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MARCH 2001

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TC3

The Car that ROCKED Yatabe!

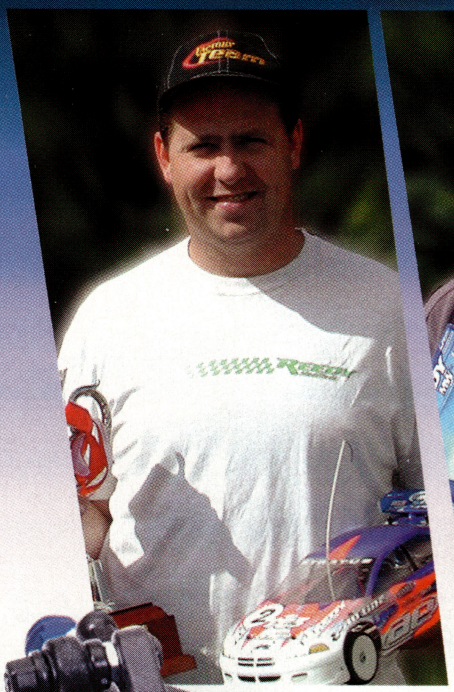
Mark Pavidis:
A-main finalist,
2nd overall
Fastest Single Lap

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

Mark Pavidis



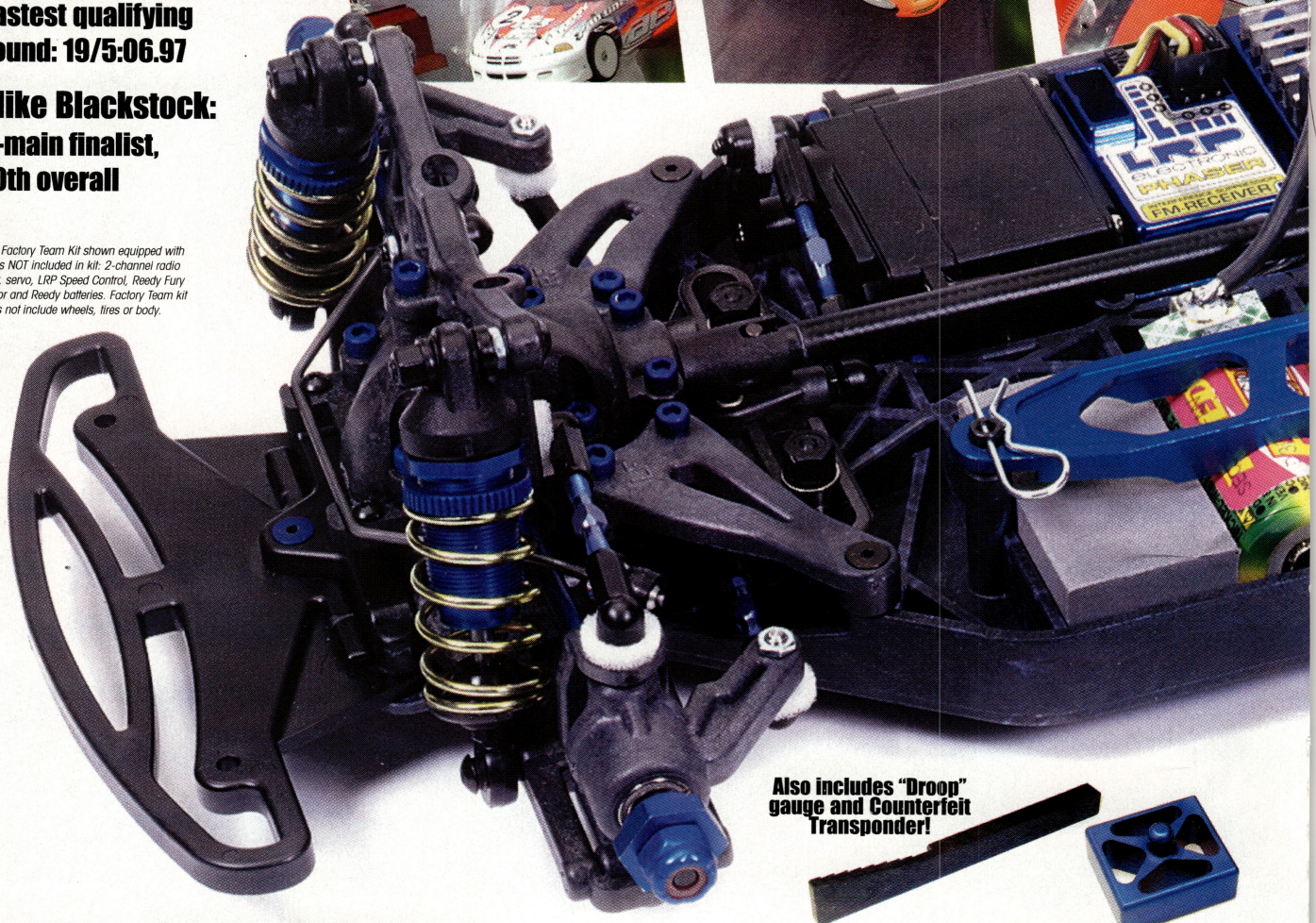
Craig Drescher



Billy Easton



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.



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THE RADIO CONTROL CAR MAGAZINE
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On the cover: Is Yokomo's new MR-4TC WC the best touring car of the bunch? Traxxas' new E-Maxx is already creating as much of an impact on the hobby as the nitro version preceding it. Photos by John Howell.

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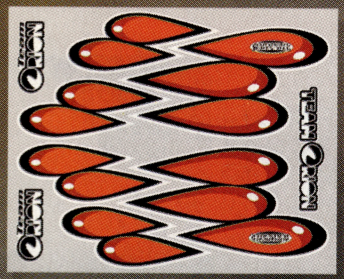
INTERNAL GRAPHIC SETS









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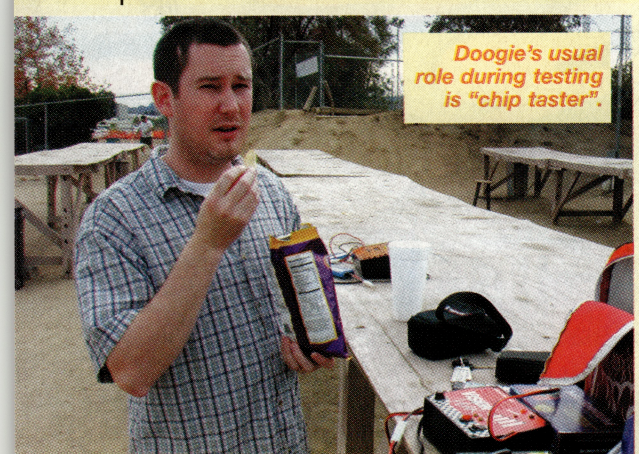
drivers' stand

by Frank Masi

Each month we receive hundreds of letters, e-mails and the occasional brick with a note tied to it. After a few years of publishing an R/C magazine, you begin to notice that there are several questions that are by far the most commonly asked. Here are a few of those questions with what are (I hope) adequate solutions!

To any letter which begins "I own a Tyco...."

...or Nikko, Tonka or any of the stuff you can buy at Toys R Us. I know that these vehicles are produced by mass-market juggernauts and that they are effective at introducing the public to R/C. But from what you guys are telling me, most of your experiences are not so encouraging. We get so many letters from owners of these toy-grade vehicles in which the person has broken something and hasn't the slightest clue about what to do next. The unfortunate thing is that there really isn't much you can do to fix your toy-grade R/C except take it back to the store where it was purchased. Most toy stores will not, or cannot, service these vehicles because these are viewed as any other electronic gadget such as a video game or camcorder—only serviceable by the manufacturer. So if you break your Tyco, you will either have to toss it in the trash like any other broken toy, or you can try to see if the damage is covered under the warranty, in which case the retailer may send it back to the manufacturer and give you a new one. In most cases that we've seen, however, the type of damage inflicted to an R/C vehicle isn't covered in the warranty. Besides an overall higher quality and performance, a hobby-grade kit or RTR (the types sold in a hobby store) is user serviceable, which means that you can buy the parts and fix it yourself, and you'd be surprised to learn that they are not that much more expensive.



Doogie's usual role during testing is "chip taster".

"My engine won't start..."

This is another big question from nitro owners. I can categorically solve all of your nitro engine problems with the following statement: before you start your new engine for the first time, read the manufacturer's instructions thoroughly for recommendations on carb setting and break-in procedure. Nine times out of ten, the reason your engine won't start is that you were probably so excited to get your new car or truck running that you bypassed the critical break-in step. Also, make sure that you are using fresh fuel that is made for model car engines (not airplane fuel!). Finally, be sure that your glow igniter is charged or has a fresh battery and that your glow-plug element is in fact getting hot. There are, of course, other considerations, but these are by far the most common nitro ailments.

"Which is faster..."

You are obsessed with speed. I know it and the manufacturers know it. The problem is that there are two definitions for speed: straight-line speed and how fast the car or truck goes on a track. Most of the time, your letters refer to a vehicle's top speed, in which case there is an easy answer. The fastest car or truck is the one with the lightest weight, the least drive train friction, the best aerodynamics and of course, the fastest motor or engine. You can make virtually any kit into a road rocket by installing a hot modified motor or high-performance nitro engine. And as far as which car is fastest on the track, I'll give you the same answer my daddy gave me: the one with the best driver!

Last but not least, "What do you guys do with the cars when your finished?"

I tried this once with *Car and Driver* when I was in the market for a new car. Guess what? It didn't score me a new Ferrari and it's not going to get you a free TC3! I would hope that your parents would instill in you a good work ethic, so don't shame them by trying to get free swag! We do get to keep many of the cool cars and trucks that you see tested in these pages, but we also went to school, worked hard and became magazine editors (this is a good thing, right Mom?). Plus we get yelled at when we miss deadlines! Before looking for free stuff, look for a job so you can buy your own cool stuff and hold your head high! ◆



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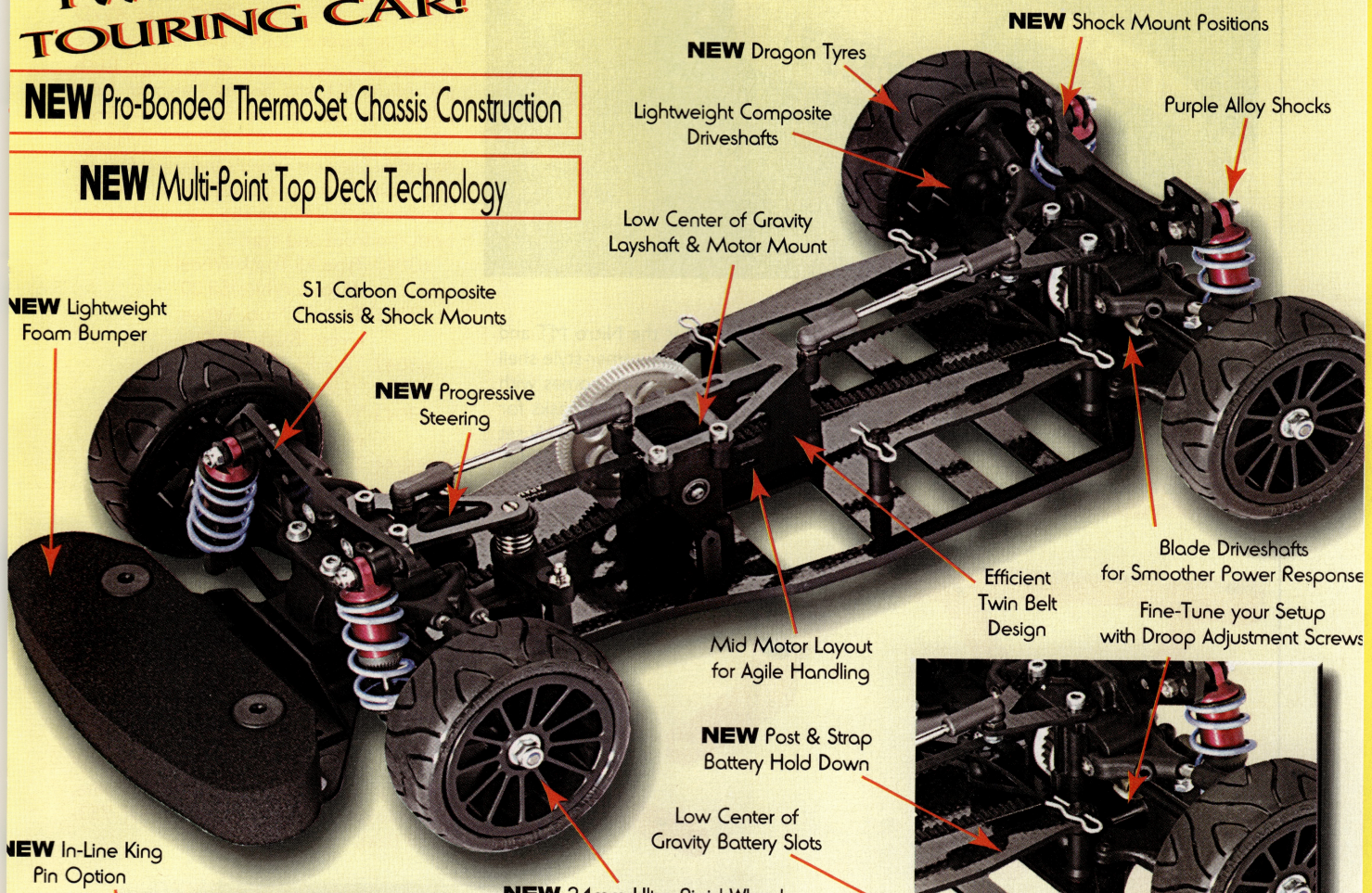

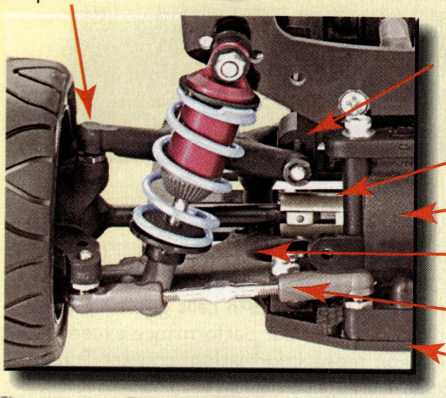

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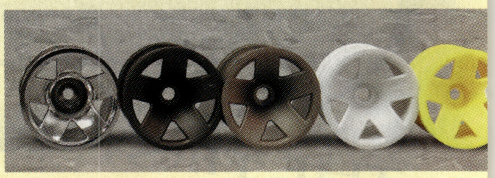
news flash!

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



HPI GOES MILITARY!

HPI recently announced the release of a replacement body for the Nitro MT and Nitro Rush trucks. The new MX-1 (for Military eXperimental) is a Hummer-style shell that will definitely make your truck stand out from the crowd. The body comes with a rear spoiler for extra downforce during high-speed sorties, and window-masks for easier painting. The body kit also comes with all the decals shown. The MX-1 body set (part no. 7161) sells for $22.00. For more information, contact HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 (fax).

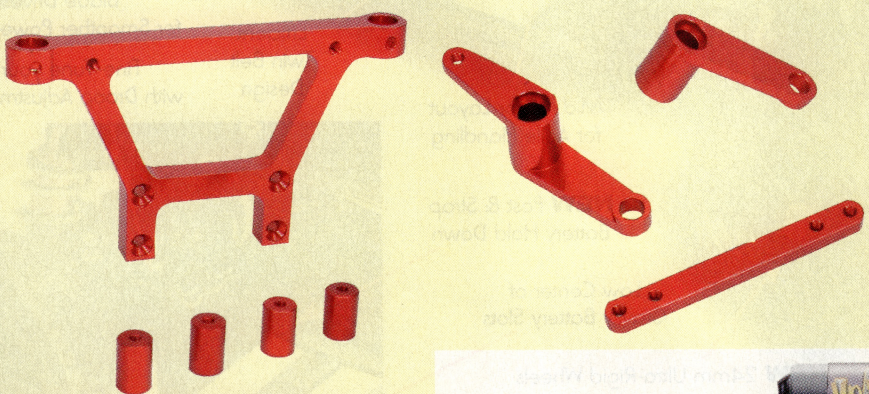


F5 WHEELS

Now available from HPI Racing are these new wheels for 2WD and 4WD trucks in several colors and finishes! The wheels bolt right onto HPI's Nitro Rush and Nitro MT kits, and will also fit most popular trucks on the market. The front wheels use 3/16x3/8x1/8-inch unflanged bearings. The rear wheels include adapters and washers to fit non-HPI trucks. 4WD truck owners will use the rear wheels for both the front and rear.

#3040 Type F5 Truck Wheel (Front/White)$8.00
#3041 Type F5 Truck Wheel (Front/Black) $8.00
#3042 Type F5 Truck Wheel (Front/Chrome) $9.00
#3043 Type F5 Truck Wheel (Front/Gun Metal) $8.00
#3044 Type F5 Truck Wheel (Front/Yellow) $8.00
#3045 Type F5 Truck Wheel (White) $8.00
#3046 Type F5 Truck Wheel (Black) $8.00
#3047 Type F5 Truck Wheel (Chrome) $12.00
#3048 Type F5 Truck Wheel (Gun Metal) $8.00
#3049 Type F5 Truck Wheel (Yellow) $8.00

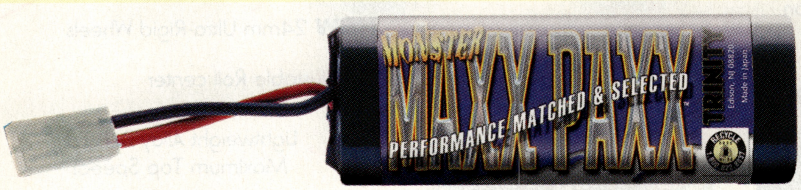
For more information, contact HPI Racing at 15321 Barranca Parkway, Irvine, CA 92618 • (949) 753-1099; (949) 753-1098 (fax).



XTM MODS FOR YOUR T-MAXX

Looking to hop up your T-Maxx with some alloy goodies? If so, check out XTM's new line of alloy parts.

We got a peek at their newest parts; alloy body posts and this alloy steering arm set. In addition, XTM also makes reasonably priced alloy wheel sets for the T-Maxx and E-Maxx. For more information on their complete line of parts, contact XTM Extreme Racing Products at 18480 Bandilier Circle, Fountain Valley, CA 92728-8610 • (800) 854-8471.



MAXX PAXX PACK PUNCH!

Trinity recently released their new Maxx Paxx for the Traxxas E-Maxx. The new 1900 SCR Plus battery packs have been performance selected for extended run time for your E-Maxx when using hot modified motors. The 1900mAh cells give extended run time and performance over standard sport packs and offer performance exceeded only by the most expensive matched packs. For more information, contact Trinity Products Inc., 36 Meridian Rd., Edison, NJ 08820 • (732) 635-1600; (732) 635-1640 fax.

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

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Same great charger as the Mega 1, but with meter and discharge circuit to keep your batteries in tip-top shape.



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- 30 precision ball bearings
- Four inches of ground clearance
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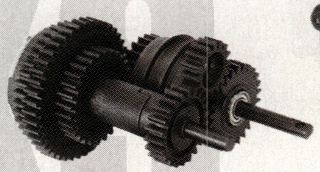

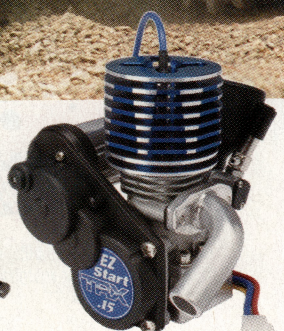

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The T-Maxx started a revolution in RC and now it's finally got some high voltage competition. When it comes to gut-wrenching, wheelie popping monster torque, nothing comes close to E-Maxx. Twin Titan™ 550 motors, trick 14.4 volt ESC power system, and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

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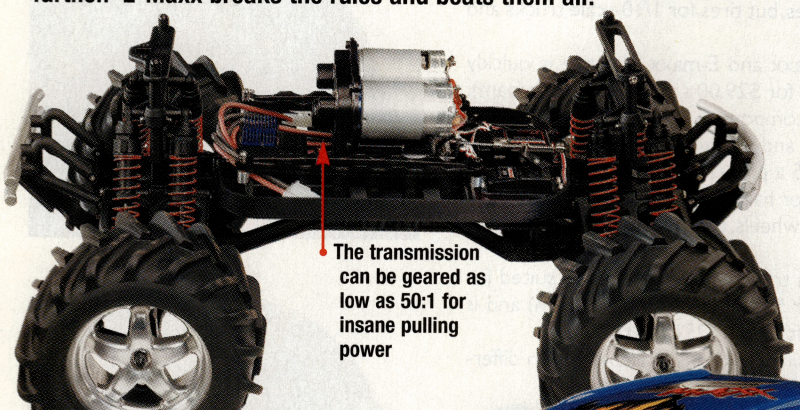
Shift on the Fly...

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



- Incredible T-Maxx style suspension delivers 4 inches of maximum ground clearance and over 3½ inches of super plush suspension travel with 8 oil-filled shocks.
- Real quality! The E-Maxx includes 28 precision ball bearings.



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

ProGraphix™

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



E-MAXX

*Batteries not included

RTR READY TO RUN

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

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news flash!





PANTHER TIRES

We were first turned on to Panther Tire products by a few Traxxas T-Maxx owners who swore by the company's new Meat Grinder tire—apparently, it's recognized as the best overall "competition" tire by hardcore Traxxas racers. When we contacted Panther owner Larry McDonald, we were given the low-down on his company and he sent us a few samples from his tire line. We were thoroughly impressed with what we saw. Not only does Panther produce excellent on- and off-road T-Maxx tires, but tires for 1/10-scale trucks and touring cars as well! Check it out...

• Meat Grinder—designed specifically for the T-Maxx and E-maxx. The tire is quickly becoming the rubber of choice for racers, and they sell for $29.00 a pair (with stock foam). The Meat Grinder is available in two different racing compounds.

• Burner—this slick tire fits 2.2-inch truck wheels and is available in two compounds; PT450 (med. soft) or PT451 (soft) and sells for $15.95 a pair (w/o foam).

• Switch—the Switch is the perfect rear truck tire for hard-packed or blue grooved off-road tracks. The Switch fits all standard 2.2-inch truck wheels, and they sell for $17.95 pair (w/o foam).

• Stinger—this rear truck tire fits standard 2.2-inch truck wheels and is also suited for use on hard-packed track conditions. The tire sells for $15.95 per pair (w/o foam) and is available in two different compounds; PT250 (med. soft) and PT251 (soft).

• Super Slick 26mm touring car tire—this new touring car tire is available in two different racing compounds; PT350 (soft) and PT351 (med. soft). The tires sell for $10.50 a pair (w/o foam).

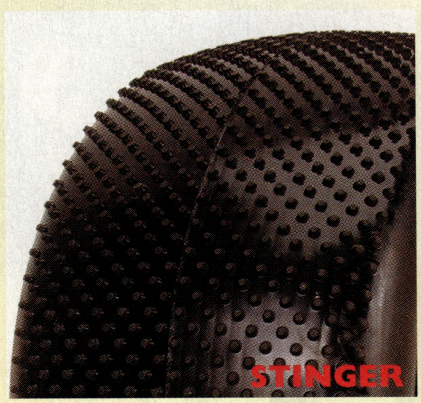


• Mega Maxx Slicks—these new slick tires for the Traxxas T-Maxx and E-Maxx provide extended life while racing on pavement. The tires come with stock foam, but Panther's T-Maxx racing foam inserts are highly recommended. The tires sell for $29.00 a pair (with stock foam).

• Three-piece racing foam set for T-Maxx tires—PT954 17.00

For more information, contact Panther Products Inc., 4323 East Michigan St., Indianapolis, IN 46201 • 1-866-700-Tire(8473); (317)-375-9117 (fax).









Novak's new XXTRA Synthesized Receiver's biggest feature is simple:
NO EXTRA RECEIVER CRYSTALS TO CARRY! Of course, there's more to it than that:

- Small and lightweight synthesized FM receiver
- Convenient frequency selection switch (no crystals to change)
- Ultra narrow-band ceramic filter for 10 KHz channel spacing
- Available on all legal bands
- Compatible with all popular radio systems

Coming SPRING 2001

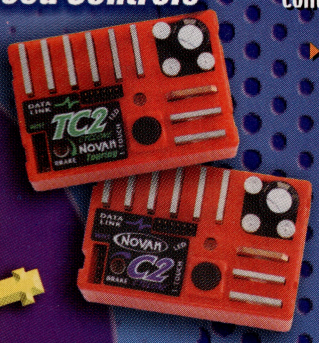
XXtra Synthesized Receiver



2001 Product Preview

NOVAK

Cyclone C2 & TC2 Speed Controls



A new generation of Cyclones are on the horizon. These small, powerful ESCs are forecasted to continue thrashing the competition.

- 480A rated current/160A braking current
- Minimal on-resistance: 0.00049Ω
- Built-in combination 1-touch On/Off switch
- User-replaceable input harness
- 3 updated throttle profiles
- No motor limit
- Heavy-duty BEC

Coming SPRING 2001

Ionic AC/DC Charger



You asked for it, so here it is:
Novak's new IONIC AC/DC Charger–just plug it in and you're ready to charge!

- 0.5, 1.0, 3.5A constant linear charge
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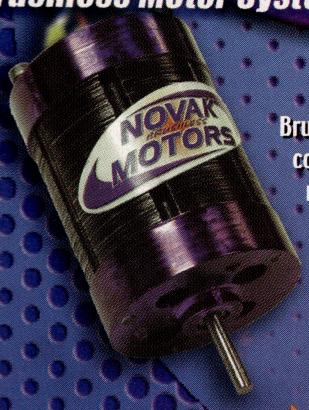
- Fully output protected
- Built-in fan

Coming SPRING 2001

Brushless Motor System



Brushless Motors from Novak are coming soon! The R/C car hobby will never be the same–we're making it BETTER! Here is a preview of what you can expect from our new Brushless Motor System:

- Motor Dimensions: 2.04" x 1.41Ø (Std. car motor size)
- Higher efficiency than brushed motors
- More power output than brushed motor
- No brushes or commutator to wear out (think of the savings!)
- No motor rebuilding necessary
- ESC with both forward-only & reverse capabilities

Coming SUMMER 2001

NOVAK ELECTRONICS, INC
18910 Teller Avenue • Irvine, CA 92612
TEL: 949.833.8873 • FAX: 949.833.1631

For more details about our upcoming new products for 2001, visit our website at www.teamnovak.com

All product specifications and appearance are subject to change

NOVAK

news flash!



NEW BODIES FROM HPI RACING

Available now from HPI Racing is a World Rally Championship body for full-size rally fans: the Mitsubishi Lancer Evolution VI in both 190mm and 200mm sizes. The full-size version, driven by Tommi Maakinen, has proven to be a true Japanese supercar! A complete set of the Mitsubishi "RalliArt" racing decals is included for WRC scale realism, and a large, functional bi-level racing wing is also provided with the body.

Also available from HPI Racing is this Peugeot 406 Coupe body in 200mm width to fit all nitro touring cars! A set of the red and blue "slash" decals is included for an easy custom paint job, and a large racing wing is also provided with the body for additional rear downforce.

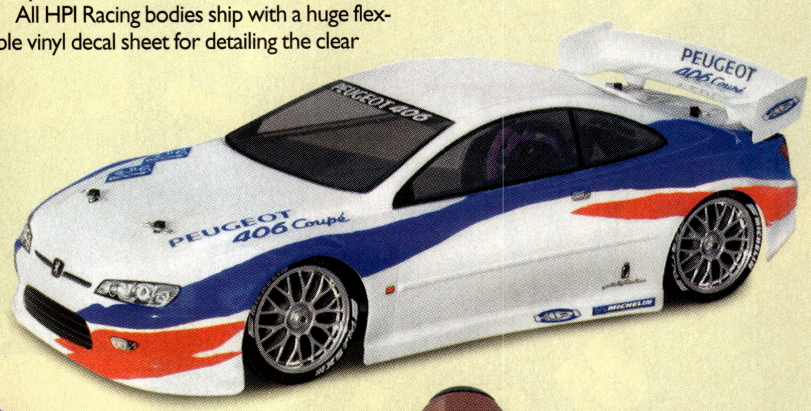
All HPI Racing bodies ship with a huge flexible vinyl decal sheet for detailing the clear polycarbonate shell. Window lines, headlights, grilles, tail lights, HPI logos and other details are on the decal sheet. A convenient overspray film is included, as well as vinyl window masks to make painting quick and easy! To make mounting the body simple, an instruction sheet is included and the body has dimple marks for drill locations.

#7348 Mitsubishi Lancer Evolution VI WRC Body (190mm); $24.00

#7448 Mitsubishi Lancer Evolution VI WRC Body (200mm); $24.00

#7426 Peugeot 406 Coupe Body (200mm); $24.00

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





Factory Hex Drivers

Team Associated announces the release of its redesigned Factory Team hex drivers, which feature longer, more ergonomic handles machined from solid aluminum and engraved with the new Associated Electrics logo. Each driver is color-coded for easy identification and comes with an easy-to-replace drill-blank tip with a hardened hex for added durability. The new drivers are available as a set (0.50, 1/16, 5/64, 3/32 inch and 1.5 and 2.5mm sizes) or individually.

Part no.: 6980—driver set; 6957—0.50"; 6965—1/16"; 6966—5/64"; 6967—3/32"; 6968—2.5mm; 6969—1/5mm

Prices: $49.95 set; $10.50 per individual driver

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



TRINITY'S NEW TEAM TOOLS ARE TOO HOT TO HANDLE!

Now available from Trinity are these new machined aluminum wrenches. The handle features a very comfortable triangular shape, and the precision ground tips are replaceable. All popular metric and standard hex size wrenches are available, as are a carb tuning screwdriver and a Phillips-head screwdriver.

RC2060 1.5mm.....$10.99
RC2061 2.0mm/5/64.....$10.99
RC2062 2.5mm.....$11.99
RC2063 0.50".....$10.99
RC2064 1/16".....$10.99
RC2065 3/32".....$11.99
RC2066 Carb tuning.....$10.99
RC2067 Phillips.....$10.99

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

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DTXP4110

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(FOR LESS THAN SOME NiCd PEAK CHARGERS!)

If you regard computerized cyclers as expensive overkill, and sport chargers as features-challenged, an IntelliPeak Pulse Charger should be your next charger.

IntelliPeaks not only peak charge, discharge and cycle NiCd packs, but do the same for NiMH packs as well, using either AC or DC power. Choosing from fast charge, discharge and two cycling modes (single or non-stop) means pushing a button; adjusting fast-charge current requires turning a dial. Color-coding around the dial shows safe rates for NiCd and NiMH cells; pulsed (not linear) charging keeps your packs cool as they're packed full of power.

And those are just the features that *all* IntelliPeak Chargers share. One is so small that it weighs under half a pound; another displays charge & discharge data on an LCD at your command. Three include a fist-sized, 7.2 oz. power supply that delivers an *amazing* 12V/7A of DC power from 110V AC input — and detaches to make the charger easier to store and carry. And two not only offer twin cooling fans and 2A or 10A discharging rates, but custom circuitry that allows NiCd ***and*** NiMH packs to be peak charged at up to 6.5A.

That gives you a pretty good idea of what IntelliPeak Chargers can do for you. For an even better idea (and more details), see the DuraTrax web site at **www.duratrax.com**. And for the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2937B.

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feedback

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

Searching for traction

I have just purchased an HPI Nitro MT RTR. I want to purchase a second set of tires, rims, and foams for just plain fun (not racing). I use the stock rims for racing and a friend of mine selected foams and did the gluing for me. The new set would be used on loose dirt and rocks mostly. Please help!

Justin
via *rc-car.com*

Justin, fortunately for you, the Nitro MT's wheels are of industry-standard 2.2-inch size, which means that any popular race-truck tire will fit them. Check out some of the tires from Pro-Line and Team Losi. For fun running, a tire with a larger knobby or taller spike will be best, and you will want a harder rubber compound such as Pro-Line's M2 or Losi's Silver, as these will last longer. These tires also come with foam inserts.

R/C on TV

Great coverage of the Tamiya Nationals (March '01), it was by far the best coverage in comparison to any of the other magazines. My only claim to fame is a second place in the F1 B-Main at the November TCS qualifier.

I enjoyed your editorial Drivers' Stand, especially the blurb about R/C on TV. Are veiwers ready for this? Maybe the racers are, but that's only five percent of the R/C enthusiasts. In general, video clips of racing have been wide shots of a small dot—the R/C car—racing across the screen. Certain Tamiya advertising promos are the exception. They were filmed close-up using a moving dolly shot and slow motion for effect. The inherent problem shooting R/C car racing is the miniature scale. the high racing speed makes it very difficult to get a close-up shot in focus. Have you ever seen a 1/8-scale open class car doing 60 to 80 mph? Try filming one! I believe than a half-hour show using a magazine format could be exciting and informative. I have, in fact, produced an R/C racing show on cable, uh, well, public access. It was entitled "Wayne's R/C World." We taped five R/C events and broadcasted three of them.

Thanks for taking the time to hear me out. I know you believe in R/C TV!

Wayne S. Nagata
Los Angeles, CA

Thanks Wayne. We do believe that the R/C hobby could benefit from television exposure. Back in the '80s, a show called Punky Brewster aired an episode in which Punky and her chums competed in an R/C race using Tamiya Hornets and Frogs. Many manufacturers have gone on record as saying that their business experienced a significant jump shortly after that particular show.

Looking for PureTens

Could you please give me the information about the Kyosho PureTen Alpha GP rally cars, like where I can buy one and how much they cost? I saw the article on them in the October 2000 issue, and said to myself Cool, where can I get one of these? Thanks

Brian Groh
Delhi, NY

Kyosho is distributed in the U.S. by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008. Check with your hobby shop on pricing and availability.

The Nikko people arrive

I have a Nikko Midnight crusher; most likely nobody will know anything about it. I just ran a larger gauge wire to the motors, I bypassed a set of coils and now it won't go forward. It will go backward with no problem, but... I need help, I'm in over my head! Thank you very much

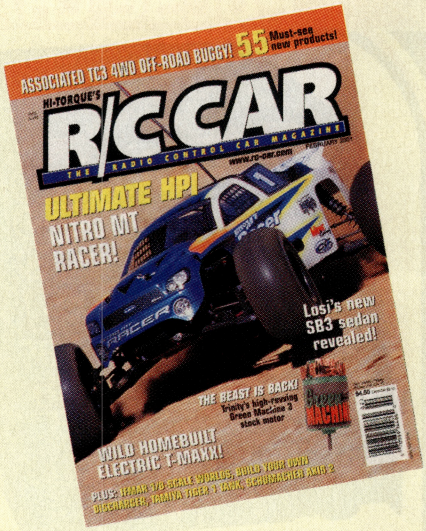
Dan
via *rc-car.com*

Try re-attaching the wires to the "coils," which are most likely resistors needed for the speed control. Problem is, once you start messing with the electronics, you have probably voided the warranty and will have to pay for any needed repairs out of your own pocket.

I have a Nikko Scorpion and I want to switch it over to gas, so I need to find a lifted chassis with everything but the engine. And what company sells a big engine and what is Nikko's official website?

Ryan Love
via *rc-car.com*

Ryan, the cars and trucks sold by companies such as Nikko, Tyco and others (in toy stores) are what we call "toy-grade" R/C. Our magazine is dedicated to "hobby grade" kits, such as those sold in hobby stores. The biggest difference between the two types of vehicles is serviceability. Toy-grade R/C is pretty much designed to be disposable, i.e., when it breaks, you bring it back to the store where it was purchased and they'll likely give you a new one. Hobby grade R/C kits can be serviced just like a full-size car. All of the components can be purchased separately and are user serviceable. So in answer to your question, you are better off buying a new vehicle that meets your needs rather than converting what you have. It will be cheaper this way, trust us.



RTRs not ready to race?

Why is it that companies are putting .15 engines in RTR nitro trucks when you can't run them in ROAR races?

Todd
via *rc-car.com*

Simply put, the vast majority of gas truck owners don't race. This statistic includes not only the owners of RTR trucks but those who have racing trucks as well. Manufacturers include .15 engines instead of .12s mainly because their larger displacement gives them a performance advantage at a lower cost. A moderately priced .15 will be nearly as fast as an expensive racing .12 without having to work as hard. What's that saying? There's no substitute for cubic inches! ◆

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.

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* HITEC dual conversion crystal required.

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- Lynx 3D with Nicads and Charger
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Things you'll need

- Two-channel surface radio
- Electronic speed control (ESC)
- Steering servo
- Six-cell battery pack (either stick or side-by-side style)
- Battery charger (preferably peak-detecting type)
- 190mm sedan-style body
- Polycarbonate paint for body
- CA glue for tires



Shaft-drive alternative for the Tamiya loyal

TAMIYA TB EVOLUTION

When we first glimpsed Tamiya's shaft-driven 4WD TB-01 chassis one year ago, we instantly thought "this would make a great touring car." At the time, the only application of the TB-01 was a playful rally car, and Tamiya officials were very hush-hush about the car's potential and its destiny. We love being proved right, and that's why we were so happy when our very own TB Evolution Limited Edition touring car arrived at the office. Although the Evo is barely recognizable as the TB-01 we met a year ago, trust us when we tell you that this car has everything a racer could ever wish for—and more. The Evo is a chassis-only kit, and comes without a body.

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

Hard Drive

Race Secrets

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

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

YO JOEY,

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

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

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

Later,
Cool Racer



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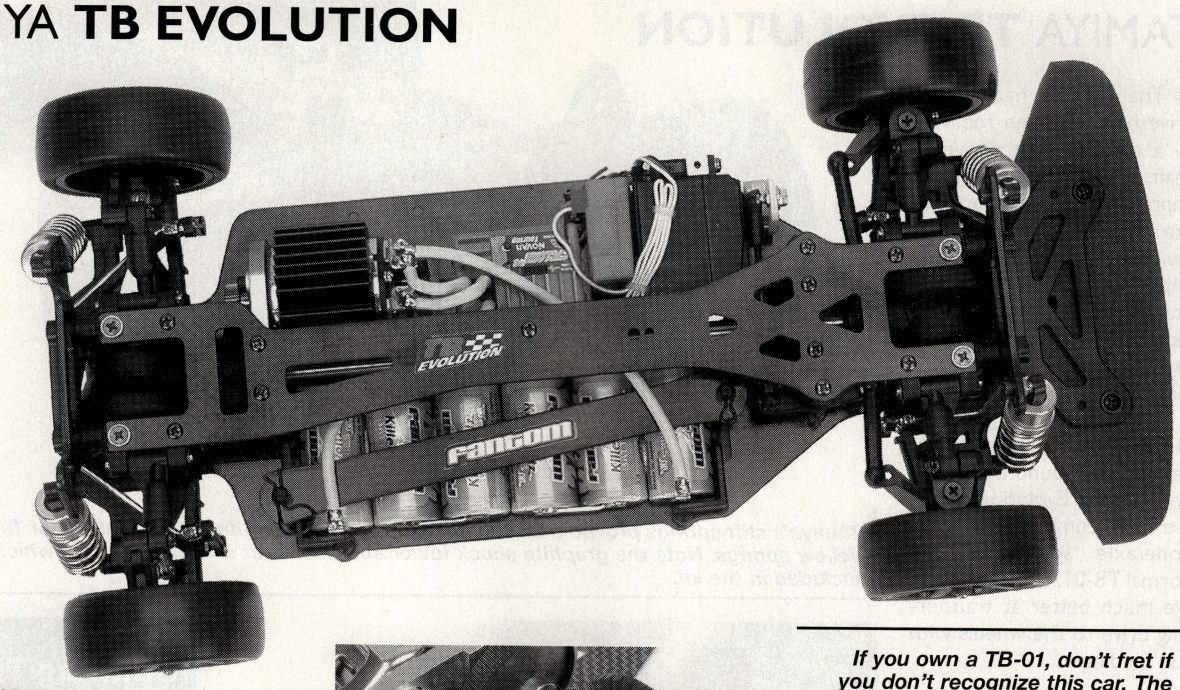
Trash

TAMIYA **TB EVOLUTION**



If you own a TB-01, don't fret if you don't recognize this car. The TB Evolution is so different from the car from which it sprang it's almost a completely new chassis.

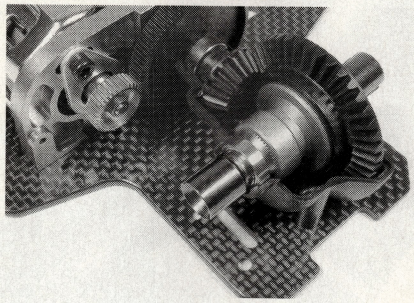
Features

■ The chassis, lower deck and shock towers are carbon fiber. This represents a drastic savings in weight over the normal TB-01's molded plastic tub chassis. The carbon chassis also places the weight of the electronics much closer to the ground. The battery hold-down strap is also carbon fiber.

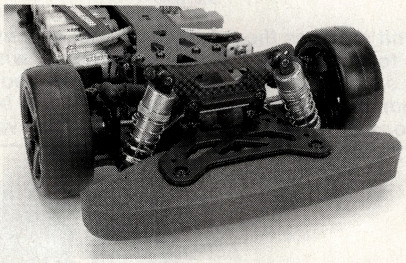
■ As the front and rear gearboxes were part of the regular TB-01's chassis, Tamiya adapted the compact gearboxes from its new TGR 1/8-scale chassis to the Evolution. Inside each molded nylon case is a differential set that's driven by bevel gears.

■ Up front, Tamiya replaced the differential with a one-way drive unit to improve off-power steering. The one-way allows each front wheel to coast independently when the throttle is not applied. A full-time 4WD car with a front diff tends to exhibit wheel scrub during off-power turns. With the one-way installed, however, four-wheel braking is lost (braking works for the rear wheels only).

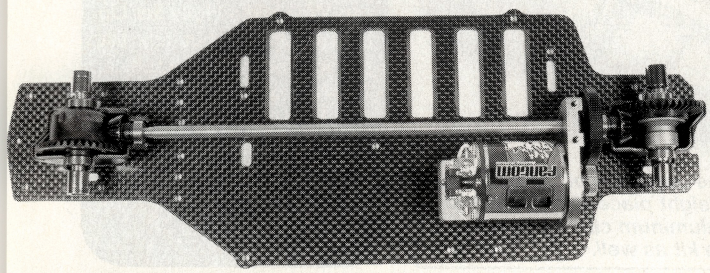
■ In the rear, the normal TB-01's gear diff has been replaced by an adjustable ball diff for improved cornering and acceleration.



In back, an adjustable ball diff resides in a compact TGR diff case. A thick aluminum motor mount substantially reduces heating. You can't replace the TB's metric spur gear, so get used to buying metric pinions if you want to change ratios.



The front end features aluminum shocks with threaded cylinders, a graphite shock tower, foam bumper and sway bar. Tamiya's Type-A belted slicks and firm molded inserts are also included.



Associated's TC3 and the TB are the lone shafts among the belt-drive masses. The Evolution uses a lightweight aluminum shaft to drive its diffs through a set of bevel gears.

SPECIFICATIONS

Type	4WD electric touring car
Scale	1/10
Price	$580 retail
Length	14.5 in./368mm
Width	7.3 in./186mm
Wheelbase	10.1 in./257mm
Track (F/R)	6.3 in./160mm
Weight w/body	3lb. 8.2oz.
Weight w/o body	3lb 4.2oz.
Transmission	
Type	shaft-driven part-time 4WD
Differentials	ball diff (rear only)
One-way	independent front one-way drive
Driveshafts	steel universals
Bearings	rubber-sealed ball bearings
Suspension	
Type	independent lower A-arm, adjustable upper link
Material	molded composite
Front end	
Caster	non-adjustable
Camber	adjustable
Toe	adjustable
Down-travel	adjustable
Rear end	
Anti-squat	non-adjustable
Camber	adjustable
Toe	1.5° per wheel (fixed)
Down-travel	adjustable
Shocks	Aluminum dampers w/threaded bodies
Springs	Tamiya firm silver
Wheels	five-spoke black nylon
Tires	Tamiya Type A belted slick
Inserts	firm molded foam
Body	not included

TAMIYA **TB EVOLUTION**

■ The TB-01's heavy steel driveshaft has been replaced by a much lighter aluminum shaft. This is the single most important change made to the drive train. The lightweight shaft significantly improves acceleration and braking. Run times are also increased slightly thanks to the reduction in rotating mass.

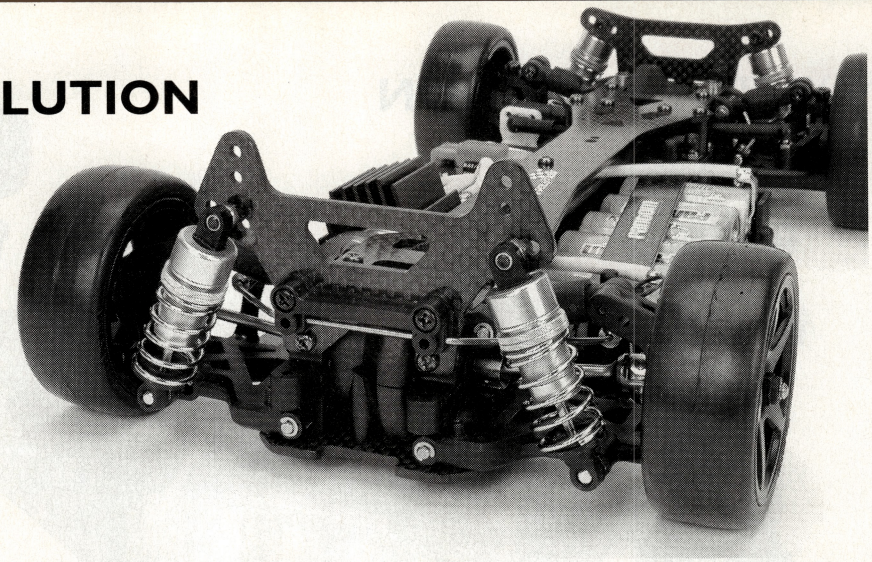
■ Efficient steel universal driveshafts are found at all corners of the Evolution. Gone are the cumbersome dogbone/axle setups of the normal TB-01. The new shafts are much better at transferring drive to the wheels with less binding.

■ A beautifully machined aluminum motor mount replaces the molded plastic mount of the stock TB-01. Aluminum is much stronger than plastic and draws heat away from the motor. Heat is the enemy of the electric motor, so the cooler the better. This is also why Tamiya includes a clip-on, finned aluminum heatsink that fits over the motor for additional heat dissipation.

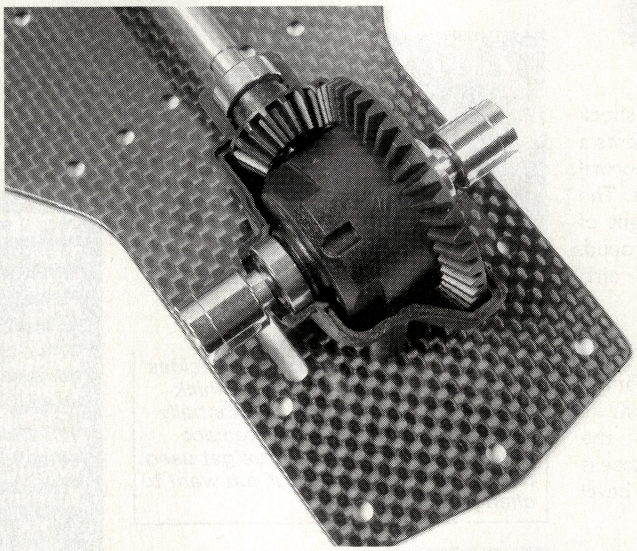
■ Both the front and rear suspensions benefit from the addition of a sway bar, which increases the car's roll-resistance during cornering, keeping the chassis flatter and speeds higher. Both bars can easily be disabled for bumpy or low-traction surfaces. One-piece molded links simplify installation and adjustment.

■ The steering bellcranks ride on precise metal ball bearings for smoother operation with less friction and slop.

■ Tamiya has included a set of its new TRF Super Low Friction Dampers with the Evolution. These shocks have threaded aluminum bodies for easier adjustment of the springs' pre-load. A choice of two Teflon pistons is also included for additional suspension tuning.



Tamiya's stiff springs proved a bit too firm for the TB. We switched to a full set of Tamiya yellow springs. Note the graphite shock tower and thick rear sway bar, both of which are included in the kit.



A one-way unit replaces the front differential to allow the front wheels to coast off-power. We tried the car with both the one-way and with a front ball diff, and preferred the diff for most conditions because it enables four-wheel braking—the TB has tons of steering, so a one-way isn't as valuable.



All six cells rest comfortably on the right side of the chassis, with the motor and electronics' weight placed on the left to balance the car. Note the finned aluminum clip-on heatsink for the motor; this comes with the kit as well.

Building Tips

• To prevent possible damage, lightly sand and seal the edges of the carbon fiber parts using CA cement. It's also highly recommended that you bevel the edges of the chassis' battery slots to prevent the cells' shrink wrap from being cut.

• Very, very important: place one black O-ring inside each of the rear diff's drive cups prior to installing the rear driveshafts. Failure to do so will result in the cups falling out! This isn't mentioned in the instructions, but do it anyway.

• Use the clear low-friction O-rings when building the shocks rather than the black ones. The clear ones are located in a separate bag.

• Make sure to install the 6mm washers between each axle and the hex hub. This isn't shown very clearly in the instructions.

• Carefully measure the amount of down-travel at each suspension arm to ensure equality between the left and right sides of the car. We used a Hudy Set Up board for this, but any flat surface and ruler will suffice.

• We learned this the hard way: be sure to leave enough space between the ESC and the motor, or else you won't be able to remove the motor!

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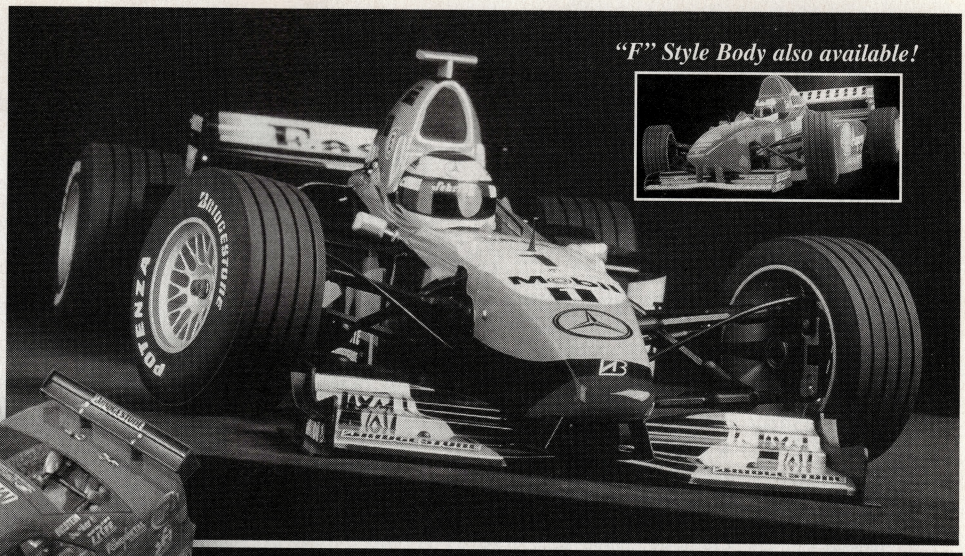

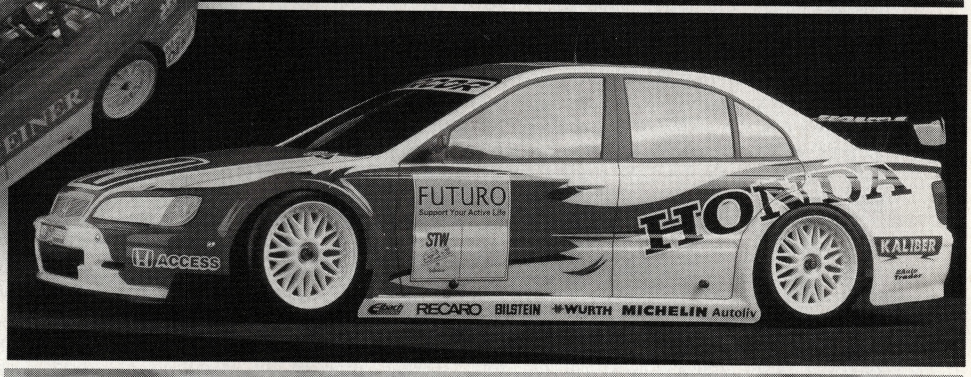



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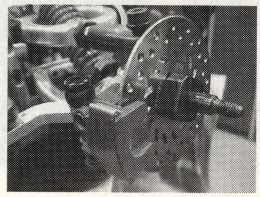

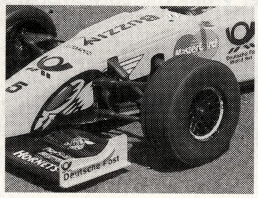



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TAMIYA **TB EVOLUTION**

Performance Test

Location: Ventura Roadrunners, Camarillo, CA
Temperature: 72 degrees
Track surface: untreated asphalt. Slightly dusty

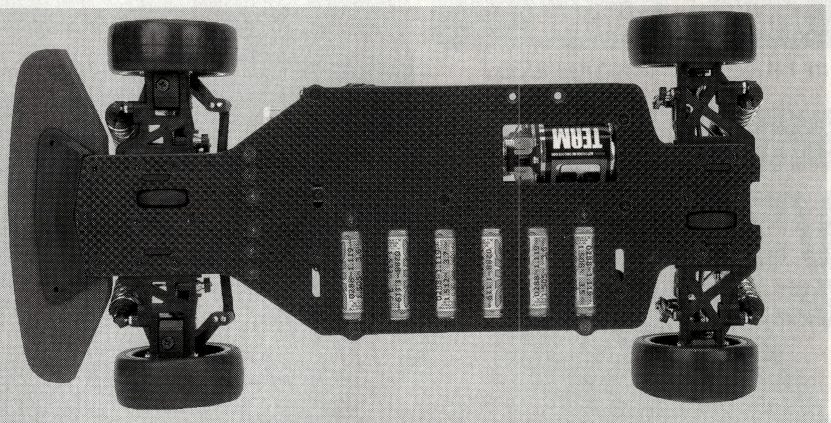
The Ventura Roadrunners track is fairly large and fast, with sweeping turns and a number of tight chicanes.

Test one: steering. The TB has a ton of steering right out of the box. In fact, the car had a case of bad oversteer when we let off the throttle. To solve this, we first dialed-in a small amount of forward throttle in the neutral area (done using the radio's throttle trim setting). This is a useful trick for all stock-motor cars, as it cancels out the the coast-brake inherent in all stock motors and lets them coast freely like a modified car. We also changed from the kit-supplied stiff silver springs to a set of Tamiya's yellow mediums, which made the TB less twitchy. Fortunately, the car still had more than enough steering for the slower, tighter turns, but it was now less likely to swap ends. The kit-supplied Type A tires slid all over the place. We swapped them for Tamiya's Type B rubber, which worked much better.

Test two: braking. This was perhaps the TB's worst trait; the front one-way, combined with the in-line motor's rotational force, made braking all but useless as the rear wheels always seemed to want to pass the fronts. A solution is to replace the front one-way with Tamiya's TGR ball diff set, which provides four-wheel braking. Does this make the TB less responsive in tight turns? A little. Does this make the TB far easier to drive? Yes. If you drive on a very high-bite track, we recommend the one-way highly, but for everywhere else, we found it a liability in this chassis.

Test three: acceleration. The main difference between the TB Evo and the regular TB-01 is a much lighter drive train. This results in acceleration that's much quicker, especially noticeable with a stock motor. The supplied gearing is nearly spot-on for a competition stocker, although we might go one-tooth larger for a high-torque P2K-based motor such as our Fantom.

Test four: durability. Rugged doesn't begin to describe the TB Evo's chassis. Virtually every chassis and suspension piece is new on this car, and is made from the highest-grade material, e.g., carbon fiber, stiff molded-composite. We bashed into several corner boards and collided with other cars on many occasions without mishap. The only part of the TB that seemed weak is the spur gear, which is molded from a soft plastic that became easily damaged by small pebbles. Fortunately, Tamiya includes spare gears with the kit, but we'd rather have more durable gears instead of having to tear-down half the chassis to replace them.



A high-quality graphite chassis replaces the molded plastic tub of the standard TB-01. A large cutout allows the motor to be placed low in the chassis for superior cornering.

Test Options

• Novak Cyclone TC. With special programs just for electric touring cars, the Cyclone TC is ultra efficient and ultra smooth—perfect for hot mods or, with a profile change, the newest stocker. A small pot on the exterior allows simple setting of the braking strength.

• Novak XXL FM receiver. Super small and, in our testing, glitch-free. The XXL also has a neat little crystal holder that allows easy crystal changes yet seals and protects the receiver's innards when installed.

• Fantom Racing Team Stock Motor. Based on the high-revving Epic/Trinity P2K, Fantom's top-of-the-line stocker has been dyno-tuned with high-quality racing brushes and springs for optimal performance. A dyno printout sheet is also included.

• Fantom Racing SMC matched Sanyo 2400s. At a discharge rate of 30 amps, these high-performance NiCad cells have a voltage of 1.119 volts per cell and a run time of 288 seconds. We found the cells good for stock, but they worked best with a mild mod motor in the 13-14 turn range.

• Futaba S9450 servo. With a speed of 0.15 seconds and 111 in./oz of torque, the 9450 has plenty of torque to keep the TB's wheels pointed in the right direction. A metal gear train means no more broken servos after giving the corner boards a few love taps.

• PROTOForm Mercedes CLK body. This new low-profile body features a blunt nose/high hood design which gives the car good steering on tight tracks (perfect for where we tested the TB Evo).

The Bad

■ The stiffness and precision of the suspension is negated by too much slop between the axles and the bearings.

■ It's very difficult to reach the motor-mount screws to remove the motor or make adjustments. Only an L-shaped Allen wrench will work; forget about your expensive driver.

■ No turnbuckles means that you'll have to remove each suspension link to make adjustments, e.g., to change toe-in or to set the camber.

■ This thing is expensive. At least as much as any of the top racing touring cars available. On the bright side, the Evo is a limited edition kit; you may be the only kid on your block to own one!

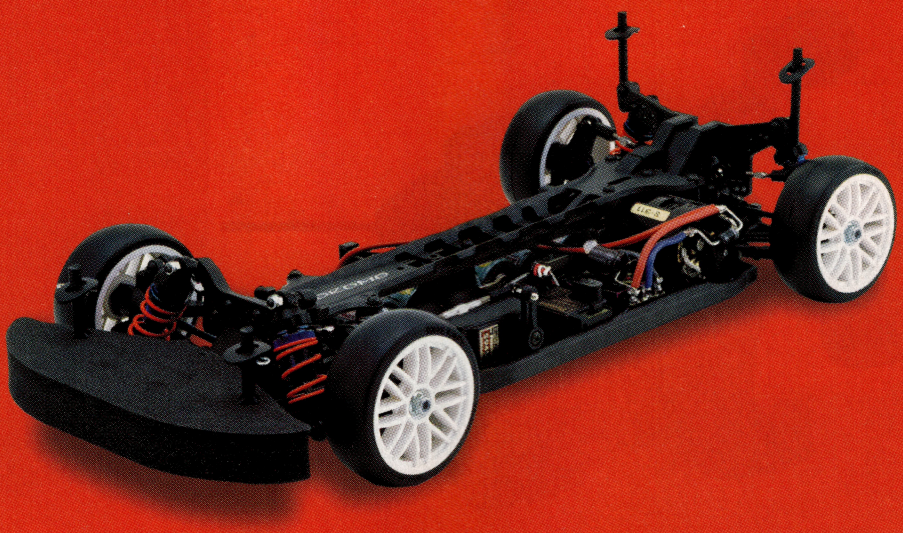
The Good

■ Excellent quality.
■ This kit has every cool option from Tamiya's catalogue.
■ Tamiya provides two sets of spare gears for the tranny and two sets of spur gears.
■ Limited Edition means exclusivity.
■ Excellent chassis balance and neutral handling.
■ This car works great on tight tracks.◆

SOURCES

Fantom Racing Motors, 50201 Silver St., Vicksburg, MI 49097 • (616) 649-9583; (616) 649-9584
Futaba, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008
Novak Electronics, Inc., 18910 Teller Ave., Irvine, CA 92612 • (949) 833-8873; fax (949) 833-1631
PROTOform Race Bodies, P.O. Box 456, Beaumont, CA 92223 • (909) 849-9781
Tamiya America, Inc., 2 Orion, Aliso Viejo, CA 92656-4200 • phone (949) 362-2240; fax (949) 362-2250

Ready To Win?



MR-4TC PRO

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



Battery, motor and electronics not included in kit.

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

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

YOKOMO

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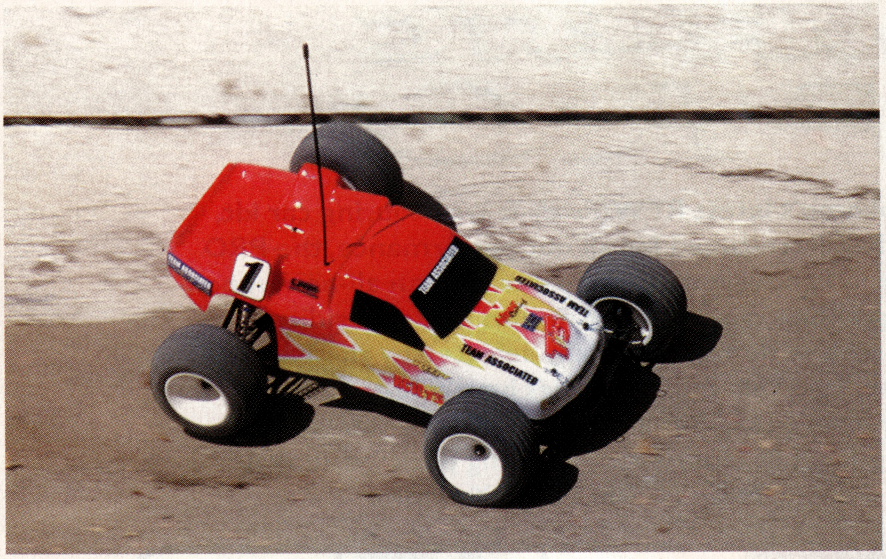
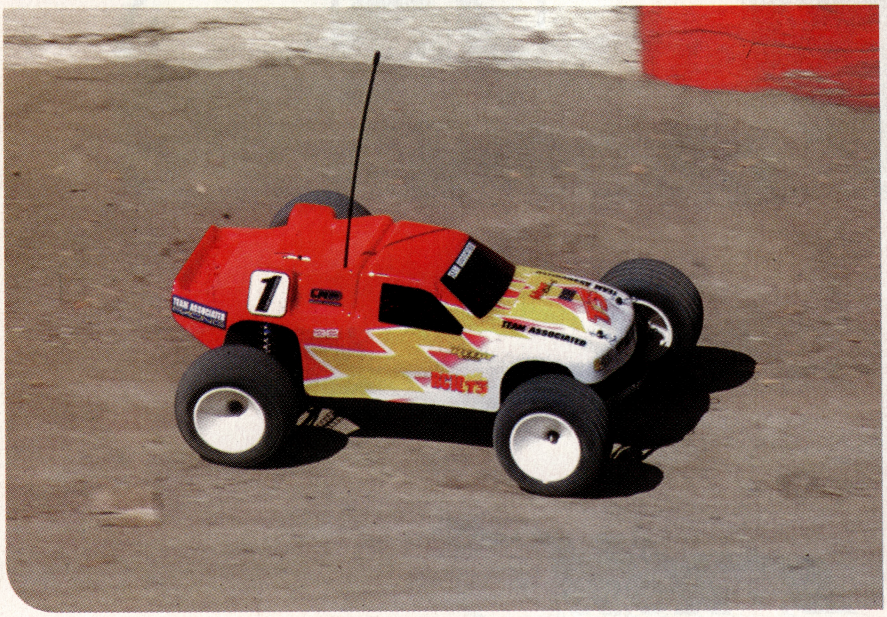






Specifications

Length	390mm/15.4"
Width	242mm/9.5"
Wheelbase	275mm/10.8"
Track	(F) 201mm/7.9"/ (R) 203mm/8.0"
Weight (RTR)	1700g./3.7lb.
Price	Retail: $359.95
	Average street price: $229.00

Bringing off-road racing to the masses!



Running Gear
- Reedy R3K battery pack

What you get
- Just about everything including a completely built truck with a painted, trimmed, and decaled body, and radio gear pre-installed.

What you need
- A six-cell battery pack, eight AA batteries for the radio, and a battery charger.

TEAM ASSOCIATED T3 RTR

We have seen the future of R/C off-road racing, and it is going to be driven by the new crop of ready-to-run vehicles that have begun popping up left and right. You can't escape them—they're everywhere! And it's a good thing, too. This new breed of ready-to-runs is going to bring new blood into the hobby and make it bigger and greater than ever. For those of you who have been in the hobby for a long time, think back to the early '90s...imagine a racing manufacturer coming out with a ready-to-run vehicle based on one of their most popular off-road kits with all you'd need to hit the track and be relatively competitive right out of the box... That's right, they would have sold a million of them! Well, guess what—Team Associated has stepped up to the plate and is offering one of the most user-friendly and most raceable ready-to-run kits we've seen thus far. The T3 RTR is here, folks, and it's going to be bringing a whole lotta new faces out to the race track—just wait and see!

TEAM ASSOCIATED **T3 RTR**



A pre-painted, pre-cut, pre-decaled, ready to mount Lexan body is included and is available in three different color schemes—never before has this step been so taken care of! Thank you Team Associated!

Features

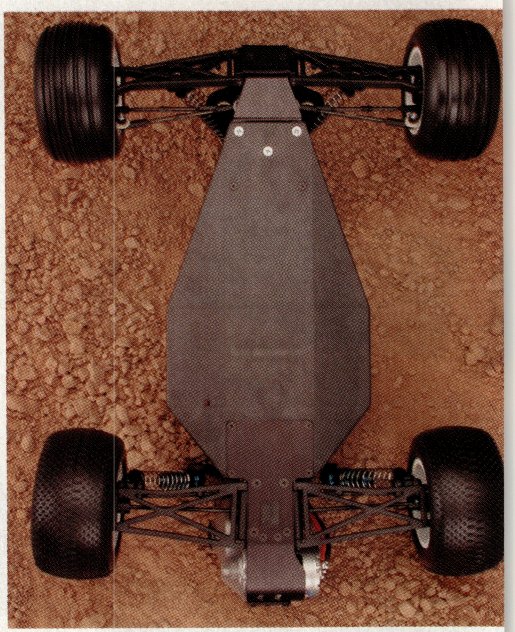
• **Radio**—the T3 RTR comes equipped with a Hitec Lynx Sport AM radio system. This 2-channel budget-oriented radio comes with servo reversing switches, two LED battery status indicators, a NiCad battery charging jack, as well as throttle and steering trims.

• **Electronic speed control**—thankfully, Team Associated saw fit to include an electronic speed control, and a good brand-name unit at that! The LRP Runner (with reverse) has a digital push-button setup and can handle motors in the 18-36-turn range (all popular stock competition motors and ultra-mild mod motors fit this application quite nicely).

• **Steel turnbuckles**—a lot of ready-to-run vehicles come with fixed toe/camber links. The T3 RTR comes completely decked out with a full set of high-grade steel turnbuckles that allow you to adjust front toe as well as front and rear camber. We checked out all the measurements to see if the truck was set up accurately from the factory, and it was.

• **Bushings**—well, there had to be a bit of scrimping in one department to get the truck on hobby shop shelves at such a good price, so we'll deal with the bushings for now. Our advice is that once the bushings wear out, replace them with Team Associated's T3 sealed bearing kit (#9390). For those not in the know, bearings reduce friction in the drivetrain, allow for higher speeds, and help provide longer overall run time. All in all, a good investment for those looking to get the best performance from their vehicle.

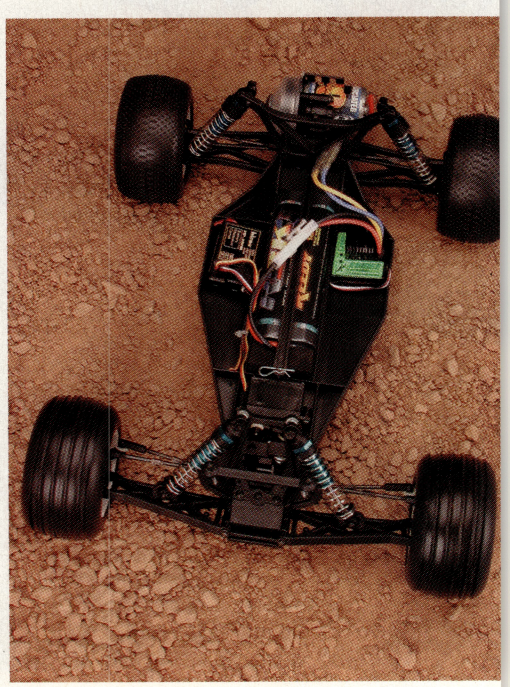
• **One-piece wheels**—previous generations of Associated "sport" trucks came with three-piece wheels that allowed users to unscrew the wheels to take them apart and re-use them once the tires wore out. The drawback to the three-piece wheels are that they are heavier than the race-oriented one-piece wheels. Since Associated felt that the new T3 RTR would more than likely see some track duty, they felt that it was best to give the customer the lighter one-piece wheels.



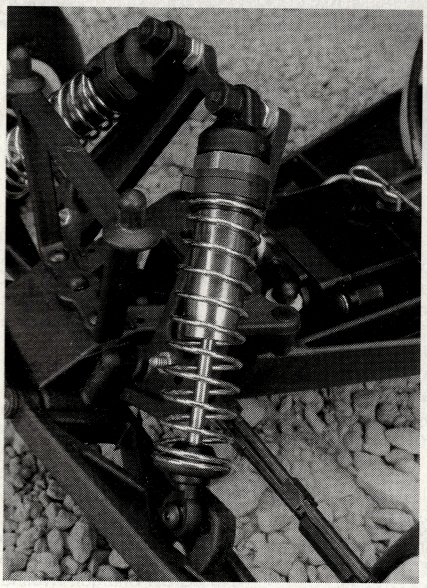
• **Blue anodized shock set**—these blue bouncers do the same job as the shocks found in the other kit versions of the T3 except they are not hard anodized or Teflon coated. The only major difference most novices will honestly notice is the fact that the team shocks are gray and the RTR shocks are blue... The shocks that come with the T3 RTR are smooth, and are built well (we didn't notice any squishiness that appears if the shocks were assembled incorrectly).







The tires that come with the kit worked extremely well at our local off-road track, Hot Rod Hobbies. The track was hard packed but had a layer of dust on it, and still the tires felt hooked up.

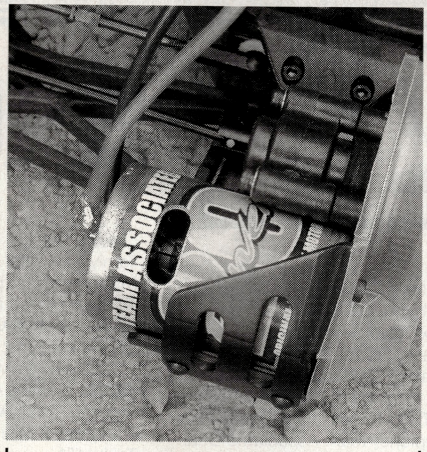


The blue-anodized shocks may not be Teflon coated, or hard-anodized, but they work well. After launching the truck off a set of big triples repeatedly, we did manage to blow a shock seal and some oil leaked out. But a quick trip up to the hobby shop to grab a new O-ring solved the problem and we were back on our way after a quick shock rebuild. We have since had no other shock problems, so it was probably an isolated incident.

• **20-turn Power stock motor**—we were surprised at how well the 20-turn Power stock motor propelled the T3 RTR. It's no rocket, but it is the perfect motor of choice for a beginner who is learning how to navigate their first off-road truck around those tricky off-road tracks. Strap in the faster stock motor once you've made it around the track without crashing, flipping, etc..

• **Optional body colors**—each body comes with a Mark Pavidis replica finish. Three color schemes are available—white, red, and blue (just like Pavidis'); white, yellow, and red; and white, yellow, and purple. We were pleasantly surprised when we opened the box and found that the body was not only perfectly trimmed, but was also decaled as well! Thank you, Team Associated! It's about time someone has taken this part of the finishing process to the next level!

• **Off-Road ready tires**—up front you'll find the common rib front design, while out back is a set of tires that are a mix of Pro-Line's Holeshot and Losi's Reptile tire. The compound is also somewhat soft—a little bit of a surprise since a lot of ready-to-run kits don't come with the best tires in the world. We expect these tires will work well on most track surfaces.



This 20-turn stock motor moved the truck at respectable speeds. A hotter 24- or 36-degree stock motor would be our next upgrade, and one we would recommend to anyone planning on racing this vehicle.

The Bad

■ There is nothing truly bad with this truck. If we had to nitpick, and we cringe when we say this because otherwise this kit is really that good, it would be that we'd like to see some bearings included …

■ No on/off switch for the ESC.

The Good

■ Comes fully assembled with running gear

■ The pre-painted body not only looks fantastic, it comes pre-trimmed and already decaled! Unbelievable!

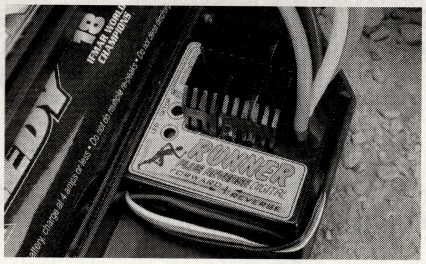
■ An electronic speed control—where do we line up to start kissing Associated's feet?

■ Parts availability—if your local hobby shop doesn't have T3 parts stocked on their shelves already, they should be ashamed to call themselves a hobby shop…

■ Out of the box, this puppy handles awesome. It's nice that it comes from the factory dialed-in already. This way, novices who don't know how to build and set up their vehicles properly will be able to take this truck out of the box, hit the track, and the truck won't be all jacked-up!

The Verdict

It makes you wonder why it's taken so long for Team Associated to release a product such as this, considering it is going to sell like crazy! Regardless, it doesn't really matter at this point—the most important thing is that it is here, right now. People looking to get into off-road racing both quickly and easily need to look no further than the new T3 RTR. The truck has a proven, winning track record, and accessory parts are readily available at most hobby shops. Bravo, Associated…now the big question is, when do we get our B3 RTR? ◆



We were stoked to see an electronic speed control make its way into the T3 RTR package. This is a huge step up from including an inefficient mechanical speed control!

Performance Test

Location: Hot Rod Hobbies, Saugus, CA
Temperature: 8 degrees
Track surface: hard-packed dirt. Dry and slightly dusty.

Hot Rod's track is a large off-road course with several double jumps and a large, 12-foot triple on the front straight. If left dry, the dirt will develop a blue groove.

Test one: steering and traction. As it shares its suspension geometry and design with the T3 Team kit, the RTR exhibits a precise steering feel, with a slight amount of push at corner entry and plenty of mid-turn grip. Because the rear tires lacked sufficient grip on very hard, dry surfaces (they are molded of a more long-lasting, less adhesive rubber than most race-only tires), the truck had a tendency to oversteer on corner exit. Although this was slightly distracting, it really had no effect on lap times, as the smooth LRP ESC made it easy to control the wheelspin.

Test two: handling and jumping. Out of the box, the RTR T3's shocks and suspension settings are nearly perfect for racing. The damping is well-suited for bumpy, rutted surfaces such as our test track, and the springs are firm enough to provided adequate control when landing from big jumps. You won't need to change anything on this chassis to go racing.

Test three: acceleration and speed. Despite a lower number of turns (20 vs. 27), don't expect the kit motor to be faster than a competition stock—it's not. However, the stock motor is fast enough to get novice drivers around the track safely until their skills develop. We tested our RTR T3 at a time when there were several other stock trucks sharing the track, and we were able to easily outpace several of them simply by driving cleanly and not crashing. Slow and steady does win the race—especially in the sportsman classes.

Test four: durability. This proved to be the RTR's most outstanding feature, as we did everything we could to punish our tester without success. Sure, any truck will break if you drive it off a roof, but under normal, and even not-so-normal abuse, the T3 will hold up well. Truly, this is a great way for new drivers to go truck racing, be it on the track or in the backyard.

SOURCES

Reedy Modifieds, distributed by Associated Electrics, 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9339.

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.

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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.

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❑ **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.

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❑ **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.

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❑ **JULY '00**
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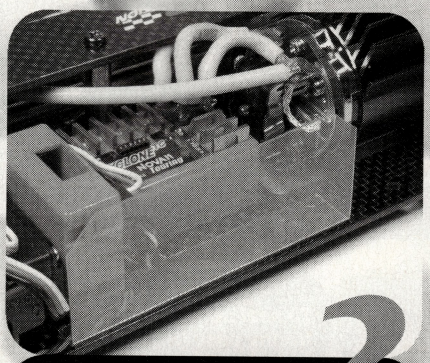
When nature gets nasty, fight back!

8 Ways to Moisture-proof your car

By Lito Reyes

It's the middle of winter, and you just need to run your car, but being out in the snow, rain, or mud, you don't want to short anything out. You know to stay away from puddles, slush, and flooded lawns, but what can you do to protect your precious equipment even more? Here are a few tips to get your ride to survive those "less than favorable" conditions...





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Use a plastic bag or rubber balloon to waterproof your receiver, Put it in a parts bag, twist the mouth closed around the wires, and secure it with a zip tie. Or for more color, use a balloon. Blow it up to full size, then hold the end closed. With your free hand, press the flat bottom of the receiver into the balloon. Now slowly let the air out while still pushing the receiver in. When all the air is expelled, the balloon should be wrapped around at least half of the receiver. Cut off the mouth, then finish by pulling the balloon over the rest of the receiver with the wires coming out the opening.

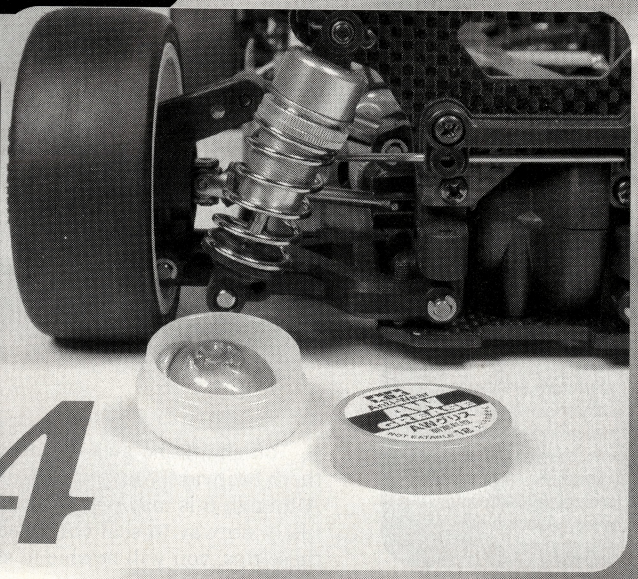
2

Use scrap polycarbonate (maybe the wheel cutouts from that body you painted last week) to create a splash shield. Fashion it so that water will drip safely away from the electronics. Or better yet, mount the ESC high up, like on a shock tower. Who cares about the CG, you're just blowing off steam anyway, right?



3

Make sure you protect your bearings before and after your runs. Oil all exposed bearings beforehand, and then again when you're done. And in case you didn't know, the "WD" in WD40 stands for Water Displacement. Soak your bearings in it at the end of the day so water won't get trapped in the races. A rusted bearing is worth less than an old bushing. In fact, if you still have the original bushings your kit came with, use those instead.

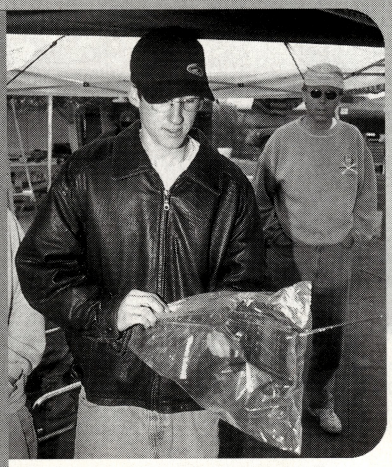


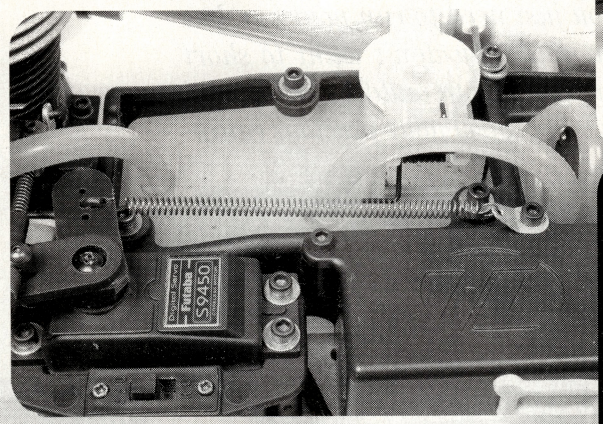
4

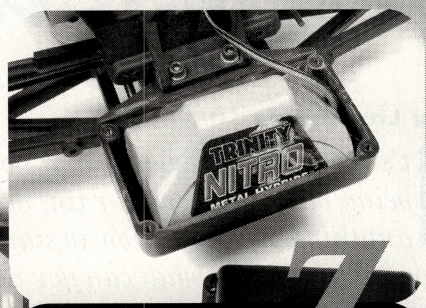
Don't forget those outdrives! Use a heavy grease liberally on dogbone ends and on each outdrive. Don't forget the center dogbones on shaft driven 4WD cars. And you want to keep the rust off off the dogbones, so coat them in petroleum jelly at the start of the day, or spray them with WD40 before and after the runs. Try to keep the WD40 away from brake discs and belts, though.

8 Ways to Moisture-proof your car

● If you plan on doing any driving in the rain, you still need to protect your radio. This tip may look really goofy, but it works. Get a grocery bag and poke a small hole in the bottom. Now grip your radio, and put the bag over the top, including your hand, and push the antenna through the hole. Then use some tape to seal the bag around the antenna so no water can come in. If your wheel has a foam or rubber grip, you should be able to grip it just fine through the bag, but hard plastic ones might be a bit slippery. In that case, use some tennis racquet grip tape to give your wheel a better surface. ●

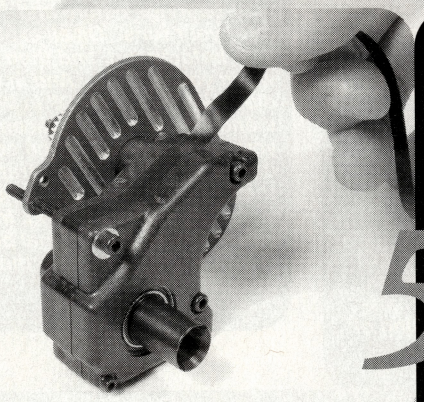






7

On a nitro car, a short circuit in a receiver battery pack is something nobody wants. Can you say R-U-N-A-W-A-Y? Just like your receiver, you should waterproof you receiver pack. Also, be sure that you have a throttle return spring installed on the carb. On slide carbs, a rubber band wrapped around a couple of times works great. Just be sure to replace it after every couple of runs, because heat from the engine breaks down the rubber.



5

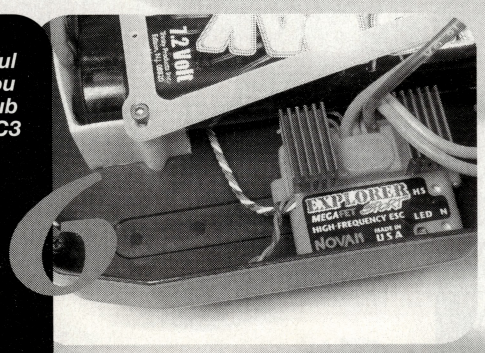
To seal up a tranny case quickly and cheaply, use vinyl electrical tape, or better yet, use silicone waterproof tape. The red silicone tape is more expensive and thicker, but makes a true water-tight seal.



8

One more tip for your nitro car: point the stinger of your exhaust system at a 45-degrees angle from the ground. If you point it straight down, you run the risk of clogging it up and cutting out the engine when the suspension is fully compressed. Don't you hate it when you catch some big air from a snow bank, then snuff the engine out on the landing?

This may be painful for some, but if you run a car with a tub chassis like the TC3 or Triple-X, you may want to drill a few strategically-placed drainage holes in your chassis. A couple around the ESC, in front of the battery, or anywhere it looks like water might get pooled up. Those holes in my old RC10 chassis weren't just to lighten it!



You should be aware that water and electronics simply don't mix, but as you've just read, there are ways you can minimize the potential for fried servos, speed controls and receivers. Although this may come as bad news to some of you (and we know who you are!), there's virtually no way to seal your electronics well enough to allow submarine ops. But if you follow these tips, you will be able to safely operate your car in most adverse weather conditions. ◆

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'2000 NORRCA NATIONAL CHAMPION

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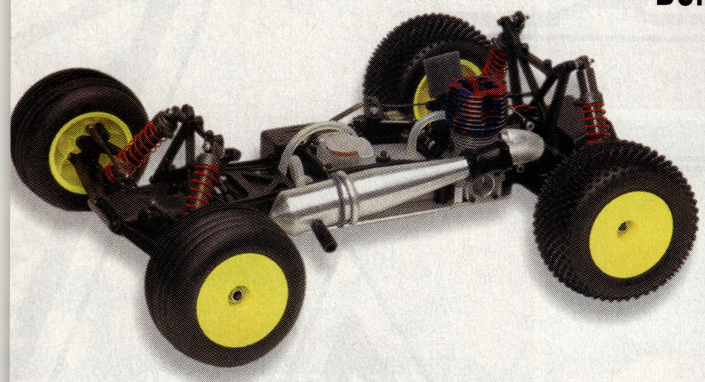


TEAM LOSI

13848 Magnolia Avenue,
Chino, California 91710
(909)465-9728 / (909)590-1496 Fax

www.TeamLosi.com





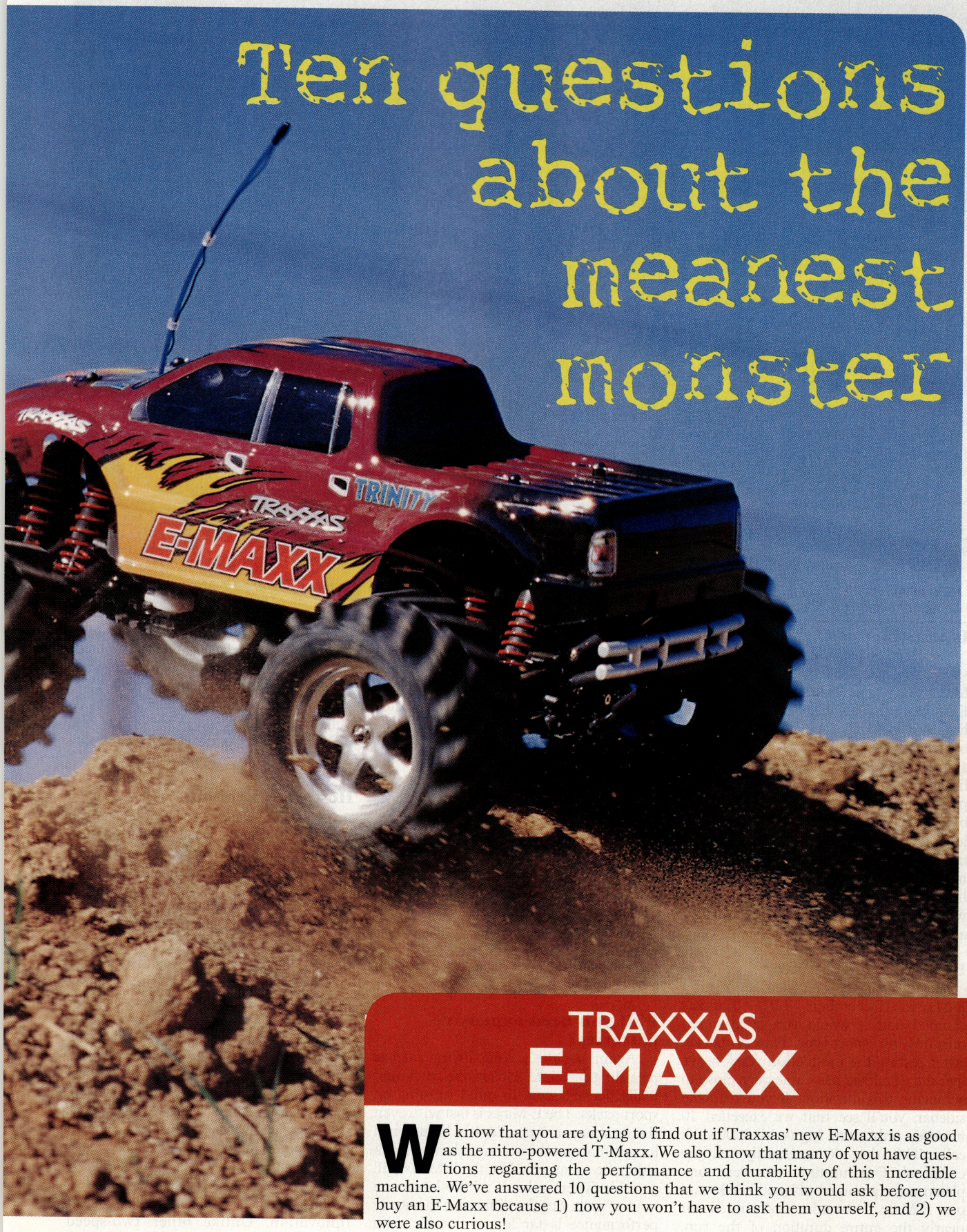




SPECIFICATIONS

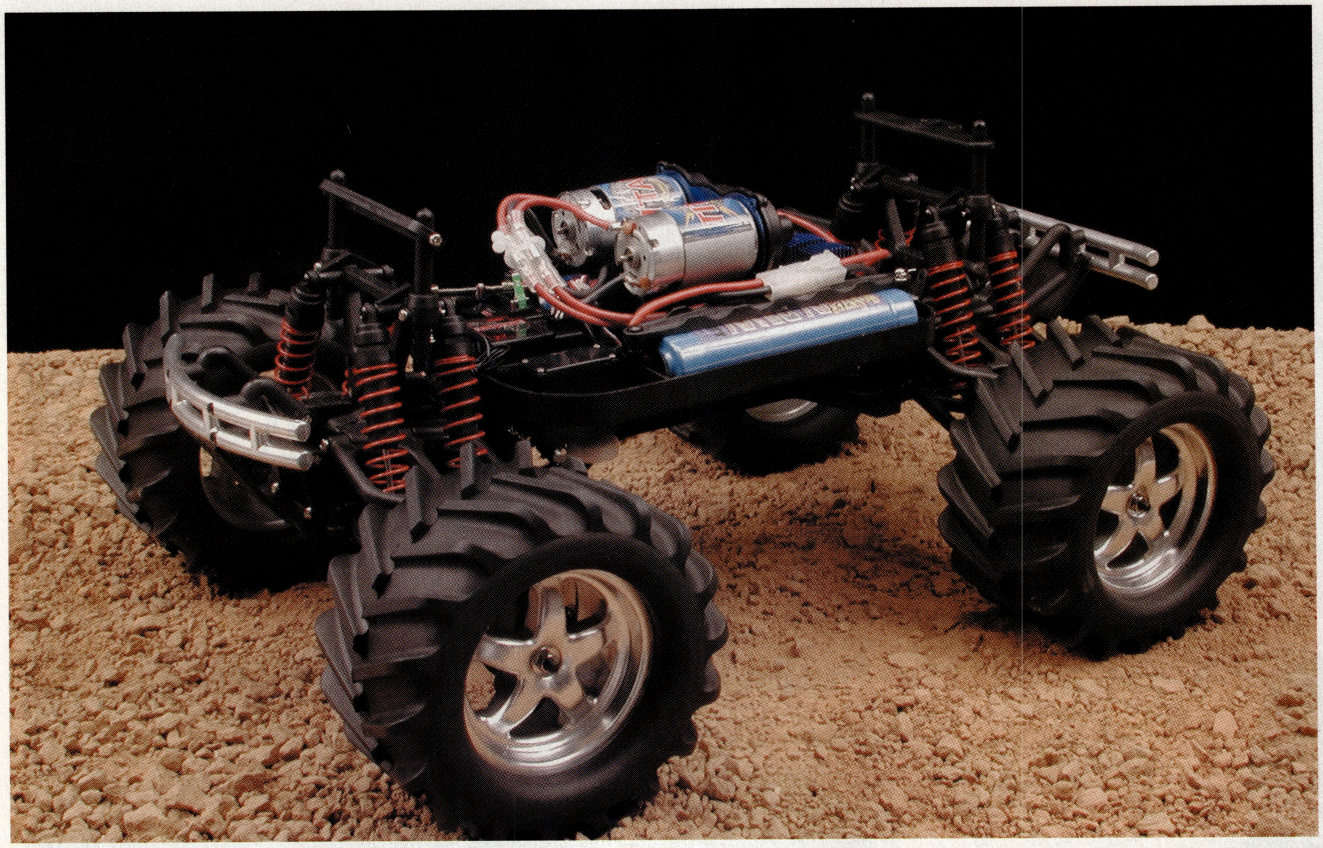
Length	19"
Width	14.8"
Wheelbase	12.2"
Weight (RTR)	9lbs. 14.5oz.
Track	11.6"

Ten questions about the meanest monster



TRAXXAS E-MAXX

We know that you are dying to find out if Traxxas' new E-Maxx is as good as the nitro-powered T-Maxx. We also know that many of you have questions regarding the performance and durability of this incredible machine. We've answered 10 questions that we think you would ask before you buy an E-Maxx because 1) now you won't have to ask them yourself, and 2) we were also curious!



Rule of thirds: the E-Maxx shares its front and rear ends (suspension, diffs etc.) with the nitro-powered T-Maxx. Only the center chassis is different. Hint: nearly every T-Maxx hop-up will fit the E-Maxx

Is it as fast as the T-Maxx?

In short, no. In a heads-up drag race in stock trim, the T-Maxx will beat the E-Maxx every time. From a dead stop, the E-Maxx pulls out ahead of its nitro sibling, but when the E-Maxx has topped out in second gear, the T-Maxx is just shifting to second and pulling away. In a limited space or on a track, we give the performance advantage to the E-Maxx because of its better throttle response and low-end torque. Electric motors make the most torque at zero rpm; nitro engines must build rpm to make torque. Off the line and out of tight turns, the E-Maxx will pull the T-Maxx. But on the straight-away, the T-Maxx will win.

How long will it run?

Back when we tested a pre-production E-Maxx (December '00), Traxxas claimed that it would run at least ten minutes on sport-type battery packs. After testing the production version, we feel that Traxxas has come very close to achieving this duration. If you read the sidebar, you'll see that we exceeded 10 minutes only with high-end 3000MAh cells. This doesn't necessarily tell the entire tale. Our run-time tests were completed on a groomed off-road track, and our E-Maxx's throttle was pinned for nearly the entire duration of the run. Based on subsequent field testing, we estimate that you could safely add about 50-percent more run time to our track figures if you were simply backyard bashing. Obviously, run time will reduce in softer dirt or during extreme hill climbing.

Will it break easily?

Unless you're Johnny Knoxville and plan on driving your E-Maxx off a roof, through a car wash and down a concrete fountain, we doubt you will be able to break this truck. We put our tester through an incredible amount of abuse, including upside-down landings from five feet in the air, and aside from scratches and gouges, no parts failed. It's as tough as a T-Maxx, which is no surprise as the two trucks share roughly two-thirds of their parts.

Will you need expensive batteries?

Again, see the accompanying sidebar regarding run time. This is one truck that really doesn't seem to mind running on sport packs. The E-Maxx is fast with even the least expensive cells. It will also run longer than just about any electric truck using the same cells. Yes, the E-Maxx will go a bit faster and run a little longer on "killer" cells, but the difference in battery performance is far less noticeable with this truck than in any other electric vehicle we have ever tested. Our recommendation? Stick with mid-pack batteries, i.e., high-capacity unmatched stick packs. You should be able to buy two pairs of good E-Maxx batteries for the price of just one high-end racing battery, yet still enjoy good speed and run times.

How does it handle?

Like the T-Maxx, the E-Maxx is the most versatile R/C truck on the planet. What other vehicle works so well on an off-road track, yet without modification can climb a 60-degree embankment, scrabble over a six-inch tall rock and pull itself through diff-deep muck? During our track testing, our E-Maxx turned laps that were as fast, if not faster, than those of the stock racing truck class. And this is with the supplied paddle tires on a hard-packed dirt surface. With 3-1/2 inches of travel, the E-Maxx's suspension does allow significant roll, dive and squat, but this doesn't seem to result in any bad handling habits (other than a predisposition to flipping on pavement), and it adds to the fun of driving.

Does it really shift?

Yup, this is the E-Maxx's coolest innovation. Unlike other two-speed

gearboxes, this one is utterly under your control via a toggle located on the transmitter. All it takes is a flick of the thumb to upshift or downshift. There really is no sensation quite like exiting a turn in first, letting off the throttle slightly as you flip the shift switch, then watching your E-Maxx lurch forward as second gear is engaged. Becoming good at shifting is a skill you can add to your driving arsenal; it can be advantageous against all other types of vehicles, not just rival E-Maxxes.

Can it handle gnarly terrain?

Better than anything on 1/10-scale wheels. The E-Maxx's ability to cope with rough landscape is almost otherworldly. Nothing seems to be able to stop this truck! A combination of amazing suspension travel, high ground clearance and effective full-time 4WD allow the E-Maxx to creep, crawl or blast through obstacles that you'd be afraid to tackle on foot. In the rare event that the E-Maxx does get stuck, the reversing ESC lets it back out of trouble.



The twin Titan 550 motors that come with the E-Maxx are specially wound to work with the truck's 14-volt power system. During testing, the motors remained surprisingly cool, even after ten minutes of running.

Can you swap/switch motors?

Yes, but you would be hard-pressed to find a pair of motors that provide the overall balance between speed, torque and run time of the E-Maxx's Titan motors. Fortunately, Traxxas designed the gearbox to accept gearing choices all the way down to 50:1 for your experimentation. As of this writing, the only company to make replacement motors specifically for the E-Maxx is Trinity. We plan to test their Monster Maxx modified 550 motors soon. Another possibility that looks promising is Novak's forthcoming brushless motor. According to Novak, just one brushless motor might be able to replace both motors in the E-Maxx. There's even rumor that Traxxas may produce a revised motor plate, which will have only one opening, for the brushless motor.



Testing the E-Maxx at Hot Rod Hobbies with pro driver Jimmy Babcock. Jimmy only crashed twice; both of which were the result of grabbing reverse to lower the truck's nose during a jump. It's okay to land on the rear wheels sometimes, Jimmy!

What would we change?

(1) The E-Maxx is only available on 27MHz, which means that unless you change your radio system, you can only race your truck against five other E-Maxxes, as there are only six frequencies available. And who wants to change radios and lose the ability to shift?

(2) We would like to see a brake feature added to the E-Maxx's ESC. True, the dual motors slow the truck when the throttle is released, and tapping reverse gently will act like a form of braking, but we'd like to see an actual brake function along with reverse (perhaps a brake feature with a reverse-delay function).

Which would we pick: electric or nitro?

If we had to choose between the E-Maxx or T-Maxx, we would probably pick the E-Maxx because it represents a quantum leap forward in electric power. Yes, the T-Maxx is faster and will run for as long as you fill the fuel tank, but the E-Maxx is easier to run; just plug it in and flip the switch—no need to know how to tune an engine. As the chances of overheating the motors are substantially lower than with conventional electric vehicles, the E-Maxx's power system will allow you almost non-stop running, as long as you have enough charged batteries. Add to this the ability to shift gears at will, and you have a truly revolutionary electric truck. You might prefer the nitro T-Maxx, but at least give the E-Maxx a good try before you buy.

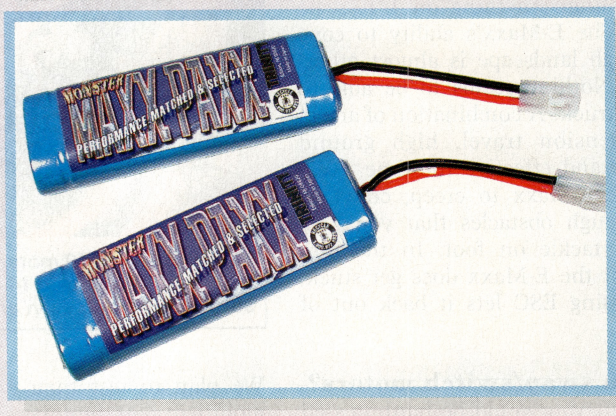
RUN TIME TEST

To accurately gauge the run time potential of the E-Maxx's 14-volt power system, we decided that the most consistent results would be produced by running on a closed-circuit off-road track. This way, the amount of throttle used would be the same for each lap throughout the entire duration of the run. If we were to test the E-Maxx at an open area, there would be no way to produce a repeatable load on the motors.

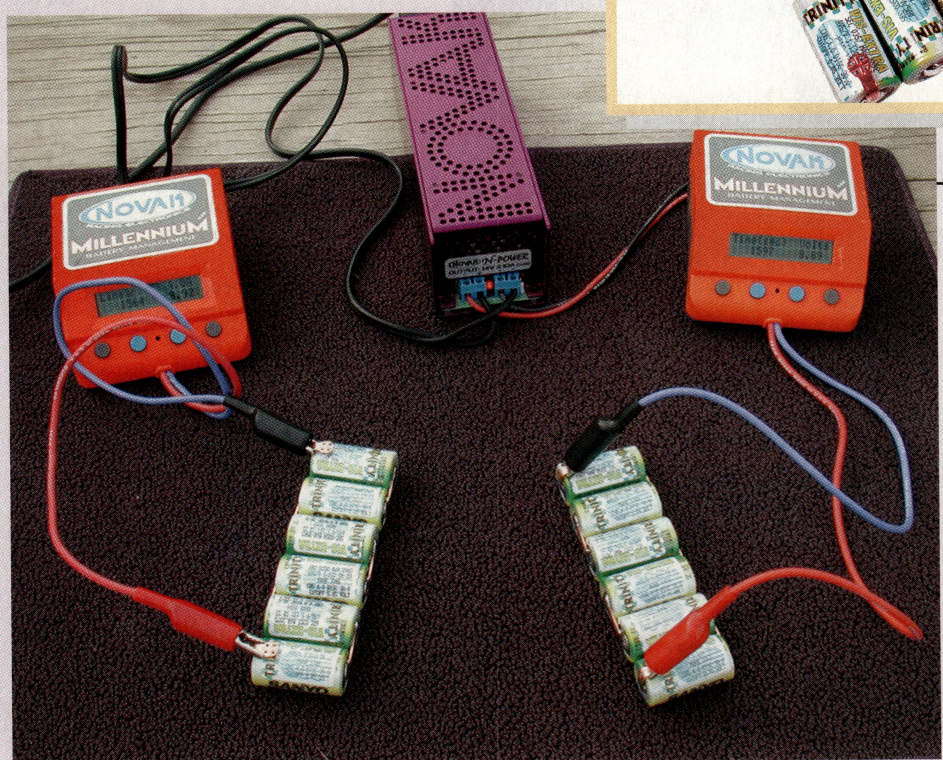
Another of our goals was to test the E-Maxx using a variety of batteries, ranging from inexpensive sport packs up to high-end matched cells. Would the truck be fast using cheap batteries? Would it have good run time? Would more expensive cells produce much greater performance? Hopefully, we would learn the answers. For our test, the people at Trinity sent along three sets of batteries: a pair of 1300MAh NiCad Zip Packs, the new 1900MAh NiCad Monster Maxx Paxx (sold in pairs specifically for the E-Maxx) and a pair of top-of-the-line matched Sanyo 3000MAh NiMH packs (these pro-assembled side-by-side packs come built and soldered).

To ensure consistency in lap times, we also enlisted the aid of our resident pro driver, Jimmy Babcock. Jimmy is a regular contributor to *R/C Car*, a multiple national champion (both ROAR and NORRCA) and Team Losi factory driver. He runs his Triple-X buggy, Triple-XT truck and Triple-X NT gas truck at races around the country, and just happens to run the race program at our local track, Hot Rod Hobbies in Saugus, CA (the site of our E-Maxx test). With Jimmy at the controls, we knew that he would put the E-Maxx through its paces lap after lap with machine-like precision.









E-MAXX RUN TIMES

	Run time	Motor temp.	ESC temp.	Batt temp.	Connector temp.
Trinity Zip Pack 1300MAh stick-pack battery. Retail price: $18.99 per pack	6 min., 30 sec.	78/112* degrees	78/103 degrees	96/151 degrees	78/86 degrees
Trinity Maxx Paxx 1900MAh stick pack batteries Retail price: $69.99 per pair	8 min., 15 sec.	84/138 (L), 129 (R)** degrees	76/114 degrees	94/130 degrees	76/113 degrees
Trinity VIS Plus Race Spec matched Sanyo 3000s Retail price: $122.99 per pack	10 min, 25 sec.	78/150 (L), 148 (R) degrees	73/124 degrees	78/141 degrees	71/112 degrees

* The first number represents starting temperature, the second is the termperature taken after the run.

** The left and right motors often exhibited varying temperatures, indicating that the load was not equally distributed between them.

READING THE CHART

Run time—describes how long the E-Maxx ran on a single battery charge.

Motor temp.—the motor's temperature before and immediately following the run is given in degrees Fahrenheit. A cooler motor makes more power and is more efficient.

ESC temp.— the ESC's temperature before and immediately following the run is given in degrees Fahrenheit. As with the motors, a hot ESC is less efficient and wastes power.

Batt. temp.—each battery's temperature before and immediately following the run is given in degrees Fahrenheit. Excessive heating can cause the cells to vent. This reduces the cells capacity.

Connector temp.—each connector's temperature before and immediately following the run is given in degrees Fahrenheit. If the battery and motor connectors are hot, this indicates that they are not functioning efficiently and are wasting power.

What it all means

If you look carefully at the chart, you'll see that, as expected, the more expensive batteries yielded longer run times, but not by as much as we would have predicted. Especially shocking to us was that the $18.99 Zip Packs propelled the seven-pounds-plus E-Maxx over every obstacle on the track (including a 12-foot triple) for well over six minutes. In a "normal" 7.2 volt application using a competition-type stock motor, these batteries are good for around five minutes of run time—and this is with a much lighter four-pound car. When using the Zip Packs, Jimmy found it best to downshift into first gear in order to clear some of the infield sections. Once on the straightaway, he was able to shift into second gear to produce respectable top-end speed.

Although they didn't produce the run time of the 3000s, Jimmy preferred the 1900MAh Maxx Paxx batteries for overall performance. With these cells, the E-Maxx had noticeably more punch than with the Zip Packs. He was also able to leave the E-Maxx in second gear for the entire course because of the added voltage. These packs also exceeded eight minutes of full-power run time. If Jimmy had used first gear for the infield sections, as he had with the Zip Packs, overall run time would have surely been a bit higher.

Trinity's VIS Plus Sanyo 3000s represent the height of NiMH battery technology, and they're also quite expensive compared with the other packs. We chose these cells for this reason, as they will best illustrate that the demands of the E-Maxx's 14 volt power system are quite different from those of standard R/C systems. In a typical 7.2 volt system, these cells would easily double or triple the run times of the other packs. But in the E-Maxx, the difference was less significant. Jimmy noted that the 3000s felt slightly less "punchy" than the 1900MAh packs, but that the E-Maxx's top speed on the main straight felt higher, as if the truck was pulling harder toward the end than with the other packs. This is true of most NiMH packs, as they don't quite have the voltage of some NiCad packs, but seem to make up for it with top speed.

You may also be wondering about the other numbers provided in the chart. These show the temperature of the E-Maxx's various electronic devices during the testing. There are two readings that should of particular interest. The first is the motor temperature readings. Note that the E-Maxx's Titan 550 motors reached a maximum operating temperature of just under 150-degrees after 10 minutes. For comparison's sake, a typical 1/10-scale electric car or truck's motor might exceed 175-200 degrees after only four minutes. And if the vehicle were capable of running for longer, the motor would steadily become hotter the longer it ran. With the inexpensive Zip Packs, you'll see that the motor's only reached 112-degrees after 6 1/2 minutes. Most electric motors get hotter than this on a warmup lap!

Of equal importance to us is the connector temperature. We have long stated that the "Tamiya-style," or JST connectors that are used on most sport-level packs and ESCs are far too inefficient, wasting a lot of the battery's power. In most electrical components, inefficiency registers as heat. You'll see that throughout the entire test, the E-Maxx's battery and motor connectors never exceeded 114-degrees. This means that we can't tell you to switch connectors if you don't want to—the E-Maxx's "twice the voltage, half the current" power system doesn't overtax its factory connectors. Will you gain some efficiency by replacing the stock connectors with aftermarket ones such as Deans? Probably, but you won't notice much difference. ◆

SOURCES

Deans, 7628 Jackson St., Paramount, CA 90723 • phone (562) 634-9401; fax (562) 634-9403

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

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

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



Tuned Pipe Buyer's Guide

By Lito Reyes

So you finally decided to do your car a favor and put the engine that came with it to rest and pick up that hot Italian or Japanese mill.



Are you going to put that airplane muffler thingy back on there? No, that would kind of be like putting the 14-inch rims from an '85 Civic on an NSX (assuming that was possible). Would it work? Probably, but you would be doing the car a major disservice by hindering the performance of a piece of precision machinery.

Actually, just choosing which new tuned pipe to put on your car can be a daunting task. Much like tires, every pipe has a specific application; what your next door neighbor is using might not be right for either your application or the conditions you run under. We're not saying that you need a different pipe for every track, but, for instance, an off-road pipe may be tuned for bottom-end punch while an on-road pipe might be skewed for lots of RPM at wide-open-throttle. That pipe that your buddy Haz-Mat is running on his truck won't necessarily work that well on your sedan, even if you run the same engine. Well, we're here to help you out by showing you a good selection of what's out there and what each one is recommended for.

As usual, use our guide as a starting point in your research. Even though they are a relatively inexpensive way to extract more performance from your engine, pipes aren't that cheap, so also check the various R/C discussion threads on the Web, talk to your fellow racers, and get the opinion of the guys at your LHS before making a decision. The better informed you are about your purchase, the less likely you are to make a costly mistake.

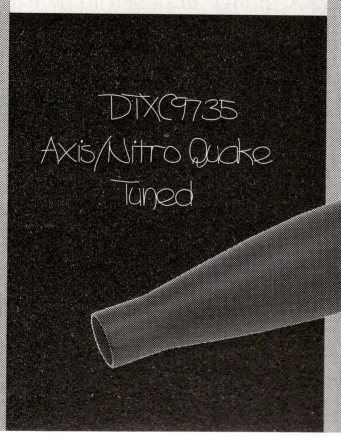


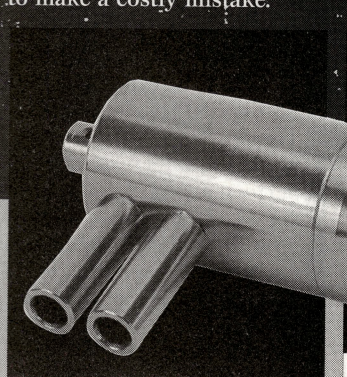
• Associated Electrics

RC10GT Pipe: Associated designed this for their RC10GT truck, but many on-road racers have discovered how well this single-chamber pipe works in their touring cars. No mounting hardware is included. This popular pipe comes in a variety of colors (blue, black, purple, polished aluminum) to match your car or truck's color scheme. *Average street price:* $36.

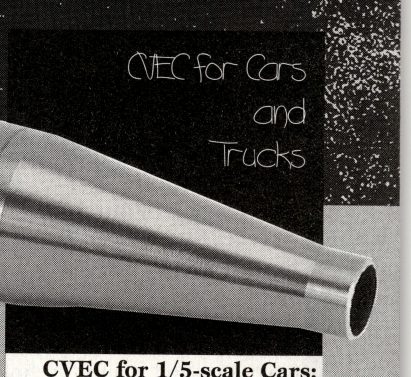
• CVEC Power Systems

CVEC for 1/10-scale Cars and Trucks (.12-.15): Though not legal for sanctioned racing, replacing a standard pipe with a CVEC pipe on your 1/10-scale kit can yield incredible performance gains. The innovative pipe features adjustable valving to get the most power for your application. Available in an assortment of color anodized finishes, the CVEC pipe disassembles for tuning and cleaning. A coupler and pressure fitting is included, though no hole is pre-drilled. *Retail price:* $57.95





CVEC for 1/8-scale Cars & Trucks (.21): Now 1/8-scale off-road racers can get the benefits of mounting a CVEC pipe to their buggies. By adding a threaded coupler between the divergent cone and the front of the CVEC pipe, a version appropriate for .21-sized engines was created. It comes in a variety of colors, and includes a pressure fitting and coupler. though you must drill the pressure hole. *Retail price:* $66.95

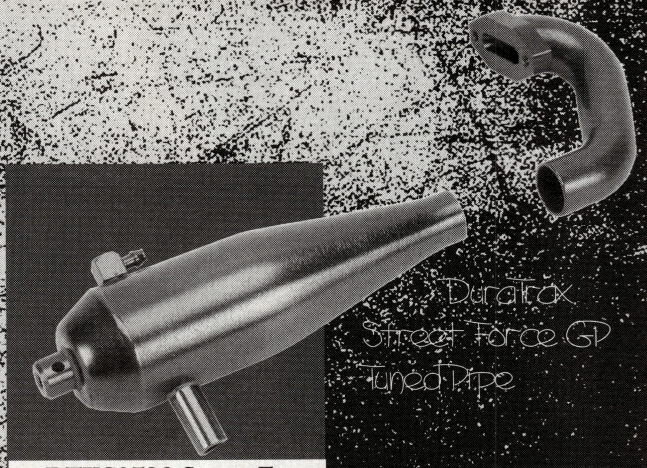


CVEC for 1/5-scale Cars: Now those of you who get everything in XXL, including your R/C cars, here is the pipe for you. Designed for the increasingly popular 1/5 cars like those from SVM. Harm and FG, this super-sized CVEC pipe can offer more performance than a standard pipe. *Retail price:* $189.95

• DuraTrax

DTXC9735 Axis/Nitro Quake Tuned Pipe: Even though it comes as standard equipment with the DuraTrax Axis and Nitro Quake 1/8-scale car and buggy, this multi-chambered matte-black finished pipe is EFRA-legal. Includes pressure fitting. *Average street price:* $35.

Tuned Pipe Buyer's Guide



DuraTrax Street Force GP Tuned Pipe

DTXC9736 Street Force GP Tuned Pipe: Although it was designed as the stock pipe for the Street Force GP, this dual-chamber pipe will work with any .12 to .16-sized engine and has an anodized purple finish for good looks. It comes with a brass 90-degree pressure fitting and mounting hardware. *Average street price:* $22.



DuraTrax .21 Car/Buggy Tuned Pipe

DTXG1000 .21 Car/Buggy Tuned Pipe: This is a basic single-chamber tuned pipe for most .21-size applications. Don't let its simple finish and low price deceive you—this pipe has great low-end grunt. A hole for the pressure fitting is predrilled and tapped. 90-degree fitting and mounting hardware are included. *Average street price:* $28.

GPM Racing RGT300 Sonic Ripple Tuned Pipe: The Sonic Ripple tuned pipe is made to increase low-end performance by sending waves of turbulent pressure back through the system. It is made to work with .12 to .15-size engines and comes painted blue or purple. *Average street price:* $35.

TP4506 Blue Anodized Tuned Pipe: This dual-chamber tuned pipe for .12-.15 applications is finished in a rich blue to match your other blue GPM aluminum parts. A brass pressure fitting is already installed. The pipe comes with a silicone coupler and mounting hardware. *Average street price:* $35.



GPM Sonic Ripple Tuned Pipe



HPI Composite Tuned Pipe

• HPI Racing

A868 Composite Tuned Pipe: Using new plastic welding techniques, HPI was able to create a two-chamber pipe out of composite material. Even though its manufacturing cost (as well as the consumer cost) is low, it has performance rivaling many aluminum pipes that cost much more. The pressure fitting is molded into the side of the pipe. *Average street price:* $11.



HPI Aluminum Tuned Pipe

A940 Aluminum Tuned Pipe: Made for most .12 to .15 applications, HPI's dual-chamber tuned pipe had great top-end characteristics and is made from sturdy aluminum. It is finished with heat-resistant black paint, and comes pre-tapped for a pressure fitting. Fitting, silicone coupler, and mounting kit are all included. *Average street price:* $50.

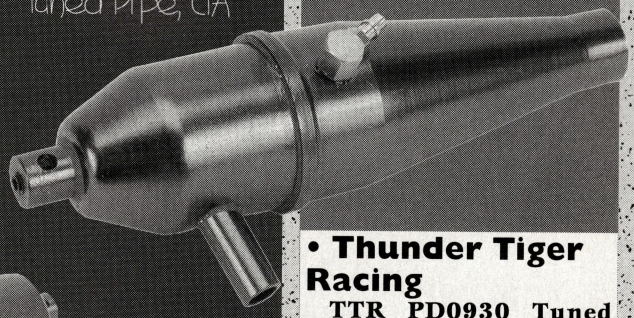
1890 1/8-scale Pipe and Manifold Set (21R): This dual-chamber 1/8-scale on-road pipe and manifold kit was designed for HPI by Novarossi and made in Italy. It is composed of high-grade aluminum, and has a brightly polished finished. The kit includes all the necessary mounting hardware, including springs and a gasket. Although designed to be used on HPI's Proceed, it will work with any .21 engine. *Average street price:* N/A.



HPI 1/8-scale Pipe and Manifold Set (21R)



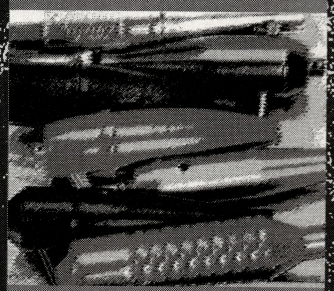
TTR PD0930 Tuned Pipe, C1A



• Thunder Tiger Racing

TTR PD0930 Tuned Pipe, C1A: This large volume, dual-chambered pipe is suited for all 1/10-scale cars. If you want fat bottom end response along with smooth mid-range, you might want to take a look at this pipe. Use with either their PD0929 or PD0928 manifolds. *Average street price:* $30.

Kyosho Super Ten Tuned Muffler System

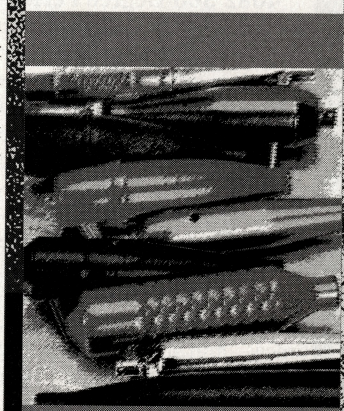


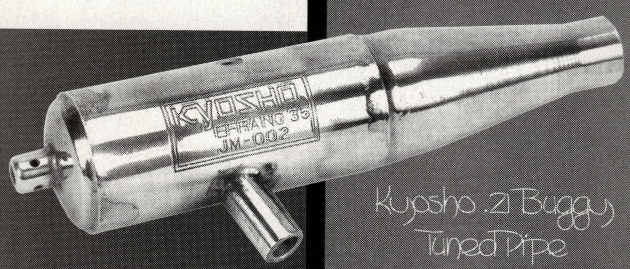
• Kyosho

39661 Super Ten Tuned Muffler System: This pipe and manifold set is designed specifically for the Kyosho Super Ten line of cars. Both pieces are made of aluminum and have a bright red painted finish. A hole is pre-drilled for the pressure line to be inserted into, or you can use an optional pressure fitting. Includes a coupling and all the mounting hardware required. Average street price: $80.

• MIP

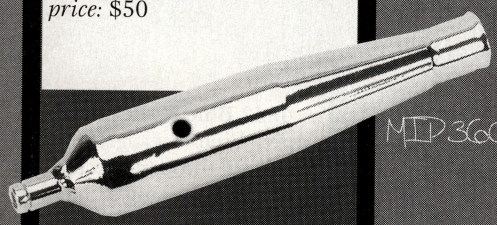
360 Stinger Kits: MIP has been making these distinctive-sounding and very punchy stinger pipe kits for a few years now. The exhaust is routed through a custom 360-degree header and through the pipe, where it exits the back of the car or truck. The manifolds have a black finish while the stinger pipes have a shiny chrome-like finish. Each kit comes with a custom shock tower, coupler, and ties. Different kits are available for a variety of Associated Electrics, Team Losi, Traxxas, and HPI cars and trucks. Shown are the kits for the RC10 GT and the T-Maxx. *Average street price:* $50



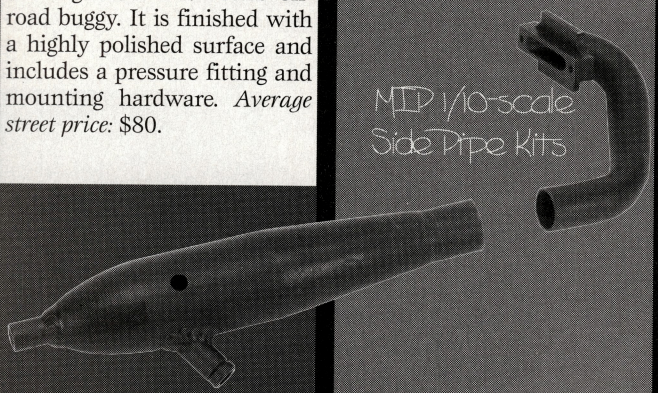


Kyosho .21 Buggy Tuned Pipe

BSW48 .21 Buggy Tuned Pipe: The ERFA-legal BSW48 is a high-volume pipe designed to get the most torque from a .21 engine in a 1/8-scale off-road buggy. It is finished with a highly polished surface and includes a pressure fitting and mounting hardware. *Average street price:* $80.

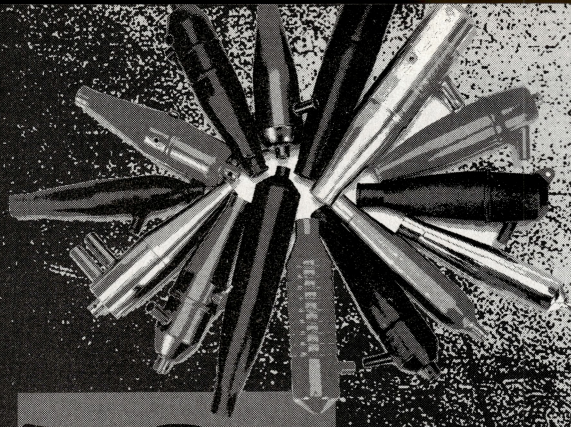


MIP 360 Stinger Kits



MIP 1/10-scale Side Pipe Kits

1/10-scale Side Pipe Kits: MIP now offers side-mounted pipes and matched headers. The headers are smoothly mandrel bent, and the long, tapered pipes strike a good balance between low-end punch and high RPM at full throttle. Kits are available for touring cars, off-road kits with pullstarts, and off-road kits without pullstarts. The pipes and headers are also available separately. *Average street price:* $55.



Tuned Pipe Buyer's Guide



Traxxas 360-Degree Performance Tuned Exhaust

• Traxxas

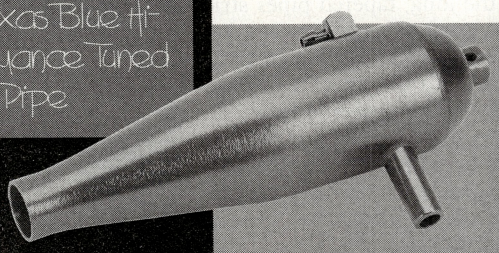
4082 360-Degree Performance Tuned Exhaust for the Nitro Rustler: Not only does this kit greatly increase the performance of the Nitro Rustler, it also routes the exhaust out the back of the truck to keep the truck running cleaner. Both the 360-degree manifold and the pipe have a blue anodized finish. This kit includes a replacement shock tower, coupler, braces, and all the mounting hardware needed. *Average street price:* $56.

4453 Tuned Pipe for Rustler (Composite): This composite tuned pipe is the stock one that comes one many Traxxas nitro trucks, including the Nitro Rustler and the T-Maxx. It has a pre-installed pressure fitting and a removable inner baffle. The durable composite is made to take lots of knocks for a low price. *Average street price:* $15.



Traxxas Tuned Pipe for Rustler (Composite)

4942 Blue Hi-Performance Tuned Pipe: Packaged for the their breakthrough success, the T-Maxx, this single-chamber pipe will increase the top end of your T-Maxx and look good doing it. Its deep satin blue anodized finish matches all of Traxxas' other hop-ups nicely. *Average street price:* $38.◆



Traxxas Blue Hi-Performance Tuned Pipe

How a Tuned Pipe Works, in a nutshell

●The beauty of our little two-stroke engines is how simple they really are; all the moving parts, as few as they are, are kept in one unit. Tuned pipes are simple devices that help get the most power out of our engines, albeit in a limited RPM range. On the combustion stroke of the engine, exhaust gasses and unburned fuel are scavenged, or expelled from the chamber. The scavenging process creates a low pressure wave behind the expelled gas and fuel, which helps draw fresh fuel into the combustion chamber for the next firing. While gas and fuel are exiting from the stinger, the pressure wave that we just mentioned goes through the pipe, hits the end of it, and bounces back to the exhaust port. If we carefully time the "bounce back" wave, it can actually help to pressurize the fuel into the combustion chamber from both directions (remember the low-pressure wave that draws fuel into the chamber?). The more fuel and air that is in the chamber when it fires, the stronger the explosion will be.

But why is it called "tuned"? Tricks like changing the pipe's length, changing the opening of the pipe to a cone shape, adding chambers to the pipe, and adding ripples are all meant to do the same thing-change the frequency (speed) of the "bounce back" waves, or back pressure. That is why different pipes work best at different RPMs. Some pipes are made to create strong low frequency back pressure—great to get more low end punch from an engine. Others are designed to make high frequency back pressure in the upper RPM range. In general, the longer the exhaust system (including the manifold), the more low end torque it will have, and the shorter the system is, the more RPM it will have.

Enter the CVEC

The guys at CVEC Power Systems, then called Innoventive Technologies, decided to introduce a new type of pipe to R/C. This one had a moving spring-loaded valve that effectively changed the volume of the pipe based frequency on the engine's RPM. On top of that, the user could adjust the initial valve settings, further opening the tuning possibilities. As popular as the CVEC pipes are, they are not legal for use in any ROAR or NORRCA race, since their rules stipulate that a pipe has no moving parts and its single stinger has an opening of no more than 5mm-neither of which characteristic the CVEC complies with. ●



SOURCES

Associated Electrics (Team Associated); 3585 Cadillac Ave., Costa Mesa, CA 92626-1401, 714-850-9342

CVEC Power Systems, 800-529-1919

Duratrax, Distributed by Great Planes Model Distributors, P.O. Box 9021, Champaign, IL 61826-9021, 217-398-6300

GPM Racing, Distributed by Hobby Etc., 90 West Pearl St., Nashua, NH 03060, 603-883-4919

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

Kyosho, Distributed by Great Planes Model Distributors, P.O. Box 9021, Champaign, IL 61826-9021, 217-398-6300

Moores Ideal Products (MIP), 830 W. Golden Grove Way, Covina, CA 91722, 626-339-9008

Thunder Tiger Racing, Distributed by Ace Hobby, 116 W 19th Street, Higginsville, MO 64037, 660-584-6704

Traxxas, 12150 Shiloh Road, Dallas, TX, 75228 (888) TRAXXAS (888-872-9927)



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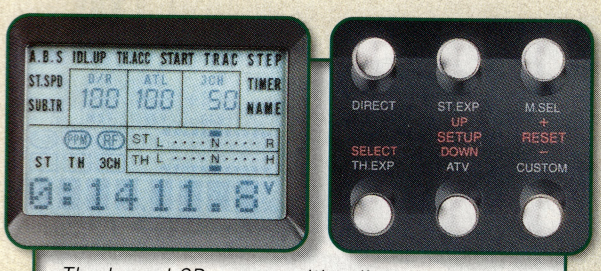
Call 1-800-682-8948 and mention code number 2933A for the location of the Futaba dealer nearest you.



The large LCD screen with adjustable contrast offers easy visibility. Even during a race, the touchpad provides fast, push-button access to all programming.

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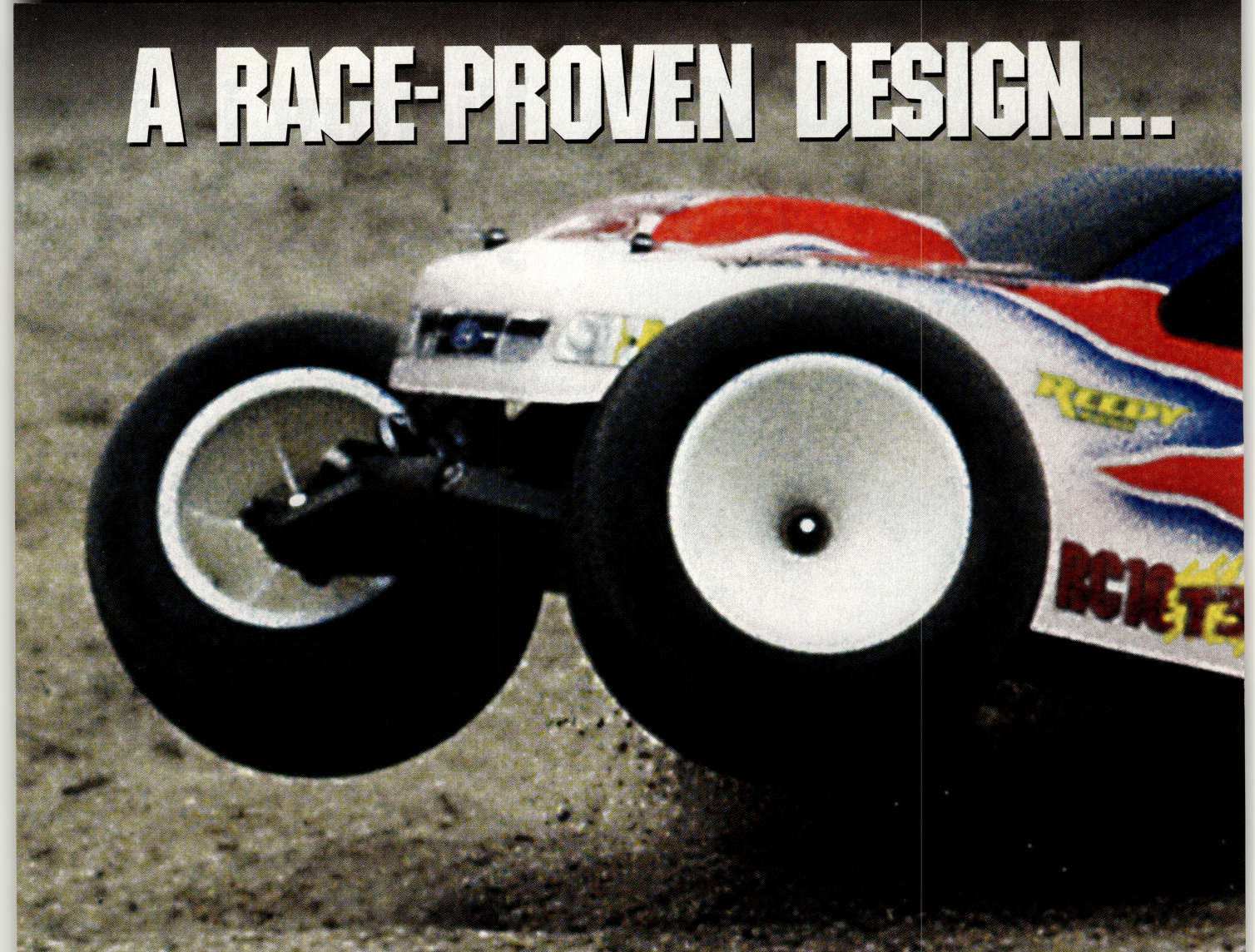
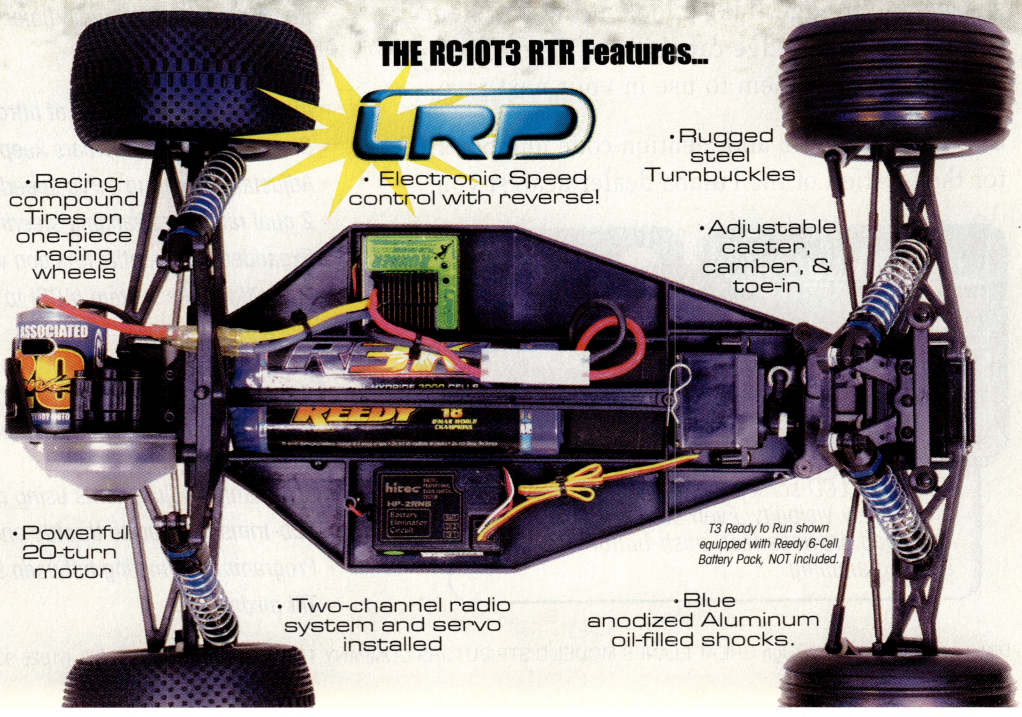
A RACE-PROVEN DESIGN....



Factory Assembled

Since its introduction, Team Associated's RC10T3 truck has been the dominant force in electric truck racing, winning three consecutive NORRCA World Cups, the 1998 ROAR National Championship, and too many other national and regional races to count. Now the Team introduces the RC10T3 "Factory Assembled" for those who want the performance of a true racing truck in a track-ready package. Fully upgradeable, shares most components with our RC10T3 kits, and includes genuine LRP Speed Control, 20-Turn motor, and 2-channel wheel radio installed!



TRACK-READY IN MINUTES!

T3 RTR



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Three different color schemes available!
(Custom painted body shown in photos... actual pre-painted bodies may vary slightly)

• High-quality two-channel wheel radio system installed
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Inside Ian Aquino's Concourse

Just when Concourse competitions thought it was safe to go back into the water, Ian Aquino strikes again…

In our January issue we featured Ian's Concourse-winning car from the Tamiya Nationals. Remember that sweet-looking Celica on the cover? While Ian was with us for that particular photo shoot our discussion turned to the HPI World Challenge that was fast approaching.

"So, are you going to enter Concourse?" we asked.

"I just started working on two entries that I think might do well at the event—if I can get them done in time…" was his reply.

"Well, if you finish, we'd be hard pressed to bet against you in the competition…you'll win for sure!"

Well, we're glad to say that not only did Ian finish both cars, each one took top honors in the two different classes. And we'll be starting up our own psychic network hotline soon. In the meantime, though, check out Ian's HPI Concourse Competition winning cars.



Ian's cars and, alongside, his winning trophy.

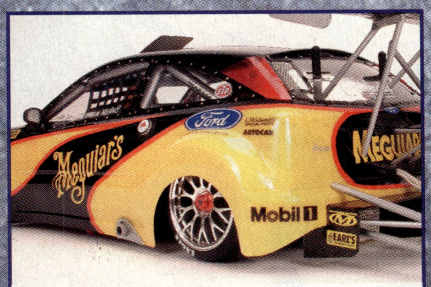




Ian's Meguiar's sponsored Ford Focus import dragster replica.



Inside the driver's window is a racing safety "net" made from strips of fabric hand-pieced together.



Ian went for the slammed look with his Ford Focus drag car. HPI chrome mesh wheels and tires (finished off with HPI decals) can be found front and back.



Attention to detail—check out the drag parachute. It's items like this that set Ian's cars apart from the crowd. Check out the vinyl sticker work commemorating the HPI event—nice touch!

Winning HPI Cars



A pulled back view of the rear-end of the car shows off the intricate wheelie-bar.



Ian inset real aluminum mesh material into the front grille and hood vents to imitate the real drag car.







120 pincushion pushpins were painstakingly pushed through the Lexan, then hot glued in place to simulate actual rivet heads. Another interesting feature is that the gas cap can rotate and be removed.

INSIDE IAN'S MEGUIAR'S FORD FOCUS

● **Concourse Category**—Overall Entry (any body type allowed)
Body Type—HPI WRC Ford Focus (200mm on a 190mm chassis)
Theme—Meguiar's Sponsored "Import" Dragster
Hours involved—Roughly one month

EXTERIOR

- Custom Paint—taken from actual Meguiar's sponsored car; Pactra's Daytona Yellow, Outlaw Black
- Custom Decals—precut from vinyl, by Auto Image (import car parts retailer), some Tamiya, HPI, Autographics
- Custom Wing—from Tamiya, re-cut, painted aluminum and covered with carbon fiber decal
- Wing Supports—real aluminum tubing epoxied together and painted
- Wheelie Bar—real aluminum tubing epoxied together and painted with Model Master's Aluminum Metalizer
- Wheelie Bar Tires—from a Hot Wheels toy car
- Mesh Grills—actual precut openings on the body with real aluminum mesh grill laid underneath
- Roof Opening—can be closed or open
- Headlights—from Tamiya Supra body set
- Taillights—custom made from Lexan, clear red decal creates translucent effect
- Actual Rivets—simulated with 120+ Pin Cushions (Jen's Idea)
- Side Exhaust—simulated with aluminum plate with rivets, real aluminum tubing
- Removable Gas Cap—accomplished using a diameter screw and nut setup
- Rear Aero Dam —pieces of Lexan glued together, laid with carbon fiber decal
- Front Tow Hooks—piece of Lexan painted in racing red, (red arrow pointing at hooks were hand cut too)
- Drag Parachute—real sewn cloth with cables and hook release
- Side Mirrors—from Tamiya kit
- Wipers—from Tamiya kit
- Disk Brakes—Pro-Line metal disk brakes
- Wheels/Tires—HPI chrome mesh wheels/tires, HPI decals

INTERIOR

- Base Interior—HPI Interior Set
- Custom Roll Cage—epoxied plastic tubing painted in aluminum
- Driver Helmet—matching color scheme, realistic painted face, working visor that can be positioned up or down
- Driver Seatbelt—real cloth fiber from .15-inch wide shoelace, real aluminum buckles, shoulder pads decal
- Monster Tachometer—replica of Autometer's tachometer, carved wood, aluminum light holder, wire, face was printed
- Shift Knob—beaded cushion pin
- Rear View Mirror—made of Lexan and real aluminum
- Hand Brake—aluminum tube with graphite handles
- NOS Bottle—carved wood painted blue, brass turning knob, fuel tubing, NOS decal printed off a computer
- Fire Extinguisher—built from an X-Acto knife cap, aluminum top detail and holder, decal printed off a computer
- Electric Wirings—added interior details
- Graphite Seats—simulated with decals

ELECTRONICS

- Light Effects—RAM headlight/taillight kit, blinking dash lights/corner lights when functioning alarm
- Sound Effects—remote controlled revving engine, working alarm, horn ●

Ian Aquino's Cars



Check out all that carbon-fiber! Well, it may not be the real thing, but it looks really good!

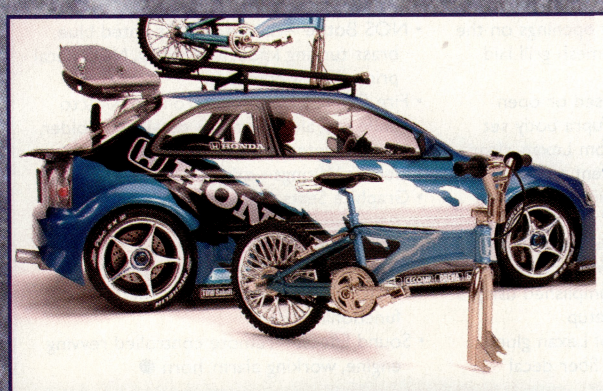


Ian's Street Legal Honda Civic with bike rack.





The rear end of the car also gets the graphite treatment. In addition, you'll also find a custom-made twin-tip exhaust pipe fashioned out of aluminum.

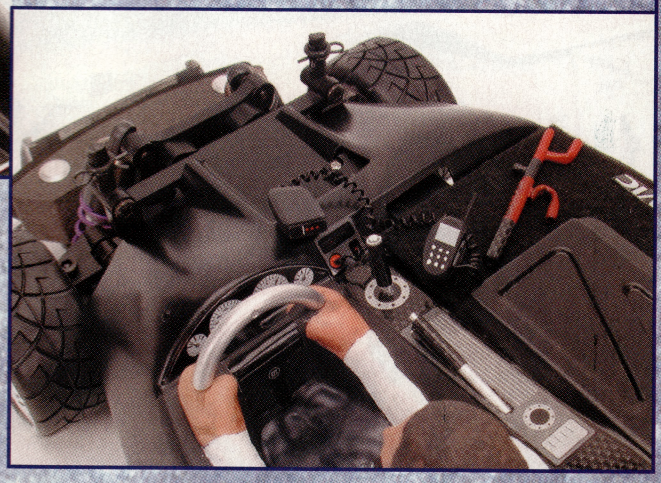


The pocket bikes were pretty close to 1/10th scale, and fit quite nicely with the car. Ian handmade the bike rack out of aluminum pieces and painted it flat black.





The Honda's highly detailed interior includes a painted driver figure, a radar detector, a Club theft deterrent device, and a cell phone!







The rear of the interior houses the two bikes' front tires.

INSIDE IAN'S HONDA CIVIC

● **Concourse Category**—Strictly HONDA Body Only
Body Type—HPI Mini Civic Hatchback (Nitro Version) fitted on Electric RS4 Mini Pro
Theme—Street Legal Sport Compact Car
Worked Hours—One week

EXTERIOR

- Custom Paint—Pactra's Indy Silver, Metallic Blue and Outlaw Black
- Custom Decals—precut from vinyl, by Auto Image (import car parts retailer), some Tamiya, HPI, Autographics
- Custom Wing—Kawada touring wing painted aluminum and covered with carbon fiber decal
- Bike Rack—handmade with aluminum pieces and painted flat black
- Bikes—standard toy "finger bikes"
- Mesh Grills—actual precut openings on the body with real aluminum mesh grill laid underneath
- Turbo Radiator—custom made from Lexan and aluminum pieces, placed behind grills to create 3D effect
- Sunroof—replicated with BoLink Tint Sheet
- Carbon Fiber Hood—laid with Parma's Carbon Fiber decal sheet
- Headlights—from Tamiya Supra body set, trimmed to fit the mini Civic
- Clear Taillights—look like aftermarket part of full size car (made from two caps of Victoria Secret Lotion)
- Twin Exhausts—made from sheets of real aluminum, shaped like the actual mufflers
- Side Mirrors—from Tamiya kit
- Wipers—from Tamiya kit
- Antenna—thin aluminum wire
- Phone Antenna—coiled wire painted flat black
- Rear License Plate—printed on computer; frame was fabricated from Lexan piece and painted aluminum!
- Disk Brakes—Pro-Line metal disk brakes
- Wheels/Tires—HPI chrome mini star wheels/x-pattern tires, HPI decals

INTERIOR

- Base Interior—HPI Interior Set for Pro 2; trimmed to fit in the mini
- Roll Bar—painted aluminum
- Figure Head—taken from old Tamiya Blackfoot kit
- Driver Seatbelt—real cloth fiber from .15-inch wide shoelace, real aluminum buckles, shoulder pads decal
- Hand Brake—aluminum tube with graphite handle
- Shift Knob—aluminum tube with graphite handle (MOMO Style)
- Rear View Mirror—made of Lexan and real aluminum
- The "Club"—bent aluminum tubes, painted red and has authentic markings ("Club") on it
- Carpeting—real felt carpet with Honda logo decal
- Radar Detector—handmade from plastic, wires were coiled to simulate the real thing
- Cellular Phone—handmade from plastic, wires were coiled to simulate the real thing

ELECTRONICS

- Light Effects—blinking dash lights/corner lights when functioning alarm
- Sound Effects—remote controlled engine start, working alarm, horn ◆

SUPER NITRO RALLY

SUPER NITRO RALLY



Super NITRO RS4 Rally

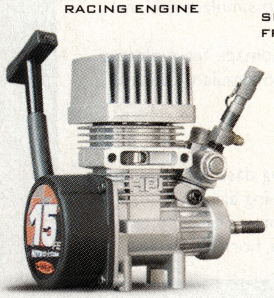
SPECS

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

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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.



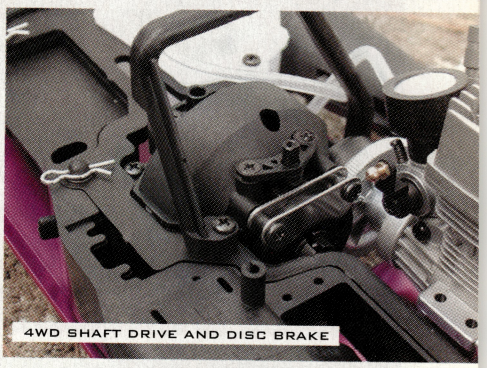


POWERFUL HPI NITRO STAR 15FE ENGINE

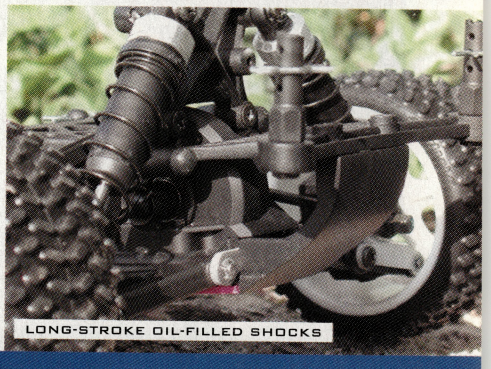


ALL-PURPOSE RALLY TIRES





4WD SHAFT DRIVE AND DISC BRAKE

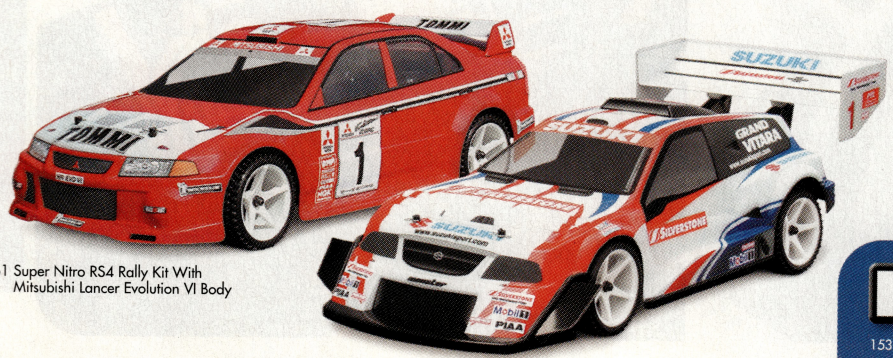


LONG-STROKE OIL-FILLED SHOCKS

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.

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

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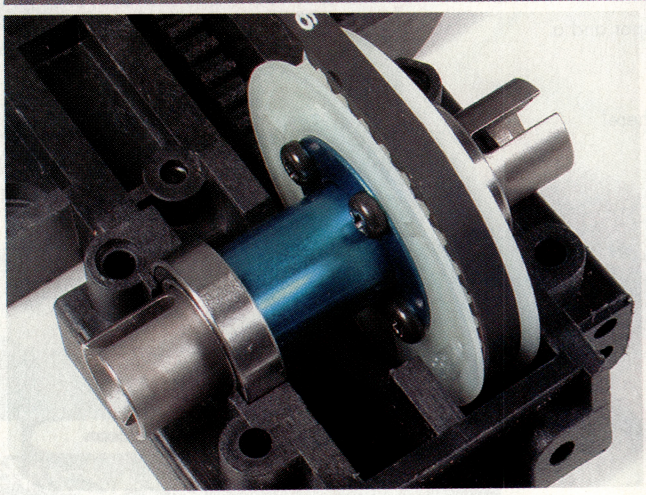
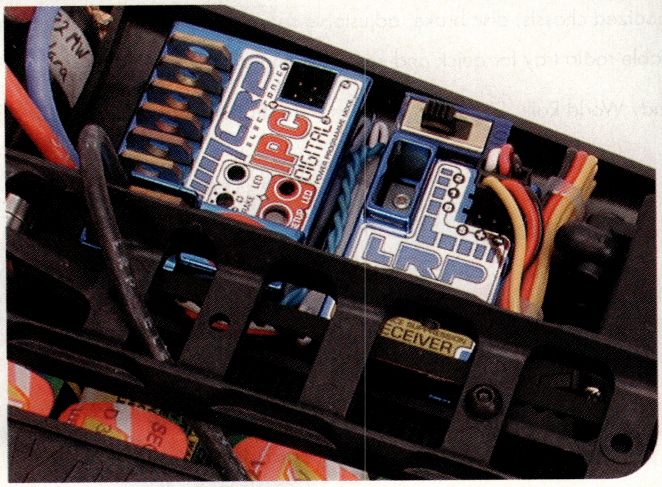
YOKOMO MR-4TC WORLD CHAMPION REPLICA

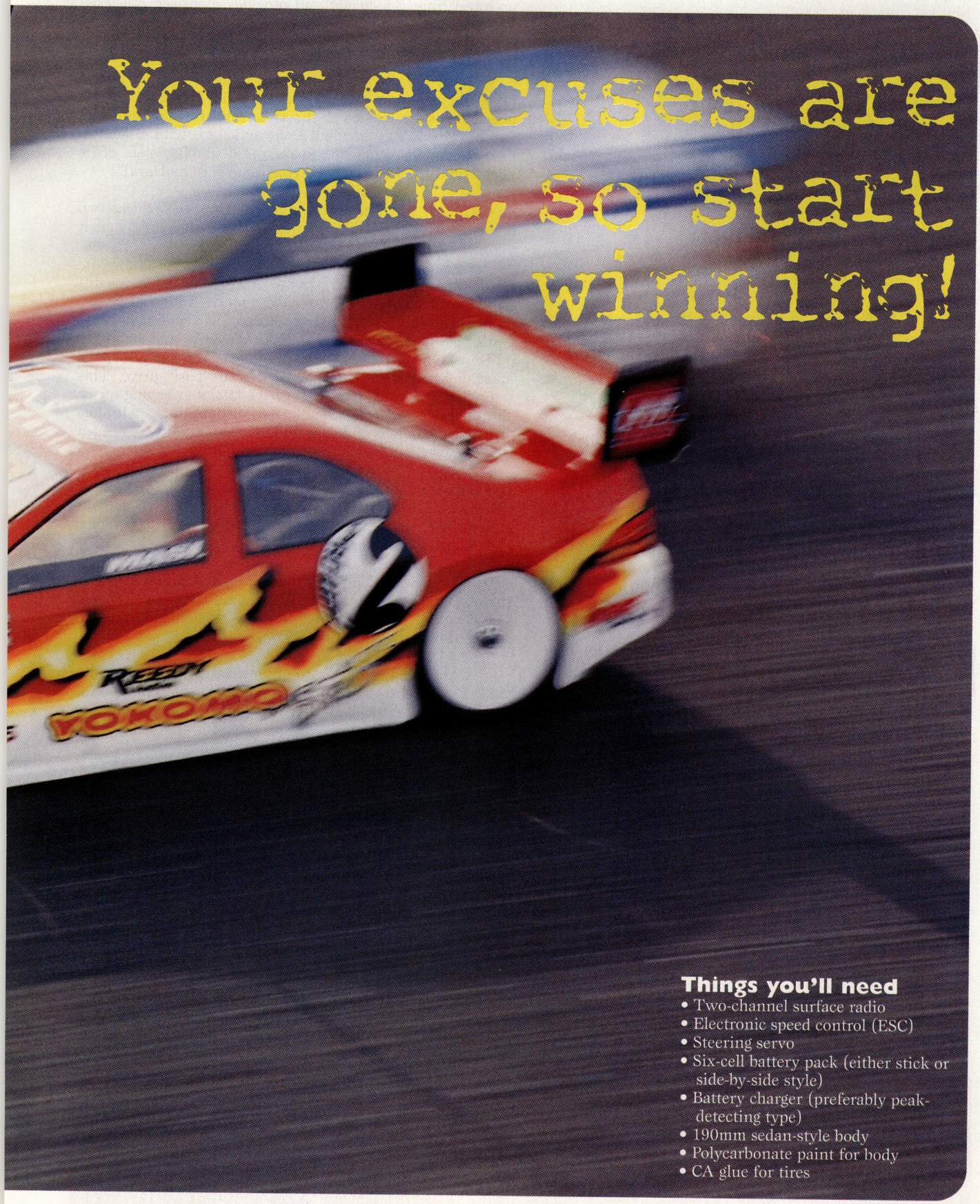
It's safe to say that Yokomo knows a little bit about building touring cars. Its YR-4 was the first true racing touring sedan, and its latest, the MR-4TC, has built for itself an unmatched win record, including becoming the first-ever IFMAR ISTC World Champion (the ISTC class was "provisional" at the previous Worlds). In keeping with its tradition of giving racers what they want, Yokomo has introduced the MR-4TC World Champion Replica, a kit which includes all of the hop-ups used by Atsushi Hara to win the Worlds (except the driving talent; that you must get on your own).







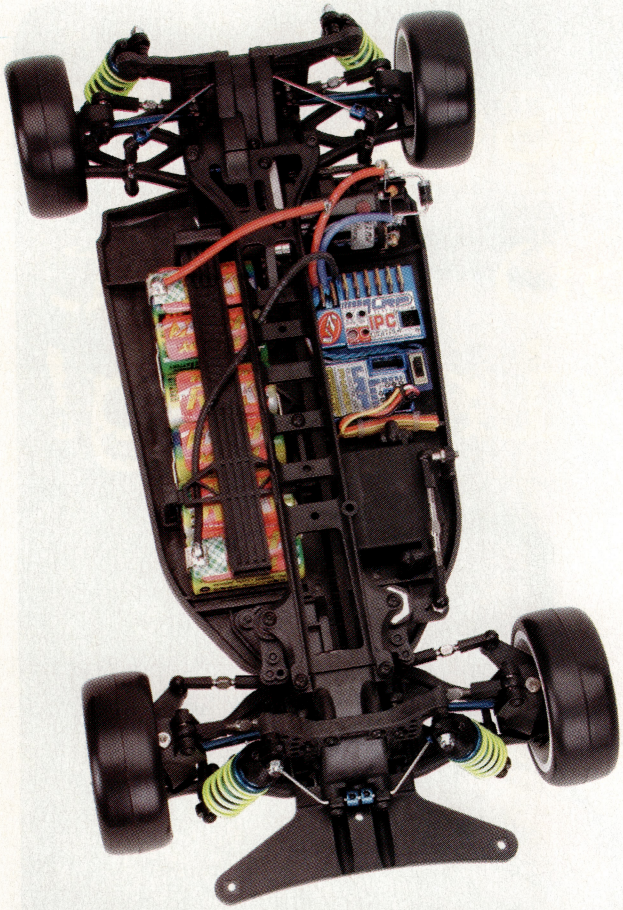
Your excuses are gone, so start winning!



Things you'll need

- Two-channel surface radio
- Electronic speed control (ESC)
- Steering servo
- Six-cell battery pack (either stick or side-by-side style)
- Battery charger (preferably peak-detecting type)
- 190mm sedan-style body
- Polycarbonate paint for body
- CA glue for tires

YOKOMO **MR-4TC WORLD CHAMPION REPLICA**



The latest version of the MR-4TC comes with all of the hop-ups used by World Champion Atsushi Hara in one package.

Features

● The MR-4TC Worlds Replica's low-CG chassis is molded from graphite composite, making it both lighter and stiffer. Yokomo re-engineered the battery compartment, making it larger to accept the new Sanyo 3000MAh cells. The upper deck is also new. It is a molded version of the hand-machined decks used by Team Yokomo at the Worlds. The cutouts allow the chassis to flex more to increase traction without sacrificing too much rigidity.

• New rear hub carriers provide slightly less rear toe-in. The old hubs provided two degrees of toe-in, but the new ones have only one degree. As the rear arm mount itself provides 1/2 degree of toe-in, the total per rear wheel is 1-1/2 degrees. Less toe-in reduces wheel scrub and makes the car more responsive on high-grip tracks.

• The hot setup is to mount the front hubs to the arms using the hubs' lower hole. This is accommodated by installing the short shock ends. This practically eliminates up-travel from ride-height and provides increased roll-resistance and improved on-power steering, as the front end can't lift under acceleration.

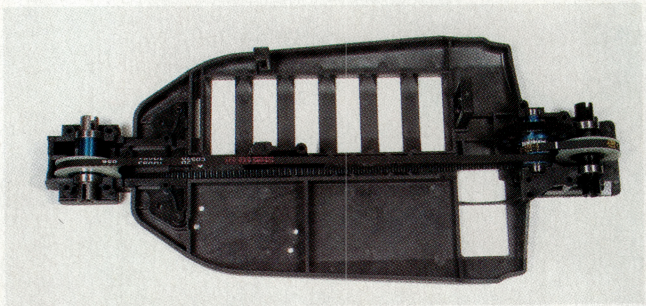
• The Worlds Replica comes with Yokomo's hot "G Tires," or as they're more formally known, the ZR-138G. These belted slicks are molded in the same rubber compound used for the Worlds spec handout tires, and come with Yokomo's firm molded-foam inserts. Yokomo also supplies a set of its new 24mm Aero Dish wheels (the same used by Hara).

• The car's drivetrain is equipped with not one but two one-way drive units. The center shaft's main gear adapter, upon which the long front-drive belt is driven, is an aluminum unit that spins on a one-way bearing. This allows the front wheels to coast freely off-power. Up front where the diff would normally reside is a second one-way unit that allows each front wheel to spin freely off-power. Combined, these two one-ways provide smoother corner entry and smoother off-throttle steering response. On power, the car also pulls much harder, as the front wheels have "posi" drive. This setup is best for fast tracks that have lots of sweeping turns. The dual one-way setup is not good for tight tracks with lots of 180-degree turns or tracks where lots of braking is needed (the one-way eliminates front-wheel braking).

• Both front and rear belts are the narrow type (previously, the MR-4TC used a thicker rear drive belt and a wider diff pulley). The narrow belts reduce friction in the drive train for higher speeds and longer run times.

• The Worlds Replica has lightweight aluminum driveshafts to reduce the drivetrain's rotational mass. The old shafts were steel. The new shafts are also rebuildable and are anodized blue for a ultra-trick look.

• A full complement of titanium turnbuckles comes with the kit. There are enough for each upper camber link and for the steering tie-rods. There are also a pair that are used for the rear swaybar's suspension links.



Like all MR-4TCs, the Worlds Replica has an efficient and smooth low-CG twin-belt 4WD. The Worlds Replica chassis is molded from graphite composite, and its battery compartment has been enlarged to fit the new Sanyo 3000s.

Building Tips

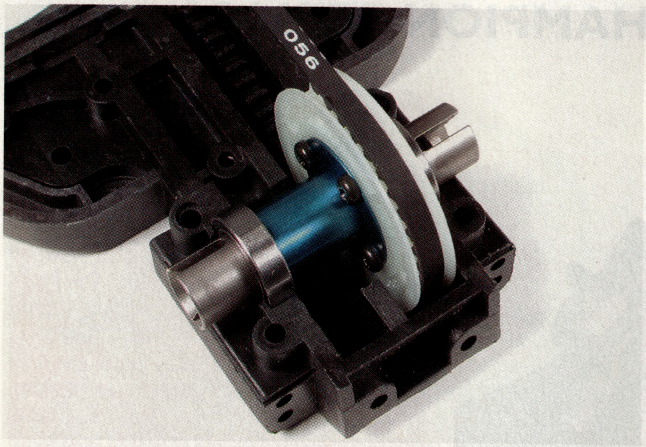
● Read the instruction supplement sheets first. When you build the kit, have both the manual and supplement in front of you.

• Pay attention when building the shocks. There are two piston sizes, and you'll want to use the ones with the smaller holes.

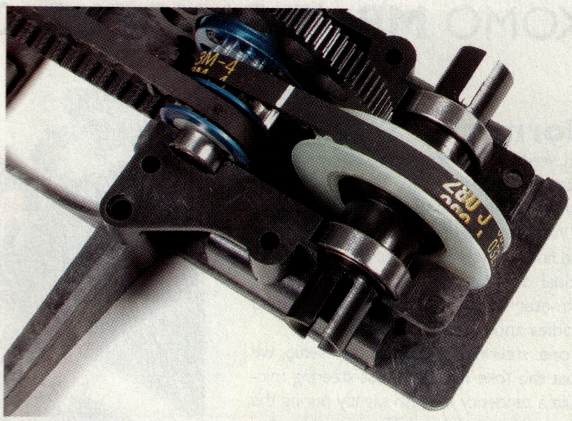
• Installing the arms on the rear suspension mount is confusing. See the supplement; the arms are installed to the lower set of holes.

• The larger of the two black O-rings are installed in the shocks' spring-adjustment collars. Robert Itoh at Yokomo told us that they do fit, but we couldn't get them to stay in place. The solution? We didn't use them!

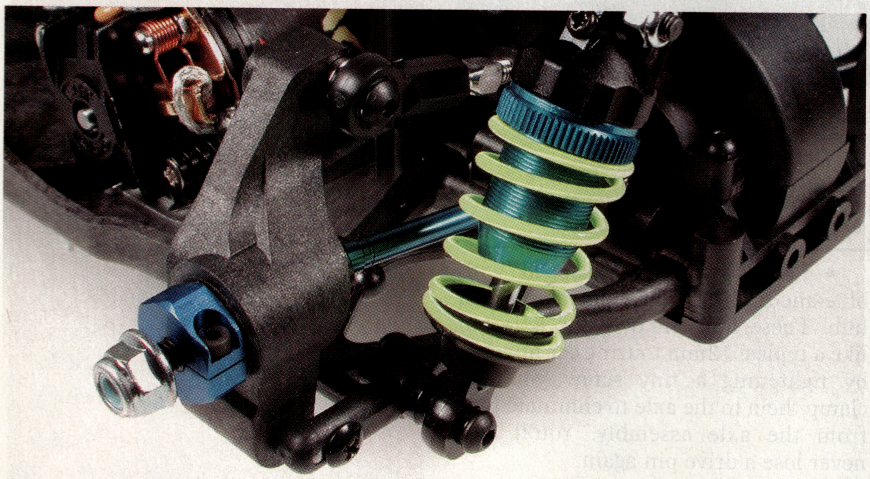
• Install the rear roll-bar studs to the rear suspension arms before you put the arms on the chassis. It's much easier this way. ●



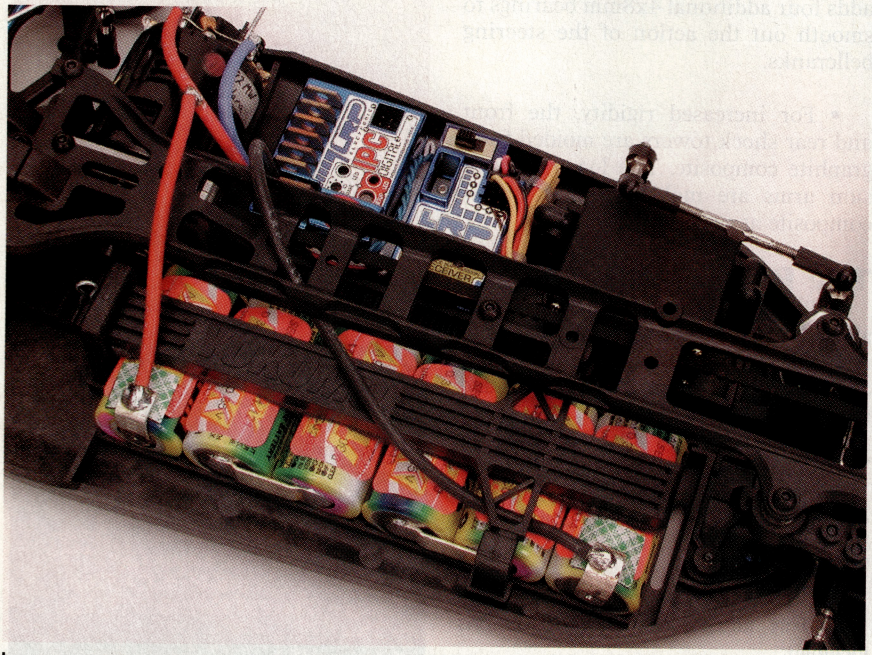
Up front, a one-way drive unit replaces the ball diff to allow the car to enter turns more smoothly off-power. Each outdrive can coast independently off-throttle.



The rear end has a ball diff with lightweight plastic outdrives and an aluminum gear adapter with its own one-way bearing for the front wheels. This dual one-way setup provides improved cornering response off-power.



The newest Yoke comes with these excellent blue-aluminum shocks with threaded cylinders, a full set of Yokomo's yellow springs and these neat clamping aluminum hex hubs.



A redesigned top deck allows the chassis additional flex for more traction on slippery surfaces. This is a molded version of the hand-machined decks used by Team Yokomo at the Worlds.

SPECIFICATIONS

Type .....4WD electric touring car
Scale.....1/10
Price.....$475

Length 13.4in/342mm
Width 7.4in/189mm
Wheelbase 10.1in/258mm
Track (F/R) 6.4in/163mm
Weight w/body .....3lb. 6.4oz.
Weight w/o body .....3lb. 2.4oz.

Transmission

Type .....two belt part-time 4WD
Differentials .....ball diff w/plastic outdrives (rear only)
One-way ...dual one-way bearings (middle and front)
Driveshafts .....rebuildable aluminum universals
Bearings.....24 metal ball bearings

Suspension

Type ....independent lower A-arm
Material .....molded composite

Front end

Caster .....non-adjustable
Camber .....adjustable
Toe .....adjustable
Down-travel.....non-adjustable

Rear end

Anti-squat.....non-adjustable
Camber .....adjustable
Toe .....1-1/2° per wheel (fixed)
Down-travel.....non-adjustable

Shocks .....aluminum dampers w/threaded bodies.
Springs.....Yokomo Yellow
Wheels .....Yokomo 24mm Aero Dish
Tires .....Yokomo ZR-138G belted radial
Inserts .....firm molded foam
Body .....not included

YOKOMO **MR-4TC WORLD CHAMPION REPLICA**

Performance Test

Location: Ventura Roadrunners, Camarillo, CA
Temperature: 72 degrees
Track surface: untreated asphalt. Slightly dusty

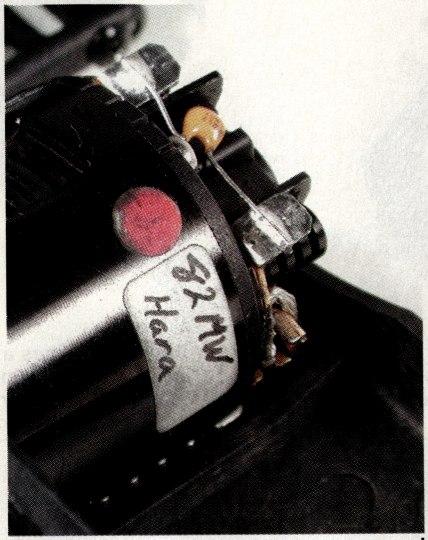
The Ventura Roadrunners track is fairly large and fast, with sweeping turns that suit the Yoke's dual one-way setup. Stout boards line the perimeter of the track and have claimed many bodies and suspension parts.

Test one: steering. Using our test setup, we found that the Yoke had the most steering mid-turn, while a tendency to push slightly during the turn entrance was exhibited. Thanks to the dual one-way, corner exit steering was phenomenal and rock-steady. The track's long straight ends with a fairly tight right-hand sweeper, followed by a left-handed chicane. The Yokomo was brilliant through this section, as it could be driven at nearly full throttle through the chicane—provided you didn't exit the straight too fast and overshoot the correct line in the preceeding turn. To sum up, the Yokomo is among the most reponsive touring cars we've tested, and it is one of the easiest cars to slide through turns with precision. In this respect, the factory setups is spot-on.

Test two: braking. As is the case with any car equipped with a front one-way unit, the Yokomo doesn't take well to hard braking. However, we must add that this car is still very easy to drive, as it is less likely to lose its composure under braking than most cars using a similar setup. Provided that you have a good ESC—one which allows you to dial-out braking force—it is very easy to set the amount of brake so that the car slows just enough under hard-braking as to not lose traction. If your track requires a heavier use of brakes, you will be faster if you eliminate the front one-way drive and revert to a front diff, as this will provide four-wheel braking. As a rule for driving with front one-ways, never hit the brakes if the car is turning; only brake in a straight line and before you begin your turn.

Test three: acceleration. You would think that driving a car with an 8-turn motor would be a handful—and it was; but only because the car was so fast that we could only grab full-throttle in one place on the track, and that was the beginning of the straight, and only for a fraction of a second. Despite this horsepower, the Yokomo accelerated straight and true without the slightest hint of pulling to one side or the other. Letting off the throttle results in ultra-smooth coasting and fantastic steering feel entering the turns.

Test four: durability. If you examine the Yokomo's front suspension arms, you will think to yourself that they are quite, shall we say, minimal. There's not much material surroung the hing-pin area, there's not much material in the center section, frankly, there's not much material anywhere. In most situations, the arms have enough flex to absorb crash energy without breaking. During our test, a rub against one of the track's unforgiving barriers resulted in a broken right-side front suspension arm and a snapped driveshaft. To be fair, the boards at the Ventura Roadrunner's track are notorious, and it's likely that we snagged the wheel-nut on a gap between boards. Otherwise, the remainder of the chassis and the drive train proved highly durable throughout the rest of the test session



For our test, Mike Reedy sent us Hara's backup motor from the Worlds in Japan. This 8-turn double Millennium Wind Fury motor was quite a handful for our test drivers with its unreal top-end speed.

• Each driveshaft is capped with blue-anodized aluminum clamping hex hub. These hubs fit over the axle pin like a typical 12mm touring car hub, but by tightening a tiny screw you can clamp them to the axle to eliminate play from the axle assembly. You'll also never lose a drive pin again.

• As did the standard MR-4TC, the entire drive train spins on 20 precision ball-bearings, but the Worlds Replica adds four additional 4x8mm bearings to smooth out the action of the steering bellcranks.

• For increased rigidity, the front and rear shock towers are molded from graphite composite. The lower suspension arms are molded from a stiffer composite as well.

The Bad

■ Building the Worlds Edition requires above-average skill—especially if maximum performance is expected. Parts fit and finish are superb, but the manual and supplement can be confusing.

■ The shocks use plastic pistons. No Teflon to be found.

■ It's impossible (to us) to install the O-rings into the shock-spring collars.

The Good

■ Excellent quality.

■ This kit has all the hot options included.

■ All of the suspension hinge-pins are "captured," so no E-clips are needed.

■ It's the World Champ's car! ◆

Test Options

● LRP IPC V7.1 ESC. This speedo has phenomenal response and is easy to program via a series of plug-in "chips." Both throttle and brake feel are programmable, as well as current limit. This is a great ESC for use with ultra-hot modifieds.

• LRP Phaser. The Phaser resists glitching by having a special suppression circuit and plenty of shielding. We like its small size and its top-mounted antenna, which makes installation a breeze. The Phaser will operate reliably down to 3 volts.

• Reedy R3K Sanyo 3000MAh cells. At a discharge rate of 30 amps and a voltage cutoff of 0.85 volts, our Reedy pack averaged 361 seconds with an average voltage of 1.12 volts per cell—very high for a NiMH pack.

• Reedy Fury modified motor. For our test of the Worlds Edition, Mike Reedy sent us the same type of motor his team drivers used in Japan, an 8-turn double Millennium Wind. This was actually Atsushi Hara's backup motor! Do we need to add that it was astonishingly fast?

• Hitec HS-625MG servo. With a speed of 0.15 seconds and 94 in./oz of torque, the 625MG has the grunt to keep the Yokomo's wheels pointed in the right direction. A metal gear train means no more broken servos after giving the corner boards a few love taps.

• Andy's Stratus body. This is the same body used by the Yokomo team (including world champ Hara). We were doubly pleased after we learned that the body includes "dimples" for mounting it to the Yokomo chassis; no more guesswork! The paint is by our friend Craig Tasker of C&C Painting & Designs. ●

SOURCES

Andy's R/C Products, 2028 E. Francis St., Ontario, CA 91761 • (909) 923-6155; fax (909) 923-6156.

Hitec, 12115 Paine St., Poway, CA 92064 • phone (858) 748-6948; fax (858) 748-1767.

LRP and Reedy Modifieds are distributed by Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • phone (714) 850-9342; fax (714) 850-1744 .

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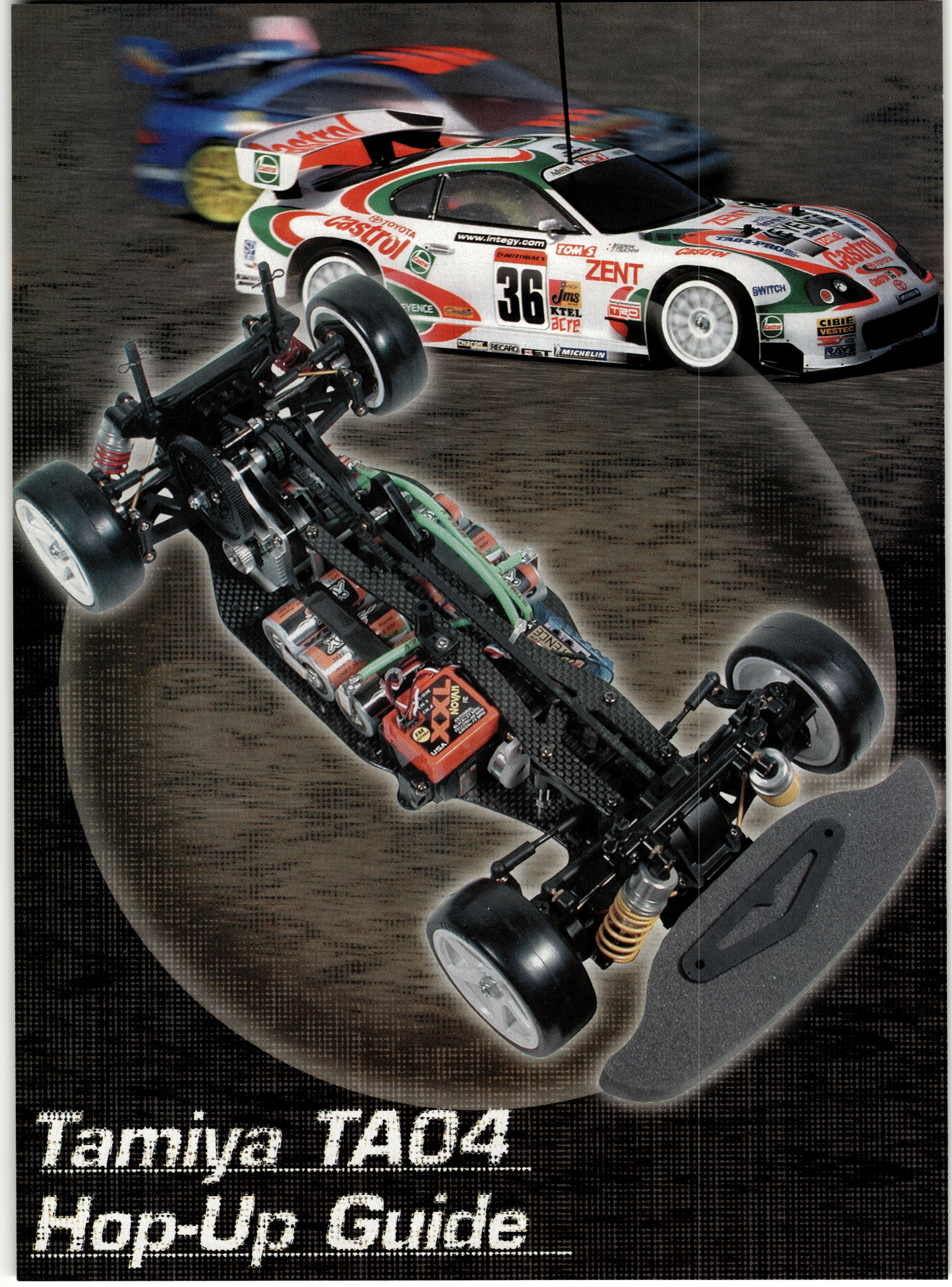
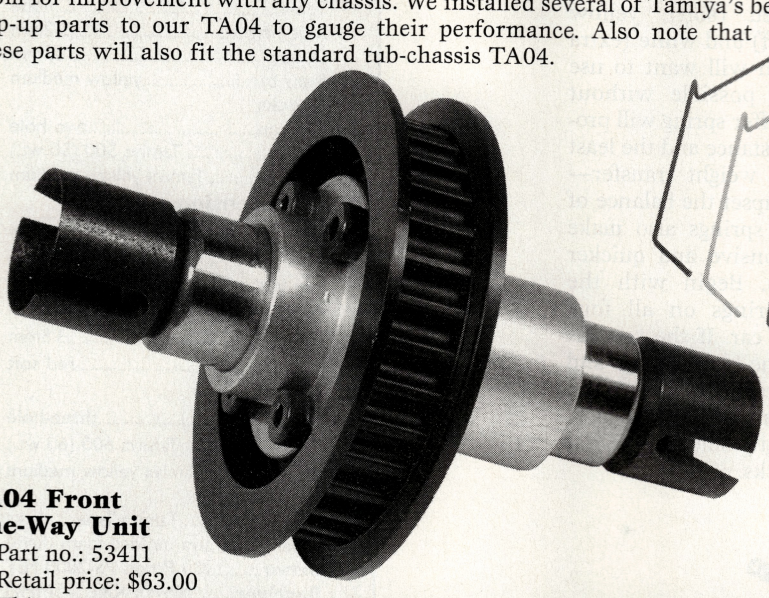
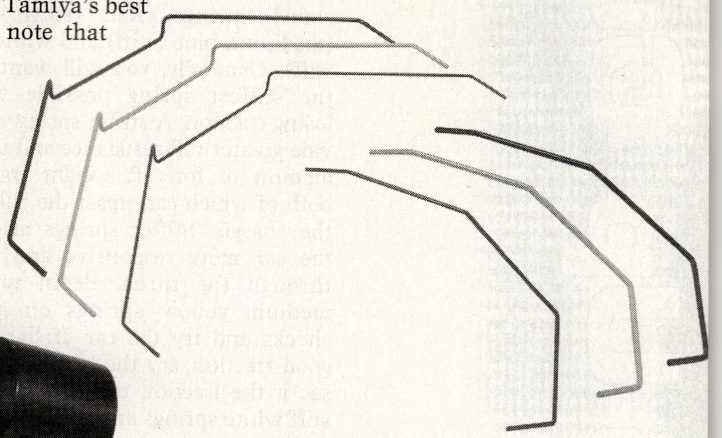


Tamiya TA04 Hop-Up Guide

The TA04 Pro represents Tamiya's best effort to date at producing a touring car that can compete at the highest level (TA04s made the B-Main at the 2000 IFMAR World Championship).

Out of the box, the TA04 Pro is highly competitive; however, there is always room for improvement with any chassis. We installed several of Tamiya's best hop-up parts to our TA04 to gauge their performance. Also note that these parts will also fit the standard tub-chassis TA04.



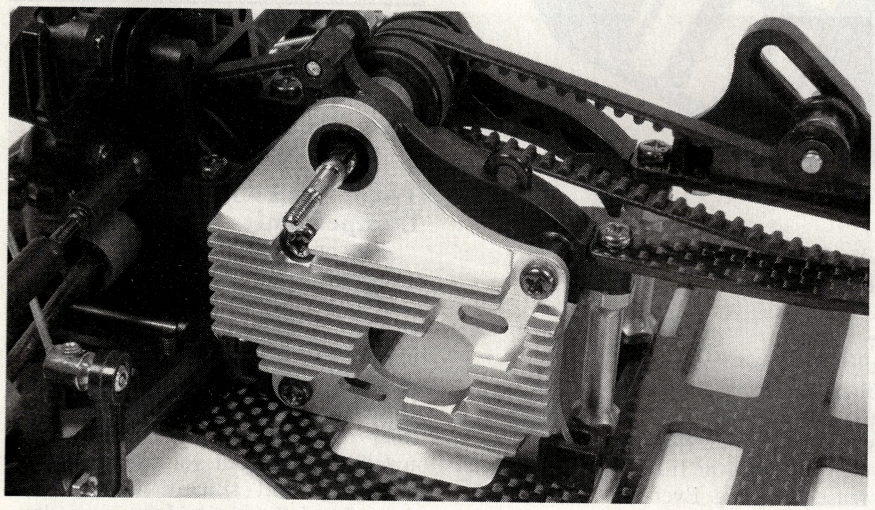


TA04 Front One-Way Unit

Part no.: 53411

Retail price: $63.00

This unit replaces the TA04's front differential and allows each front wheel to coast freely when off-power. The biggest advantage of a front one-way is that it provides more off-power steering and will smooth out the steering response. When exiting turns under hard acceleration, the one-way unit essentially locks-up and provides "posi traction" to the front wheels for harder and more stable acceleration. On very tight tracks or on tracks where heavy use of the brakes is needed, the one-way might be a disadvantage when compared with a standard differential, as the one-way makes the car less stable under braking.



TA04 Aluminum Heat Sink

Part no.: 53437

Retail price: $17.50

This nicely machined aluminum motor-mount plate replaces the TA04's thin stamped-aluminum piece. The heat sink is finned, so it has much more surface area and edges (aluminum cools best at its edges) to pull much more heat from the motor to keep it running cooler. A definite advantage! We found that the original 3x10mm self-tapping screws, used to hold the spur gear in place, were too long and rubbed against the new heat sink. Shorten the screws or replace them to prevent this.

TA04 Color Stabilizer Set (Front)

Part no.: 53441

Retail price: $13.50

This set replaces the very stiff silver sway bar that comes with the TA04 Pro. There are three bars in the set: blue (hard), yellow (medium) and red (soft). All three are softer than the kit sway bar. A stiffer front sway bar will increase roll-resistance and carry more of the front-end's weight during cornering, which will reduce the likelihood of the rear end losing traction. A softer sway bar will generally increase rear end traction and will make the car more responsive in slow, tight turns. We installed the medium yellow sway bar to our test car, as it provides a good compromise between steering and traction with our shock setup.

TA04 Color Stabilizer Set (Rear)

Part no.: 53442

Retail price: $13.50

As with the front stabilizer set, you get three sway bars which are graded by stiffness: blue (hard), yellow (medium) and red (soft). Generally, a stiffer rear sway bar will reduce steering as it increases rear roll-resistance and won't transfer as much weight to the front wheels. A soft sway bar will allow the rear end to roll more easily during cornering, and will also allow the rear suspension to unload more easily and possibly lose traction when entering fast turns. We chose the medium yellow sway bar for our test, as it yields good traction without causing too much understeer.

On Road Spring Set (Hard)

part no.: 53440
Retail price: $16

This set contains four pairs of color-coded springs. Red (soft), yellow (medium), blue (stiff) and white (extra stiff). Generally, you will want to use the stiffest spring possible without losing traction. A stiffer spring will provide greater roll-resistance and the least amount of fore/aft weight transfer—both of which can upset the balance of the chassis. Stiffer springs also make the car more responsive and quicker through the turns. Begin with the medium yellow springs on all four shocks and try the car. If the car has good traction, try the blue springs and see if the traction remains. The extra-stiff white springs are too firm for most tracks except perfectly smooth and flat tracks or carpet tracks.

Setup Data

● Front suspension

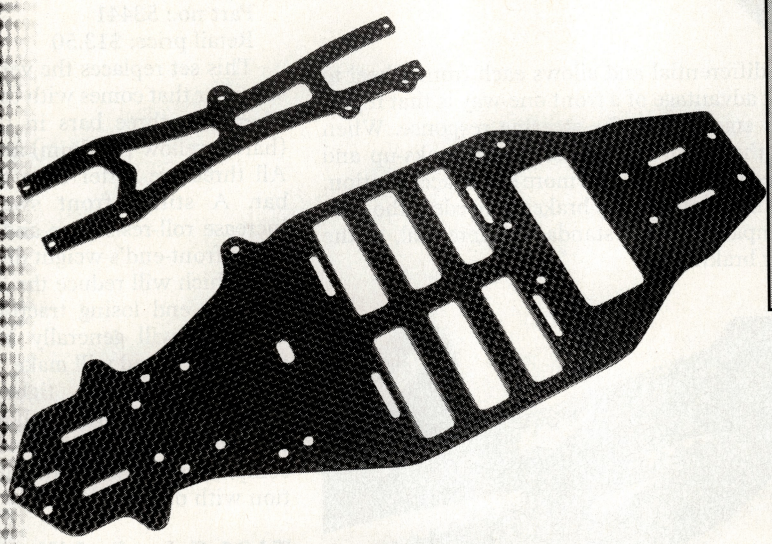
Camber	-1°
Caster	stock
Toe-in	none
Ride height	5.2mm
Droop*	2mm
Sway bar	yellow medium
Shocks	
Piston	two-hole
Oil	Tamiya 500 (50 wt.)
Spring	Tamiya yellow medium

Rear suspension

Camber	1 degree negative
Anti squat	stock
Toe-in	1-1/2 degrees (stock)
Ride height	5mm
Droop*	3.5mm
Sway bar	red soft
Shocks	
Piston	three-hole
Oil	Tamiya 600 (60 wt.)
Spring	Tamiya yellow medium

Tires	Tamiya Type B slicks
Inserts	Tamiya molded foam (firm)
Servo	KO Propo PS-2000 FET
Receiver	Novak XXL (75MHz)
Radio	Futaba 3PJs
ESC	Keyence A-01
Batteries	Integy/Xipp Sanyo 1700s
Motor	Trinity Green Machine 3
Gearing	40/120 (metric 04 module pitch)
Body	Tamiya Castrol Tom's Supra 2000

*Droop describes how far the suspension will rise once the car is at its proper ride height. Less droop increases roll resistance but may sacrifice traction or performance on bumpy tracks. ●



TA04 Carbon Double Deck Saddle Pack Chassis

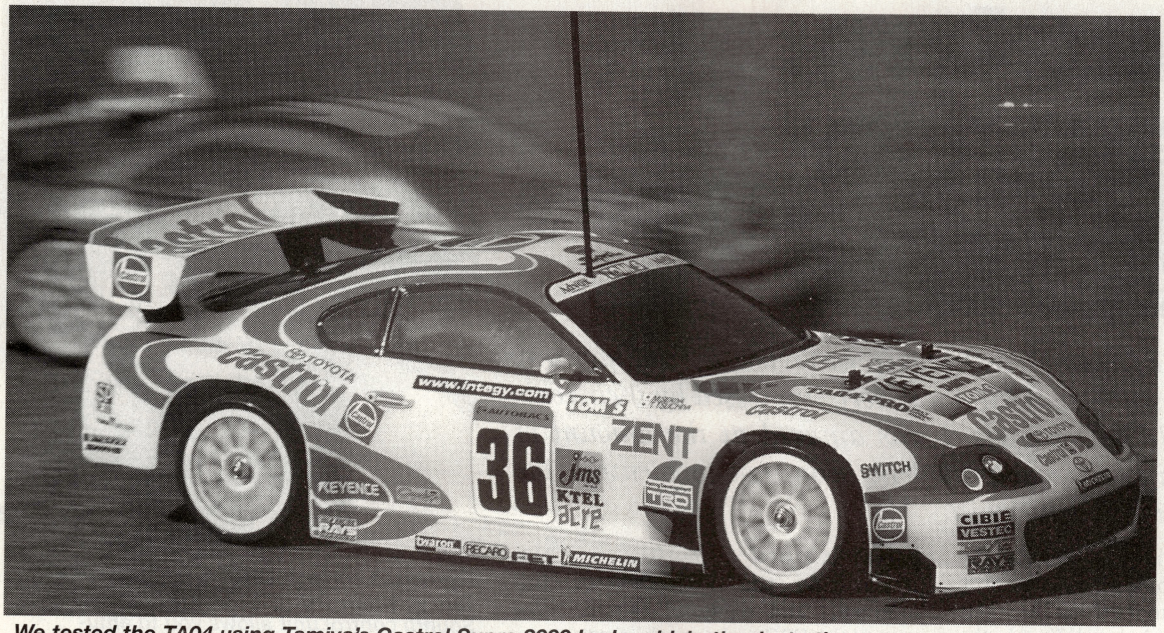
Part no.: 52001
Retail price: $56.00

Lighter and stiffer than the original kit's FRP (fiber reinforced plastic) chassis, the carbon chassis set has been designed for saddle-pack batteries and places more weight towards the front of the car for increased steering. Even the servo is positioned closer to the bell-cranks (you'll have to flip the steering rod to the other side of the servo-saver arm). The battery's weight is also closer to the center of the chassis for quicker steering. The down side is that you'll have to tape the battery in place using reinforced strapping tape. The set also includes a carbon upper deck with an antenna-mounting hole. The stock belt-tensioner still bolts to the upper deck.

TA04 Pro TRF Special Damper Unit

Part no.: 49141
Retail Price: $56.00 (pair)

These TRF dampers are the ultimate shocks for your TA04 with threaded aluminum cylinders that are anodized on the inside for extreme smoothness. Double-nut spring collars make pre-load adjustments a snap and lock together to prevent your settings from changing. Soft silicone O-rings and 2mm flourine resin guides ensure ultra-smooth shaft movement. Also comes with two- and three-hole flourine resin pistons and a pair of Tamiya stiff blue springs. For our test, we used two-hole pistons up front to keep the car's nose from diving too hard during braking and when entering turns. In back, we installed the three-hole pistons to reduce shock pack and to allow the rear end to soak up bumps better.



We tested the TA04 using Tamiya's Castrol Supra 2000 body, which, thanks to the generous rear wing, provided plenty of rear traction. We also tested using a PROTOForm Dodge Stratus, which gave more steering in tighter turns.

TA04 Pro Reinforced Tires Type B (With Wheels)

Part no.: 53412

Retail price: $52.00 (set of four)

This is a ready-to-run set of tires for your TA04 (or any other sedan that uses 12mm hex hubs) that includes Tamiya's Type B slicks, firm inserts and five-spoke wheels. The tires are reinforced using an aramid fiber belt that keeps them from distorting under load. The inserts are molded from closed-cell foam so they will last longer without breaking down as do conventional open-cell foam inserts. The wheels are 24mm wide. The wheels come pre-assembled. All you have to do is glue the tires. Type B tires are recommended for warmer track surfaces. For cold tracks, try Tamiya's Type A tires.



Tamiya offers a full range of silicone shock oil. Packaged in sets of three in soft, medium and hard viscosities, these shock oils cover every temperature and track condition.

TA04 Tips

■ Note that the TA04's sway bar mount uses a pair of 3mm setscrews to adjust the sway bar's free play. If you use a thicker bar, you'll need to back-out the setscrews to prevent binding. If a thinner bar is used, you'll need to tighten the setscrews.

■ When using a front one-way unit, only the car's rear wheels can brake. This can make the car less stable under hard braking and will amplify any chassis tweak or imbalance. Therefore, it's very important that you set the chassis' tweak as close to neutral as possible. Use the "lift" method of gauging tweak by lifting one end of the car up off a flat surface from the dead-center.

■ To prevent sharp edges from cutting the cells' shrink, file the edges of the chassis' battery slots at an angle. Lightly sand and seal edges of the chassis using CA.

■ Setscrews in the suspension arms allow you to adjust the amount of down-travel. Be sure that each arm's down-travel is equal from left-to-right.

■ Set the ball diff tightly enough so that it won't slip under hard acceleration. Tightening the diff further will reduce traction. ◆

SOURCES

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

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

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

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

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

Tamiya Tractor Truck Sound Effects Set

Music to the ear



Back in the December issue when we reviewed Tamiya's latest 1/14-scale truck kit, I was very impressed by their realistic scale R/C models. I was amazed at the amount of detail molded into its polypropylene body, not to mention the scale suspension and drivetrain.

Being the world's largest scale model company, Tamiya couldn't resist adding some more realism to its truck line. The latest goodie for their truck line is the Tractor Truck Sound Effects Set. Now before you get the wrong idea, this isn't some cheesy unit designed for a $15 bargain bin toy—it's executed to Tamiya's high standards and backed by their fanatic attention to detail (more on that later).

What it has

The heart of the Sound Effects Set is the Dynamic Digital Sound (DDS) Control Unit. This 48x73x22mm box contains all the sound circuitry, control logic, and amplifier. The sounds are emitted from a separate 5W full range speaker. The 6cm driver is housed in a stamped steel frame that mounts to one of two sets of mounting frames, depending on which model the system in going in to. To easily adjust the volume of the sound output, a wired potentiometer can be mounted remotely in a convenient location on the truck chassis. And last, but not least, lots of servo tape and fasteners are included—more than enough to handle any mounting situation.



Volume control—this option allows you to turn the dial to lower or raise the volume on the DDS control unit.

What it does

Basically, the DDS Control Unit intercepts and reads all signals being sent to the ESC and gear shifting servos. Those two servos plug into the DDS unit rather than directly into the radio receiver. The DDS unit then has two leads that plug into the two channels on the receiver that correspond to throttle (ch. 2) and shifter (ch. 3, in my case). The unit gets its power from the main battery pack; it is inserted in series between the battery pack and the ESC.

So how does it work?

First, when the ESC is switched on and sends power to the receiver, the DDS unit responds by making the sound of a diesel engine starting up, then going into idle. As long as the throttle is kept at neutral, the engine will keep idling. But as soon as some throttle is applied, the engine goes up in revs. Likewise, if you decrease the throttle, the sound of the revs goes down. Bring it to a stop and the sound goes back to idle. From a stop, if you then put it in reverse, you hear the air brakes release and a backup beeper sounds. Once it starts going forward again, the beeper disappears. There is also a horn that is triggered by setting the transmission in third gear. Effectively, you end up losing a gear, unless you want to go around in top gear with the horn blaring. And last, but not least, when you switch the ESC off, the DDS unit puts out the sound of an engine shutting down.

The Bad

The instructions can bit a bit vague and hard to follow. The adjustments pots are very sensitive. Both the DDS and speaker units are large and bulky. Even discounted, it is pretty expensive.

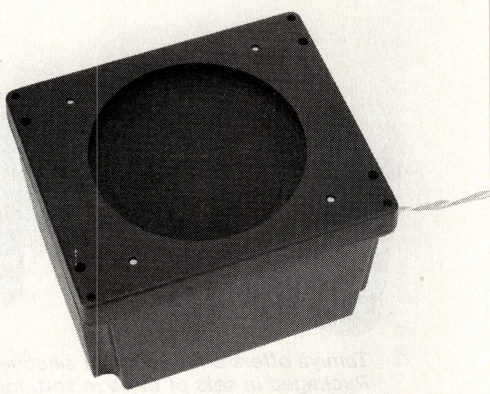
The Good

The sounds are great; they add a whole new dimension to the truck. The remote volume control is an excellent touch.

Big noises come in small packages! Tamiya's new DDS (Dynamic Digital Sound) control unit allows you to emulate the real deal, complete with engine noises, backup beepers, and yes, even an air horn!

The Verdict

If you are into detailing your scale R/C "big rigs," then the Sound Effects Set is almost a must-have. Why almost? Well, though it is much cooler than the lighting kit, it is more expensive. And you don't have to have the truck running to appreciate the lighting kit. But for me, the novelty hasn't worn off yet, because if this Sound Set wasn't there, I would likely be making the same sounds with my mouth instead.◆



This 5-watt full range speaker handles all the idling, backup beeper, air brakes, and horn sound effects.

info

Part no.: 56510
Price: $170
Manufacturer: Tractor Truck Sound Effects Set Tamiya (TAM) 2 Orion Aliso Viejo, CA 92656 (949) 362-2240 www.tamiya.com
Recommended for: Tamiya tractor truck owners
Rating: ⊛⊛⊛●●

TEAM LOSI TECH-TALK

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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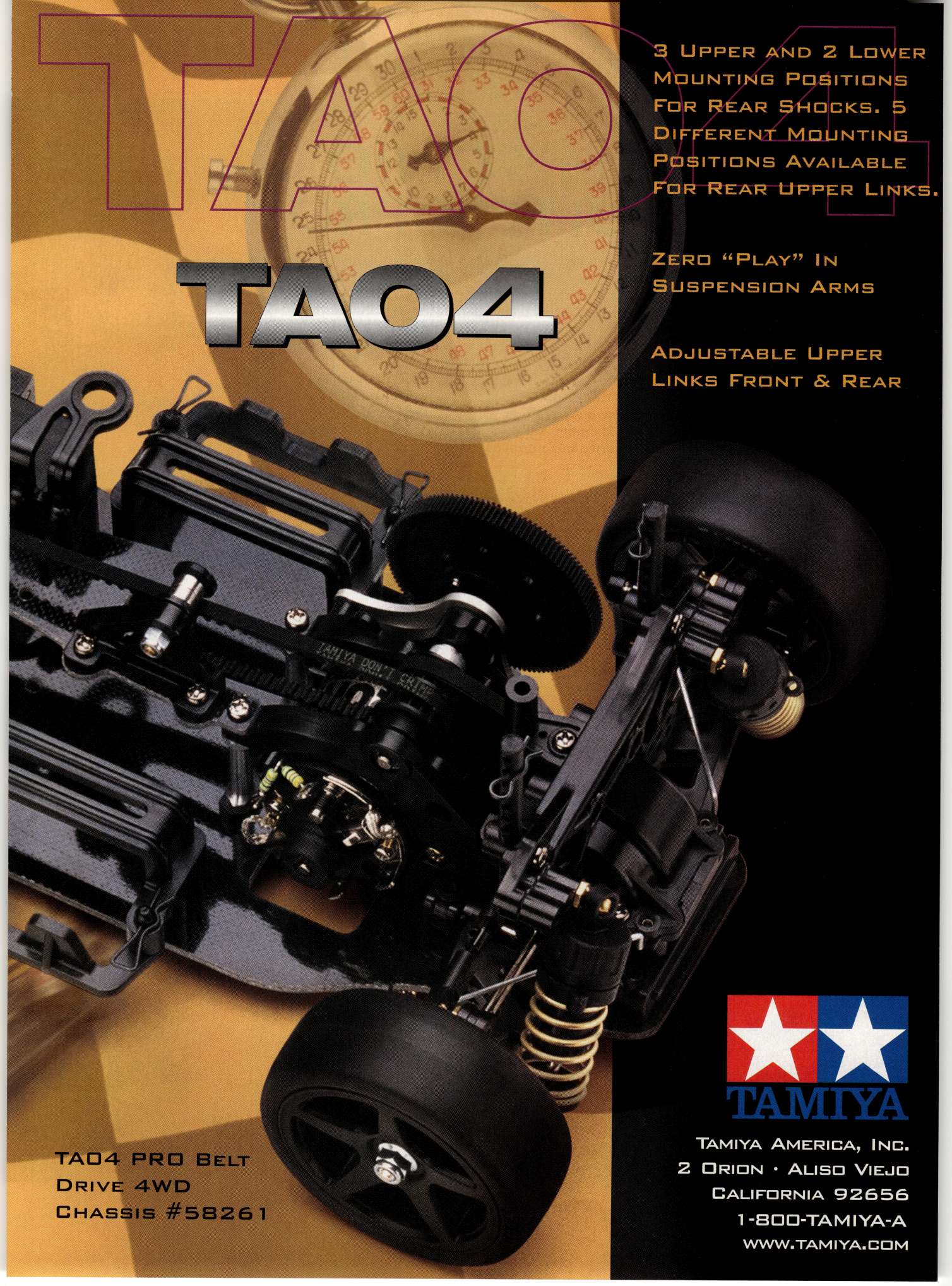
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DURATRAX

MAXIMUM ST PRO & MAXIMUM MT PRO

When we last looked at the DuraTrax Maximum ST, back in the April 1999 issue, we declared that "DuraTrax's first entry into the RTR market is the most complete kit available." That was well over a year-and-a-half ago, and since then, the RTR market has not just boomed, but fully exploded. Most major manufacturers either have at least one RTR in their product line or will be soon releasing an RTR version of one of their kits. In fact, some companies are releasing their cars as RTRs before coming out with the kit version, if they do a kit at all. Needless to say, DuraTrax has a lot more competition these days. So what are they doing to keep up? How about including $300 worth of upgrades already installed, and charging $100 less? How about a much more powerful engine? How about including a fuel bottle? And a glow starter—even with a battery! With the new Maximum ST Pro stadium truck and Maximum MT Pro monster truck, DuraTrax is making it even easier than before to get started in a nitro-powered R/C truck.

Upgrading two of the hottest ready-to-run trucks!

By Lito Reyes











What you get

• Ready-to-run chassis with body, wheels, tires, engine, radio, fuel bottle, and glow starter

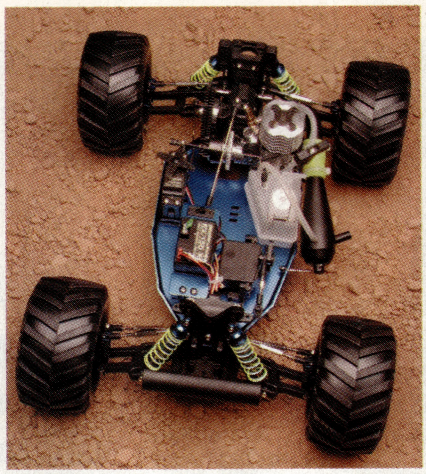
What you need

• Nitro fuel

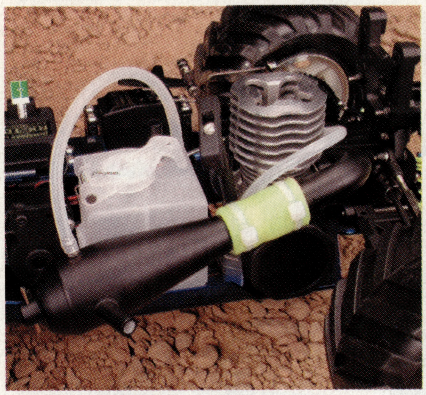
DURATRAX **MAXIMUM ST PRO & MAXIMUM MT PRO**

Normally, we have a long list of "What You'll Need" in a sidebar in every kit review. This one will be very short; the only other thing needed to get these kits running is glow fuel. That's it—period. Transmitter and receiver batteries are already in the box (12 AA alkalines), the body is pre-painted and pre-trimmed, the linkages are already set, and the tires are even glued. And as mentioned above, a bonus glow starter and fuel bottle come in the package. Without putting the decals on the body, you could be breaking-in the engine ten minutes after opening up the box (okay, we'll give beginners an extra half-hour to read the instructions and watch the included instructional video).

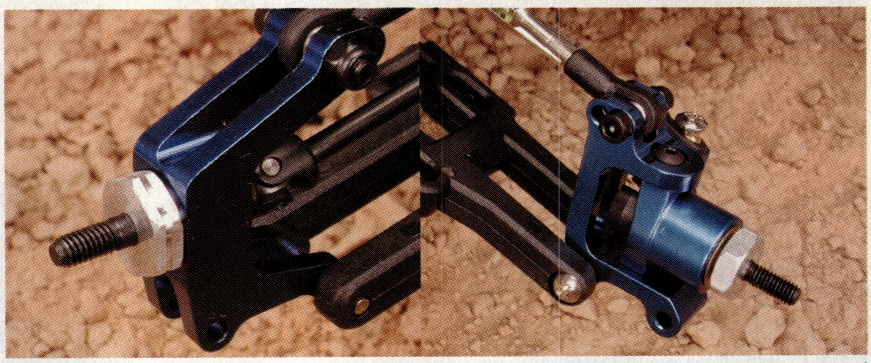
The stance of the ST Pro is pretty similar to other companies' RWD nitro trucks. The aerodynamic body is pretty low-slung, and features standard 4.25-inch tires with a chevron tread pattern. The MT Pro, on the other hand, stands tall and proud, with a jacked-up body and tall 5.25-inch diameter tires.



DuraTrax Maximum ST Pro



Each truck comes with a DuraTrax tuned pipe and an 85cc fuel tank that helps provide long run time.



Both front and rear you'll find new aluminum hub carriers and steering knuckles as well as alloy hex adapters.

SPECIFICATIONS

Maximum ST Pro

(Part DTXD90) ST Pro:
Average Street Price.....$350
Specifications:
Length..... 450mm (17.5 in.)
Width.....320mm (12.5 in.)
Front Track.....245mm (9.625 in.)
Rear Track.....255mm (10 in.)
Height...160mm (6.25 in.)(w/o body)
Wheelbase.....270mm (10.625 in.)
Ground Clearance .. 45mm (1.75 in.)
Weight.....2478g (5.46 lb.)

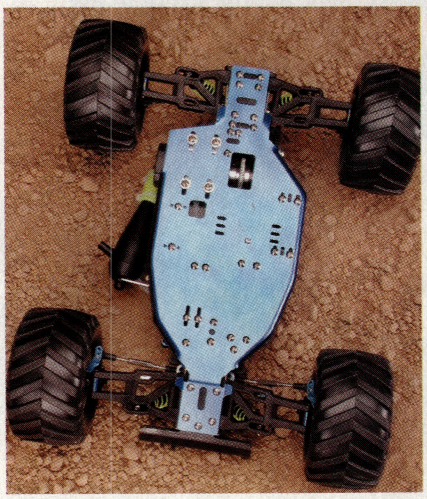
Maximum MT Pro

(Part DTXD91) MT Pro:
Average Street Price.....$380
Specifications:
Length.....450mm (17.5 in.)
Width.....343mm (13.5 in.)
Front Track.....264mm (10.375 in.)
Rear Track.....255mm (10 in.)
Height.....210mm (8.25")(w/o body)
Wheelbase.....270mm (10.625 in.)
Ground Clearance..54mm (2.125 in.)
Weight.....2535g (5 lb. 9 oz.)

Okay, so now we know how easy it is to get started, but what about those upgrades? Well, let's start off with the most obvious one: color-anodized aluminum! Both the ST Pro and the MT Pro now have plenty of that pretty anodized stuff in all the right places. A new 2.5mm-thick 6061 T6 upper and lower chassis, front and rear uprights, steering blocks, steering bellcranks, as well as the shocks, are all made of aluminum, and color-coordinated—the MT Pro in purple and the ST Pro in blue. All of this aluminum isn't just eye candy; it replaces some of the weaker plastic parts from the original kits for more durability (with the exception of the shocks, which are aluminum in the original trucks).

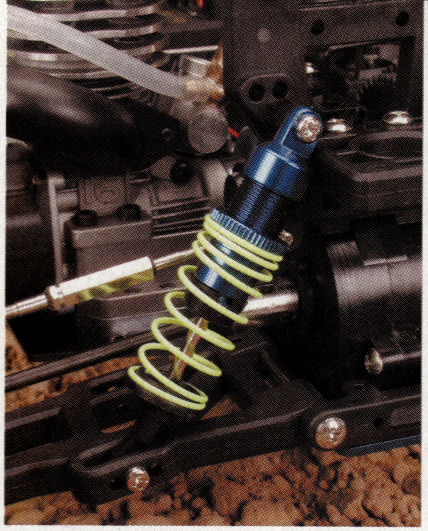
The next big upgrade is the power plant. Well, on the MT, this isn't really new, but now the ST Pro gets the powerful .16-displacement recoil pullstart-equipped TORQ .16 ABC engine. This engine has already proved how gutsy it is, and is a great upgrade for the ST. Attached to the engine is one more piece of aluminum we didn't mention above—an aluminum tuned pipe. Add to that a new two-speed tranny with taller gear ratios, and we are talking some serious speed here. The original had a final gear ratio of 10.8:1. The Pro changes that to 9.97:1 for first gear and 8.53:1 for second. We thought the original ST had more than enough power and speed for a beginner—now there's much more of both.

DuraTrax must be really confident about their Stress-Tech parts guarantee. For those unfamiliar with their policy, DuraTrax guarantees all plastic Stress-Tech parts (including body mounts, bulkheads, gear case, shock towers, arms, bumper) for the first six months of ownership! Hard to beat.



The underside of both chassis are countersunk so the screw heads don't wear out from rubbing directly against the ground.

In the drivetrain there are a couple of new features, as well. First, the rear is now equipped with universal driveshafts—no more dog bones to pop out. These strong units have very little "slop" and appear to be quite durable. Second, to stop the Pros with more authority, a new heavy-duty fiber brake



Both vehicles have anodized, Rapid-Tune threaded alloy shock bodies which make for quick and easy suspension tuning by way of an adjustable collar. In the background you'll see the beefy adjustable turnbuckle with hex center which allows you to adjust the wheel's camber amount. Universal driveshafts replace the previous version's included dogbones.

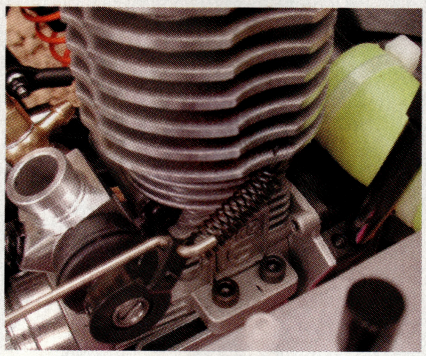
disc comes standard. It will last longer than the old one and performs with more consistency to boot.

Another thing new to DuraTrax's line of RTRs is the use of Futaba radio systems. Although we like Futaba's products, we feel that the old radio that used to come in DuraTrax kits, Hitec's Lynx, was a better radio. The new stock radio is an entry-level Futaba model, based loosely on the Magnum Sport design. Though it performs admirably, it is the most basic of radios, with only steering and throttle centering adjustments and nothing else—not even a dual-rate adjustment.

Some of the other features are a full set of ball bearings, hex-centered steel turnbuckle tie-rods, a large 85cc tank (illegal for racing at most tracks, but great run time), chrome wheels, a more consistent three-shoe clutch (replaces the two-shoe design), strong metal diff gears, a metal tranny counter gear and a throttle return spring (nice touch!). Last, but not least, both Pros come with a videotape that shows how to properly break-in and tune a glow engine, as well as highlights from the DuraTrax product line. And don't forget, all of this is Ready-To-Run right out of the box.



One of the biggest features to grace the new ST and MT Pro trucks is this two-speed transmission (low gear for more grunt, and a second gear for higher top speeds).



Each vehicle is equipped with a throttle return spring to help prevent runaways in the event that radio signal is lost.

The Bad

■ The chassis structure, though stiffer than before, still flexes a lot.

■ On the MT Pro, the soft extra-long body mounts let the body shell wobble all over and don't appear to be able to hold up to too many rolls without weakening and eventually breaking.

■ The tires are glued airtight to the rim (truly pneumatic!). We really would have preferred a semi-pneumatic design with foam inserts and vent holes. If a rim gets cracked or there's a "blowout," there is no way to get the bad wheel to perform just like the other "inflated" ones.

■ Yeah, we complained about the slipper clutch last time, but we do miss it. We wish they could have designed a slipper in with the two-speed, but the way it stands, it's one or the other.

■ On the ST Pro, it works just fine, but on the MT Pro, the Futaba standard servo is a wee-bit weak for the application. Those are some pretty big and heavy tires on the MT!

The Good

■ I'm going to quote what we said two Aprils ago, because it applies to both trucks: "Instant gratification. The Max is the best weapon yet in the war against short attention spans. No other kit is as complete as this one, and no other kit is as attractive to those who don't want to build. They've even glued the tires and painted and trimmed the body for you. The only other way DuraTrax could have made the Max easier to get running would have been to package it with a full tank of gas."



DuraTrax Maximum MT Pro



Chrome-plated plastic wheels add a nice touch to both trucks. The tires differ between the two, with the MT decked out with taller monster truck style tires.

■ We really like the concept of including a video that shows beginners the right way to break in and tune a nitro mill. Everyone wins here; beginners learn the right way, which, in turn, should cut down on support from the LHS and warranty claims for the manufacturer.

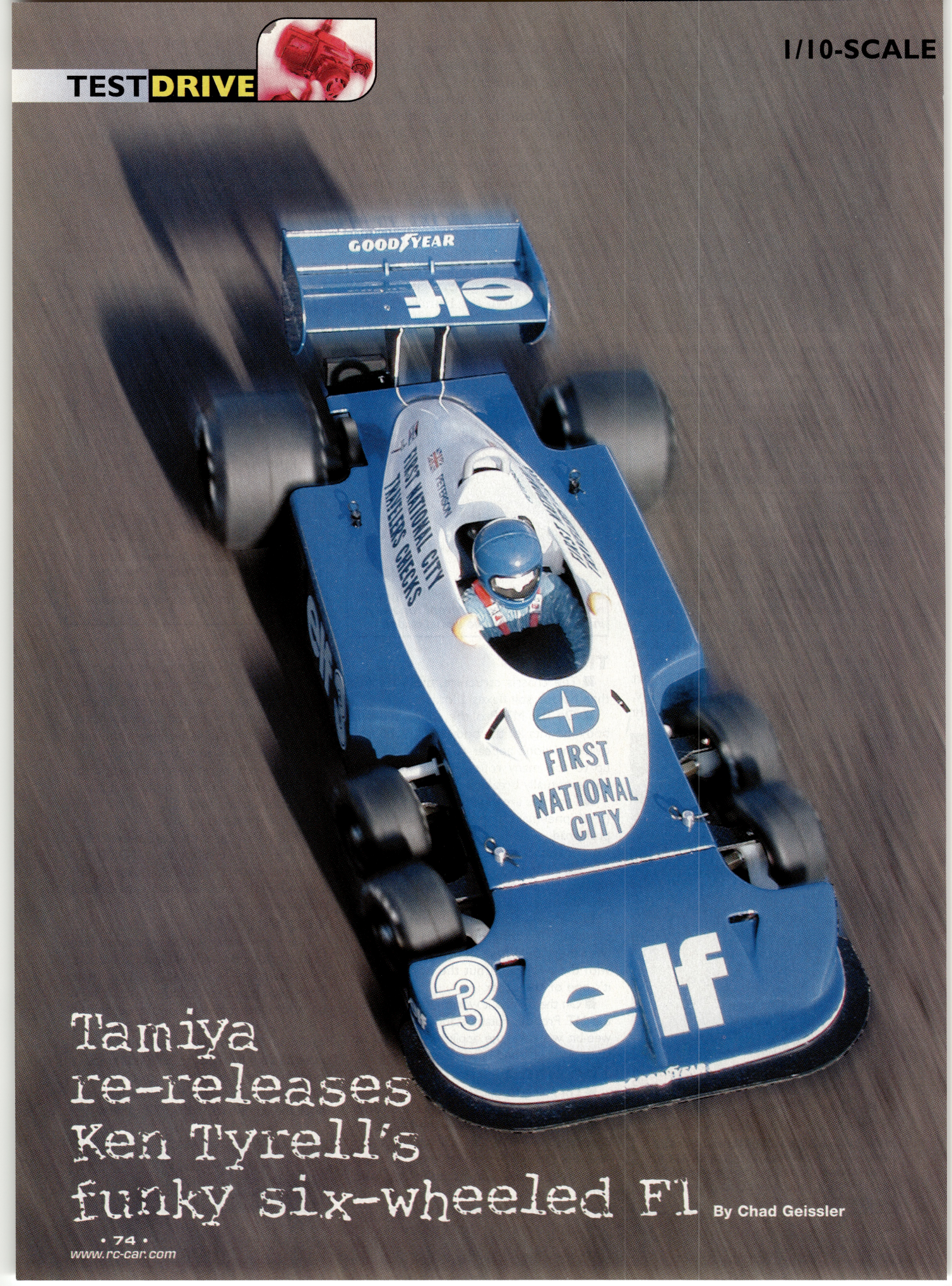
■ For RTR trucks, man, are these things fast! The large displacement TORQ .16 combined with a tuned pipe skewed for top end and two-speed tranny make for a pair of unexpectedly fast RTRs.

The Verdict

There is no faster way to get started with a nitro truck than with either of these kits. Their durability is backed by DuraTrax's Stress-Tech guarantee, which makes it even more attractive to the prospective buyer. And with the list of "standard equipment" the Maximum ST Pro and Maximum MT Pro boast, it's very hard not to call these trucks a good deal. There is no doubt that DuraTrax has once again raised the bar a little bit higher for all the companies in the RTR game.◆

SOURCES

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

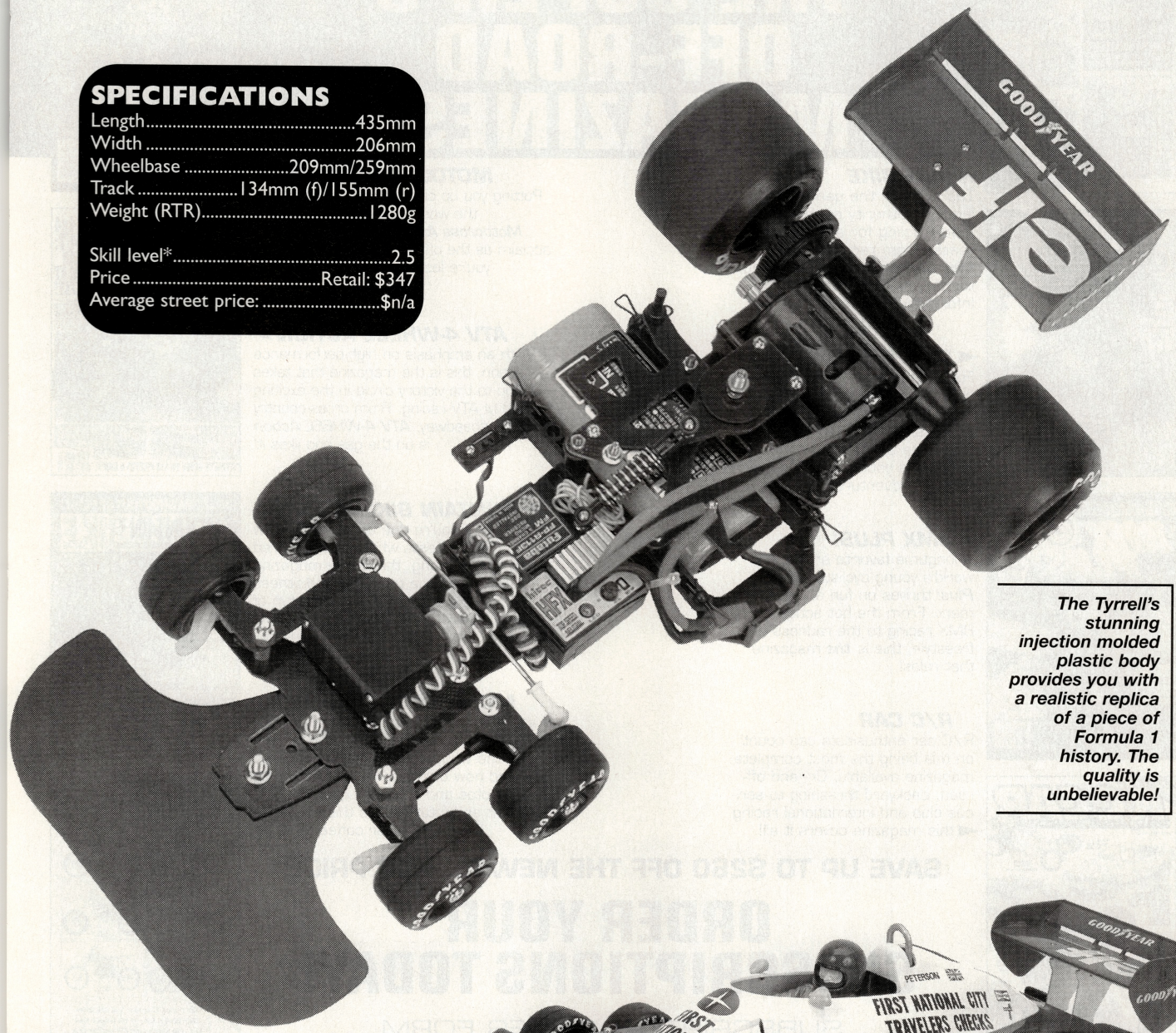


Tamiya re-releases Ken Tyrell's funky six-wheeled F1

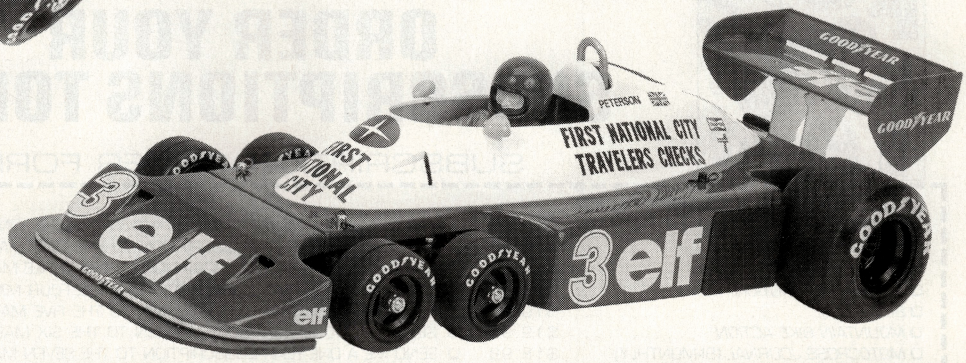
By Chad Geissler

SPECIFICATIONS

Length	435mm
Width	206mm
Wheelbase	209mm/259mm
Track	134mm (f)/155mm (r)
Weight (RTR)	1280g
Skill level*	2.5
Price	Retail: $347
Average street price:	$n/a



The Tyrrell's stunning injection molded plastic body provides you with a realistic replica of a piece of Formula 1 history. The quality is unbelievable!



What you get

- Rolling chassis and body set, motor, and battery

What you need

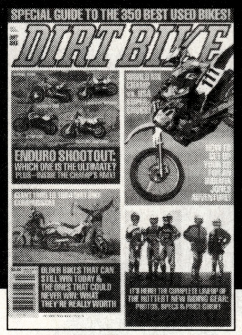
- Electronics
- Paint for body
- Battery charger

Running Gear

- Futaba SP-148 steering servo
- Futaba Magnum FM
- Hitec HFX ESC

TAMAIYA TYRRELL P34

What do you do when four wheels just aren't enough? You do what Ken Tyrrell did in 1975 and just add more. Braving the scoffing and negative comments of his fellow F1 teams, Tyrrell unveiled his odd little creation at the start of the '75 season. Project 34, or P34 as it became known, took the proven F1 design philosophies of the time and threw them out the window, opening a new chapter in the F1 design books and forever changing the face of Formula 1 racing.



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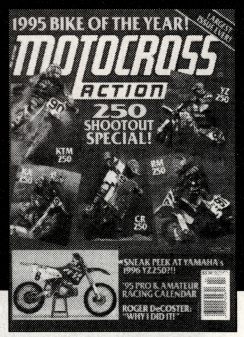

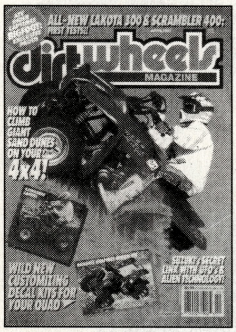

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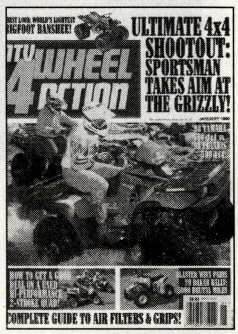

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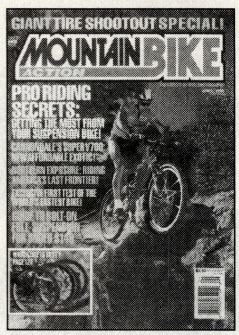

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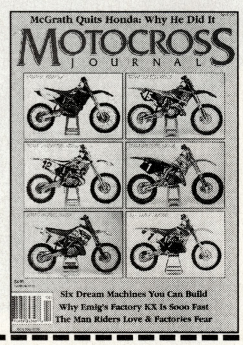

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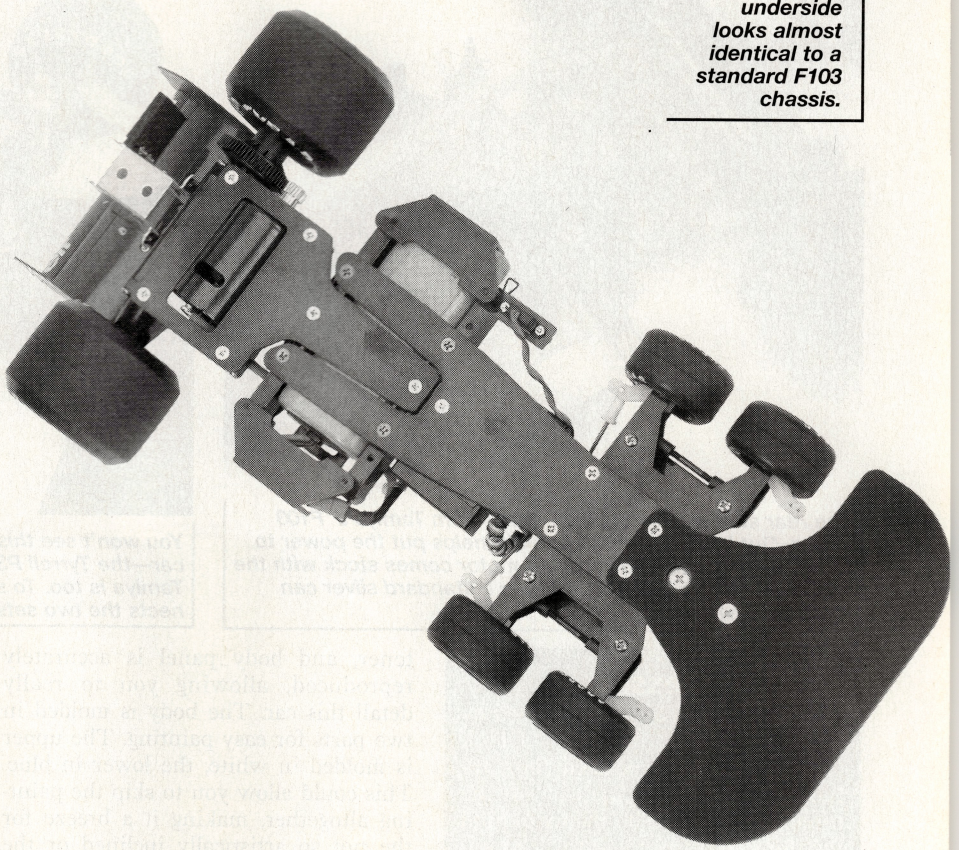
TAMIYA **TYRRELL P34**

For Formula 1 aficionados like us it is a happy day. Grow out your lambchop sideburns and break out your scarf and bellbottoms, because after 23 years Tamiya has re-released Tyrrell's famous 1975 P34 six-wheeler. This kit is nothing short of impressive in its attention to detail. Originally released in 1977, this new kit is re-released with its original 1977 body, wheels and tires and a redesigned chassis.

The modeling involved with the body is breathtaking. Since it is injection molded plastic instead of vacuum formed Lexan, Tamiya has taken the time to make sure every air duct, fas-



Aside from the extra set of wheels, the underside looks almost identical to a standard F103 chassis.



The Tyrrell kit comes with this 1700 MAh "shorty" battery pack. The battery pack is roughly two-thirds the length of a standard battery and was designed specifically to fit underneath the Tyrrell's hard plastic body shell.

Gettin' Ready for Concourse

● My P34 is going to be a Concourse car, so I painted it with gloss enamel paint. The instructions give the exact color list keyed to Tamiya paints, which in my opinion are some of the easiest paints to work with, but unfortunately require the use of an airbrush since they do not import their aerosol cans to the U.S. Since I didn't have access to my airbrush (air compressors don't go over well at your parents' Thanksgiving dinner) I matched the colors with Testors aerosol cans and got down to the business of painting.

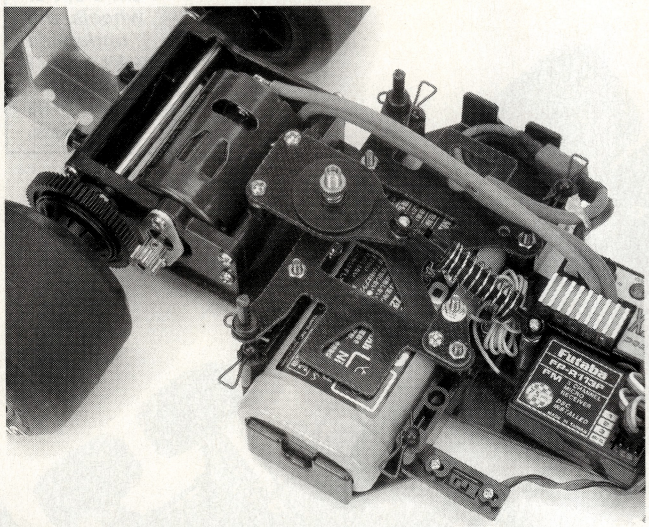
For those of you who have never painted plastic models, you're going to be in for a little challenge. With a Lexan body you paint the inside giving you a perfect (or as perfect as the mold) gloss finish. They are effectively spray and go bodies. Paint them from the outside in; if you get a little debris on the paint as it dries (no biggie), the top coat has already been laid down, so no harm no foul. With bodies such as the P34 you reverse the whole process. With this process you build the paint surface outward in layers.

Without my somewhat sterile painting environment I braved the elements and got lucky. If dust and debris settle on your paint this time you might as well sand it down and start over (which I did once....darn cat hair). Enamel paints also require a considerably longer time to set and dry, especially in colder weather. The saying "I'm so bored I'd rather watch paint dry" is not true. There is nothing and I emphasize nothing more boring than watching paint dry. Because I was in an area of the country that topped out at a sweltering fifty degrees during the day, my paint took almost two days to dry. But I'm over it.

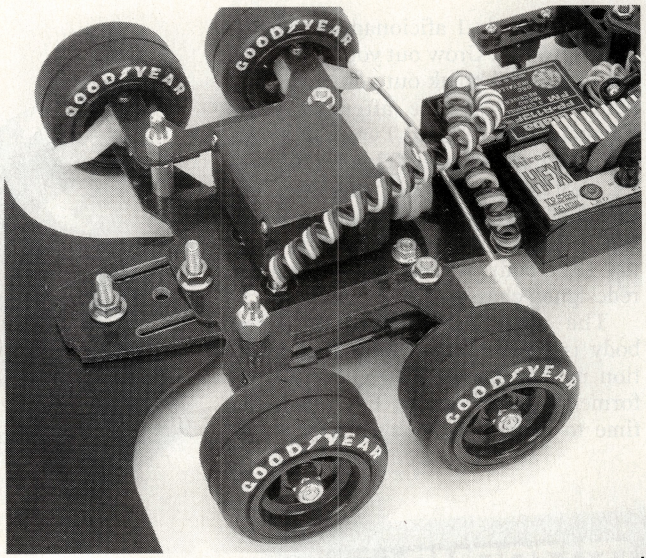
There are two number versions included in the decal set. One set for Ronnie Peterson and the other for Patrick Depailler. After deciding which driver and car number to model and applying all the appropriate decals, I decided to take the finish a little further. Always try to cut as much material away from the edges of the decal as possible. Whether it's my Jordan body, my Sauber body or the P34, I want the focus to be on the entire car, not the edges of the decals. To really make the decals look like they're not decals I spayed even coats of clear enamel over the entire body to finish it off. ●



TAMIYA **TYRRELL P34**



The rear suspension has been lifted from Tamiya's F103 series. Out back, a smooth ball-diff helps put the power to the ground. A black sport tuned motor comes stock with the kit (and provides more power than a standard silver can Mabuchi-style motor).



You won't see this setup on any modern-day Formula-1 car—the Tyrrell P34 was a one-of-a-kind machine, and the Tamiya is too. To steer both sets of front tires, a tie-rod connects the two sets of steering hubs.

History Lesson

● The original P34 was designed by Tyrrell's chief designer Derek Gardner and incorporated four 10-inch front wheels instead of the usual larger two. The theory behind the front end layout was to "…. minimize induced drag by reducing lift at the front and to turn that gain into the ability to enter and leave corners faster."

The revolutionary design of the front end required the use of a small four disc braking system that required a triple master-cylinder system to effectively adjust brake lock. If the front two wheels locked first the wheelbase was essentially shortened. If the second two wheels locked the opposite occurred and the wheelbase was lengthened, changing the driving characteristics of the car. The high point for the P34 came in the 1976 Swedish Grand Prix where Jodi Scheckter finished first followed by his teammate Patrick Depailler in second. Unfortunately, Goodyear's development program was unable to properly support the special 10-inch tires used by the P34, and after two seasons the six-wheeled wonder cars were retired.

Just how competitive could the car have been had adequate tires been available in 1975? Last year the P34 was driven at the Goodwood Festival of Speed on a set of specially produced tires. The only car to beat its time was the championship-winning 1999 McLaren Mercedes MP4/13! ●

tener, and body panel is accurately reproduced, allowing you to really detail this car. The body is molded in two parts for easy painting. The upper is molded in white, the lower in blue. This could allow you to skip the painting altogether, making it a breeze for the not so artistically inclined or the just plain lazy to achieve fantastic results.

The original kit tires are also molded with all the appropriate markings, including directional arrows, wear indicators and the Goodyear logo embossed into the sidewalls. With a steady hand and a white gel pen you can fill in the logos giving them a truly authentic appearance. As always, Tamiya provides beautiful decal sheets to finish off the kit.

As mentioned, the reissued kit comes with a modified version of Tamiya's race proven F103RS chassis. In fact the P34 is identical in every respect with its FRP chassis, rigid FRP T-bar suspension and ball differential. However, the P34 has an entirely redesigned front end to incorporate the four front wheels. The front uses two sets of the standard F103 hubs connected with ball cups and mounted on a new front plate and dual hub carrier. This very simple yet very effective design allows one servo to steer all four wheels. Also included in the kit is one of Tamiya's black sport tuned motors and a specially designed short battery pack (1700 MAh). If you do plan to compete with your P34 you'll be happy to know that all of Tamiya's F103 hop-ups will work, making this throwback one serious performer.

The Bad

■ Based on the intention of the release—that it is geared towards the true F1 enthusiast such as myself—I find it hard to find fault with this modeling masterpiece.

The Good

■ Beautiful, stunning, exquisite…let me confirm…I'm talking about the Tyrrell body set, not you….

■ Thank you, Tamiya, for throwing in the snappier black sport tuned motor and the battery pack for good measure!

The Verdict

True F1 diehards, rejoice; Tamiya has once again produced one of the most stunning F1 kits available. From the straightforward easy to follow instructions to the incredible detail of the body and decal sheet, this kit is a winner. Though you probably won't be taking first in your heat due to its weight, you will most likely take first in concourse. It would be nice to see a Lexan version of the body and a couple different tire compounds so I could be a little more competitive if I race it, but then again I can't have my cake and eat it too. Oh well, at least I still have my sideburns.◆

SOURCES

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

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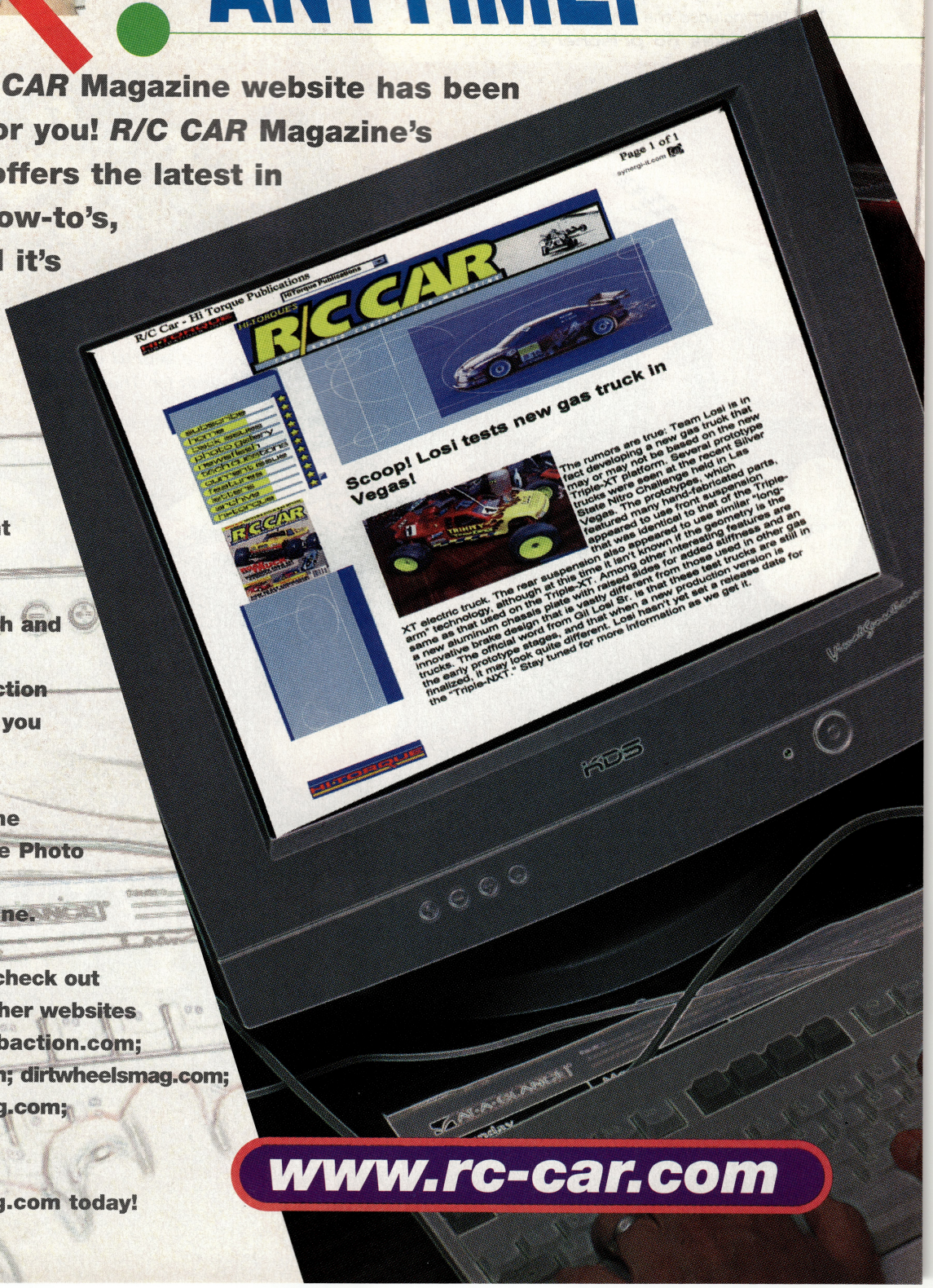

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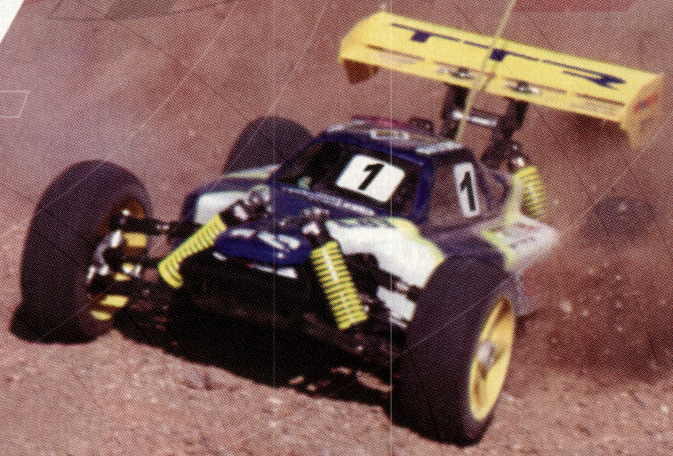

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PDO773 Center universal drive shafts.
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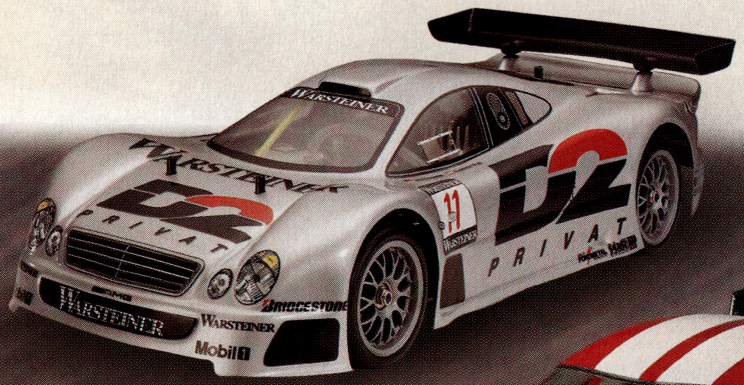

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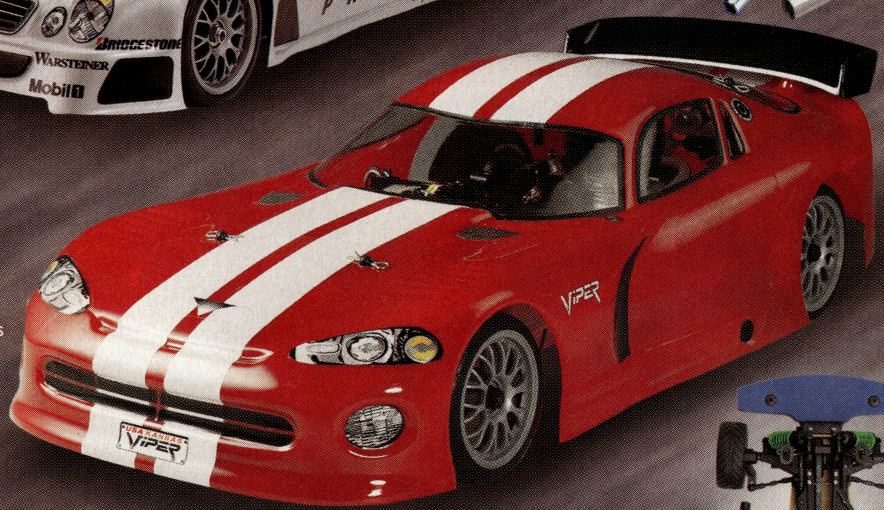

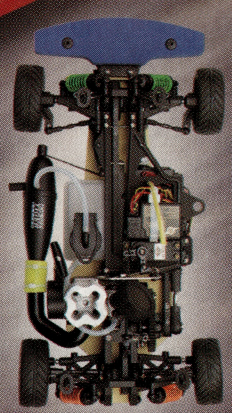

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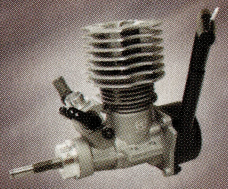
TS4n



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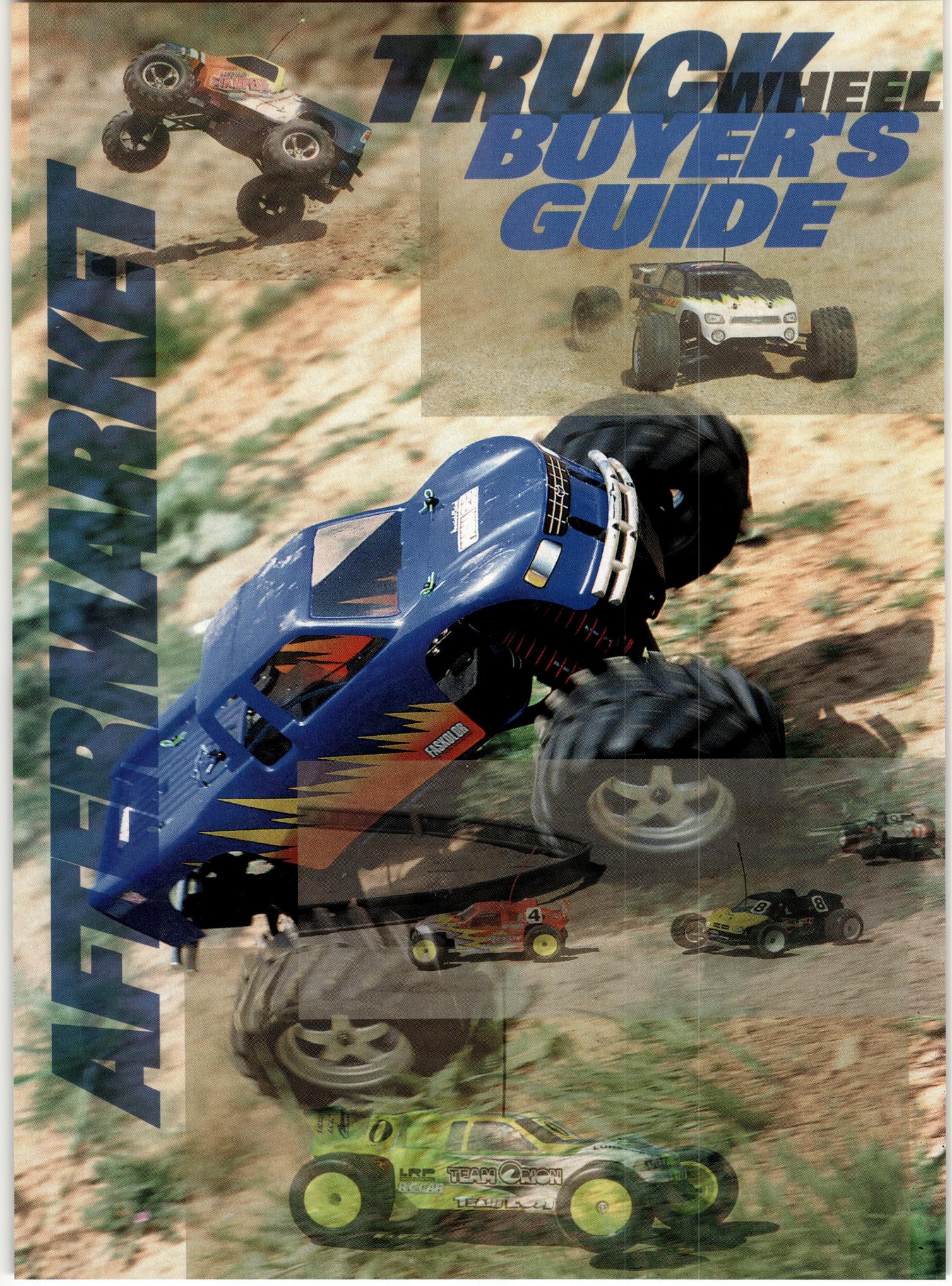
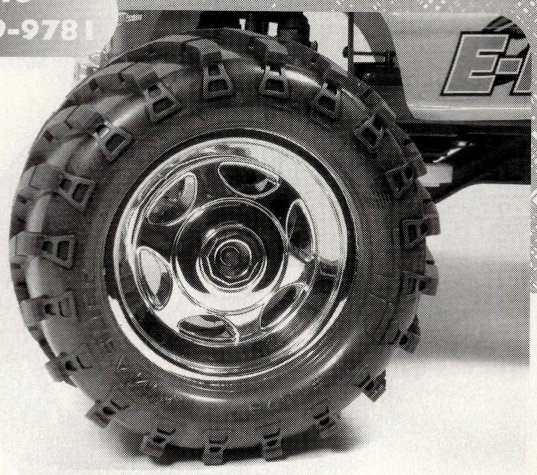
TRUCK WHEEL BUYER'S GUIDE

AFTERMARKET



One of the best and least expensive ways to change the "attitude" of your full-size automobile and truck is to add a set of aftermarket wheels. Guess what? The same holds true for your R/C truck! We've compiled this guide to aftermarket hop-up wheels for 1/10-scale trucks. Get a set and give your truck an attitude adjustment! All prices are per pair of wheels.

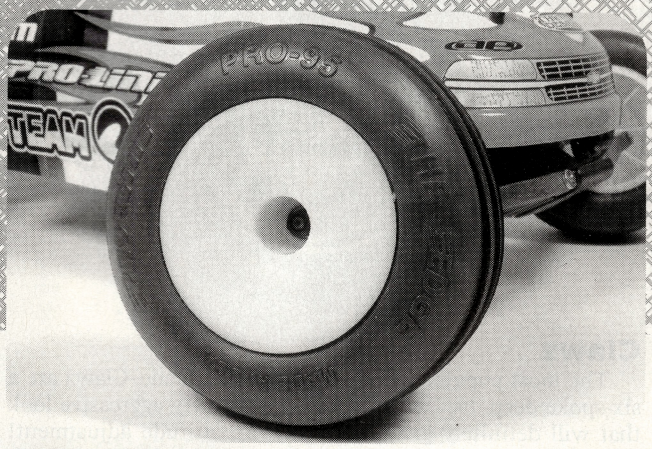
Pro-Line
909-849-9781



Outback Weld Wheel

Designed specifically for the Traxxas T-Maxx and new E-Maxx trucks, Pro-Line's Outback wheels are officially licensed through Weld Racing and feature a realistic six-spoke design, a deep rim with a large center hub for strength, plus a great-looking yet durable chrome finish. A deep hex in the inside means that these wheels won't strip no matter how much horsepower you bolt into your truck.

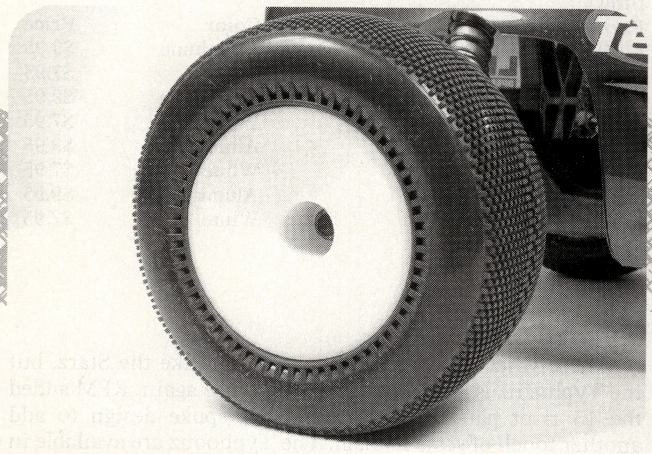
Part no.	Fits	Color	Price
2656-01	Traxxas T-Maxx/E-Maxx	Chrome	$15.00



Velocity Front

These replacement wheels for your Associated T2 and T3 and Team Losi Double-XT and Double-XT 'CR' will give your truck a serious racing look. Smooth dish fronts prevent dirt from clogging and slowing you down on the track. Eight ribs inside keep the wheels from distorting under load, so your tires will get the most bite. Comes with pre-drilled vent holes. Available in yellow and dyeable natural white.

Part no.	Fits	Color	Price
2635	Associated T2 and T3	White	$6.95
2635Y	Associated T2 and T3	Yellow	$6.95
2637	Losi Double-XT/XT 'CR'	White	$6.95
2637Y	Losi Double-XT/XT 'CR'	Yellow	$6.95



Velocity Rear

The Velociy Rear wheels for your Associated T2, T3 and Team Losi Double-XT and Double-XT 'CR' have all of the same features of Pro-Line's smooth-dish Velocity front wheels, but with a reinforced pin slot to securely mount them to your rear axles. These wheels mount easily, and with less chance of misalignment with the drive pin, stripped wheels are a thing of the past. Available in yellow and dyeable natural white.

Part no.	Fits	Color	Price
2636	Associated T2 and T3	White	$6.95
2636Y	Associated T2 and T3	Yellow	$6.95
2638	Losi Double-XT/XT 'CR'	White	$6.95.
2638Y	Losi Double-XT/XT 'CR'	Yellow	$6.95



Agitator Traxxas Wheel

Bolt a set of these awesome eight-spoke wheels to your Traxxas Stampede, Rustler, Nitro Stampede or Nitro Rustler and have the best-looking truck on the block. Available in either chrome or dyeable natural white finish, each wheel features beautifully sculpted "aero" spokes with a realistic center that actually has tiny lug-nuts molded in! Be sure to specify nitro or electric when placing your order.

Part no.	Fits	Color	Price
2651W	Stampede/Rustler Front	White	$6.95
2651C	Stampede/Rustler Front	Chrome	$6.95
2652W	Stampede/Rustler Rear	White	$6.95
2652C	Stampede/Rustler Rear	Chrome	$6.95
2653W	Nitro Stampede/Rustler Front	White	$6.95
2653C	Nitro Stampede/Rustler Front	Chrome	$6.95
2654W	Nitro Stampede/Rustler Rear	White	$6.95
2654C	Nitro Stampede/Rustler Rear	Chrome	$6.95

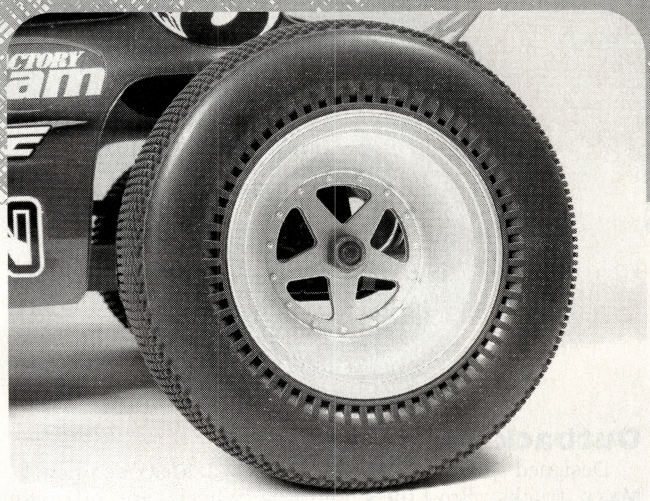
AFTERMARKET TRUCK WHEEL BUYER'S GUIDE



Clawz

The most popular wheel RPM has ever made, Clawz are a six-spoke deep-dish wheel with an extremely aggressive look that will definitely give your truck an attitude adjustment! The Clawz are extremely light and strong, and come in both natural white nylon as well as chrome. Note that RPM removes the chrome finish at the bead to ensure the strongest glue-joint between tire and wheel.

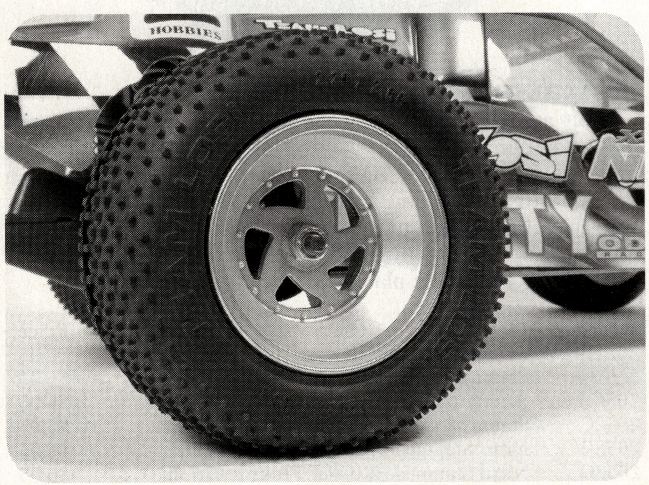
Part no.	Fits	Color	Price
81493	Associated rear w/1/4 in. axles	Chrome	$9.95
81503	Associated rear w/3/16 in. axles	Chrome	$9.95
81511	Associated rear w/3/16 in. axles	White	$7.95
81521	Associated rear w/1/4 in. axles	White	$7.95
81533	Associated front	Chrome	$9.95
81543	Associated front	White	$7.95
81623	Losi Double-XT rear	Chrome	$9.95
81631	Losi Double-XT rear	White	$7.95
81653	Losi Double-XT front	Chrome	$9.95
81661	Losi Double-XT front	White	$7.95
81743	Traxxas Rustler/Stampede rear	Chrome	$9.95
81751	Traxxas Rustler/Stampede rear	White	$7.95
81773	Traxxas Rustler/Stampede front	Chrome	$9.95
81781	Traxxas Rustler/Stampede front	White	$7.95
	Nitro Rustler/Stampede rear	Chrome	$9.95
	Nitro Rustler/Stampede rear	White	$7.95
81813	Nitro Rustler/Stampede front	Chrome	$9.95
81821	Nitro Rustler/Stampede front	White	$7.95
	HPI RS4 MT front/rear	Chrome	$9.95
	HPI RS4 MT front/rear	White	$7.95



Starz

These wheels have a straight five-spoke design based on a full-sized racing wheel. In addition, RPM has added a 15-rivet pattern for superb realism. Starz are available in white dyeable nylon and in a polished aluminum finish! RPM pre-strips all of the finish out of the tire bonding area to simplify mounting your tires to the wheel. They also pre-strip the finish out of the bearing bores on the front wheels to maintain true running.

Part no.	Fits	Color	Price
81016	Associated rear	Aluminum	$9.95
81021	Associated rear	White	$7.95
81036	Associated front	Aluminum	$9.95
81041	Associated front	White	$7.95
81316	Losi rear	Aluminum	$9.95
81321	Losi rear	White	$7.95
81336	Losi front	Aluminum	$9.95
81341	Losi front	White	$7.95

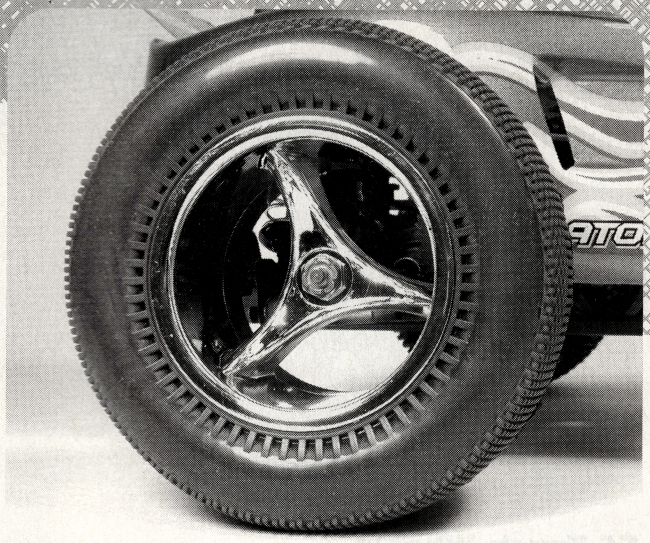


Typhoonz

These wheels have a five-spoke design like the Starz, but the Typhoonz is a directional wheel! Once again, RPM added the 15 rivet pattern to surround the spoke design to add another touch of scale realism. The Typhoonz are available in white dyeable nylon and in a polished aluminum finish! Tire bead is pre-stripped for a stronger glue-joint. The wheel bearing hole is also pre-stripped for extra precision.

Part no.	Fits	Color	Price
81056	Associated rear	Aluminum	$9.95
81061	Associated rear	White	$7.95
81076	Associated front	Aluminum	$9.95
81081	Associated front	White	$7.95
81356	Losi rear	Aluminum	$9.95
81361	Losi rear	White	$7.95
81376	Losi front	Aluminum	$9.95
81381	Losi front	White	$7.95





Slingshot

RPM's newest wheels are these Slingshot truck wheels. RPM now offers to truck owners what the sedan owners have always enjoyed, a BBS-type styling in a truck wheel! The Slingshot starts as a six-spoke wheel until half way up the spoke, where the spokes branch off like a slingshot and create twelve spokes! These wheels are made from RPM's trademark blend of lightweight nylons and are extremely strong and light. Available in white or with a chrome finish.

Part no.	Fits	Color	Price
81831	Associated rear w/1/4 in. axles	White	$7.95
81833	Associated rear w/1/4 in. axles	Chrome	$9.95
81841	Associated rear w/3/16 in. axles	White	$7.95
81843	Associated rear w/3/16 in. axles	Chrome	$9.95
81851	Associated front	White	$7.95
81853	Associated front	Chrome	$9.95
81861	Losi Double-XT, NXT rear	White	$7.95
81863	Losi Double-XT, NXT rear	Chrome	$9.95
81871	Losi Double-XT, NXT front	White	$7.95
81873	Losi Double-XT, NXT front	Chrome	$9.95
81881	Traxxas Rustler/Stampede rear	White	$7.95
81883	Traxxas Rustler/Stampede rear	Chrome	$9.95
81891	Traxxas Rustler/Stampede front	White	$7.95
	Traxxas Rustler/Stampede front	Chrome	$9.95
	Nitro Rustler/Stampede rear	White	$7.95
	Nitro Rustler/Stampede rear	Chrome	$9.95
81901	Nitro Rustler/Stampede front	White	$7.95
81903	Nitro Rustler/Stampede front	Chrome	$9/95
	HPI Nitro MT, RS4 MT	White	$7.95
	HPI Nitro MT, RS4 MT	Chrome	$9.95

Torkerz

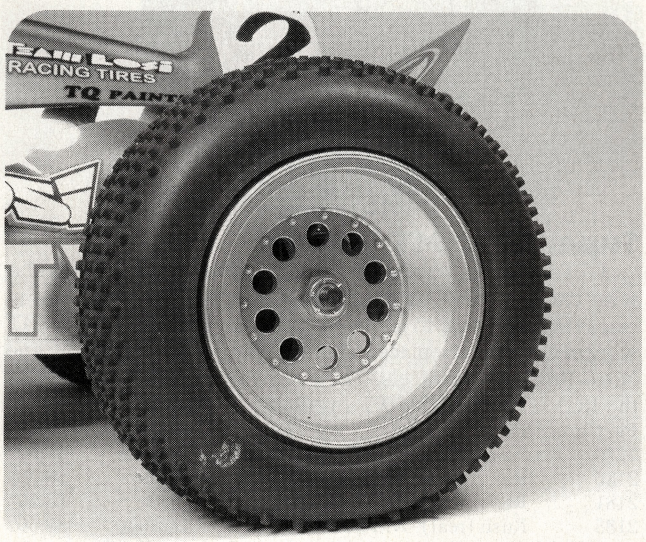
If you're looking for something different in a wheel, take a look at the Torkerz! These wheels are based on a 10-hole pattern instead of a spoke pattern. RPM based this wheel on a popular full-scale wheel. Surrounding the 10-hole pattern is a 15-rivet pattern for greater scale appearance. Torkerz are available in white dyeable nylon and in a polished aluminum finish! Tire bead and bearing holes (fronts only) of the aluminum finished wheels are pre-stripped.

Part no.	Fits	Color	Price
81096	Associated rear	Aluminum	$9.95
81101	Associated rear	White	$7.95
81116	Associated front	Aluminum	$9.95
81121	Associated front	White	$7.95
81396	Losi rear	Aluminum	$9.95
81401	Losi rear	White	$7.95
81416	Losi front	Aluminum	$9.95
81421	Losi front	White	$7.95

Talonz

The Talonz are the lightest wheels in the RPM catalogue. These will surely reduce the unsprung weight of your truck! RPM's trademarked nylon blend makes these some of the most durable wheels available. The Talonz are based on a deep-dish, three-spoke design that's commonly seen on street trucks. Available in dyeable white nylon or with a beautiful chrome finish (tire bead and bearing holes are pre-stripped).

Part no.	Fits	Color	Price
81433	Associated rear w/1/4 in. axles	Chrome	$9.95
81443	Associated rear w/3/16 in. axles	Chrome	$9.95
81451	Associated rear w/3/16 in. axles	White	$7.95
81461	Associated rear w/1/4 in. axles	White	$7/95
81473	Associated front	Chrome	$9.95
81481	Associated front	White	$7.95
81563	Losi Double-XT rear	Chrome	$9.95
81571	Losi Double-XT rear	White	$7.95
81593	Losi Double-XT front	Chrome	$9.95
81601	Losi Double-XT front	White	$7.95
81683	Traxxas Rustler/Stampede rear	Chrome	$9.95
81691	Traxxas Rustler/Stampede rear	White	$7.95
	Traxxas Rustler/Stampede front	Chrome	$9.95
81721	Traxxas Rustler/Stampede front	White	$7.95
	Nitro Rustler/Stampede rear	Chrome	$9.95
	Nitro Rustler/Stampede rear	White	$7.95
81793	Nitro Rustler/Stampede front	Chrome	$9.95
81801	Nitro Rustler/Stampede front	White	$7.95
81703	HPI RS4 MT front/rear	Chrome	$9.95
	HPI RS4 MT front/rear	White	$7.95



AFTERMARKET TRUCK WHEEL BUYER'S GUIDE



F5 Truck Wheels

Brand new from HPI are these awesome five-spoke F5 wheels for most popular 2WD and 4WD trucks. Available in your choice of five colors and finishes, the F5 wheels are molded from rugged nylon for long life, and fit all popular 2.2-inch tires for added versatility. The front wheels use 3/16 x 3/8 x 1/8 inch un-flanged bearings and will bolt right to your HPI Rush, RC10T, Double-XT and any truck that uses this "standard" size bearing. Owners of 4WD HPI trucks will use the rear wheels (3045 through 3049) for the front as well.

Part no.	Fits	Color	Price
3040	Rush, RC10T, Double-XT front	White	$8.00
3041	Rush, RC10T, Double-XT front	Black	$8.00
3042	Rush, RC10T, Double-XT front	Chrome	$9.00
3043	Rush, RC10T, Double-XT front	Gun metal	$8.00
3044	Rush, RC10T, Double-XT front	Yellow	$8.00
3045	Rush (rear), Nitro MT, RS4 MT*	White	$8.00
3046	Rush (rear), Nitro MT, RS4 MT*	Black	$8.00
3047	Rush (rear), Nitro MT, RS4 MT*	Chrome	$12.00
3048	Rush (rear), Nitro MT, RS4 MT*	Gun metal	$8.00
3049	Rush (rear), Nitro MT, RS4 MT*	Yellow	$8.00

*Includes adapters to fit most popular trucks, e.g., Losi, Associated.



MT Mesh Wheels

Available in your choice of three colors, these striking wheels feature a mesh "spoke" design that will give your truck a truly custom look. Molded from high-impact nylon, the MT Mesh wheels are available for not only HPI's line of trucks, but will fit most other popular trucks as well. What's more, the white nylon wheels can be dyed for even more color choices! HPI Nitro MT and RS4 MT owners will need two sets of rear wheels (2195 through 2197) for their trucks.

Part no.	Fits	Color	Price
2190	Rush, RC10T, Double-XT front	White	$7.50
2191	Rush, RC10T, Double-XT front	Black	$7.50
2192	Rush, RC10T, Double-XT front	Chrome	$8.50
2195	Rush (rear), Nitro MT, RS4 MT*	White	$7.50
2196	Rush (rear), Nitro MT, RS4 MT*	Black	$7.50
2197	Rush (rear), Nitro MT, RS4 MT*	Chrome	$9.50

*Includes adapters to fit most popular truck, e.g., Losi, Associated.

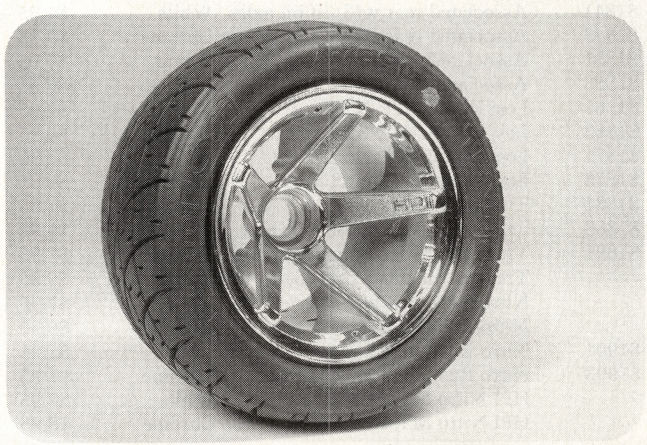


Super Star MT Wheels

HPI's original Super Star wheels have long been popular with truck owners. Available in a variety of colors and finishes (from chrome to a dyeable white nylon), Super Star MT wheels are direct replacements for your Nitro MT, RS4 and Nitro Rush stock wheels. The 2175 front wheels will also fit the RC10T and Double-XT (available in chrome only).

Part no.	Fits	Color	Price
2175	Rush, RC10T, Double-XT front	Chrome	$9.50
2180	Rush (rear), Nitro MT, RS4 MT*	White	$8.50
2181	Rush (rear), Nitro MT, RS4 MT*	Black	$8.50
2185	Rush (rear), Nitro MT, RS4 MT*	Chrome	$9.50

*Includes adapters to fit most popular truck, e.g., Losi, Associated.



Universal Super Star Wheels

These universal Super Star wheels are designed to fit most popular trucks, including the HPI Rush, Nitro MT and RS4 MT as well as the Associated RC10T and Losi Double-XT. When installed on the MT and Nitro Rush, these wheels also widen the trucks' stance slightly for improved stability and handling. In addition to the variety of colors and finishes offered in other HPI wheels, the Universal Super Stars are also available in gold!

Part no.	Fits	Color	Price
2100	Rush, Associated , Losi, Kyosho front	White	$7.50
2105	Rush, Associated , Losi, Kyosho front	Black	$7.50
2125	Rush, Associated , Losi, Kyosho front	Chrome	$9.50
2130	Rush, Associated , Losi, Kyosho front	Gold	$9.50
2135	Rush (rear), Nitro MT, RS4 MT*	White	$7.50
2140	Rush (rear), Nitro MT, RS4 MT*	Black	$7.50
2160	Rush (rear), Nitro MT, RS4 MT*	Chrome	$9.50
2165	Rush (rear), Nitro MT, RS4 MT*	Gold	$9.50

*Includes adapters to fit most popular truck, e.g., Losi, Associated. ◆

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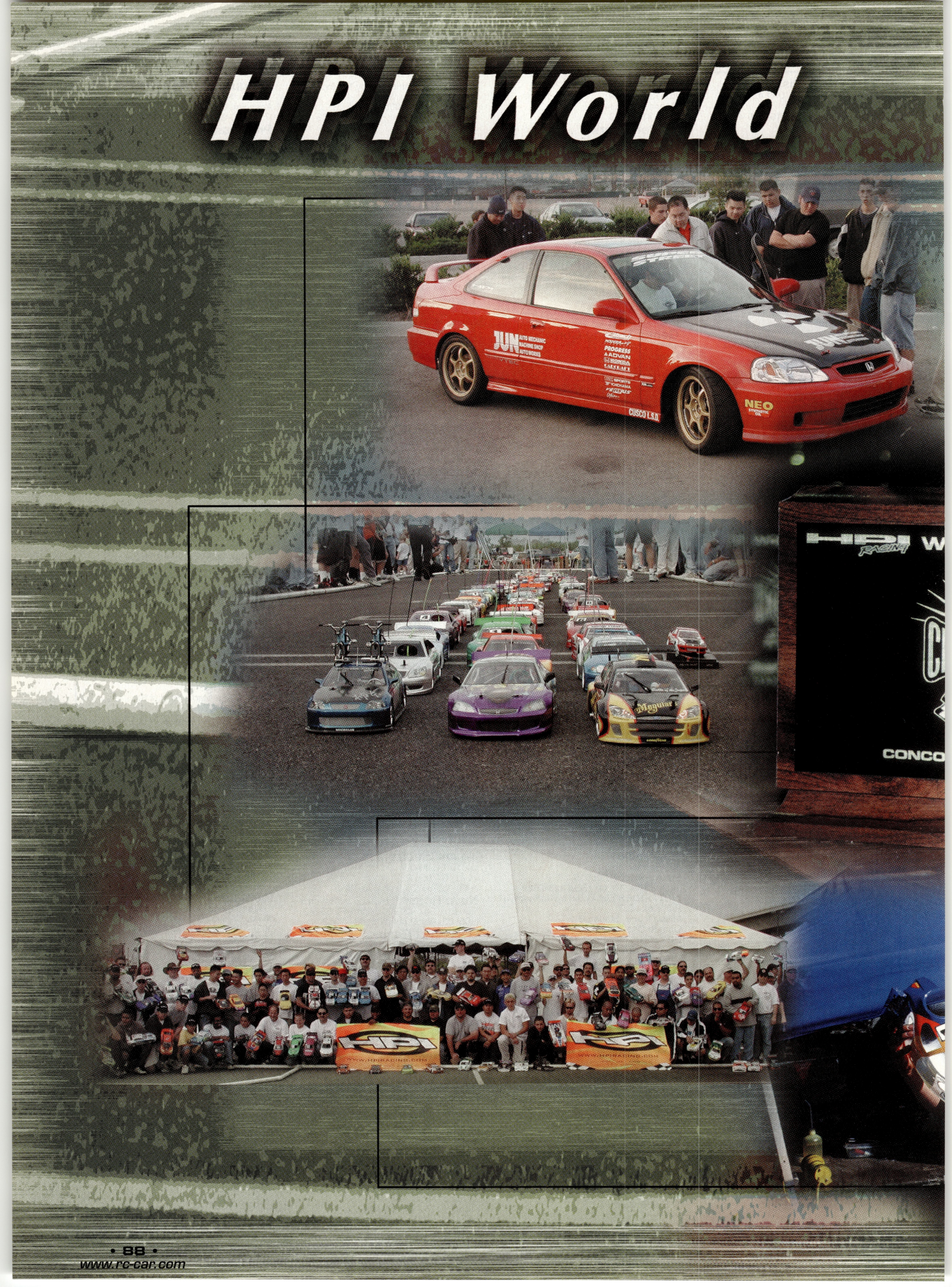

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HPI World Championships 2000

Once again, the HPI Challenge World Championships showcased some of the most exciting racing this side of the professional racing level.



HPI General Manager Shawn Ireland checks out one of the tricked-out Hondas on display.

Although the weekend got off to a rocky start due to the delivery of an incorrect over-powered power generator, all of the 200-plus entries were treated to hospitable weather, an organized race staff, lots of free stuff, and best of all, two days worth of competitive racing.

Like last year, Southern California-based HPI Racing flew in the winners of the European and Japanese 2000 Finals, and provided hosting and accommodations for the weekend. Winners from Germany, Switzerland, England and Japan were joined by privateers from Australia, Hungary, Russia, Scotland, and South Africa to make this year's event truly international.

Frank McKinney, HPI's webmaster and HPI Challenge race organizer, summed the weekend up by saying, "There were a few trouble spots, but nobody seemed to mind too much. I'd like to thank the racers for their patience and their incredible enthusiasm; they're the ones who made the event a huge success."

Yokohama Tire Corporation and American Honda, the major co-sponsors of the event, had race and show vehicles on display for participants to examine. Yokohama contributed race jackets to all the winners and a full set of street tires to one lucky raffle winner. Honda gave away decals at their booth, offered a separate Honda-only concourse prize, and gave more prizes to the highest finisher in each A-main that used a Honda or Acura body. Of course, HPI has a large selection of Honda bodies that were very popular with the racers; there were lots of Civics, NSXs, Accords, Integras, and even a few of the new Prelude bodies used throughout the weekend. Additional sponsors for the event were Honda Optional Equipment, Pegasus Hobbies, Irvine Spectrum Center, Gameworks, Nascar Silicon Motor Speedway, BC Sports Collect-ibles, and Myron's Extreme Hobbies.

There were seven different classes that participants could enter: Electric Mini, Electric Rally, Electric Sport, Electric Pro, Nitro Stock, Nitro Modified, and Super Nitro Modified. Only HPI cars could be used, and different classes allowed for different levels of modifications, For example, the Nitro Stock class didn't allow any modifications whatsoever (even the stock springs had to be used, as well as standard fuel and pressure tubing lengths), while the Nitro Mod class even allowed for chassis lightening.



The concours entries lined up for judging.



Check out the low-intensity "blue" headlights and red camera LED!



The judges give Ian Aquino's cars a closer inspection.

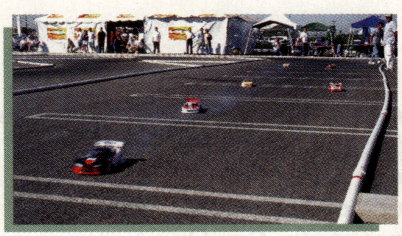


Lookin' good is nearly as important as going fast at an HPI race.



Team Japan in the pits.







Hitec's Mike Mayberry is an avid racer.



The concours entries lined up for judging.



Racers from around the world descended on the Irvine Spectrum Center for the HPI World Challenge Finals. The "greatest distance traveled" prize went to a racer from South Africa.



For the rally cars, these "whoop" sections were placed across the track to add off-road variety.

What was new this year was a handout tire rule for all classes, including the Super Nitro class. Although any wheel that met the dimensional criteria and any insert could be used, racers all had to use the same compound tire for all the qualifiers and mains. All of these rules were put in place to put the emphasis on driving and chassis setup rather than on the hardware itself. Needless to say, the tech table, run by Thad Gardner, was one of the busiest places throughout the weekend.

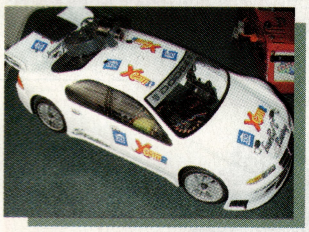
The only truly new class this year was the Rally class. Just for the rally races, wooden boards were set up as ramps and as washboard sections that the cars had to traverse at speed. Occasionally there was room for a "safe" route around the ramp to keep up speed, but that invariably took the cars off the driving line. The round Peugot 206 and Ford Focus bodies were the most popular in that class, due to their "rollable" bodies; even if they did get upside down, there was a good chance that the car would continue rolling until it landed back on the wheels. It was definitely a crowd pleaser.

Because of the large number of entries and the late start on Saturday, the second round of qualifying (out of three) went on well after the sun went down. Fortunately, Gardner (the track designer) and McKinney prepared for this by centering the track under a light post and renting large lights at either end to provide track illumination. There was joking among the racers about being better prepared for next year—with night vision goggles.

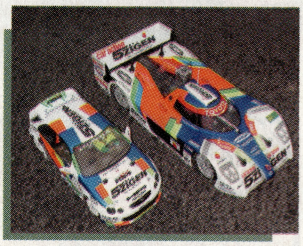
The track itself was more than double the size of last year's layout, and proved to be a fun and challenging design. Although the borders were held in place with brick stepping stones, the track had enough "give" to prevent damage to the drivers' cars—a good thing, since many of the entrants had never driven on a track before. In fact, there was surprisingly little attrition the whole weekend. The gearing limitations specified in the rules kept most of the electric cars at about the same moderate speeds, though there was much variance in the Nitro Mod classes, due to the open engine spec. Everyone we talked to was truly happy to be there to take part in this "fun race" that happened to have some of the best amateur drivers in the world.



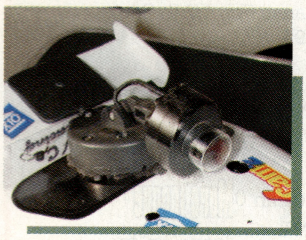
The HPI display located in the pit area.



Check out this closed-circuit camera mounted atop this Nitro RS4. The camera beams a signal back to the pickup unit (located in the pits) for live audio/video from an R/C car's perspective.



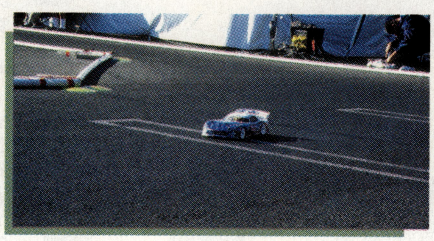
A pair of beautifully detailed cars await judging.





Ian Aquino's first place concours trophy.



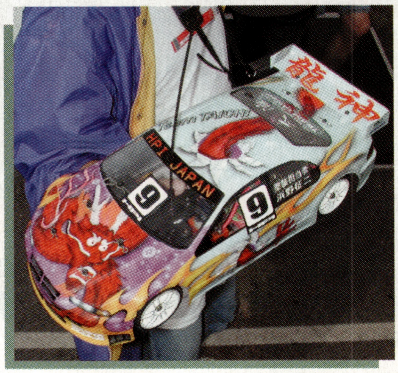




HPI World Championships 2000



Christiaan van Schalkwyk came all the way from South Africa!



A nice custom paint job from one of the Japanese racers.





Sunday's main events lasted until dark!

— Nitro Stock A-main

1 Cameron Wagner
2 TJ Wilcheck
3 Rodney Angelito
4 Daniel Trnka
5 Timm Wooley
6 Chris Bussert
7 Richard McClosky
8 Joel Williams
9 Joven Madriaga
10 Attila Svajda (Hungary)

— Nitro Modified A-Main

1 Tracy Grieger
2 Ken Prue
3 Mario Caba
4 Henry Pun
5 Simon Kau
6 Toshiaki Koketsu (Japan)
7 Johnathan Dobney (England)
8 Shayne Barr
9 Mike Mayberry
10 Dan Discenza

— Super Nitro A-main

1 Setsuya Kobayashi (Japan)
2 Dan Discenza
3 Rich Taylor
4 Dean Baker
5 Henry Pun
6 Orlando Sherman
7 TJ Wilceck
8 Richard McClosky
9 Craig Wood
10 Roy Flores

—Rally A-main

1 Fraser Low (Scotland)
2 Ling Tong
3 TJ Wilceck
4 Dave Long

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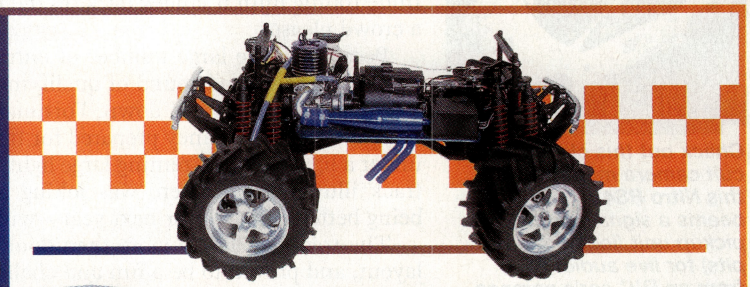



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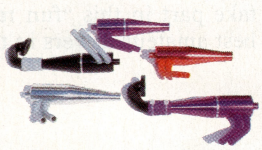

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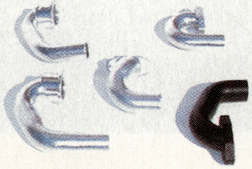

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5 Kanji Takagi
6 Joe Macasero
7 Timm Wooley
8 Orlando Sherman
9 Scott Kovalik
10 Michael Anderson

—Mini A-main

1 Joven Madriaga
2 Josh Tran
3 Joe Bestor
4 Nestor Rinonos
5 Charlie Barnes
6 Jasper David
7 Rick Hellman
8 Karlheinz Scherer (Germany)
9 Ian Aquino
10 Michael Soriano

—Electric Sport A-main

1 Michael Gebel (Germany)
2 Ian Aquino
3 Kristopher Ritchie (Scotland)
4 Bernd Kausemann (Germany)
5 Jhon Chin
6 Hugo Saavedra
7 Mark Dawson
8 Mark Rebeck
9 Robert Haney
10 Rod Balingit

—Electric Pro A-main

1 Markus Greter (Switzerland)
2 Fraser Low
3 Kristopher Ritchie
4 Michael Cometti
5 Vincent Chu (Australia)
6 Masaki Yamauchi (Japan)
7 Charlie Barnes
8 Mike Mayberry
9 Ryan Hanson
10 Johnny Pun

HPI World Championships 2000



Ian Aquino swept the Honda and Non-Honda concours judging. Look for a feature on Ian's cars in this issue. They are unreal!



Contributing editor Lito Reyes tries to sneak his illegally modified RS4 past the tech inspector—denied!



Team Switzerland.

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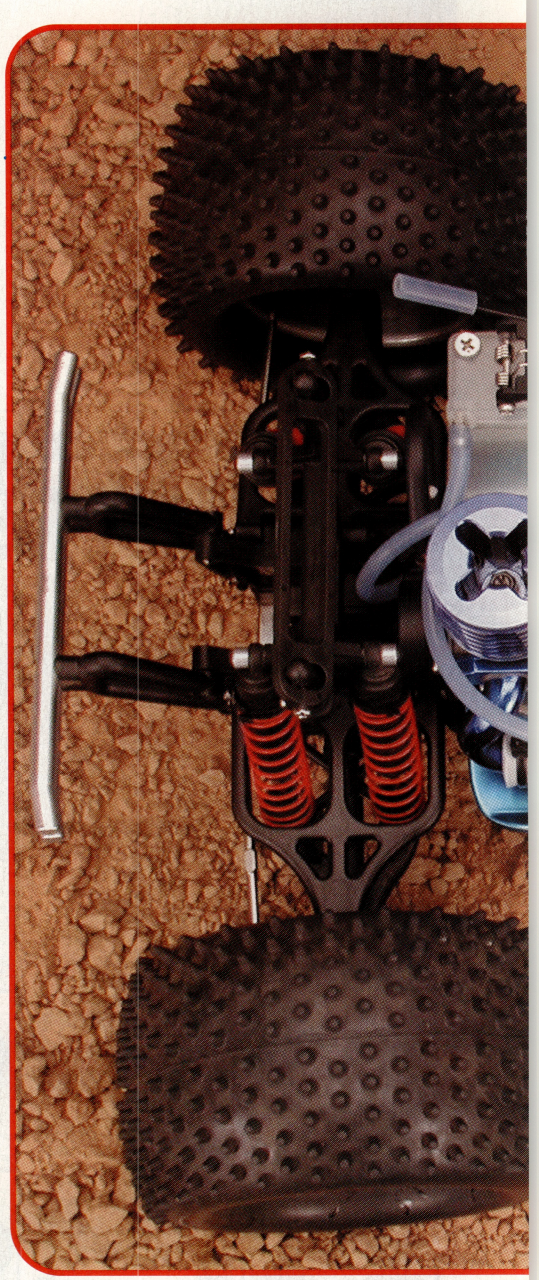
Steve Slayden's ROAR-Winning T-Maxx

A few issues back we ran a comprehensive article on how to tune your T-Maxx—the response we received was phenomenal. Since that article, many racers have taken the Maxx to the track with excellent results.



Proving the popularity of T-Maxx racing, ROAR recently had its first T-Maxx class at a state championship event—the ROAR Region Nine State Championship in Dallas, Texas. What started out as an exhibition event turned into a full-blown race with the largest turnout of the event. That's right, there were more T-Maxxes raced than any other vehicle in any other class!

The truck you see before you is the A-main winning truck belonging to Texas racer Steve Slayden. Steve has worked closely with the good folks at Traxxas to develop race-oriented parts for them that help turn the truck from backyard-basher into a true track-tamer. Just how fast is Steve's truck? Amazingly, Steve's T-Maxx qualifying times were faster than those of the 1/10 Gas Truck class...even faster than some sponsored drivers attending the event! Not bad for a "monster truck."

Thankfully, Steve let us borrow his truck so we could pass along his setup info to all you T-Maxx racers out there. If you're looking to build the lightest, fastest racing machine out there, look no further!

• Steve used a prototype of the new Traxxas Forward Only Output Gear (Part No. 4994X). This component disables the truck's reverse function and makes it direct drive. The forward only output gear eliminates the reverse gear (and reverse clutch), forward drive gear (and forward clutch), internal clutch bell, shift fork, shift servo and shift servo horn and linkage from the T-Maxx transmission and replaces it with a single, clutchless forward output shaft and drive gear that eliminates a considerable amount of weight (eight ounces!) and makes the transmission direct drive for smoother starts. The forward-only output shaft gives the T-Maxx quicker acceleration and higher top speeds.

• The next step Steve took was to remove the battery box, four-cell battery holder and switch harness, then replace it with a Dynamite flat five-cell 600 MAh receiver pack, in order to reduce weight, lower the CG and give the servos more power for greater lock-to-lock speeds and torque. The on/off switch was removed for more dependability during long races.

• The receiver box is lined with foam for noise suppression.

• A Traxxas T-Maxx single chamber tuned pipe (Part no. 4942) was used so the truck could rev to a higher rpm. A long silicone coupler was used to provide a gap of approximately 1/2-inch between the header and tuned pipe to increase bottom-end torque.

• Steve ported the crankcase of his TRX Pro-15 engine for greater reliability and increased power. This is a modification that's reserved for expert engine builders and should not be performed unless you know what you're doing.

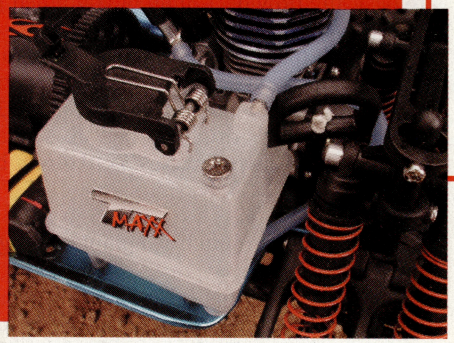
Maxx

Tricked-Out T-Maxxes

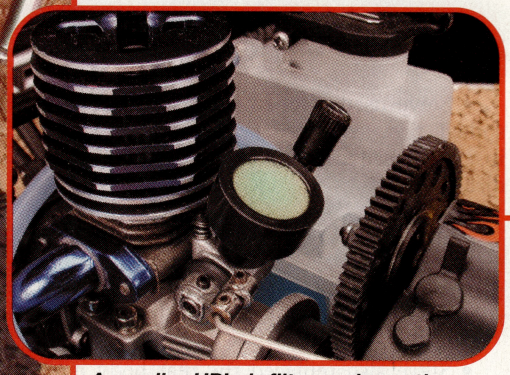


Steve Slayden's ROAR-winning T-Maxx.





Steve replaced the fuel tank's primer with a 4x12mm flathead screw to reduce the risk of air leaks in case the primer were to be damaged in a crash.



A smaller HPI air filter replaces the stock Traxxas filter. The smaller filter allows more cooling air to circulate over the cylinder head.

• The carburetor was rotated 180 degrees to make accessing the low-end mixture screw easier.

• The fuel tank's primer was removed and replaced with a 4x12mm flathead machine screw to prevent pressure leaks if the primer shaft were bent in a crash.

• A full set of Traxxas T-Maxx titanium hinge pins (Part no. 4939R) and turnbuckles (Part no. 2338 front, 2339 rear) are installed to reduce weight and increase strength.

• Steve's truck is equipped with two sets of Traxxas lightweight and smooth aluminum pivot balls (Part no. 4933X) to help remove unsprung weight.

• Shocks: Steve lowered the truck's ride height by installing 8mm shims inside the shock bodies to reduce chassis roll by limiting travel. The stock plastic shocks are equipped with two-hole pistons and Associated 80wt silicone shock fluid. The shocks are also mounted on the outside holes of the suspension arms to provide more progressive damping. The outside front shocks have 1mm of spring pre-load, while the inside front shocks have 2mm pre-load spacers. The rear shocks are set up the same way to basically provide 1.5mm of combined pre-load.

• Steve lightened the clutch shoes to provide a higher stall rate. He also replaced the stock 20-tooth clutch bell with a Traxxas 18-tooth clutch bell (Part no. 4118) for quicker acceleration. The 18-tooth clutch bell uses smaller bearings than the 20-tooth bell. Two Traxxas 5x10x4mm bearings were installed (Part no. 4609).

• The slipper clutch is completely tightened to collapse the tension spring.

• The front wheels have 0.5 degrees of toe-out for increased turn-in steering. Each rear wheel has 3-degrees of toe-in for greater stability on slippery sections. The front wheels are leaned in 1-degree (negative camber), while the rear tires receive 2.5-degrees of negative camber.

• Steve replaced the stock air filter with a smaller HPI air filter to allow more cooling air to pass by and reach the engine's head.

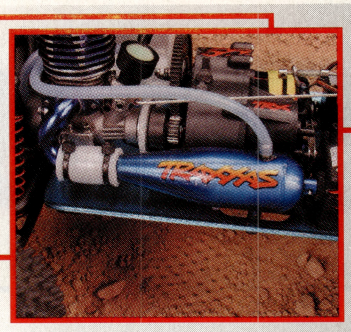
• The EZ-Start system was replaced with a Traxxas recoil starter (Part no. 4070) to reduce weight for racing.

• Steve used a set of Panther Tires Meat Grinder T-Maxx spiked tires equipped with Panther's three-piece firm foam inserts. These tires provide tremendous traction on loamy, fluffy dirt.

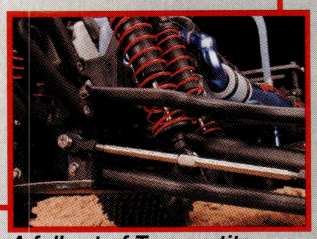
• Steve used a Futaba 3PDF transmitter, S9404 coreless, high torque steering servo and a S9202 coreless, high speed servo for the throttle and brake. Steve also used an FMA Direct Warlock receiver because it features a built-in fail-safe system.

• Steve also replaced the rear body mount with a T-Maxx front body mount to further reduce weight and to omit the EZ-Start connector mount.

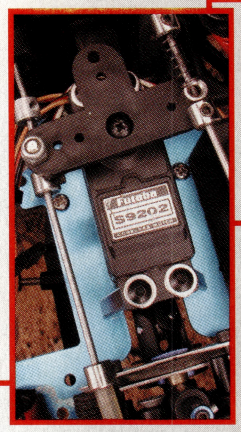
• Steve's T-Maxx weighs in at a slim 7.45 pounds (with body installed and an empty fuel tank), which means it's one pound lighter than a stock T-Maxx.



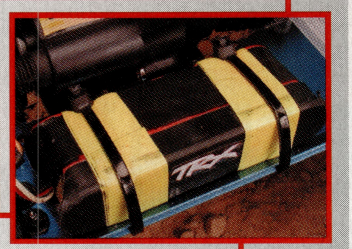
Steve opted for a Traxxas single chamber tuned pipe to gain more power higher in the rpm range.



A full set of Traxxas titanium turnbuckles helps reduce weight while adding to the truck's reliability.



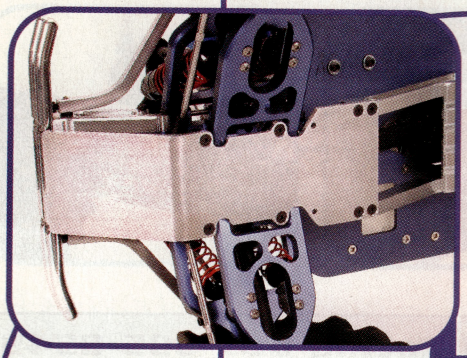
Steve replaced his stock radio gear with Futaba S9202 servos (for throttle and brake), and an S9404 servo for steering duties.

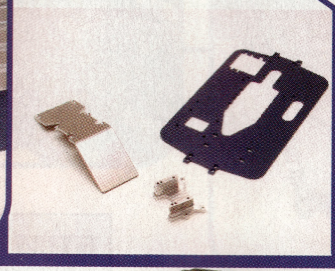


Steve removed the stock battery box, four-cell battery holder and switch harness and replaced them with a Dynamite five-cell receiver pack.



Panther Meat Grinder T-Maxx tires were the weapon of choice on Steve's winning T-Maxx. These Panther tires are quickly becoming the hot setup for T-Maxx racers.





Maximum Maxx

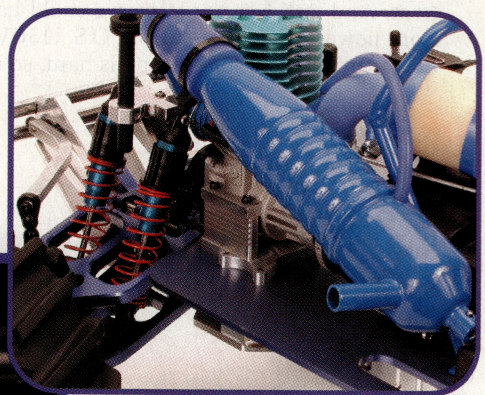
New Era's Ultra Maxx!

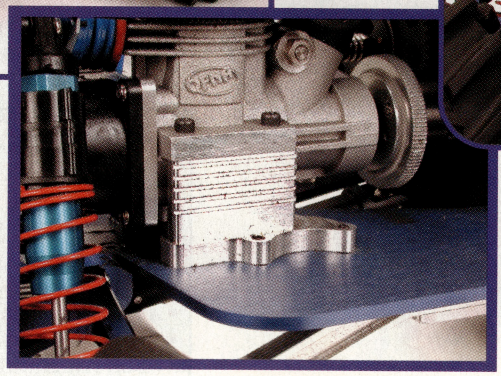
Bolting in big-block power...

● If you're looking to add a little bit of power to your T-Maxx, you'd be hard pressed to find anything stronger or faster than a .21 engine. New Era Models is finished with their .21 conversion kit, consisting of a new chassis, skidplate, and custom engine mount. The photos here show the truck in its early prototype stages, and we are being sent a finished sample for review as of this writing. Stay tuned for more details, or contact New Era Models at P.O. Box 7378, Nashua, NH 03060 • (603) 888-4453. ●



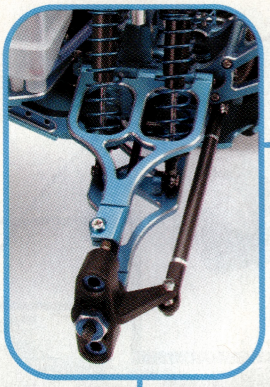


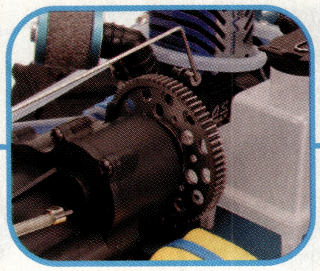


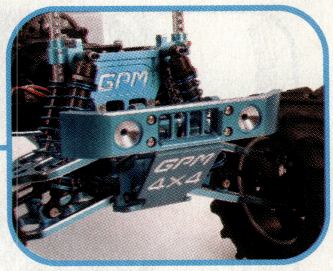


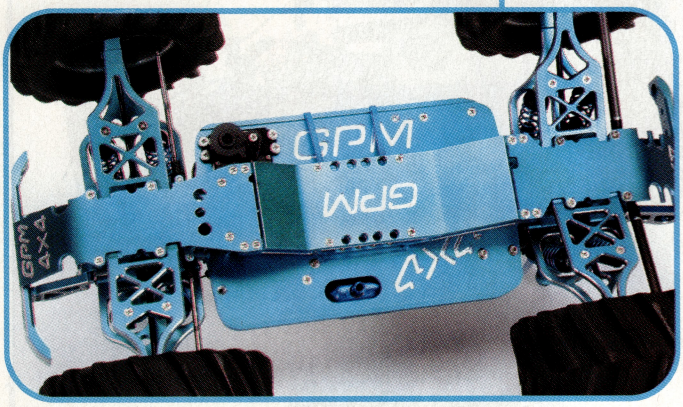
New Era's .21 T-Maxx conversion kit comes with a new chassis, engine mount, and new rear skidplate. All the other mods shown on this prototype truck are available from New Era.

Maximum Maxx



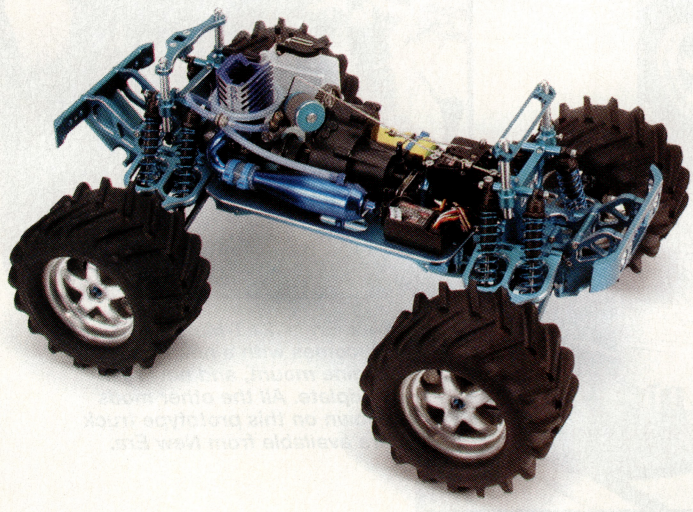






GPM "Blue Maxx"

● There's really not much left stock on this aluminum beast, dubbed "the Blue Maxx." With all of its heft, we have to make potential turn marshals sign a liability release form when we run it at the track. It was built up primarily from GPM Racing parts, mainly for the visual impact and high quality of their blue-anodized and twice-milled aluminum. Traxxas Big Bore shocks were put on because they are the only direct fit shocks for the T-Maxx that are both hard anodized and Teflon coated. GPM's new heavy duty 5.5 lb./in. springs support the extra weight of all the aluminum. The MIP CVDs are almost a necessity if you use any upgraded power plant. CVDs all around cure any potential slider shaft separation that may occur. The rear links, called Holmwreckers Toe Links, are made of hollow graphite shafts with aluminum inserts. They are very durable, and look great. And last, but not least, we could have used a newer, more powerful engine, but the O.S. .15CV-X has served us well over the years and still pulls hard, so in it went. ●



GPM Racing 603-595-8549

- AF0106 Blue .10 - .15 air filter
- LN05 5mm Wheel lock Nut
- TMX1010 Alloy Drive Adapters
- TMX1011A Gear Box Output Bearing Support (x2)
- TMX1011 Alloy F/R gearbox case (x2)
- TMX1012A Alloy Front Bulkhead Brace
- TMX1012 Alloy Front Bulkhead Side Plate
- TMX1013A Alloy Rear Bulkhead Brace
- TMX1013 Alloy Rear Bulkhead Side Plate
- TMX1014 Alloy Chassis Lower Brace
- TMX1014X Extended center skid plate
- TMX1016 Alloy Main Chassis (4.5mm)
- TMX1021 Front or rear steering block (not shown)
- TMX1024R Alloy Throttle Servo Mount
- TMX1024F Alloy Steering/Gear Shift Servo
- TMX1028 Alloy Front Or Rear Shock Tower (x2)
- TMX1029 Alloy Front Body Mount Set
- TMX1032 Alloy rear body mount w/holes
- TMX1039C Carbon Brake Disc
- TMX1048 Alloy Bearing Steering W/Plate
- TMX1054 Alloy Front/Rear Upper Arm (x2)
- TMX1055 Alloy Front/Rear Lower Arm (x2)
- TMX1080 Alloy Engine Mount w/Heatsink
- TMX1112 Carrying handle set (not shown)
- TMX1330R Alloy Rear Bumper
- TMX1330F Alloy Front Bumper
- TMX1331R Alloy 3mm Rear Skid Plate
- TMX1331F Alloy 3mm Front Skid Plate
- TMX17796 Shiny blue HD springs

Hitec 858-748-6948

- 32645S HS-645MG Super Torque Metal Gear Servo

Holmwreckers

- Holmwreckers Graphite Toe Links

MIP 626-339-9008

- 1485 CVD Kit for T-Maxx, front/rear (x2)
- 1486 CVD Kit for T-Maxx, center
- 3071 MIP Clutch Kit for T-Maxx
- 3073 Heavyweight Flywheel for T-Maxx

O.S. Engines 800-682-8948

- OSMG2034 .15 CV-X

Robinson Racing Products 209-966-2465

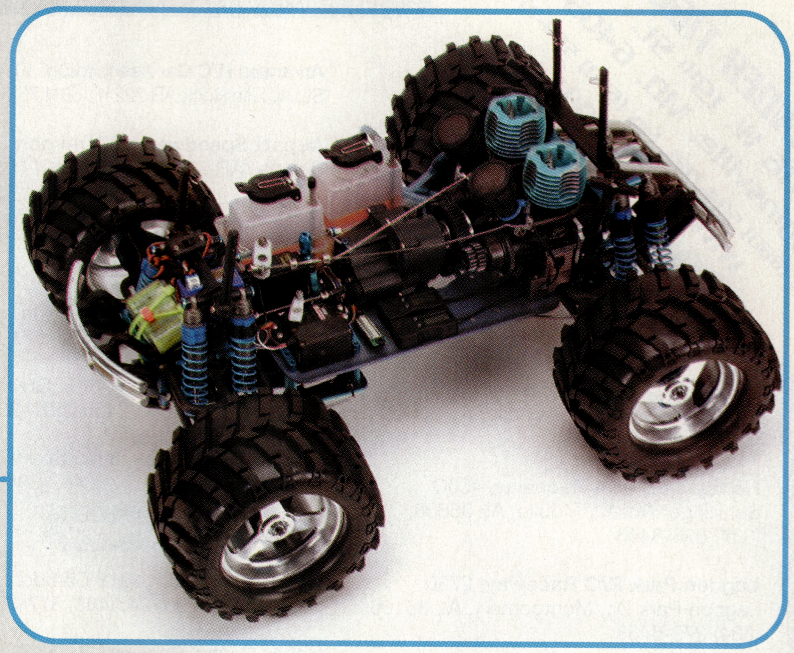
- 8572 T-MAXX Hardened Steel Spur Gear, 72 Teeth with Bearing

Traxxas 972-613-3300

- 4933x Hard-anodized Aluminum Pivot Balls (x2)
- 4934x Anodized Aluminum Pivot Ball Caps (x2)
- 4942 High Performance Aluminum Tuned Pipe
- 4962 Aluminum Big Bore Shock Kit

Inside Michael Anderson's Project Twin Maxx

● When Michael Anderson got his T-Maxx back in December 1999, it quickly became his favorite R/C vehicle. After running it in stock trim for awhile, Michael started slowly modifying the truck, as most people do. In went a Hitec 945 metal gear steering servo, and soon after a Trinity Picco .12 engine. Looking for more power, Michael eventually settled on the idea of building the twin engine T-Maxx that you see before you. In a quest for even more speed, Michael recently tore the truck apart again and installed a three-speed transmission! We've seen it in action and can't believe the truck's top speed!

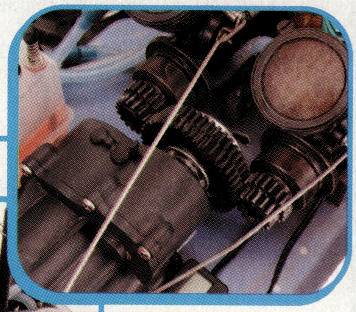


Chassis

- Hardcore Racing Titanium chassis
- GPM aluminum lower braces
- GPM aluminum bulkheads front and rear
- Powerline aluminum rear shock tower
- Trinity front and rear bulkhead braces
- Trinity steering servo skidplate

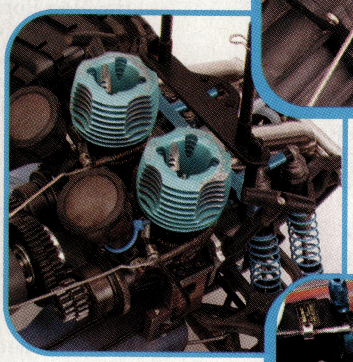
Suspension

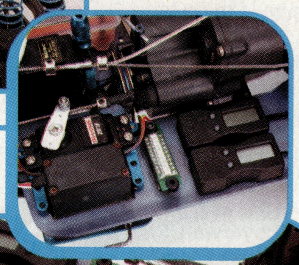
- Powerline aluminum steering knuckles front and rear
- Traxxas aluminum Big Bore shocks with Trinity 90wt oil
- Team Losi Blue springs
- Custom rear shock layout to provide space for engine pullstarts
- Traxxas titanium turnbuckles
- RPM shock ride height spacers
- Custom sway bar set

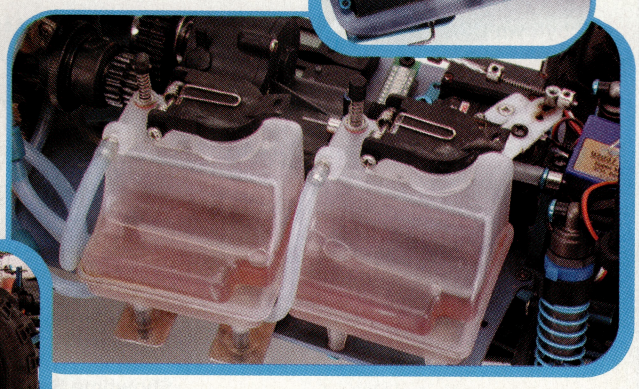


Drivetrain

- Two Trinity Picco .12 engines
- Two modified Trinity Picco touring car exhaust manifolds
- Two MIP stinger exhaust pipes
- Two Motor Savers air filters
- Two MIP heavy steel flywheels
- Two sets MIP clutch shoes
- Two Traxxas Nitro 4-TEC clutchbells
- Traxxas Nitro 4-TEC 2-speed installed backwards on a modified 4-TEC rear shaft
- MIP center CVDs
- MIP CVDs
- Robinson Racing aluminum brake disc
- GPM aluminum differential gearbox
- Traxxas steel spool in rear gearbox
- Traxxas aluminum hex adapters
- Two Traxxas 125cc fuel tanks
- Custom throttle linkage







Electronics

- Airtronics M8 receiver
- Hitec 945 metal gear servo
- Hitec 605 throttle/brake servo
- Sanyo 5-cell receiver pack
- Cirrus voltage indicator
- Two MIP temperature gauges



Body

- Parma Gravedigger body set

Wheels & tires

- Pro-Line Maxx Masher tires
- XTM aluminum wheels ◆

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ALABAMA

Beacon Point RC Raceway, 15717 Beacon Point Dr. Tuscaloosa, AL 35406 (205) 333-8679

Hobbytown USA Raceway, 450Q Schillinger Rd. N., Mobile, AL 36608, (334) 633-8446

Lagoon Park R/C Raceway, 2730 Lagoon Park Dr., Montgomery, AL 36109 (334) 272-6438

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

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

ALASKA

Fairbanks R/C Club, 510 Juneau Ave., Fairbanks, AK 99701 (907) 456-5494

ARIZONA

Hobbytown Mountain Raceway, 1500 E. Cedar Ave., Cedar Hills Shopping Center, Flagstaff, AZ 86004, (520) 214-9887

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

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

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

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

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

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

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

ARKANSAS

Alison Offroad RC Raceway, 6320 Thibault Rd., Little Rock AR 72206 (501) 490-1227

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

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

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

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

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

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

CALIFORNIA

Castle Hobbies, 14918 Camden Ave., San Jose, CA 95124, (408) 377-3771

Hobby Central Raceway, 34255 PCH, Unit #107, Dana Point, CA 92629, (619) 513-0373

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

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

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

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

Lucerme Valley Raceway, 32800 Old Woman Springs Rd., #4, Lucerne Valley, CA 92356 (760) 248-7305

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

Nor-Cal Speedway, 519 Bush St., Woodland, CA 95695 (530) 668-5678

ProCar West, Sante Fe Springs, CA m2rcracing

Race Corner of Marin, 300 Entrada Dr., Novato, CA 94949, (415) 883-0388

Race Prep Raceway, 20115 Nordhoff Chatsworth, CA 91311, (818) 709-6800

Racer's Haven, 7401 White Ln. #12 Bakersfield, CA 93309, (805) 835-0441

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

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

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

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

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

Speedworld Raceway & Hobby, Billy Bowerdman 90 Corporation Yard Rd., Roseville, CA 95678, (916) 783-8864

Ultimate Hobbies, 2378 North Orange, CA 92865, (714) 921-0424

COLORADO

S&T Raceway, 323 Auburn Dr., Colorado Springs, CO 80909, (719) 574-2910

CONNECTICUT

Central CT Auto Racers
Davis Hobbies II, 45A Welles St., Glastonbury, CT 06033, (860) 633-3056

JP's Hobby Center & Raceway, 78 Pershing Dr., Derby, CT 06418, (203) 735-5512

K&N Speedway, West St., Stafford Springs, CT 06076 (860) 684-9896

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

Xtreme Radio Control, 469 Danbury Rd., New Miford, CT 06469, (860) 354-4703

DELAWARE

Hobbystop Speedway, Rd. #4, Box 100, Rte. 13, Seaford, DE 19973, (302) 629-3944

FLORIDA

Broward County R/C Race Club, Mills Pond Park, Ft. Lauderdale, FL (954) 525-3304

Burton's R/C Raceway, 4215 Mustand Rd., Lakeland, FL 33803, (941) 665-1322

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

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

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

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

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

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

Hobbyworld Raceway, 7273 103rd St., Jacksonville, FL 32210, (904) 722-9022

Kissimmee R/C Racing, Osceola Square Mall, 3831 West Vine St., Ste/ 60, Kissimmee, FL 34741, (407) 944-4913

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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

IDAHO

Almosta Ranch R.C.'s, Idaho's largest outdoor track 1732 Eldridge Ave. Twin Falls, ID 83301 208-733-8219, or 208-733-1572

Dirt Stuff Plus, 5344 N. Yellowstone Hwy., Idaho Falls, ID 83401, (208) 522-7576

ILLINOIS

Adams R/C Raceway, 7201 S. Adams, Bartonville, IL 61607, (309) 633-9300

AJ's, 10211 Keslinger Rd., DeKalb, IL 60115, (815) 756-2772

CIRCR/Precisoin RC Hobbies, 1917 2nd St. Pekin, IL 61554 1-309-347-0975

Depot Hobby Raceway, 180 S. Seminary St., Galesburg, IL 61401, (309) 342-9323

H&H Raceway, 9346 Virginia Rd., Lake in the Hills, IL 60102, (847) 458-1777

Hobbytown Raceway, 2103 N. Veterans Pkwy., Bloomington, IL 61701, (309) 664-4451

Leisure Hours R/C Raceway, 24121 W. Theodore, Bldg. 1, Plainfield, IL 60544 (815) 439-1477

Monee R/C Raceway, 26049 Ridgeland Ave., Monee, IL 60449 (708) 799-5597

Outlaw R/C Speedway, 1614 Broadway, Mattoon, IL 61938, (217) 234-6229

Quad Cities Raceway, 541 1st Ave., North Silvis, IL 61282, (309) 751-9663

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

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

Shiloh Eagles Speedway, 308 N. Virginia AVe., Belleville, IL 62220, (618) 277-6030

SIRCAR Raceway, 1200 N. Marion, Carbondale, IL 62901, (618) 549-5885

Sport 'N' Hobby, 905 Bibbs, Jacksonville, IL 62650, (217) 254-1375

Stanton Hobby Shop, 4718 N. Milwaukee, Chicago, IL 60630, (773) 283-6446

Wep Raceway, RR #2, Box 44, Lawrenceville, IL 62439

INDIANA

Bremen Racing, 308 N. Bowen, Bremen, IN 46506, (219) 546-3807

GM Raceway, 1651 W. Franklin St., Elkhart, IN 46516, (219) 293-1827

Hardesty Raceway, 11 East Plymouth St., Hamlet, IN 46530, (219) 867-8600

Hobby Barn Raceway, 1950 Springhill, Terre Haute, IN 47802 (812) 299-5773

Hobbytown USA, 5385 E. 82nd St., Indianapolis, IN 46250, (317) 845-4106

P&T Hobbies & Raceway, RR2 (Hwy. 60), Mitchell, IN 47446, (812) 849 6666

R/C World of Indiana, 2246 West U.S. Hwy. 36, Lynn, IN 47355, (765) 874-2464

Summit Area Radio Cars, 7000 Red Haw Dr., Ft. Wayne, IN 46805, (219) 492-2271

IOWA

Hobby Haven, 7672 Hickman Rd., Des Moines, IA 50322, (515) 276-8785

HobbyTown USA, 2737 16th Ave. SW, Cedar Rapids, IA 52404, (319) 364-3289

Manly R/C Club, Box 23, Manly, IA 50456 (515) 454-2025

Outback Speedway, 403 State St., Gutherie Center, IA 50115, (515) 747-3064

Radio Control Raceway Park, 2100 First Ave. N., Ft. Dodge, IA 50501, (515) 576-3780

Wild Bill's Raceway, 901 W. Jones, Knoxville, IA 50138, (515) 842-5973

KANSAS

Hobbytown USA, 2016 W. 23rd, Lawrence, KS 66046; Kevin Decembes, (785) 865-0883

R/C Superdome and T.Q. PRO Shop, 14 E. Avenue A., Hutchinson, KS 67501 (316) 665-6633

RC Hobbies, Franum Creek, Milford Lake, KS (785) 238-1877

RCRC Raceway, 507 N. 4th Atwood, KS 67730, (795) 626-3261

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Pit Stop Hobbies, 106 A Street, Benton, KY 42025, (502) 527-8216

Somerset Raceway, 188 Sycamore Dr., Bronston, KY 42518, (606) 561-4522 Halcomb@hyperaction.net

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

LOUISIANA

Baton Rouge Velodrome, 7122 Perkins Rd., Baton Rouge, LA 70815, (504) 665-5616

Indy Speedway & Hobby, 3753 General DeGaulle Dr., New Orleans, LA 70131 (504) 367-1891

Pontchartrain Hobby Shop, 3755 Pontchartrain Dr., Slidell, LA 70458, (504) 649-1199

MAINE

Clay Bowl R/C Hobbies, P.O. Box 61, Greene, ME 04236, (207) 946-5003

R/C Speedway & Hobbies, 87 Main St., Fairfield, ME 04963, (207) 453-4588

MARYLAND

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

Doug's Raceway, 2935 C ain Hwy., Waldorf, MD 20601, (301) 843-6220

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

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

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

MASSACHUSETTS

C&C Hobby & Raceway, 562 Russells Mills Rd., South Dartmouth, MA 02748, (508) 997-4131

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

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

MICHIGAN

Hobbytown USA, 2252 S. Main St., Ann Arbor, MI 48103, (734) 996-2444

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

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

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

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

Motor City Speedway, 16025 23 Mile Rd. Macomb Twp., MI 48042 (810) 677-2311

N.M.R.C.C. Raceway, Hobby Toy, Main St., Gaylord, MI 49735, (517) 732-3963

Ovaitt's R/C Speedshop, Cherryland Mall, 1732 S. Garfield Ave., Traverse City, MI 49686, (616) 947-6670

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

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

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

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

MINNESOTA

Car Town USA, 2822 Peidmont Ave., Duluth, MN 55811, (218) 727-6248

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

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

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

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

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

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

MISSISSIPPI

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

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

MISSOURI

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

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

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

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

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

NEBRASKA

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

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

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

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

NEW MEXICO

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

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

NEW YORK

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

NEW JERSEY

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

RHODE ISLAND

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

SOUTH CAROLINA

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

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

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

THUNDER TIGER RACE PLACES

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

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

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

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

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

SOUTH DAKOTA

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

TENNESSEE

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

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

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

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

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

TEXAS

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

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

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

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

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

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

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

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

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

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

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

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

VIRGINIA

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

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

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

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

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

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

WASHINGTON

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

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

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

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

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

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

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

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

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

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

WEST VIRGINIA

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

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

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

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

WISCONSIN

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

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

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

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

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

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

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

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

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

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

WYOMING

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

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

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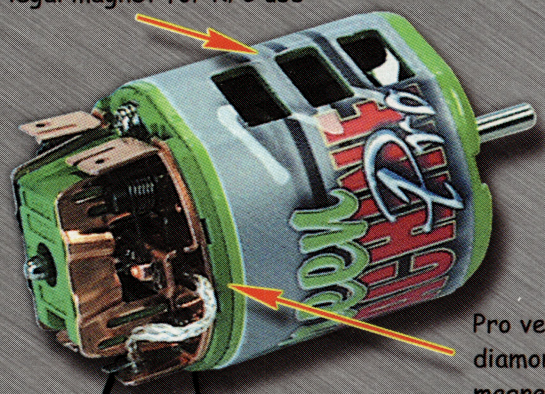

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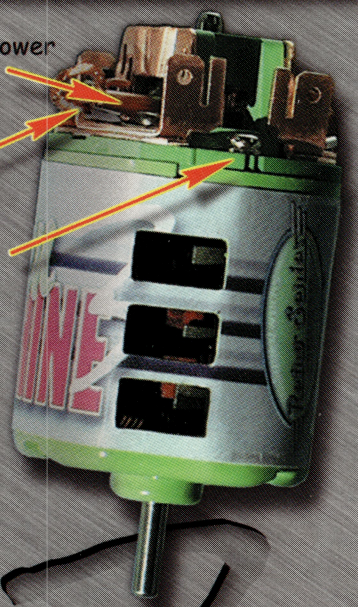

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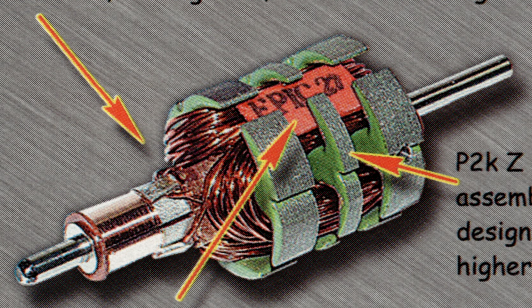

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