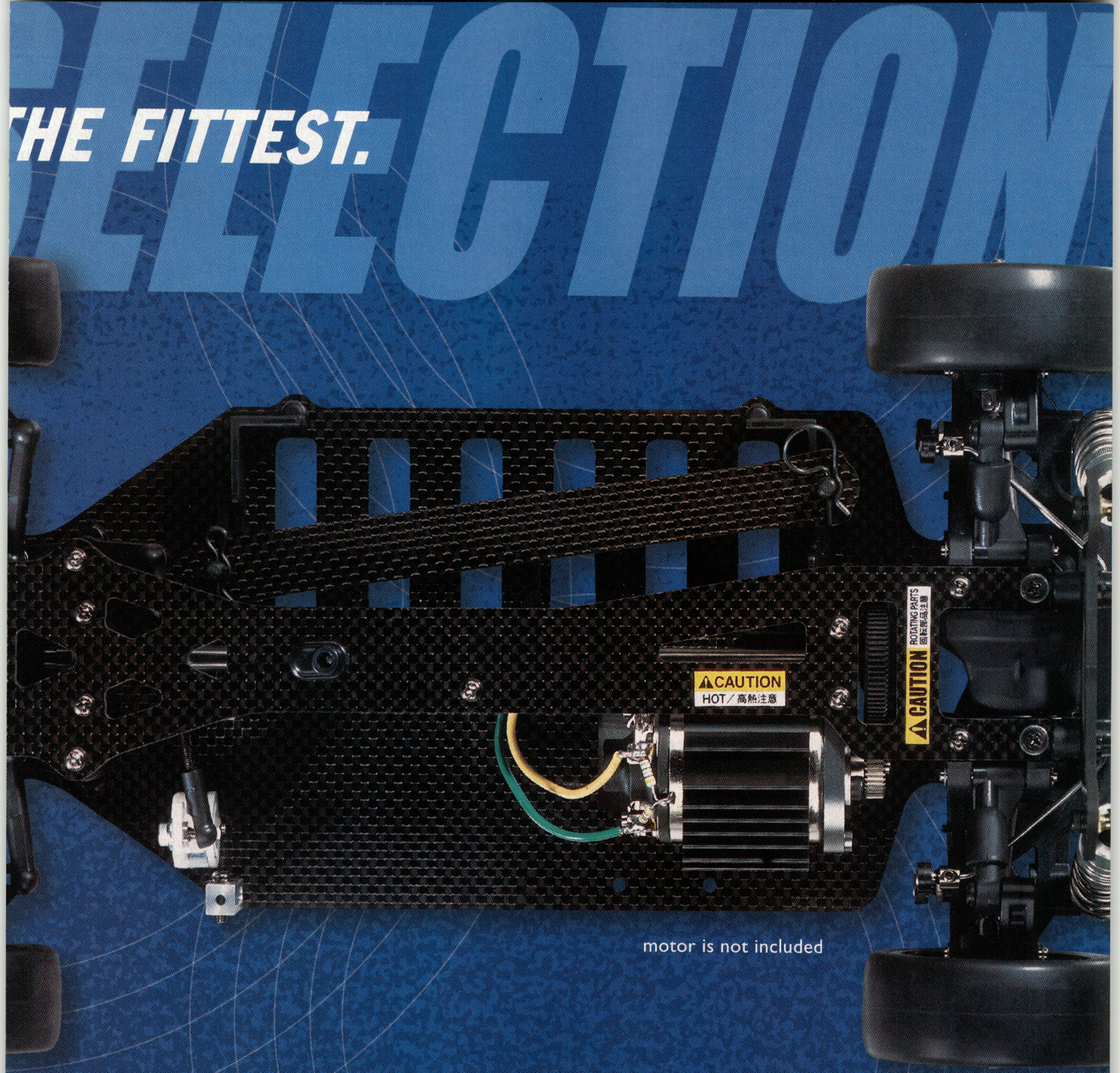




1/10 RC TB EVOLUTION CHASSIS

TB Evolution chassis **kit number 58267**

THE FITTEST.



motor is not included

Get ready for the next step in evolution – the TB Evolution from Tamiya. This limited edition racing chassis has combined the best of the gas-powered racing scene with all that you want out of your electric. To start with, we've used the differentials from our TGR gas model – ball in the back, one-way up front – to improve power usage, ensuring more torque hits the ground. You can also tune your racing machine more precisely and more quickly with the threaded aluminum shock bodies. Aluminum drive shafts, motor mounts and heat sinks all make sure your car is as light and as responsive as possible. This baby also includes five different spur gears and A-type reinforced slick tires. We could go on and on about how superior your performance is going to be because of the carbon-fiber shock towers and the front and rear sway bars, but you probably want to go buy one already. So get up and get to your local hobby source today – found at www.tamiya.com – before they're all gone.

TAMIYA

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Hard Drive

Race Secre

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



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Trash

feedback

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

Wants to live forever

I'm planning to buy a T-MAXX, but I read a question on your website that asked "What's the average life span of a nitro motor?" You said about one gallon. I called two hobby shops and they said 10 gallons. I'm just trying to get a straight answer. If it's only one gallon, I won't buy one. Was it just a typo, or is it really only one gallon? And also, what are the best shocks for a T-MAXX if I want to get big air?

Brock
via *rc-car.com*

Brock, when we wrote that the average life span of a small block (.12 to .15) engine was about one gallon of fuel, we were a) generalizing, and b) talking in terms of piston/sleeve life, not that of the entire engine. Sure, you can run your engine through several gallons of fuel, but if you want to maintain performance and reliability, replacing the piston and sleeve after every gallon or so of fuel is recommended (at least by us). Certain conditions, such as the quality of the fuel used and the type of environment in which the engine is used (for example, a very dusty or sandy area will likely accelerate engine wear) also play a role in determining when an engine will need a rebuild. As for shocks, the stock ones are fine, but you can use thicker oil and/or stiffer springs to help cushion landings.

New to the upper crust

I've decided to buy an electric truck, and know that I want a Traxxas. My problem is I can't decide between the Rustler or the Stampede. I am a first timer to the upper-crust of R/C vehicles. I've always run Tyco-type things. Can you give me some advice and pros and cons on which one would be better for me? I would really appreciate the help, thanks.

Cat
via *rc-car.com*

Very simple, Cat: the Stampede is more of a monster-style truck, while the Rustler is more of a stadium truck. What this means is that the Stampede is more suited to climbing and crawling over larger obstacles, while the Rustler is more suited for situations where speed and nimbleness are more important. Both trucks will be lots of fun, so it's all up to you: do you want a monster or a racer?

Nose-diving Kyosho

I have a Kyosho MP-6 with a new O.S. RZ-V99B and I am having a problem with the nose diving badly in the jumps. What can I do to fix this problem? I was told to give it a lot of gas at the base of the jumps to lift the front end but it actually dives worse with more gas. Everything on the car is stock.

Ray
via *rc-car.com*

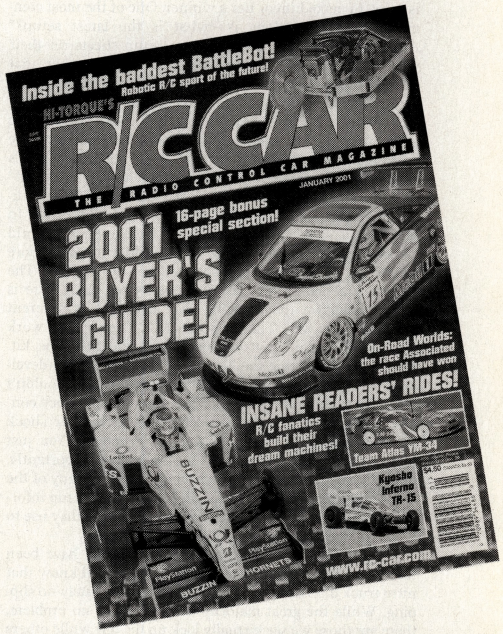
Ray, the advice your friends have given you is correct but perhaps incomplete. In motocross, for example, a rider shifts his weight over jumps to control the attitude of the bike as it flies. Since an R/C car has no rider, you must use the throttle to shift the car's weight and allow it to fly properly. The most important part of a jump is the point when the vehicle just leaves the face of the jump and takes to the air. Here, it's important that throttle be applied as the front wheels leave the ground. Applying the throttle will shift weight to the rear wheels and also carry the nose of the car higher. Most good drivers will often "pre-jump" before the take-off ramp. To do this, reduce or let-off on the throttle for an instant before hitting the ramp. Re-applying the throttle as the car reaches the ramp compresses the suspension and "levels" the chassis as the car leaves the ground. It's also important that the throttle be held on as the car begins to fly. Letting off too soon, or "chopping" the throttle, will cause the car to nose-dive. It's always better to leave the throttle on too long than not long enough. If the nose is too high, you can always grab some brake to level the car in flight. One last word of advice: make sure that the rear shocks aren't too soft and that the car's ride height is set correctly (the driveshafts should be approximately level with the ground).

Which 4x4?

What type of 4x4 R/C truck would you guys recommend for someone who is just getting started? Thanks a lot

Alex
via *rc-car.com*

An RTR (ready-to-run) would be best if you are just starting (unless you like to build kits). Several 4WD trucks come to mind: the Traxxas T-Maxx (nitro) and E-Maxx (electric), the DuraTrax Nitro Quake and HPI Nitro MT RTR.



Generally, electric is better for first timers, but the Traxxas and HPI nitro engines are very easy to use. You might also wish to consider a 2WD truck such as the HPI Nitro Rush RTR, the Associated GT RTR, the Kyosho Ultima QuickSet (electric and nitro) and the Traxxas Stampede and Rustler (both are available in nitro or electric forms). Read your back issues of R/C Car for more information on these trucks.

Stripping spur

I am running a 13-turn motor in my TA03R and was wondering if there is a company that makes stronger spur gears for this car, because I constantly strip the spur gear.

Phil
via *rc-car.com*

Phil, if you are stripping spur gears we suspect that its cause is more than just the power of your motor. There are two possible problems: the first is heat. The TA03's motor mount is notorious for overheating, which softens the plastic of the gearbox and can cause the pinion and spur gears to separate. Tamiya offers an aluminum heat-sink kit for the TA03 that solves this problem. Secondly, always make sure that you've set the gear mesh correctly (there should only be a slight amount of backlash between the gears; slip a piece of paper between the pinion and spur gears, tighten the motor-mount screws, then remove the paper). Too much space between gears could cause stripping, and too little space can



Tech Tips #6

It seems everyone is looking for that "magic" setup that is going to make him or her a winner. One of the most commonly asked questions is "what is the latest setup?" Although Team Losi posts various setup sheets on their website ***www.teamlosi.com*** you have to remember that these specific setups were run by some of the world's best drivers on track conditions you may never see. So, you ask, what is the tech tip? Quite simply, don't look for a magic adjustment that is going to make you a better driver. The customer service department and many of Team Losi's sponsored drivers have found that when a racer gets "lost" with the setup of his car or truck they usually find immediate success by going back to the stock or "kit" settings. In fact, if you were to ask most of the factory and/or world class racers what single thing you can do to become more successful, they would probably tell you to practice. The experts practice a lot. The often-overlooked thing here is that in addition to practicing they usually test different setup items as well. The tip, you ask..... They always work from a base setup that is usually the one from the kit. Keeping in mind that the Team Losi kit settings are developed by some of the world's best drivers, it really shouldn't take a lot to fine-tune your chassis for an unusual track condition. Don't be afraid to try changing springs or shock damping (fluid) or the ride-height or whatever. You just need to try things one at a time and most importantly, notice the differences that single change made. Many of the world's best drivers keep little black books with setup information from particularly challenging tracks that they use to "refresh" their memory.

Team Losi XXX-NT Nitro Truck owners have been tearing up the tracks around the country. We all know that nitro truck diffs need to be run tight with absolutely no slipping. While the great majority of racers have no problem, there are those we see virtually lock up the diff while others let it only slip "a little" neither of which is acceptable. When referring to the differential, tight means not slipping. Nitro trucks run for much longer intervals at one time and need a diff capable of handling the additional load and duration. The new Monster diff was developed for the XXX-NT for this very reason. It is easy to adjust and has a reasonably easy window of adjustment to find. This window goes from that point at which the diff stops slipping to the point where it is virtually locked up. Keep in mind that there is a dual disc slipper that has a broad adjustment band to aid in traction control and absorbing sudden impacts encountered when landing off of big jumps. The stock assembly of the diff as per the kit directions is more than adequate for normal racing. Expert racers like Matt Francis like running the slipper on the tight side, which requires extremely accurate use of the throttle. It also puts a greater demand on the diff since it is now seeing much greater loads. As noted on the Team Losi website, Matt likes to turn all of the coned (Belleville) washers (used in the diff) in the same direction, stacked so that the raised (inner) edge of the washers contact the plastic nut retainer. This increases the potential spring tension but also decreases the range of adjustment a bit. In either case, the adjustment and break-in procedure is the same. After you have assembled and mounted the transmission (with the slotted head of the diff adjustment screw on the right side) tighten the 4-40 slipper adjustment nut all the way down. This locks up the slipper so that you can accurately adjust and break-in the diff. Holding the right rear tire with your right arm and the spur gear with your hand try turning the left tire forward. The tire should wrap up and take a lot of twist before the diff breaks loose and jumps only to grab again. This is tight and a good starting point. Now start the truck and set it on the ground. Using extreme caution not to rev the motor too much, hold one of the tires up off of the surface and give the motor a slight bit of throttle and count to ten. The tire opposite the one you are holding should spin forwards. Now repeat this process while holding the opposite rear tire. This will help get the carbide balls to seat into the hardened steel diff rings. You will find that you can now tighten the diff a bit more, using the same procedure of holding the right tire and gear while turning the left tire. Repeat the power break-in procedure and tightness test again. At this point the diff should be well seated and good to run. After backing off the slipper nut about 3 full turns (per the instruction manual) place the front of the truck up against your foot or any solid object. While holding the rear end down so the tires can't spin, hit the throttle for a couple of seconds while watching the spur gear as well as the slipper plate, spring, and nut. Only the spur gear should start spinning as the motor rpm builds. This means that the diff is not slipping and the slipper is working, as it should. If the gear, nut, and shaft assembly spins, tighten up the diff and test again until only the spur gear spins. You are now ready to go racing, adjusting the slipper as necessary. It is wise to check the diff adjustment after the first tank of fuel just to be safe.

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feedback

cause overheating and melting of the spur gear. If all else fails, Robinson Racing offers aftermarket replacement gears for the TA03. Check with your hobby shop.

Novak con-Fusion

I have a Novak Fusion dual profile ESC. Why would you use one profile over the other? It seems like the stock profile puts out less current than the modified? Thanks.

Pete Williams
via *rc-car.com*

The "stock" profile has a higher percentage of total drive initially, which helps accelerate a stock-motor-powered vehicle quicker off the line. Stock motor racers spend most of the time in full-throttle, so what happens between "off" and "full" is of less importance; you want as much "snap" as possible. The "modified" profile operates at a higher frequency and makes it easier to control the power of a hot motor and to drive smoothly. In our testing of the Fusion, we found that the stock profile made the car much more responsive with a stock motor, while the modified profile, when used with a stock motor, made the car feel sluggish.

D4 dilemma

I am new at R/C and have an 11-turn Trinity D4 motor. Can you give me all the details on maintaining this motor, including replacement parts? Excellent mag; I just subscribed. Thanks.

Michael
via *rc-car.com*

The most important things to consider when running your motor are temperature and the condition of the commutator. Heat is the enemy of the electric motor, and it can cause the magnets in the motor's can to lose their field strength (which will slow down the motor and reduce its torque). The commutator takes the most abuse, as it is constantly being rubbed by the motor brushes. The best way to ensure a long life from your motor is to cut the comm on a lathe before any wear or damage has a chance to gain a foothold. With a hot motor such as an 11-turn, you should inspect the comm after each run. If it has burn spots between the segments, or if it begins to take on an orange hue rather than a copper one, you should skim it. The brushes are also something to keep your eyes on. Bluish discoloration of the ends of the brushes mean that they're cooked and no longer have any lubrication. Replace the brushes when they are burned or when you have the comm cut.

Another nitro guy

I am interested in getting into R/C cars. I want to get some advice on what type to get engine-wise. Electric or gas is the tough question for me. I read what you wrote about the lifespan of a nitro engine and that scared me away from it a little. Could you please tell me the advantages of a electric and a nitro power plant? I still want to do nitro if the rebuild kits are not too expensive and hard to do. Gas power makes the car more realistic.

Harry
via *rc-car.com*

You're not alone, Harry, many first-time R/Cers have found that the allure of nitro exceeds any potential difficulties when compared to electric. There are many very good RTR (ready to run) nitro kits (and electric ones, too) that come pre-assembled and with a good radio installed. All you have to do usually is paint the body (some come pre-painted), glue the tires and install transmitter batteries. As with any nitro kit, your success will depend on how thoroughly you read the instructions (especially the engine tuning and break-in section). Proper break-in is by far the most critical aspect of running a nitro kit. Be patient and resist the temptation to skip this vital step. You'll have much more success in the long run.

Wants a wilder Willys

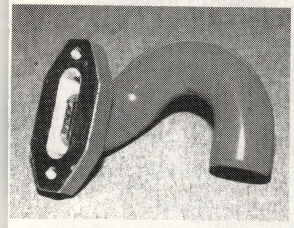
I am a first timer to R/C cars. I was interested in buying the Tamiya Wild Willy 2000 but was unsure about the servo option I can pick. Am I right in assuming I could buy any servo on the market and it will work? If not can you make some suggestion? Thanks.

Simon
via *rc-car.com*

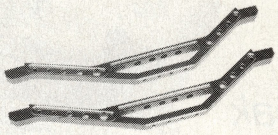
Don't worry Simon, most popular servo types and brands will fit the Wild Willy with no problems. Check with your local hobby dealer for servo availability in your area. You should be fine with any typical low-end (inexpensive) servo such as the ones that come with most sport-level radios. ◆

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.

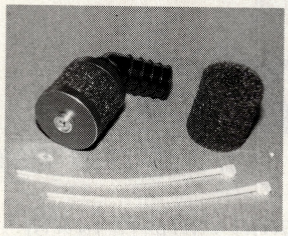
TRAXXAS T-MAXX ALUMINUM



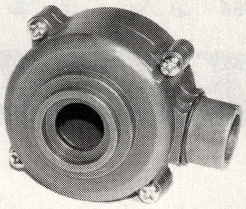
TMX13016 This manifold has a dark blue powder coat finish and is port matched to your exhaust. $30.00



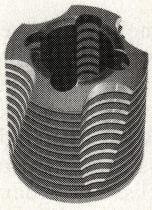
TMX1014 This will help you to improve your stock chassis. These replace your orginals perfectly $50.00



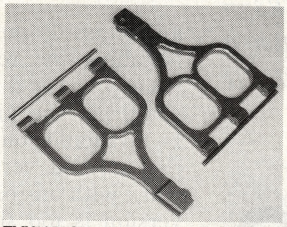
AF01 Has 45 Degree rubber boot, two zip ties and an outer foam pre filter. $15.00



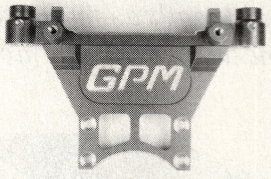
TMX1011 These are the first step to building a bullet proof drive train. You will need 2 sets for each truck. $65.00



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



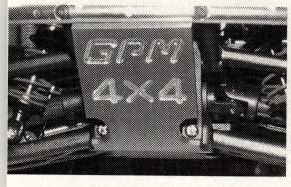
TMX1054 Set of 2 upper control arms. These are by far stronger than the original plastic arms. Includes pins and clips. $40.00



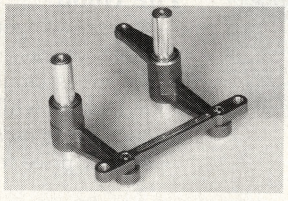
TMX1028 You will need 2 for each truck. These are direct replacments for the stock shock tower. Replaces original perfectly $40.00



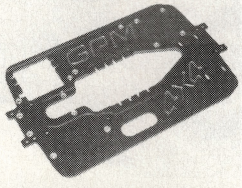
OF01 Filter comes apart to allow cleaning and is sealed with an o-ring. Fits standard size fuel tubing, common on all cars. $8.00



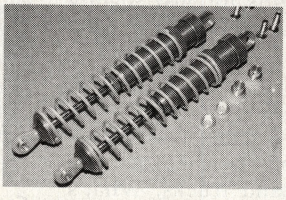
TMX1331F Don't be a poser, get one of these 3mm thick skid plates and be with the "in" crowd. $25.00



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

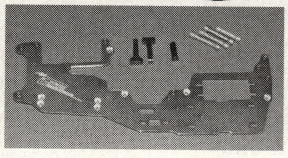


DP100 Threaded shock bodies are perfect for fine tuning your ride hieght. These are 4.125 inches long. $45.00

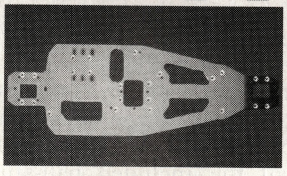
HPI NITRO MT PARTS



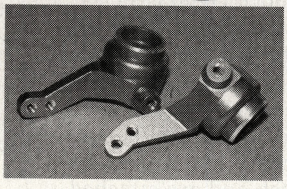
NMT4056 Replace your fragile stock rear control arms with a pair of sturdy aluminum ones. $35.00



NMT4014 Customize your Nitro MT with an alloy radio plate. Includes posts and screws need to mount. $40.00



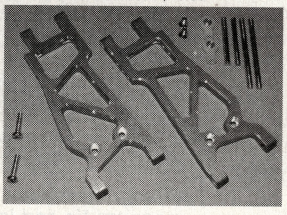
NMT4016 Set your truck apart from the crowd with a 3mm thick chassis machined from 6061 T6 Aluminum $55.00



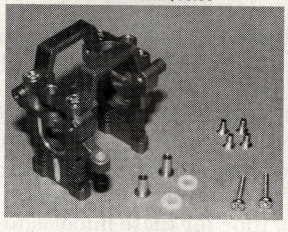
NRS4021 Includes all parts needed to install. Improve strength and looks with a pair of alloy front knuckles. $25.00



NMT4028 Improve both looks and durability with one of these front shock towers. $20.00



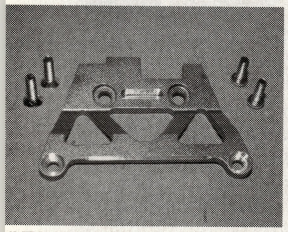
NMT4055 Replace your fragile stock front control arms with a pair of sturdy aluminum ones. $35.00



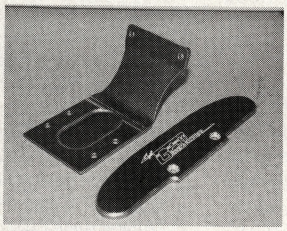
NMT4038 Alloy center gear mount replaces original perfectly. Keep your gear mesh in line with a rigid aluminum replacement. $45.00



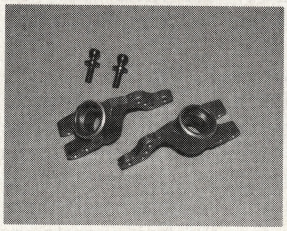
NMT4048 Tighten your steering and improve straight line tracking with a ball bearing steering assembly. $40.00



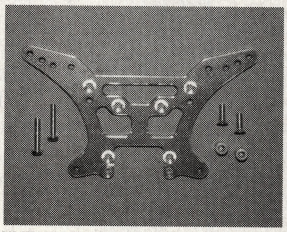
NMT4015 Keep your truck on the track and running strong with an alloy front top plate. $25.00



NMT4003 Is your bumper large enough? Install this bumper and matching skid plate for improved protection. $40.00



NRS4022 Keep the rear wheels pointed where they should! These hubs will remove the flex found in your stock plastic parts. $25.00



NMT4030 Did you break your shock tower, again? Replace it with this aluminum one! $25.00

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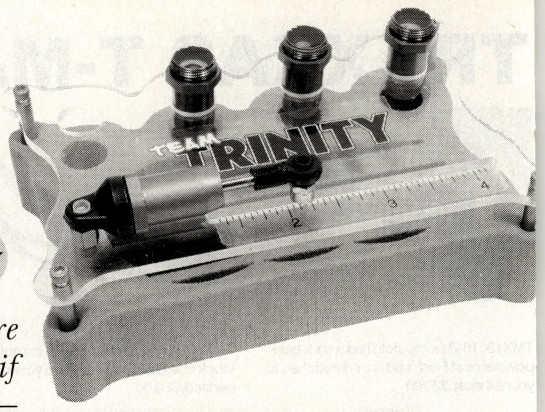
Product Test

Trinity Shock Dyno

Beat the tweak



Have you priced a set of digital calipers lately? We're talking close to a hundred bucks for a decent set! But if you want to ensure that all four of your car's shocks—or all of its tie-rods—are built to equal length as to not cause a "tweak" in its suspension, then you will need an accurate method of measuring.

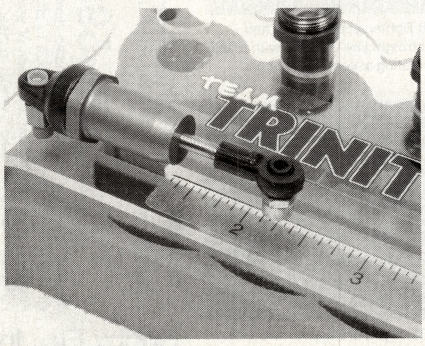
Fortunately, Trinity has given us an innovative new product called the Shock Dyno, and while it doesn't actually "dyno" anything, it will allow you to build each of your shocks and tie-rods to equal lengths for just slightly more than ten bucks. That's a good thing.

What you get

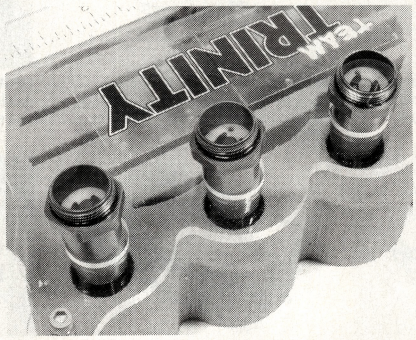
There are two versions of the Shock Dyno—one for touring cars and one for off-road cars and trucks. What's the difference between the two? The off-road version has longer aluminum posts which allow it to support longer shocks. That's it. The Dynos come unassembled, but building them took us no more than five minutes. What you get with the Shock Dyno is a clear plexiglass upper plate that incorporates the shock/tie-rod length scale and four shock-sized holes in which you place your shocks so that the air bubbles have time to escape the oil. The aforementioned aluminum posts support the top deck and are attached to the base, which is a nicely trimmed piece of rigid foam. The foam keeps the dyno stable and acts as further support for the shocks.

Using the Shock Dyno

Setting shock length—To do this, you simply build one shock to the desired length, place it on the dyno



An adjustable scale lets you build several shocks of identical lengths.



Set your shocks here while the air escapes.

and lock the sliding shock-mount (the one by the scale) in place. When you build the next shock, you then place it on the dyno to see if it fits. If it doesn't, adjust the threaded shock-end until it easily slips into place. You now have two shocks of equal length.

Setting tie-rod length—This is done in the same manner as setting shock length, however you must remove the shock hardware from the top plate and install the included ball-studs and nuts. Build one tie-rod to length, then pop it onto the ball-studs. Lock the adjustable ball-stud in place, remove the tie-rod then use this measurement to build additional rods of equal length.

Bleeding shocks—Once you fill your shocks with oil, you will invariably notice that a small amount of air bubbles will be trapped within the oil. It takes time for these bubbles to float to the top of the oil and into the air, but who wants to hold a shock for ten minutes? Set them into the Shock Dyno and move on to another job.

How useful is it?

The most useful feature of the Shock Dyno is its shock-length gauge. The four shock holding holes are pretty useful as well. We found the tie-rod feature to be more hassle than benefit. Changing the hardware to install the ball-studs is a pain, and you must really pop the tie-rods on to the studs for an accurate measurement. Picture installing the removing the tie-rods from your car a few dozen times and you'll get the picture. Which Shock Dyno should you buy? We recommend the off-road version, as it will also work with on-road shocks. The sedan version is too short to hold off-road shocks.

The Good

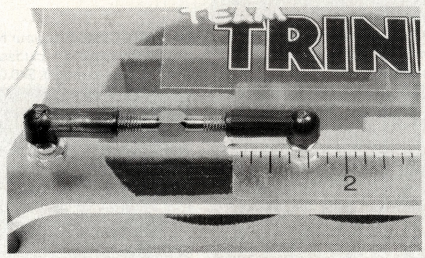
- Allows you to build perfectly matched shocks
- Serves as a sturdy place to hold your shocks while you're waiting for trapped air to escape the oil
- Low price for a cool gadget

The Bad

- Works with American, i.e., non-metric, shocks. You can purchase metric hardware separately
- The tie-rod length feature is not very useful

The Verdict

Very useful tool for a low price, and much, much cheaper than a set of calipers.◆



Change hardware and the Dyno can measure tie-rod length.

info

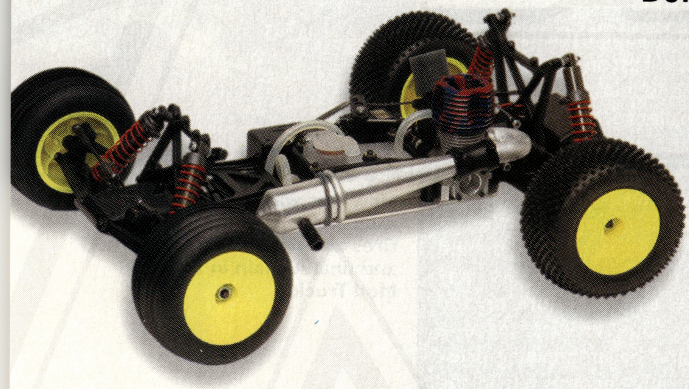
Part no.: RC1020—Touring Shock Dyno, RC1021—Off-Road Shock Dyno
Price: $12.99, $14.99
Manufacturer: Trinity Products, Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; fax (732) 635-1640
Recommended for: Touring car and off-road vehicle owners interested in fine-tuning their cars
Rating:

XXX-TREME NITRO



'2000 NORRCA NATIONAL CHAMPION

THE XXX-NT IS NITRO TRUCK RACING WITH A NEW ATTITUDE. BUILT OFF-ROAD TOUGH WITH DESIGN EXPERTISE AND MATERIALS TECHNOLOGY ONLY TEAM LOSI CAN PROVIDE. THE XXX-NT CAN HANDLE XXX-TREME TRACKS AND XXX-TREME HORSEPOWER LIKE THE NATIONAL CHAMPION IT IS.



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Who says it never rains in Southern California?



A happy winner! Easton cruises over the front triple section after winning the Factory Gas A-main.



Man of the hour! Mike Reedy endured the sun, the rain, the hot, the cold, and even a little bit of mud. All in a weekend worth of racing, right, Mike?

REEDY TRUCK RACE OF CHAMPIONS



The two fastest guys at the race—electric winner Brian Kinwald and gas winner Billy Easton.

The headline says it all. We could talk about how this year's Reedy Truck race attracted a healthy number of 250 entries, or we could talk about how well the race was run, or even the fact that—oh, who are we kidding; there was only one thing going on, and that was the rain that plagued the race throughout the weekend.

We are happy to announce that even with the bad weather on Sunday, the race was pushed through fairly quickly by the folks at Hot Rods, and they were able to get each and every main off without too much trouble! And wouldn't you know it, Monday morning rolled around and there wasn't a cloud in the sky. Go figure.

Factory Truck

TQ Brian Kinwald jumped out to an early lead with his Trinity-powered Team Losi XXX-T in the first of the three A-mains, and checked out. Team Associated's Billy Easton looked to be the closest one to make a run at Kinwald, but some bad luck centered around him, and he wasn't able to apply any pressure. The first win was an easy one for Kinwald, with Easton finishing second, and Scott Hughes taking the third spot.

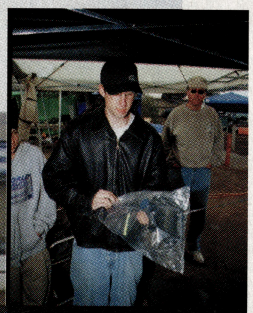
The second A-main saw much of the same. Kinwald took off and grabbed the early lead and never looked back. Easton again was following closely in second, but never managed to make much of a challenge. Kinwald crossed the line ahead of Easton to clinch the overall.

With Kinwald out of the running, Easton jumped out to an early lead over the rest of the pack. The closest competitor, Matt Francis, was about a straightaway behind Easton and slowly began making his way closer to the front. As the race wore on and time started running out, Francis made a charge to the front and began applying pressure to Easton. With only seconds left in the race, Easton rolled his truck, which allowed Francis to catch up and pass him. Francis finished the lap in the lead and took the win which helped assure a third place overall finish. With his second place finish, Easton easily took second overall in the points behind Kinwald.



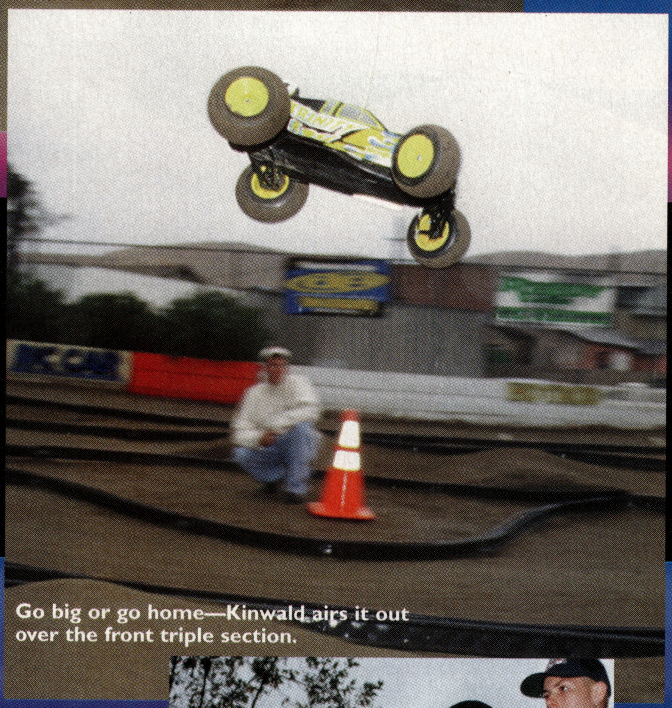
How wet was it? Check out the mud stuck to Scott Hughes' tires and body after the third and final A-main in Factory Mod Truck.

"O.K., everybody follow me!"

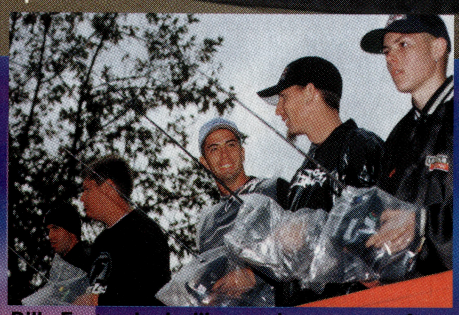


Jason Corl shows us the proper technique on how to keep your radio from frying while racing out in the rain.





Go big or go home—Kinwald airs it out over the front triple section.

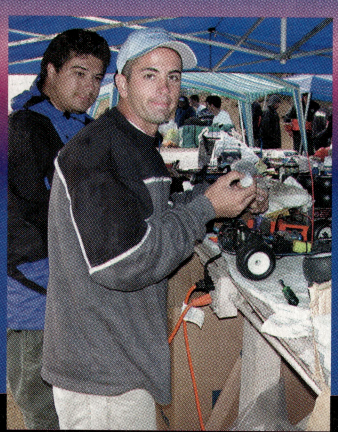


Billy Easton looks like one happy man after winning the 45-minute long nitro A-main...bet he was glad to get out of the rain for a few minutes after this one!



Billy Easton starts making his way past lapped traffic en route to his victory in the grueling 45-minute long gas A-main.

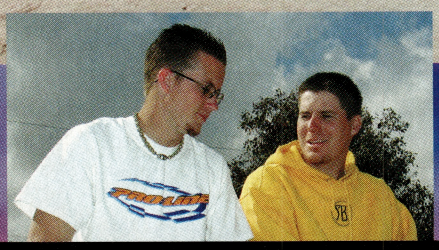
Billy Easton preps his Factory Team GT prior to the long main event.





Kinwald tried these tire warmers in an effort to get better traction off the start since it was so cold and damp outside—hey, he won, didn't he?

Rocket Round! During late sunny Saturday afternoon, if you didn't put in a good run during the last round of qualifying, it was "game over". Look for a points system in qualifying next year.



Pro-Line's Scott Hughes and Jimmy Jacobson talk shop while the weather was still good during qualifying on Saturday. The hot topic? Scary movies...yes folks, R/C racers are real people too.



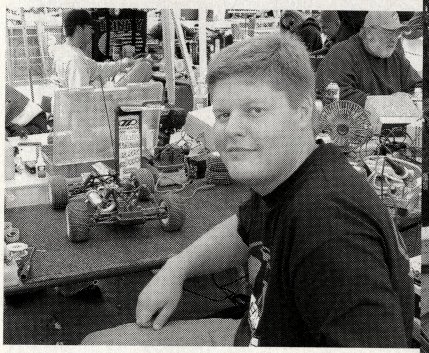


Easton patiently worked on maintaining his second place position in the hopes that something would happen to Kinwald's truck during the gas main.



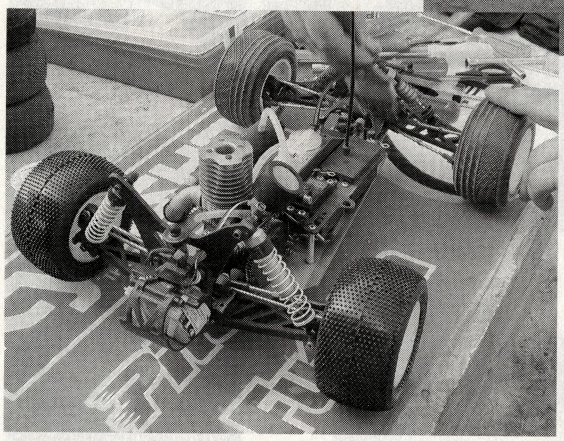
Germany's Gerd Strenge shows off his creation—a custom-made TC3 off-road buggy chassis (you can see the finished car elsewhere in our Newsflash section). Associated's Curtis Husting appeared to be very interested in this creation when asked what he thought about the car...

REEDY TRUCK RACE OF CHAMPIONS

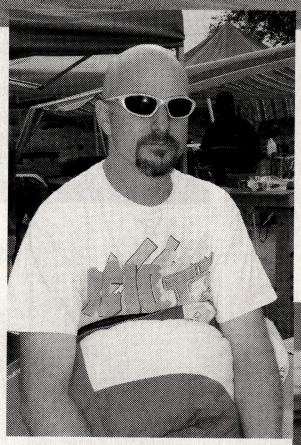


Last year's defending champ in the electric class, Team Losi's Adam Drake, didn't have luck on his side during qualifying and finished outside the A-main, missing the chance to defend his title.





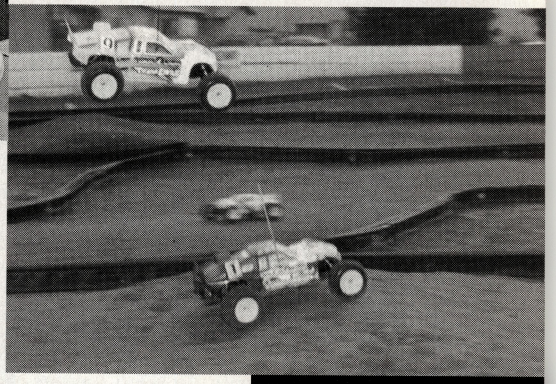
Greg Degani's Kyosho Ultima ST



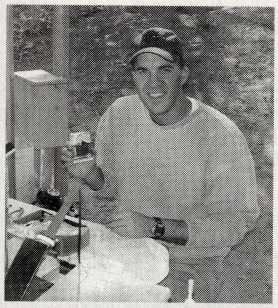
"Stone Cold" Curtis Husting overlooks his Associated gas crew, making sure that they could make it to the end of a 45-minute main event. Looks like it helped out Billy Easton!



Jeremy Kortz readies his Kyosho nitro truck before the start of the A-main.



Jimmy Babcock takes the high road while others prefer to take the low road.



Matt Francis shows off his new limited edition trading card—hurry up, kids, it's hotter than Pokemon! We could see it becoming the latest rage..."My Francismon has red-compound nubs and can beat your Kinwaldomon and his titanium fists of fury."

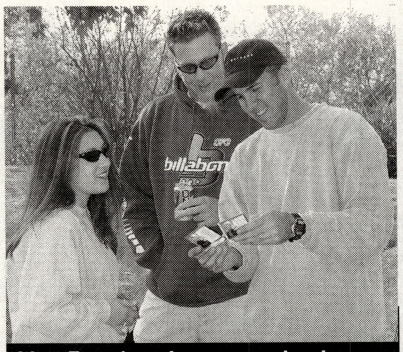
Factory Gas Truck

Throughout the grueling 45-minute long A-main, it looked as if TQ Brian Kinwald would be the man to beat as he was in the electric class. Off the line Kinwald rocketed out to an early lead as the rain began to fall slightly harder. The pack stayed fairly close, but around the five minute mark, racers started to make their way towards the pits to start working on their mandatory pit stops (see "Getting Tanked!" sidebar), and the field of racers started to shift around.

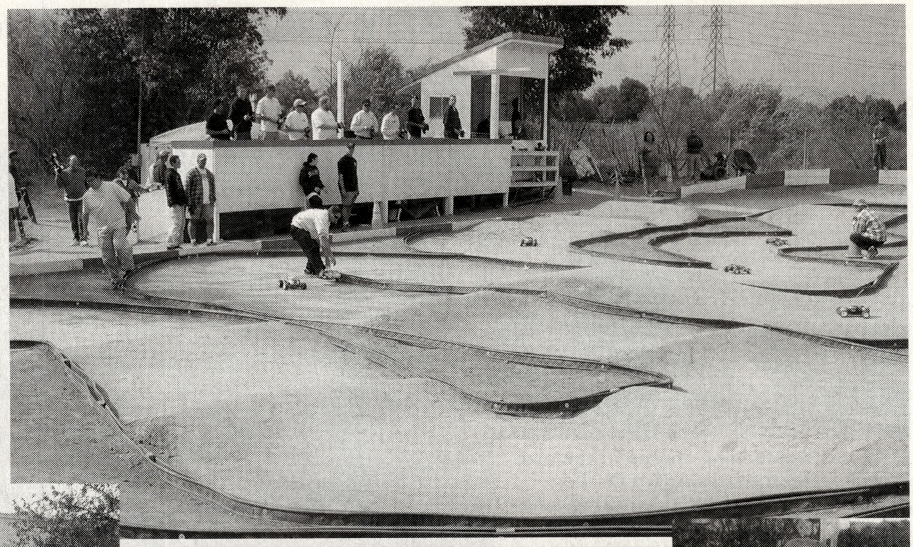
In the meantime, Kinwald was out cruising in the lead, building a considerable lead over second place Billy Easton (it seemed as if Billy was chasing after Kinwald all weekend!) when the first casualty of the race reared its head. Last year's winner Greg Degani started limping his Kyosho Ultima GP around the track with what appeared to be a broken rear hub. Greg pulled into the pits for a quick fix, but a few laps later he was back in with more serious suspension problems that put him out of the race. The next front runner to go was Jared Tebo with a ??. Throughout the race, Kinwald dominated and stayed out in front, pushing his Losi truck, building more and more of a lead over Easton.

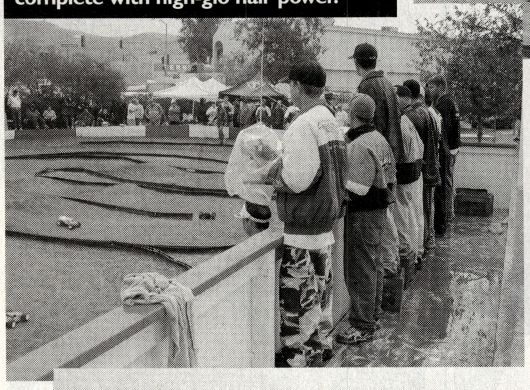
With roughly five minutes to go, and an apparent easy win in the bag, Kinwald's truck came to an unexpected abrupt halt at the end of the back straightaway. With a lead of slightly over two laps on second place Easton, turn marshals quickly ran Kinwald's truck back to his pit crew. As they took his truck over the wall you could see them feverishly trying to restart the truck. As Easton took back his second lap from Kinwald, he inherited the lead, and roosted past Kinwald's team still working in the pits. The "kill it" gesture was made to Kinwald from the pits, and just like that, his race was over.

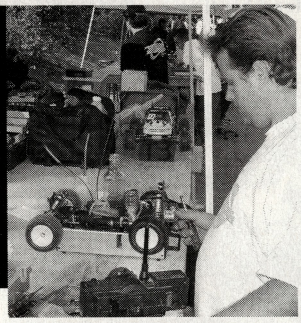
Easton went unchallenged for the win with his Factory Team GT, and we weren't sure from the look on his face what he was more happy about: taking the win, or being finished with standing stationary in the rain for 45 minutes!



Matt Francis and crew get a laugh out of the new Jimmy Babcockomon card complete with high-glo hair power.







Greg Degani preps his Kyosho gas truck before his last run in qualifying—he put in a good run that allowed him into the main event with the chance to defend his title from last year's race.

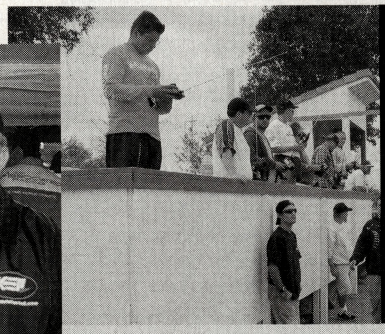


Kinwald preps his Triple-XT before the start of the second Factory Mod A-main. With one win already under his belt, he was feeling pretty confident he could go for two!

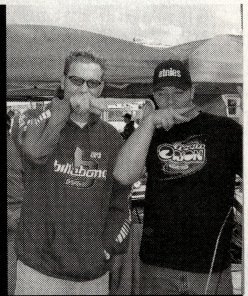




Jimmy Jacobson readies his charger for the next round of qualifying.



Late Saturday the cloud cover started moving in and decided to bring a little rain to the party.



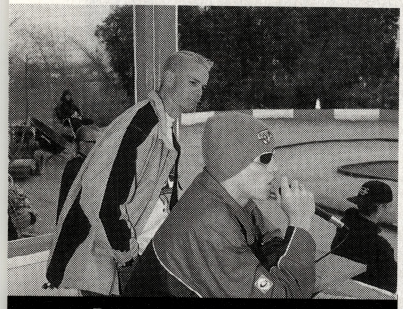
Calling all Kortz, calling all Kortz...sorry folks, inside joke...and you're just gonna have to be a sponsored racer to join in on the fun.



Long distance award. Last year we had some people come from the Midwest to race in the Reedy Truck race, but this year, these guys can't be beat! Gerd Strenge (left), and Eberhard "Ebi" Beck came all the way from Germany for the race—holy Schnitzel!

All in all it was an...interesting race weekend. Gotta give credit to the racers for sticking it out, as well as to the crew at Hot Rod Hobbies for pushing the rainy program along as fast as they could—they did an amazing job considering the circumstances. And while they race in the rain all the time in Europe, it's nice to see that we have now had our first officially "big" race completed in the rain here in the States! Who knows, maybe this will start a new trend of racing. Or maybe not. ◆

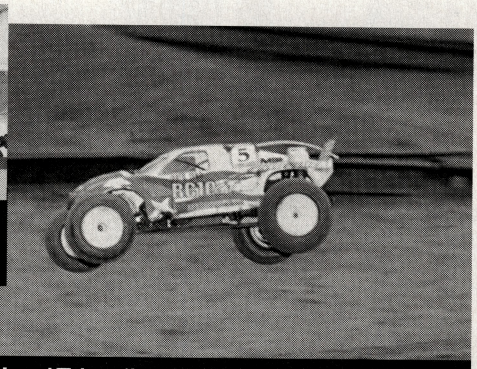
REEDY TRUCK RACE OF CHAMPIONS



Race control—the folks at Hot Rod's (especially Jimmy Babcock, who always pulls double-duty as a racer and announcer) ran through the program as quickly as they could and managed to get each and every main off without too much hassle. Good job, guys!

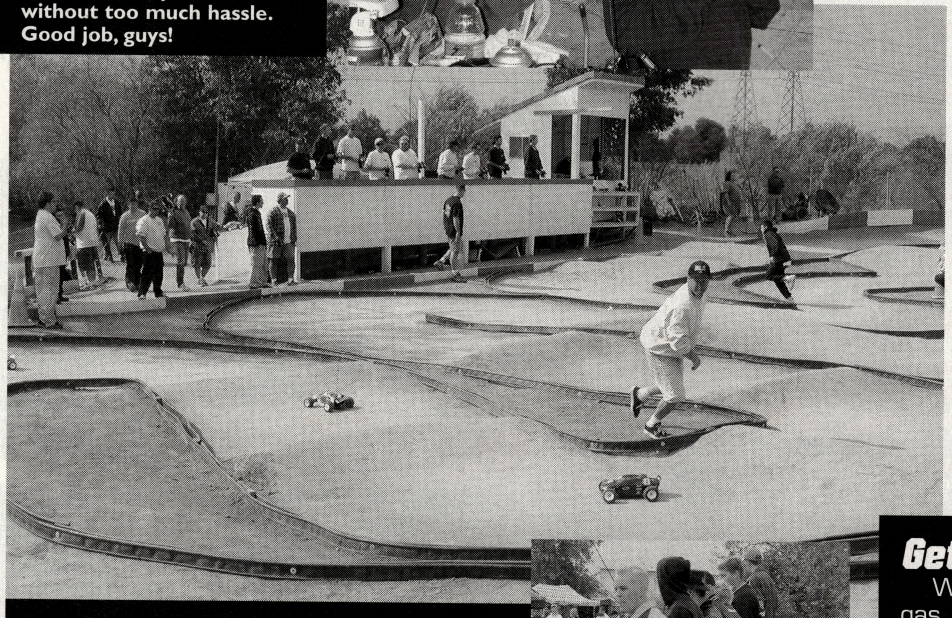


Some of the best off-road racers in the world gathered at Hot Rod's to see who was the baddest trucker in existence!



Jared Tebo pilots his Factory Team GT over the back tabletop. Jared is an up-and-coming racer that everyone needs to pay attention to—look for him to win big at a Nationals or a similar large race in the near future!





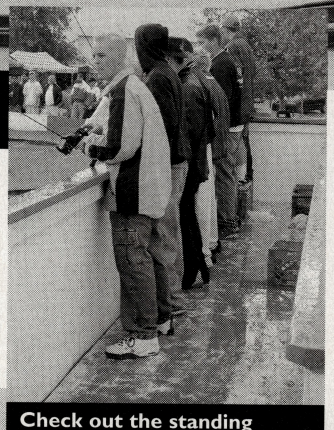
Ah, look at all that wonderful sunshine... quick, take another look before it disappears!



Billy Easton, Jimmy Jacobson and Scott Hughes hide from the rain during the mains on Sunday.



Jason Corl and Brian Kinwald kick back between qualifiers.



Check out the standing water on the drivers stand.

Getting Tanked!

When it came time for the long gas main, a question was brought up—what about setting a mandatory number of pit stops? You see, the Losi tank on the NXT is slightly larger than the tank on the RC10GT (and the Kyosho tank is 100cc). So to make things fair during the race and to ensure that everyone was on more equal ground, the folks at Hot Rod's decided that there would be a mandatory five pit stops during the race. Rod himself sat in pit lane with his notebook, checking off each racer as they came in for fuel.

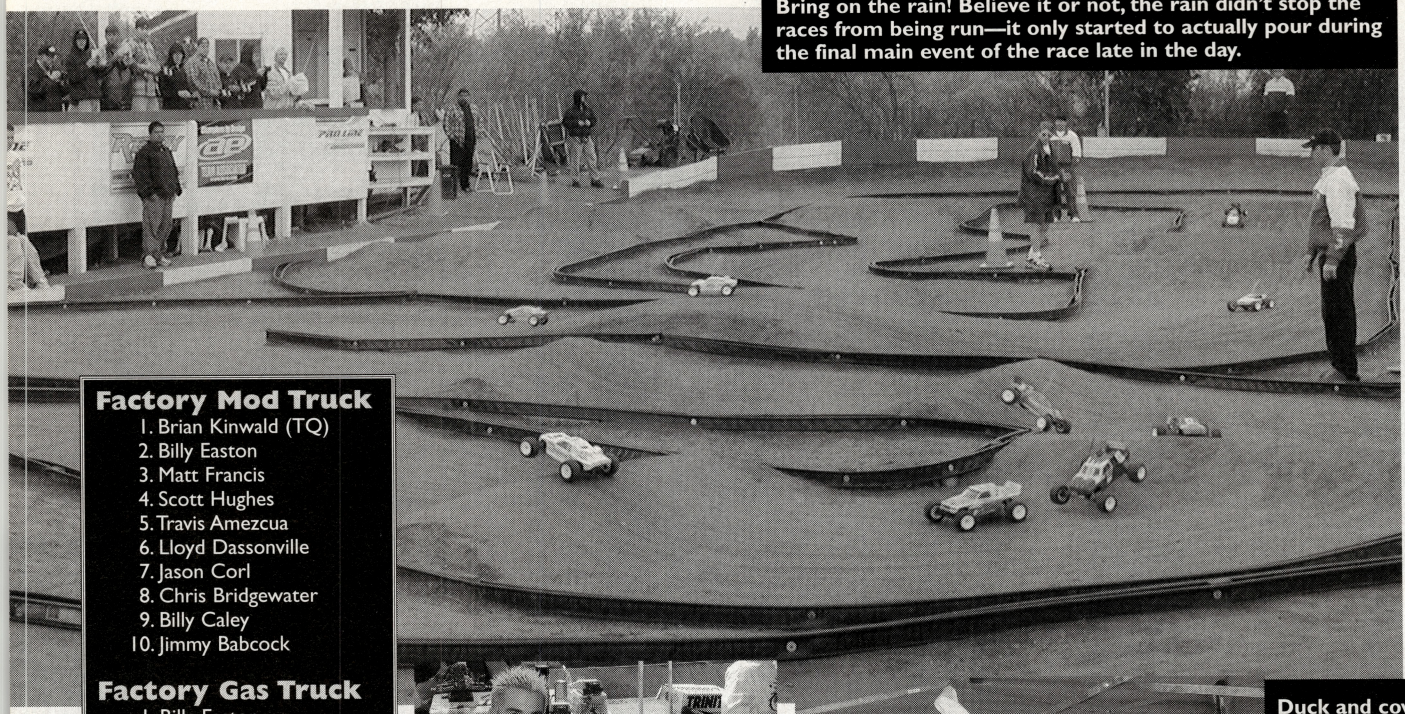


Drivers get ready for the start of the 45-minute long nitro A-main.

Are you ready for the next Reedy Race?

With the recent closing of MnM Raceway, Mike Reedy was faced with a dilemma—where to hold his annual birthday bash, Reedy Race of Champions. Since he had already had success with the good folks at Hot Rod Raceway, he decided to change things around a bit this year and hold the race at Rod's track—it's significant in the fact that it will be the first ever outdoor Reedy Race. Let's just hope it doesn't rain.

REEDY TRUCK RACE OF CHAMPIONS



Bring on the rain! Believe it or not, the rain didn't stop the races from being run—it only started to actually pour during the final main event of the race late in the day.

winners

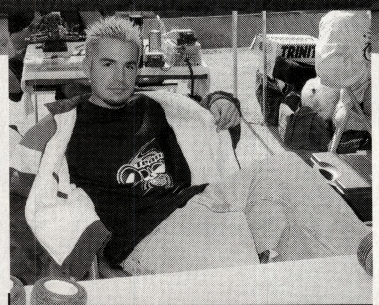
Factory Mod Truck
1. Brian Kinwald (TQ)
2. Billy Easton
3. Matt Francis
4. Scott Hughes
5. Travis Amezcua
6. Lloyd Dassonville
7. Jason Corl
8. Chris Bridgewater
9. Billy Caley
10. Jimmy Babcock

Factory Gas Truck
1. Billy Easton
2. Matt Francis
3. Jason Corl
4. Adam Drake
5. Jeremy Kortz
6. Ryan Cavalieri
7. Brian Kinwald (TQ)
8. Jared Tebo
9. Andrew Smolnik
10. Greg Degani

Stock Truck
1. Jacob Thome (TQ)
2. Bill Hagen
3. Jon Ringer
4. Marc Korn
5. Shane Parvin
6. Scott Renolds
7. Ryan Smith
8. Joe Pillars
9. Brent Newman
10. Alex Fernandez

Modified Truck
1. Jon Ringer
2. Vince Stolo
3. Bill Hagen
4. Jacob Thome (TQ)
5. Scott Renolds
6. Joe Pillars
7. Alex Fernandez
8. Marc Garvey
9. Brent Newman
10. Ryan Smith

Gas Truck
1. Vince Stolo (TQ)
2. Bill Hagen
3. Marty Korn
4. John Parisi
5. Trevor Clement
6. Todd Tanner
7. Craig Tasker
8. Shawn Dunlap
9. Brandon Shaw
10. Andrew Swanson



Team Orion's Travis Amezcua promotes the laid-back look.



Duck and cover! When the rain started falling, drivers started huddling...yes, huddling...not cuddling... And how does Jimmy Jacobson manage to sneak into every photo?

Kinwald on his way towards winning the 45-minute long gas A-main...or so he thought...



Kyosho's Jeremy Kortz shows teammate Greg Degani how to work on his truck...or is that how to sabotage a teammate's truck?

It's a smaller Inferno... but still sure-fire.

KYOSHO
THE FINEST RADIO CONTROL MODELS

INFERNO™ TR15

Any R/C driver worth his bearings knows about the 1:8 scale Inferno "MP" buggies from Kyosho. Four consecutive IFMAR World Championships tend to make you a household name with off-roaders everywhere. Ever wonder what it would be like to put yourself at the controls of a machine this technologically advanced?

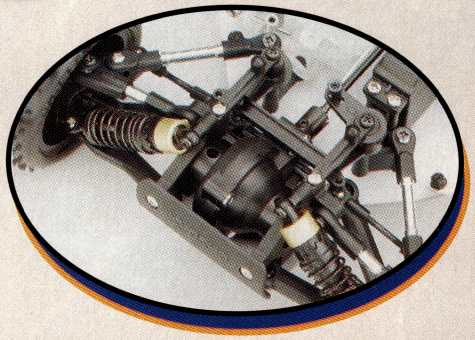
Wonder no more. The Inferno TR-15 is here. It has all of the same superior racing engineering of the Inferno MP...in a .15-size buggy that's designed for slightly smaller tracks (and budgets). An aluminum main chassis with countersunk screws provides a stable and durable base, and the center shaft 4-wheel drive system is mounted low for better handling. Gear diffs front and rear deliver smooth, efficient power to the wheels, which are adorned with high-grip, pin-tread tires. A dust-proof radio box and large rear wing are just two more performance perks that the TR-15 shares with its big brother.

So if you have a burning desire to hook up with a truly hopped-up buggy, go with the awesome off-roader that everyone will recognize: the Inferno TR-15 from Kyosho. Hey, it's an Inferno — so you know it's hot.



Much of the Inferno TR-15's chassis comes already factory-built, so you'll be out tearin' up the terrain in just a few hours.

The included Kyosho GS15R engine is incredibly powerful, and starts easily with its built-in recoil starter. The realistic racing sound of the included tuned muffler adds even more excitement.



The oil-filled shocks and ball linked double wishbone suspension offer exceptional stability; the front suspension arms are adjustable to adapt to varying track conditions.

KYOC0434
Length: 15.4 in (390mm) • **Width:** 9.5 in (245mm) • **Height:** 5.9 in (150mm) **Wheelbase:** 10.8 in (275mm) • **Front Track:** 7.9 in (201mm) • **Rear Track:** 8 in (203mm) • **Gear Ratio:** 9.37:1 • **Approx. Weight:** 3.7 lb (1700g) • **Engine:** Kyosho GS15R w/recoil starter (included) **Requires:** 2-channel radio w/2 servos, fuel, starting equipment

For more information and the location of the dealer nearest you, see our web site at: **www.kyosho.com** or call 1-800-682-8948 and mention code number 2936V.

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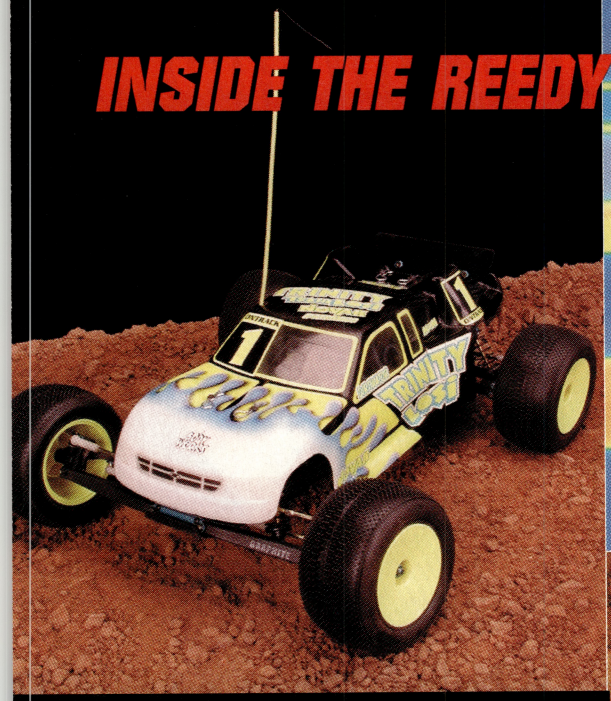
INSIDE THE REEDY TRUCK RACE WINNERS



Front Suspension:
- Toe—1-degree toe-in
- Ride height—Arms level
- Camber—1-degree negative
- Caster—Stock
- Sway bar—Yes (thin size)
- # of washers under ball stud—2
- Spindle location—3
- Steering Ackerman—Outside

Front Shocks:
- Shock body—.9" threaded shock body
- Oil—30
- Piston—57
- Spring—Green (buggy springs)
- Limiters—.002
- Shock mounting—2 on tower/Inside on arm



KINWALD

These two trucks rose to the top of the field at the 2000 Reedy Truck Race of Champions, at Hot Rod Hobbies Raceway. In case you missed the coverage a few pages back (see our full race report starting on page 28), Brian Kinwald and Billy Easton took their trucks through the rain and mud to win the Factory Mod Electric and Factory Gas class. Check out the hardware...

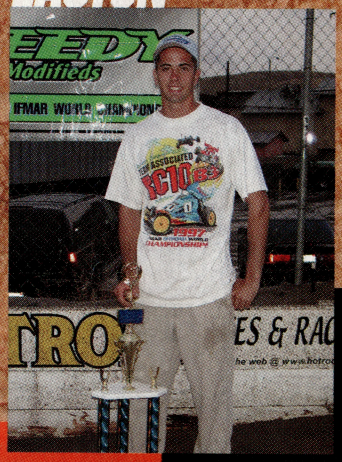
Electronics:
- Radio—Airtronics M8
- Receiver—Airtronics 92827
- Servo—Airtronics 94452
- ESC—Novak Cyclone
- Motor—Trinity D4 (10x4)
- Batteries—Trinity VIS-EXTRA 2400 (spaced in middle)
- Gearing—20/100 BK Pitch gears

Rear Suspension:
- Toe-in—3-degrees
- Pivot support—2-degree
- Ride height—Dogbones just below level
- Camber—1-degree negative
- Drive shafts—Standard
- Rear hub spacing—Spaced towards the rear
- Sway bar—None
- Camber link—1 on tower/drilled hole in between hole one and two on hub

Rear Shocks:
- Shock body—1.2" threaded shock body
- Oil—35
- Piston—55
- Spring—Yellow
- Limiters—None (eyelet unscrewed 4-turns for more down-travel)
- Shock mounting—4 on tower/outside hole on arm

BRIAN KINWALD'S TEAM LOSI TRIPLE-XT

Power:
- Engine—Novarossi .12 (O'Donnell modified)
- Carb type—O.S. rotary
- Pipe—Associated
- Glow plug—O'Donnell
- Engine temp—220-degrees
- Fuel—O'Donnell 20-percent



EASTON

Clutch:
- Clutchbell—14T
- Spur—66
- Shoes—4 (each cut to have only one hole)
- Bearings/Bushing—Bearing

BILLY EASTON'S ASSOCIATED FACTORY TEAM RC10GT

Front Suspension:
- Caster—25-degrees
- Front ride height—Arms level
- Camber—1-degree negative
- Toe-in—0
- Bump steer spacers—3 washers
- Steering Ackerman—Standard

Front Shocks:
- Body—Gray 1.02
- Shock shaft—1.02 Unobtanium
- Limiters—0
- Piston—2
- Spring—Silver
- Oil—35wt.
- Shock Mounting—Tower-A/Arm-C

Rear Suspension:
- Camber—1-degree negative
- Rear ride height—Dogbones level (MIP CVDs)
- Toe-in (total, per side)—0
- Wheelbase adjustment—Short

Rear Shocks:
- Body—Gray 1.32
- Shock shaft—1.32 Unobtanium
- Limiters—0
- Piston—1
- Spring—Green
- Oil—35wt.
- Shock mounting—Tower-B/Arm-E
- Camber link—J



TC3

The Car that ROCKED Yatabe!

Mark Pavidis:
A-main finalist,
2nd overall
Fastest Single Lap

Craig Drescher:
A-main finalist,
4th overall

Billy Easton:
A-Main Finalist,
6th overall
Fastest qualifying round: 19/5:06.97

Mike Blackstock:
A-main finalist,
10th overall

TC3 Factory Team Kit shown equipped with items NOT included in kit: 2-channel radio gear, servo, LRP Speed Control, Reedy Fury motor and Reedy batteries. Factory Team kit does not include wheels, tires or body.

Mark Pavidis

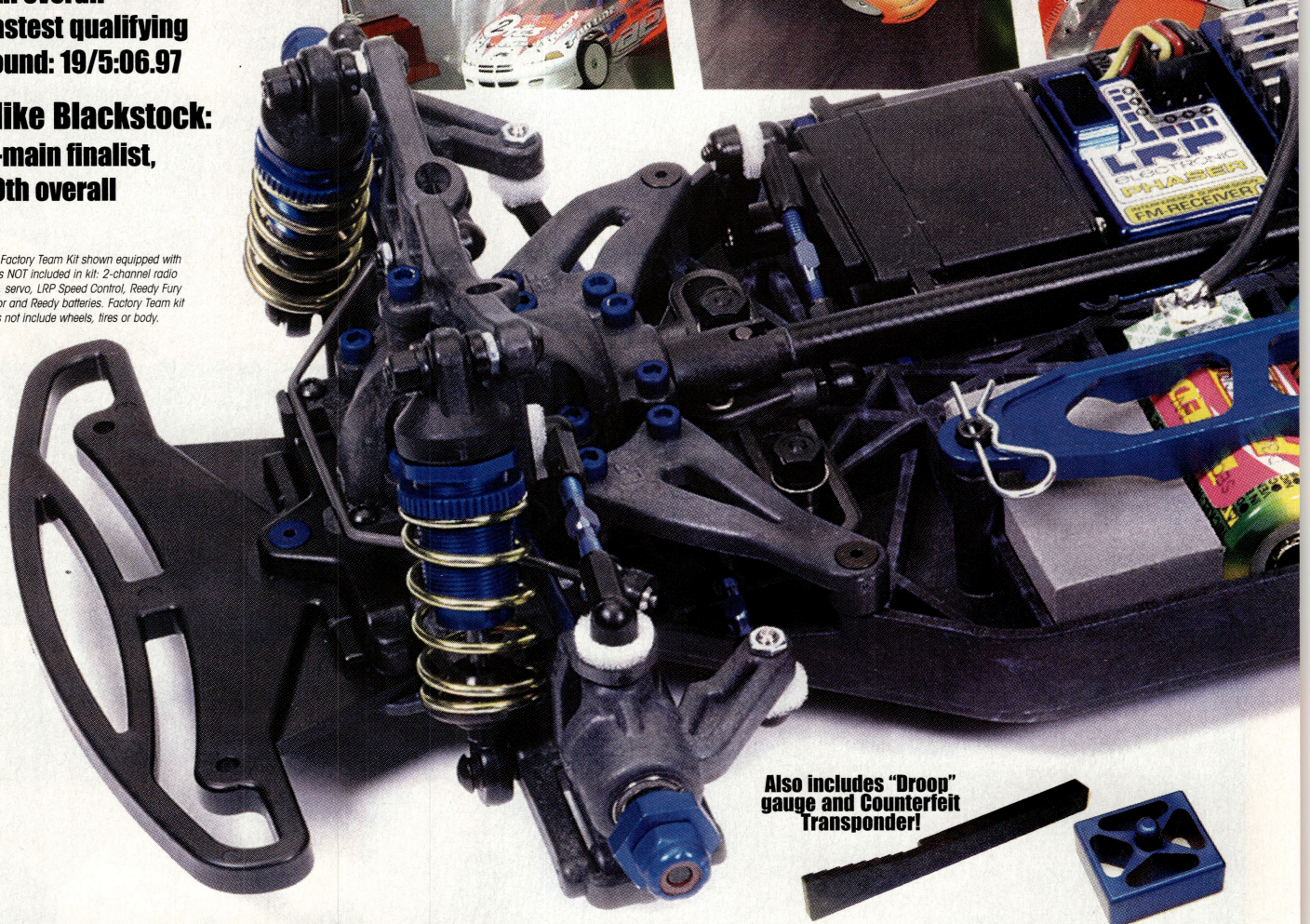


Craig Drescher



Billy Easton





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The "Original" E-Maxx?



Not long ago we received an e-mail from Jason Jaeckel regarding a very interesting project he just finished completing—his own custom-made electric-powered T-Maxx, named Project "S-Maxx."

We were shocked when we saw how much time and effort was put into the truck as evident from the photos he sent along. "My whole objective was for the truck to look 'factory'—not just some homebuilt thrown together. I also wanted to make it as strong and as light as possible because I wanted to race it," Jason told us. Well, we think he accomplished his goal. And you won't believe the steps he had to take to get it to where it is today...

Getting started

"I never really had good luck with gas since I've been involved in R/C. I guess you could say that I love electric cars and trucks" explains Jason. "But I got the T-Maxx and had a blast with it. I had stumbled across this really good website for the Traxxas T-Maxx (see MaxxTraxx sidebar), and I saw what other people were doing to their trucks, so I added an O.S. Hyper 15 with a slide carb conversion, a Paris Turbo Ring pipe, and I added an Orion 1000mAh NiMh receiver pack. Still, I felt that gas was never really my friend... I knew I could top everyone on the site with a wild truck. Then there were the rumors of the 'electric truck' last July, so I started working on my conversion.

"I started laying out in my head where things would fit. The biggest problem to overcome was the motor mount. I had to fabricate a complete new mount for the electric motors. I began by ripping out the gas stuff so I could start with a clean slate. I wanted to make sure the truck would have plenty of power. I had already installed some aluminum hop-ups, so

This electric monster truck is a piece of work!



I needed all the power I could get to move the truck fast!

"Initially I knew I wanted to use dual ESCs. Since I was familiar with the Novak Rooster, I bought two of them, knowing each could handle up to ten cells, and I wanted to use at least 20 cells in the truck.

"Now it was a matter of where to put everything. The biggest hurdle to overcome seemed to be how to mount the electric motors. I went through many trials to find something that was rigid enough that would hold the power of the motors, keep them cool, and allow me access to easily mount the motors. I went through three different ideas before I came up with the final one. As you can see in the photos, I ended up putting a brace behind the motor cans to support them from shock after landing off a jump. I ended up using two Trinity D4 13-turn double motors with Integy motor heat sinks to help keep them cool.

The "Original" E-Maxx?



"With the motors in place the next step was to place the 20 cells into position. The original idea was to have ten cells on each side of the lower chassis braces, and have them secured underneath the chassis. I knew that I didn't want to do anything with a high center of gravity, since I wanted to race the truck. That's why I had to put the cells underneath the chassis. I found that if I could re-locate the steering servo, which is mounted upside down with the linkage through the chassis, then I could put the cells running alongside the lower braces.

"I took out the truck's steering system and placed the cells where I thought they should go and they fit perfectly! To hold the cells in place, I have a very secure setup. I put a screw through the chassis into a solid body post on each end of the cells that helped to keep the cells from shifting forward or backwards. I then used Velcro straps with slots in the chassis to keep them in place with foam tape against the chassis and alongside aluminum lower braces to protect the cells from being damaged. My next step was to make a custom graphite chassis to replace the stock aluminum unit.

"As with the motor mount, there was plenty of trial and error with the battery mounting location. Initially I had the cells placed forward, but it was too far forward and the truck would nose-dive off jumps. I ended up putting the cells more towards the back of the chassis, and found it to be the best location.

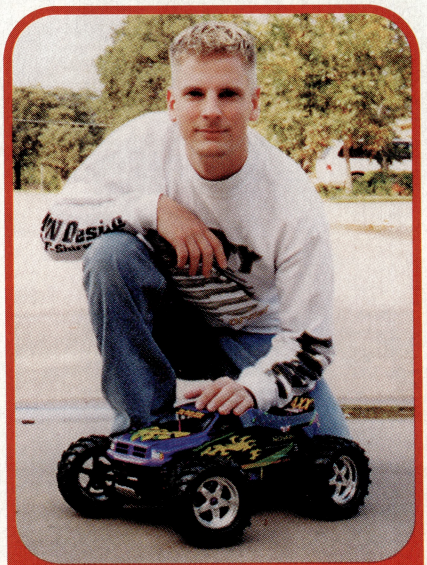
"So on to my next dilemma—where to mount the steering servo. I had nowhere to put it! I wondered if I could cram it in between the front braces behind the diff. At first I just sat it in there and tried to figure out the linkage. It ended up being a piece of cake! All I had to do was shorten the linkage between the servo saver and bellcrank and use a smaller servo saver. Problem solved! I knew that I was going to want a servo with a lot of torque because of the large wheels and tires, so I used a Futaba 9404. When I mounted the servo I wanted to make it so it wouldn't shift if it hit anything. I cut notches into the lower braces and using the stock mounting pieces I then made an aluminum brace that mounts the servo to the aluminum skidplate (the four holes that hold the skidplate to the lower braces are drilled out the same hole pattern on the brace that holds the servo).

"With the motors, cells, and new steering assembly in place, it was time to put the pieces together and get the two Novak ESCs working. To connect the two together I ended up using a Y-harness. Since I had raced electric before, I was familiar with how to set up an ESC, but not two at the same time, so I turned to my friends at MaxxTraxx for advice on setting up the wiring job. I put the Y-harness into the receiver and plugged in the two ESCs then pushed both ESC one-touch at the same time and it worked out perfectly!"

T-Maxx Heaven at MaxxTraxx

If you're looking to find the most authoritative place on the web dedicated to the Traxxas T-Maxx and E-Maxx vehicles, then you need to look no further than the MaxxTraxx website. MaxxTraxx currently has over 1200 members, and recently they received over 250,000 hits in only two weeks! Webmaster Don Mueller has gone to great lengths to make MaxxTraxx one of the most user-friendly, and most respected T-Maxx oriented sites out there—a fact that many a T-Maxx owner will attest to.

In addition, our good buddy Jason, creator of the Project S-Maxx seen here is a Senior Moderator in the MaxxTraxx Forum under the name "sofastIcantseeit," so go on and get in there and say "hey." You can contact Jason at *KDThem@aol.com*, or log on to *www.maxxtraxx.com* for more info.



Jason Jaeckel

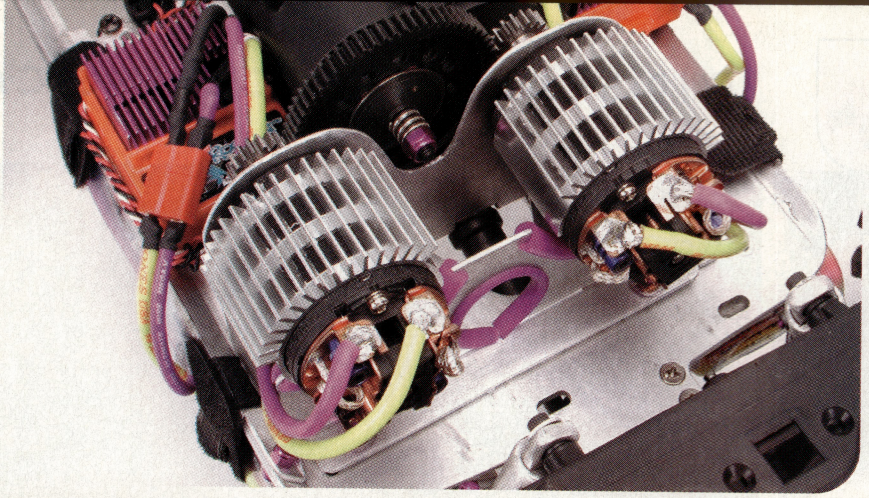
Age: 27

Hometown: Dallas, TX

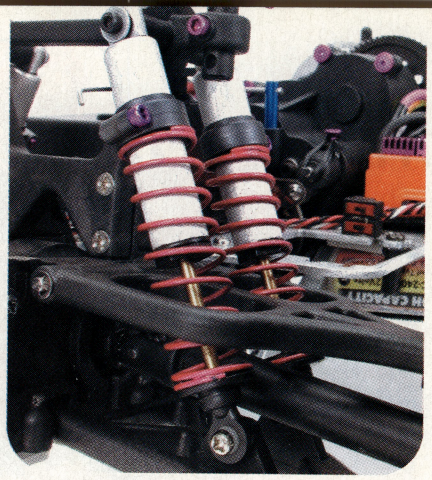
Been in the hobby: Three years now

Occupation: HVAC (heating and air-conditioning)

Jason's Sponsors: Rockhoundz (www.rockhoundz.com) and RIX Gear (www.rixgear.com)



Two Trinity D4 modified motors provide the punch and each is controlled by its own separate Novak electronic speed control.



Jason used a set of Losi hard-anodized, teflon-coated Hard Body shocks. He removed the outer anodizing and hand polished each shock body.

Time for a test run

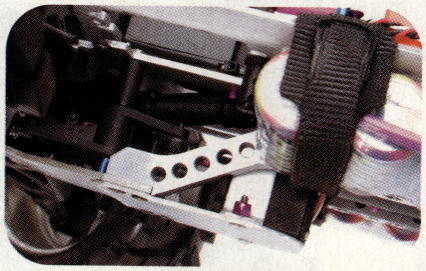
"I did a quick test run with the truck and when I hit the brake I found out that the motors stopped the spur gear but the tranny internals kept going... I forgot that the transmission was set up to freewheel, so to solve the problem, I had to run the stock brake servo. It's basically set up like stock, minus the throttle linkage. Adding the brake servo meant another Y-harness needed to be brought into the mix to handle the second servo. There was so much wire, you wouldn't believe it! All the wires from the servos, the ESCs, the Y-harnesses, had to be cut down to fit well. This was by far the hardest part of the entire truck project. It took some time, but it's all tucked into the receiver box.

"The other thing I noticed during my first run was that I had to work on overcoming another aspect of the transmission-clutch engagement. The stock nitro truck's tranny needs some rpm before the clutch engages. There's a little grub screw that holds a spring that sets the tension on the clutch arm which allows you to adjusts the rpm at which the clutch engages. I took out the screw and spring altogether, making the clutch engage almost instantly.



14 cells! Trust us, the truck has plenty o' spank, and we were pleasantly surprised at the decent run time it had.

"In addition, I also had to fine-tune the two-speed due to pack dumping problems. As the pack dumped, I found that there wouldn't be enough power to engage the two-speed and then the truck would get stuck in first gear only when the pack started going soft. I ran the truck around to take the 'peak' off the pack and then I adjusted the truck so the tranny would engage the two-speed. I did a lot of trial and error tweaking with 1/8-turns to find a happy medium. As it stands, it can make a five minute race with no problems shifting into second gear.



Instead of sitting above the chassis, the steering servo is now mounted underneath the chassis and is protected by the aluminum side rails.

"All together, it weighed ten pounds and it rumbled around like a tank. I was getting huge over-heating problems (at least 185-degrees) on the motors and it was geared pretty mild. I figured that ten cells through a motor can heat it up a bit, so I dropped down to seven cells. The nice bonus was that it was easier to charge and discharge them regularly. I also decided to go with 2400s because they have more punch and more run time than 2000s.

"Next up was to fine-tune the truck's gearing. I really had no idea on where to start. I wanted to use 32-pitch gears for added durability so I used some Robinson Racing gears and I purchased two of each size and just started experimenting. I have it geared for speed rather than bottom-end (19-tooth pinions with a Traxxas 66-tooth spur in place of the stock 72-tooth gear). With this set up I get six minutes of full wide-open driving (I was shooting for a full five and a half minutes before it started to dump).

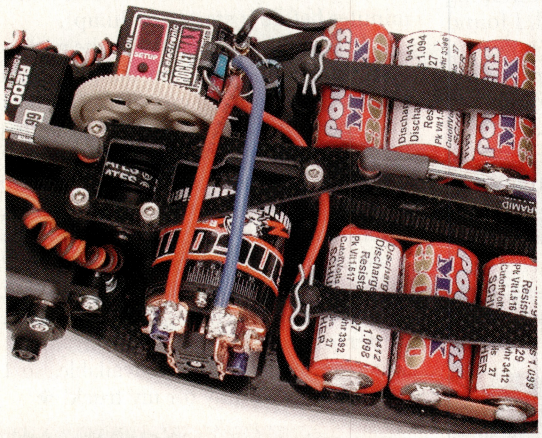
"I've been very happy with the performance so far. I totaled up the price, and including the original cost of the T-Maxx kit I have invested $1695.00 into this machine! Right now, it weighs roughly the same as a stock E-Maxx, yet I have two extra cells, aluminum skidplates, aluminum lower braces, an aluminum chassis, and an extra ESC! Not bad, huh? People have asked me if I even plan on getting an E-Maxx now—definitely! As a matter of fact, I plan on getting an E-Maxx as soon as they're available, so I can pirate the tranny for my truck! ◆

PARTS LIST

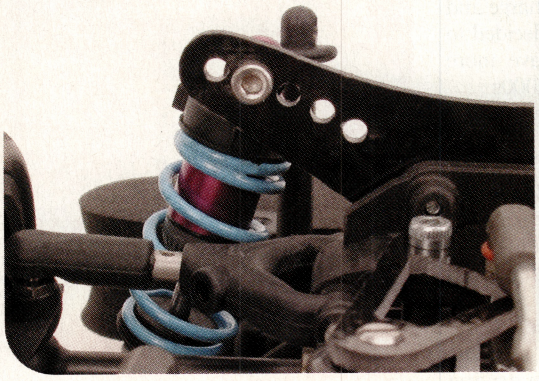
Here are the miscellaneous parts Jason used to help bring his project truck to life...

- 14 2400 matched Sanyo cells,
- Two Trinity D4 modified motors (13x2)
- Integy motor heatsinks
- Two Novak Super Rooster ESCs.
- Robinson Racing 32 pitch pinions
- Futaba 9404 steering servo
- M8 radio
- Team Losi shocks with Titanium Nitride shock shafts
- Traxxas titanium hingepins
- Traxxas titanium front and rear turnbuckles
- Traxxas aluminum pivot balls
- RIX Gear lower braces
- RPM purple nylon lock nuts
- RPM Delrin pivot balls throughout
- Pro-Line Masher 2000s
- Trinity purple aluminum screws
- GS Racing aluminum alloy stoppers and fuel tubing
- The Body Shop custom-painted Dahms Rammer XL8 body
- Custom modified R/C Alloy front and rear skids
- Custom ball bearing steering,
- Custom-polished chassis, shocks, motor mounts, and bulkhead braces







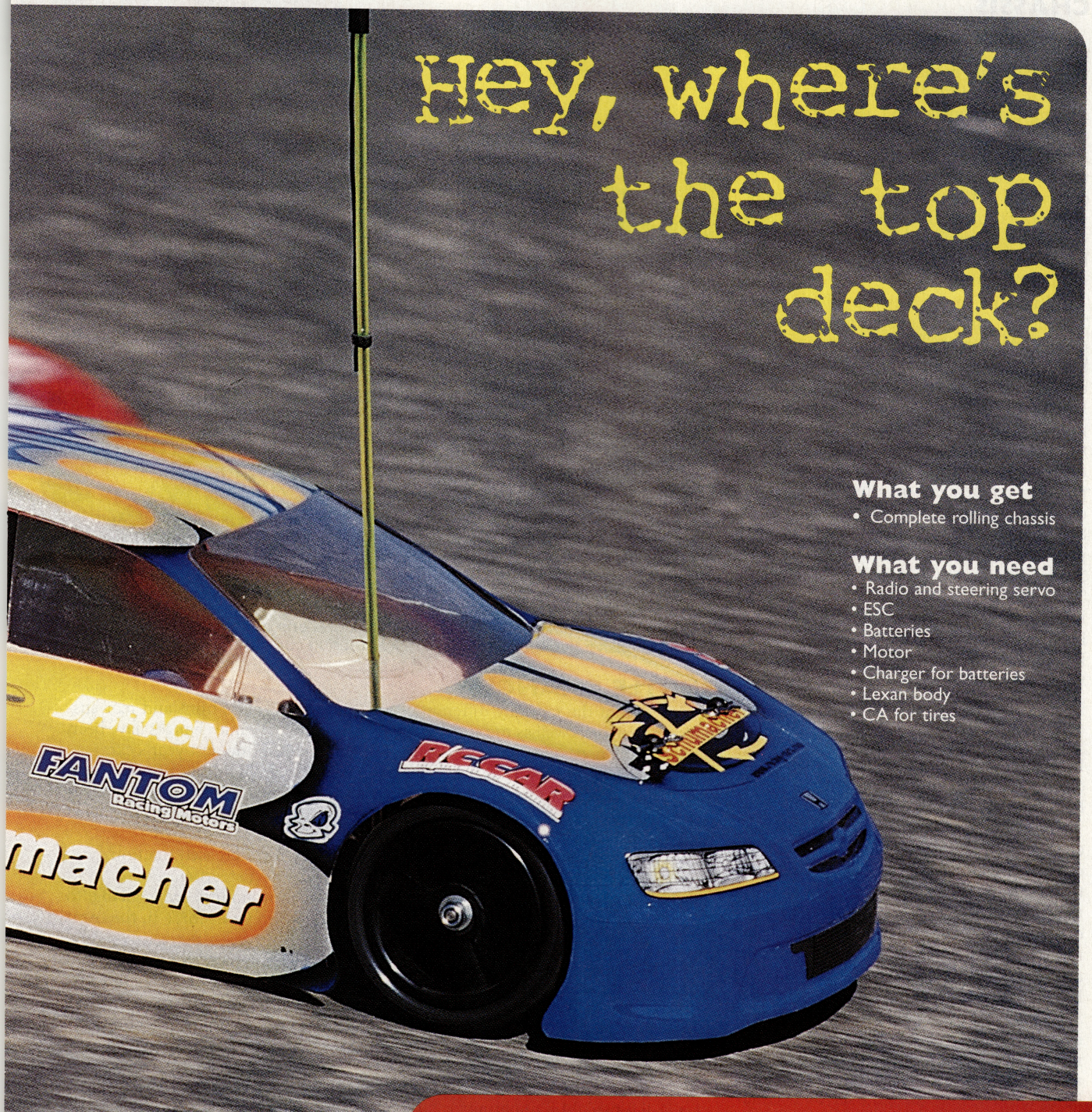


SPECIFICATIONS

Length	370mm
Width	190mm
Wheelbase	255mm
Track	(F/R) 185mm
Weight (RTR)	53 oz.
Skill level*	2.5
Price	$366.00 (retail)
	$219.99 (street price)

* 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.





Hey, where's the top deck?

What you get
- Complete rolling chassis

What you need
- Radio and steering servo
- ESC
- Batteries
- Motor
- Charger for batteries
- Lexan body
- CA for tires

Running Gear:
- CS Rocket Max ESC
- Fantom Factory Modified (12x2)
- Powers Max 3000 cells
- JR Racing 4735 race servos
- JR Racing R1 FM radio
- Painted Honda Accord body by Thunder Designs/Team Orion

SCHUMACHER SST AXIS 2

Schumacher's SST line has been very successful for the company; since its introduction, the SST line has produced no less than seven U.S. National titles, and has won numerous other National titles in the U.K., France, Canada and Belgium. Through subtle refinements to the package, the car has transformed itself into a top contender. The latest incarnation, the SST Axis 2, appears to be Schumacher's best effort to date, and their most adjustable car ever! Let's take a look at how the car has changed.

SCHUMACHER **SST AXIS 2**

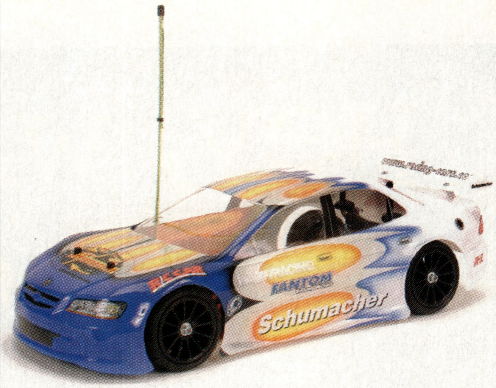
CHASSIS

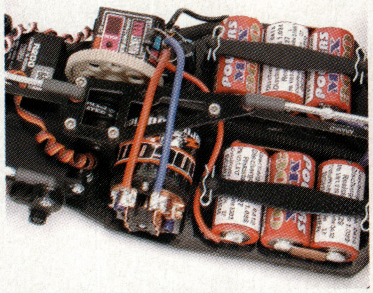
The layout on the Axis 2 is similar to its predecessor, the Axis. The heavier items, i.e. the motor, batteries, and electronics, are centralized in the car, which makes the car more responsive. As the car rotates through the corners on the track there is less of a pendulum effect on the car thanks to the weight being placed towards the center and not towards the front or rear of the car. Through this design, the Axis is very stable through chicanes where the car has to turn one way, then the other, and then back again.

What is new is the Probonded Thermoset chassis construction. A standard carbon composite main chassis is bonded to a secondary chassis plate that doubles the thickness of the lower plate in key stress areas (mostly around the perimeter of the main chassis). This makes the lower chassis section ultra-rigid and flex-free. Because the new lower chassis plate isn't dependent on a top deck to gain chassis stiffness, you'll notice that Schumacher has done away with the upper plate completely! It has been replaced by Schumacher's new Multi-Point Top Deck Technology. In other words, the standard top plate you've become accustomed to has been replaced by two adjustable turnbuckles. By removing the top plate, this allows the chassis to return to its original position after encountering any twisting force. Additionally, the twin turnbuckles allow you to adjust front and rear belt tension. Run them slacker in stock for more efficiency, or run them tighter in mod class to better handle the additional power.

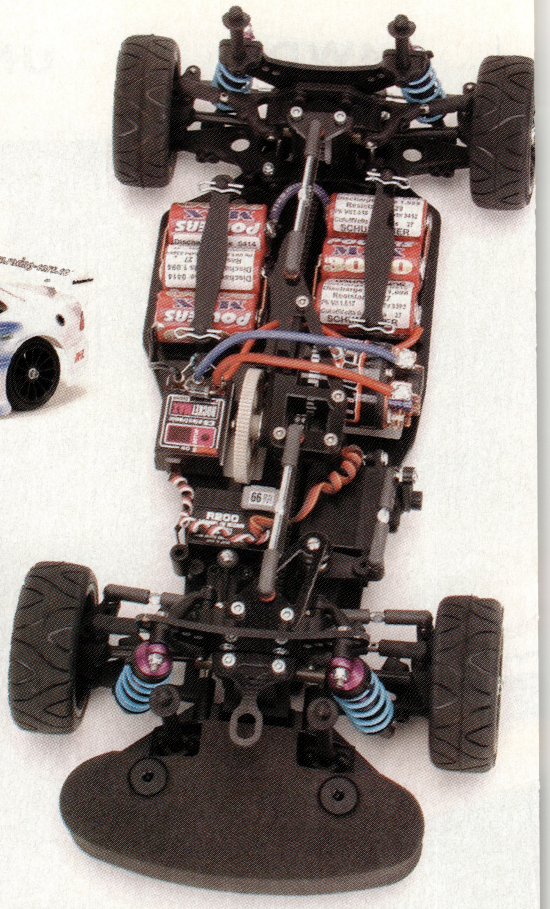
So what's the reason behind this big change? According to Schumacher, it's to overcome chassis tweak issues. Chassis tweak, when affecting an on-road car, totally throws off the balance and handling of the car. Schumacher reps informed us that they have done a lot of research in this area and they feel that their design will help eliminate this problem. To quote Schumacher's press release, "Twin deck cars can tweak in a crash when screws move, and molded [thermoplastic] tub cars are affected by the heat from motors and batteries, causing the chassis to become soft and develop a tweak. Schumacher's Probonded Thermoset construction gives the chassis stiffness. It is a very stable material, unaffected by heat or twisting forces."

This is an interesting design that on paper seems to be a very efficient setup. We're not sure if it's fact or fiction that this is truly the way to go, but what we can say is that given Schumacher's winning track record, we will give them the benefit of the doubt and wait and see what the track testing and the tweak board tells us about this car.





The centralized electronics grouping helps the car transition through chicanes more confidently. By keeping the mass of the motor, batteries, and ESC closer to the centerline of the car, it makes the car more responsive through turns.



The Axis 2 is one of the most highly "tunable" touring cars on the market.

SUBTLE CHANGES

Aside from the radically different chassis design, the car's front and rear suspension design, as well as the steering, looks very similar. Subtle changes have been made in each department. Let's look at what has changed from last year's car.

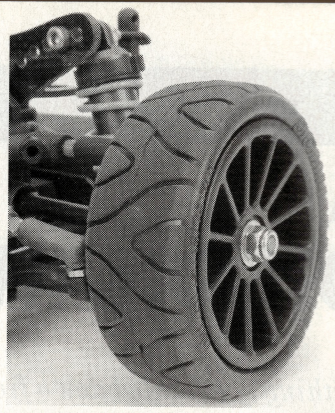
- The front and rear differentials have been raised slightly to provide horizontal driveshafts when the car is at normal ride height. Apparently, this gives the car improved punch off the line and out of the corners, and it also helps increase drivetrain efficiency.
- The car features improved roll center geometry for increased traction.
- In-line kingpin option gives the car more high-speed steering.
- Extra shock mounting positions in the upper arm mounts are available to tune roll centers (five in the front and rear versus the previous three in the front and rear).
- Extra shock mounting positions are available in the lower wishbones (two instead of one).
- A narrower chassis with reduced rear overhang means less chance of the chassis hitting the ground during chassis roll.
- A new center track steering rod increases Ackermann angles which provides more aggressive steering.
- A stiffer servo arm provides more consistent steering.
- A lightweight foam bumper is included in the kit.
- New 24mm ultra-rigid 12-spoke wheels (in black finish) come with the kit and fit all popular tires.
- A new tire from Schumacher, the Dragon, comes with the kit and has been found to work quite well on indoor carpet tracks.
- Molded battery straps with retaining straps allow for quick battery changes (last year the car came with purple alloy pieces).
- Schumacher's stiff blue springs replace last year's yellow springs.

ADJUSTABILITY

Front camber, caster and toe, rear camber, toe, suspension droop, roll center, and anti-squat are all adjustable on the Axis 2, so you can set the car up for a wide variety of track surfaces. There aren't many touring cars out there that are as adjustable as this car.

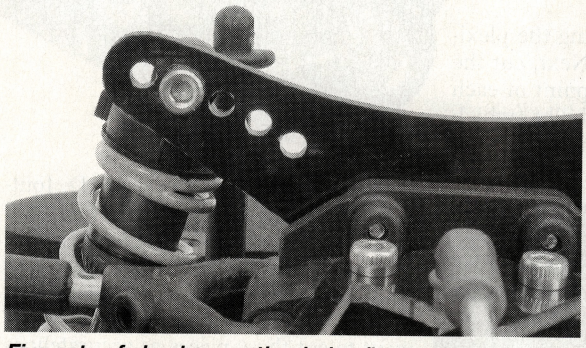
SUSPENSION

Schumacher's standard independent double-wishbone suspension consists of an upper and lower composite plastic arm that can be swapped at each corner. Suspension droop is adjusted via grub screws inset into the suspension arm—a common feature finding its way onto more and more touring cars nowadays. Both the front and rear upper arm mounts are new; they feature an additional mounting hole, allowing the user to adjust and fine-tune the car's roll center. In addition, each hub (on all four corners) features an extra upper arm mounting position to further allow you to adjust roll center.

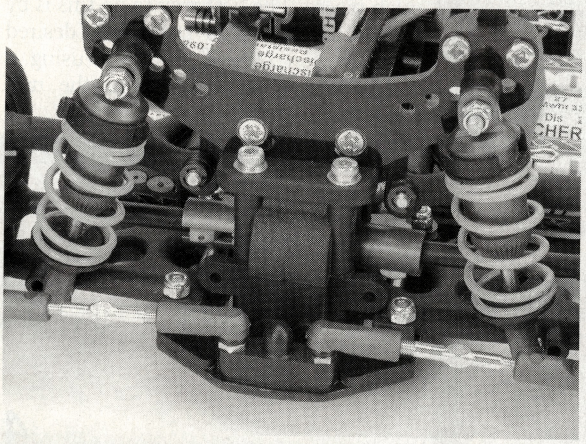


Schumacher has a new tire, the Dragon, which comes with the kit. The new tire has been found to work quite well on indoor carpet tracks.

Purple alloy shock bodies come standard with Blue springs and Schumacher's unique Vari pistons (adjustable pistons that allow you to alter shock damping without disassembling the shock). As with the previous Axis, the shocks on the Axis 2 stand more upright than on previous designs. Shock action is stiffer and more progressive by standing it up. A laydown shock has more of a rising rate angle whereas the standup shock is more consistent and linear.



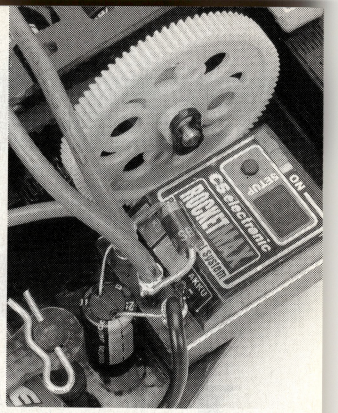
Five sets of shock mounting holes (instead of last year's three) allow you to change the shock's rising rate and adjust shock action between a more progressive setup or a more consistent, linear action.



The rear end of the Axis 2 is highly adjustable—rear toe, anti-squat, and camber are all adjustable.

DRIVETRAIN

While there are many changes to the car, some things are the same. The drivetrain is the same setup as last year's car. The entire drivetrain is ball-bearing supported for more efficiency, speed, and improved acceleration (14 bearings in all). The drivetrain includes two highly efficient fine-pitch Kevlar belts, while prebuilt front and rear ball diffs help get the power to the ground. The ball diffs are lined up directly along the centerline of the chassis which helps the car handle more predictably. Lightweight universal/Blade driveshafts are efficient, and last a long time. Pin hex drives are now standard items on the car (replacing the old press-on hexes), and they fit all popular wheel styles. ◆



Schumacher sent out one of CS Electronics' new Rocket Max speed controls for us to evaluate in the Axis 2—our preliminary tests make us feel it can hold its own out on the race track against some pretty stiff competition.

THE BAD

- The steering was bound-up pretty tight out of the box. We needed to take it apart and fix the binding by reaming out the plastic bushings ever so slightly.
- We'd still prefer to have standard pistons in our shocks.

THE GOOD

- The new chassis design seems to work quite well.
- The Axis 2 is one of the most tunable cars on the market—this one even more so than its predecessors. You can make it go fast just about anywhere.
- Relatively easy to build and set up properly.
- The pin/hex wheel drive has been brought over from the original Axis—a feature we love. Plus it fits all popular wheels on the market today.

THE VERDICT

We've said it a million times, but in case you weren't listening, the Axis 2 is one of the most tunable cars on the market. So much so, in fact, that we recommended this car to racers who already have their feet wet in touring car racing; a novice may have a hard time adjusting the car properly and get easily frustrated without knowing what they're doing. The bottom line is that Schumacher has kept with the tradition of the SST line, by producing yet another winner. It already has a NORRCA title under its belt, and it will be interesting to see how it fares later this year against stiffer competition at the ROAR Nats and at the very popular Reedy Touring Car Race of Champions. Unfortunately, where Schumacher suffers the most is not with the car; they lack "big name" drivers. There are no Bakers or Spashetts or Hirosakas in the Schumacher camp...yet. In the right hands, we feel this can be quite a competitive car.

SOURCES

Fantom Racing, 50201 Silver Street, Vicksburg, MI 49097 • (616) 649-9583; (616) 649-9584 fax

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

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

JR Racing, 4105 Fieldstone Rd., Champaign, IL 61822 • (217) 352-1913; (217) 355-1552 fax

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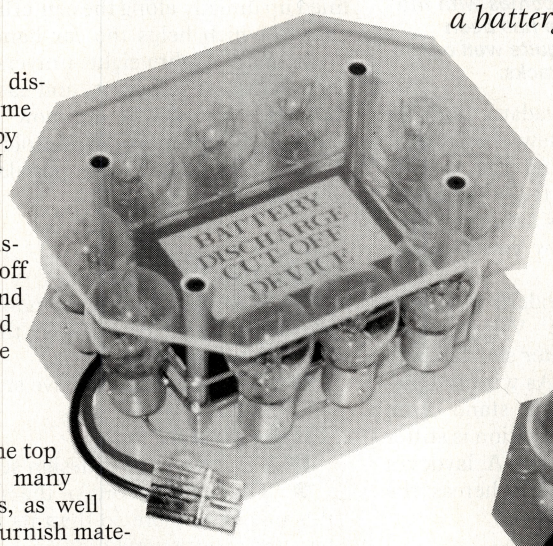
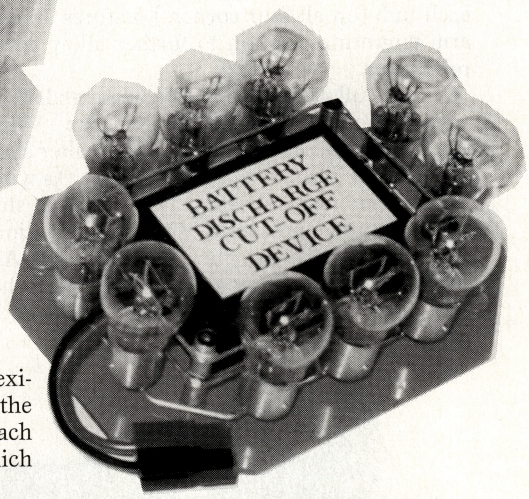
R/C CAR How-To:

HOW TO MAKE A BATTERY-PACK DISCHARGER

I had always thought that a string of lights was something you hauled down from the attic to decorate the Christmas tree—until I got into R/C and learned that light bulbs are used to discharge a battery pack after it's been run.

By Carl Holtz





There are several pre-built bulb dischargers available, but if are like me and like to save a little money by building things yourself, then I am going to show you how to make your own 12V battery discharger. In addition, this discharger holds the hot bulbs up off the table and keeps the bulbs and your voltage cutoff device (should you choose to use one) in one neat, protective package.

Plexiglass, which is used for the top and base plates, is available at many hardware or do-it-yourself stores, as well as industrial supply houses that furnish materials to the manufacturing industry. Some places might even cut your plexiglass to size for you. Construction begins by cutting the plexiglass base and top to size which is 4-5/16 x 5-1/2 inches (Photo 1). Next, cut the corners of the plexiglass at a 45-degree angle, 1-1/6 inches from the point of each corner. A base and top plate of this size can hold ten 12V automotive bulbs (which provide a total of 20 amps of discharge) and most available cutoff devices.

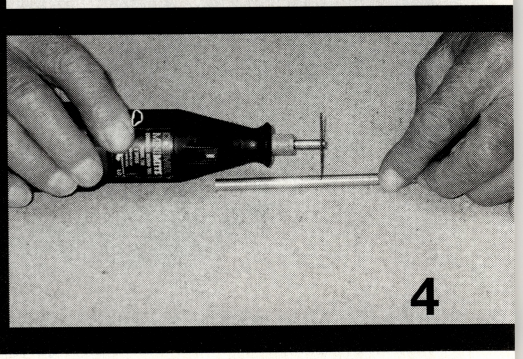

1


2

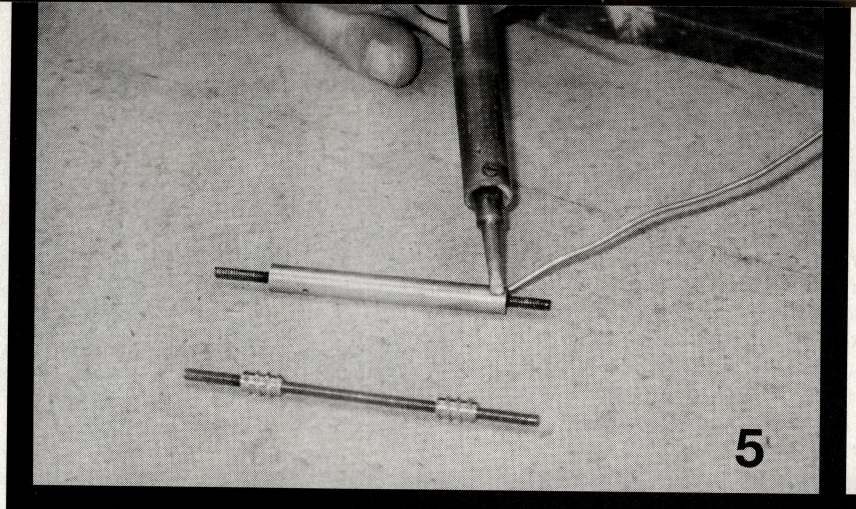
Next, drill a 1/8-inch hole 1-3/32 inches in from each corner (Photo 2). You can countersink the holes if you are planning to use pan-head screws, although this isn't really necessary as most rubber feet will provide enough clearance for the protruding heads of the socket head screws.


3

Now we cut the 1/4-inch O.D. (outside diameter) brass tubing that will make up the standoffs (Photo 4). You will need to cut the tubing into four 2-1/8 inch lengths by using a tubing cutter or a Dremel tool with a cutoff disc. You'll want to cut these pieces as accurately as you can to ensure equal spacing between the upper and lower plates. Now take the 4-40 threaded rod and cut it into four 3-inch pieces. The best way to do this is by threading on a 4-40 nut at the desired length, then cutting the rod (using a cutoff wheel or hacksaw) at the nut. Remove the nut and deburr the rod.


4

Now, apply some oil to the threaded rod and screw-on a brass insert to each end until the entire assembly measures 2-1/6 inches from end to end. Roughen the brass inserts and the inside ends of the tubing. Apply flux paste to both and slide the rod and inserts into the tubing until they're centered. With the whole assembly placed on a piece of metal, heat with a torch or soldering iron and feed in some solder (Photo 5), making sure that the inserts remain inside the tubing. Now finish off the other three standoffs in the same way. To remove the threaded rod, grab one end with a pair of vise-grips and unscrew the standoff. Next, attach the standoffs to the plexi-glass using the eight 4-40 x 3/8-inch screws (Photo 6).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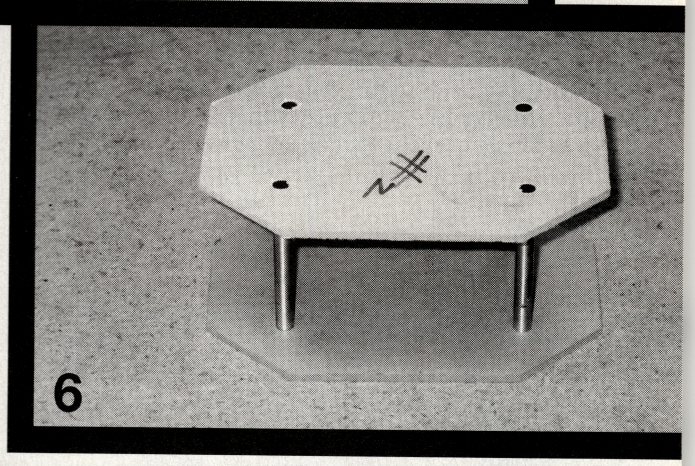
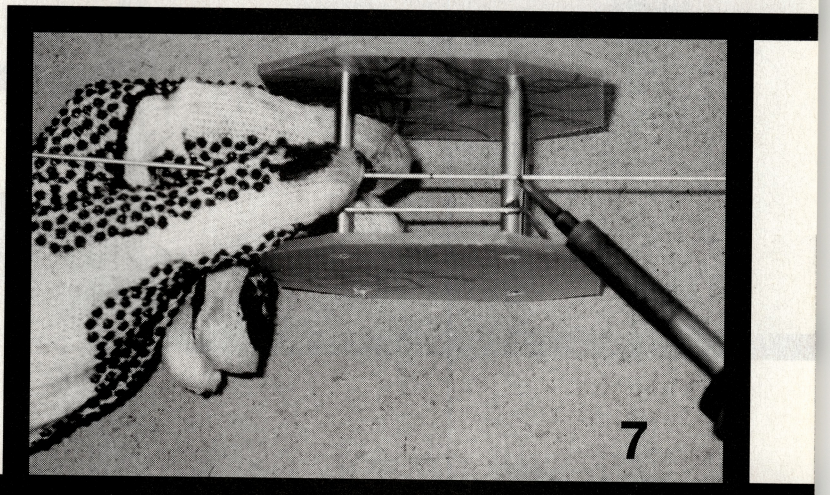

6

The next step is to attach the rods to which the bulbs will be soldered. The first thing to do is to mark the locations on the standoffs. The bottom rod should be 3/8 of an inch up from the base plate and the upper rod should be 13/16 of an inch from the base. The points at which the rods and standoffs meet should be roughened to allow a good solder joint. Take the 1/16 x 36 inch brass rod and cut it into two 15-inch lengths. Find the center of each piece and measure 1-1/16 inches in either direction, make a mark and roughen the area. While wearing a heavy glove, take one end of the rod and place it above the lower set of marks on one of the standoffs, keeping the center mark between the standoffs. Flux and solder the rod to each standoff, working quickly so that you don't accidentally un-solder the standoff assemblies (Photo 7). Bend each side of the rod down the long sides and around the other standoffs, so that the rods are overlapping. Snip the ends of the rods so that they are nearly touching and are centered between the standoffs (Photo 8). Cut two 3/8 inch lengths of 1/16 inch tubing; these will be used to splice the rod while holding it tightly against the standoffs (Photo 9).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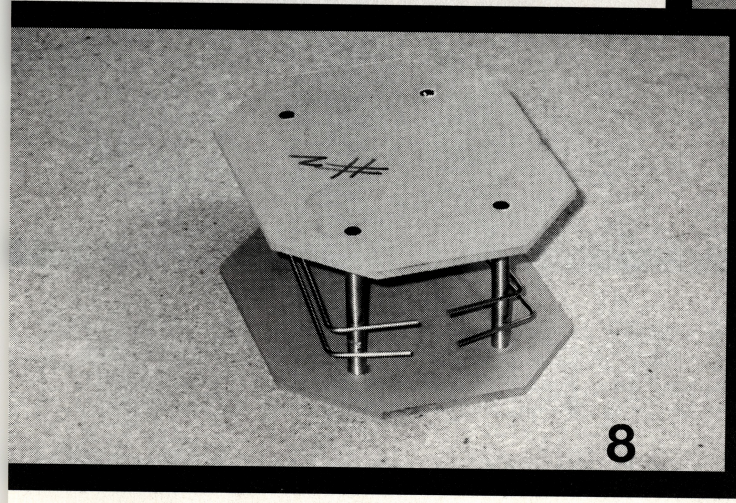
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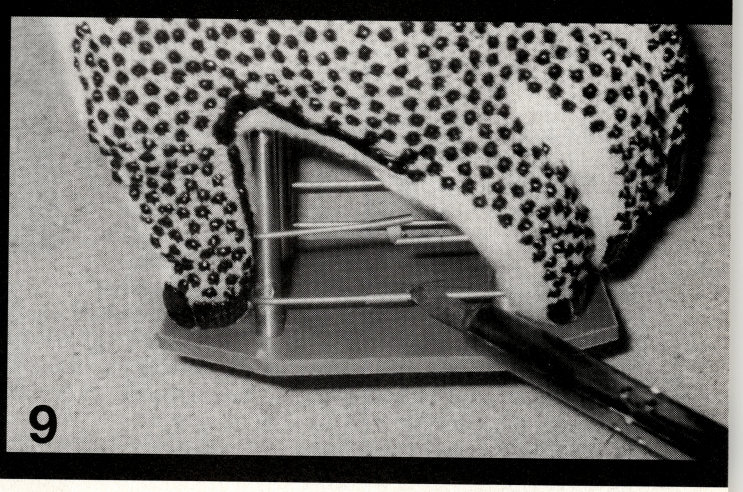
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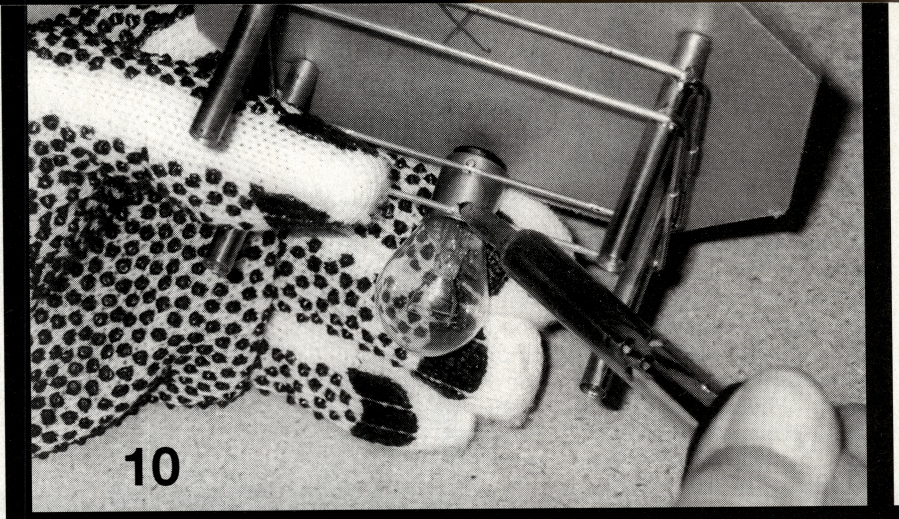
Next, remove the plexiglass upper plate so that you can mark the locations for the bulbs. On the long sides of the rod, the middle bulb should be centered between the standoffs (Photo 10). The other two bulbs on each side, as well as the bulbs that go on the short sides of the rod, are placed approximately 1/2-inch from the center of the standoffs. If you look closely at the bulbs you'll notice that each base has two prongs; one high and one low. Use the lower of the two prongs to attach the bulbs to the lower rod. Before soldering the bulb to the rod, roughen the area above the prong as well as directly below the glass of the bulb. Take one bulb and hook its prong under the rod in the correct, marked location, apply flux and solder in place. Ensure that the bulb is straight, then solder the upper spot to the rod.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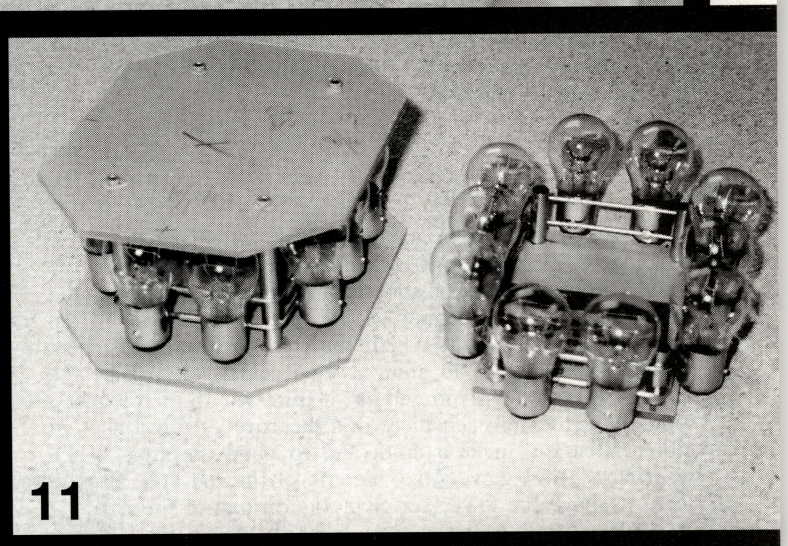
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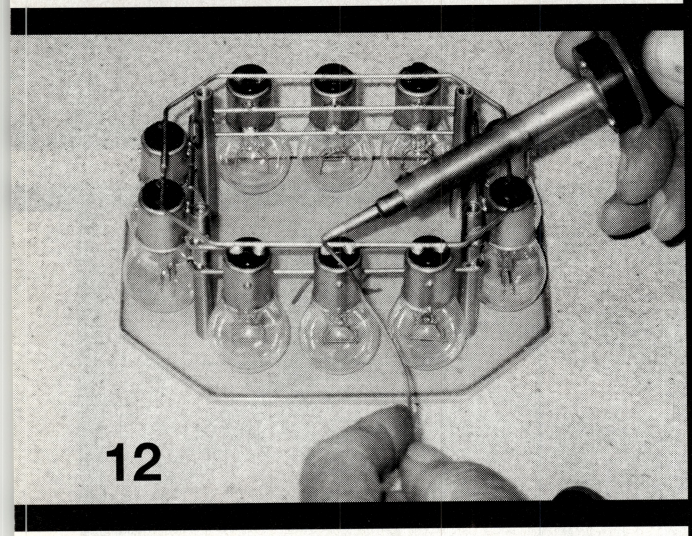
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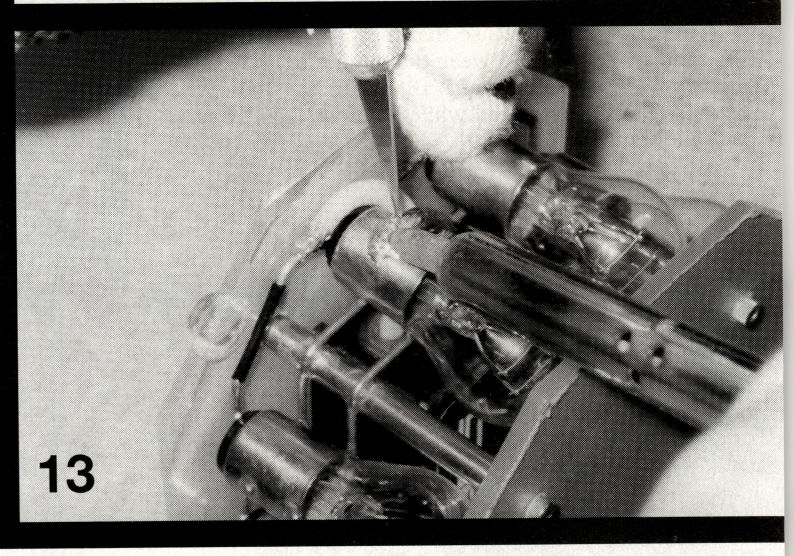
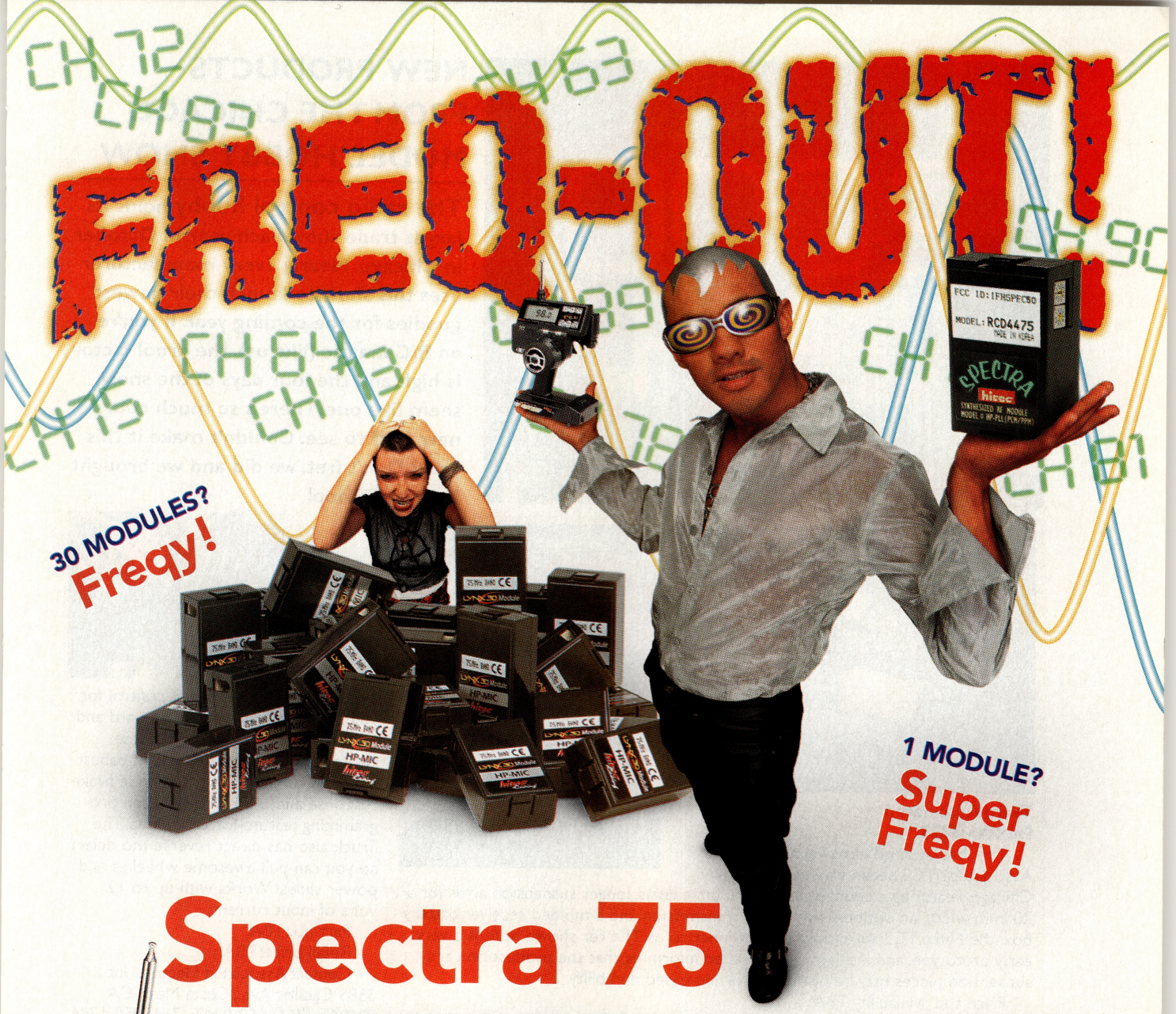

13

Now take the other length of 1/16-inch brass rod and cut and bend it to match the plan diagram. This will form the discharger's positive connecting ring. Splice the ends of the rod using a 3/8-inch length of 1/16 tubing. Turn the entire assembly upside down and remove the bottom piece of plexiglass (Photo 12). Place the positive connecting ring over the terminals on the bottoms of the bulbs and solder it in place. Wash the entire assembly in soapy water, dry and polish it with car wax to prohibit corrosion. Now attach your cut-off device in the center of the unit using servo tape and re-install the both top and bottom plates. Solder the negative wire to the side of one of the bulbs (Photo 13), then solder the positive wire to a spot on the positive connecting ring. Solder alligator clips or your favorite connector to the ends of the wires (observing proper polarity) and attach the rubber feet to the base plate. ◆

FREQ-OUT!



Spectra 75

30-Channel 75mHz Frequency Synthesizer Module



Now change your transmitter's frequency without changing transmitter crystals or modules. Sound too freqy to be true?

With the Spectra 75 Frequency Synthesizer Module, the Lynx 3D Transmitter, and a handful of receiver crystals, chances are you'll never have to wait for the frequency clip again!

30 DIFFERENT MODULES, OR 1? NEXT TIME YOU RACE, DIAL INTO HITEC RACING AND BECOME A SUPER FREQ!

Spectra 75 *Just 'dial in' the channel you want, plug the Spectra module into your Lynx 3D, change the receiver crystal to match and away you go!*

Single Conversion Receiver Crystal	Part # 66875XX
Dual Conversion Receiver Crystal	Part # 66775XX
(XX is the Channel Number)	
Spectra 75 Synthesized Module	Part # 24475
Lynx 3D System with Spectra Module	Part # 123753
(with 3 FREE receiver crystals)	

Hitec RCD, Inc. • Phone (858) 748-6948
12115 Paine St. • Poway, California 92064

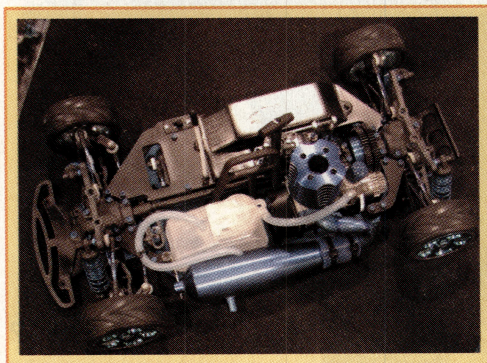
hitec Racing

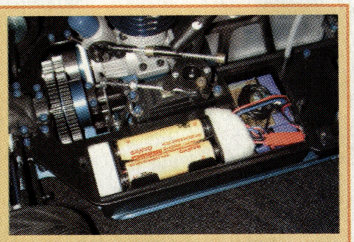
See our complete product line on the worldwide web at: www.hitecrcd.com

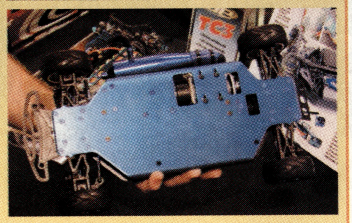


NEW PRODUCTS FROM THE CHICAGO MODEL HOBBY SHOW

The radio control hobby holds its larget trade show each year in October in Chicago. Nearly every manufacturer uses this show to launch their newest goodies for the coming year. If you're an R/C fanatic (like us), the drool factor is high and the four days of the show seem like one. There's so much cool new stuff to see. Couldn't make it this year? Don't fret, we did and we brought back the scoop!





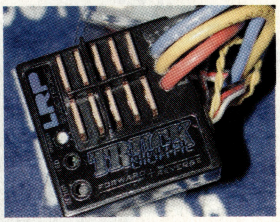


Team Associated
Nitro TC3

The long-awaited nitro version of Associated's TC3 sedan was unveiled in Chicago. Featuring a countersunk aluminum chassis, longer suspension arms for a 200mm width, an optional two-speed transmission and a molded receiver/battery box, the Nitro TC3 sure looks like a winner to us. The car shown here is a very early prototype, and insiders at Associated inform us that the production car's suspension pieces may be beefed up for increased durability.

Price and availability TBA.

Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax



LRP
Truck digital ESC

Truck owners, LRP has the speed control for you! The new Truck digital forward and reverse ESC is ready to tackle the rigors of serious truckin' with a robust 170 amp current rating, authentic brake response and LRP's single-button programming feature for easy setup. The Truck also has direct reverse (no delay) so you can pull awesome wheelies and power slides! Works with up to 12 volts of input current.

Part no.: TBA.

Retail price: TBA.

Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax



GS Racing
Storm monster truck

Based on the Storm 1/8-scale racing buggy, GS Racing's new monster truck features huge paddle tires, big-block .21 engine power and a unique reversing transmission that engages automatically once the truck is halted.

Price and availability TBA.

Contact GS Racing, 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • phone (626) 445-6036

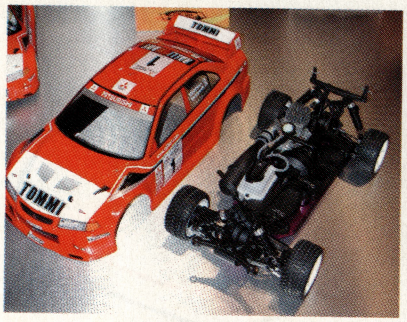


Trinity
Stock Metal Hydride cells

The newest generation in NiMH cell technology is the Stock Metal Hydride cells from Panasonic. These cells combine the ultra-high capacity of the previous 3000MAh cells with the higher voltage of a NiCad cell. Trinity sells them in both 4 and 6 cell packs and assembled and unassembled matched packs.

4-cell "race spec" matched pack, part no. NR3104, $84.99
6-cell "race spec" matched pack, part no. NR3105, $119.99
4-cell "team spec" matched pack, part no. NT3106, $90.99
6-cell "team spec" matched pack, part no. NT3107, 134.99
6-cell "racer spec" stick pack, part no. NR3106A, $125.99
6-cell "racer spec" saddle pack, part no. NR3106S, $130.99
6-cell "racer spec" side-by-side pack, part no. NR3106X, $130.99
6-cell "team spec" stick pack, part no. NT3106A, $144.99
6-cell "team spec" saddle pack, part no. NT3106S, $149.99
6-cell "team spec" side-by-side pack, part no. NT3106X, $149.99

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



HPI
Super Nitro RS4 Rally



Based on the rugged shaft-driven 4WD platform of the Nitro MT off-road truck, the new Super Nitro RS4 Rally is big enough to handle terrain that would stop a smaller 1/10-scale rally car in its tracks. The SNRS4R comes with HPI's powerful Nitro Star 15FE pull-start engine, a purple-anodized countersunk aluminum chassis, full ball bearings, a detachable radio tray for easy cleaning, a composite tuned exhaust and a set of all-purpose rally tires. HPI offers two Super Rally kits, one with a Mitsubishi Lancer Evo VI body and one with a Suzuki Escudo Pikes Peak body.

Part no.: 461 (Mitsubishi), 462 (Suzuki)

Retail price: $510

Contact HPI Racing, 15321 Barranca Pkwy., Irvine, CA 92618 • phone (949) 753-1099



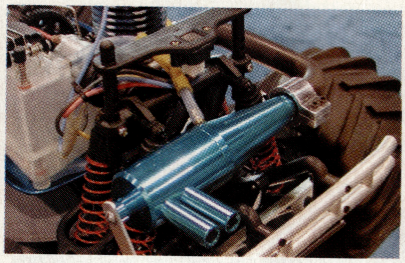
Tamiya America
1/20 Mammoth Dump Truck

Based on the improved chassis of the Juggernaut 2 monster truck, the Mammoth Dump Truck is a true replica of a towering earth-mover with new wheels shod with huge rubber tires and a large tilting bed that can actually hold up to 4kg. A third radio channel can be used to raise and lower the bed. Other features include dual motor operation, four-wheel steering and full-time 4WD.

Part no.: 58268

Retail price: $692

Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A



CVEC
T-Maxx Rear-Exhaust Tuned Pipe

Innoventive has taken its popular CVEC 1/10-scale tuned pipe and adapted it specifically to the awesome Traxxas T-Maxx nitro truck! The CVEC is a fully adjustable exhaust system that optimizes back pressure to provide more efficient combustion and improved response. The T-Maxx kit includes aluminum mounting brackets and header, and its configuration exhausts out of the back of the truck for added realism.

Part no.: TM-03

Retail price: $38.95

Contact CVEC, Inc., 380 E. North Wickham Rd., Melbourne, FL 32935 • 1 800-529-1919



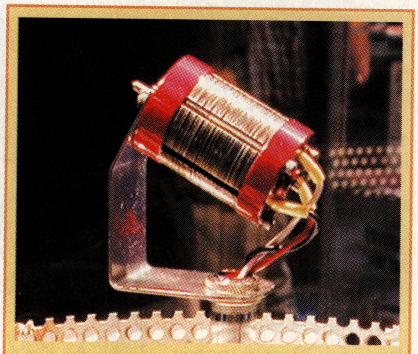
Trinity
Monster Maxx motors

The Traxxas E-Maxx is just now hitting the hobby shop shelves and Trinity has already produced a line of hop-up motors specifically for this awesome new truck. The Monster Maxx series are larger 550 motors that have been matched for performance. Available in two machine-wound versions (a 19-turn "mild" and a 16-turn "wild") and a 10-turn "pro" hand-wound version, the Monster Maxx motors are ready and waiting to power your E-Maxx!

Part no.: RC9241 (machine-wound 19-turn "mild"), RC9242 (machine-wound 16-turn "wild"), RC9243 (hand-wound 10-turn "pro")

Retail price: $69.99 per pair for machine-wound, $89.99 per pair for hand-wound

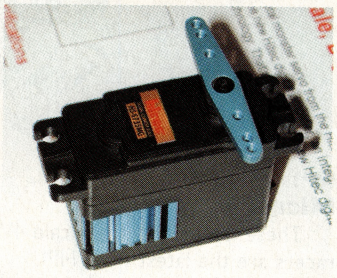
Contact Trinity Products, Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; fax (732) 635-1640



Novak
Brushless motor

There have been brushless motors in the past, but none specifically designed for use in R/C cars. Novak's new brushless motor has the potential to revolutionize the electric market. It has no brushes and comm to wear, and it is claimed by Novak that the brushless system provides up to 85-percent efficiency (typical motors are less than 60-percent efficient) for much longer run times and up to four times the torque. The brushless motor is the same size as a typical 05-size motor, and the only parts that will ever wear are the bearings. Novak will sell the brushless motor as part of a system which will include a special speed control. Prices haven't been set yet, but expect the motor itself to be priced similarly to a hand-wound modified, and the speed control will be priced about the same as Novak's Super Rooster reversible ESC.

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



Hitec
Digital servos

Hitec now offers five new digital high-performance servos that have massive power, improved reliability and programmable features. The HS-5625MG has a transit time of 0.13 sec. and 93 in./oz. of torque. The HS5645 has a speed of 0.16 sec. with 133 in./oz. The HS-5925 has a speed of 0.08 sec. with 128 in./oz. The HS-5945 has a speed of 0.13 sec. with 180 oz./in. And finally the HS-5735 has a speed of 0.15 sec. with 250 in./oz.

Contact Hitec, 12115 Paine St., Poway, CA 92064 • phone (858) 748-6948

Team Associated
RC10T3 Ready To Run

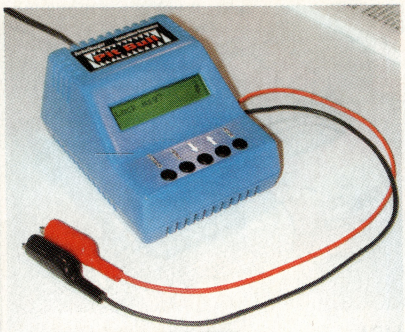


Hot on the heels of the highly successful RC10GT RTR comes the electric-powered T3 RTR. Factory assembled and with a Hitec Lynx Sport radio system, LRP Runner electronic speed control and 20-turn motor installed, the T3 RTR is ready to take to the track straight from the box. Associated even provides a pre-painted and trimmed replica of Mark Pavidis' championship-winning body.

Part no.: 7010

Retail price: $359.95

Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax



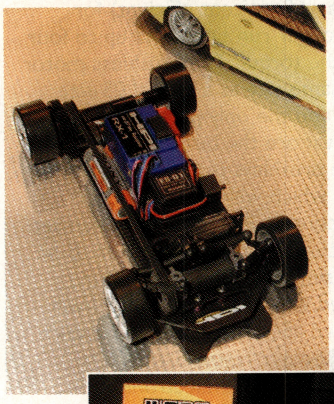
Competition Electronics
Pit Bull

Racers around the world have made the TurboCharger one of the most successful high-end charger/dischargers. Now Competition Electronics introduces the Pit Bull, a microprocessor peak linear charger for both NiCad and NiMH cells that can charge four- to eight-cell packs at 0.15 to seven amps. The Pit Bull also offers an adjustable peak setting (from between 0.012 to 0.19 volts), selectable trickle charge, a long lockout period to prevent false peaking and over 20 selectable sounds to alert you to charge status.

Part no.: CEI-4300

Retail price: $229.95

Contact Competition Electronics, Inc., 3469 Precision Dr., Rockford, IL 61109 • phone (815) 874-8001



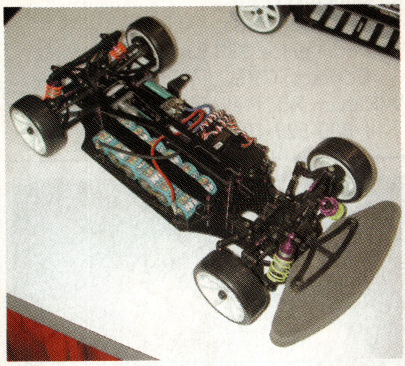


HPI
Micro RS4

These diminutive 1/18-scale 4WD racers are the latest from HPI. Approximately six inches in length, the Micro RS4s are powered by tiny 380 sized electric motors fed by AA batteries (AAA cells can also be used by installing an optional adapter). With all four wheels driven via a cogged belt, the Micro RS4s are perfect for any smooth surface, including low-pile carpet, concrete, asphalt, tile, etc. Initial version will be available with either a BMW 3-Series or Viper body, with more to follow. Uses standard-size radio gear.

Price and availability TBA.

Contact HPI Racing, 15321 Barranca Pkwy., Irvine, CA 92618 • phone (949) 753-1099

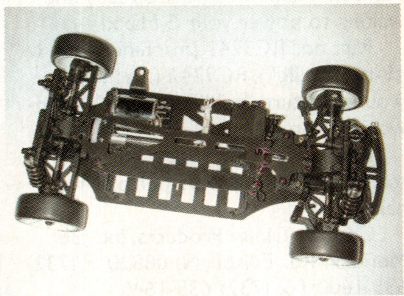


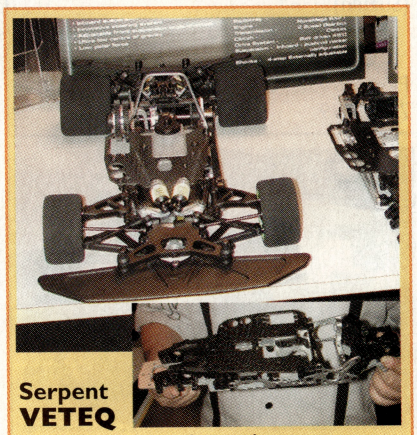
MRC
Academy STR-4 II Pro and Sport

These two new additions to MRC's STR 1/10-scale touring car line look quite promising. Boasting numerous refinements over the original car, both new STRs feature adjustable suspension, efficient shaft-driven 4WD, double-deck chassis and oil-filled shocks. The pro model is a serious machine that's packed with racing features such as graphite chassis, turnbuckle tie-rods, alloy shocks and ball-bearings. Both are chassis-only kits, so no motor or body is included.

Price and availability TBA.

Contact MRC, 80 Newfield Ave., Edison, NJ 08818 • (732) 225-2100; fax (732) 225-0091





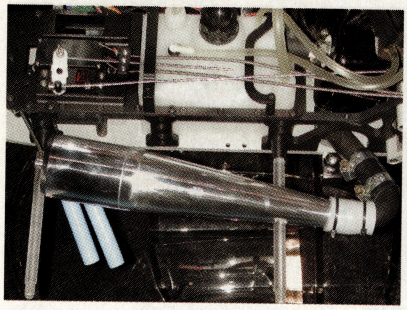
Serpent
VETEQ

Serpent introduces the next generation of 1/8-scale chassis with the VETEQ. Features include a revolutionary monocoque chassis for maximum stiffness, inboard suspension for full shock travel, an innovative twin-bellcrank steering system, adjustable front suspension angle-of-attack for precise caster control, an ultra-low CG and reduced polar force, which reduces the effect of fuel consumption on weight distribution. Also shown is the updated Vector NT, which features many of the innovations found on the new VETEQ.

Price and availability TBA.

Contact Serpent USA, 2830 NW 79th Ave., Miami, FL 33122 • phone (305) 639-9665

2000 NMHS



CVEC
Z220 Tuned Pipe for Gas Engines

Now large-scale racers can take advantage of CVEC's tunable exhaust technology with the Z220 pipe. The back pressure of the CVEC pipe is user adjustable to optimize combustion and reduce wasted fuel while at the same time improving low- and mid-range throttle response. The Z220 is available to fit most popular gasoline engines in 1/6- to 1/4-scale cars.

Part no.: Z220

Retail price: $189.95

Contact CVEC, Inc., 380 E. North Wickham Rd., Melbourne, FL 32935 • 1 800-529-1919



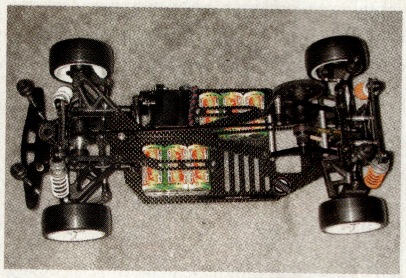
Tamiya America
Expert Built (XB) Series

Tamiya enters the ready-to-run (RTR) field with the release of its XB series of pre-assembled high-quality R/C models. The first kits in the XB series are two of Tamiya's most popular kits, the Ford Mustang Cobra and F-150 pickup. Both XB kits use Tamiya's 4WD TL-01 chassis and come with a pre-installed Tamiya Adspec radio system with mechanical speed control. Both models also come with pre-painted, detailed and trimmed bodies. All you have to do is provide a charged six-cell pack and install eight AA-batteries in the transmitter. Other available models are the Subaru Impreza WRC, Lancer Evolution VI WRC and a Mitsubishi Pajero (see review in this issue).

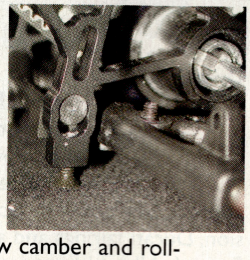
Part no.: 57701 (Mitsubishi Pajero Rally Sports), 57702 (SVT Ford F-150 Lightning), 57703 (SVT Ford Mustang Cobra), 57704 (Subaru Impreza WRC), 57706 (Lancer Evolution VI WRC)

Retail price: $312-325

Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A



Corally
C4.1



The 1999 European champ gets a makeover. Corally's new C4.1 features a top rear ball-link to allow camber and roll-center adjustments, ultra-stiff and tweak-free graphite chassis, adjustable anti-squat at the rear toe-plates (0-3 degrees), an extended wheelbase (to 265mm), hardened-steel front drive-shafts and hinge-pins and an optional transponder holder. The new design also eliminates the need for belt tensioners.

Part no.: 00152—C4.1 kit, 00153—C4 to C4.1 conversion kit

Retail price: TBA

Contact Corally, distributed by Superior Hobbies, 1478 Semoran Blvd., Casselberry, FL 32707 • (407) 834-9299

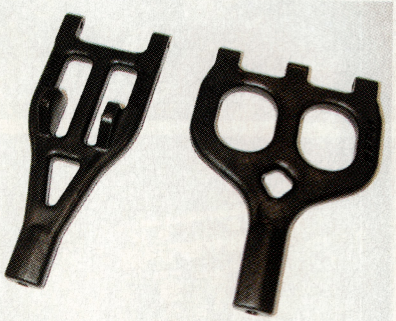
Trinity
Robitronic chronometer



Get the most from your practice sessions by using the Robitronics chronometer to time your laps. Features include standard stop-watch and timer functions, plus frequency (between 10 and 320 per minute) and clock display functions. Uses a 3V long-life battery (included).

Part no.: W23-0248—10 lap memory, W23-0249—30 lap memory, W23-0250—60 lap memory

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



RPM
T-Maxx/E-Maxx upper/lower A-arms

The T-Maxx and E-Maxx are tough, but add a set of RPM's bullet-proof nylon A-arms and your truck will be next to indestructible. The RPM arms are lighter and less expensive than aluminum arms, but are actually more rigid than the stock Traxxas pieces. Available in three colors (including the best purple we have seen), the RPM arms will bolt to any E-Maxx or T-Maxx without modifications.

Part no.: 80262-black, 80265-blue, 80268-purple

Retail price: $10.95

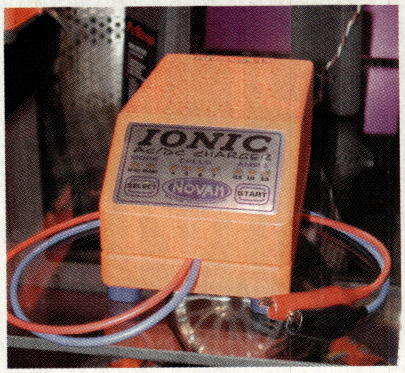
Contact RPM, 14978 Sierra Bonita Lane, Chino, CA 91710 • phone (909) 393-0366



Thunder Tiger
TS-4e Sport

Following the success of its nitro-powered TS-4n, Thunder Tiger releases its first electric-powered kit, the TS-4e. Features include 100-percent assembly with a Hitec radio system pre-installed, a painted body with full decals and an efficient dual-belt 4WD system. The suspension is similar to that of the TS-4n, so you know this is one RTR that will handle.

Contact Thunder Tiger, distributed by Ace Hobby Distributors, Inc., 116 W. 19th St., Higginsville, MO 64037 • phone (660) 584-7121; fax (660) 584-7766



Novak

Ionic AC/DC charger

Novak's first AC/DC charger, the Ionic, features a constant linear charge current of 0.5, 1.0 or 3.5 amps, two user-selectable charge modes (one for NiCads and one for NiMH cells), a user-friendly control interface, a built-in cooling fan and solid-state output protection. Operates on 100 to 240 volts AC.

Part no.: 4475

Retail price: TBA.

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





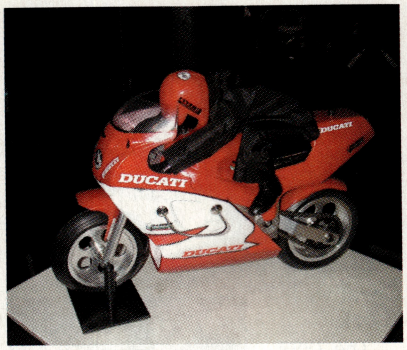
KO Propo

Special Edition EX-1 Mars

In commemoration of team driver Atsushi Hara's world championship, KO Propo introduces a special edition of its top-of-the-line EX-1 Mars radio. Some of the differences between the SE and the standard Mars include a blue LED power indicator, new graphics with an engraved metal serial plate, KO's wheel extension unit (formerly available as an option) and revised software with 22-model memory (instead of 10). If you want one of these, contact your KO Propo dealer soon, as only 300 of these gems are available in the U.S.

Retail price: TBA.

Contact KO Propo USA, Inc., 1602 S. Western Ave, Suite 308, Gardena, CA 90247 • (310) 532-9355; fax (310) 532-9354



Dreier Racing

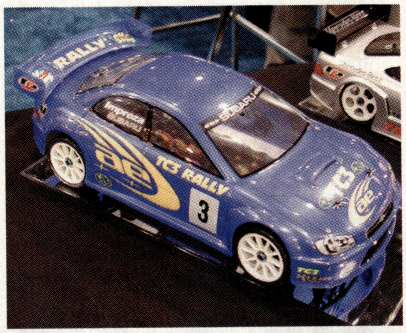
1/5-Scale Motor Bike

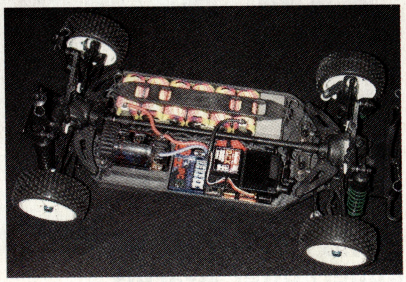
Want a little R/C motorcycle action? Dreier Racing now offers this 1/5-scale electric-powered bike, which comes complete with working suspension, Ducati fairings and a scale rider figure (a bike without a rider would just look wrong!).

Part no.: TBA.

Retail price: $470

Contact Dreier Racing, 1015 N. Semoran Blvd., Suite 117 (Summit Plaza), Casselberry, FL 32707 • phone (407) 261-0496





Team Associated

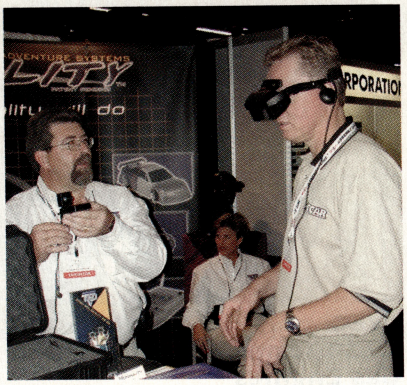
TC3 Rally Conversion kit

Convert your TC3 sedan to an on-road/off-road rally machine with the Rally Conversion kit from Associated. The kit has everything you'll need to make the switch, including long suspension arms, revised shock towers, long composite CVD shafts, a rally bumper and a set of block-treaded rally tires and spoked wheels. Body not included.

Part no.: 3020

Retail price: $79.99

Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax

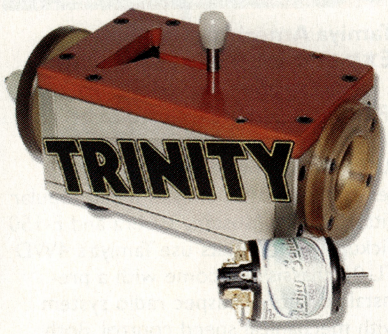


Venuality

Interactive video adventure systems

Why stand on the side of the track and watch your car when you could be piloting it from the drivers' seat! Venuality's Rad Pak comes with a mini-cam/micromitter that fits inside your car, transmitting its signal to the Venuality receiver, which transmits both picture and sound to the "virtual reality" headset/earphones. With two ergonomically positioned LCD displays within the headset, driving your car is like having a 64-inch large-screen TV sitting one-foot in front of your face! Venuality claims the unit to be nearly shock proof, and that the signal will easily match the range of your R/C transmitter.

Contact T3D, Inc., 975 Florida Central Pkwy., Ste. 1200, Longwood, FL 32750 • (407) 830-5503; fax (407) 830-7789

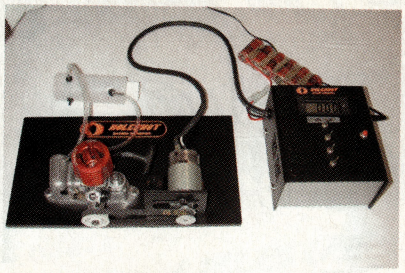


Trinity

Portable magnet zapper

You have a dyno to test your motor and a lathe to true its commutator. Why not zap its magnets to bring them to new or even better-than-new specs? Zapping motor magnets improves both power and efficiency, and Trinity's new magnet zapper requires no separate power source to operate. At a list price of $1,200, the zapper (part no. TM3002) obviously isn't for everybody, but if you're loaded or want to get into the motor business, here's the tool.

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



Holeshot Racing
Nitro Dyno

You've seen many dynos available for electric motors, but Holeshot Racing is the first company to offer a dyno for nitro engines. The Nitro Dyno can test any size engine from .10 to .40 cubic inches by using a slave motor to apply load (load is adjustable to each engine size). An LED on the control box indicates engine performance. Comes fully assembled with a fuel cell, a black-anodized aluminum base, slave motor and a universal engine mount system.

Part no.: 8000

Retail price: $399.95

Contact Holeshot Racing Products at P.O. Box 630, Canton, MA 02021 • (508) 587-0663



Reedy Modifieds
MVP stock motor

The latest stocker from the Reedy camp is the new MVP, which features new high-strength C-4 magnets which get the most power from the new high capacity/high voltage batteries, a new Max-Field 1.4mm can and a split armature stack with 6HL stock lamination design. Two version are available. The no. 299 comes with high performance brushes, and the 298 comes with Reedy's 767 competition brushes, springs and dyno-tuning sheet.

Part no.: 299-MVP stock, 298-MVP pro tuned version

Retail price: TBA.

Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax



Traxxas
E-Maxx accessories

Dial-in your new E-Maxx with these new accessories from Traxxas. The new 3.2mm blue-anodized aluminum motor plate provides more surface area for cooler running and features machined slots that actually improve air flow to the motors. The new T-6 aluminum battery hold-downs are lighter than stock and are blue-anodized for great looks. Comes engraved with the Traxxas logo and with foam pads. Fits side-by-side or stick packs. Also available soon will be lightweight replacement gears and shafts for the E-Maxx transmission.

Part no.: 3990-motor plate, 3923X-battery hold-downs (pair)

Retail price: TBA

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

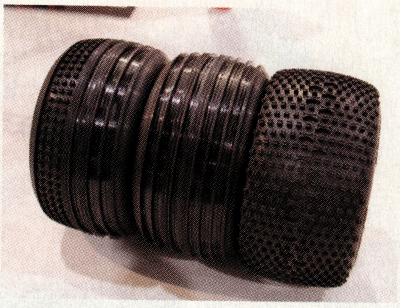


Keyence
ZERO, ZERO V & ZERO V Extreme ESCs

Among the smallest ESCs in the world, the Keyence ZERO has 20 high-performance surface-mount FETs for incredibly low on-resistance, four settings for braking frequency, adjustable coast-brake and a programmable power limit for smooth driving. The ZERO V and ZERO V Extreme have 24 FETs, which according to Keyence give them the lowest on-resistance in the world. Both have four-layer circuit boards for the most compact package and utilize MPRS (metal plate radiation structure) for improved cooling and AGCS (advanced gate control system) which eliminates the need for Schottky diodes.

Contact Keyence, 1-13-14 Higashi-naka, Osaka 533-8555, Japan • phone 81-6-6325-6665

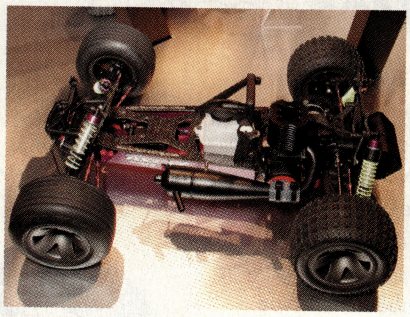




Team Losi
Truck tires

Losi displayed three new truck tire designs. The T-Bone is designed for hard surfaces that are damp or have a thin layer of dirt, and the Razor Pin rear tire is for hard-packed and dry dirt. The Razor Rib front tire is also for hard-packed tracks, but it's not certain when or if this design will be released.

Contact Team Losi, 13848 Magnolia Ave., Chino, CA 91710 • phone (909) 465-9400



HPI
Nitro Rush options

On display at the HPI booth was this fully loaded Nitro Rush off-road truck, which featured the newest HPI accessories, including an upper deck and shock towers made from light-weight woven graphite, MIP shiny CVD driveshafts, a 15SS engine, racing fuel tank (no primer), a fiber disc brake for fast stops, purple-titanium turnbuckles and a bellcrank steering setup. The parts are each available separately.

Prices and part numbers TBA.

Contact HPI Racing, 15321 Barranca Pkwy., Irvine, CA 92618 • phone (949) 753-1099

SUPER NITRO RALLY

SUPER NITRO RALLY

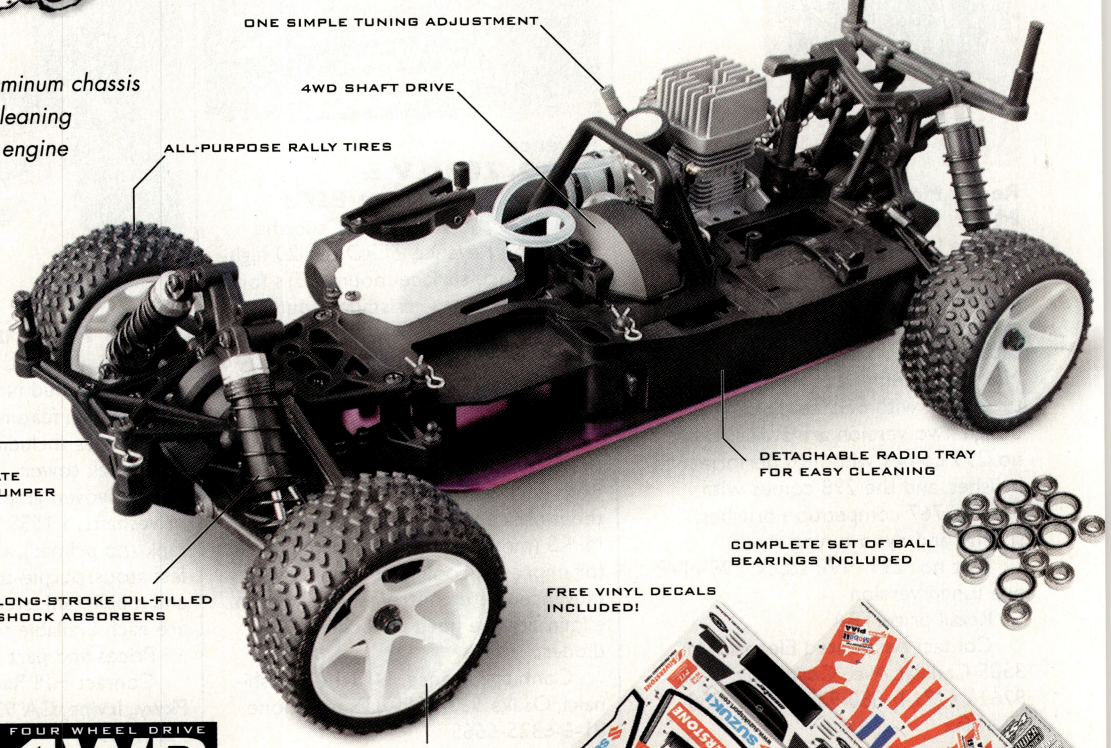


Super NITRO RS4 Rally

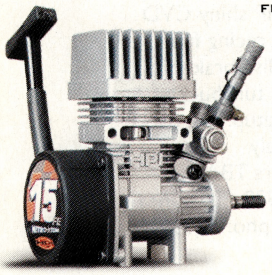
SPECS

SPECIFICATIONS

- *Full-time 4WD Shaft Drive*
- *Purple anodized countersunk aluminum chassis*
- *Detachable radio tray for easy cleaning*
- *Powerful Nitro Star 15FE racing engine*
- *All-purpose rally tires*
- *Front and rear gear differentials*
- *Complete set of ball bearings*
- *Dual chamber tuned pipe*



POWERFUL NITRO STAR 15FE RACING ENGINE



COMPLETE SET OF BALL BEARINGS INCLUDED

FREE VINYL DECALS INCLUDED!

FOUR WHEEL DRIVE
4WD
MAXIMUM TRACTION ON ANY SURFACE

© 2000 HPI Racing



GO BIG!

THE SUPER NITRO RALLY IS 20% BIGGER THAN 1/10 RALLY CARS.

The Super Nitro Rally cars are over twenty inches long, almost ten inches wide and over five inches tall! With four wheel drive and a larger stance, Super Nitro Rally cars can handle tons of power and soak up bumpy terrain with ease.





POWERFUL HPI NITRO STAR 15FE ENGINE

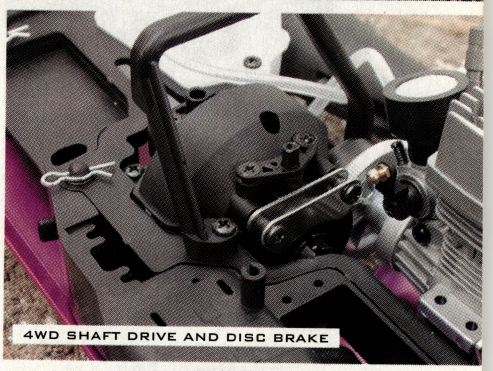


ALL-PURPOSE RALLY TIRES



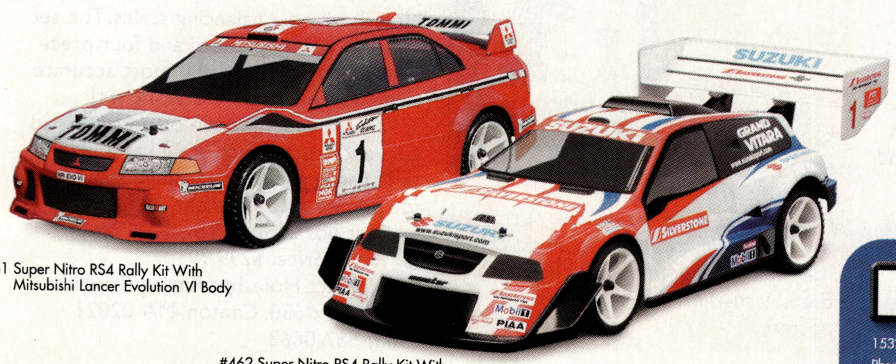
SUPER NITRO RALLY EXCITEMENT

The Super Nitro RS4 Rally kits feature a tough 4WD shaft drive system and long-stroke shocks for serious off-road rally driving. The larger stance of the Super Nitro Rally allows it to soak up bumps that 1/10th scale cars simply can't handle. Plus, the larger bodies look even more realistic and are guaranteed to impress the crowds that nitro cars draw. Our powerful and easy to tune Nitro Star 15FE engine is equipped with a composite tuned pipe for massive power and speed. Grippy rally tires have been made specially for this kit for excellent traction on dirt and pavement. Other features include full ball bearings, oil-filled shocks, countersunk and anodized chassis, disc brake, adjustable servo saver, new Rally front bumper and a detachable radio tray for quick and easy cleaning of the chassis.



4WD SHAFT DRIVE AND DISC BRAKE

Get ready World Rally Championship fans... the ***Super Nitro RS4 Rally*** is here!



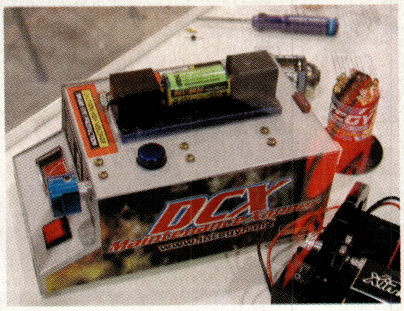
#461 Super Nitro RS4 Rally Kit With Mitsubishi Lancer Evolution VI Body

#462 Super Nitro RS4 Rally Kit With Suzuki Escudo Pikes Peak Body



LONG-STROKE OIL-FILLED SHOCKS

HPI RACING
15321 Barranca Pkwy. Irvine, CA 92618
Phone: 949.753.1099 Fax: 949.753.1098
Visit us on the Internet at www.hpiracing.com



Integy
Xipp Zappers

Zapping offers a way to rejuvenate older cells and improve the performance of new cells. Battery zappers send high-voltage current through a cell to break up the crystals that can form on the cell's internal plates and increase resistance. Integy offers three models, the Xapper DCX for cell maintenance, and the Xapper 3000 and Super Xapper 3000 for improved cell voltage.

Part no.: XIPP 50008 (Xapper DCX), XIPP 50005 (Xapper 3000 110V), XIPP 50007 (Super Xapper 3000 110V)

Retail price: Xapper DCX-$129.99, Xapper and Super Xapper 3000-$539

Contact Integy, 1140 Centre Dr. #E, City of Industry, CA 91789 • phone (909) 444-2766



Team Orion
1/8-scale buggy hauler

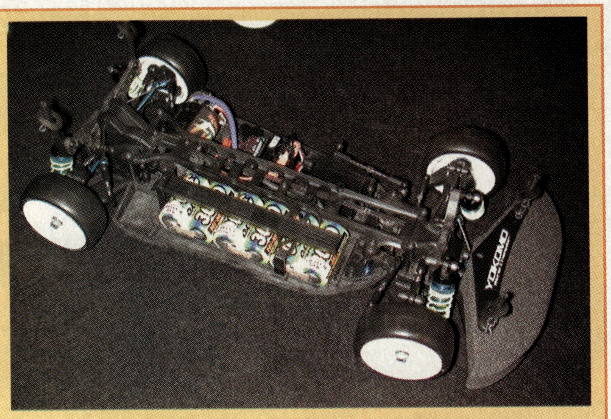
Looking for a way to carry your 1/8-scale nitro buggy plus tires, springs, oil and all of the miscellaneous accessories needed for a successful day at the track? Team Orion has just the thing with its new car hauler bag, which features three large compartments within a rugged cloth enclosure, which has its own exterior pockets, tough nylon carrying strap and a durable heavy-duty zipper.

Part no.: TBA.

Retail price: TBA.

Contact Team Orion, 22601 LaPalma Ave., Suite 103, Yorba Linda, CA 92887 • (714) 694-2812; fax (714) 694-2815

Yokomo
MR-4TC Worlds Edition

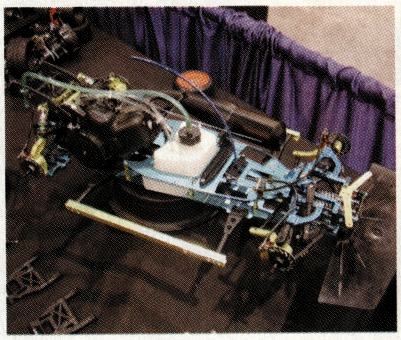


Before Atsushi Hara's world championship trophy got its first layer of dust, Yokomo introduced the MR-4TC Worlds Edition, which includes all of the hop-ups used by Hara, including a front one-way, threaded aluminum shocks, lightweight titanium hardware, lightweight graphite chassis and suspension pieces, and aero-dish wheels. Here's your chance to own the same car that won the Worlds in Japan.

Part no.: MRTC-W

Retail price: $475

Contact Yokomo USA, 17951 Skypark Circle K, Irvine, CA 92614 • phone (949) 252-8663



Dreier Racing
GB Bandit Competition

This top-of-the-line 1/5-scale gas racing chassis from Dreier Racing comes 90-percent ready-to-run with a 3.4 horsepower Boss 2000 engine preinstalled, a stock tuned pipe, a new Berganzoni modular diff, four-wheel disc brakes and a full complement of anodized ergal parts. Add radio gear, paint the included clear body and go racing.

Part no.: D9000

Retail price: $1,850

Contact Dreier Racing, 1015 N. Semoran Blvd., Suite 117 (Summit Plaza), Casselberry, FL 32707 • phone (407) 261-0496

Take Off
CS Series Tires



Take Off takes some of the guess work from touring car tire selection with its CS Series tires. Each pair comes with Take Off's high-quality medium molded-foam insert, and there are four compounds available for all tracks and temperatures. Best of all, the retail price per pair (with inserts) is only $14.99!

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



Holeshot Racing
Balancing scale

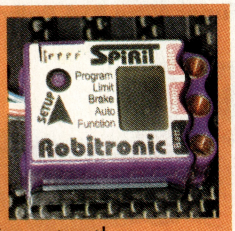
Take the guesswork out of setting your car or truck's suspension with Holeshot's new balancing scales. The set includes a setting board and four precision digital scales for the most accurate readings. The scales will work with 1/12, 1/10 and 1/8 scale on-and-off-road cars and trucks. Each scale has a lifetime battery and strain gauge sensor for precise measurement.

Part no.: 2550

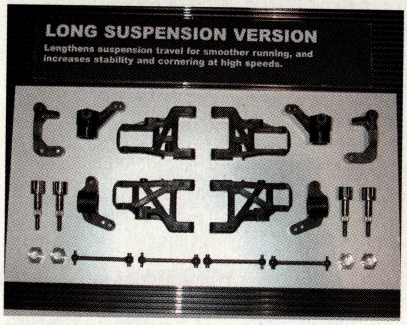
Retail price: $299.99

Contact Holeshot Racing Products at P.O. Box 630, Canton, MA 02021 • (508) 587-0663

SPY SHOT



We spied this Robitronic ESC at the Corally booth. As Trinity imports other Robitronic electronic devices such as the Pro Dyno, can it be assumed that they'll also bring this micro ESC into the U.S. market? We'll keep you posted.



Tamiya
TB-01/TG-10 Long Suspension Arm Set

These arms replace original two-piece arms on the TB-01 and TG-10 sedans to widen the car to 200mm. Comes with everything you'll need for installation, including front uprights, steering spindles, rear hubs, longer driveshafts and new hinge pins and E-clips. Widen up your Tamiya sedan for improved cornering and added stability!

Part no.: 53430

Retail price: $76

Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A



GS Racing
Silicone diff oil

Tune your 1/8-scale buggy's diffs using GS Racing's new line of thick silicone fluid. Available in 1,000, 3,000, 5,000, 7,000 and 10,000 wt.

Contact GS Racing, 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • phone (626) 445-6036



Tamiya
Tractor Truck Sound Effects Set

Add even more realism to your Tamiya tractor truck by installing this electronic sound effects set, which provides authentic big-rig sounds such as the roar of the diesel engine and the sound of air brakes. There's even a beeping sound during reverse!

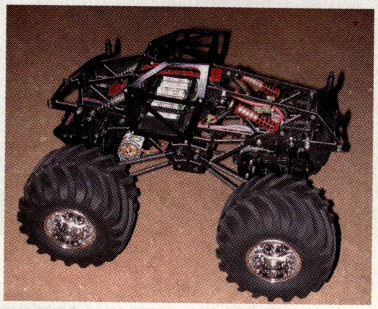
Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A

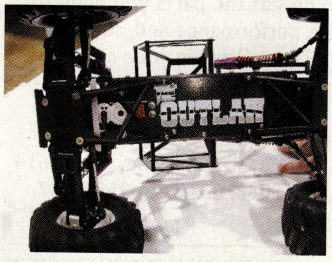


Team Orion
Thunder Painted bodies

If you hate to paint (and who doesn't?), Team Orion has good news; they've expanded their line of pre-painted bodies for on-road and off-road vehicles. Each body is painted by Thunder Wessels himself using Orion's pre-cut, colored vinyl graphics. Also look for new graphic designs from Orion.

Contact Team Orion, 22601 LaPalma Ave., Suite 103, Yorba Linda, CA 92887 • (714) 694-2812; fax (714) 694-2815



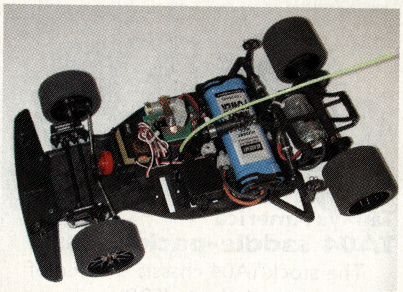


Thunder Tech
Outlaw chassis kit for Traxxas Stampede and Clod Buster roll cage kit

Here's a great aftermarket chassis for your Stampede. Made of light and strong carbon fiber, the Outlaw chassis also replaces the stock truck's single-bellcrank steering with a dual-bellcrank to eliminate bump-steer. The chassis also fits both six and seven cell packs and has a removable radio tray. The Clod Buster roll cage kit is an ultra-realistic aluminum cage chassis that replaces the stock pieces with a sturdier backbone. The kit also improves suspension geometry and has carbon suspension link tubes and steering tubes.

Contact Thunder Tech Racing, 25637 Parkside Dr., Channahon, IL 60410 • (815) 467-0621; fax (815) 467-0623



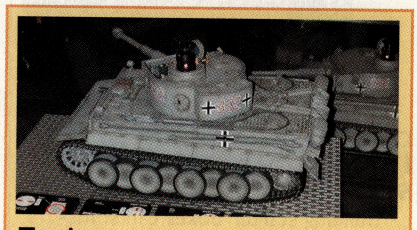


MRC
Academy SP3-X

Few cars offer as much bang for the buck as MRC's SP3 1/12-scale road racer. Now, MRC releases a big brother to the SP3 in larger 1/10-scale form. Features include a molded chassis, independent front suspension, a rear-pod suspension with solid axle and adjustable ball differential and a low sticker price is assured. The new chassis will fit many popular bodies including your favorite touring car body.

Price and availability TBA.

Contact MRC, 80 Newfield Ave., Edison, NJ 08818 • (732) 225-2100; fax (732) 225-0091



Tamiya
BL System for Tiger I

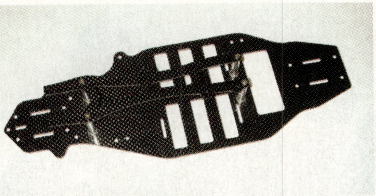
Install the BL system in your Tamiya Tiger I tank and battle with other BL-equipped tanks. A sensor unit placed in the turret hatch reacts when "hit" by another tank's main gun. When enough hits are registered, the "target" tank is momentarily deactivated. Different settings allow simulation of different types of tanks, e.g., heavy, medium and light.

Part no.: 53447

Retail price: TBA.

Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A

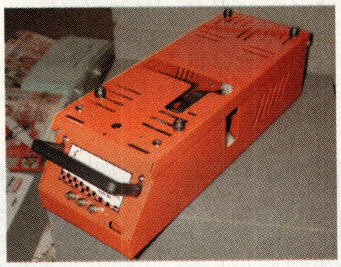
2000 NMHS



Tamiya America
TA04 saddle-pack chassis

The stock TA04 chassis is made of fiber-reinforced plastic (FRP) and accepts only stick batteries. Tamiya's new Carbon Double Deck chassis is lighter, stiffer and accepts saddle-packs. Comes with upper and lower plates to replace the stock kit's pieces. A must-have for serious TA04 racers.

Part no.: 52001
Retail price: $56
Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A



Dynamite
Ready Start Universal Starter Box

Building starter boxes can sometimes be as difficult as assemblilng a car kit! But Dynamite makes is easy to fire up the engine in your 1/10- or 1/8-scale car or truck with the new Ready Start pre-assembled 12V starter box. The starter wheel and motor can be positioned for either in-line or longitudinally mounted engines, and power can come from either two six-cell packs or a 12V gel-cel. There's even storage for glow plugs and body clips.

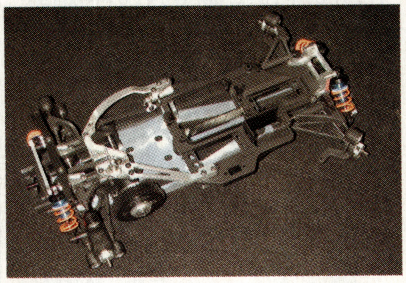
Part no.: DYN5610
Retail price: $74.95
Contact Dynamite, distributed by Horizon Hobby Distributors, Inc., 4105 Fieldstone Rd., Champaign, IL 61821 • phone (217) 355-9511

Team Associated
Factory Team tire glue and thread lock



The newest additions to the Factory Team line of aftermarket accessories are the Tire Adhesive and Thread Adhesive; just the things you need to keep your car or truck in one-piece! The tire glue is a fast-drying medium CA (cyanoacrylate) and the thread lock is equivalent to blue (medium) Loctite.

Part no.: 1597 (glue)
Retail price: $6.95 (glue)
Contact Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax



Yokomo USA
GT-4w Hop Ups

Yokomo has the parts you need to boost the performance and durability of your GT-4w. Parts include aluminum chassis braces, threaded aluminum shocks, carbon upper-deck and more.

Contact Yokomo USA, 17951 Skypark Circle, Ste. K, Irvine, CA 92614 • (949) 252-8663; fax (949) 252-8657



Tamiya
TGR ball diff set

Adding a set of these adjustable ball differentials to Tamiya's all-new TGR 1/8-scale racing chassis will improve handling and allow you to dial-in the car's steering characteristics. Comes with all of the tools and hardware needed for installation, including grease and Allen wrenches.

Part no.: 53449
Retail price: $46 per diff
Contact Tamiya America, 2 Orion, Aliso Viejo, CA 92656-4200 • 1-800 Tamiya-A



Kyosho
Mini-Z

Kyosho had on display two of the newest Mini-Z micro R/C cars—the BMW Z8 and the Audi TT coupe quattro. Kyosho also had a great track set up in their booth, on which most of us spent our"free" time wringing out the Mini-Z samples.

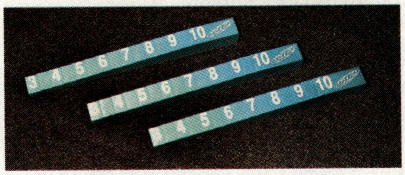
Contact Great Planes Model Distributors, P.O. Box 9021, Champaign, IL 61826 • (217) 398-6300



GS Racing
Storm Pro and Sport

GS finally had production versions of its new 1/8-scale buggy in both unbuilt Pro kit and RTR Sport.

Contact GS Racing, 650 W. Duarte Rd., Suite 205, Arcadia, CA 91007 • phone (626-445-6036



Team Associated
Factory Team ride-height gauge

Measure the ride height of your on-road sedan or pan-car using Associated's Factory Team gauges. Each gauge is made from blue-anodized aluminum and is stepped in increments of 1mm (the gauge measures from between three and 10mm). Simply slide the gauge beneath your chassis at the correct point to take a perfect measurement every time.

Part no.: 1450
Retail price: $14.95 (per gauge)
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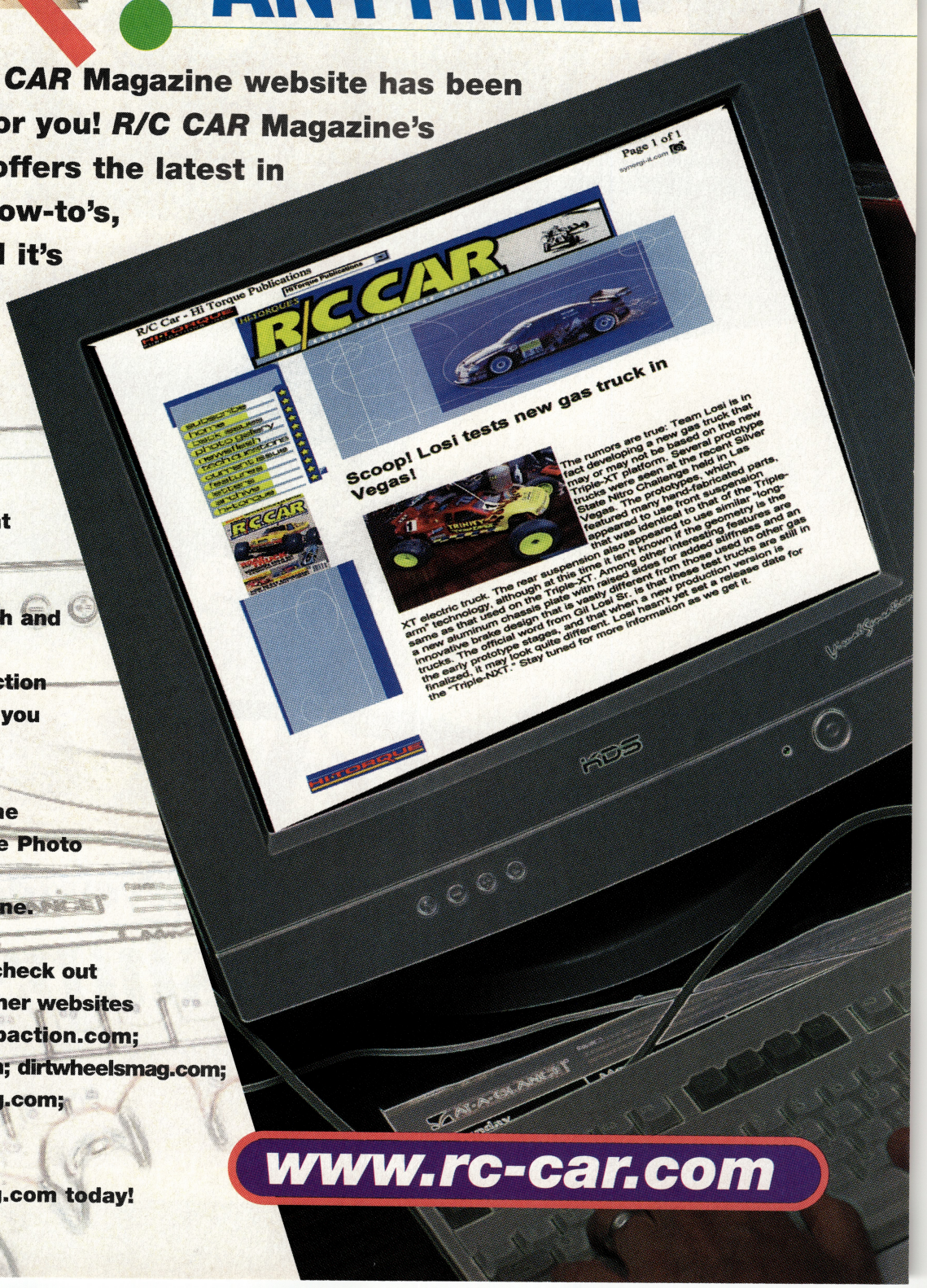


www.rc-car.com



Cars are "down and quiet" before the start of one of the semi finals.



Yuichi Kanai is overwhelmed with excitement after the main event. I think most guys would have that same expression in that sort of company!

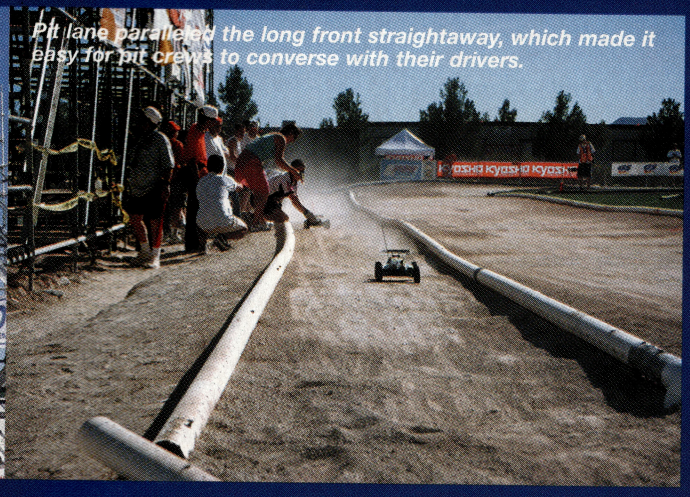
1/8-Scale IFMAR World Championships in Las Vegas, Nevada

Kyosho keeps on bringin' home the titles...

Story by Jimmy Babcock
Photos by Jimmy Babcock & Jacob Thome



A makeshift drivers stand was brought in for this special event. This was most definitely the biggest stand we have ever seen and it allowed drivers an awesome view of the entire track.



Pit lane paralleled the long front straightaway, which made it easy for pit crews to converse with their drivers.

Every two years the 1/8-scale IFMAR Off Road World Championships take place somewhere in the world. This year, Las Vegas was the destination for this very prestigious race. Racers from all over the world traveled to "sin city" to take part in this illustrious event.

The Silverton Hotel and Casino played host to this years 1/8-scale Worlds. I know you're wondering how a hotel can host a huge R/C race of this caliber, right? Well, it did, and the man behind the organization of this race was non other than Thunder Tiger's own Richard Saxton. You see, Richard lives in Las Vegas and planned the whole event with help from IFMAR (International Federation of Model Auto Racing). With that combination in place it was sure to be an exciting and memorable event. Indeed it was, and every racer and spectator left Las Vegas with a sense or awe for what they participated in and witnessed throughout the entire weekend! With that said, let's dive into what took place in Las Vegas during the week of October 9-15.

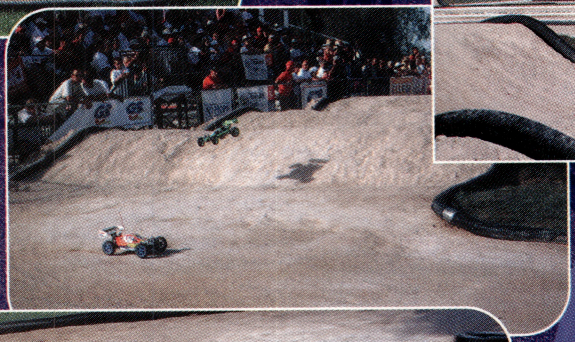
The track itself was awesome, to say the least. It was most definitely the biggest off-road track I have ever seen in my entire life! Dirt was brought in and spread out over the top of the Silverton Hotel's parking lot and the end result was a huge outdoor off-road racing facility. The World's track featured all the necessary components of a first-class race track. Several huge obstacles made the track challenging but yet very fun for racers to compete on. To allow racers to see the whole track, a huge—and I mean huge—drivers stand was brought in. Racers had to scale three flights of stairs to reach the top of this enormous drivers stand. Portable offices were brought in to allow some of the top teams to pit in comfort and out of the sun. Grandstands lined the outside of the gigantic track

1/8-Scale IFMAR World Championships in Las Vegas, Nevada

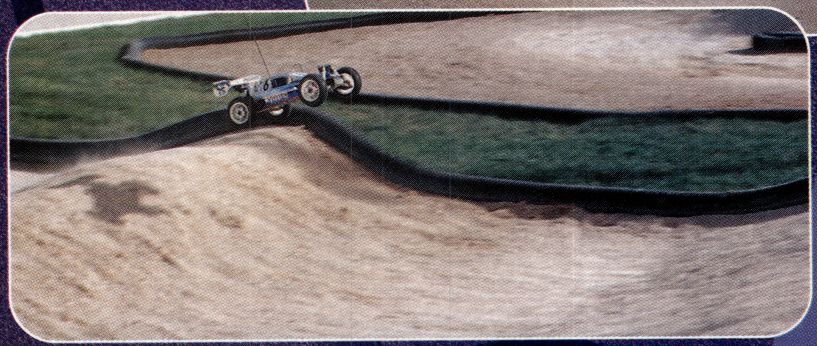


Hired turn marshals made it easy for drivers to concentrate on the task at hand. As you can see, some drivers counted on those marshals's entirely too much!





Yuichi Kanai works his way through the pack halfway into the main event. Kanai knows how to get his Kyosho around the track. After all, he is the man responsible for the design of the all-new Kyosho 7.5.



allowing spectators an awesome view of the entire track. The best part about this amazing make-shift facility however, was the conveniently located Silverton Hotel/Casino just a few yards from the track. Racers could return to their rooms for rest or venture into the game room in hopes of winning off the track!

Racers traveled from across the globe and over 30 different countries to participate in this year's world championships. Four days of qualifying started on Monday leading to quarter and semi-finals on Friday and Saturday. The mains were saved for Sunday to allow racers to get rest before the grueling one-hour race. All of the world's top factory

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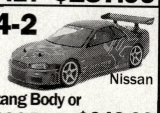

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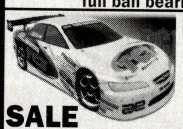

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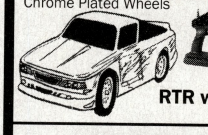

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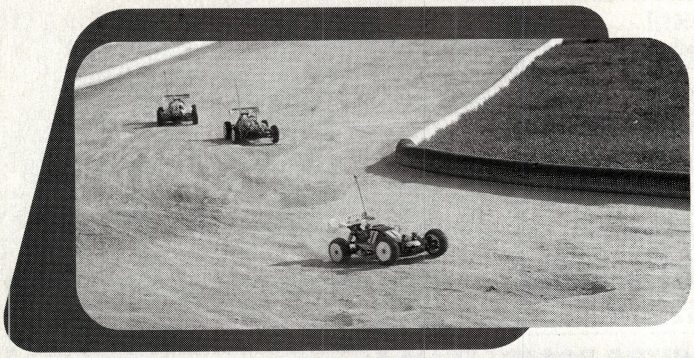


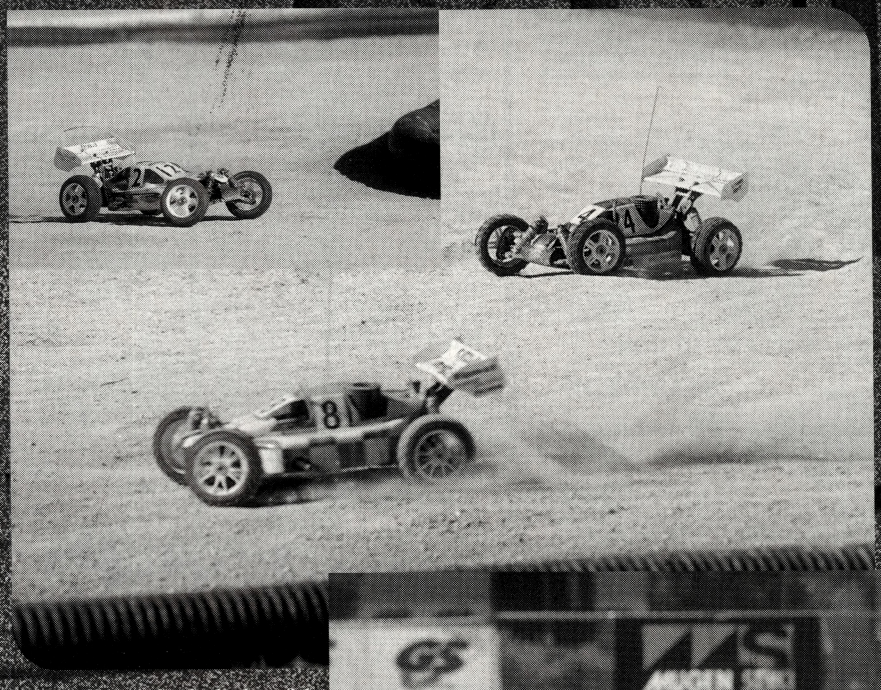
1/8-Scale IFMAR World Championships in Las Vegas, Nevada

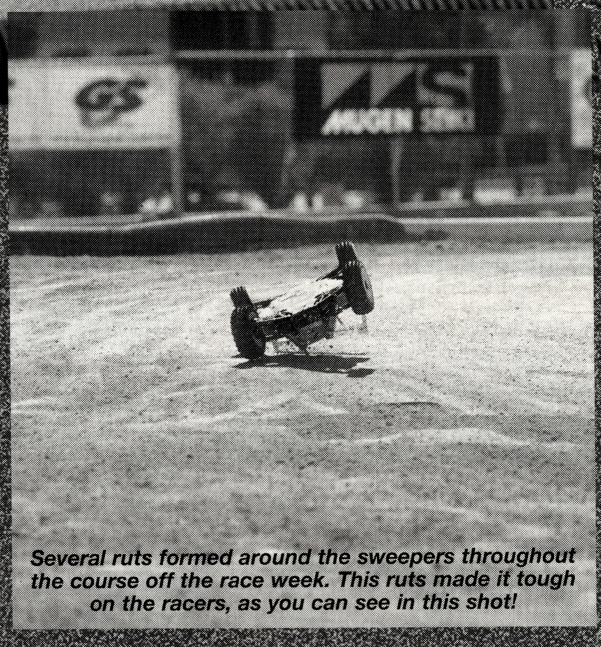
pros turned out including recent U.S.A. ROAR National Champion Brian Kinwald, Mark Pavidis, Richard Saxton, Billy Easton, and Jared Tebo. A plethora of international superstars were also on hand including defending world champion Daniel Reckward as well as Kyosho Japan's very own Yuichi Kanai. The way qualifying worked was very simple. The top qualifier was the only driver to secure a spot in the main event. Every other driver had to participate in quarter and semi-finals to reach the main. Mark Pavidis was a man on a mission and took top qualifying honors for the weekend with his O'Donnell powered Kyosho 7.5.

Before the main event started, all top ten drivers were introduced to the crowd. After introductions were complete, the drivers were allowed a five minute warm-up session. Just before the start of the main Daniel Reckward, defending champion, was allowed a ten minute grace period to get his car tuned and fixed.

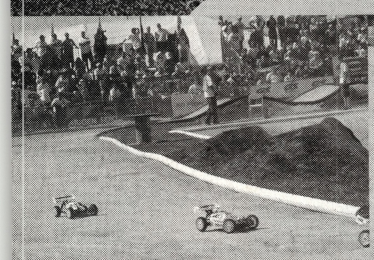
At the start of the main event Mark Pavidis grabbed the holeshot followed closely by Jeremy Kortz and Yuichi Kanai. Early on, Kortz took over the front spot from Pavidis when Mark crashed over a jump. Kanai then moved in on Pavidis and took over the second spot, dropping Mark to third. At the ten-minute mark of the hour-long main, Yuichi Kanai took over the lead from Kortz and Miguel Matias from Portugal followed into second. Kortz assumed third spot with Pavidis in tow. At the 15-minute mark Kortz made a bid for second and took over the position. By the 20-minute point of the race Kanai had built a 12-second lead with his green Kyosho 7.5.

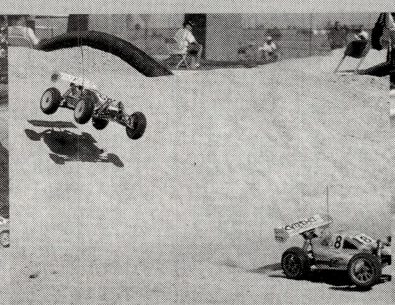
At the halfway point of the race Kortz started a challenge for the lead and made up several seconds on Kanai, closing the gap to only two seconds. With 20 minutes to go, Miguel Matias took over the lead from Kanai and was looking good. Kanai dropped to second with Kortz still running third. At this point Mark Pavidis was the fastest man on the track, in fourth, but had a lot of ground to make up. Mark caught up to Kortz only to crash and give Jeremy a little breathing room. With only roughly 15 minutes to go, Jeremy Kortz landed badly off a jump and he broke the right front suspension arm, allowing everyone to move up a

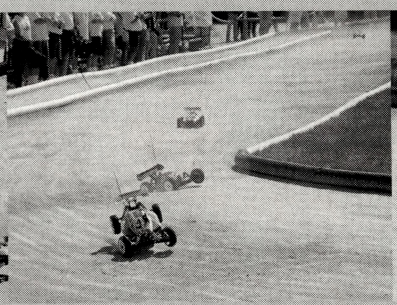


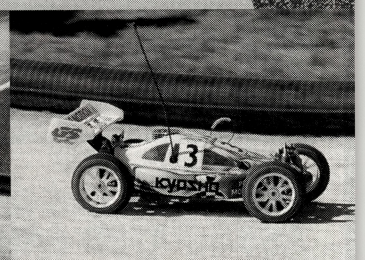


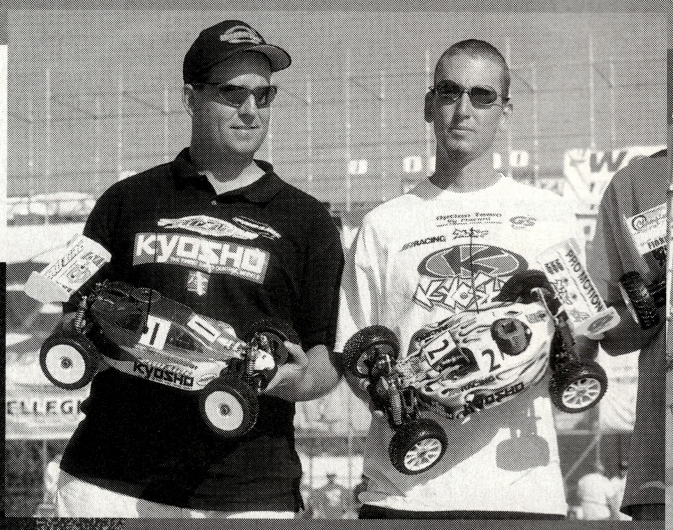
Several ruts formed around the sweepers throughout the course off the race week. This ruts made it tough on the racers, as you can see in this shot!





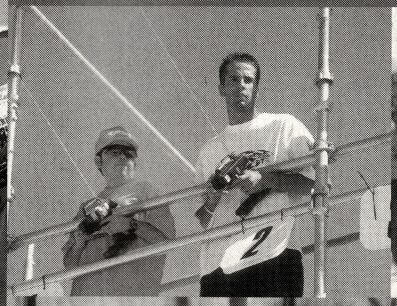






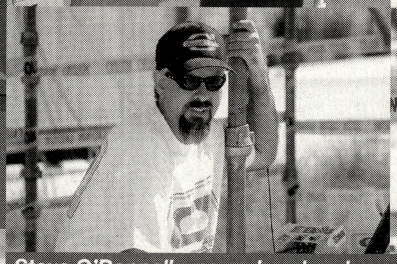
American hopefuls Mark Pavidis (TQ) and Jeremy Kortz (2nd Qualifier) both stand proudly on display during the drivers introduction before the start of the "A" final.

Kyosho/Trinity's Brian Kinwald and Thunder Tiger's Billy Easton warm up their rides before the start of the semi finals. The rail on the drivers stand was so high that the driver's had to hold their radios in between the bars.



World-famous Reagan LeBlanc paces up and down the straightaway. LeBlanc is head mechanic for Richard Saxton who unfortunately fell a bit short in his bid for the 2000 world championship.

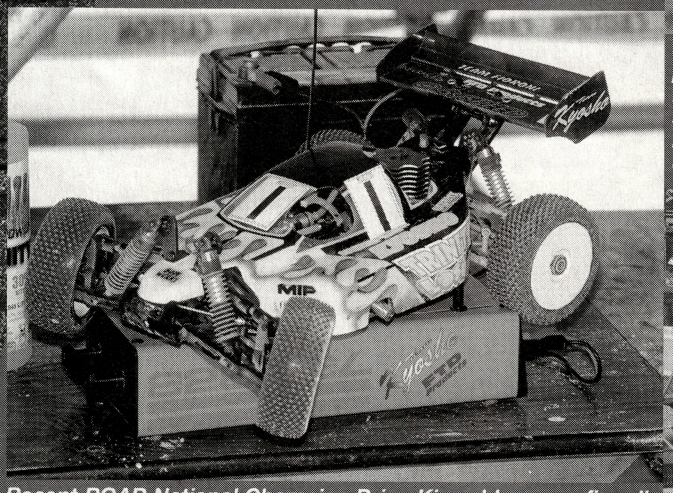




Steve O'Donnell was on hand and played a big part in the success of Mark Pavidis. You see, Steve personally builds and tunes motors for many of the top American factory drivers, including Pavidis.



Crowd favorite Derek Furutani is pumped up after just assuring himself a spot in the "A" final.



Recent ROAR National Champion Brian Kinwald was on fire all week long only to come up short when his Picco powered Kyosho 7.5 flamed out in the semifinals.





Several grandstands lined the outer perimeter of the world's track allowing spectators a great view of all the action.

1/8-Scale IFMAR World Championships in Las Vegas, Nevada



This is what a world championship car looks like immediately following an hour-long main event.



A crowd gathers to witness the pool toss of winner Yuichi Kanai. I don't think he minded one bit...after all, he just won the Worlds!

spot. Apparently an E-clip let loose, and that contributed to the breakdown. With only nine minutes to go, Pavidis moved up to the second spot and started an attack on the leader. At this point Kanai was back out front and cruising. Mark made a valiant effort only to break with five minutes to go, giving the easy win to Kyosho's Yuichi Kanai. Kanai took home the world championship with Daniel Reckward finishing second and Miguel Matias finishing third.

As the sun set in Las Vegas on Sunday evening, the 1/8-scale Off-Road World Championships went with it. Months and months of preparation and hard work were all but a memory in the minds of the hundreds of racers and spectators who had the honor of participating in this World Championship event. We all were treated to all the emotions including upset, glory and the thrill of victory, throughout the course of this race weekend. Some racers left victorious in their accomplishments and others left feeling unsatisfied with their results, but one thing everyone left with was the feeling of a good time had. Win or lose, I believe every entrant in this prestigious event learned something from their experience in Las Vegas, had a great time and made a lot of new friends, because I know I sure did. Special thanks to all the racers and sponsors, for without them this race would never have been the huge success it was. My only hope is that the 2002 1/8-scale Off-Road Worlds, wherever they may be, are as big a success as the one I witnessed because it just doesn't get better that this! All in all it was a great weekend of racing with a lot of exciting action. Congratulations to Yuichi Kanai and Team Kyosho on their win. And a special thanks to Richard Saxton for making it all happen! ◆

Fin.	Qual.	Name	Country	Chassis	Engine	Pipe	Fuel	Radio	Tires	Sponsors
1	4	Yuichi Kanai	Japan	Kyosho MP7.5	RB 57 World	RB063	Kyosho 30%	Futab 3VC Stick	Pro-Line Crime Fighter	Kyosho, Futaba, RB, Pro-Line
2	5	Daniel Reckward	Germany	Kyosho MP7.5	RB 57 World	RB063	RB Concept 30%	KO Propo	Ellegi GRP	Kyosho, GRP, Nova Faur, RB Engines
3	3	Miguel Matias	Portugal	Kyosho MP7.5	O.S. 2000 RBZ	Nova Rossi 9853	Cosmo R/C 25%	Futaba 3PJS	Ellegi Cosmics	Kyosho, OS, Cosmo Fuel, Ultimate, ORCA Distributing
4	1	Mark Pavidis	USA	Kyosho MP7.5			O'Donnell 30%		Pro-Line Crime Fighter	Pro-Line, Kyosho, O'Donnell
5	6	Greg Degani	USA	Kyosho MP7.5	O.S. 2000 RBZ	Kyosho	O'Donnell 30%	Futaba 3PJs	Pro-Line Crime Fighter	Kyosho, Pro-Line, Futaba, O'Donnell, MIP, Fiorni, Lunsford,
6	7	Derek Furtani	USA	Kyosho MP7.5	O.S. 99 RZD	Kyosho 35	Trinity 30%	Airtronics M8	Pro-Line Crime Fighters	Fiorni, FTD
7	10	Marc Ibars	Spain	Crono	Nova/Crono	Nova Rossi 9053	Ultimate 30%	Sanwa	Atomics Ellegi	R/C Company, Ultimate, Nova Rosi, Crono
8	2	Jeremy Kortz	USA	Kyosho MP7.5	JP	JP	Byron 30%	JR Racing R-1	Pro-Line Crime Fighters	Promotion, Kyosho, JP, JR Racing, Lunsford, MIP, Pro-Line, The Dirt
9	8	Jason Ashton	USA	Kyosho MP7.5	O.S. 99 RZB	Picco 069	O'Donnell 30%	N/A	Pro-Line Crime Fighters	Lunsofrd, Great Planes, Progressive, FTD, OS, Kyosho, Brick Bodies
10	9	Marco Grandesso	Italy	Thunder Tiger EB-4	Nova Rossi	Nova Rossi 9853	Nova Rossi 25%	Sanwa M8	Champion	Nova Faur, Thunder Tiger Racing, Champion, Nova

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OSMG2045

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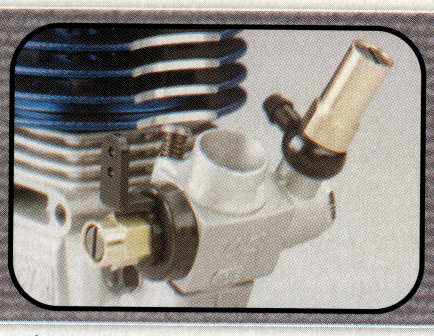
O.S. also increased the crankshaft diameter and bearing size, and tightened the fit between them. The rewards? Added durability... increased vacuum and crankcase pressure for more efficiency... and reduced oil discharge from the front bearing. The crank port has been reconfigured, too, for a smooth fuel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



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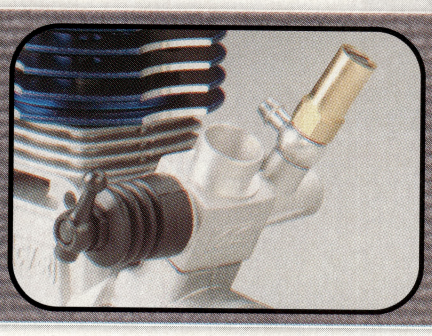

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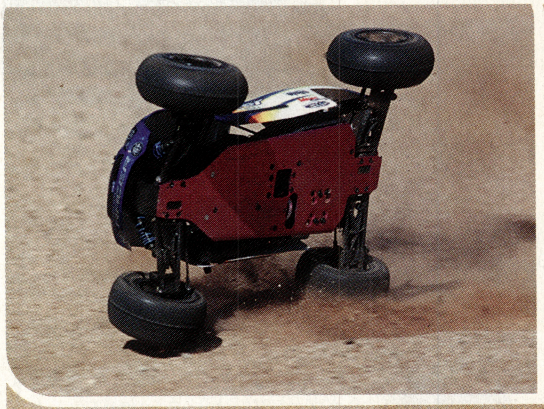




What you get

- Rolling chassis with body, wheels, and tires.

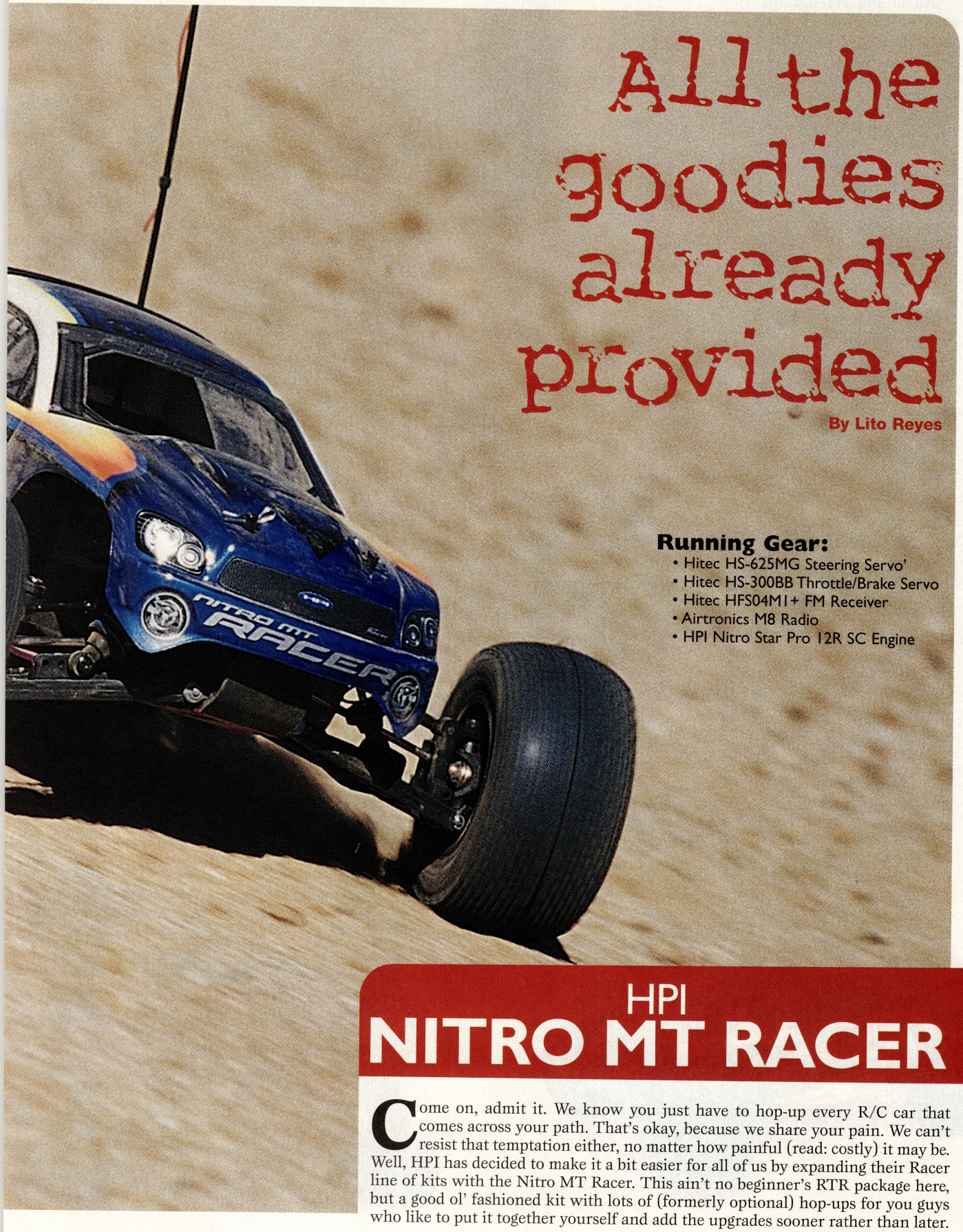
What you need

- Radio gear (including steering and throttle servo)
- Nitro fuel
- Glo-igniter
- Receiver pack
- CA for tires
- Threadlock (highly recommended)

SPECIFICATIONS

Length	16.0"/406mm
Width	12.0"/312mm
Wheelbase	11"/279mm
Weight (RTR)	4.6 lb./2085g
Skill level*	2.5
Price	$509.00 (retail)
	$280-300 (street price)

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



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By Lito Reyes

Running Gear:

- Hitec HS-625MG Steering Servo'
- Hitec HS-300BB Throttle/Brake Servo
- Hitec HFS04M1+ FM Receiver
- Airtronics M8 Radio
- HPI Nitro Star Pro 12R SC Engine

HPI NITRO MT RACER

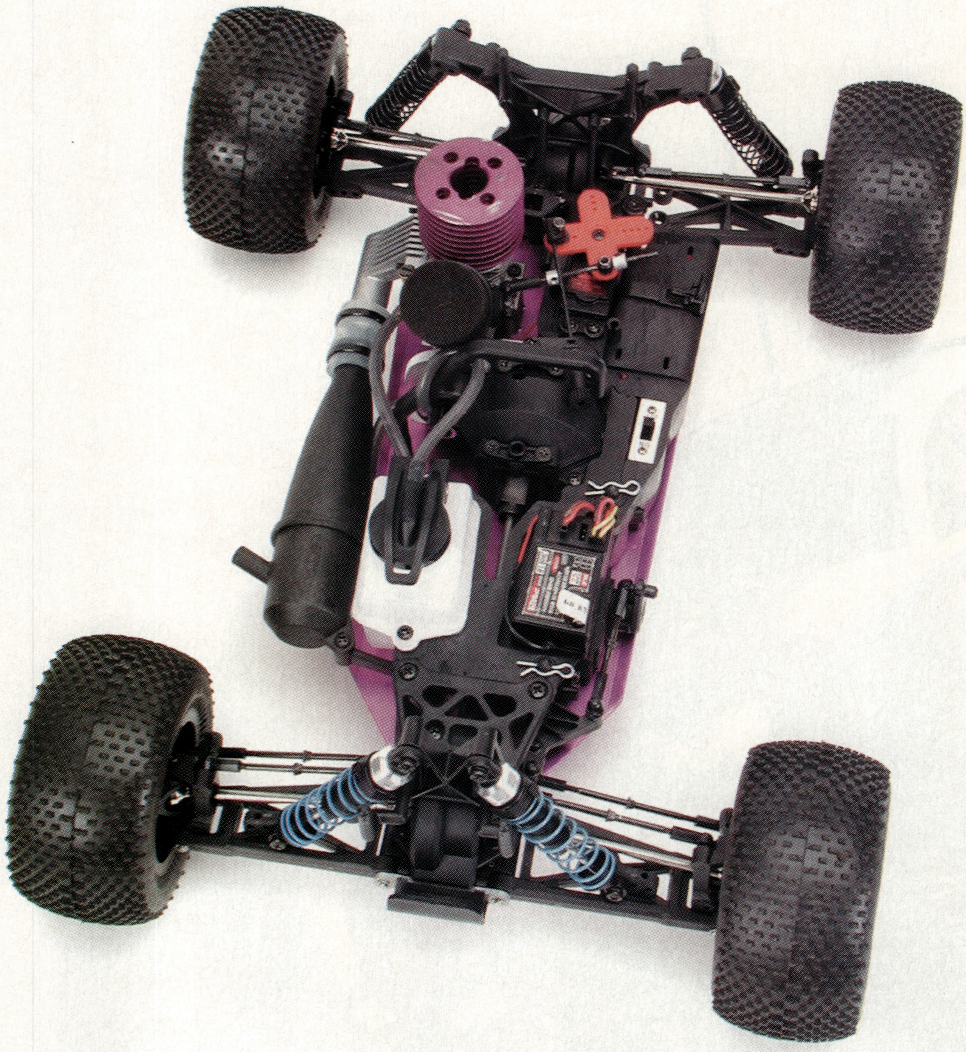
Come on, admit it. We know you just have to hop-up every R/C car that comes across your path. That's okay, because we share your pain. We can't resist that temptation either, no matter how painful (read: costly) it may be. Well, HPI has decided to make it a bit easier for all of us by expanding their Racer line of kits with the Nitro MT Racer. This ain't no beginner's RTR package here, but a good ol' fashioned kit with lots of (formerly optional) hop-ups for you guys who like to put it together yourself and add the upgrades sooner rather than later.

HPI **NITRO MT RACER**

All of the hop-ups that come in the Nitro MT Racer were designed to either enhance performance or increase durability. These hop-ups include a set of MIP Shiny CVD driveshafts for each wheel, Pro-Line Bow-Tie T racing tires in the M2 compound, HPI's fiber brake, a purple satin-finished Heavy Duty 2.5mm chassis, an adjustable racing clutch, a composite dual-chamber tuned pipe, primerless racing fuel tank, stainless steel hingepins, steel turnbuckle tie rods, and a new slipper clutch. A new Racer-themed decal sheet is included with the Nitro MT-1 polycarbonate truck body. However, HPI decided not to include an engine with this package, so their customers can use the mill of their choice.

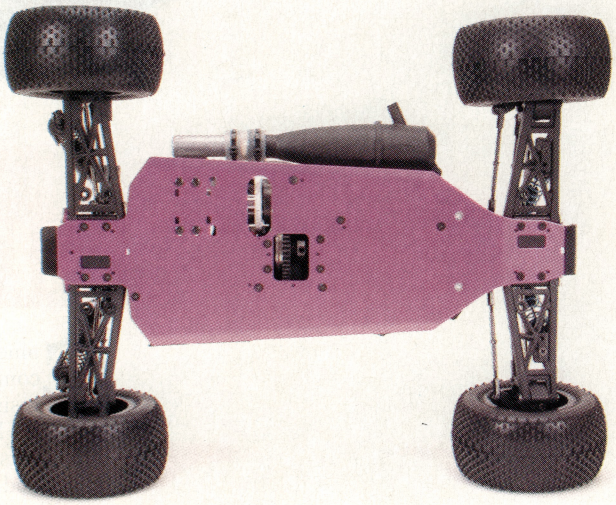
Chassis

The foundation of the Nitro MT Racer is the heavy duty 2.5mm aluminum chassis plate, finished in HPI's trademark purple anodizing. With its smooth underside (all screws are recessed or countersunk) it glides over obstacles, and the large flywheel cutout allows you to use any engine—even the hottest non-pullstart equipped ones. The front kickup keeps the front end from digging in when landing a jump with the nose down.



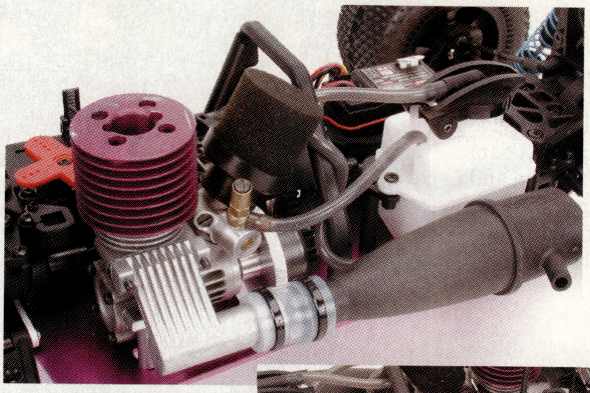
All you need to do to get the HPI Nitro Racer MT ready to hit the dirt (or possibly even your local track) is to add an engine and radio gear of your choice. The chassis package now comes with a slew of what were once optional hop-ups.



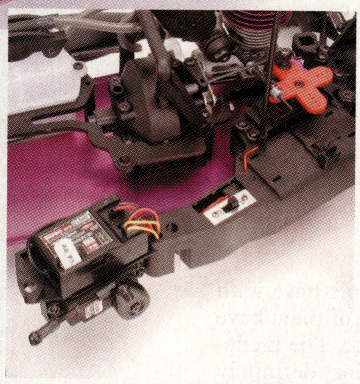


Drivetrain

No engine is included, but a 13-tooth clutchbell is, as is HPI's excellent adjustable racing clutch. Sitting just behind the spur gear is a new slipper clutch unit. This adjustable clutch serves two purposes: first, it limits wheelspin on loose or slippery tracks, and second, it acts as a buffer for the drivetrain, so nothing gets damaged with on-power landings (a spur gear can be chewed up in an instant without the slipper). Two hefty dogbones transfer power from the spur/slipper assembly to the front and rear differential housings. Each differential has strong bevel gears and is dampened by new thick grease that HPI has included. And to prevent wear, plenty of shims for the diff and pinion gears are provided to get them set just right.



HPI's potent 12R SC (re-badged Novarassi) puts out over one horsepower, making this truck ballistically fast! The pipe is one of HPI's molded composite units—it works quite well when mated up with the 12R engine.



A removable radio tray makes for easier routine maintenance.

CVDs

Each corner of the truck gets a Shiny CVD. These beautiful chrome-finished driveshafts are the standard in 1/10- and 1/8-scale off-road buggies and trucks. Their durability and the fact that they are rebuildable have made them very popular among the dirt crowd. MIP does offer CVDs that replace the center dog bones, but HPI opted not to include them in the Racer kit, since they aren't as necessary as the ones on each wheel.

Linkage

HPI includes the necessary throttle/brake linkage for rotary-carb engines, but not for slide carbs. A little carb re-orientation, and a stock cross-style servo horn, and a few parts from other cars allowed me to install an HPI Nitro Star Pro 12R SC Nova Rossi engine.

Performance Test

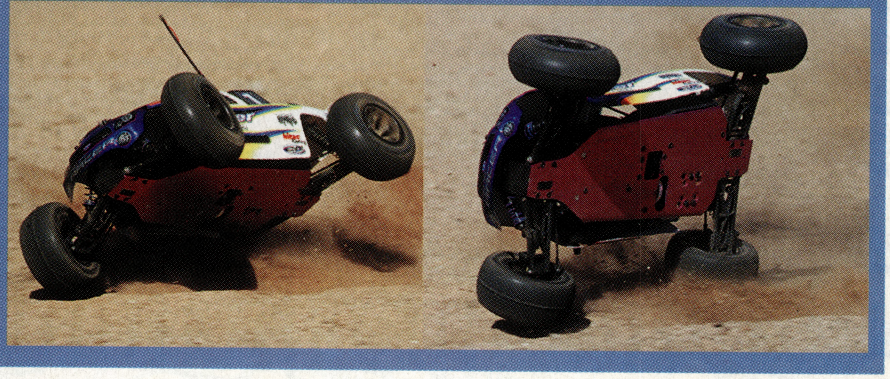
In light of its special nature, we decided to put the Nitro MT Racer through its paces at both our normal truck stomping ground (a great open construction site) and, because this is the Racer, at the large off-road track of Hot Rod Hobbies. Our test truck was equipped with the HPI/Novarossi 12SC competition engine, which we must report ran flawlessly and provided heaps of thrust, propelling the comparatively heavy (compared with most 2WD trucks) Nitro MT to impressive speeds.

The first impression one gets is that the Racer has tremendous traction, more than any 2WD truck could possibly provide. Whether the surface was loose sand, gravel, grass or pavement, the Racer's shaft-driven 4WD and Pro-Line Bow-Tie tires found enough bite to make this truck suitable even for inexperienced drivers. Pros will love how the Racer hooks up. As the Racer is an unassembled kit, you must provide your own radio gear, and because of the performance of this truck, it is highly recommended that you don't go the cheap route in the steering servo department. The extra money you'll spend on a high-torque servo will pay dividends in the form of crisp handling and razor-sharp steering response.

We have always found the standard Nitro MT and electric MTs to be a bit under-damped, but not so with the Racer. The kit's race-tuned springs are firmer than normal, and when combined with thicker shock oil, provide improved damping at the higher speeds of which the Racer is capable. Blasting through a field of freshly plowed dirt at full speed is no place for wussy shocks, and the Racer soaked up everything without losing its composure. With excellent weight distribution and good fore/aft balance, the Racer is very comfortable in wide-open mode.

At the track, we were pleasantly surprised that the kit's Pro-Line tires also worked quite well on the hard-packed blue-groove dirt. Obviously, the Racer's 4WD helped. Also impressive was the Racer's handling on the challenging layout (the same used for the recent Reedy Truck Race of Champions). There was plenty of steering to negotiate the tight, 180-degree turns without having to slow excessively, and the Racer was able to hold a tight line on the track's fast, wide-open sweeper that follows the main straight. We found that the Racer is a tad under-geared for large tracks, as the truck pulled only to about 3/4 of the main straight before petering out. One more tooth on the clutch bell would be perfect.

As the track had several large jumps, including a massive triple-jump on the front straight, we had the perfect opportunity to test the Racer's flying ability. Unfortunately, a snapped steel ball-stud (caused by a nose-down landing from the large triple) ended our test day early. This was a shame, as we were looking forward to running several more tankfuls of fuel. The Racer is truly capable of being competitive anywhere you drive, including a technical off-road track. In fact, we plan to enter the Racer in the expert gas truck class at Rod's. Even if we don't win, we are confident of an A-main showing. The Racer handles that well.



HPI **NITRO MT RACER**

Tires

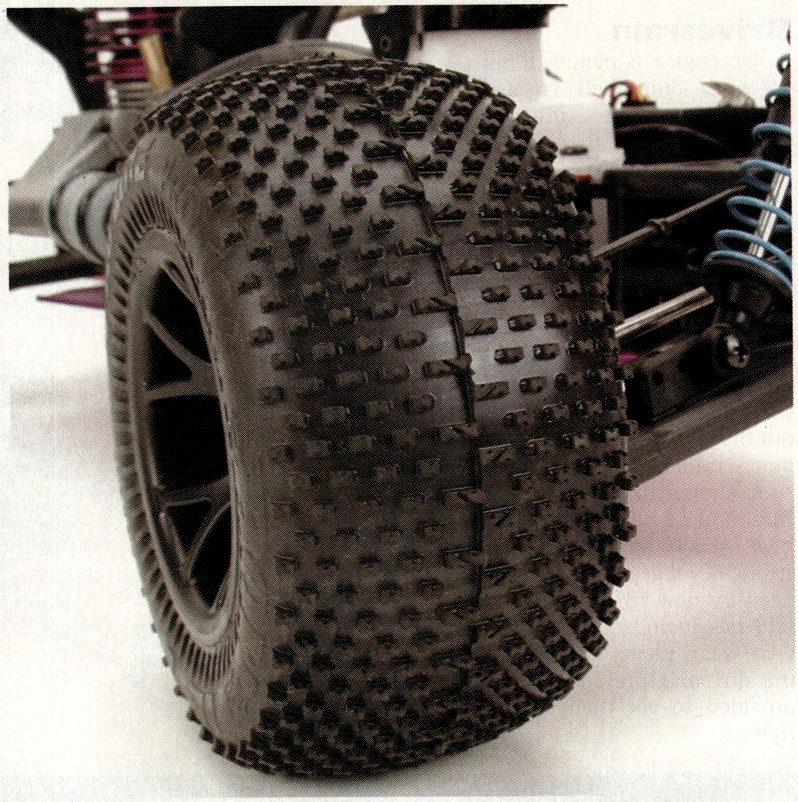
On each corner are Pro-Line's Bow-Tie T racing tires, one of the best all-around off-road tires today. Molded in a soft M2 compound, these tires give plenty of bite to all four drive wheels, yet have a decent lifespan. Foam inserts are also included to support the tire and prevent flat-spotting. The wheels are the same style that come in the other iterations of the Nitro MT Racer, but molded in black, rather than gray.

Tank

This new racing fuel tank is the same one that comes on the road-going Nitro RS4 Racer 2. It has no primer pump, so there is less chance for pressure leaks in the fuel delivery system. Initially, it may seem less convenient, but all you need to do is cover the end of the stinger for a couple of seconds while starting it up to get fuel flowing into the carb.

Hingepins

One complaint that some people have with the stock screw pins is that some of them have a tendency to work their way loose. The E-clip-retained stainless steel hingepins definitely won't do that, and they are much stronger, to boot. And their mirror-smooth finish keeps the parts moving without binding for longer than the original parts.◆



Pro-Line Bow-Tie T racing tires grace all four corners—a good all-around tire that works well on most off-road surfaces.

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HPI Nitro RS4 MT 4wd RTR Gas Truck.....$339.95
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The Bad

■ Getting the wheels to mount true on the axles is a hit or miss affair.

■ There are no diagrams or hardware included to mount a slide-carb engine. However, it can be done.

The Good

■ As much as we love the Dirt Hawg tires that come on the other Nitro MT kits for general-purpose running, the Bow-Ties are worlds better when running on a track.

■ The shiny CVDs make the truck feel more solid, and the performance more consistent.

■ The slipper clutch is one of our favorite additions—no more chewed spur gears!

■ The instructions, as usual, as clear and well organized.

■ The price is about the same (within $20) as the original kit, so if you already have an engine to put in it, this is the one to buy

Verdict

Once again, HPI is strengthening their position as one of the hottest R/C car manufacturers around with this new Racer kit. If you want to get top performance out or your Nitro MT, this kit has all the hop-ups you'll need in the box—provided you plan on buying an engine or already have one to use. Some of these parts, like the CVDs and the hingepins, are parts that many would already upgrade right off the bat, and others, like the slipper clutch and the racing clutch, are parts that anyone who is serious about performance should upgrade to anyway.

Although the national racing organizations don't have a class for this truck yet, many clubs are finding a place for the Nitro MT to race in, since the number of these kits that are out there is growing fast. If you're going to race an MT, the choice is simple—get this kit, not the one with the engine. Just remember not to run the Bow-Ties in the street.



SOURCES

Airtronics, 1185 Stanford Court, Anaheim, CA 92805 • 714-978-1895

Hitec RCD, 12115 Paine Street Poway, CA 92064 • 858-748-6948

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



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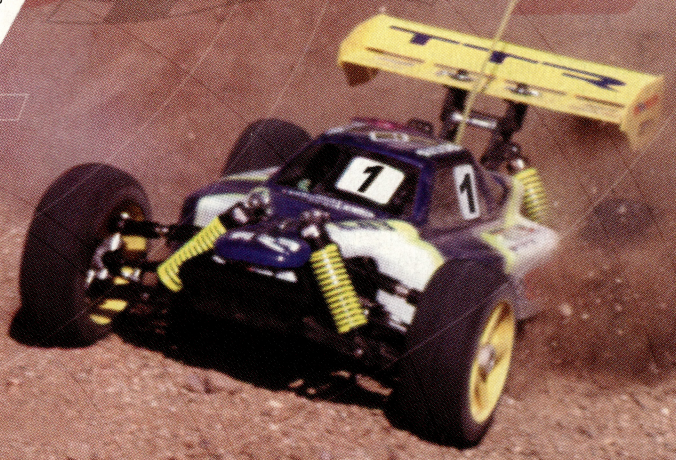
EB4

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:

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PDO798 Short bumper.
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PDO757 ERGAL front knuckle.
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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.



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EB4 Limited TTR6202

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EB4

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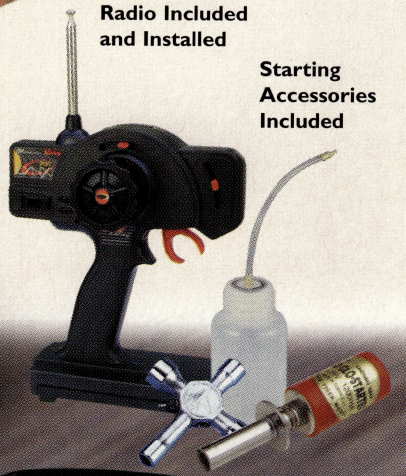

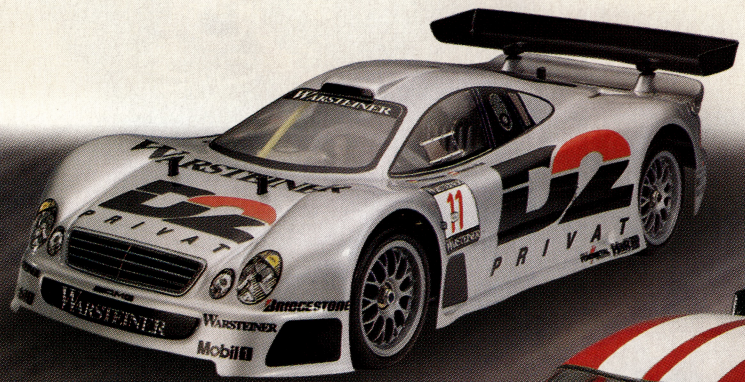

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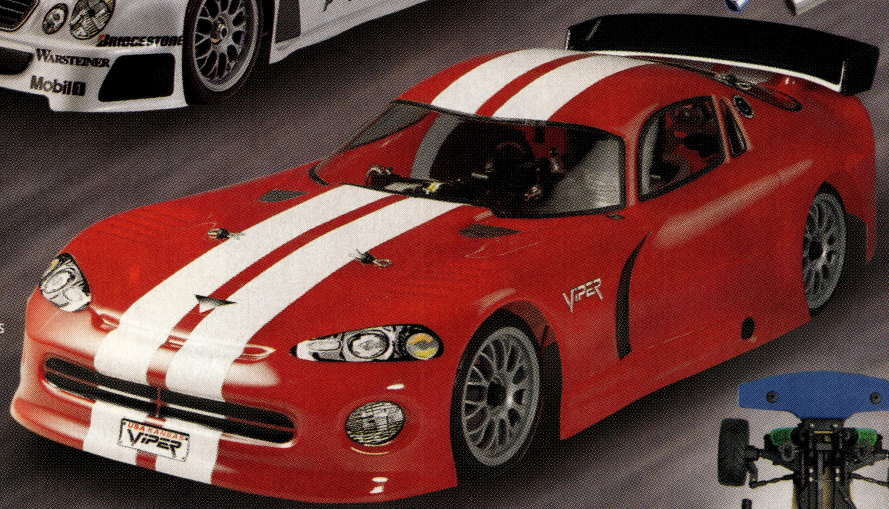

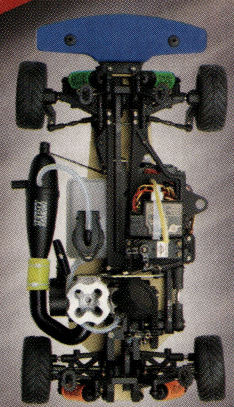

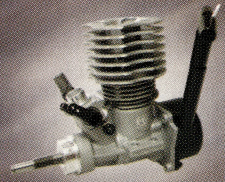

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TS4n

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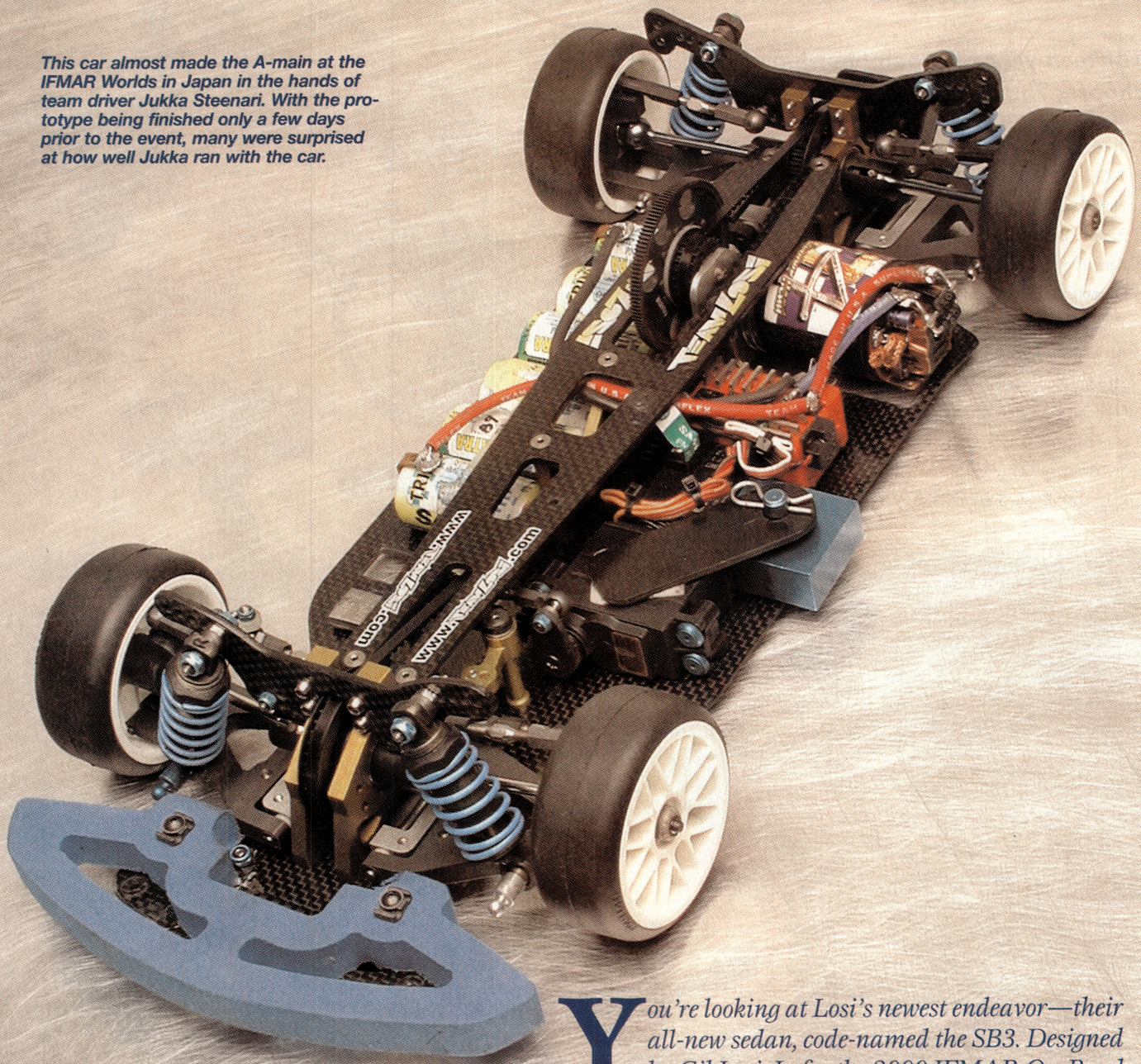
Inside Losi's New "SB3"

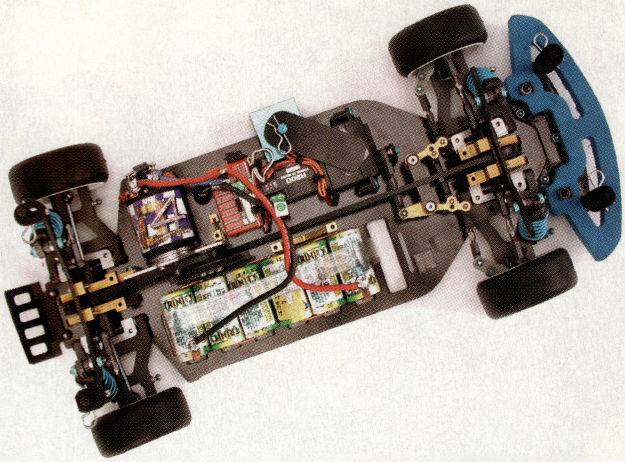


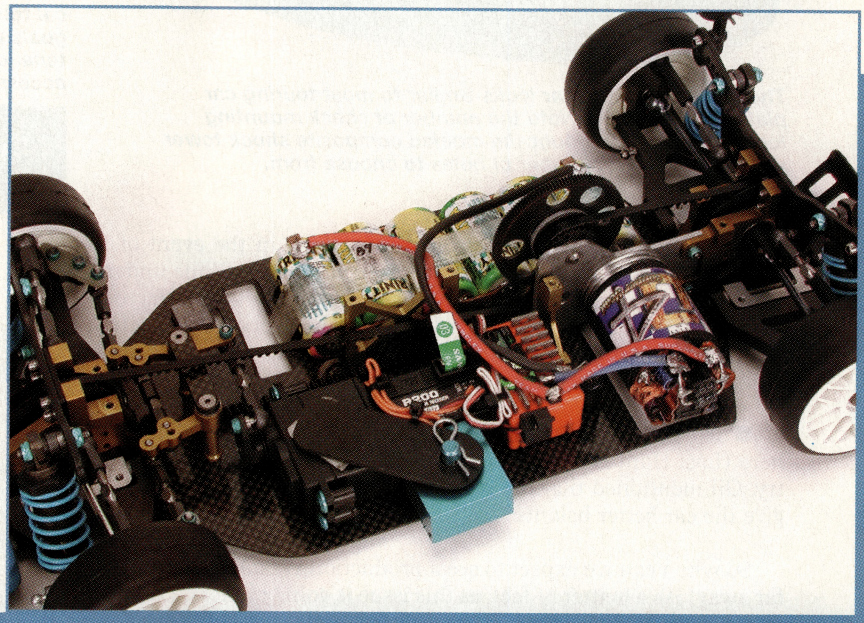
This car almost made the A-main at the IFMAR Worlds in Japan in the hands of team driver Jukka Steenari. With the prototype being finished only a few days prior to the event, many were surprised at how well Jukka ran with the car.

You're looking at Losi's newest endeavor—their all-new sedan, code-named the SB3. Designed by Gil Losi, Jr. for the 2000 IFMAR On-Road World Championships, the new car features a radical design incorporating a single belt drivetrain.

While Losi didn't bring home the gold at the Worlds (which they weren't expecting to, having finished the prototype only a few days before leaving for Japan), they did come close to making the A-main, and along the way they learned a lot with the prototypes they brought to the race. The car seen here belongs to Team Losi's Todd Hodge. Todd let us borrow his car for the photo shoot while Gil Jr. brought us up to speed on what we can expect to see when it comes time for the production car to hit the racetrack.







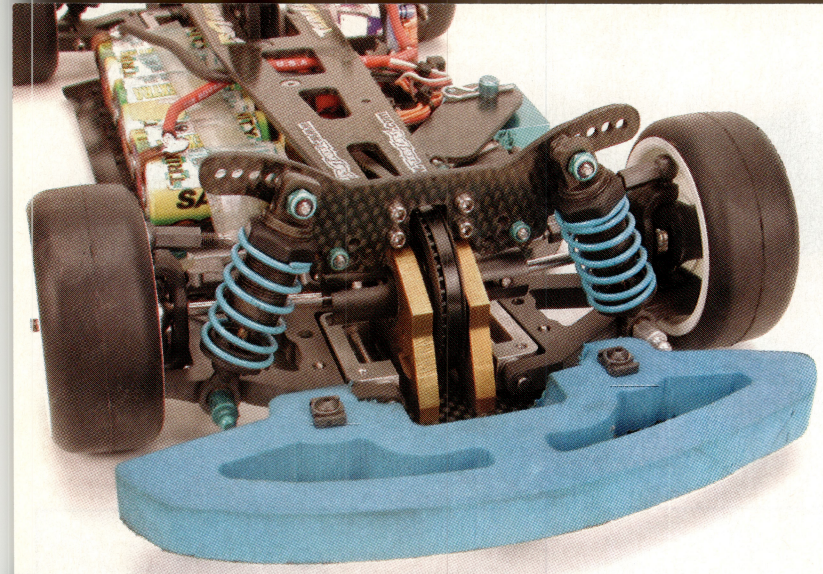
Losi exposed—as you can see, the cells and motor are exposed to airflow on the prototype SB3. Time will tell if the production molded chassis will have similar features. More than likely the molded tub will have cutouts for the cells and motor.

The electronics, motor, and battery placement are what you would expect from a typical touring car layout (shown without top deck in place).

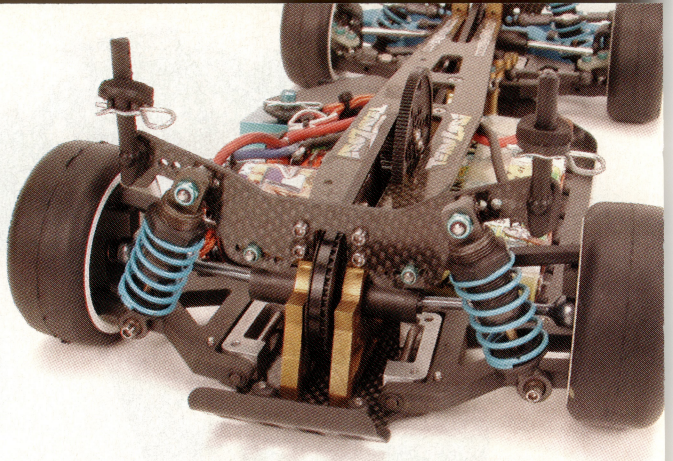
■ As you can see from the pictures, the car's most notable feature is its single belt drivetrain. "The hardest part was designing the drivetrain to incorporate the single belt design", says Gil. "When you start running a single belt in opposite directions, you start to run into problems with belt reliability. Since we have a lot of experience with belts thanks to all our work with our XX-4 platform and the Street Weapon, we were able to come up with a belt that handled this new application with ease. We've run these prototypes into the ground without a single belt failure." The new highly efficient drivetrain offers the least amount of power loss and it features large diameter computer-designed pulleys and raised outdrives which minimizes driveshaft angle, further enhancing handling and performance.

■ Although the car you see here is equipped with a graphite chassis set, we've been informed that the production car will come standard with a Stiffezell composite molded chassis sans top plate. According to





The front end of the car looks similar to most touring car platforms out there. Note the number of shock mounting location holes—no doubt the molded composite shock tower will have a similar number of holes to choose from.



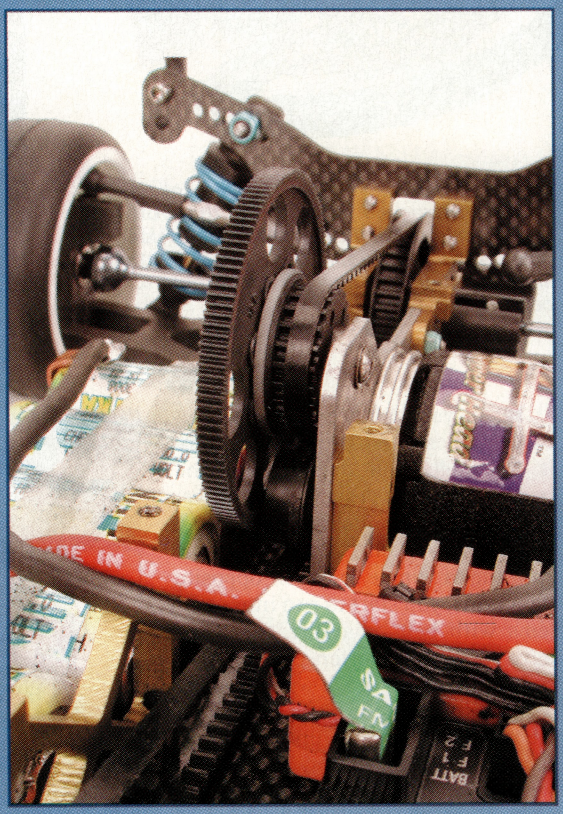
As with the front, the rear end of the car is done in typical touring car fashion. We've been told that one of the goals with the molded tub chassis is to make it as maintenance-friendly as possible by making the diffs very accessible.

Inside Losi's New "SB3"

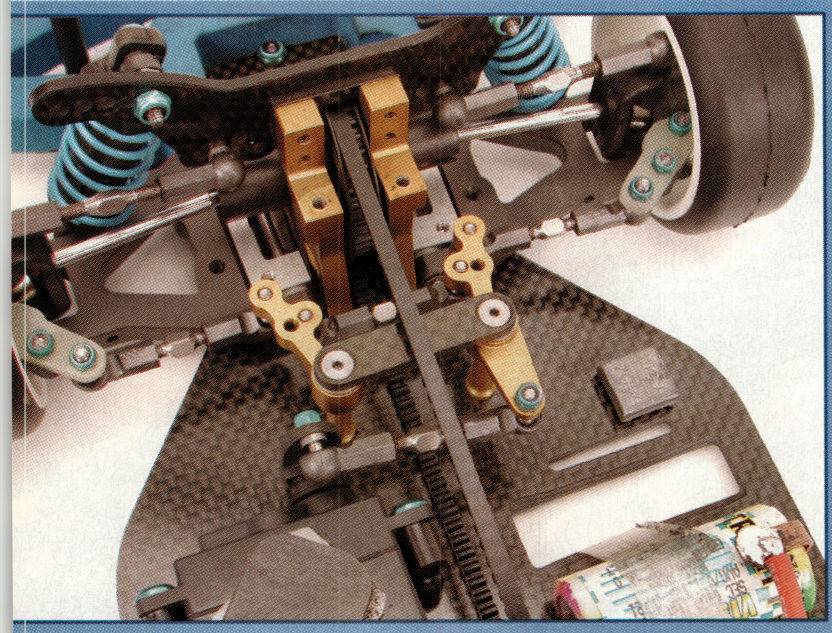
Gil, a molded chassis is less prone to tweaking in the event of a crash over a car that has a plate chassis arrangement. While undergoing testing and development on a new car, it's most cost effective to produce graphite plates based around the working geometry versus trying to "guess" with an expensive mold, which explains what you see here before you.

■ The final car will undoubtedly use the same suspension seen here (Losi Hard Body hard anodized shocks) with similar geometry. Gil mentioned that the roll centers are still being perfected to give the car better balance.

So when can we expect to see a production version? It's not too far away! As a matter of fact, as this issue is going to press, Losi are undergoing final testing with the new car, and we should see a finished sample in a matter or weeks. As soon as we find out more info about any final production plans, we'll let you know as soon as possible.



The car's most interesting feature is obviously its single-belt drivetrain. The belt only goes through three pulleys, which helps minimize friction. One of the biggest typical drawbacks to running a single belt both backwards and forwards (as on the SB3) is that it can wear out a belt more rapidly. Team Losi has conducted years of extensive testing with belt design and manufacturing with complex urethane compounds to develop efficient, long-lasting belts. So far, with weeks and weeks of testing on a single car, they have yet to experience a single belt failure.



The new SB3 prototype features your standard ball-bearing supported bellcrank steering system. As you can see, Ackerman angle is adjustable.

SOURCES

Team Losi Inc., 13848 Magnolia Ave., Chino, CA 91710 • (909) 465-9728; (909) 590-1496.

R/C CAR BACK ISSUES



❑ **FEB. '99**
FSR V12 Nitro Bullet; MRC SP3; Kyosho Fiat 500; Team Losi NXT; Tamiya SVT F-150 Ford Lightning; R/C and Safety; Chicago Hobby Show; Dead Short Your Batteries?; Tamiya TCS national; Trinity's Paradox; Inside the TCS winning cars; Tamiya CVA Transparent Shocks; Hitec CG-335 Charger; Integy discharge tray; Roland Sticka STX-7; Team Losi Street Weapon; MRC nitro Thunder King.

❑ **MAR. '99**
MRC Q-Tee Coupe; Schumacher Nitro S.S.T.; HPI Super nitro RS4; Tamiya TG-10 Mk.1; Mercedes CLK-GTR; Savage Motorsports Headhunter HS-350; Team Associated RC12L3; How to break in your engine; Trinity D3.5 Modified motor; pro building tips; new Era models Clod Buster Kit; How to set screw your suspension; Trinity foam touring car stand; Team Kinwald blue drivers; GM Racing Commander Charger; Integy Indi Reactor 20 discharger; MPH Products Packrack; OFNA Racing Nitro Z-10.

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

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

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

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

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

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

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

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

❑ **JAN. '00**
Schumacher Fireblade EVO; Tamiya Wild Willy 2; Academy STR-4; Kyosho MP-6 DX; Thunder Tiger Real Ten RTR; Horizon Pro-Trax Stampede; Picco/Omega .21 Engine; Team Orion Chrome Modified motor; Traxxas T-Maxx; NORRCA Off-Road nats; How to clean bearings; Tamiya nationals; Pro-line Endless Summer; Budget battery discharger guide; Penguin Yokomo MR4-TC Chassis Set.

❑ **FEB. '00**
Schumacher SST AXIS Pro; Tamiya Tao3R-S TRF; Team Associated TC3; Thunder Tiger EB-4; New for 2000; *R/C CAR* interviews Mike Reedy; Volvo Challenge II; Trinity Real Time 2 battery discharger tray; Sierra Radio Control Racers PC Game.

❑ **MAR. '00**
Kyosho TF-4 type R; Tamiya Toyota Celica; Team Losi XX-4 Worlds Edition; Duratrax Axis; HPI World Challenge; How to make a pass; Hot Rod hobbies & *R/C CAR* Shootout; What's the deal with 4WD?; Inside foam inserts; Team Losi Triple-XT; Hitec Spectra Module.

❑ **APR. '00**
Yokomo MR-4TC Pro; Team Associated RC10GT RTR; DuraTrax Nitro Quake; Tamiya Mad Bison; Getting Started in R/C from A-Z; Inside Ian Aquino's Concours Winning NSX; We race Matt Francis' Cars; Competition Radio Guide; ROAR 1/5-scale Nationals; DuraTrax Universal Starter Box; Serpent Impulse Streetspec.

❑ **MAY '00**
Tamiya F103LM TRF; Corally C4 Limited Edition; Kyosho F-Ten Toyota TS020; Tamiya TB-01 Mitsubishi Lancer Evo VI WRC; Yokomo MR-4MT; 2000 Reedy Race of Champions; Getting Started in R/C Part II; New Era Nitro Dragster; How to get sponsored; MRC Super Brain 819 AC/DC Charger; Kyosho TF-4 Type-R.

❑ **JUNE '00**
Yokomo MR-4BC; Kyosho SuperTen FWO4; Team Losi Triple-XT; Kyosho Ultima ST Type R EP & GP; SEI 1/6-Scale Buggy; HPI Nitro MT; Team Losi 2000 Florida Winter Champs; Ten Common Mistakes Made at the Track; How To: Cut Your Crank; Corner the Experts; How to: Get a Job in the R/C Industry; Hudy Pro Wrenches; FMA Versapulse AC/DC Charger; DuraTrax RealRace Simulator; HG yank Eliminator.

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HPI Nitro RS4 Racer 2; Team Associated Factory Team RC10B3; Kyosho Mini-Z Racer; Kyosho Ultima ST EP & GP Racing Sports; Quick Look; Improve your Nitro Know-How; Team Associated TC3 Accessory Guide; Team Kinwaldi Losi Off-Road Accessory Guide; First Look: Picco G1 Engines; Tamiya Juggernaut 2 Mods; Ten Questions about NiMh Batteries; Corner The Experts; Inside Saxton's Thunder Tiger EB4; Rally Racing at SoCal Raceway; Hudy Set-up Tool.

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2000 Paris Can-Am Challenge in Las Vegas

By Lito Reyes

For the past decade, nitro on-road racers from all across the country have been gathering at the invitation of Ron Paris for the yearly Paris Can-Am Challenge.

This year's 11th running of the annual race, held at the Silver Bowl Raceway in Las Vegas, Nevada, drew racers from as far north as Washington State, as far east as Florida, and even a couple from other countries.

Hosted by the RAMS R/C club of Northern California, and expertly run by Rich Browne and John Mason from their "control tower" (a big rental U-Haul), the permanent road course in the Silver Bowl Stadium complex saw over 80 entries for 1/8-scale 4WD, 37 entries in the 2WD and 4WD 1/10-scale classes and 30 entries for 1/10-scale .12 sedan. Overall, it was the biggest turnout since the inception of the race, and could easily be called the most successful. This year's race was sponsored by Blue Thunder Fuel, Hitec Racing, Traxxas, and GS Racing.

Despite being scheduled concurrently with the Chicago Hobby Show, the largest of its kind in the States, teams from Paris/Picco Racing, Serpent, and Slide were present in strong numbers.

Held over three days, racers ran three qualifying rounds each day on Friday and Saturday, with the mains occurring late Saturday and all day on Sunday. With six chances to learn the track and get a hot qualifying run in, entrants got plenty of track time, despite the very limited controlled practice sessions.

At the end of the balmy first day of qualifying sessions, the "cream" of drivers rose to the top of their respective classes. In 1/8-scale 4WD, Marty Barnes, Mike Swauger, Sal DiFazio, Craig Fox, Austin Gossard, and France's Rody Roem of RB Concept Engines held the fastest times for the five-minute qualifying runs.

In 1/10-scale 2WD Mark Sweeny, Joaquin DeSoto and Tracy Grieger held the top times.



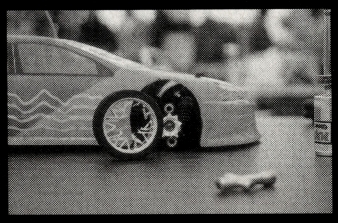
With the amount of gear that some teams brought, you might think that this was a title event. Most of these seasoned nitro racers can only have fun when they're being serious.



A moment of peace just as the sun is getting up in the sky. Moments later, the racers fire up their cars for the morning practice session.



Chris Furia, one of the many racers who made the trip from Los Angeles, works on his setup between the qualifiers.



Maybe a little too much torque in that engine? This is what kept the author from finishing his main. Here's a bit of advice—lay off the 60 percent!



The pitmen prepare to set down the cars for the main. A good pit crew can be extremely vital in the mains.

The 1/10-scale 4WD class saw Kenneth C. Jones, Bryant Thomas, and Joe Sortillon, Jr. picking up the fast lap times.

And last, but certainly not least, Las Vegas local racer Michael Panganiban, Tracy Grieger, and Gary Culp posted the top .12 Sedan times, with results almost as fast as the 1/10 4WD open cars.

On Day Two, talk in the pits centered around the possibility of rain, which was reinforced by the overcast skies that loomed above. By the end of the day, lightning storms and dark clouds had entrants and organizers making backup plans on how to handle the mains. By that afternoon, the mains were set up with Washington State's Marty Barnes securing the TQ spot over National and World Champion Mike Swauger in the 1/8 class.



The cloud cover threatens rain on the second day of qualifying.



Members of the Mid-Valley R/C Club of Northridge, California (Left to right) Louis Wang, Bob Baxter, Tracy Grieger (.12 Sedan TQ and Winner), Chris Furia, and R/C Car contributing editor Lito Reyes.



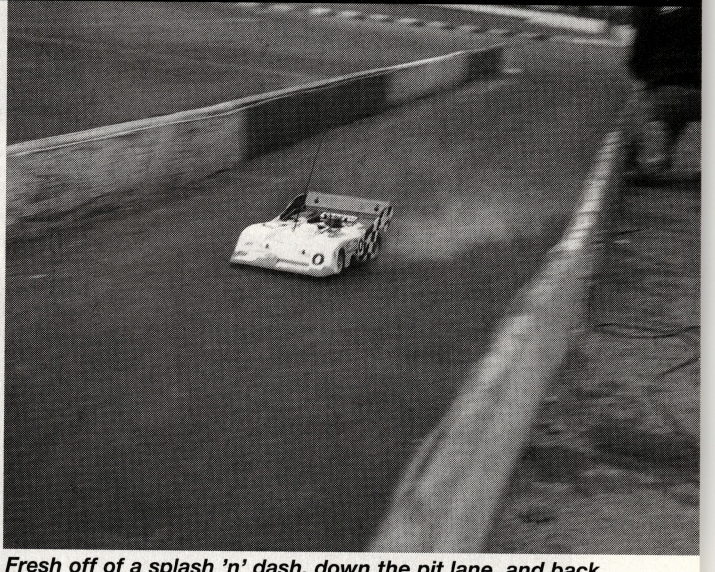
Tracy Greiger with his son Jack, after his .12 Sedan win, prepares for his 1/8 4WD Main.

SoCal racer Joe Sortillon, Sr. picked up the TQ trophy in the 1/10-2WD class, while his son, Joe, Jr. picked up the TQ in the 1/10-4WD class. In the sedan class, Santa Clarita, California's Tracy Grieger plucked the TQ spot away from the very fast Michael Panganiban.

Anyone attending the race could attest that the RAMS club knows how to put on a good race, and part of the proof was the lack of "incidents" the whole weekend. That is also a testament to the professional attitude of all of the participants, who kept their engines off during the "down and quiet" periods, who dutifully turn marshalled after their races, and who didn't cause a single late-starting race. Kudos go to the organizers and racers who all made the 2000 Paris Can-Am Challenge a fun and successful race.



A dedicated pit crew member does a quick fill during the Main.



Fresh off of a splash 'n' dash, down the pit lane, and back into the fray.



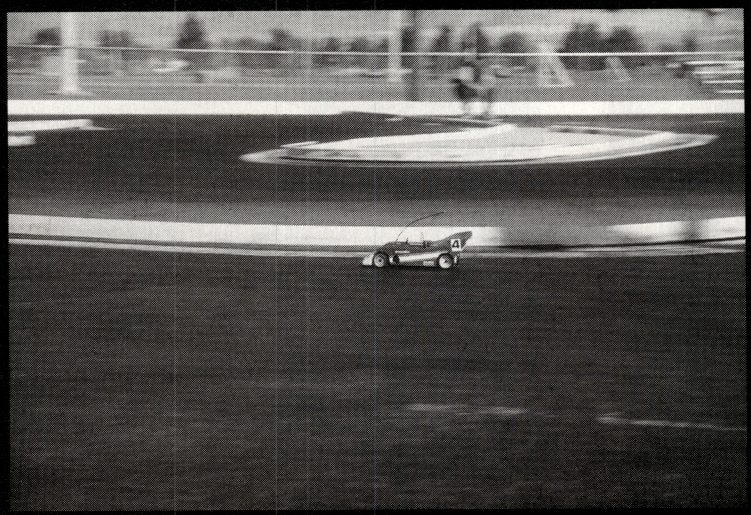
You just DO NOT mess with the flag man at the start of a qualifier (unless you didn't really want them to count that lap!).



It's unbelievable how large this track truly is—one of the biggest on road tracks I've ever seen!



The wide lanes at the Silver Bowl Speedway leave plenty of room for overtaking—but not this time!



Even with all the track space, the quickest way through this chicane into a sweeper is right on the edge of the rumble strip.

1/8 4WD Open A-main

1 Mike Swauger
2 Marty Barnes
3 Sal DiFazio
4 Rody Roem
5 Robert Ronas
6 Craig Fox
7 Dave Ehrilck
8 Austin Gossard
9 Josh Alton
10 Brian Bodine

1/10 2WD A-main

1 Mark Sweeney
2 Craig Fox
3 Ralf Severt
4 Joaquin DeSoto
5 Ray Smith
6 Joe "Sr" Sortillon
7 Paul Leask
8 Tracy Grieger
9 Fred Baggerman
10 Bob Edelberg

1/10 4WD Open A-main

1 Dave Kadow
2 Joe "Jr" Sortillon
3 Bryant Thomas
4 Terry Prather
5 Jim Meyer
6 Matt Nystrom
7 Scott Takacs
8 Charles Junkins
9 Darren Dill
10 Kenneth C. Jones

1/10 .12 Sedan A-main

1 Tracy Grieger
2 Michael Panganiban
3 Jim Bishop Jr
4 Wayne Lee
5 Rich Panganiban
6 Louis Wang
7 Chris Furia
8 Bob Baxter
9 Gary Culp
10 Steve Adams

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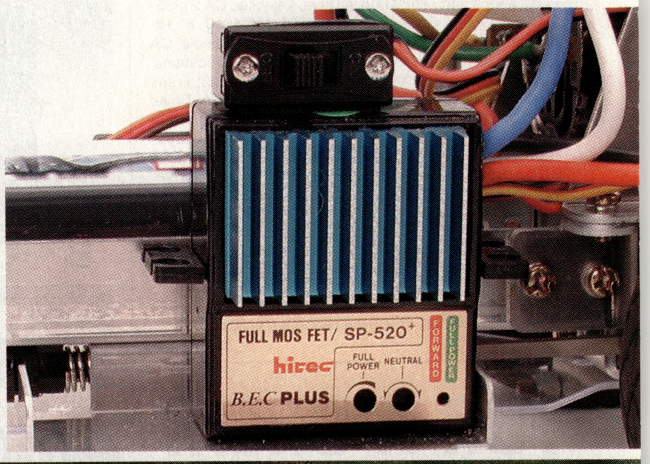

SPECIFICATIONS

Length	405mm
Width	173mm
Wheelbase	260mm
Track f/r	140/144mm
Weight (RTR)	3.9lb
Skill level*	2.5
PRICE	
Retail	$363.00
Average street price	(tba)

* 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.

Everything old is new again!

By Jim Algar



What you get

• A complete rolling chassis with motor, minus radio gear.

What you need

• Radio gear (including steering servo)
• ESC
• Battery
• Battery charger

TAMIYA XR311 COMBAT SUPPORT VEHICHLE

Tamiya has dug into the archives for this 2000 release, going back no less than 23 years. In 1977, the XR311 Combat Support Vehicle was released as Tamiya's very first suspension-equipped buggy. Its off-road capability brought it a lot of attention at the time, and a lot of modellers were introduced to the joys of dirt with this mini military vehicle.

In this new century, when all things "classic" and "retro" are considered the coolest of the cool, the XR311 is back as what Tamiya is choosing to call a "revived model" in limited release. If you want to experience what R/C modeling was like in the swinging '70s, this kit is for you. Though Tamiya has made a couple of minor updates to accomodate current batteries and radios, and has changed the material used for one suspension component, everything else is at it was in the good old days. Ready for a blast from the past? Let's check out the XR311, troops!

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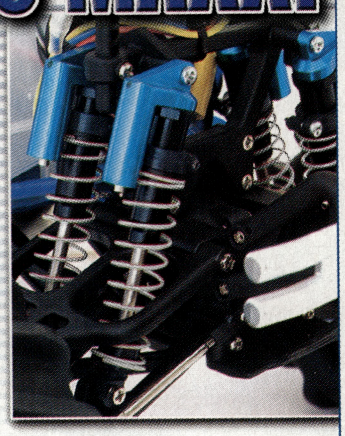





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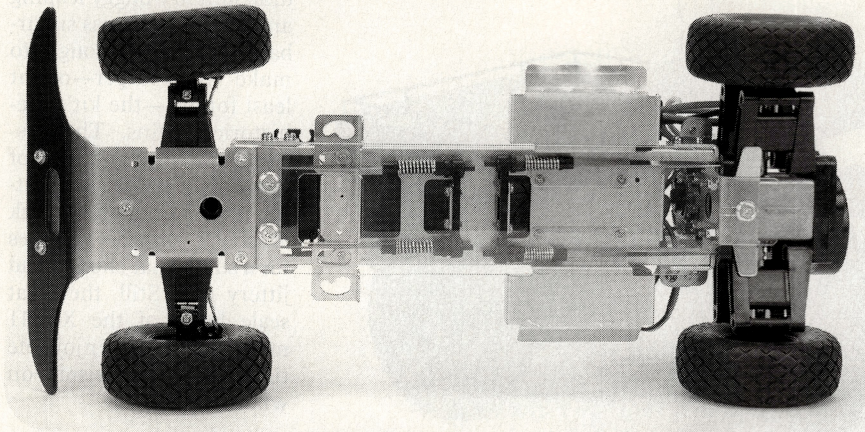
Chassis

Perhaps the most obvious clue to the age of the XR311's design is the chassis. It's as simple as they come; a long, narrow 52S duralumin channel, only two inches wide, with upturned three-quarter-inch sides. Everything hangs off of this channel; front and rear suspension, motor and transmission, the battery and all radio gear, not to mention the scale body. It's a lot of weight and mass for such a long and basically unbraced channel chassis to carry, and Tamiya is very up front in warning that we shouldn't expect the XR311 to handle like a newer model—or to absorb anything like the amount of punishment newer designs can handle.

The suspension, so advanced at the time of the XR311's initial release, still impresses today, with a couple of exceptions (about which more in a minute.) In the front, identical upper and lower A-arms run between a set bulkheads; all of these parts are injection-moded plastic, but they carry cast metal uprights with bushings supporting stub axles for the wheels. A central bellcrank handles the steering. In the rear, similar wishbones ride between a front bulkhead and a rear motor mount/transmission housing; also nestled between them is a cast metal gearcase.

Springing of the front and rear suspensions is by torsion bars running fore and aft below the chassis channel. In the original kit release, these were plastic; for this re-release they've be redone in spring steel. The torsion bars engage the inner ends of the lower wishbones; the other end of each is held in a splined carrier near the middle of the chassis. By rotating the carrier a spline or two in either direction, the suspension can be stiffened or softened.

Steering and shocks are the two weak design points mentioned earlier. The steering links from the central bellcrank to the steering arms are simple pieces of wire with a hook loop bent into each end; this renders the toe-in fixed and unadjustable, not to mention a little less than precise. And the shock absorbers are...well, actually they aren't. Aren't there, that is. That's right; no shocks! Needless to say, as the XR311 bounces across the ruts and bumps, "bounces" will definitely be the operative word. In 1977, modellers were evidently impressed enough with true four-wheel suspension to forgive such an oversight

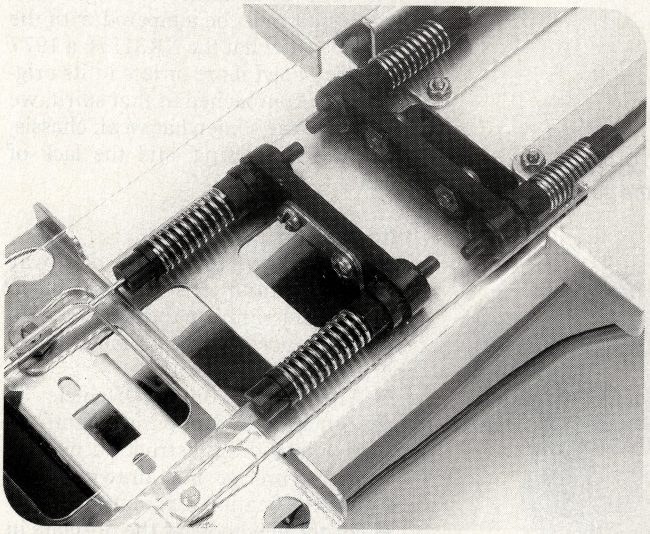


The aluminum channel chassis carries suspension assemblies front and rear, all the electronics above and the torsion bars for the suspension below.

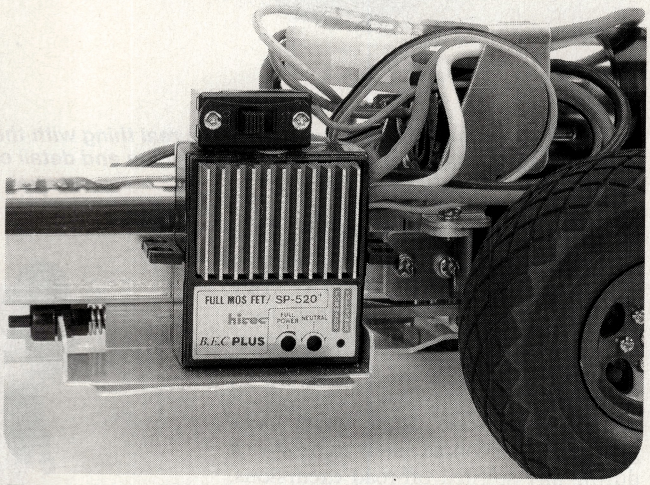
Drivetrain

A standard 540 motor powers the Combat Support Vehicle. Mounted longitudinally above the rear suspension, power is taken off the rear, where a pinion gear engages what Tamiya calls a "change" gear; this in turn engages a drive gear on a metal shaft which runs forward, under the motor, into the metal gearbox. A bevel gear set turns the power sideways to a shaft driving the gearbox outdrives; steel dogbones carry the power to each wheel. All of these pieces march in lockstep; there is no differential.

Tamiya provides three "change" gears; with the transmission back plate removed, they can be interchanged to provide three different drive ratios. This allows the top speed of the XR311 to be tailored to the driver's skill level.



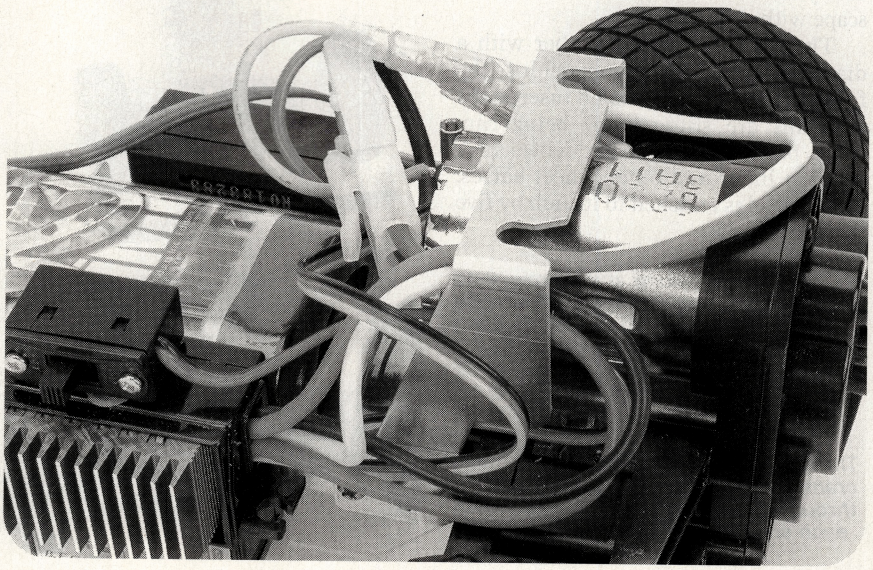
The suspension torsion bars anchor in these carriers under the center of the chassis. The spring-loaded splined ends can be rotated to firm up or soften the suspension.



The original release of the XR311 kit would have utilized a mechanical speed control; we took advantage of modern technology to go with this Hitec ESC. Oh, and it provided a handy place to mount the on/off switch.

Running gear

Tamiya made some modifications to the XR311 to accomodate modern radio gear and batteries. The original motor battery was separate cells in a plastic box; the chassis has been modified to accept a modern stick pack in its channel. A small aluminum "shelf" hangs off each side of the channel to accept the reciever on one side and a speed control on the other. We selected a JR Propo Beat radio system and teamed it with a Hitec ESC for throttle duties.



Both the receiver and ESC ride in aluminum sheet side pods on either side of the channel chassis. The battery lays in the channel. The power is taken off the rear of the motor and passes down a gear chain, then goes forward into a gear case located between the wheels.

TAMIYA XR311 COMBAT SUPPORT VEHICLE

Head 'em up, move 'em out!

The sight of this olive-drab military buggy leaping and bouncing across suburban terrain is enough to make you forget—or at least forgive—the kit's prehistoric origins. The suspension does a good job of handling rough or undulating terrain, though the lack of shock absorbers makes for a somewhat choppy and jittery ride. Still, the great scale looks of the XR311 make for an enjoyable time; this is charisma on wheels.

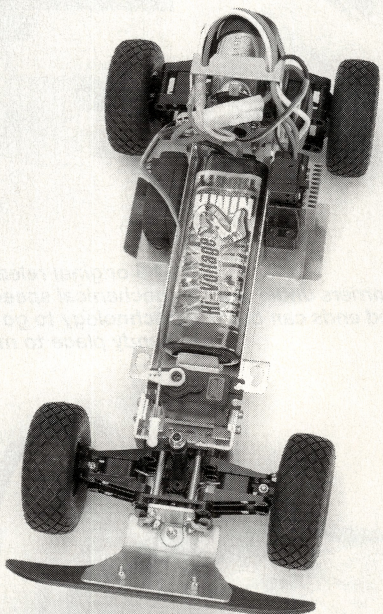


Tamiya has captured the look and feel of the real thing with their XR311 Combat Support vehicle. As usual with Tamiya the molding and detail of the scale body are top-notch.

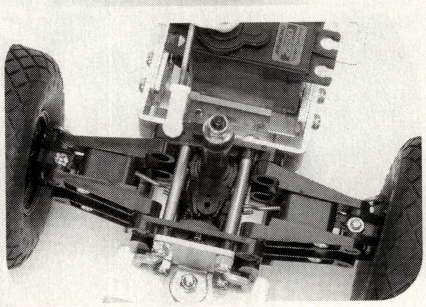
Body, tires and wheels

The full-size XR311 Combat Support Vehicle was designed for the U.S. Army as a replacement for the venerable Jeep. Tamiya's version is up to their usual standard of scale replication. Done entirely in injection-molded styrene plastic, is it bristling with scale detail which looks great but is, of course, likely to be at risk during any spirited off-road excursions. While the chassis carries a plastic blade-type front bumper mounted to an aluminum extension, this is not a vehicle that you'll want to carom off the landscape with abandon.

The tires are molded rubber with a diamond tread pattern matching the full-size items. There are no inserts; the sidewalls are stiffened by being captured between an interior wheel disk and the inner and outer wheel halves. Each wheel is attached to its hub by five machine screws



The chassis is long and narrow, with considerable mass hanging off of each end. Don't expect to be able to bang this chassis across the countryside with complete abandon; you've got to be willing to acknowledge the age of the car's design, circa 1977.



The steering servo works a central bell-crank that passes along steering action through simple wires with loops bent in each end. This renders the toe-in fixed and unadjustable.

The Bad

■ Any complaints we might find with this kit must be tempered with the knowledge of what the XR311 is: a 1977 design re-issued more or less in its original form. Approached in that spirit, we can forgive the somewhat weak chassis, the low-tech steering, and the lack of shocks.

The Good

■ This is how they used to do it way back when...and it's still a blast. Building and running the XR311 is an exercise in nostalgia at its most enjoyable.

■ The Combat Support Vehicle is easy to build, following Tamiya's always-outstanding instruction manual with clear, precise line drawings and parts indentification diagrams.

■ For those who want the ultimate in scale looks, Tamiya includes a full driver figure, ready to to be painted and to pilot your XR311 down the cul-de-sac and into the dirt. Go get 'em, soldier!

The Verdict

Sure, you can go look for one of the originals on eBay, and pay a pretty price for it..but Tamiya is happy to save you the trouble with this "Revived Model-Limited Release" piece of pure nostalgia. You won't win any races with it, but having your own piece of rolling military hardware with which to navigate and explore your backyard environs is enough to create big smiles all around...and isn't that what a hobby is supposed to do? Hey...worked for us. ◆

SOURCES

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Schumacher USA
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Tamiya America Inc.
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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
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Rockford, IL 61104
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Trinity Products Inc.
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Irvine, CA 92614
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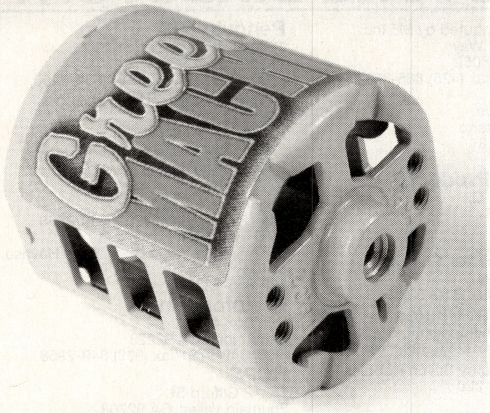
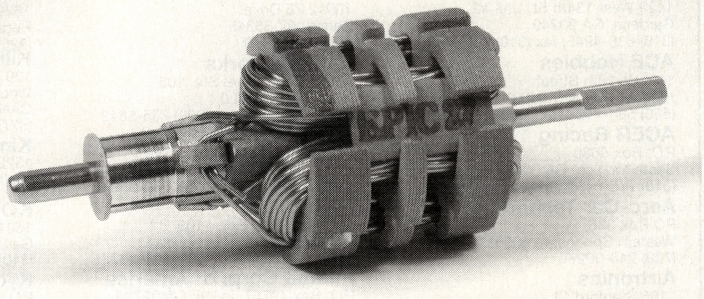
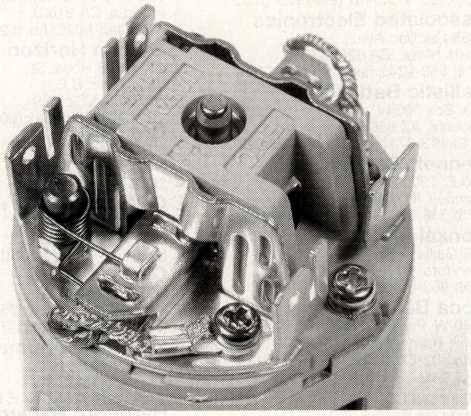


• **Can—Although it uses the same high-power wet-pressed magnets as the P2K, the GM3's can features enlarged side and bottom vents for increased airflow around the armature. This keeps the motor cool and allows slight gains in rpm.**



• **Armature—One reason for the GM3's increased rpm is its armature, which is a Tri-Rotor design rather than the split stack of the P2K armature. The GM3's arm still uses the Z-Speed lamination of the P2K to acheive maximum power. Like the P2K, the GM3 has a tagged armature for easy tech inspection.**



• **Endbell—The GM3 shares its endbell design with the P2K. With the exception of color (the GM3 endbell is green instead of black), the GM3 endbell has the same brush stabilizing system (reduces brush vibration), pure-copper brush hoods (reduces electrical resistence and draws heat away from the brushes and dissipates it into the air more efficiently) and has pre-installed SMT capacitors (you no longer need to solder capacitors yourself to reduce glitch-causing motor noise).**

GM3 vs. P2K on the dyno

	RPM	Power	Torque	Efficiency	Current	Voltage	Time
Max. Power	14,165	125.0 W	84.4 Nmm	58.0 %	35.2 A	6.1 V	0.63 s
Max. Eff.	21,214	96.3 W	43.4 Nmm	71.2 %	20.2 A	6.7 V	1.24 s
Max. RPM	30,567	13.3 W	4.2 Nmm	20.6 %	9.0 A	7.2 V	8.93 s
Average		80.4 W		46.1 %			
green machine 3							
P2K pro							
Max. Power	12,499	128.1 W	98.3 Nmm	58.7 %	36.2 A	6.1 V	0.47 s
Max Eff.	18,069	99.0 W	52.3 Nmm	71.7 %	20.6 A	6.6 V	0.88 s
Max RPM	26,248	14.2 W	5.2 Nmm	19.6 %	10.2 A	7.1 V	9.62 s
Average		80.3 W		44.2 %			

The information to the left illustrates the powerband of the GM3 compared to that of the P2K. As you can see, the maximum power of each motor is very similar, however you'll see that the P2K has more bottom-end power while the GM3 makes more power at the top-end. You'll also notice that the P2K reaches maximum power more quickly than the GM3 (0.47 vs. 0.63 seconds), but the power of the GM3 remains higher once past the 0.6 sec. point, and beyond the 1 sec. point, the rpm of the GM3 continues to rise above that of the P2K. The GM3 may not have the torque of the P2K, but because of its higher rpm and powerband, it can be geared down by approximately one to two teeth to achieve nearly the same bottom-end punch of the P2K without a sacrifice in top-end speed.

Trinity's Mike Woods on the GM3

R/C Car: *Mike, why did Trinity feel the need to produce a new stock motor when it already has the P2K?*
Mike Wood: The P2K is hard to beat when it comes to the shorter, tighter tracks where you need maximum torque and low-end power. But for faster tracks that don't have as many tight sections, top-end power and rpm are more crucial

R/C Car: *So the GM3 isn't meant to be "better" than the P2K, just different?*
MW: That's right. The characteristics of the track you're racing at and your driving style will determine the powerband that's going to perform best for you.

R/C Car: *Where would the GM3 be better than the P2K?*
MW: The P2K will continue to be very hard to beat on tight tracks where maximum punch is needed, but the GM3 will definitely be the ticket when it comes to the higher speed tracks. Any time you have fairly high speed corners and decent-length straightaways, the GM3 will really shine. Also, if you're racing on a fairly slick track that doesn't have a lot of bite, the powerband of the GM3 will be more desirable. It has a smoother, broader powerband which makes it easier to drive when you don't have a lot of traction. Since it also has more top-end power, it will continue to pull down the straightaways long past the point where the P2K would have already wound out.

■ Green Machine 3 standard version—part no. 9426

■ Green Machine 3 Pro includes 4499 "E" brushes, optimum spring tension, diamond-trued commutator, zapped magnets and is dyno-tuned on the Robitronics Pro Master dyno—part no. 9426

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

NEW FOR 2001

Trinity Green Machine 3



The mean green high-revvin' machine returns!

If there existed a list of all-time great motors, Trinity's original Green Machine would certainly be among the top five. Ask your racing buddies about their favorite motors, and if they've been in the hobby for a while, the subject of the Green Machine will arise. Last year, Trinity unveiled the P2K stocker, an all-new design with unsurpassed torque, power and a list of innovative features such as SMT (surface mount technology) capacitors, anti-vibration brush hoods and a split-rotor armature with Trinity's exclusive Z-speed lamination design. This year, rather than attempt to top the performance of the P2K, Trinity has decided to offer us something different, a motor specially built to spin higher rpm. And in doing so, Trinity has also revived the Green Machine name as part of its Retro Series of motors. The Green Machine 3 is here, and it's ready to power your car or truck to victory on longer, faster tracks where top-speed rules.

SCHUMACHER NITRO 21XT-R DESERT STORM

There is only one word you can use for describing Schumacher's Nitro 21XT-R Desert Storm—power! And plenty of it; in fact, almost too much. I don't think any other R/C car company offers a .21 engine in a 1/10 scale truck. Frank Masi said in the first review of this crazy truck that it's like stuffing a 426 Hemi into a Honda Civic; he got that right! This truck is almost as fast as a 1/8-scale pan car; top speed is in the neighborhood of 50-plus mph! Great for all you "I gotta have a faster car than my friend" kind of people; the Nitro 21XT-R Desert Storm fits the bill perfectly. One thing is for sure; you have to have a steady finger to keep this thing under control, or else it's wheelie time!

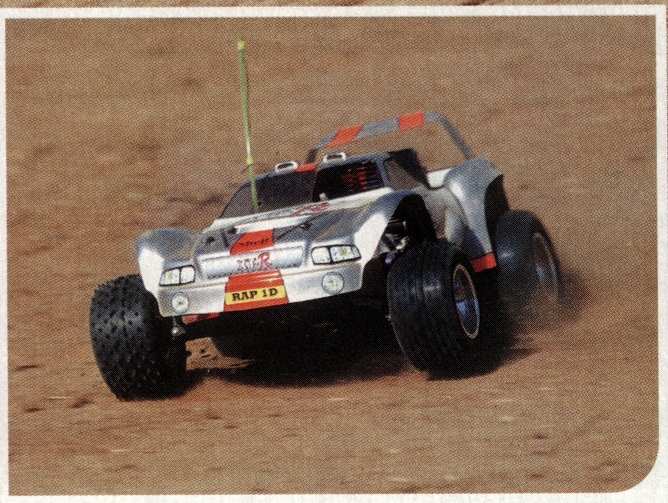
This year's Nitro 21XT-R Desert Storm got a much needed face lift and some serious drivetrain upgrades, no doubt to help cope with the brute power of the Thunder Tiger Pro .21 R engine.



Running Gear:

- KO Propo Mars radio
- Hitec servos
- Blue Thunder 20% Nitro
- Dynamite glow starter
- Novak chrome receiver





The fastest 1/10 scale off road truck made

By Shannon Hudson



SPECIFICATIONS

Length:	430mm
Width:	310mm
Wheelbase:	270mm
Track:	230mm
Weight:	3lbs. 4oz.
SKILL LEVEL*	2.5
Retail	$539.00
Average street price	$319.50

* Indicates skill needed to complete kit. Level 1 kits are the easiest to complete. Level 4 are the most difficult.



The Nitro Xtreme has a nice powder-coated, smooth countersunk chassis.

CHASSIS

Nothing has really changed in the chassis department on the revised Nitro 21XT-R Desert Storm. It still has the same bright yellow stamped steel chassis; while not the most attractive thing it is very stiff and virtually bullet proof.

The front bulkhead and rear suspension mounts bolt onto the chassis directly, no top plate needed. The chassis is powder coated very well, and all the screw holes are countersunk, so the bottom of the chassis is smooth; no hangups here.

The included servo saver is a little on the weak side but didn't seem to give me any problems while driving. The overall layout of the chassis is weird but effective, considering the .21 engine takes up so much room. I am not too fond of the servo stack with the receiver on top or of Schumacher's choice in screws. I would prefer more standard Allen type screws, although if you have the proper Wiha posi screwdriver it does make wrenching on the car easier (Schumacher sells the proper driver). The center of gravity is a little on the high side, so jumping the Nitro 21XT-R Desert Storm might be a bit tricky. I can't wait to take it over to the local BMX jumps and try it out!

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"CLOD" Upgrades
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MCT202 Long 4 Link Suspension $79.95
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MCT205 Rear Steering Eliminator $24.50
MCT207 Heavy Duty Steering Rods $39.95
MCT302 Rear Sway Bar $39.95
MCT301 Front Bumper $39.95
MCT401R Shocks w / Reservoir (SALE)$65.00
MCT402 Bearing Kit 20 piece (SALE) $34.50
MCT403 Right Angle Body Mounts (pr.) $ 3.95

"CLOD" Options
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MCT423 New Era Masher Tires (pr.) $26.95

HOT HOT HOT
NTF111 Top Fuel Lite $399.95
TRS301 Stampede Skid Plate/Bumper $29.95
TRS223 Stampede Wheele Bars $39.95
NTF151 1/8 Scale Top Fuel (for21) $559.95
NPS152 1/8 Scale Pro Stock (for21) $529.95
TRX103 Traxxas NitroRustler Chassis $39.95
NTF210 SS(steel)Brake w/Fibre Pads $ 9.95

1/10 SCALE UPGRADES

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AGT106 for 21 Engine $109.50

Chassis Stiffeners for: Associated RC10GT
AGT101 Rear Brace $21.95
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MONSTER PIRATE
Upper Steel Tube Chassis for OFNA Monster PIRATE $169.95

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Upper Steel Tube Chassis for USA1 $169.95 Chassis only

"Nitro" Length 39.5 In. Height 9.5 In. Width 6.3 In. Wheelbase 30 In. Weight 3lb. 15oz. .12 to .15 Engine
Now with LEXAN Body
Winston
TOP FUEL DRAGSTER
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HOT !!
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Nitro Quake Upper Chassis & Upgrades
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"Nitro" Length 18.0 In. Height 4.9 In. Width 7.5 In. Wheelbase 19.25 In. Weight 3lb. 7oz. .12 to .15 Engine
NPS103 $449.95 less Engine & Radio

Length 20.8 In. Height 5.9 In. Width 6.7 In.
MQQNEYES Funny Car Drag Racer
Wheelbase 17.7 In. Weight 3lb. 6oz. .12 to .15 Engine
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1/4 SCALE www.NEMScaleCars.com
ROAD DRAG TRUCK
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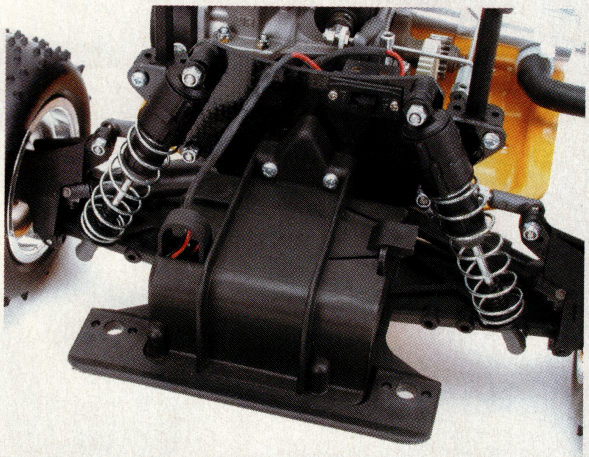
DRIVETRAIN

This is were we see all the upgrading, or I think the more appropriate term would be beefing up. Schumacher didn't skimp in this department; the front and rear wheel mounting system has much larger bearings and the wheels are held on by 4mm nuts instead of screws. The slider universal joints are bigger as are the inner drive yokes.

The gearbox is in a laydown configuration with an extremely large Kevlar belt connecting the layshaft pulley to the diff gear. The diff is very smooth out of the box and is pre-adjusted at the factory. The spur gear slips on the layshaft over a pin; this setup strips out quite easily and can ruin your day of fun. Schumacher offers an alloy gear adaptor (pn U2252) as an option; the alloy part should last a long time and actually should be included in the kit (hint, hint). Oh yeah, you'll need a new spur gear as well (pn U2174).

You know by now that all of us here at *R/C Car* hate bushings and I am proud to say this truck comes with a complete 12 piece bearing set—thank you, Schumacher!

The engine is a Thunder Tiger Pro .21 and these engines have proven to be reliable and are definitely very fast. A new purple heat sink head tops off the list of what is new in the drivetrain department.



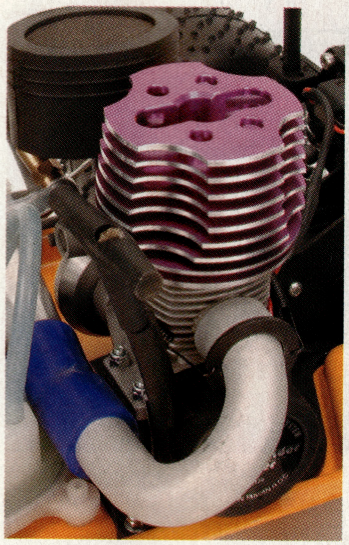
A molded receiver pack holder on the back of the truck helps keep some additional weight over the rear wheels, which helps the truck get better traction.

EXTRAS

- The new Stadium style truck body is much better looking than the previous one and more realistic.
- Oversized front and rear bumpers do their job well (believe me, you *will* crash this truck).
- Thunder Tiger engine and tuned pipe put out over 2 hp.
- Cool looking chrome wheels.
- Fiber disc brake does an excellent job of slowing down the beast.

Tips & Tricks

- Don't forget to glue the tires.
- Pay attention to the instructions on breaking in the engine.
- Instructions aren't clear on how to route fuel tubing, so use your best judgment.
- Do yourself a favor and take your time driving this truck, go easy on the throttle and it will reward you with serious high-speed fun.



Thunder Tiger's Pro .21 engine is a proven, reliable powerplant and it's definitely very fast! Almost too fast!



Plastic oil-filled shocks handle the damping chores both front and rear.

SUSPENSION

The new Nitro 21XT-R Desert Storm shares the same suspension as the old one. Tough plastic composite suspension arms carry fixed camber links, which can be upgraded to adjustable ones so you can adjust front and rear camber and front toe in/out (pn U1838).

Schumacher has included their unique Vari-click plastic shocks. The Vari-click feature allows you to change the damping of the shock by clicking the piston between one and four holes open.

The out-of-box setup on the shocks seemed to be good for typical back yard bashing, but the shocks on my truck had oil all over them and also seemed to have a lot of air trapped inside, so I took them off, cleaned them all up and refilled them with some 35wt Schumacher oil. Since I have a lot of experience with Schumacher shocks I was able to get them working ultra smooth.

This really isn't a race truck so you shouldn't have to worry about changing the shock position on the tower or arms. The stock positions should be suitable for just about any terrain; besides, the only adjusting that can be done anyway is on the front arms with one different mounting hole. The suspension on this truck provides you with plenty of ground clearance for when the going gets rough. If you wanted to drive mainly on paved surfaces you could mount a set of Team Losi street tires designed for truck rims. Lower the suspension by removing some pre-load clips off the shocks and presto—instant street thrasher.◆

THE VERDICT

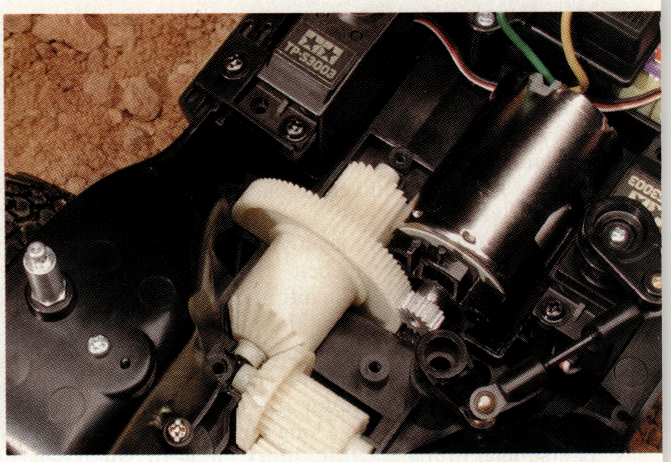
Well, I am not sure what class the Schumacher Nitro 21XT-R Desert Storm fits into; one thing is for sure, though, this is the fastest 1/10 scale truck you can buy. It wheelies for almost as long as you want it to, throws a roost about three feet high, and if you can keep it going straight it will go from 0-to-40 faster than a Dodge Viper. Nothing broke during my testing but only time will tell how long the new stronger/larger drivetrain parts will hold up to the power of the .21.

I think I am going to mount up a set of Pro-Line paddle tires and take the Nitro 21XT-R Desert Storm with me on my next trip to Pismo Beach. We'll see how it rips at the dunes.

SOURCES

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







SPECIFICATIONS

Type	1/10-scale off-road scale sport-utility
Power	540-size electric motor/ six-cell battery (not incl.)
Drivetrain	Shaft-driven full-time 4WD
Differential(s)	Bevel-gear (F/R)
Bearings	Plastic bushings
Suspension	Ind. front, solid rear axle
Shocks	Coil-over friction dampers

* 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.



Driver's, not builders wanted!

TAMIYA MITSUBISHI PAJERO RALLY SPORT XB

Tamiya's XB (Expert Built) series of ready-to-run vehicles fills a significant void in the company's catalogue of R/C kits—we've waited years for a Tamiya RTR. The first of the XB kits to cross our doorstep is this Mitsubishi Pajero Rally Sport, which comes completely assembled, painted and detailed from the factory. A Tamiya Adspec GP radio system also comes pre-installed. To run the Pajero, you need only install eight AA batteries in the transmitter and supply a charged six-cell battery pack.



Ready for the store shelves

The Pajero comes packaged inside a beautifully illustrated box. Lift up the cardboard front panel and you can see the actual model through a clear window. This reminded us of the way the "mass market" companies such as Tyco and Nikko package their toy-grade R/C vehicles, but make no mistake: the XB series are true hobby-level models. However, Tamiya's packaging for this kit is a fine example of exciting presentation; we can't imagine any kid (or adult for that matter) who wouldn't be thrilled to find one of these under the tree!

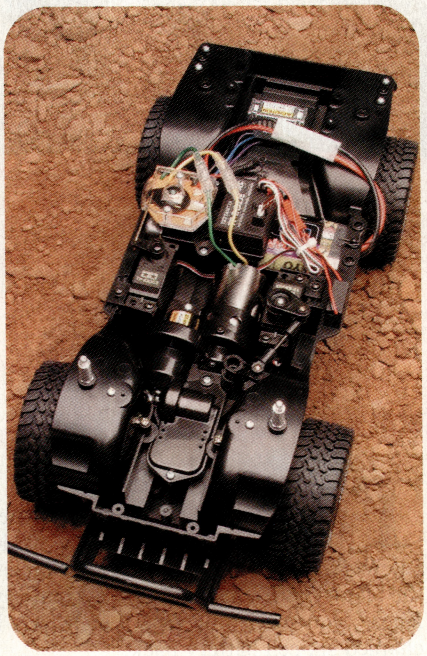
Scale sport-ute!

The Pajero uses Tamiya's Cross Country chassis, which was first seen about five years ago under the Isuzu Mu (Rodeo), Jeep Wrangler and Honda CR-V kits. The chassis is a work of engineering art, combining scale appearance with R/C functionality in the form of a realistic shaft-driven 4WD system that uses a "live" solid rear axle in back and an independent diff/half-shaft arrangement up front. The 4WD system is full-time, with power from the included 540 electric motor divided equally between the front and rear ends of the Pajero. The rear axle is supported by a set of four trailing links, similar to what is used in many mini-utes, including the real Pajero. The links keep the axle in place, yet allow an impressive amount of suspension travel. Up front, the Pajero has independent lower A-arms with fixed-length upper links (again, just like most real sport-utes). All four corners of the suspension are damped by plastic shocks with firm coil-over springs. The shocks have O-ring seals at the bottom, and could be filled with oil; however, no shock pistons are included (the shafts are essentially long screws) and a rubber bladder would be needed to seal the tops and prevent oil leakage. Given the relatively docile performance of the Pajero (compared with a racing-style off-roader), the stock shocks actually work quite well.

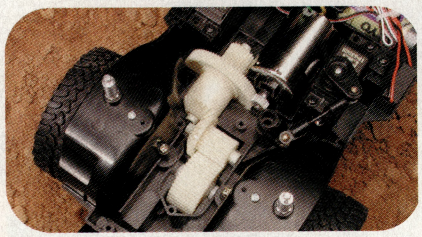
The main chassis is a "bathtub" design molded from black ABS plastic. The tub serves as safe haven for the electronics, placing them high off the ground so that they are less likely to get wet or dirty. The outer corners of the chassis form scale-looking wheelwells to reduce the amount of debris kicked into the chassis by the incredibly realistic BF Goodrich Radial Mud Terrain T/A tires, which incidentally are mounted on great-looking silver five-spoke wheels. Inside the tub chassis, you'll find the pre-installed Tamiya TP-



The Tamiya XB series come pre-assembled and with Tamiya's Adspec radio installed. Attractive packaging is obviously designed to snare the attention of the first-time R/C buyer. It worked with us.



The Pajero uses Tamiya's Cross Country chassis, which includes full-time 4WD and realistic suspension. The fragile radio and electronic components are relatively well protected perched atop the tub-style chassis. A three-step forward and reverse mechanical speed control is included.



Rugged nylon gears transfer power to the front wheels, while a steel universal-joint driveshaft powers the rears. There are but two gearing choices—a 16 or 19-tooth pinion—so the Pajero should be limited to nothing hotter than a racing-type stock motor.



Someone call Consumer Reports!

S3003 servos (one for steering, one for the throttle control), TP-R132JE AM receiver and mechanical speed control. This is a wiper-style speed control that provides three speeds in both forward and reverse. The contact area is protected from crud by a clear plastic cover, which unfortunately keeps heat in while it's keeping dirt out. Keep the contacts clean using a pencil eraser, and lubricate the contacts using the supplied switch lubricant, and this simple-yet-effective speedo should last through much of your R/C novice time.

Topping off the realistic chassis is an equally realistic polycarbonate body shell. Most of the bodies used with Tamiya's Cross Country chassis have been molded of rigid styrene plastic, but the Pajero body is vacu-formed from clear polycarbonate, which has already been painted silver on the inside. Those of you who like detailing your own kits will be disappointed here: the Pajero has already been painstakingly adorned with extensive decaling to replicate the full-sized Tamiya-sponsored Pajero that competed in last year's World Cross Country Rally Horizon Challenge. The only detail missing seems to be the rear-mounted spare tire carrier, which we're assuming wasn't used on the real Pajero Rally Sport.

Pajero on Trail

We thought that since the Pajero is a scaled-down R/C 4x4 that it would be fitting to test it at picturesque Vasquez Rocks park in Agua Dulce California. You may recognize this area as every alien planet visited by Captain Kirk and his crew in the original Star Trek series (the park's surealistic landscape has made it a popular location with film and television crews). The jutting rock formations, some of which tower to over 100 feet high, are mostly smooth with many small trails that are in perfect scale with the Pajero.

Test One: Climbing—We began our test by simply driving the Pajero straight up the huge rocks with ourselves in tow. The Pajero's Cross Country chassis has a high CG, which requires the driver to use extreme caution lest the truck flip—and with a sheer drop of several stories, this was the last thing we needed. The Pajero's hard-rubber tires, while providing little traction in sand, actually gave us good traction on the slick rock, and the truck's four-wheel drive allowed us to creep up hills of nearly 45-degrees without wheelspin. If there was a shortcoming with the Pajero, it was that its mechanical speed control "kicks in" at a relatively high rpm, which made it hard to use the precise throttle control needed for delicate crawling. A low-cost electronic speed control would be our first upgrade. For normal driving, however, the stock speedo is more than adequate.

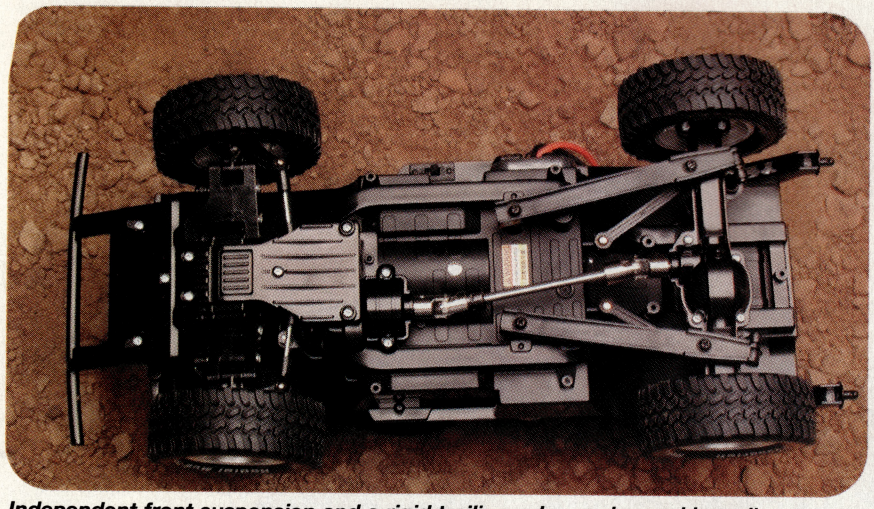
Test Two: Suspension—The Pajero's shocks aren't oil-filled, so some bouncing is to be expected, but because the stock 540 motor is relatively mild, the truck's handling is very controllable. We would upgrade to oil-filled shocks to provide greater compliance, which would improve traction during climbs and improve handling should a slightly faster racing-style stock motor be installed. But the effect of the stock suspension is quite in keeping with the scale performance of the Pajero, and this realism is what makes this truck so attractive.

Test Three: Speed and handling—The Pajero isn't about to set any land-speed records; however, it is quick enough to perform exiting four-wheel slides and to catch moderate air off small bumps and hills. The overall handling of the Pajero is actually quite precise, and the full-time 4WD provides complete control even when all four tires are scrabbling for traction. It's a very fun truck to drive on any terrain.

Test Four: Radio range—We must say something about the included Tamiya Adspec radio system, as we were very impressed by its range, which proved better than our eyesight. We drove the Pajero as far away as the eye could see and never experienced any sort of glitch. You won't need to upgrade here.

In summary

The Tamiya XB Pajero has taught us a valuable lesson, and that is that the amount of fun you can have isn't always commensurate with how fast you go. The Pajero resides on the slow side of R/C kits, but its scale appearance and performance make it a rewarding and challenging vehicle to drive. We've become so spoiled by the otherworldly performance of today's modern race vehicles that we had forgotten what it was like to drive something that wasn't designed to handle 10-foot triple jumps. The Pajero is fun when you're driving all by yourself, and it's even better when you and three friends each have one. The Pajero made us remember the fun of driving our first Tamiya Hornet.



Independent front suspension and a rigid trailing axle are damped by coil-over shocks. The CC chassis' "transfer case" sends power to all four wheels for all-terrain traction. A molded-plastic skid plate protects the front differential.

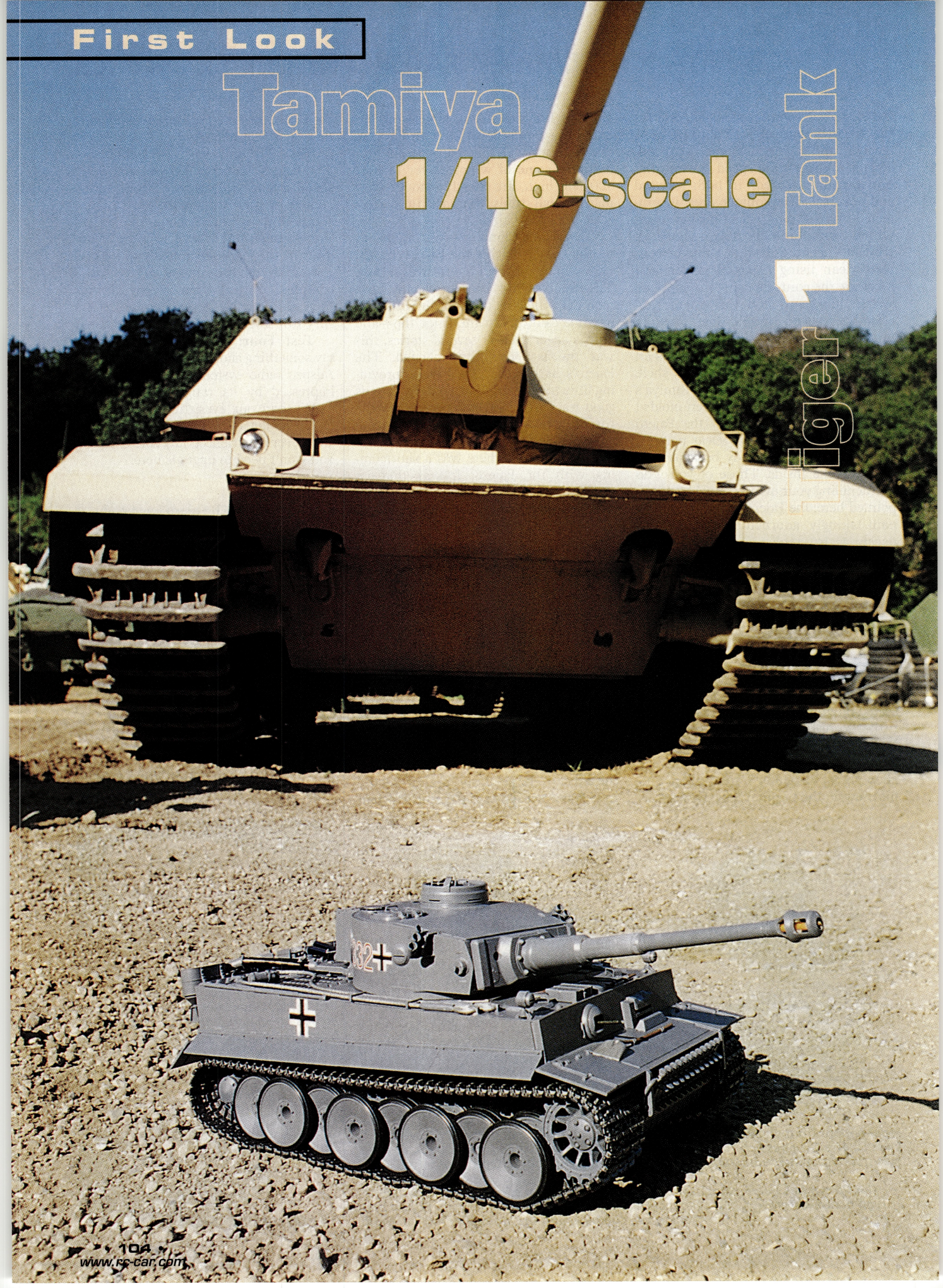
The Pajero has good suspension articulation—good for climbing and crawling. A high center-of-gravity, however, dictates that caution be used lest the Pajero find its way back down the hill using the "tuck and roll" method.



Every Tamiya body is a work of art, and the Pajero is no exception. What's exceptional, however, is that this one comes pre-painted and decaled straight from the box! The XB Series are for those who prefer driving to building.



Tamiya 1/16-scale Tiger I Tank



Tamiya breaks out the heavy artillery!

Many people feel that Tamiya's newest tank, the 1/16-scale German Tiger 1, is one of the most amazing R/C vehicles the company has ever produced—and we're right there with them!

The tank is truly one of the most amazing vehicles we've ever seen. It's one of those things that just has to be seen to be believed.

The tank does everything you would expect from a tank—it goes forwards, backwards, pivots (also makes running turns), and it crawls over stuff. Realistic suspension features independently moving road wheels and durable resin/metal-rod tracks. Where this tank differs from the rest, though, is in the little extra package know as the DMD Multi-Function Unit MF-01. With the MF-01 unit in place, the tank has a few other noteworthy features:

- The turret moves left and right via a ring gear drive system.
- The main cannon can also be raised or lowered.
- The cannon is equipped with a strobe in its tip that flashes once the main gun is triggered. Once triggered, the cannon recoils back, and the tank also rocks back slightly due to the "recoil effect"! Staying true to the full-size version, the Tamiya Tiger 1 can fire its cannon only once every nine seconds—just like the real thing. Have to reload, you know!
- The 7.92mm MG34 machine gun on the front of the tank fires continuously for three seconds at a time. In addition, the tip of the machine gun is also equipped with a small strobe that flashes when the gun is activated.
- Oh yeah, did we mention that the tank has the most awesome, most realistic sounds this side of the real thing! Hey, you can't have guns that fire without sound, right! That's right, the Tiger 1 is equipped with a complete sound system. But the best thing about it is that each function gets the sound treatment. When the turret moves, gear churning sounds accompany the movement. The coolest sound (in our opinion) is when the tank is first turned on—either a manual crank starting sound or an automatic engine start sound is heard! As you apply throttle, the engine revs accordingly to match your throttle input. It's a very accurate sounding setup. And when you're done with the tank and you shut it off, the engine sputters a bit, then conks out…Wow!

To use the MF-01 unit, you need a 4-channel radio system. A two-channel radio won't allow the system to take full advantage of what it has to offer.



Private Hudson has been ordered to take the tank back to the front lines—hurry up in that Jeep, soldier!

Overall length 530mm	Retail Price.....$1198.00
Overall width.....232mm	(w/MF-01 unit)/$934.00
Weight .....9lbs. (RTR)	(without MF-01 unit)



"Achtung tank!" Private Hudson orders the tank to hold down the fort...we know it's on the wrong side, but there's a war going on here, and we don't have time to worry about who's on whose side!



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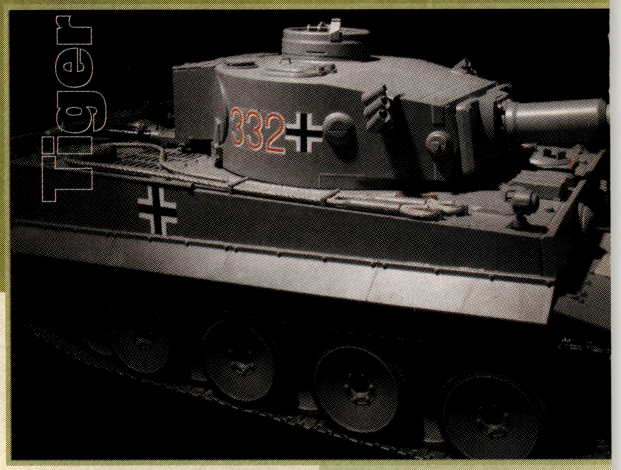
Tamiya 1/16-scale Tiger I Tank

Recording the real deal!

● A team of engineers from Tamiya's headquarters visited the only working King Tiger tank in the world at the Saumur Tank Museum in France to record the sounds for the R/C MF-01 unit. Even though the King Tiger tank is different from the Tiger 1, they both used basically the same Maybach powerplant (a V-12 with 700hp) so they knew the sound would be very similar. They recorded all the sounds of the real tank including battery start-up, crank start-up, fly-wheel sound, etc..

When you hear the R/C tank start up for the very first time it is a truly amazing sound. How the engineers got the sound to work so well is a testament to how committed Tamiya is to bringing not only the best scale looks in the business, but now the best scale sounds as well! ●



History of the Tiger I Tank

● When World War II began, Germany had no plans to build tanks heavier than 36 tons, since anything heavier would have been incapable of crossing most river bridges—a considerable operational limitation. However, by 1941, with Germany set to invade Russia, the need for a heavier tank led to orders for new designs for a 36-ton machine. This tank was to have frontal armor 100mm thick (almost four inches) and mount a gun capable of defeating the same thickness of enemy armor at a distance of almost a mile.

Two companies, Henschel and Porsche, worked on prototypes. The first running chassis debuted early in 1942, powered by a Maybach gasoline V12 rated at 500hp. The tank had lateral torsion bar suspension and, like most other German tanks, the engine was in the rear. It had an eight-speed transmission and drive sprockets at the front.

After competitive trials, the design went into production by the Henschel company. The name Tiger seems to have been coined around March 1942. Apart from an improved V12 rated at 650hp, all the mechanical components were derived from the original design, although the larger turret of the Porsche prototype was adopted to accommodate an 88mm gun. Tiger I production began in April 1942. In the beginning a production objectives of some ten to fifteen tanks per month was set, but this proved hard to accomplish. By November 1942 some 40 tanks had been produced.

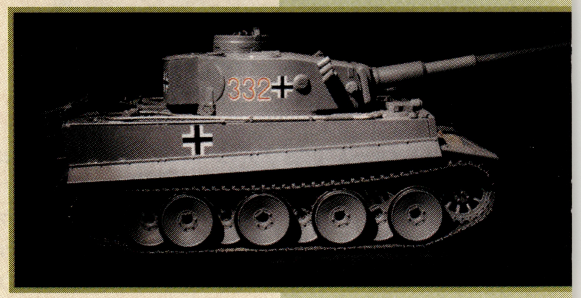
The first Tigers to see action operated on the Leningrad front in August of 1942. Some Tigers were also dispatched to Tunisia in November 1942. Tiger tanks had troubles in the Russian winter campaigns. Snow, ice and mud were hard on the tank's wheels, suspension and tracks, often putting more tanks out of service than enemy action did. By August of 1944, 1354 Tiger I tanks had been produced. ●

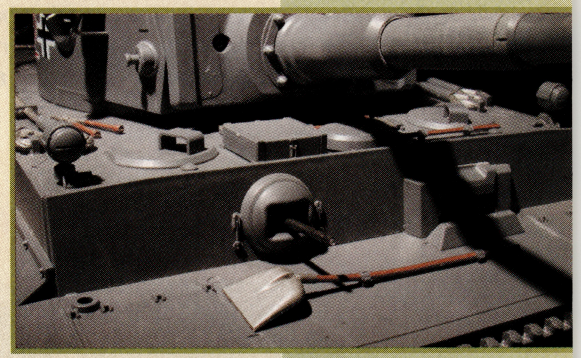
Tamiya's own "Battlebots"

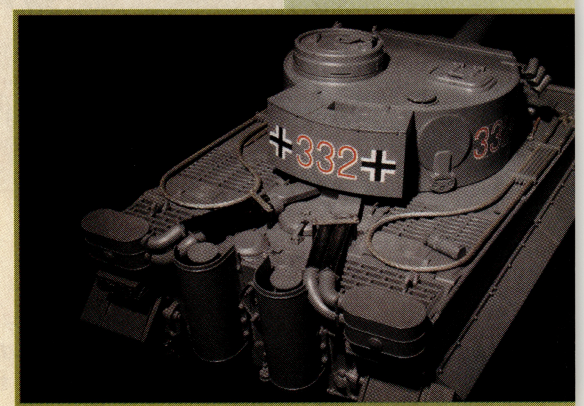
A look at the new Tank Battle System

● Looking for a fight? With your tank, that is? Well, Tamiya has the answer for you. Check out the new Tank Battle System. It's a unique item that allows you to enjoy one-on-one combat with other Tiger I tanks also equipped with the Battle System. The unit itself is mounted in place where the tank commander figure would ordinarily go. It consists of an infrared sensor that detect hits, and four different LEDs that flash to signal the hits. It has a range of 30 meters, and there are three different settings on the system. For a heavy tank it will take nine hits to disable it, for a medium tank it will take six hits and for the light tank setting it will take only three hits to disable it. Every time the tank takes a hit it loses speed until it begins to barely crawl. Also when the tank takes a hit, it shakes and the LED flashes. When the tank takes its final hit, it is totally disabled for 15 seconds. The engine sounds turn off and the user has no control until the engine fires up again.

Shown at the recent Chicago Hobby Show (see elsewhere in this issue for full coverage), the Battle System regularly drew large crowds whenever the demo started. To take full advantage of this setup, the DMD unit is required...it also helps to have someone with a similarly set up tank to do battle with, but that should be fairly obvious... ●







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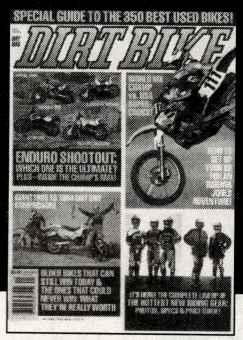

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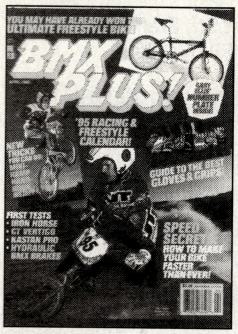

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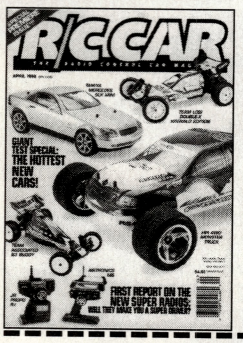

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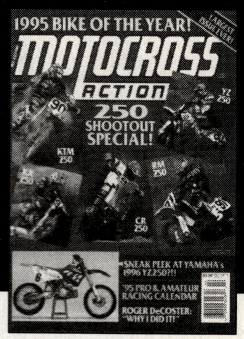

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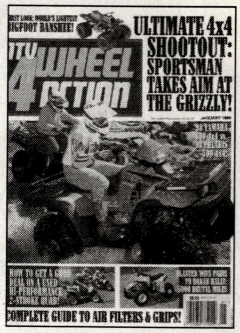

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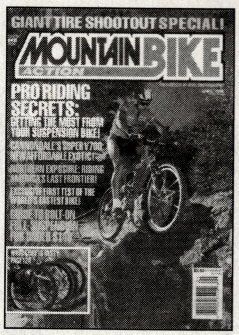

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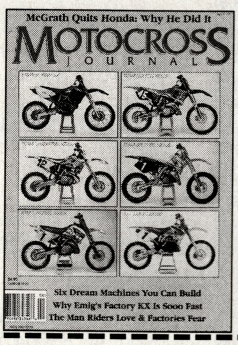

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Hobbytown, Parktwon Plaza Shopping Center, 1350 S. Park Victoria Dr. #21, Milpitas, CA 95035 (408) 945-6524

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

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Means R/C Raceway, 1550 Pondell Rd., Nortrh 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

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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

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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

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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

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Trio Hobbies & RC, 216 Redmar Plaza, Radcliff, KY 40160, (502) 351-7547

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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

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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

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

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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

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

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

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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

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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

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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

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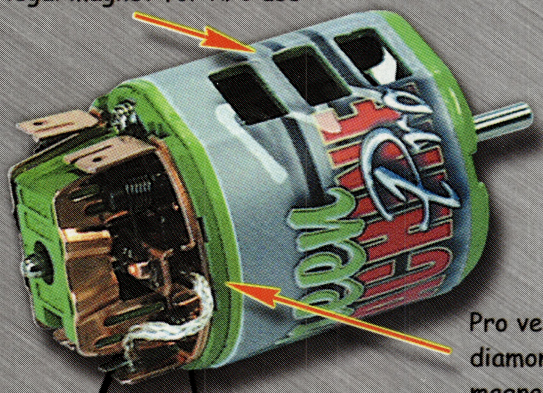

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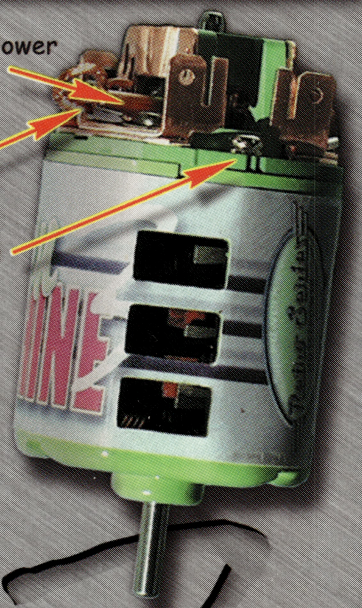

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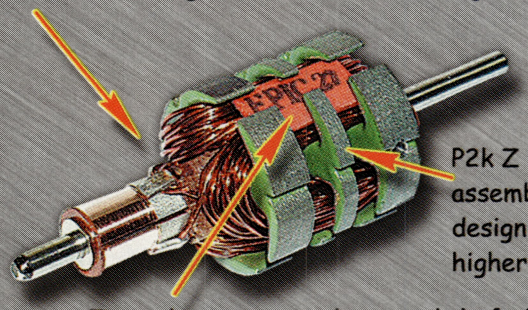

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It has more top end with a slight loss of torque. We designed it for racers who like this type of powerband and who run on higher speed tracks.

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