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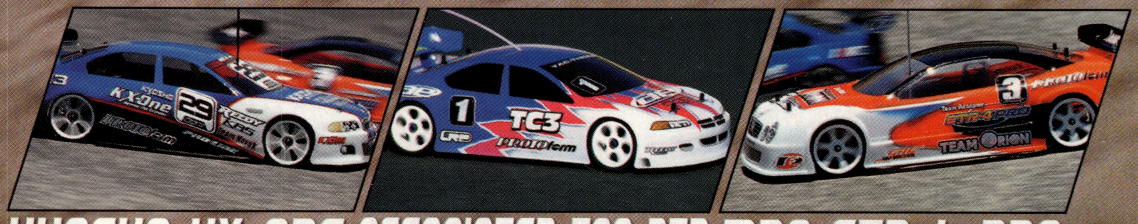

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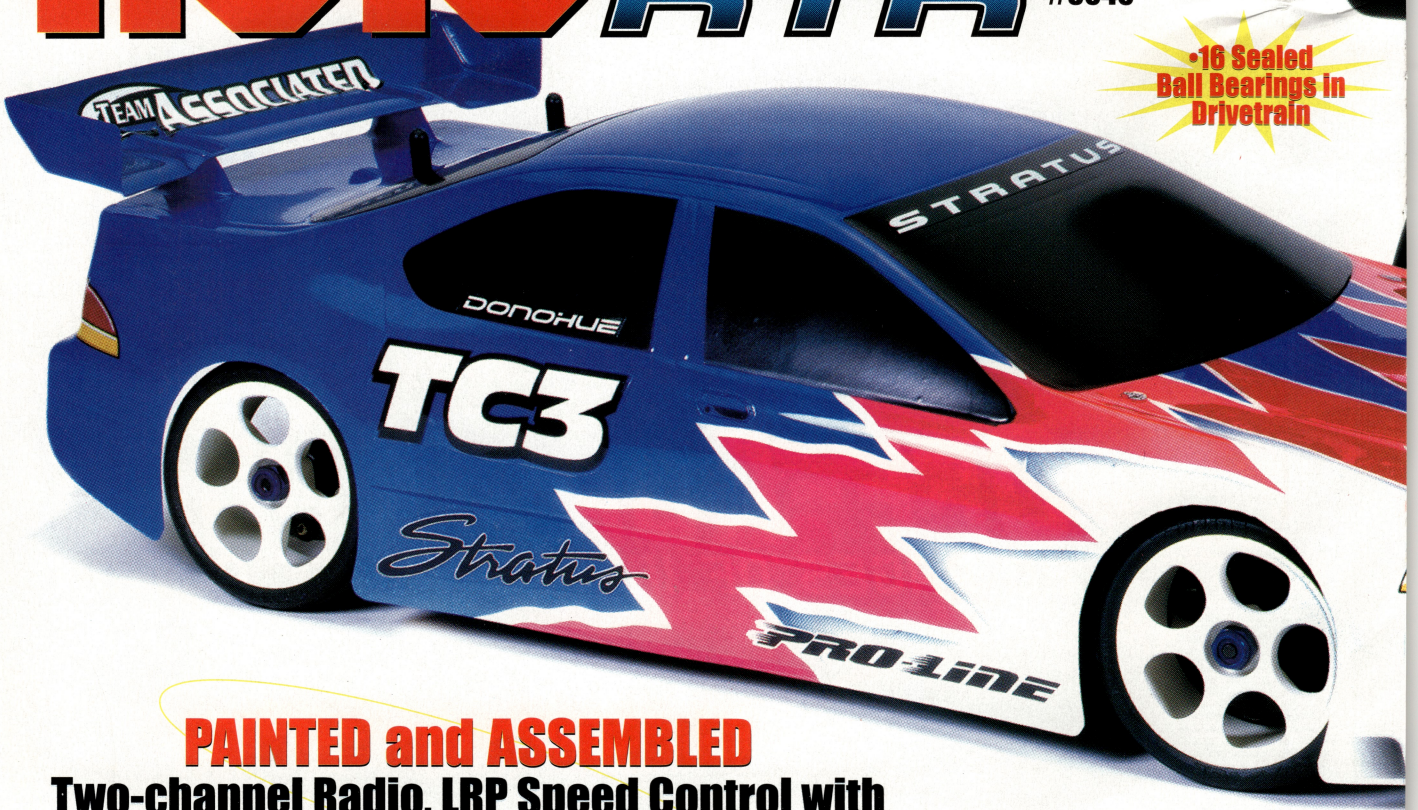

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October 2001, VOLUME 4, NO. 10



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On the cover: Schumacher's new Fireblade Evo kicks up some roost (photo by FM)
On this page: Team Losi/Fantom's Brian Dunbar hustles through turn at the 2001 ROAR Off-Road Modified Nationals (photo by FM)

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Is it a coincidence that every ROAR Off-Road Electric National champ in the last two years raced on Losi tires?



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EDITOR
FRANK MASI
ASSOCIATE EDITOR
JOHN "DOOGIE" HOWELL
CONTRIBUTING EDITOR
LITO REYES
ONLINE EDITIORS
BRAD ROE
BradR@hi-torque.com
TOM HINZ
TomH@hi-torque.com
DESIGNER
TIM La PAGLIA
ASSISTANT DESIGNERS
NIKKI ANGEL'LA CALDER
JACKIE CLEVELAND
BETH BOWMAN RIDGWAY

PHOTO ARTIST
PAT CARRIGAN
COPY EDITOR
JIM ALGAR
PRODUCTION COORDINATOR
KAY DEICKEN

ADVERTISING

EXECUTIVE ADVERTISING DIRECTOR
MARK THOMAS
ADVERTISING MANAGER
BRIAN ROBERTS
AD PRODUCTION MANAGER
PEGGY REID
ACCOUNT ADMINISTRATOR
ZAHAVA SEGAL
EXECUTIVE WEB ADVERTISING DIRECTOR
SEAN McCOY
smccoy@hi-torque.com

HI-TORQUE PUBLICATIONS

PRESIDENT & PUBLISHER
ROLAND HINZ
ASSOCIATE PUBLISHER
LILA HINZ
ASSISTANT TO PRESIDENT
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ADVERTISING & GENERAL OFFICES
25233 ANZA DR.
VALENCIA, CALIFORNIA 91355
(661) 295-1910
FAX: (661) 295-1278

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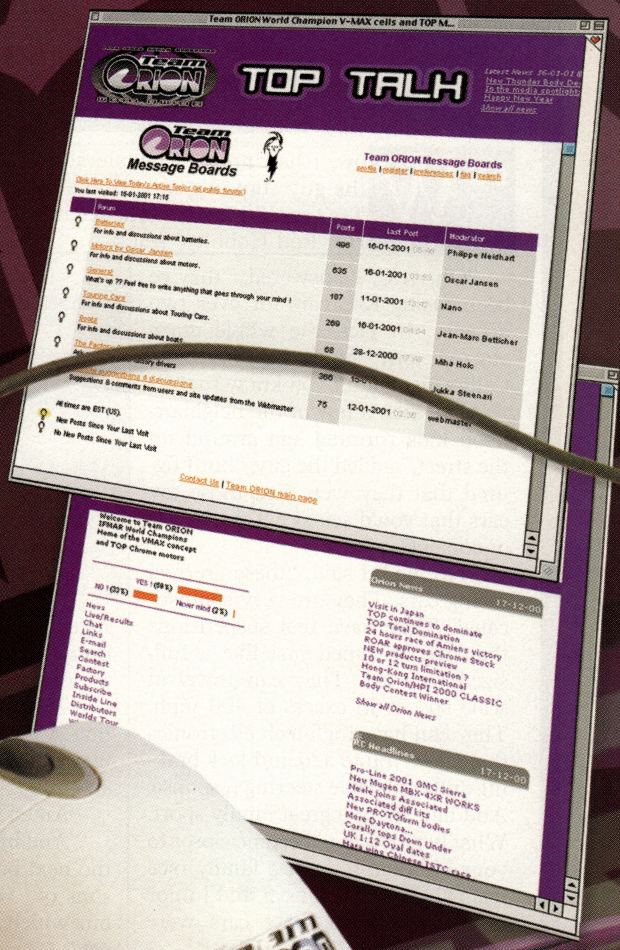



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[Drivers' Stand]

BY FRANK MASI

"Wow, I had no idea people actually raced these things!" said the guy standing next to me as we both watched a couple of Traxxas T-Maxxes take each other out over the big berm at Hot Rod Hobbies' track.



"Oh, yes," I answered, "they've been racing R/C cars for over two decades. In fact, the whole craze started out here in Southern California. Didn't you know that?"

"I've seen a few of the neighborhood kids running 'em around on the street," added the guy, "but I figured that they were just those toy cars that you'd see at a Toys 'R' Us or someplace."

"No, no," I said, "these are real racing cars. They are very sophisticated. They have real suspensions that can be tuned just like a full-sized race car. They can travel at scale speeds in excess of 400 mph. They can have high-tech electronics that allow you to add anti-lock braking and adjustable steering response. And talk about a great family sport. What better way to become closer to your kid than to start a family race team? Dad builds the car and Junior drives it. I wish these cars were around when I was a kid."

"You know, I've got two sons, ages 11 and 14," said the guy, "I'll bet they'd love racing these cars. Where do we get them, anyway? I've never seen them in a store."

"The cars that we race here are available in most hobby shops," I answered, "and if there aren't any shops in your area, there are plenty of manufacturers with websites that will either sell directly to you or help you find the closest dealer. But seeing as how you live in SoCal, I doubt you'll have to travel very far to find a good hobby shop. There's probably a Hobby People store in your neighborhood."

"Wow, that's great," he said, "I'll have to check that out. This hobby looks so cool, I'm just surprised that I've never heard of R/C racing before today."

"You're right," I said, "they used to hold a lot of the big races out in parking lots and stuff like that, but too many of the top drivers and teams complained that the tracks were becoming too inconsistent. After all, they are racing within fractions of a second. Nowadays, many of the race tracks have moved indoors."

"That's a shame," he said, "I'll bet that a lot of people would be really into racing R/C cars if they only knew about it."

"Amen to that," I answered.

"And by the way," he said,"when's the next big race? I want to bring my sons out with me so they can check out which type of car they'd want to get."

"Well," I said, "there's going to be a big championship off-road race soon. All of the pro drivers are going to be there, and the factory teams will surely pull out all the stops.

"Are you kidding me?" he asked, "They actually have professional R/C drivers and factory teams?"

"You betcha," I said, "and get this; some of these drivers make close to six figures for doing nothing but driving R/C cars all day! And the factories come out in full support of their teams, and they give them all free parts, free motors, free batteries and all the tires they'll ever need. Some drivers will actually use a new set of tires each time they run their car."

"That's amazing," he said, "I'd love to go to a race someday and watch the pro class. I'll bet that you could learn a lot from them."

"Well," I said with hesitation, "if you and your sons get into racing, you might get a very, very close look at the pros. Maybe closer than you'd like."

"How so?" he said.

"What I mean," I said, "is that at most races, even the bigger ones, you and your sons will have to race against the factory teams."

"That's insane," he said with surprise. "You mean that the people who go out and buy all of their own equipment have to race against professional drivers who get all their stuff for free? And what about skill level? Don't they have a separate class for novices?"

"Some races do," I said, "and some tracks, like this one, have 'sportsman' classes for beginners. But most of the time, you'll be on the track with the experts. Just learn to hold your line when they come up to lap you. And don't take them out, or you'll probably get yelled at."

"Wow, I guess that winning races is very important to the manufacturers," he said. "With all that effort, I'll bet there's a lot at stake at some of these races. What do the drivers get if they win?

"A trophy," I said with a feeling of confusion (I'd never really thought about it that way), "yes, they get a trophy and maybe get their picture in a magazine."

"So let me get this right," he said, "you've got a hobby that involves racing, and manufacturers that pit their factory teams against guys like me who just bought their stuff from a shop, and full-time drivers who do nothing but race, and all of that to win a trophy and get some bragging rights?"

"You've got it," I said. "So, will I be seeing you out at the track?" ◆

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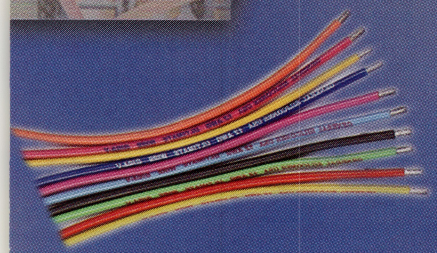

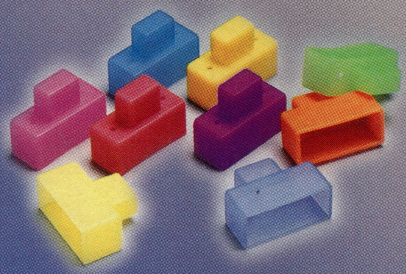



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UP FRONT





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UP FRONT

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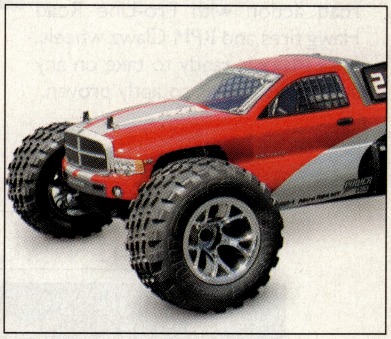
READERS' RIGS [PAGE 12]



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DETAIL SHOP [PAGE 20]

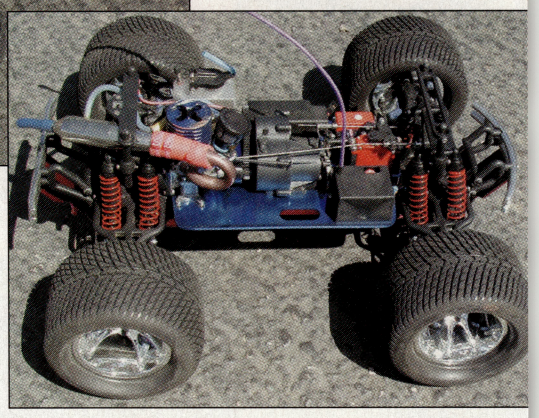
[Readers' Projects]

Welcome to *R/C Car's* Readers' Projects. We receive many impressive "home-built" reader projects each month, so we decided to showcase some of them in each issue. How about you? Got a lot of pride in your ride? Snap some pics and send 'em to us here at *R/C Car* Readers' Projects, 25233 Anza Drive, Valencia, CA 91355. Hi-res digital images can also be emailed to tomh@hi-torque.com. Who knows, maybe you'll see your car or truck in an upcoming issue! And if we use yours, you'll receive a free one-year subscription!

ONE FAST MAXX

Joe Hegmann from Torrance, CA sends us these photos of his T-Maxx. Joe's T-Maxx isn't too far off from stock, with the exceptions being a set of Dynamite's red-anodized aluminum chassis braces and skid plates and an MIP Stinger exhaust kit. Joe and his Maxx recently took top honors in the stock T-Maxx class at the Pro-Line nitro shootout in Banning, CA, and what's more, Joe's truck was deemed fastest at the event (with a 36.8 mph trap speed). This is especially interesting because he still uses the stock TRX-Pro 15 engine! Although shown here set up for road action with Pro-Line Road Hawg tires and RPM Clawz wheels, Joe's Maxx is ready to take on any surface, as he has so aptly proven.





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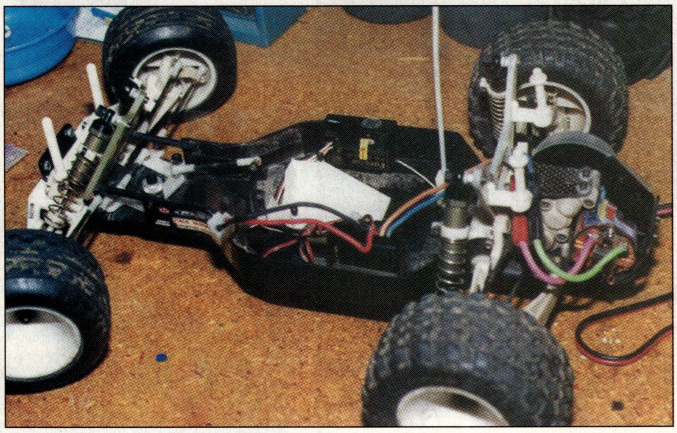

We have received great response for our August '01 issue's Drivers' Stand, in which editor Frank Masi lists some of his all-time favorite kits. It seems that many of you share Frank's favorites, so with this in mind, we couldn't resist putting this one in this month's Readers' Projects". We'll let Mike Budzien from East Troy, Wisconsin, tell you about his truck in his own words.

"Hey! I picked up the great *R/C Car* August '01 mag [we like this guy already]. I gotta hand it to you, that jet car in the Readers' Projects section looks awesome. Tell me if he ever gets better tires for it, okay? But anyway, it was the Drivers' Stand column that caught my attention. Know what kind of truck this is? That's right, an original RC10T. It has a few aftermarket hop-ups, but just to keep it running. It has RPM front arms, MIP CVDs, new Pro-Line Dirt Hawg rear tires, a Trinity P2K and rear-arm mounts from a new RC10GT (my hobby shop couldn't find original replacements). I know what you're thinking, and I'm sorry. No, I won't sell it, but I thought you might want to know that there's still at least one out there on the dirt today, and I plan to run it at S&J's Trackside Hobbies this Summer. Wish me luck!"

Thanks a lot, Mike, for rubbing this rare truck in our faces!

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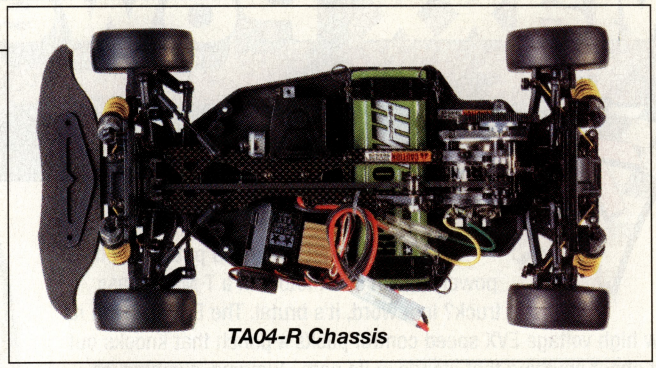
Racers have asked, and Team Losi has listened. In commemoration of his back-to-back ROAR national championships (2000 and 2001), Team Losi introduces the Matt Francis Special Edition Triple-XT race truck! In the tradition of the hugely popular Kinwald Edition Triple-X buggy, the Francis truck will have every hop-up imaginable, including a full complement of red plastic parts such as bumpers, solid-face wheels, rod-ends and body mounts.

CARBON CRUISER





TA04 Carbon Lower Deck



TA04-R Chassis



Type B2 Tires

Anyone interested in the Japanese import racing scene knows about the famous aftermarket tuner HKS. One of HKS' wildest creations is a stunning supercar built from a modified Toyota Altezza (Lexus IS300 in America). The car's sleek body was entirely constructed from carbon fiber with oversized front and rear fenders which allowed the car to be outfitted with a wider tread. We might not be able to afford our own version of this supercar, but luckily, Tamiya had faithfully re-created this stunning-looking car in 1/10-scale on the new TA04-R chassis (no. 58276). The '04-R is equipped with full ball bearings and front/rear ball-diffs. In addition, the chassis comes with turnbuckle linkage (including braces for the front uprights), front and rear sway bars and a graphite upper deck. The coolest feature, though, is the pre-printed body and rear wing with a realistic carbon pattern.

Other new items from Tamiya include a new carbon-reinforced lower deck for the TA04 (53481) that provides a more rigid platform, and new Medium Narrow reinforced Type B2 tires. The tires (53482) were developed with Tamiya's B2 compound for better resistance to high track temperatures. In addition, the tires are belted with aramid fiber belts in an effort to help them maintain their shape and stability. For more info, contact Tamiya at 1-800-TAMIYA-A.

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The Finest T-Maxx .21 Conversion On The Planet



Custom mirror polish kit shown. Call for details.

All New T-Maxx .21 Conversion Kit

- Drastically increaess rigidity and reduces weight.
- Built to handle the torque and stress caused by high output .21 engines.
- 2.0mm thick titanium.
- Includes chassis, rear skid, motor mount, bellcrank, header, and extended drive shaft and clutchnut.

HCR-00310

E-Maxx T6 Chassis

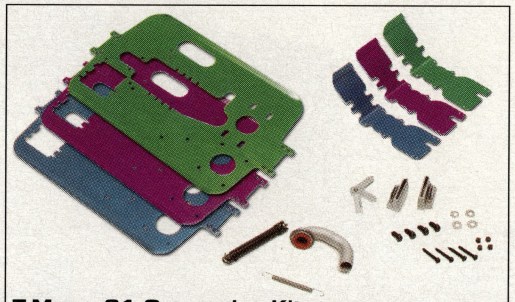


All New E-Maxx T-6 Aluminum Chassis

- Machined from Billet 6061 T-6 aluminum.
- Available in blue, green, purple or silver
- Lowers batteries by 1/2" from stock.

HCR-00330

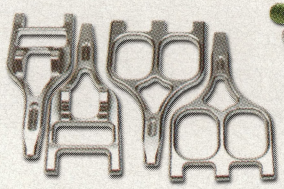
6061 T6 ALUMINUM • 6AL4V TITANIUM • 6061 T6 ALUMINUM • 6AL4V TITANIUM • 6061 T6 ALUMINUM • 6AL4V



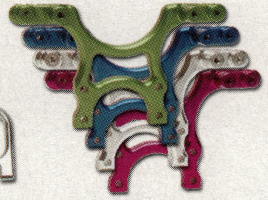
T-Maxx .21 Conversion Kit
HCR-00310

E-Maxx T-6 Aluminum Chassis
HCR-00330

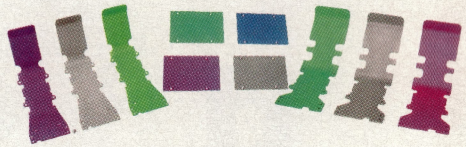




T-Maxx/E-Maxx Billet Aluminum Suspension Arms
HCR-00304



T-Maxx/E-Maxx Billet Aluminum Shock Towers
HCR-00312

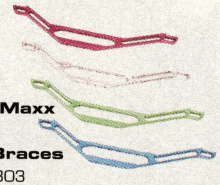


T-Maxx/E-Maxx Titanium Skid Plates
Front: HCR-00308
Center: HCR-00307
Rear: HCR-00309



Pounder • Stomper • Matrix

T-Maxx/E-Maxx Billet Aluminum Wheels with 5/16" offset
Matrix - HCR-003111
Stomper - HCR-003112
Pounder - HCR-003113



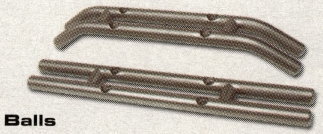
T-Maxx/E-Maxx Aluminum Chassis Braces
(pair)HCR-00303



T-Maxx Hyper-Laminate Brake Disc and Titanium Calipers
HCR-00301(brake disk)
HCR-00302 (calipers)



T-Maxx/E-Maxx Titanium Pillow Balls
HCR-01504



T-Maxx/E-Maxx Billet Titanium Bumpers
Front - HCR-00306
Rear - HCR-00305

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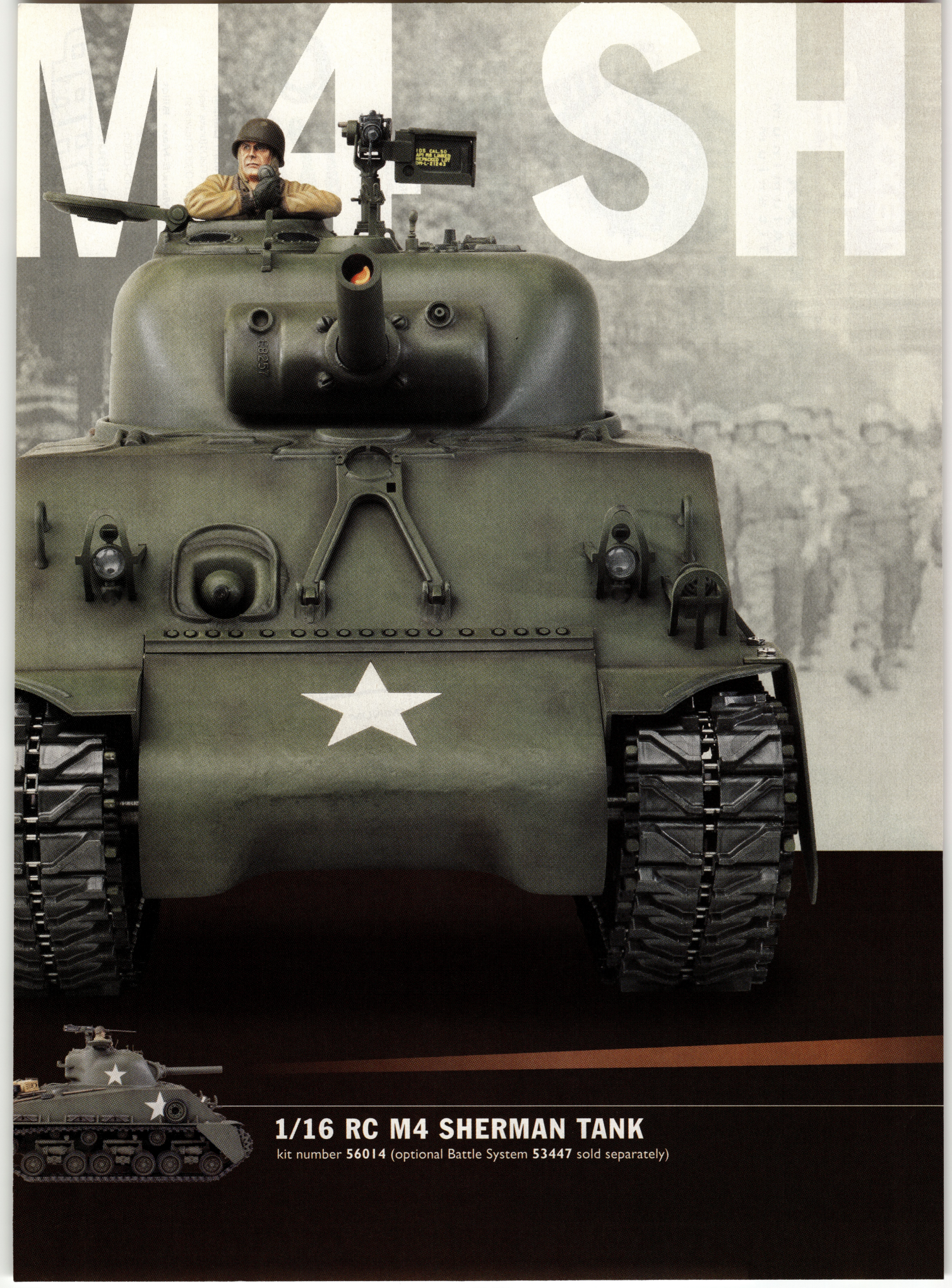
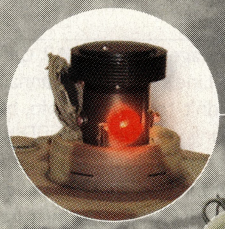


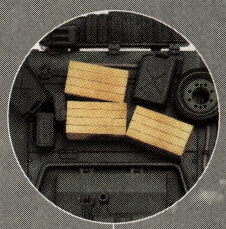
1/16 RC M4 SHERMAN TANK

kit number **56014** (optional Battle System **53447** sold separately)

LIBERATE YOUR BACKYARD.

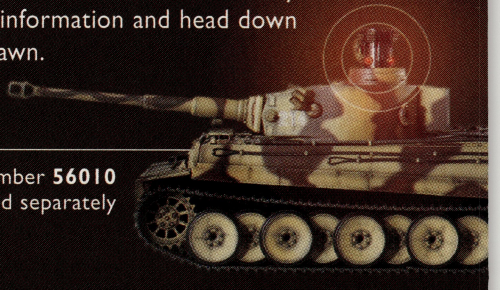


Add the Tamiya Battle System and go head to head with Tiger I tanks.



Spare road wheels, ration boxes and jerry cans are among the many extra details included.

One of the most famous tanks of World War II is now available in a convenient take-home size. The fully articulated Sherman is the latest in Tamiya's big tank series. The imposing body is covered in intricate, authentic details. From the completely new accessory kit right down to the 105mm Howitzer, the Tamiya Sherman is a stunning scale version of the original. As with our Tiger I, we carefully recorded a wide range of sounds from a working Sherman, matching them to the throttle, gun elevation and turret movements of the RC. Add the Battle System and you can go head to head with other Sherman and Tiger I owners who are similarly equipped. To make it more flexible for you, the Sherman can be controlled by either a four- or two-channel remote. Check out www.tamiya.com for more information and head down to your local hobby source to pick it up. And then let it run rampant on the lawn.



1/16 RC TIGER I kit number **56010**
optional Battle System **53447** both sold separately

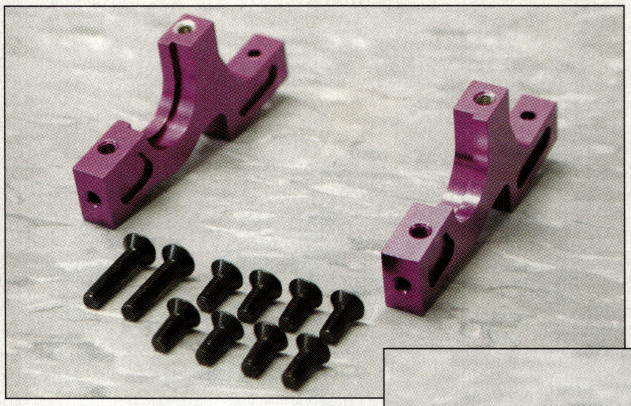
TAMIYA
www.tamiya.com

© 2001 Tamiya America, Inc. 2 Orion Aliso Viejo, CA 92656 1-800-TAMIYA-A



CELL BLOCK 8

Back in our August issue's coverage of the ROAR Off-Road Fuel Nationals, we showed you a picture of Pro-Line's new, then unnamed, prototype 1/8-scale buggy tire. At the time we didn't have much info, but now that the tire has reached production, we can bring you the skinny. The new tire, named the Cell Block, fits any standard size front or rear 1/8-scale wheel. The tire has been engineered to provide the ultimate forward- and side-bite on hard-packed clay or blue-groove type surfaces. The Cell Block (part no. 9016-00 for XTR compound; 9016-01 for M2) retails for $21 per pair, and they come with Pro-Line's foam inserts. For more information, contact Pro-Line at (909) 849-9781.

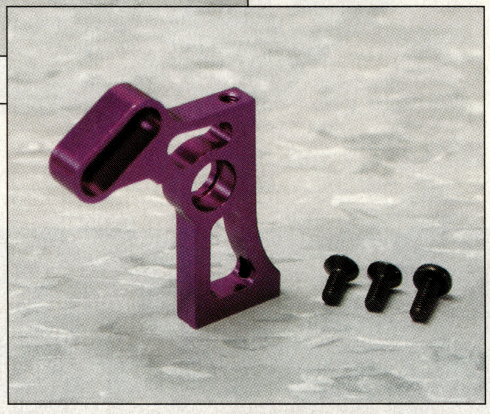


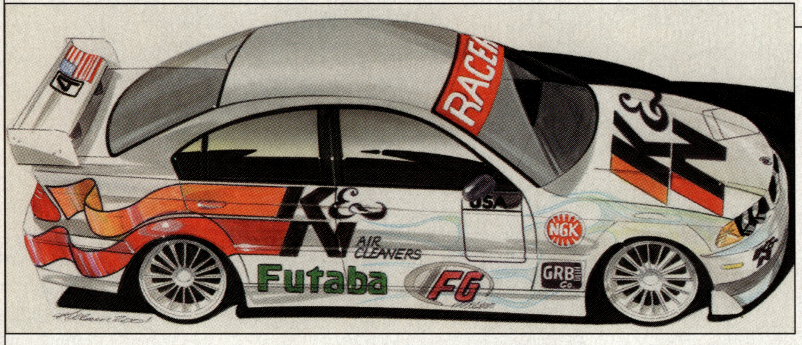
PRO 3 PURPLE PIECES

Attention Pro 3 owners: HPI has just released a couple of trick hop-ups that will help strengthen your car's chassis, and at the same time add "coolness." The new Aluminum Front Bulkhead set (72400) adds beef to the critical front suspension/front diff area to reduce flexing and provide better crash resistance. The new bulkheads bolt right to the chassis, and all the hardware needed to make the swap is included.

HPI is also now offering this Aluminum Middle Shaft Mount (72418) that is supposed to increase the efficiency of the Pro 3's drivetrain by eliminating wobble in the main gear shaft. As with the bulkheads, the Middle Shaft Mount is anodized a trick-looking purple, and comes with all necessary hardware.

The Bulkhead Set retails for $32, while the Middle Shaft Mount goes for $12. Call HPI at (949) 753-1099 for more information.





1/5-SCALE GOES CORPORATE

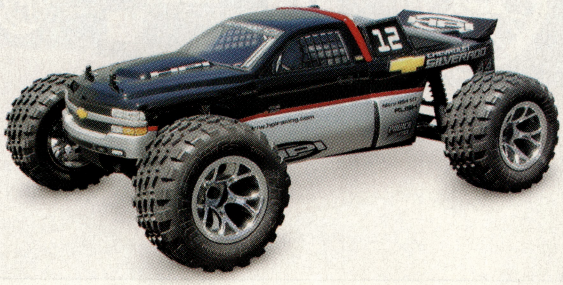
R/C Car contributor Frank Killam called us with some good news; he was pleased to announce the signing of K&N Engineering as his primary sponsor for the upcoming 1/5th scale IFMAR World Championships in Ettlingen, Germany, this August. K&N is the world's leader in high-flow air cleaners and their reputation for making outstanding products is legendary. "K&N makes the best stuff and I have used their air cleaners on my 1/5th-scalers for five years, so it was only fitting to invite them on board for the World Champs, and the remainder of the 2001 season," said Frank. K&N air cleaners are available for almost every 1/1 scale car, but they also make air cleaners for 1/10- and 1/8-scale R/C gas cars in addition to the 1/5-scale cars.

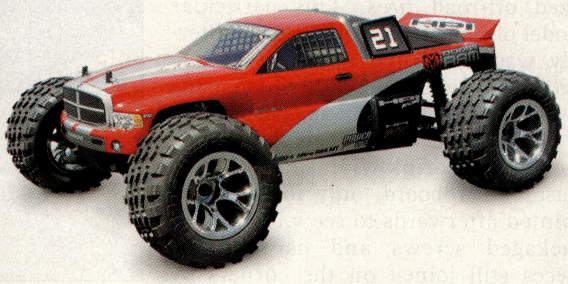
THINK AMERICAN, THINK HPI

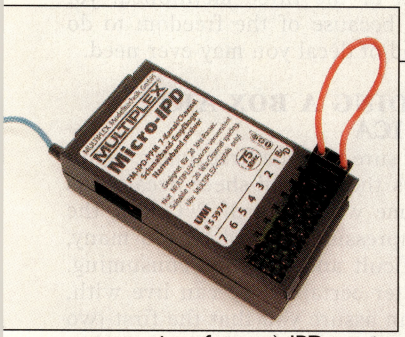
What are the most popular vehicles on America's roads? Trucks. What are the most popular types of R/C vehicles? Trucks. Notice a pattern here? HPI has trucks, but up until now, body selection has been limited. So to make all Nitro MT and Nitro Rush owners happy, HPI has released a trio of hot new American-iron: the all-conquering Ford F-350, the "number two" Chevy Silverado, and the "Mack" Dodge Ram pickup. As with all HPI bodies, the new trucks come with large decal sheets with plenty of details such as window lines, door handles, etc., as well as protective over-spray film and pre-cut window masks. All three bodies also feature dimple-marks for mounting holes, so there will be no guesswork when fitting them to your HPI truck.

Each body retails for $22 and also includes a large rear spoiler for added downforce. Contact HPI at (949) 753-1099 for additional information.







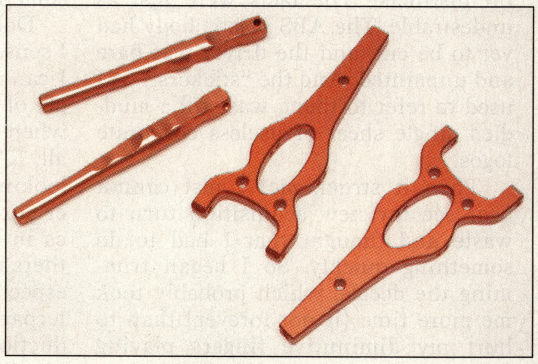


SEVEN CHANNELS FOR SEVEN SERVOS

New from Multiplex is the Micro IPD 7-channel receiver—that's right, seven! The Micro IPD (5974 for 75Mhz) is ultra-compact for a seven-channel unit, measuring just 2.1 x 1.1 x 0.63 inches with a weight of 1.12 ounces. The receiver features Multiplex's new IPD process: one complete operating system that combines the advantages of PPM (speed and compatibility) with the safety of PCM (the ability to detect and suppress interference). IPD receivers can be operated with all standard FM PPM transmitters on the appropriate frequency. In addition, the Micro IPD receiver has the following features:

- Signal speed as fast as PPM
- Compatible with other PPM transmitters
- The ability to detect invalid signals
- No servo jitter with transmitter switched off
- A servo-hold function
- Built-in failsafe
- No servo travel beyond set limit values.

In the event of radio interference, IPD receivers will help you maintain control, and in the event of unrecoverable interference, the receiver's behavior is similar to that of PCM receivers, with the servos moving to a pre-set failsafe position. The Micro IPD receiver retails for $75.00. For more information, contact Multiplex at (818) 838-6467.



ULTIMATE ARMS

New from Hammad Ghuman is this Ultimate Arm set for the Traxxas T-Maxx and E-Maxx. The upper/lower arm set (part no. 3460) is made from high-quality T6 aluminum alloy and features a unique hourglass-shaped lower arm with a matching ultra-light, thin upper arm. The arms come in a bright orange anodized finish that is unique to HG products. Each set includes two upper and lower arms, and retails for $79.95. For more info, contact HG at (518) 782-9255.

All About Decals

By Ian Aquino

I remember the time when I got started in this hobby. My dad took me to a nearby shop and picked up my first-ever R/C car kit for my birthday. That was more than 12 years ago but the memory is still surprisingly fresh in my mind. The car was a brand new 1/10 scale Tamiya Striker kit. I thought the car looked extremely cool on the art printed outside the box. Just imagine a Formula-1 style main body design atop a chassis sporting oversized off-road tires. This particular model of imaginative engineering literally was something not seen on the streets during the late '80s which made it all the more a unique masterpiece.

I still recall when I completely tore the plastic shrink-wrap off the large mass of cardboard, only to be disappointed afterwards to see a box full of packaged screws and bare plastic pieces still joined on the corners by unsightly factory moldings. And where was the alluring F1 look-alike body pictured that once attracted my youthful instincts? The facts were just as undesirable. The ABS plastic body had yet to be cut, and the driver was bare and unpainted. And the "stickers," as I used to refer to them, was still a muddled single sheet of useless corporate logos.

Then it struck me! I just cannot bear see my new acquisition turn to waste and thought that I had to do something quickly. So I began trimming the decals, which probably took me more time (if not forever) than to hurt my diminutive fingers playing Super Mario 1 on my Nintendo, then started applying them to the once bare white plastic body. After a few hours of peeling/applying and vice versa, I finally achieved something close to what I had expected in the first place—an R/C body similar to what the box presented. I almost totally forgot about the unassembled chassis in the midst of praising myself for a mission accomplished on decal application. Sure, it



wasn't showpiece material then, but what the heck, the decals did their job of making a kid my age accomplish something to be proud of.

Does my experience sound familiar? I sense a guilty feeling coming up. Yes, I can almost guarantee that somehow, all of you did the exact same thing when you started in this hobby. After all, R/C car bodies finished with great looking decals did attract us to consider purchasing our first miniature replica in the first place, right? No doubt, there is such big interest in R/C bodies, especially if they mimic real 1:1 counterparts. And what makes the reproduction so accurate and sometimes real are the decals.

There are basically three different ways of decal detailing in our hobby today. First is what I refer to as a box-art replica, wherein a hobbyist tries to exactly copy the car pictured on the packaging. Second is aftermarket detailing which basically means creating a chosen look with the help of aftermarket decals. And last on the list is customization, which is the most complex of the three mentioned, yet flexible because of the freedom to do any kind of decal you may ever need.

BUILDING A BOX-ART REPLICA

I am sure that the first time a beginner sees those multi-sheet decals sets that come with a lot of R/C kits, the first impressions would be too many, too difficult and too time consuming. The latter certainly we can live with, but I can assure you that the first two mentioned can be drastically altered in a way that will make you say, "I can do this." Remember, patience is the key.

Building a box-art replica out of the decals provided is the easiest way to create that perfect look. For one, it usually takes only a single primary color of paint to complement the already patterned and detailed designs. As anybody who wants the task of building a decent car right away would put it, "let the decals do their job." The only thing you might want to be careful with is applying the large decal designs. The best way is to spray glass cleaner on

the surface being applied to so that you can minimize the chances of trapping air bubbles within while still having extended time to align the decal. Just in case bubbles do show up, use a pin to pop and take out the unwanted air bulges.

USING AFTERMARKET DECALS

Many R/C enthusiasts adorn their rides with numerous stickers everywhere. Sticker quantity does not make a car look nicer but rather the size, number and placement of the stickers make for a better looking ride. Too many decals and you might end up having a moving bulletin board rather than a profound racecar. Decal placement also plays a major role in the visual outcome of your sedan. I usually go for the larger ones first as opposed to the smaller sets to prevent overcrowding of principal areas. Applying large designs in the beginning will also help you determine beforehand how much of the smaller variety you are still able to use to complete the package. Always remember, too much of something is not always a good thing. If you are up to it, try to do research to closely follow your chosen theme. Also, ask friends' opinions on what works and what doesn't. Because aftermarket decals usually do not follow certain schemes like box-art decals in general, it will be necessary for you to mix and match particular designs and sponsorship logos to provide the most impact to the appearance of the car. Visualize, conceptualize and improvise; these definitely are helpful hints in making the most out of aftermarket decals.

Where do you get aftermarket sponsor stickers? Almost all R/C body companies provide decent detailing sheets. HPI, Parma and Tamiya all have various selections to satisfy even the most demanding decal fanatics. Autographics is also another well-known company, which primarily concentrates on decals, and believe me, with their unique letters and scripts sets, you can instantly create a one of a kind vehicle with your own personal touch. How about putting your name on the driver's side? Now, that's an idea!



CUSTOMIZING YOUR DREAMS

I'm sure making custom decals has been around for quite some time now. But in my case, it was only last year that I eventually tried to immerse myself in this marvelous world of decal customization. Once you know how to create your own stickers, the art of detailing is literally in your hands. Practically speaking, you now have the ability to do anything you want, from "down-to-the-last-detail" real-car replicas to wickedly insane custom body shells. Talk about having a body shop at your fingertips!

There are two ways to go about making custom decals. Vinyl die-cut decals are popular for those who want to look their best. If you know anybody who could do the services for you, by all means have your designs custom cut on vinyl. This route is sure to produce a winner, but be forewarned that this could also be a rather expensive proposition due to the high cost of vinyl material and the labor that goes with it. If you want more bang for the buck, try printing your own decal sheets on computer inkjet window stickers which are readily available at most office superstores. For common applications, inkjet decals can handle the job easily. The only thing you may want to consider is to protect the ink from smearing by spraying the decals with clear coat paint. This will act as a seal against any contaminating moisture that can possibly ruin your work. Other than that, we're pretty sure you'll have fun fully customizing your R/C vehicle. ◆

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Hard Drive

Race Secre

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

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

YO JOEY,

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

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

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

Later,
Cool Racer



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Trash

E-mail your letters direct to the editors! You can get ahold of Frank Masi at evaone@pacbell.net or Doogie at doogie@hi-torque.com. 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.

Goes Fast but Turns Right

Hi, experts! I have a Trinity Speed Gems 2 11-turn triple motor and an ESC that handles as few as 10 turns. I also have ball bearings, which are the only hop-up in my car! Here's my problem: my car seems fine and all, but when it goes like 60-70 meters away from me, it goes out of control and gives a hard right and slams into the curb! There's nothing wrong with the radio and there's nothing wrong with the receiver, as I've tried them in a different car and they worked fine! Can you help me, and tell me why my car goes out of control? Your help will be much appreciated! Thanks!

Asantha de Silva
via *rc-car.com*

The first thing we would tell you to do would have been to try the radio and receiver in another car—which you've done. As you've already determined that the root cause of the interference is likely in the original car, the next step is to try a different motor. The EMF (electro-magnetic field) noise generated by an electric motor can cause quite a bit of interference. If the motor is worn or isn't equipped with proper capacitors, the noise can be much worse. If the problem persists even with a different motor (one that you know is in good condition), then we suggest that you re-mount the receiver in another location (as far away from the motor and any power wires as possible) and see if that doesn't solve the problem.

Crud Cops

I own an HPI Nitro RS4, and I was wondering how to clean my car, because it's so dirty. Some people have told me to use alcohol, but which type? And I don't want to buy the spray because I don't have time to buy one, and if I clean it with a small brush... well, that would take me a lifetime! Please tell me a way to clean my car! Thanks.

Louis Lee
via *rc-car.com*

The best way to clean a dirty nitro car is to first use a stiff brush to remove as much loose dirt as possible. A stiff bristle brush or an old toothbrush work well. Once that's done, use a rag to wipe down as many surfaces as you can. Finally, use



a cleaning solution to remove any oily dirt and residual fuel from the chassis. Denatured alcohol can be used, although we prefer the purpose-made cleaning sprays. In particular, we recommend Traxxas Nitro Wash or Trinity's Nitro Neutralizer. The sprays can become expensive, but if you remove most of the crud prior to using them, only a few shots of cleaning spray will be necessary. One word of warning, however: make sure to remove the electronics before any type of liquid cleaner is used. Although most of the commercially available cleaners won't harm electronics, it's always safer to keep your receiver and servos dry.

Shifty Rustler

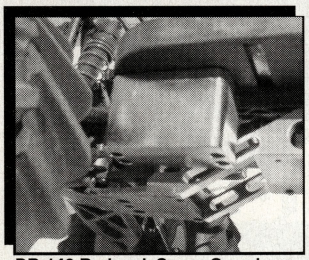
I was wondering if anyone reading this would know of any HPI two-speed kit for electrics that would work in my electric Traxxas Rustler, or if you know of any other brands of two-speeds that would work in a Rustler with little or no modification. I want a two-speed so bad, but no one makes one for my Rustler.

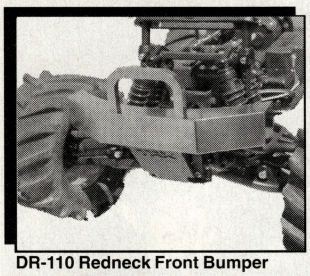
Tommy
via *rc-car.com*

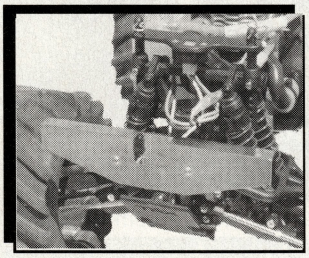
Although it would be possible to adapt another manufacturer's two-speed transmission to your Rustler, we would caution against it for reliability's sake. Most two-speeds were never intended for off-road use, and the strain of jumps and bumps will either cause premature wear on the shift mechanism, or outright breakage. Instead, we suggest that you invest in a hotter motor and better battery pack, which will provide both improved acceleration and higher top speed. If, however, you are bent on installing a two-speed, the main modification you'll need to make involves the Ruster's transmission input shaft (part no. 1993), which will need to be replaced with an input shaft that will work with the two-speed. You'll then need to find a way to adapt the new input shaft to the existing tranny's top gear.

Just Another Satisfied Customer

Today, while at work and having a bad day, the UPS guy showed up. He handed me a package that has my


DR-140 Redneck Servo Guard


DR-110 Redneck Front Bumper


DR-111 Redneck Rear Bumper

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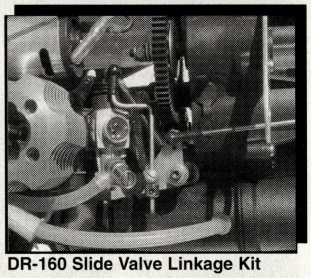
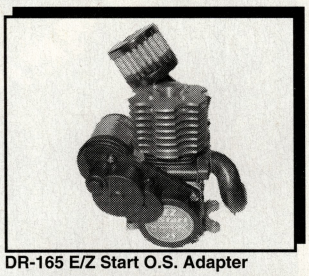
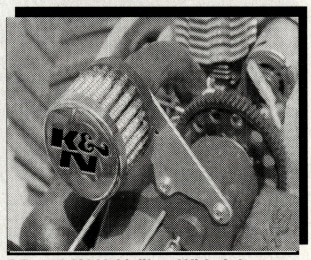

DR-160 Slide Valve Linkage Kit


DR-165 E/Z Start O.S. Adapter



DR-170 K&N Airfilter With Adapter

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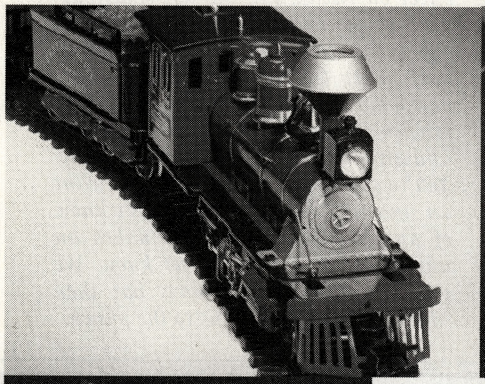



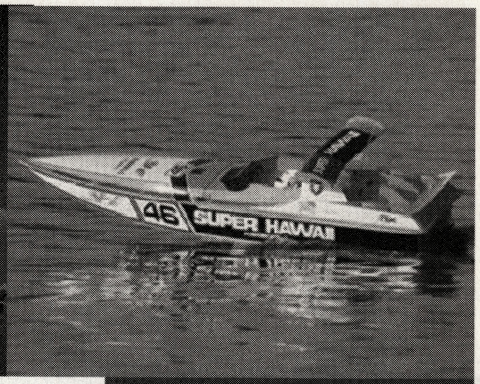

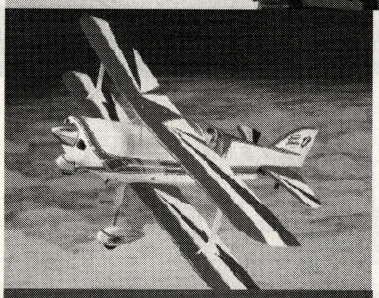



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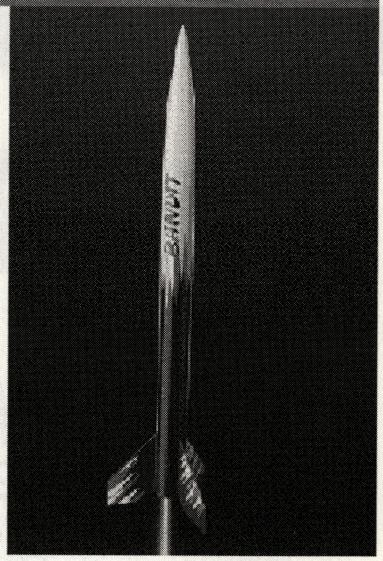

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name (not my company's name as expected), and it says it is from Hi-Torque Publications. I rip open the package to discover, to my surprise, a JR Racing Field Bag and a JR Racing Z4750 servo! Also included was a copy of the August issue (an extra one, so I gave it to a friend, I have a sub.) and a letter of congratulations from your promotions manager. That made my day, I was so pleased and thrilled! I wanted to say thanks to all at *R/C Car* and the people at JR Racing also. Thanks a million, the servo will pull duty in my JPS Clod and the field bag will be a great replacement for the cardboard boxes normally used. A life-long *R/C Car* and JR fan,

Chris M. Filtz
Mosinee, WI

Half-full or Half-empty

I recently got a Kyosho Mk.II Spider GP World Cup car and I'll be setting up the tweak shortly. Should I set it up on a full tank of fuel or dead empty, because I've heard that the amount of fuel will effect the tweak of the car. Also, is there an RTR that isn't really ready to run? Is there a car that comes in kit form but includes the radio? I really want to build a kit but the radio gear is so costly in Canada. Finally, have you ever thought of doing a TV show?

Matthew Bogner
via *rc-car.com*

That's a very good question, Matthew. Unless the fuel tank is placed directly on the car's center-line (as is the case with most nitro cars), the amount of fuel in the tank does have an effect on tweak, i.e., the left-right balance of the chassis. To minimize this effect, we set tweak when the tank is half-empty (or half-full, depending on how you look at life). This way, the difference in tweak between a full tank and an empty one is as little as possible. You're also the first person ever to want an unassembled RTR! We don't know of any manufacturer that makes an unbuilt RTR, but you never know. We thought about a TV show, but then MTV's "Jackass" beat us to the punch.

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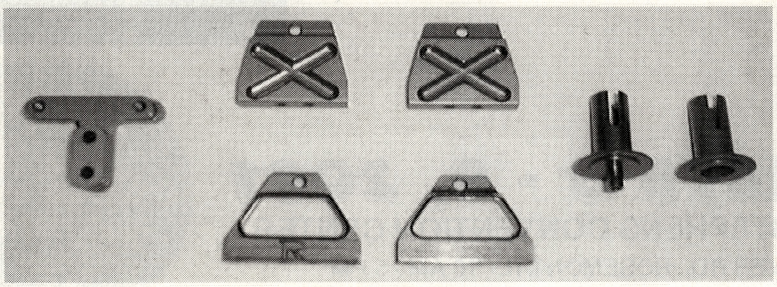

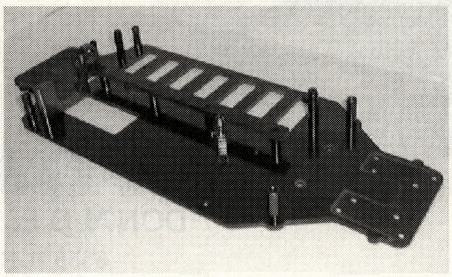

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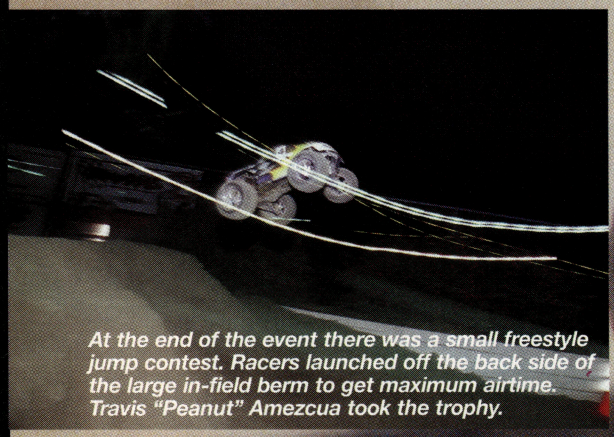
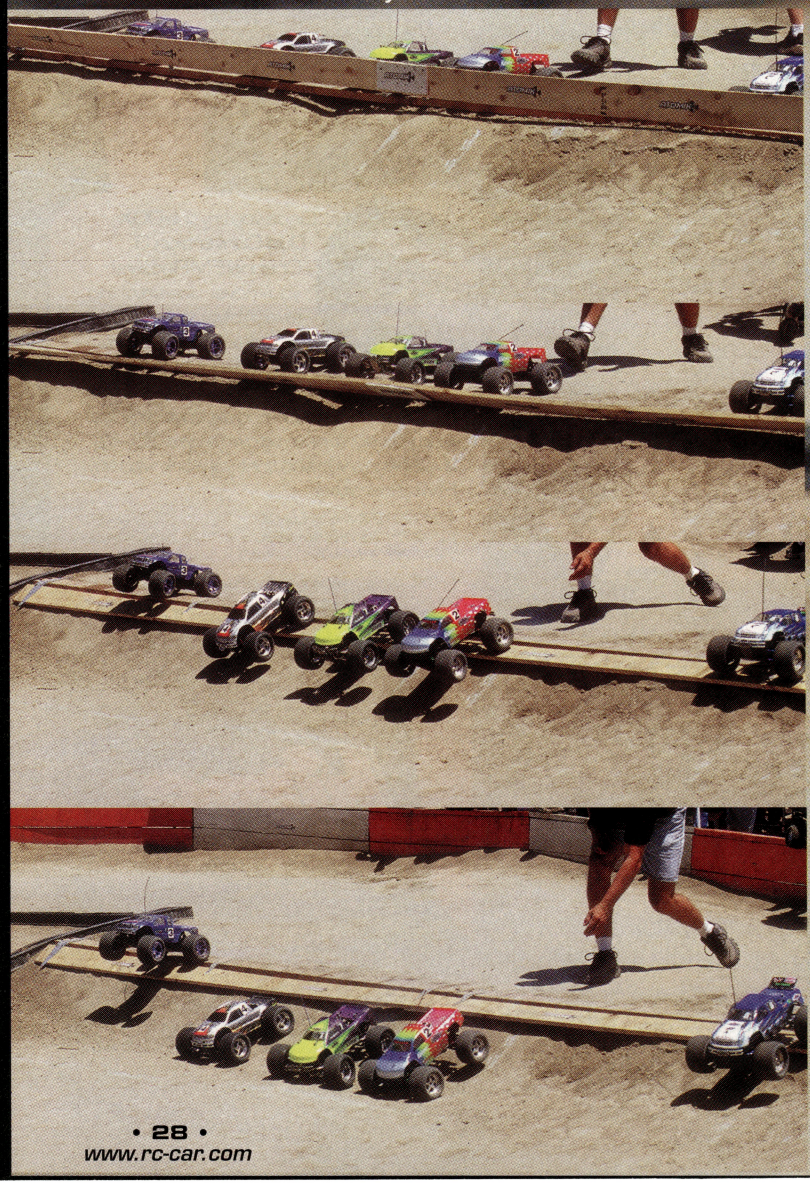


At the end of the event there was a small freestyle jump contest. Racers launched off the back side of the large in-field berm to get maximum airtime. Travis "Peanut" Amezcua took the trophy.



Hot Rod had a mechanical starting gate made for the shootout race—it added a very "motocross" feel to the event.



BY THE NUMBERS

■ What was the most popular class at the first-ever T-Maxx/E-Maxx Shootout? Here's the breakdown:

T-Maxx Mod—7 heats
T-Maxx Stock—4 heats (tie)
T-Maxx Unlimited—4 heats (tie)
E-Maxx Mod—2 heats
E-Maxx Stock—1 heat

Most experts (well, guys that we spoke with) concluded that the reason for the rather small E-Maxx turnout was because of the ESC recall; at the time of the race, Traxxas had only begun its shipment of the Novak-developed EVX ESC. We predict a much greater number of E-Maxx racers next year.

■ What was the engine of choice in the popular T-Maxx Mod class?

O.S. Engine .15CV—11
O.S. Engine .15CV Hyper—8
Traxxas TRX Pro .15—7
O.S. .Engine .12CV—2
HPI K12—1

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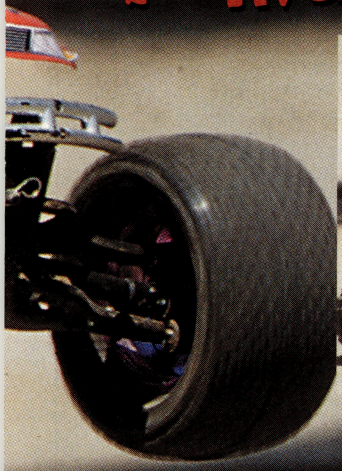
T-Maxx/E-MAxx Shootout









Time to go up and over...

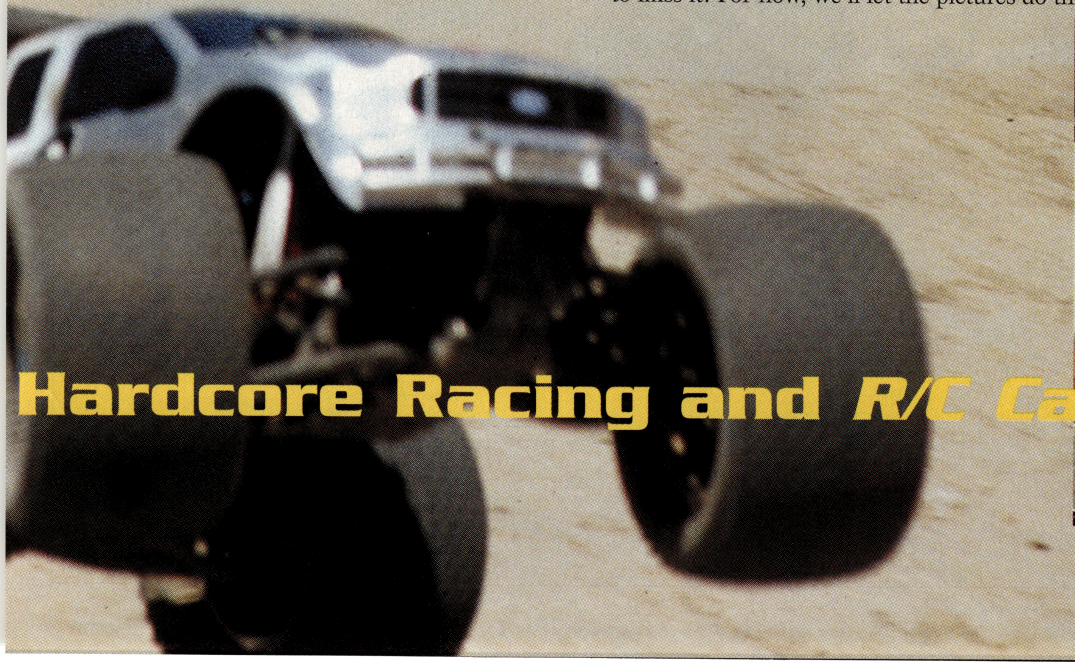


T-Maxx Stock winner Richard Steinhart.

The first annual *R/C Car* Magazine/Hardcore Racing/Traxxas Maxx Shootout was held on June 16th. The one-day only event was well-supported by manufacturers and racers alike, with a surprisingly good turnout—there were over 100 race entries for our so-called "fun race"! Speaking of support, Traxxas flew out a couple of representatives from their headquarters in Texas to attend the race and help set up a display booth featuring the company's latest hop-ups for both trucks—quite an effort considering it was a one-day-only event!

Co-sponsored by Hot Rod Hobbies, along with Novak Electronics, General Silicones, Treadz, Atomik R/C and Progressive Suspension, the race had five different classes to participate in—there was an E-Maxx Stock and Mod class, T-Maxx Stock and Mod, and an "anything goes" Unlimited T-Maxx class that featured some of the most unique machinery we've ever seen!

The mildly-hot Southern California day saw some tight racing action between many seasoned racers, but for the most part we saw more participants attending their first-ever race than at any other race we've ever been to—it was nice to see so many new people coming out to the track to enjoy themselves! Hardcore Racing went all out and provided the race with a massive barbecue for all the participants—if you were signed up for the race, not only did you have a full day of racing action, you were also treated to a good "home-cooked" meal and drinks! So, if you're a Maxx enthusiast, make sure you clear your calendar for this event next year—you definitely won't want to miss it! For now, we'll let the pictures do the talking…



Hardcore Racing and *R/C Car*



E-Maxx Stock winner Ruth Sandoval.



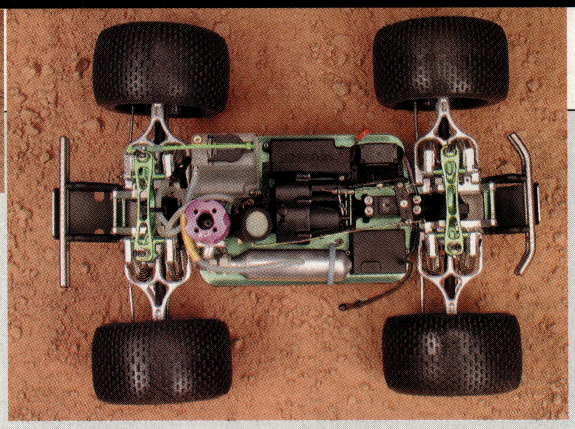
Bill Hagen's Unlimited Class A-main Winning T-Maxx

FRONT END
Shocks—Team Associated shocks with Progressive reservoirs
Oil—80wt Associated
Pistons—#2
Limiters—9mm
Springs—Gold Associated
Shock mounting—Outside bottom
Camber—2° negative
Ride-height—Just above level
Toe—2° out
Diff—7000wt Kyosho diff fluid

REAR END
Shocks—Team Associated shocks with Progressive reservoirs
Oil—70wt Associated
Pistons—#2
Limiters—9mm
Springs—Gold Associated
Shock mounting—Outside bottom
Camber—2° negative
Ride-height—Just above level
Toe—3° in
Diff—5000wt Kyosho diff fluid

ELECTRONICS
Steering servo—Airtronics 94358





Throttle servo—Airtronics 94755 Digital

TIRES
Front—Pro-Line Bowties
Rear—Pro-Line Bowties
Wheels—Hardcore Matrix

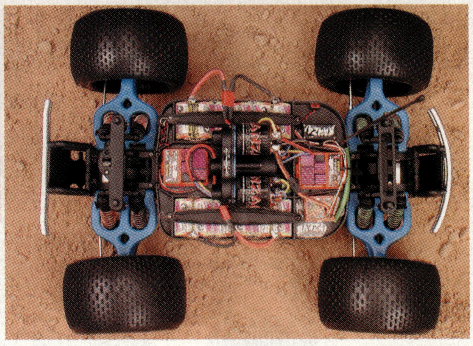
POWER
Engine—O.S. CV .15
Mods—O'Donnell Head (tall)/MIP Clutch

MISCELLANEOUS
Chassis mods—Full Hardcore Racing package (chassis, braces, suspension arms, skid plates, bumpers, shock towers, body mounts, etc.)

Robert Drew's Modified Class A-main Winning E-Maxx







FRONT END
Shocks—Traxxas
Oil—100wt Losi
Pistons—3-hole Traxxas
Limiters—Losi A
Springs—Losi Green
Shock mounting—Outside bottom
Camber—2° negative
Ride-height—Arms level
Toe—0°

REAR END
Shocks—Traxxas
Oil—90wt Losi
Pistons—3-hole Traxxas
Limiters—Losi B
Springs—Losi Orange
Shock mounting—Outside bottom
Camber—2° negative
Ride-height—Arms level
Toe—3° in

ELECTRONICS
Steering servo—Hitec HS645MG
ESC—Novak Super Roosters
Receiver—Novak XXL
Motors—Banzai (14 x 3)
Batteries—Orion 2400s

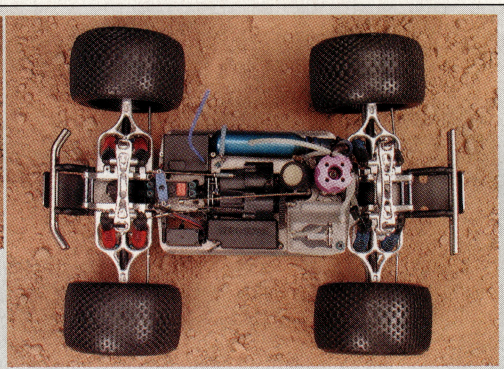
TIRES
Front—Pro-Line Bowties
Rear—Pro-Line Bowties
Wheels—Pro-Line Outback Weld Wheels

MISCELLANEOUS
RPM suspension arms, Hardcore Racing center skid plate, Traxxas aluminum pivot balls, Traxxas titanium turnbuckles

Marty Korn's Modified Class A-main Winning T-Maxx







FRONT END
Shocks—Associated Factory Team shock set
Oil—60wt Associated
Pistons—#1
Limiters—9mm
Springs—Red
Shock mounting—Outside bottom
Camber—2-1/2° negative
Ride-height—Just above level
Toe—2-1/2° out
Diff—n/a

REAR END
Shocks—Associated Factory Team shock set
Oil—50wt Associated
Pistons—#1
Limiters—9mm
Springs—Blue
Shock mounting—Outside bottom
Camber—2° negative
Ride-height—Just above level
Toe—3° in
Diff—n/a

ELECTRONICS
Steering servo—Airtronics 94358 (no servo saver)
Throttle servo—JR 4750

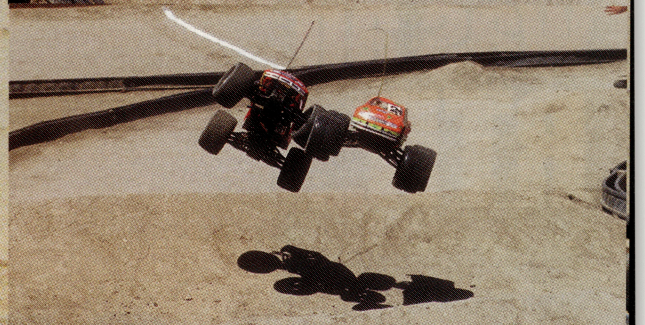
TIRES
Front—Pro-Line Bowties
Rear—Pro-Line Bowties
Wheels—Hardcore Matrix

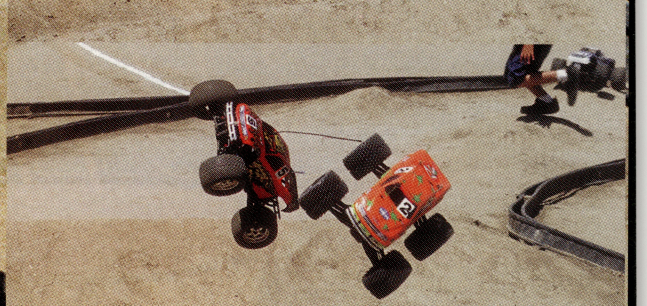
POWER
Power
Engine—O.S. CV .15
Pipe—Associated
Fuel—Byron's 30-percent

MISCELLANEOUS
Chassis mods—Full Hardcore Racing package (chassis, braces, shock towers, body mounts, etc.), lockout third channel (no reverse gear), Rocket City ball ends, Titanium turnbuckles, double wheel nuts, secondary throttle return spring.

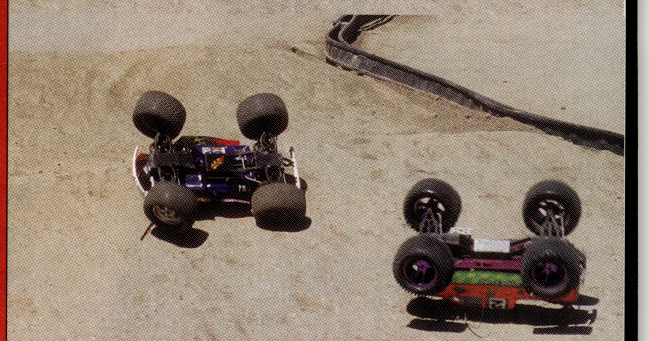








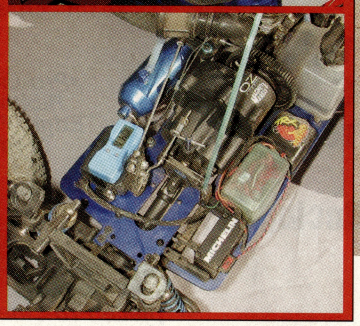




INSANE TRUCKS: RACE MAXX

Damon Darnall from Traxxas brought out his custom "race Maxx" for the Shootout. Damon's goal with this truck was to shed as much weight as possible to improve handling response and speed. He replaced the steel suspension hinge-pins with titanium ones, and the stock steel pillow-balls with Traxxas' lighter aluminum pieces. He removed one shock from each suspension arm assembly, and to make up for the lost damping, he installed R/C Raven's stiff blue progressive springs and filled the shocks with Serpent 50 wt. oil (the equivalent to 120 wt. Associated oil, according to Damon). Two hole pistons were used. Inside the gearbox, Damon replaced the stock shifting mechanisms with Traxxas' forward-only conversion gears. The driveshafts are prototypes of Traxxas' forthcoming aluminum sliders. Finally, Damon removed the molded battery and receiver boxes to shed further weight. How light can you make a T-Maxx? Damon's truck weighs in at a mere 6.9 pounds. A stock T-Maxx weighs 8.5 pounds. That's impressive!





There's a right way to hit a set of doubles, and a wrong way...guess which this is an example of...

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•Pro-Line Ribbed "Edge" Front tires

•White one-piece Pro-Line front and rear wheels

Due to ongoing R&D, equipment pictured may not reflect most current kit updates





"Team-Built" T3 Features:

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- **Pre-painted and trimmed Pro-Line Body**
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- **Rugged steel "dogbone" rear axles**

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Priced LESS than our T3 and GT Team Kits!



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- **Blue-anodized Aluminum Shock bodies**
- **Rugged steel "dogbone" rear axles**

...and many other features of our "Team" level kits!

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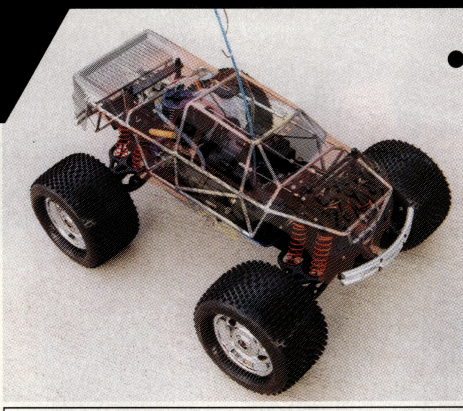
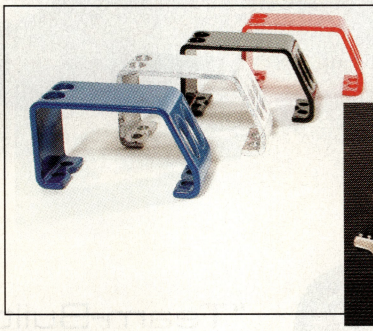
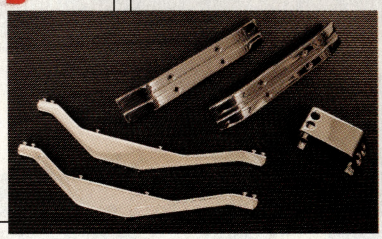


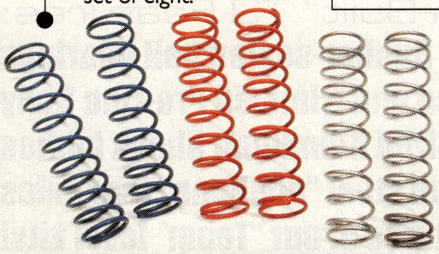
R/C Raven offers two roll cages: one partial cage that protects the engine area, and the full cage shown here. Both cages are TIG-welded from 3/16-inch steel and are high-temperature powder-coated for a beautiful and durable finish. The full cage bolts to the stock T-Maxx chassis without modification, and provides not only great looks, but superior roll-over protection. Available colors are red, blue, or chrome powder-coat (the full cage is also available in black). The partial cage sells from between $52.95-59.95, while the full cage goes for $139.95. A full cage for the E-Maxx has just been released, and it sells for $119.95.

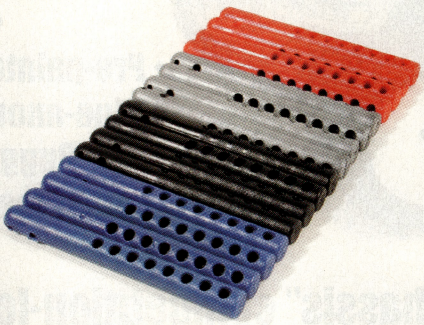


R/C Raven also offers replacement bumpers, bottom braces and servo covers for both the T-Maxx and E-Maxx. The beefy-looking aluminum parts come in your choice of brushed aluminum or with a high-temperature powder-coating (blue, black, red or chrome). If you want to really stand out from the crowd, opt for the "show polish" chrome finish (shown here).

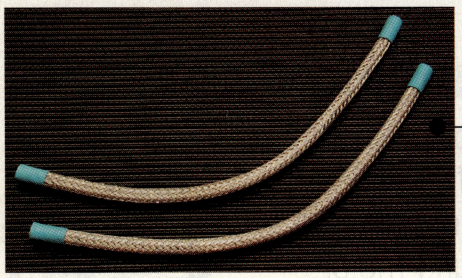


These replacement springs from R/C Raven are available in standard stiffness (which are stiffer than stock Maxx springs at 2.7 pounds-per-inch vs. 2.2) and progressive (3 pounds-per-inch at the top and 7 at the bottom). The progressive springs allow the suspension to absorb smaller bumps for a plush ride, yet provide improved control over larger bumps and jumps. Both types of spring are available in chrome, black, blue or red high-temperature powder-coating, and sell for $12.95-15.95 for a set of eight.



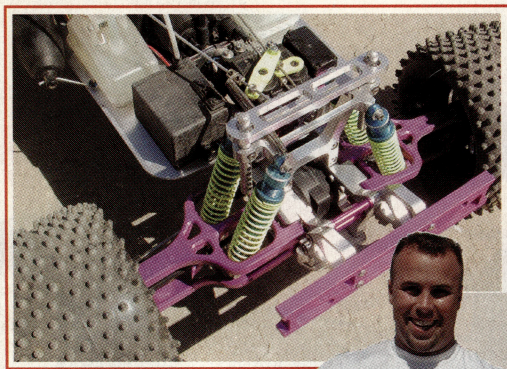


Check out these replacement body-posts for the T-Maxx and E-Maxx. Molded fiber-reinforced plastic, these posts are stronger than stock and come in a variety of colors (red, blue, silver-gray and black) to match the color of most popular accessory hop-ups. Price is $4.95-5.94 per set of four.



In addition to its other Maxx hop-ups, R/C Raven showed us this neat braided fuel-line set for the T-Maxx. The lines come pre-cut to replace the stock lines, and are comprised of silicone fuel tubing that's been wrapped with aircraft-quality aluminum over-braid. Available with blue, red, yellow or purple end pieces, the lines sell for $19.95 a set.

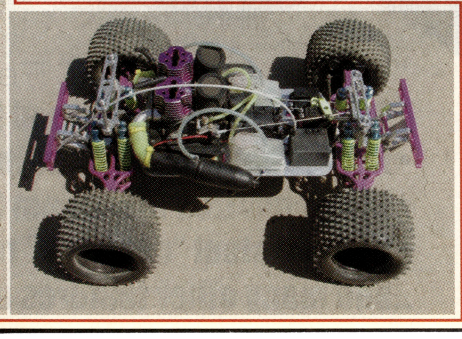
R/C Raven, 1339 West Morgana Rd., Fresno, CA 93711 • (559) 905-3465; fax (559) 431-0115



INSANE TRUCKS: TWIN TERROR!

Adam Ramsey of Brea, California showed up with this awesome twin-engined big-block T-Maxx. Adam's made his conversion using JT Racing Products' twin .21 kit, which actually allows for several engine configurations, including both single- and double-installation of small and large block engines. The chassis also comes with extended frame rails, which allows the use of the stock skid plates. In addition, Adam's truck features JT Racing Billet suspension pieces, and is powered by a pair of Thunder Tiger Pro BX .21 engines. Unfortunately, Adam's truck had so much power, destroyed spur gears kept him from completing any of his races!





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$500 PRO CHALLENGE

Hardcore Racing also made the race more interesting by putting up a $500 purse for the Pro-Challenge Race (Traxxas donated six bone-stock E-Maxx trucks for the competition) which featured the driving talents of some of SoCal's top R/C drivers.



The Invitational Pro Class trucks sit by, just waiting to bring someone home $500!



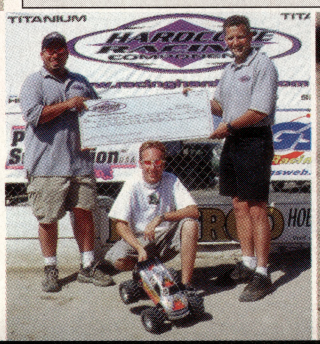
The pros battle it out on the track for the big $500 payday.



Hot Rod pumps up the Pro class drivers minutes before the start of the $500 challenge race.



Chad Bradley led most of the Pro challenge race until the very end...



Pro Challenge winner Jason Ashton is presented with his winning check from primary race sponsors Aaron and Lloyd from Hardcore Racing.



Hardcore Racing went all-out to ensure the success of the Shootout. Here's Aaron Harris of Hardcore manning the booth.



Garen Hagobian from GS Racing displayed his company's extensive line of accessories for nitro vehicles.



Josh Graham and Julie Hansen from Progressive Suspension. Thanks for coming out guys!



Damon Darnall and Steve Slayden of Traxxas flew all the way from Texas.



Jason Ashton came out to represent Richard Saxton's Treadz tire company. Jason went home $500 richer after winning the Hardcore Pro Challenge!



Bob and Linda Novak show off the newest release in the Novak line—grandson Tommy! Novak's new EVX ESC for the E-Maxx was a hit with the racers.



Spencer Thompson from Atomik R/C displayed his companies newest pre-painted bodies. The big guy is Brian "Skinny" Skinner who helped in the Atomik booth with his fiancé Leslie.

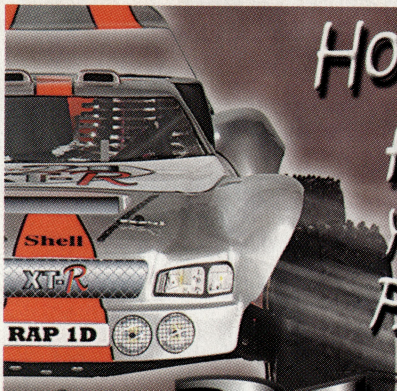
A BIG THANKS!

We'd like to give a big thanks to our co-sponsors Hardcore Racing and Hot Rod Hobbies, as well as Novak Electronics, General Silicones, Treadz and Progressive for coming out and making this event such a special one—their exhibits at the race really made it all the more better, and it helped catch bystanders' attention. This is something most companies should learn from and incorporate into future events!



How do you improve the worlds fastest 1/10th scale truck?

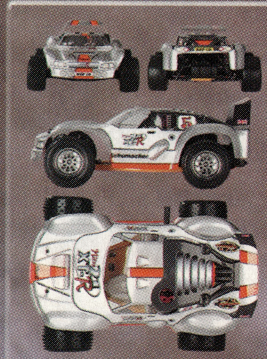
You make it FASTER!



Nitro 21 XT-R

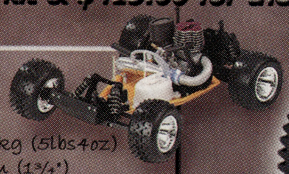


Building on the world renowned performance of Schumachers 21XT-R Desert Storm, the XT-R now includes an "all new" transmission system. The new "TT" transmission has an incredible 18 ball, twin track, limited slip diff, which accepts a new 16mm wide kevlar belt. This transmission enables the fitting of the optional 3 speed gearbox! (see below). All this and still only $319.50 for the kit & $415.00 for the combo!



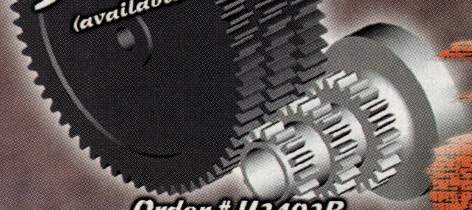
Length: 432mm (17")
Width: 310mm (12")
Height: 175mm (7")
Approx RTR Weight: 2.4kg (5lbs4oz)
Ground Clearance: 45mm (1¾")

* 90% Factory assembled
* 21 XT-R Rear Exhaust Engine
* 0 to 40 mph in 1.5 seconds!
* CNC alloy tuned pipe
* 12 piece ball bearing set
* Oil filled dampers with coil over springs
* Ultra strong yellow steel chassis
* Twin bearing front wheels
* Disc brake with twin steel pads



Optional 3 SPEED

(available late summer)



Order # U2402B
3 speed unit to fit the "TT" transmission

"The FASTEST truck we have ever tested!"

"Pulls a wheelie at just about any speed!"





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Torque: 188 oz/in (6V)
Size: 0.73 x 1.52 x 1.29 in

The perfect recipe for the JR Z8550 Ultra-Torque Digital Servo.

Your machine is one-of-a-kind. Maxxed out to the limit. So what's with the ordinary steering servo?

JR's incredible Z8550 Ultra-Torque Digital servo delivers the kind of performance your T-Maxx really deserves. Hard oxide-coated aluminum and Tufftride® nitrogen-hardened steel gears handle punishment that'd eat the stock gears in no time. Increased holding torque makes sure the servo always holds the commanded position no matter what the conditions. And enough overall torque to dead lift a fully loaded T-Maxx (over 188 ounce/inches with a 6-volt system).

So when you're dressing out your T-Maxx, go with an upgrade that'll give your machine more than good looks—the Z8550. Available at better stores and racetracks nationwide.

JR
feel the difference!
A HORIZON HOBBY BRAND

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For additional information or your nearest JR retailer, call toll-free 877-504-0233.
T-Maxx is a registered trade name of Traxxas, Inc.

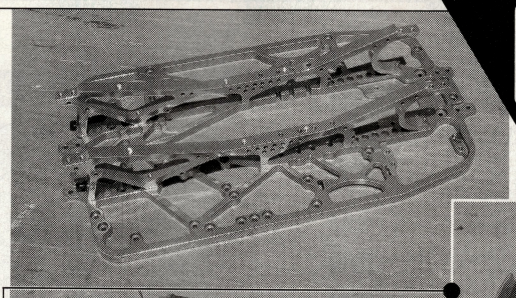
JRPSZ8550.70

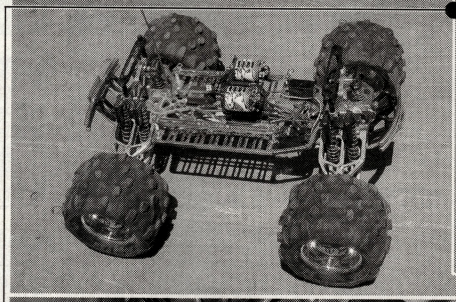
NEW IN THE PITS

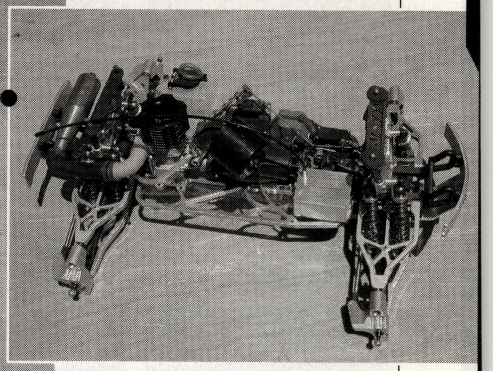
If you frequent the popular T-Maxx/E-Maxx based website www.maxxtraxx.com, you undoubtedly have seen Unlimited's "SuperMaxx" trucks. Unlimited now offers a full line of Maxx hop-ups beginning with the SuperMaxx EXT suspension kit, which consists of suspension arms (upper and lower), steering knuckles, pillow-ball retainers, titanium turnbuckles, shock towers (front and rear), shock standoffs, body-post supports and all hardware (all the parts can be purchased separately as well). The aluminum pieces are made from top-quality aircraft aluminum, while the high-stress areas (such as arms and towers) are made from exotic 7075-T6 aluminum, which is stronger and harder than 6061-T6. All of the parts come in a natural aluminum finish, and Unlimited president Robin Oury boasts that no one has ever broken a SuperMaxx part.

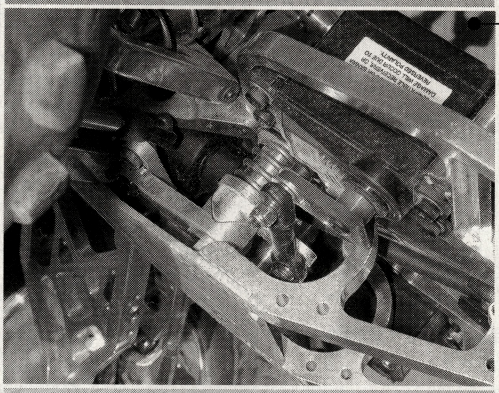
Also shown on this finished truck (Robin's personal ride) is Unlimited's SuperMaxx EXT chassis kit. Complete with chassis deck, lower braces, servo mounts, clutch nuts and other needed hardware, the EXT kit is designed to accept most popular big-block .21 engines. The kit is made of a natural-finish 7075-T6 aluminum, and allows the option of re-configuring the chassis components (and doing away with the reverse servo) to make the truck actually lighter than stock. The wheelbase gets stretched by 32mm, and Unlimited offers several options, including skid-plates and titanium CVD-style driveshafts.

Unlimited, Inc., 500 Dunwoody Dr., Simpsonville, SC 29681 • email UnlimitedInc@att.net

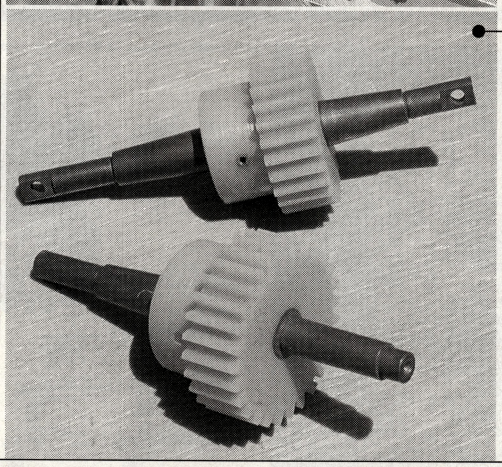






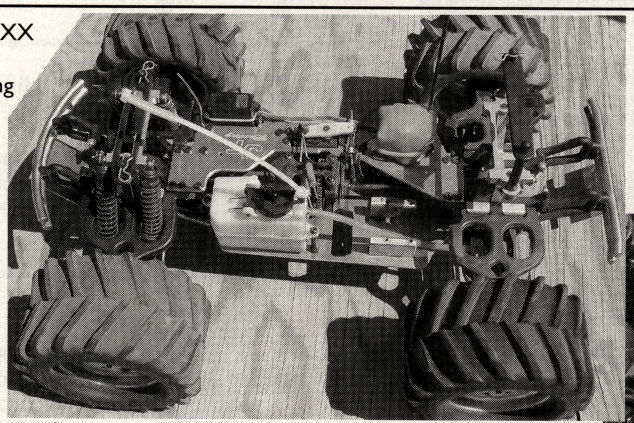


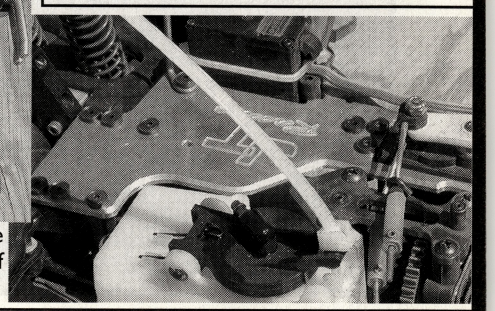
This item from Unlimited really caught our eye. Similar to that of a 1/8-scale buggy, this twin-bellcrank servo-saver system replaces the rather softly-sprung stock servo-saver to virtually eliminate steering slop. This greatly improves steering response, especially if you have installed an expensive, high-torque steering servo. No word on price yet, but we've been told that the bellcranks will work with the stock as well as the EXT chassis.



Also from Unlimited are these SuperMaxx transmission gears that provide a forward-only conversion for the T-Maxx. These extra-beefy (65-percent more tooth contact than stock) gears replace the stock gears and shafts to remove the forward/reverse shift mechanisms. This conversion is intended for racing, and improves low-end throttle response by eliminating the abrupt engagement of the stock tranny setup. Unlimited especially recommends these for big-block conversions.

INSANE TRUCKS: BUGGY MAXX





Although it wasn't in running form at the time of these photos, this prototype T-Maxx conversion kit, shown by JT Racing, is the wildest modified Maxx we've seen. The entire stock drivetrain is replaced with the shaft-driven 4WD system from a 1/8-scale buggy (in this case, a Mugen MBX-4)—including the center diff. The entire conversion lowers the main chassis plate to the height of the front and rear gearboxes—that's about two inches lower than stock. According to JT Racing, this truck handles like a completely different animal when compared to stock. What powers this beast? A big-block, of course.

T-MAXX/E-MAXX SHOOTOUT RESULTS

The Winners

T-Maxx Stock/A-main
1 Richard Steinhart
2 Sean Buck
3 Nathan Trujillo
4 Robert Guerrero
5 Frank Warnke
6 DNS - Garin H.

T-Maxx Stock/B-main
1 Nathan Trujillo
2 Sean Buck
3 Kevin Bailey
4 Alexander Mckeown
5 Ron Gray
6 DNS - Mike Nordahl

T-Maxx Stock/C-main
1 Mike Nordahl
2 Ron Gray
3 Jeff Templeton
4 James Cameron
5 Larry Marth
6 Richard Rhoades Jr.

T-Maxx Stock/D-main
1 Ron Gray
2 James Cameron
3 Angelo Gouvis
4 Henry Taylor
5 Denny Sterndahl

T-Maxx Stock/E-main
1 Denny Sterndahl
2 DNS Hideaki Ando
3 DNS Spencer Thomas
4 DNS Eugene Osburn

E-Maxx Stock/A-main
1 Ruth Sandoval
2 DNS Paul O'mealey
3 DNS Garin H.
4 DNS Brian Fisher

T-Maxx Mod/A-main
1 Marty Korn
2 Bill Hagen
3 Todd Tanner
4 Craig Tasker
5 Damon Darnall
6 Chris Yung
7 Jason Ashton
8 Travis Amezcua

T-Maxx Mod/B-main
1 Craig Tasker
2 Damon Darnall
3 Steve Slayden
4 Steve Burnside
5 Robert Guerrero
6 David Goldstein
7 Jeff Tonkin
8 Michael Kalis

T-Maxx Mod/C-main
1 Jeff Tonkin
2 David Goldstein
3 Keith Rogovin
4 Rob Quiliza
5 Fred Steele
6 Jason Scheerer
7 DNS Darin Cartwright
8 DNS Matt Harrow

T-Maxx Mod/D-main
1 Darin Cartwright
2 Matt Harrow
3 Brian Hogue
4 Hazmat Hudis
5 Marc Vega
6 J.J. Lynch
7 DNS - John Toews
8 DNS - Jason Corl

T-Maxx Mod/E-main
1 Matt Harrow
2 Darin Cartwright
3 Mitch Morales
4 Walter Kia
5 Jason Wilson
6 Allie Estes
7 Dennis Jones
8 DNS Moto Ishibashi

T-Maxx Mod/F-main
1 Allie Estes
2 Walter Kia
3 Per Carlson
4 Jerry Purser
5 Richard B.
6 Eric Bloomer
7 DNS Russell Brown
8 DNS Matt Hobson

T-Maxx Mod/G-main
1 Richard B.
2 Eric Bloomer
3 Jon Jon Eden
4 Chris Wilson
5 Cheri Baker
6 Glenn Piccininno
7 DNS Patrick Kivin
8 DNS Vince G.

T-Maxx Mod/H-main
1 Patrick Kivin
2 Vince G.
3 Brian Skinner
4 Brandon Pitt
5 Vasken Samuelian
6 DNS Chris Smith
7 DNS Daniel Martin
8 DNS Zack Lewis

T-Maxx Mod/I-main
1 Vince G.
2 Zack Lewis
3 DNS Rickey Macklin
4 DNS Jim Bishop Jr.
5 DNS Larry Mason
6 DNS Mike Berri

E-Maxx Mod/A-main
1 Robert Drew
2 Steve Slayden
3 Damon Darnall
4 Charlie Suangka
5 Vince G.
6 George Gonzalez
7 Todd Parker
8 Russell Brown

E-Maxx Mod/B-main
1 Raymie Butcher
2 DNS Patrice
3 DNS Robin Oury
4 DNS Josh Weckmann

T-Maxx Unlimited/A-main
1 Bill Hagen
2 Chris Yung
3 Jeff Guest
4 Steve Burnside
5 Jason Ashton
6 Matt Hobson
7 Chris Higa
8 DNS Chad Bradley

T-Maxx Unlimited/B-main
1 Chris Higa
2 Matt Hobson
3 Jaime Valerio
4 Michael Ma'a
5 Vince G.
6 Robin Oury
7 Mike Nordahl
8 DNS Dean Baker

T-Maxx Unlimited/C-main
1 Robin Oury
2 Matt Hobson
3 Richard Blackwood
4 John Jaltorossian
5 Joey Atilano
6 Allen Kennedy
7 Alki Hase
8 DNS Brian Skinner

T-Maxx Unlimited/D-main
1 Alki Hase
2 Richard Blackwood
3 DNS John Eastman
4 DNS Adam Ramsey
5 DNS Todd Tanner
6 DNS Matt Desantis

T-Maxx Unlimited/E-main
1 DNS Aaron Deguzman
2 DNS Larry Mason
3 DNS Don Greene





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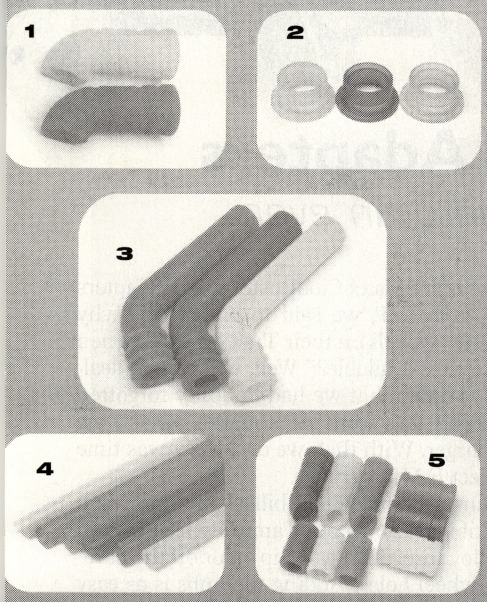


1. 1/8 Scale "J" Exhaust Coupler
Heat resistant and durable! Available in yellow and green.
Part #: RE10175Y
RE10175G
Each: $2.49

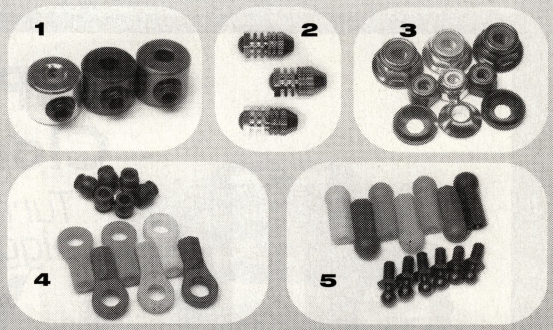
2. Manifold Seals
Comes two per pack.
Available in 2.1cc, 2.5cc, and 3.5cc.
Part #:
RE10170-2.1cc
RE10171-2.5cc
RE10172-3.5cc
Pair: $3.99-$5.49

3. 1/8 & 1/10 Exhaust Deflectors
Keeps oil off of your car.
Part #:
RE10177 - 1/8
RE10178 - 1/10
Price: $2.29 & $2.39

4. Fuel Tubing
Available in six different colors!
Part #: RE3500
Each: $1.99

5. Exhaust Couplers
Available for 1/8 and 1/10 scale.
Part #:
RE10173 - 1/8
RE10174 - 1/10
Each: $1.69 & $2.49

STRONG **HARDWARE**



1. Linkage Rod Stoppers
Pure aluminum.
Available in silver, purple, and blue.
Part #: RE10240
Each: $3.99

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Pure aluminum.
Available in red, purple, and blue.
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Pair: $5.99

3. Various Metric Locknuts & Washers
Part #: See website for part #'s.
Price: $2.49 - $6.49

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Strongest hold possible. Sold six to a pack; six different colors available.
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Sold six to a pack; six different colors available.
Part #: RE10350
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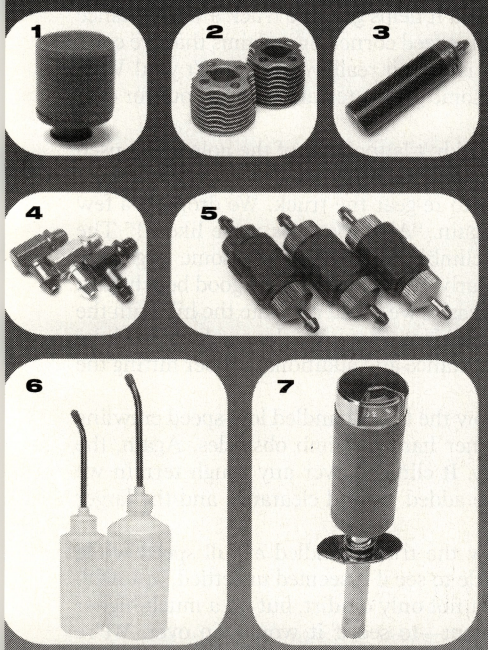


1. 1/8 & 1/10 Air Filter
Available for both large and small hole carbs.
Part #: Various part #'s
Price: $6.49 & $7.49

2. Cooling Heads
Nova Rossi. Available in purple and blue.
Part #: RE10140
Each: $27.99

3. Boost Bottle
Carbon fiber. Available in blue, pruple, red, and silver.
Part #: RE10160
Each: $11.99

4. 90° Pressure Nipples
Available in blue silver, and purple.
Part #: RE10155
Each: $3.99

5. Fuel Filters
Available in red, purple, and blue.
Part #: RE10150
Pair: $8.99

6. Fuel Bottles
Available in 250cc & 500cc.
Part #:
RE10600 - 250
RE10605 - 500
Price: $5.49 & $6.49

7. Glow Igniter
Metered. Available in blue, red, and silver.
Part #:
RE10560
Price: $19.99

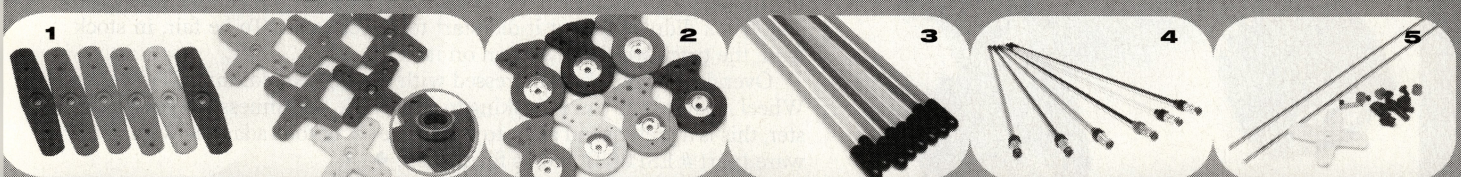
On all colored items add the first letter of the color to the end of any part number when ordering. Prices are all suggested retail.

T-MAXX & E-MAXX **PARTS**



Aluminum Machined Wheels
The perfect combination of strength and beauty.
Part #: 4905
Set of four: $259.99

ELECTRONICS **GEAR**



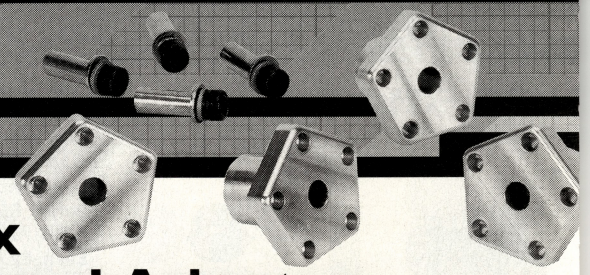
1. High Strength Servo Horns
Available for KO, Aitronics, JR, Hitec, & Futaba. Sold in pairs.
Part #: RE10300 - Futaba
RE10305 - KO, AIR, JR
RE10310 - Hitec
Each: $3.99

2. Servo Savers
Available for KO, Aitronics, JR, Hitec, & Futaba.
Part #: RE10315 - Futaba
RE10320 - KO, AIR, JR
RE10325 - Hitec
Pair: $6.49

3. Antenna Tubes
Flexible and attractive. Available in blue, green, pink, & yellow.
Part #: RE1005
Price: $2.49

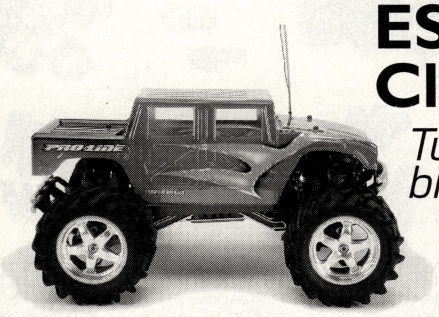
4. Stiff Anti-Roll Antennas
Stiff and attractive. Available in blue, black, green, purple, pink, & yellow.
Part #: RE1004
Price: $12.99

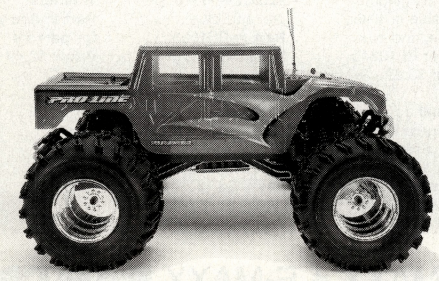
5. Throttle & Brake Linkage Kit
Everything you need. Available for KO, Aitronics, JR, Hitec, & Futaba.
Part #: RE10330 - Futaba
RE10331 - KO, AIR, JR
RE10332 - Hitec
Price: $6.99



ESP MaddMaxx ClodBuster Wheel Adapters

Turn that Maxx of yours into an even bigger monster!





Before and after with the ESP conversion kit.



Notice how much larger the Clod tires are (left) over the stock T-Maxx tires.

When we first received the package of MaddMaxx ClodBuster wheel adapters for the Traxxas T- and E-Maxx from ESP, we said to ourselves, "why would anyone want to use ClodBuster wheels on their Traxxas truck when there are already so many styles of wheels and tires available?" Well, we've been dealing with the Traxxas wheels and tires so much lately that we had honestly forgotten just how much bigger the ClodBuster wheels and tires were. As a matter of fact, the ClodBuster wheels and tires are much, much larger. With that, we decided it was time to bolt up a set of Clod tires to one of our project E-Maxx trucks.

The ESP wheel adapter kit consists of four CNC machined billet aluminum hub adapters and all the necessary hardware. The kit works on stock Tamiya wheels as well as aftermarket wheels thanks to an included alloy insert that can slip on or off the hardware to accommodate any differing diameter wheel holes. Adding the hubs is as easy as cake; simply pull off your stock hex head wheel adapters, slide the ESP hubs in place, add the Clod wheel and tire, and tighten up the hardware—pretty simple. Now all you have to do is stand back and look at how amazing your truck looks!

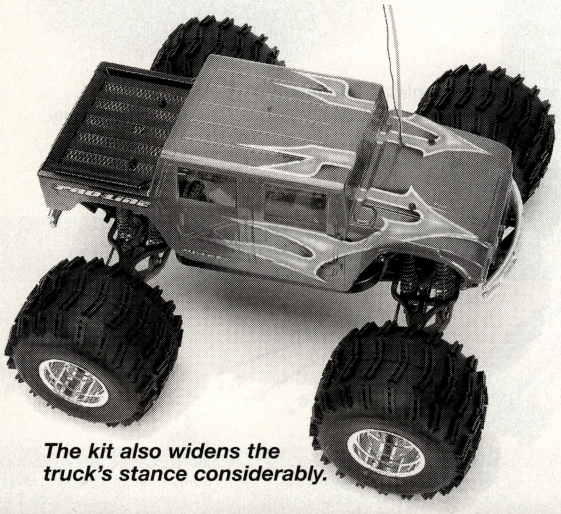
According to ESP, the conversion kit helps improve ground clearance which allows the truck to climb over obstacles more easily, and it helps give the truck a wider stance which for added stability while undergoing high-speed cornering—claims that are completely accurate. But what you want to know is how it really works, don't you! Well, we charged up some packs and headed out to some gnarly terrain to test it out for ourselves.

Right off the bat, we noticed that the truck didn't launch out of the hole like it used to…then we smacked ourselves upside the head and realized that we were so busy looking over our modified monster that we forgot to re-gear the truck. We dropped a few teeth lower on the pinions and headed out again. "Ah…that was more like it!" The truck took off much better, so it was time to climb! We moved out to some large hills that we had been driving our E-Maxx on regularly, so we had a pretty good benchmark going as to how high we could climb, and how easily we could navigate the hill with the stock tires. The truck motored up the hill no problem…actually, the truck climbed the hill better than before, thanks to the extra wide stance and additional rubber hitting the ground!

Our next stop on the test trail was to see how the truck handled low-speed crawling up and over large rocks, and other hard to climb obstacles. Again, the truck performed quite admirably. It climbed over any rough terrain we encountered easier thanks to the added ground clearance and the larger tires.

The final test was to see how the truck handled at full speed while pitching the truck from side to side to see if it seemed unsettled, or unbalanced in any way. We did the test not only on dirt, but on a much higher traction surface as well—pavement—to see if it would tip over. We're happy to report that on neither surface did the truck become unsettled in any way. The only time it got mildly tippy was at top-speed on the pavement when we would turn the wheel as hard as we could in one direction. The truck didn't flip, but it did start to bicycle a bit. To be fair, in stock trim, the truck would have been on its lid.

Overall we were very impressed with the ESP MaddMaxx ClodBuster Wheel Adapters. If you're looking to add a little "meanness" to your monster, this is a pretty good place to start! The set of four adapters with hardware (part # ESP068), retails for $59.95. ◆



The kit also widens the truck's stance considerably.

SOURCES

ESP Hobby & Mfg. Inc., 129 Elizabeth Lane, Unit 4, Genoa City, WI, 53128 • phone (262) 279-0900, fax (262) 279-0972.

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- *Stylish 6-spoke racing wheels that are dyeable for a more custom look.*
- *An adjustable, bevel-style gear diff that increases cornering stability.*
- *A wide-span 4-wheel double wishbone suspension that holds the tires securely to rough roads.*
- *Adjustable tie rods and camber rods that are one length to eliminate guesswork.*
- *Tapered screw holes on the chassis underside that decrease hang-ups.*
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Ultima RB Racing Sports EP Buggy, with:

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- *A 20-turn X-Speed™ 540-size electric motor, rear-mounted for weight balance and optimum traction*

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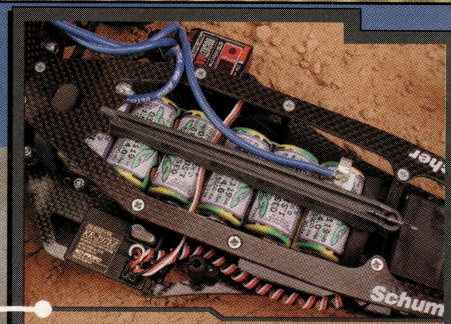
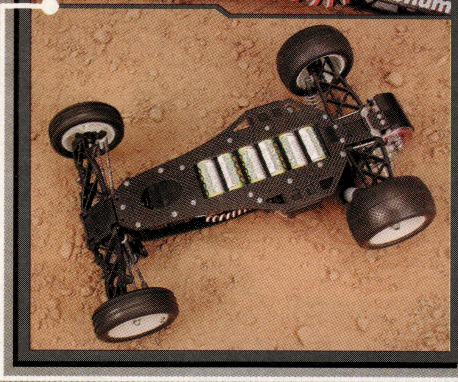
Schumacher Fireblade EVO

Okay, the first thing I need to say here is that Schumacher needs to drop the name Fireblade. It sounds like a bad Mad Max type movie. The word EVO is cool enough just as it is—"Schumacher EVO," very cool!

The 2WD buggy class in the U.S. mainly consists of two vehicles, Losi's Triple-X and Associated's B3, with the occasional Schumacher and Kyosho making a rare appearance at club races from time to time.

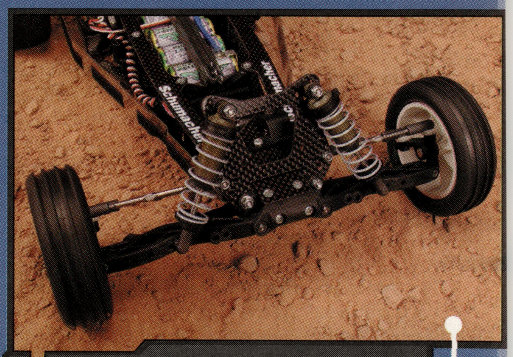
So, why aren't the Schumacher and Kyosho cars more popular? Well, for Schumacher I believe it has mostly to do with the fact that most hobby shops don't stock their cars or parts. Why most hobby shops don't stock Schumacher is a mystery to me, because all of their race-oriented cars like the EVO, Cat 3000 4WD, and Axis touring car are very competitive. For example, Schumacher team driver Teemu Leino from Finland put his EVO into the A-main at the '99 IFMAR off-road worlds, and Pat McCarson recently won the Open Stock class at the Reedy Touring Car Race of Champions.



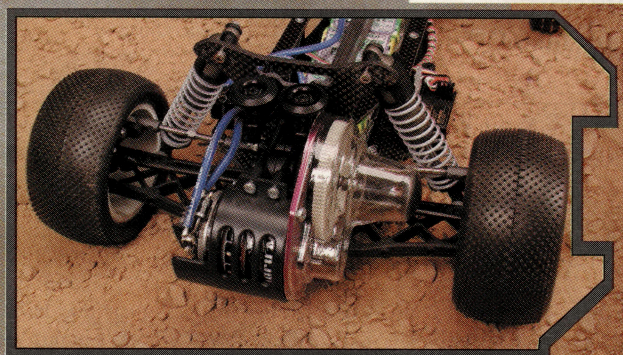


Let's dig in and see what Schumacher has done to improve their 2WD buggy. I'll start by telling you the car you see in the photos is equipped with Schumacher's optional graphite chassis. While not a "must-have," it does aid in the tuning department by allowing you to move the batteries fore and aft one cell position. My suggestion is, if you build the car with the stock chassis, leave the back two chassis gates out to give the car a little more side to side flex. This makes the car easier to drive in most conditions, and it also allows more room for mounting your electronics.

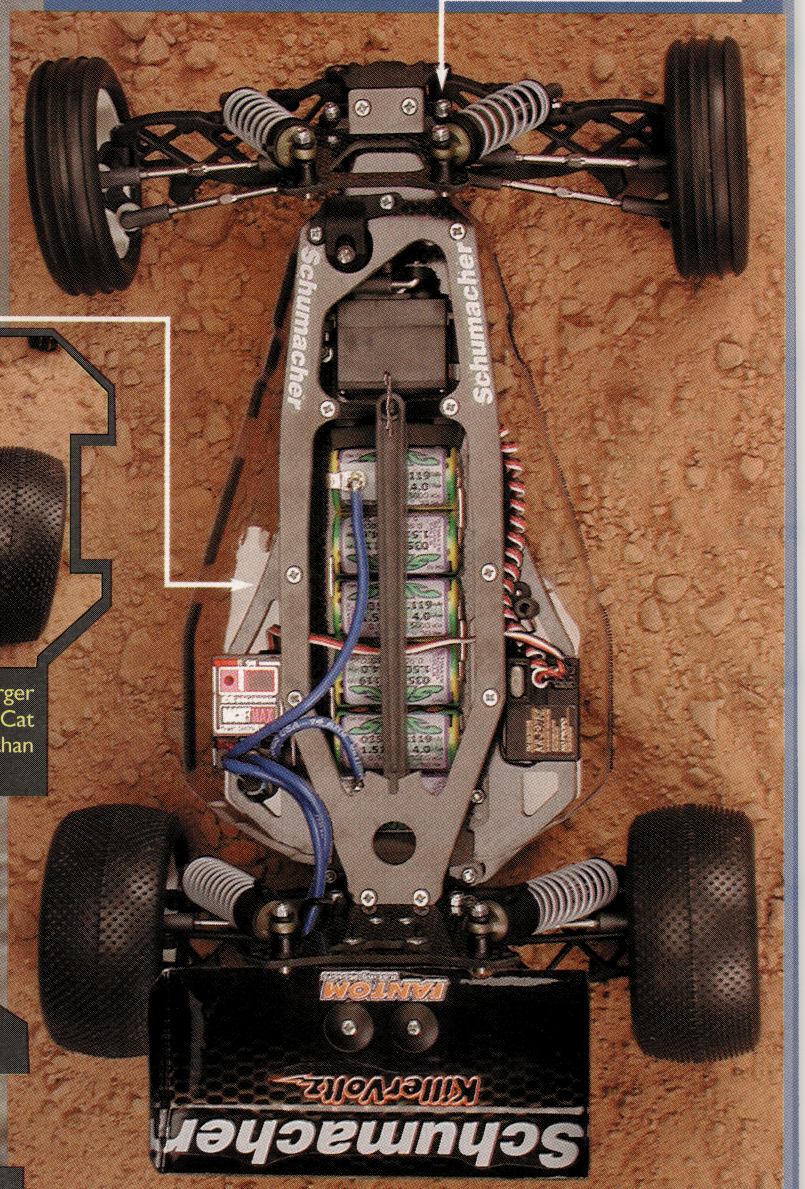
The opening in the lower chassis where the transmission sits is smaller, as is the portion of the transmission that sits in the opening. Schumacher did this to make that area stronger; I guess some people were breaking their chassis in this area.



Finally, the front and rear shock towers have additional holes in the upper shock mounting location for more tuning options.



In addition, the rear hub carriers now have larger 5x10 bearings like the ones they use in their Cat 3000. The larger bearings are much more durable than the older 5x9s from previous kits.



Remember, this isn't an all-new EVO, it's just a kit that has received ome running changes to more or less improve its durability. If you're e kind of guy or gal who likes being different from everyone else, the humacher EVO should fit the bill perfectly. The cool people at humacher can help you out a lot with setups for your track. I would ven suggest that before you start building your EVO, call up Paul Vynn at Schumacher USA and get his setup. The manual is a little off r most American tracks. Look for a 2WD buggy shootout in next onth's issue!

Schumacher Fireblade EVO

REPORT CARD

Test location: Ventura Roadrunners, Camarillo, CA.
Track type: Asphalt roadcourse. Surface clean and sprayed with traction additive

Low-speed steering: B+

One of the Schumacher EVO's best traits is its ability to steer well both on- and off-power. As a matter of fact, the EVO steers a bit too much for our liking and we found we had to try and dial out steering in an effort to get it around the track faster. While practicing for the upcoming R/C Car/Hot Rod Hobbies Shootout, we found that the car entered low-speed sweepers and held its line throughout the turn very easily. After running the car back to back against our Losi Triple-X, we were surprised to find that it had more steering.

High-speed steering: B-

Again, as with low-speed steering, the EVO has a ton of high-speed steering as well—almost too much at speed. The car comes stock with narrow tires which make the car feel almost twitchy when steering at speed. A quick fix would be to swap out the stock front axles with a set of B3 axles so we could run wider front tires/wheels. The hot setup for the race was Losi Widebody tires (Gold compound), and we have a feeling it would be a good change on the EVO. The wider fronts would definitely help scrub off some of the inherit high-speed steering traits the car exhibits in stock trim.

Acceleration: A

We don't know if it has more to do with the tranny ratio, or the fact that the Fantom 10-turn triple in the car was ballistically fast! We also ran a set of Fantom's new Stock Metal Hydride cells which packed a potent punch. There weren't too many cars that were passing us on the back straight! Still, we think we could have enhanced forward bite if we had repositioned the cells more rearward in the car. We had the cells spaced forward (which may answer why the car had too much steering), which took away a minor amount of rear traction.

Braking: B

The car stops well, but the steering starts to feel a little dead when you get on the brakes—maybe it's a mental thing with us, because the car steers so much while on power! Overall, the car felt stable under braking, and never deviated from it's intended course.

Straight-line tracking: A

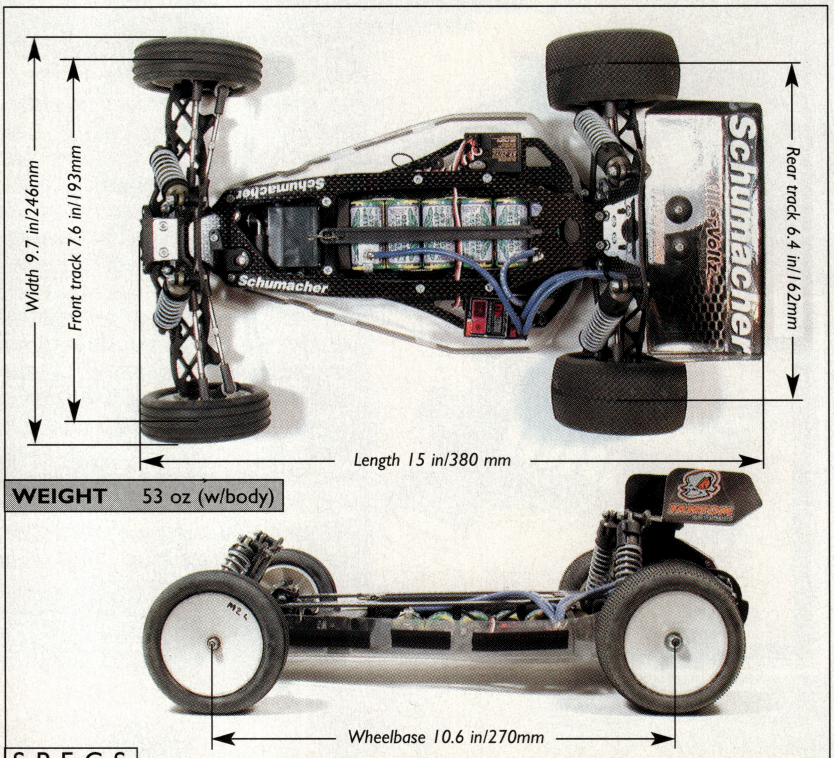
As with most 2WD buggies, once the trim on the radio is set, the EVO stays true to the course. Even after we augured in hard off a jump, the car stayed true to form and tracked straight.

Adjustability: B

The EVO is as adjustable as they come—everything you could adjust on any other buggy is available to you on this car as well. The only gripe we can think of is the hardware is soft, on top of being of the Posi-variety (you need a separate screwdriver to work on the car since the hardware is different). Overall though, we were satisfied with the level of adjustability.

Durability: B+

We crashed the EVO a few times coming off jumps the wrong way, and the car walked away unscathed. The plastic undertray helped protect the bottom of the car if you case it on large jumps, and since we added the optional graphite chassis, the car seems a bit tougher. The only comment regarding durability is, if you are interested in this car, buy plenty of spares, since it's more difficult to find spare parts at hobby shops and you don't want to miss out on racing because you broke a suspension arm and have to wait for parts to be "overnighted" to you from Schumacher USA…



WEIGHT 53 oz (w/body)

SPECS

TYPE	1/10-scale 2WD electric off-road buggy
PRICE	Available at $219.99 (approximate "street" price)
CHASSIS	
Type	Dual-deck plate with stiffening gates
Material	Fiber-reinforced plastic (optional graphite chassis shown)
SUSPENSION	
Type	independent lower A-arms with adjustable upper camber-links
Damping	Aluminum oil-filled shocks with variable-damping pistons
TRANSMISSION	
Type	Three-gear 2WD with lower ball differential
Drive shafts	Schumacher Blade universal-joint
Bearings	Metal-shielded ball bearings

FINAL SCORE

Highs: A fast-steering car that jumps well, accelerates hard, and is pretty durable.

Lows: A unique car in the fact that it's difficult to find parts for the car (most hobby shops carry Losi and Associated, and very rarely will you find Schumacher kits and parts).

The Verdict: The Schumacher EVO is a capable, unique car that handles fast on the track. If you like fast-steering cars, then this is your car. It jumps well, and has proven to be extremely durable for us. We still find ourselves comparing it to the competition though, and all we can say is that out of the box, it steers more than any other buggy, but we found other cars (especially the Losi) to be much easier to drive fast. We didn't feel as on the edge with our other buggies as we did with the EVO, but if you like your buggy to be on the borderline of being twitchy-feeling, then give this car a look!

SOURCES

KO Propo USA Inc., 16012 South Western Ave., Ste. 308, Gardena, CA 90247 • phone (310) 532-9355; fax (310) 532-9354

Pro-Line/Jaco, P.O. Box 456, Beaumont, CA 92223 • phone (909) 849-9781; fax (909) 849-2968

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

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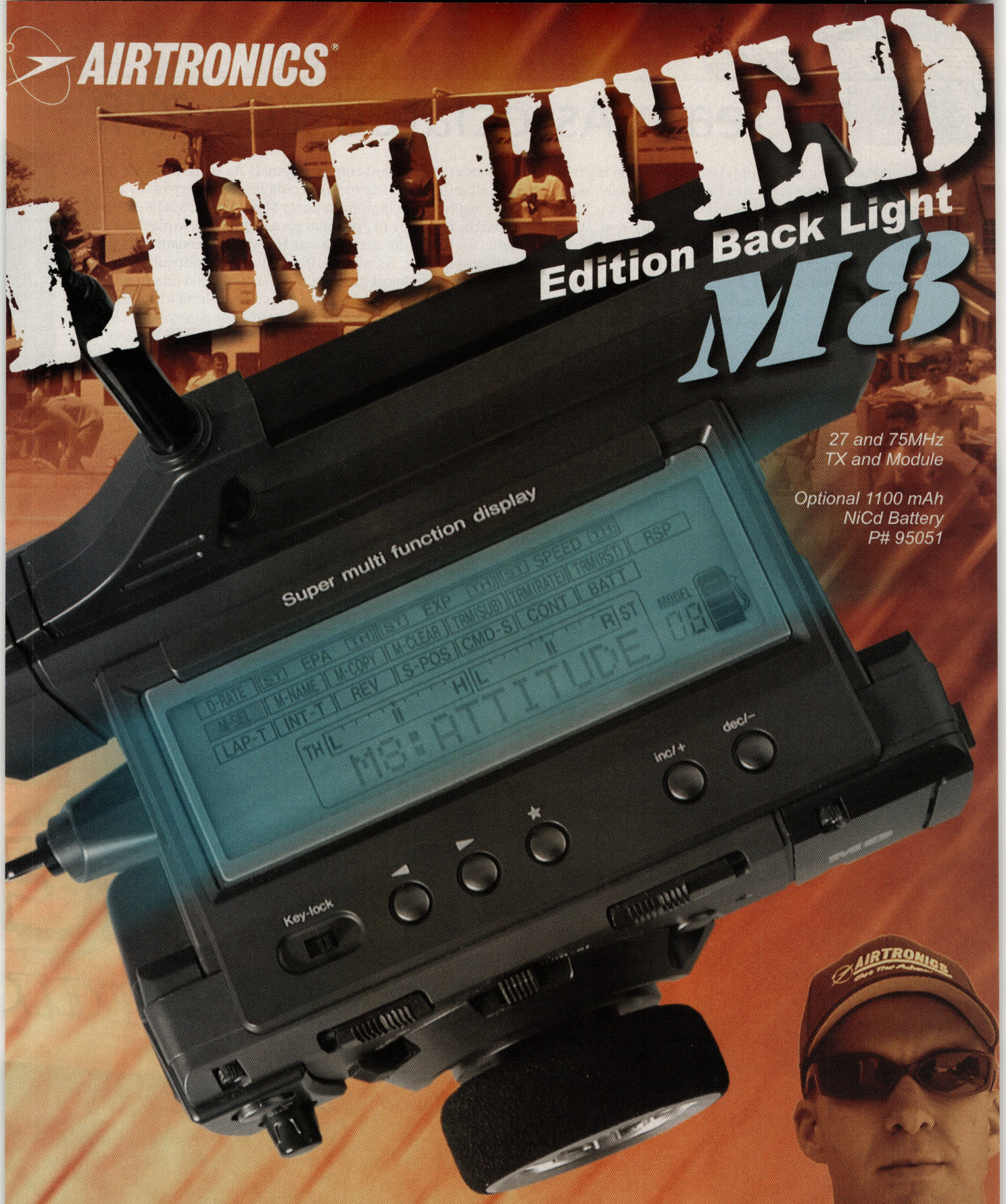


at-ti-tude (at'i-tood', -tyood') n. 1. A position of the body or manner of carrying oneself, indicative of a mood or condition.

Matt Francis

www.Airtronics.net
Airtronics Inc. 1185 Stanford Court Anaheim, CA 92805 Ph: 714-978-1895 Fax: 714-978-1540



Team Associated TC3 RTR

Let's face the naked truth: Associated is making it harder and harder to be a hard-core racing snob. As such snobs, we thought that we'd never have to admit—even if only to ourselves—that an RTR (ready-to-run) could be built every bit as well as if we had done it ourselves from a kit. Take the latest RTR to come from the boys from Costa Mesa, the TC3 RTR. We took it out of the box and put our skepticism into high gear. We bench-tested the diffs only to find them perfectly set. We worked the shocks to find them bled as precisely as those of any TC3 we've ever built. We threw the car on to our Hudy Set Up board only to learn that the toe-in, camber and ride-height settings were right where they should be. As we said: it's getting more difficult to find fault in these RTRs, and even harder to come up with reasons why anyone save the most die-hard racer should build one from a kit.

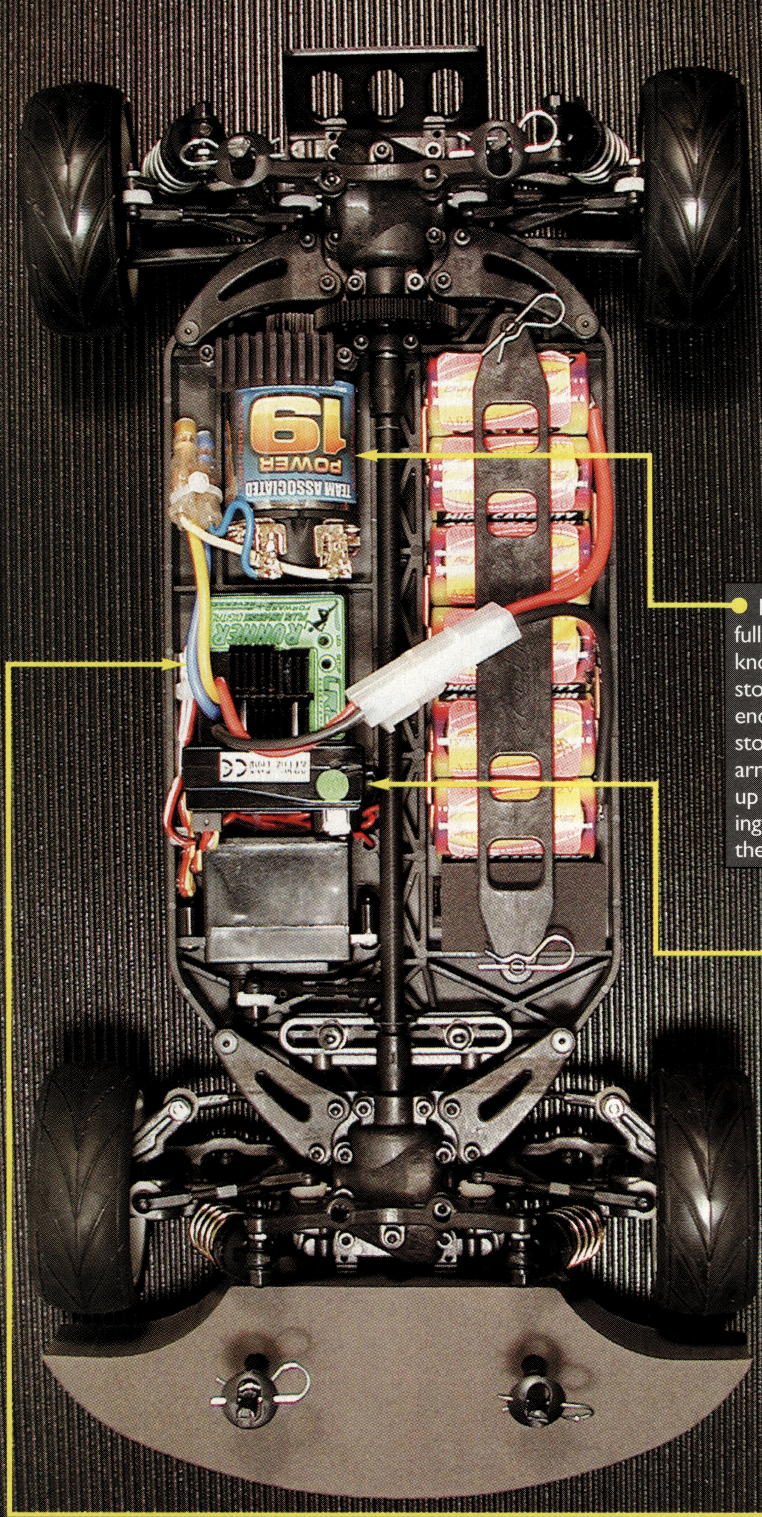
The idea behind Associated's ever-increasing lineup of RTRs is to offer the company's sport- and racer-level kits only as pre-assembled and completed cars which, according to top-secret internal memos at Associated, accounted for a very good chunk of overall kit sales. Research showed that customers seeking this level of kit are more likely to be receptive to an RTR than someone who was in the market for something like a Team or Factory Team kit (which represent the zenith of Associated-ness). In fact, offering the sport and racer kits as RTRs seems to make them even more attractive to these buyers. It's a natural progression, and we'll surely be seeing more of this trend, and not just from Associated.

WHY BUILD WHEN THE TEAM DOES SUCH A GOOD JOB FOR YOU?

Didn't we see you at the last BPA (Body Painters Anonymous) meeting last Wednesday night? Yeah, that was you mixing the coffee with the Pactra Yellow. Associated feels your (and our) pain, and has decided to help us on the road to recovery by including a pre-painted and pre-trimmed Pro-Line/ProtoForm Dodge Stratus body with the TC3 RTR. Available in two color schemes, this Pavidis-style shell is pre-colored before it's molded for a very durable finish, and appears to be molded from thicker Lexan for added crash resistance. Even the rear wing has been cut out and installed for you!



Team Associated TC3 RTR

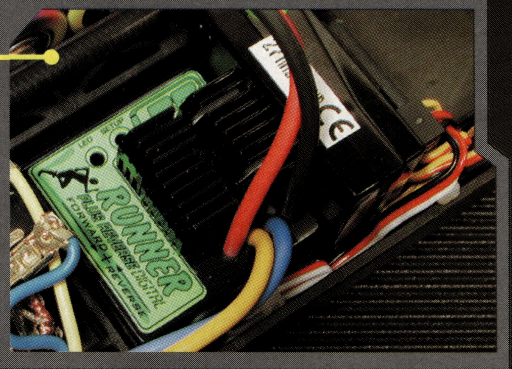


OUTSTANDING FEATURES

What are you getting when you buy a TC3 RTR? You are getting a fully assembled version of the TC3 Racer kit. All of the parts are 100-percent American-made and are of the highest quality. You get a full set of ball bearings, a spiral-wound hollow-graphite driveshaft, and those wonderful Gleason-system barrel-cut diff gears that seem never to wear. You also get plastic versions of Associated VCS (volume-compensating) shock absorbers at each corner, and a full set of lightweight composite MIP CVD driveshafts. Associated even includes the current team driver setup, including gold front and silver rear springs, that are used with the Team and Factory Team kits. A set of Pro-Line white nylon wheels and V-Rage tires are standard, and come pre-glued for your convenience.

Most people, even those who ante up the extra dough for a full-race kit, rarely participate in sanctioned racing events. You know it, we know it and as evidenced by the included 19-turn stock motor, Associated knows it. This Yokomo-based, sealed-endbell bushing-equipped motor out-guns traditional competition stock motors by having 8 fewer strands of copper wire around its armature poles. As a result, your new TC3 RTR is ready to tear-up the neighborhood stock racers. Just don't let us catch you trying to enter the sedan stock class at your local track! We will tell the teacher.

The TC3 RTR comes equipped with a Hitec Lynx Sport AM radio system installed. The Lynx transmitter is pretty minimal in the features department, having only trim adjustments for the steering and throttle channels, and servo-reversing switches, but it's good enough to get the car around the track in a hurry, and that's what RTRs are all about. On board the chassis, the Lynx communicates with a full-size Hitec AM receiver (on 27MHz) and sends the steering commands to a Hitec HS-303MG metal-gear servo—a nice touch for durability's sake.



No cumbersome mechanical speed controls here! The included and installed LRP Runner ESC provides smooth digital control in both forward and reverse. The Runner comes pre-wired to accept your standard sport-level fare: namely Tamiya-style JST battery connectors (the industry standard for sport battery packs) and bullet-style motor connectors. Our advice? Ditch the stock battery connector in favor of Deans connectors (much more efficient) and hard-wire the motor leads straight to the motor tabs. Why not hard-wire the battery? Two reasons: the Runner's battery wires are too short and besides, if you bought an RTR, chances are you are not a big fan of soldering irons!

REPORT CARD

Test location: Ventura Roadrunners, Camarillo, CA.
Track type: Asphalt roadcourse. Surface clean and sprayed with traction additive

Low-speed steering: B+

Both of the testers who had taken turns driving the TC3 RTR had observed that the car was tweaked as it came from the box. In case you don't know, the term "tweak" describes a condition in which the weight of the car isn't equally distributed between the left and right side tires. When a car is tweaked, it has a tendency to oversteer in one direction, while understeering in the other. Before we continued our test, we set the TC3 on an MIP Tweak Station.

With the car's steering balance now equal, we noticed that turn-in was good, yet the car developed a bit of push immediately following corner entrance. Excellent! This is exactly the way a car should handle for novice sedan drivers. There was just enough "brake" from the motor to slow the car down for the tighter turns, without requiring the driver to apply brakes himself.

High-speed steering: B-

The traits we liked at lower speeds—good turn-in and slight understeer at the apex and exit—become amplified as speed is increased. As a result, the rear of the car can break loose when entering fast turns. Fortunately, the TC3's grip is good enough that the car can be straightened out with a bit of throttle. The supplied Pro-Line tires (S2 V-Rage with blue foam inserts) actually worked pretty well (the car felt easy to drive). A stickier slick tire, such as Pro-Line's H13 or HPI's 33R would have made the RTR stick like glue.

Acceleration: B

We know from experience that TC3s have great acceleration. The question is: how hard does the 19-turn motor in the RTR pull? In terms of speed, we rate the supplied motor on par with that of a competition stock motor. The stock gearing is spot-on, and gives the car good pick-up and superb run time (in excess of eight minutes using a 2400MAh pack).

Braking: C-

Since the supplied LRP Runner ESC technically (or any other way) lacks brakes, how can we judge the braking performance of the TC3 RTR? Well, you can actually use the reverse function as a brake, but only if you grab it for less than a second. Any longer, and the wheels will start spinning backwards.

Straight-line tracking: B+

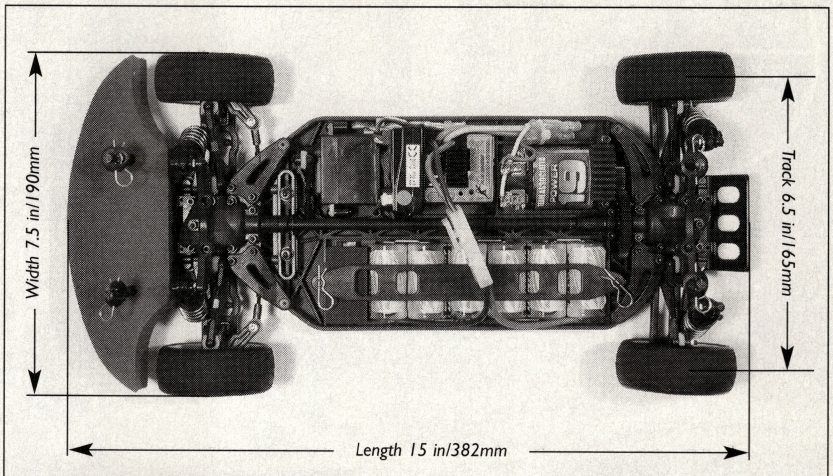
Associated's choice to upgrade the steering servo in the TC3 RTR pays off in the form of good straight-line stability. There's a slight tendency for the car to feel like its steering trim has moved, but we feel this is a condition of the radio. The car also is very stable when exiting turns on power.

Adjustability: A

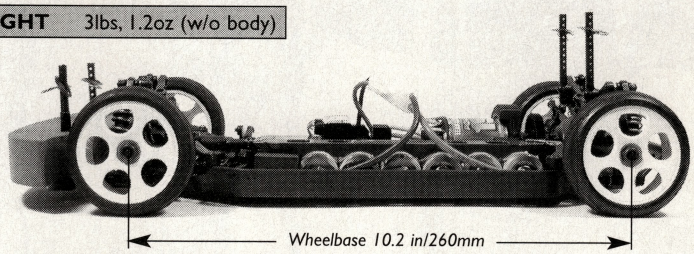
Everything that can be adjusted on Associated top-of-the-line Factory Team TC3 can be set on the RTR. This includes the amount of suspension-arm droop (adjusted by setscrews; a droop-gauge is provided). In addition, the hop-up potential of the RTR is nearly unlimited, as every part made for the TC3 can be fitted.

Durability: A

Early TC3s had weak suspension arms. Associated promptly fixed them, and as a result, the TC3 is among the toughest sedans available. We have no reason to expect any less of the RTR, which uses the exact same high-quality parts as the rest of the TC3 line.



WEIGHT 3lbs, 1.2oz (w/o body)



SPECS

TYPE	1/10-scale electric touring sedan
PRICE	Available at $239.99 (approximate "street" price)
CHASSIS	
Type	Molded tub with center spine
Material	Reinforced composite plastic
SUSPENSION	
Type	independent lower A-arms with adjustable upper camber-links
Damping	Plastic oil-filled shocks with Teflon pistons
TRANSMISSION	
Type	Shaft-driven full-time 4WD. Front and rear ball diffs
Drive shafts	Molded plastic CVDs
Bearings	Shielded ball bearings

FINAL SCORE

Highs: A car that can be raced straight from the box, with the "right" setup already on-board, a great-looking pre-painted and trimmed Pro-Line/ProtoForm Stratus, it has an ESC, it's a TC3.

Lows: LRP Runner ESC lacks brakes and has no switch, car was tweaked slightly, supplied radio is very basic.

The Verdict: At first, many people were skeptical of Associated's foray into the world of RTRs. No one is second-guessing any more. The TC3 RTR is going to be a huge success for the "Team", and it comes as no surprise to us; this is a fantastic car that comes pro-built. Whether you want to race or just play, with the TC3 RTR you can do both.

SOURCES

Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342; (714) 850-1744 fax
Hitec, 12115 Paine St., Poway, CA 92064 ï phone (858) 748-6948; fax (858) 748-1767
MIP, 830 W. Golden Grove Way, Covina, CA 91722 • phone (626) 339-9007; fax (626) 966-2901
Pro-Line/ProtoForm, P.O. Box 456, Beaumont, CA 92223 • (909) 849-9781

PRO RACERS

Should you have to race against them?



The most heated topic of discussion regarding R/C racing isn't which motor is the fastest, or which battery lasts the longest; it's about "how do I get sponsored?" It seems that it is more important to the average racer today to get sponsored than it is to go out and have fun racing—a situation that hurts the hobby more than helps it. But chasing this goal of being a factory driver is quite understandable—reaching factory driver level means you are the best of the best. It also means that you could even be paid to race; imagine that! But there are a lot of racers out there who aren't interested in being sponsored—or racing against people who are! They realize that these factory guys get paid to win races, get factory parts before they're available to the public, and often race week in and week out as their full-time job. Still, there are some that *do* want to compete against them. They argue that they like to put themselves up against the best racers in the world to see how they compare. So the big argument is, should these pro drivers be separated and put into a specific "pro class" by themselves—or not?

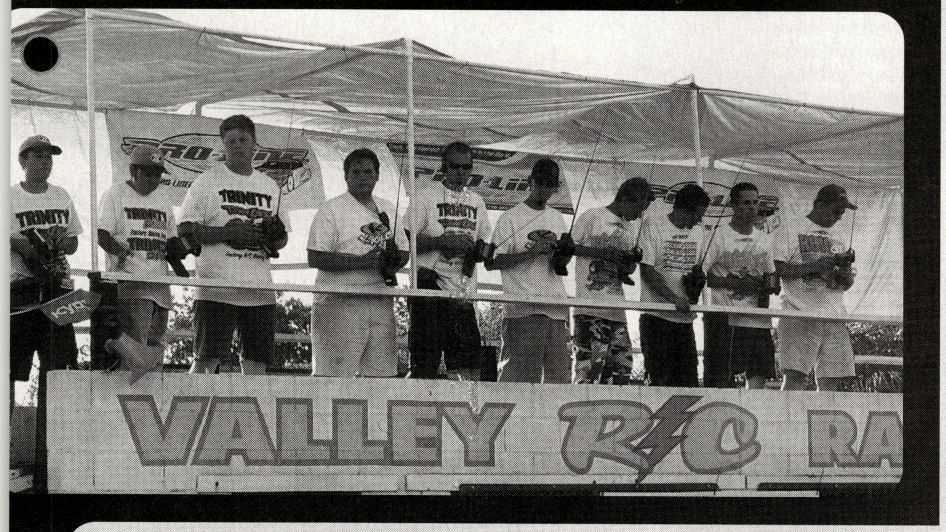
National Program

For years, industry insiders have argued about setting up a point system race series out of some of the biggest races of the year, e.g. the Florida Winterchamps, the Reedy Race, and the Cactus Classic. It would be set up like the AMA Motocross Nationals, where the top motocross racers travel throughout the different regions of the nation to compete against each other. The goal would be to not only bring the top pros and organized R/C racing to all parts of the country, but to also give the title of "Off-Road Champion" more respect. The way it is set up now (if you're not familiar already) is that the current ROAR Nats are held once a year (during the summer) and one race determines a champ for the entire year. A lot of people think that's pretty bogus, and the way it's done now limits where they race to only one place in the country once during the year for the title. In addition, a guy who races in Florida might not have the cash to travel out to California, or vice-versa. But, he might be able to make it out to the point series race that will be swinging through his region. And here's where it gets a little tricky; okay, we said to be a National Champ, the race series would travel throughout the country on this tour, so what about that guy in Florida who didn't have the cash to travel to California for the ROAR Nats? How is he going to hit every race on this new National tour? Well, that's where the new "Pro Driver" class is going to have to come into effect. If you separate the top pros from the amateur racers, they will have to complete the tour to determine an overall champion on the points system. The amateur racer will compete for a regional title that will have its own separate class at each race, but their title will be as prestigious as any other out there. Maybe at the end of the year we can pick a spot where the final top three racers in each region get together for a big shootout...on the manufacturers' bill, that is!

Still, there are going to be some out there who want to race against the best, and we need to all get together to see if we can figure out a way to help promote R/C racing and advance it beyond where it is right now. As it stands, the current system could use some improving, so we're asking you, the reader and racer, to make your voice heard—write us or e-mail us and tell us what you think. We'll be having a special section on our website dedicated to this topic. Get involved and tell the manufacturers your opinions! It's you who are most important to them; the consumer purchasing and racing their products!

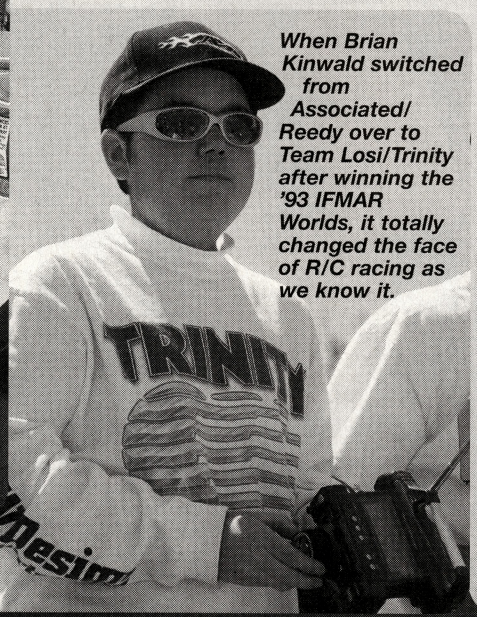


The Pro pits: if you're at the top of your racing game, one day you may be seated here at the big races.





Trinity/Team Losi driver Matt Francis can probably lay claim to being the second fastest R/C off-roader behind Kinwald. Where Matt excels above any other driver today, be it on- or off-road, is that he goes out of his way to help anyone at the track who might need his help. He is the best ambassador a sponsor could ask for.



When Brian Kinwald switched from Associated/ Reedy over to Team Losi/Trinity after winning the '93 IFMAR Worlds, it totally changed the face of R/C racing as we know it.

TRACING THE ROOTS OF "THE HIRED GUN"

There have been sponsored drivers since people started racing R/C cars in the '70s. It wasn't until the early '90s, though, that driver's services became sought after in a big way, and it can be pin-pointed to almost the exact moment. Right after winning the '93 IFMAR Off-Road Worlds in England for Team Associated and Reedy Modifieds, Brian Kinwald was hired by Trinity/Team Losi to drive for them, and would be provided with a salary—with extra incentives in addition—to do so. The move greatly angered Associated, who had never salaried a driver in the past, and felt that having paid drivers was setting the wrong example, and would only come back to bite them later. It also didn't help Associated that Brian was the best in the game back then (as he still is to this day) and had been winning everything for them! In fact, Associated had the best off-road team in the business, while Losi was, in all honesty, lacking any kind of "championship caliber" driver. For years the "poaching" of Kinwald strained the Losi/Trinity/Associated/Reedy relationship. To make matters worse, at the very next IFMAR Off-Road Worlds in 1995 in Japan, Matt Francis, having won the 2WD title for Associated, remarked at the trophy presentation that "this championship is not for sale." A short time later, Francis reversed that decision and joined former teammate Kinwald over at Team Losi/Trinity camp.

Ever since, drivers have bounced back and forth, not only between car teams, but motor manufacturers, radio manufacturers, speed control manufacturers, etc.. And it hasn't only happened with off-road racing. It's been happening in on-road, touring car, and gas off-road racing as well. If there's a better offer on the table, racers more often than not will take it. Still, there are some drivers out there who have built loyalties that just can't be broken—no matter how sweet the deal. But can you blame drivers for looking out for themselves? No, not at all. Can you blame a manufacturer for wanting to get the best drivers to use their equipment? No, not really, either. Is this the best for the hobby? In some cases no, but in some yes. It's bad because nowadays, as new racers are coming up, it's all about the money, or the best "deal on the table," not about having fun racing, or proving their worth out on the track. But on the plus side, we can cite one example off the top of our head of money well-spent—Matt Francis. Whenever we go to a race, Matt Francis goes out of his way to help people in the pits. He's friendly, easily approachable, and is always willing to lend a hand. He is a good representative for his sponsors, and they easily get their money's worth out of him.

So is paying drivers a good situation? It's not the best, but ultimately in the end, they help their sponsors sell the products they race, and they work very hard doing so—why shouldn't they be rewarded?

PRO RACERS

SO JUST HOW MUCH DO THE TOP PROS MAKE?

The amount might just shock you. There have always been rumors about just how much money the top sponsored racers make. Since we here at *R/C Car* are so close to the action, we have an idea as to how much some of the top guys pull in every year. Without naming any names, we're going to give you some of the juiciest dirt the top guys don't want you to know about. While not all the facts can be proven to be 100-percent true or not, the sources we received the information from have never deceived us in the past.

• We know of at least one or two top drivers who pull in slightly over $100,000 a year between salary, contingency money, and licensing proceeds (with a few other racers making just shy of that amount). It doesn't take a genius to guess who they are…

• Rumor has it that at the previous IFMAR 1/8-scale off-road Worlds held in Vegas, the winner received a huge bonus—somewhere between $30,000 to $50,000!

• Place first in a ROAR Mod Nats A-main event and you could walk away with upwards of $10,000 in contingency money from your sponsors. Place anywhere in the A-main and you're guaranteed some sort of bonus.

• Win the IFMAR Worlds and you could get anywhere from $15,000 to $25,000 in contingency bonuses.

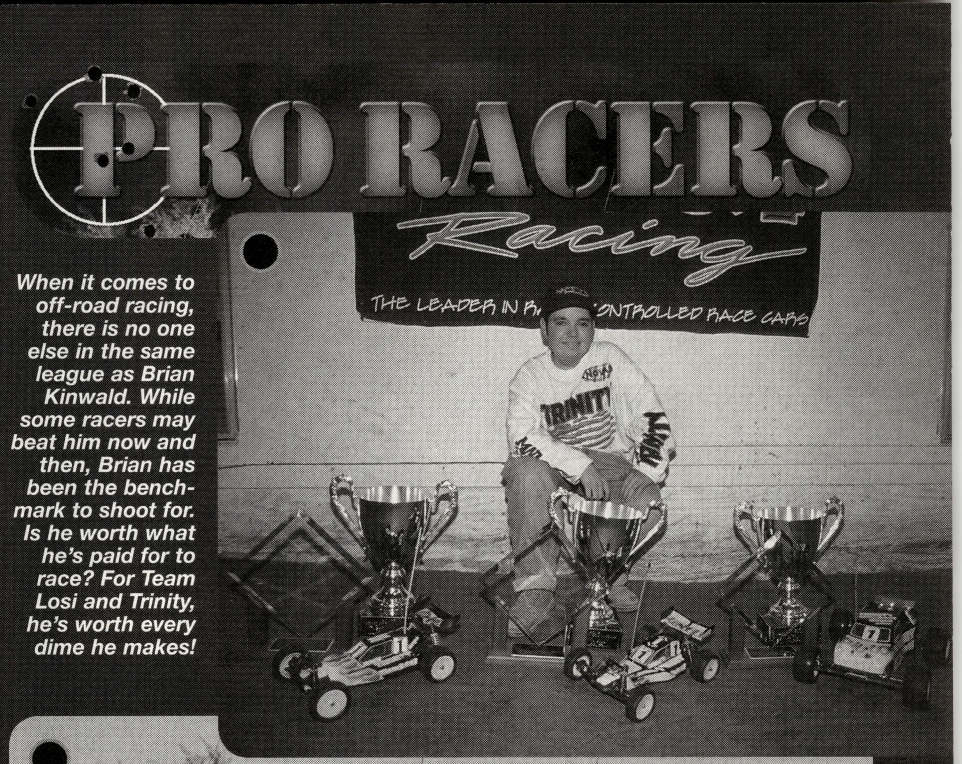
• At the '99 IFMAR Off-Road Worlds in Finland, there was a rumor floating around the pits that a certain motor company was trying to get a few top racers to switch running gear at the event for $10,000 cash right there on the spot (a rumor we confirmed at the event, talking with one of the propositioned racers themselves)!

• Speaking of which—if you've seen any top racers switch to another team (or another speed control manufacturer, or motor and battery, etc.) it's a safe bet that they are making more money because of it…

• Even though hardly anyone races the cars here, in Europe, top racers make a very good living racing 1/8-scale on-road cars.

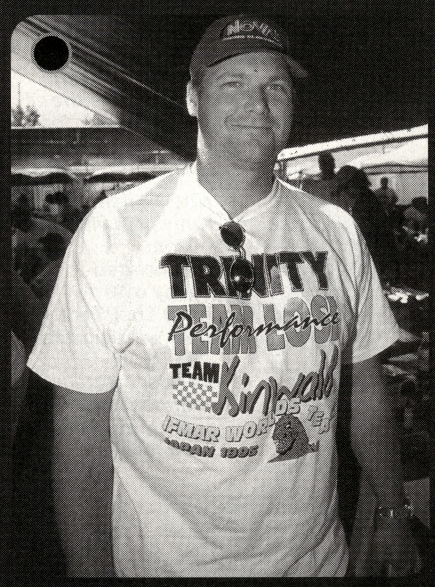
• Last year if you won a National or World A-main event using a Megatech .21 engine, you could win $10,000! Place second and you received $7,000, and third took home $3,000. Richard Saxton entered the 1/8-scale gas truck with one of their engines and won the ten grand—not bad for one race!

• Oh, and just in case you were curious, your average *R/C car* magazine editor takes home a meager $250,000 a year plus with added "making deadline on time" bonuses.



When it comes to off-road racing, there is no one else in the same league as Brian Kinwald. While some racers may beat him now and then, Brian has been the benchmark to shoot for. Is he worth what he's paid for to race? For Team Losi and Trinity, he's worth every dime he makes!





Was R/C racing legend Joel Johnson the first "paid" driver? Joel, arguably the most dominant on-road racer ever, was more than likely the first to receive benefits from his talent in the way of licensing fees through Trinity thanks to his Speedworks line of products.



Masami Hirosaka and his father Masaki work for Yokomo in Japan—Masami has won numerous national and world championships for the company over the years. Is he paid to do so? Well, like many top racers, he works for the company doing R&D work, so in theory, yes he is...

O.S.® ENGINES

GET THE POLE POSITION ON POWER!

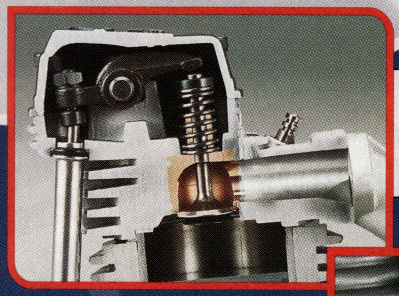
Thanks to the innovative technology found on the O.S. FS-26S-C, more and more drivers are enjoying the benefits of the increased low-end torque, improved fuel economy, and a lower, quieter, more realistic sound that a 4-stroke engine delivers. If better engine performance and a more life-like racing experience appeal to you, the FS-26S-C power plant is just what you're looking for.

Displacement: 0.269 cu in (4.4cc)
Bore: 0.728 in (18.5mm)
Stroke: 0.648 in (16.4mm)
Practical rpm: 2000-22,000
Output: 0.5 bhp @ 17,000 rpm
Weight w/o recoil starter: 8.5 oz (243g)
Weight w/recoil starter: 10.8 oz (308g)
Includes: #F glow plug, air cleaner
Requires: tuned pipe, manifold, coupler, fan unit

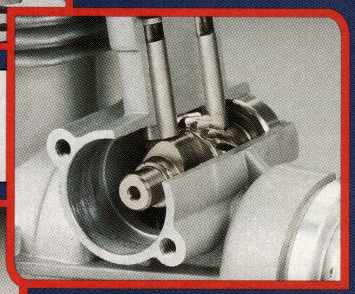


FS-26S-CX

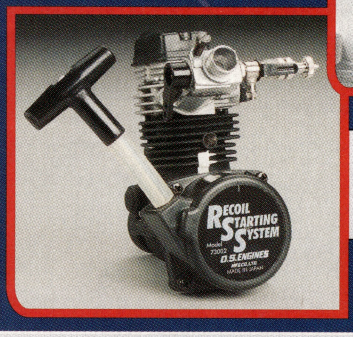
ALSO AVAILABLE WITH RECOIL STARTER!



The valve springs have been reinforced to make them stiffer, reducing the effects of "floating" at high rpm.



This high-performance cam allows the engine to reach higher output levels than more 4-stroke.



The FS-26S-CX features the convenience of a easy-operating recoil starter.



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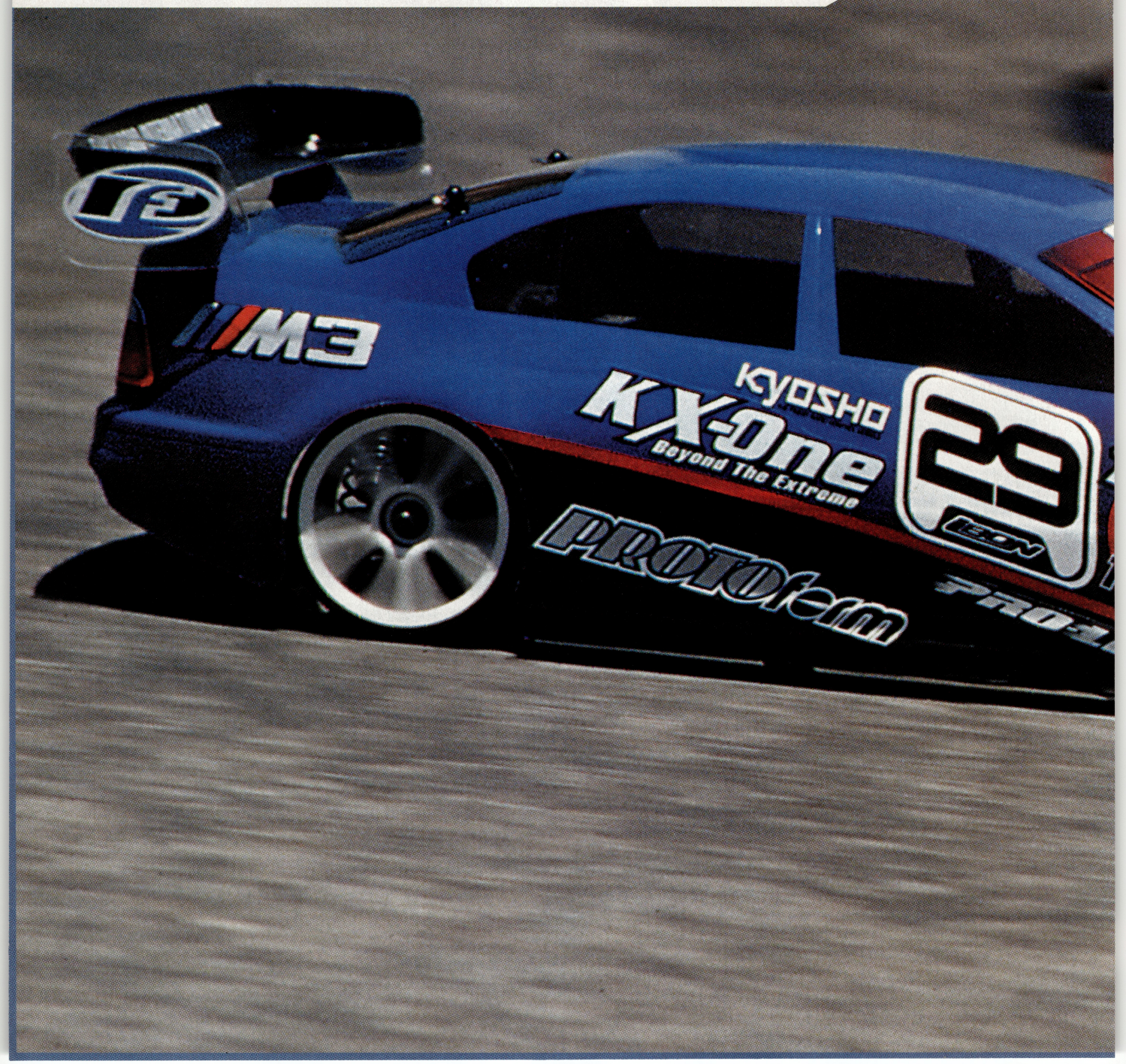
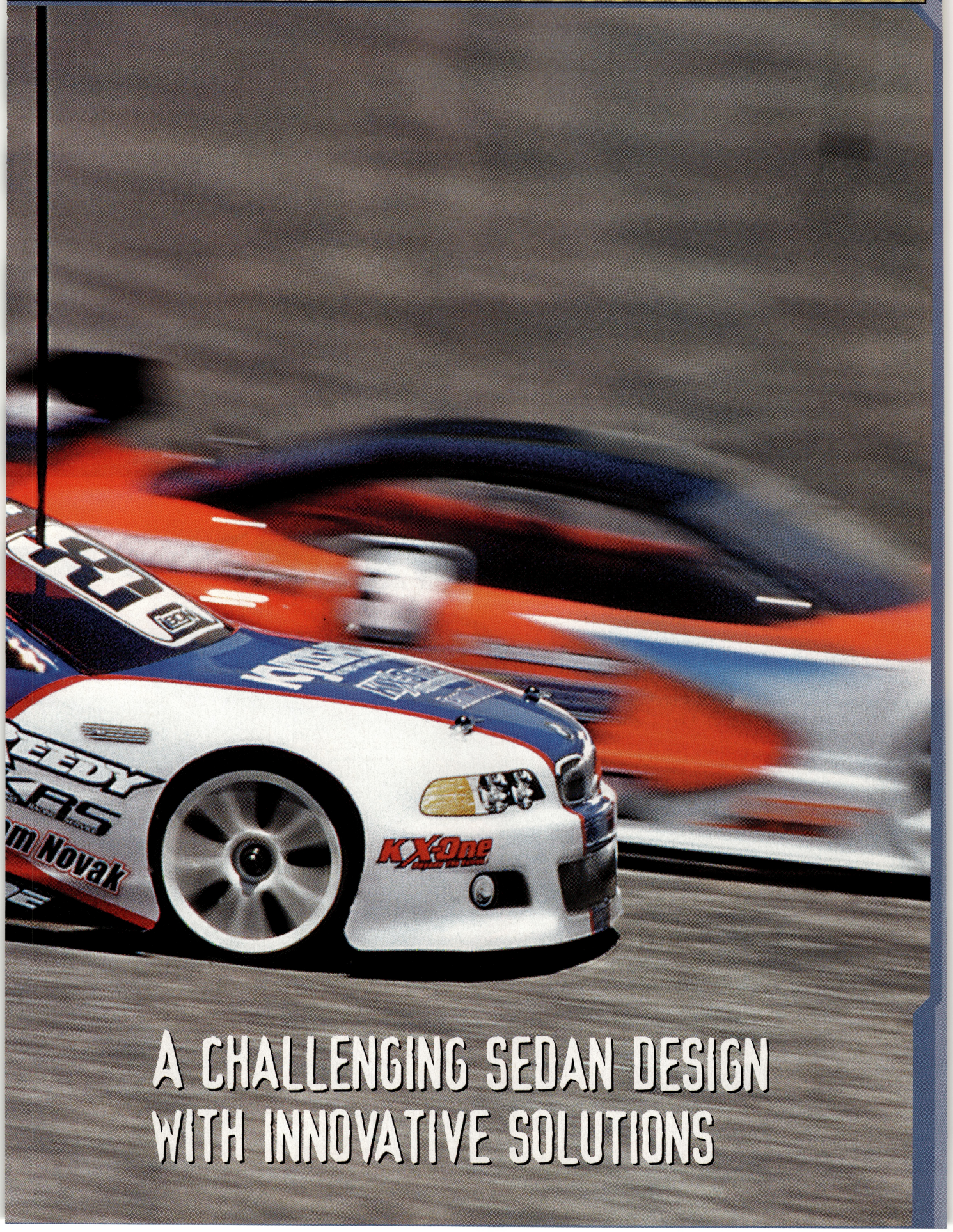
Kyosho KX-One

Looking at Kyosho's latest electric sedan, the KX-One, one could logically arrive at one of two conclusions regarding its extraordinary chassis layout and drivetrain. First, it could be said that Kyosho may have been inspired by Team Losi's new XXX-S, as both cars utilize a revolutionary single-belt 4WD system. It could also be said that in designing the KX-One, Kyosho was following the same path as HPI's engineers when they created the Pro 3 and its battery-down-the-middle chassis configuration.

Regardless of any similarity to the aforementioned touring cars, the KX-One would never be described as a copy of any other company's car; this is one of the most unique sedan designs we've seen in a long time, and in typical Kyosho fashion, there are an abundance of innovative solutions to some quite perplexing design issues.

The KX-One is offered here in the U.S. as a top-of-the-line, full-race kit which includes such amenities as graphite chassis and suspension components, alloy shocks and full ball-bearings. There's little or no need to purchase hop-ups if racing is your end goal. There has been no word yet from Kyosho as to whether or not the KX-One will also be offered in sport trim, but if this kit follows suit with every previous Kyosho sedan, we'll probably see a less-expensive version in the coming year.





A CHALLENGING SEDAN DESIGN WITH INNOVATIVE SOLUTIONS

MICRO RS4

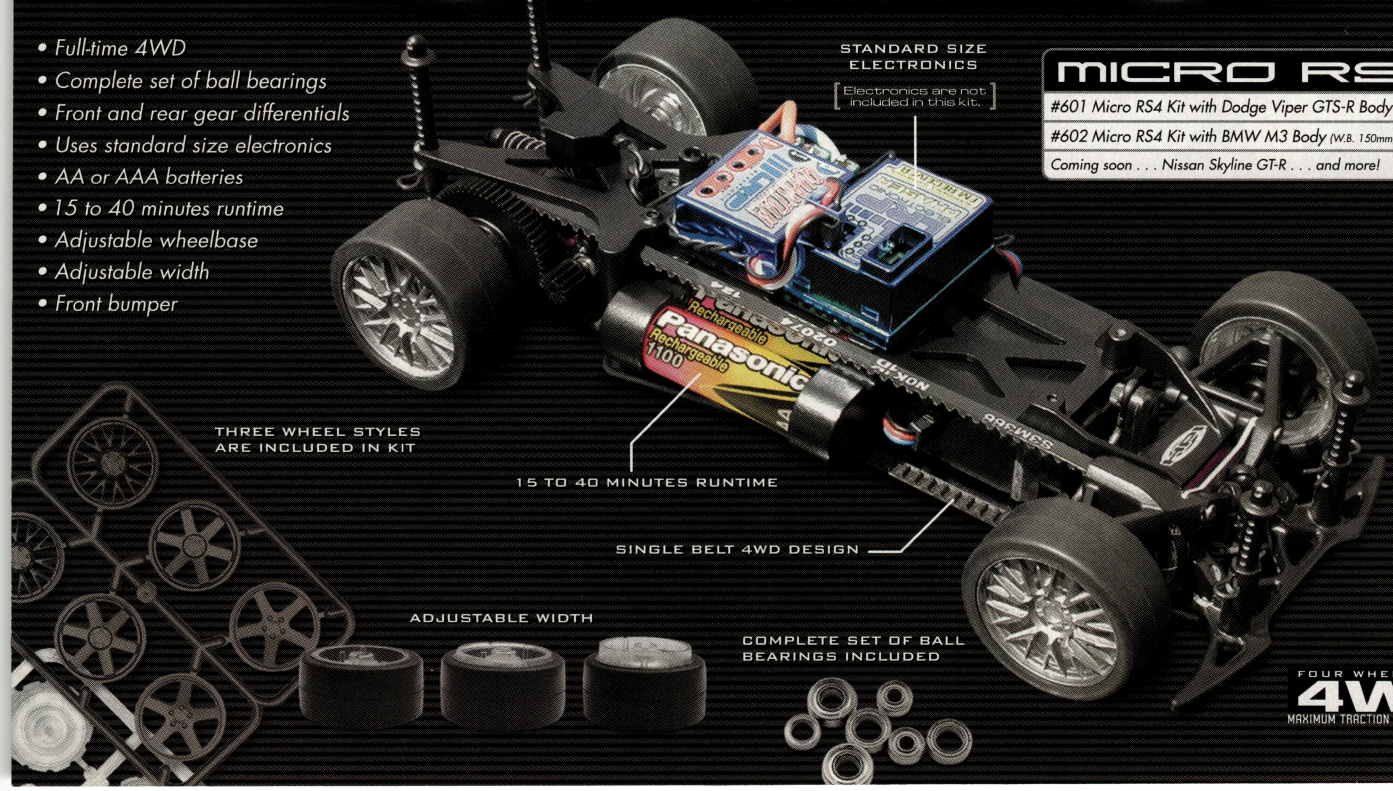


- *Full-time 4WD*
- *Complete set of ball bearings*
- *Front and rear gear differentials*
- *Uses standard size electronics*
- *AA or AAA batteries*
- *15 to 40 minutes runtime*
- *Adjustable wheelbase*
- *Adjustable width*
- *Front bumper*

STANDARD SIZE ELECTRONICS

[Electronics are not included in this kit.]

MICRO RS4
#601 Micro RS4 Kit with Dodge Viper GTS-R Body (W.B. 140mm)
#602 Micro RS4 Kit with BMW M3 Body (W.B. 150mm)
Coming soon . . . Nissan Skyline GT-R . . . and more!



FOUR WHEEL DRIVE

4WD

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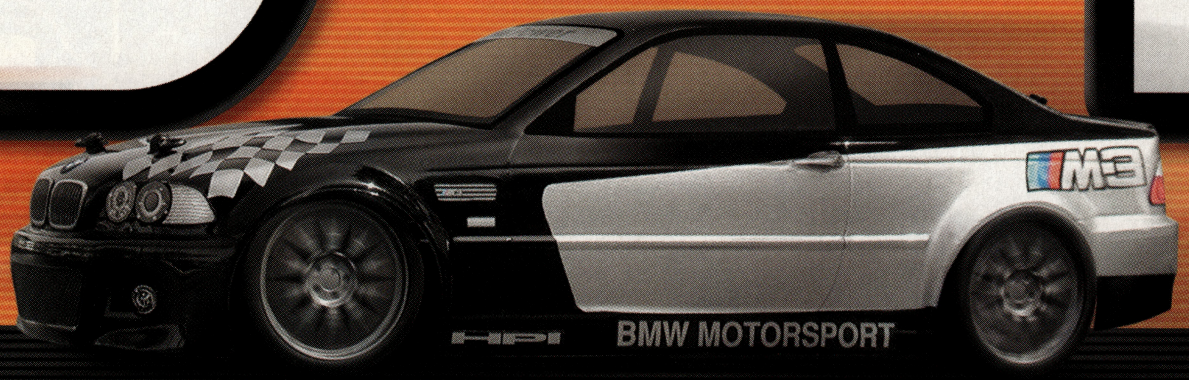
RO
SU



1/18 SCALE 4WD



Nearly half the size of a 1/10th scale car, but it handles just like the big cars!

Introducing the all-new HPI Micro RS4 1/18 scale 4WD kits. The Micro RS4 uses standard sized electronics so you can have race-quality steering and throttle response. Front and rear suspension plus a 4WD system make the Micro RS4 handle great on nearly any hard surface - wood floors, concrete, clean asphalt, low-pile carpet, tile and more! Set up a small track in your garage or living room, the Micro RS4 is perfect for practicing your driving skills... it handles just like a 1/10th scale touring car and lasts almost 40 minutes on a 4 cell Ni-Cd battery pack. But don't let the long run time fool you, the Micro RS4 is fast, almost too fast if you bolt in an optional modified motor. The Micro RS4 is loaded with standard features, and we'll have a wide variety of hop-up parts and optional body styles.

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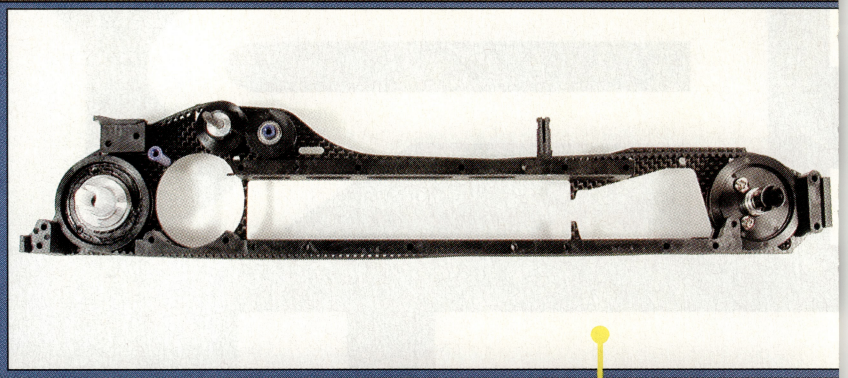
Kyosho KX-One

OUTSTANDING FEATURES

Taking a cue from Losi (we believe Kyosho was impressed by the XXX-S prototype's performance at the 2000 IFMAR Worlds in Japan), Kyosho uses a single-belt 4WD system on its newest sedan. Whether a single belt is more or less efficient than two is yet to be determined; however, we believe that Kyosho's choice has more to do with weight distribution than efficiency. In particular, the single-belt drive allowed Kyosho to route the belt past the centrally located battery. HPI's solution was to incorporate extra-wide differentials on its new Pro 3 (see our review in the August '01 issue).

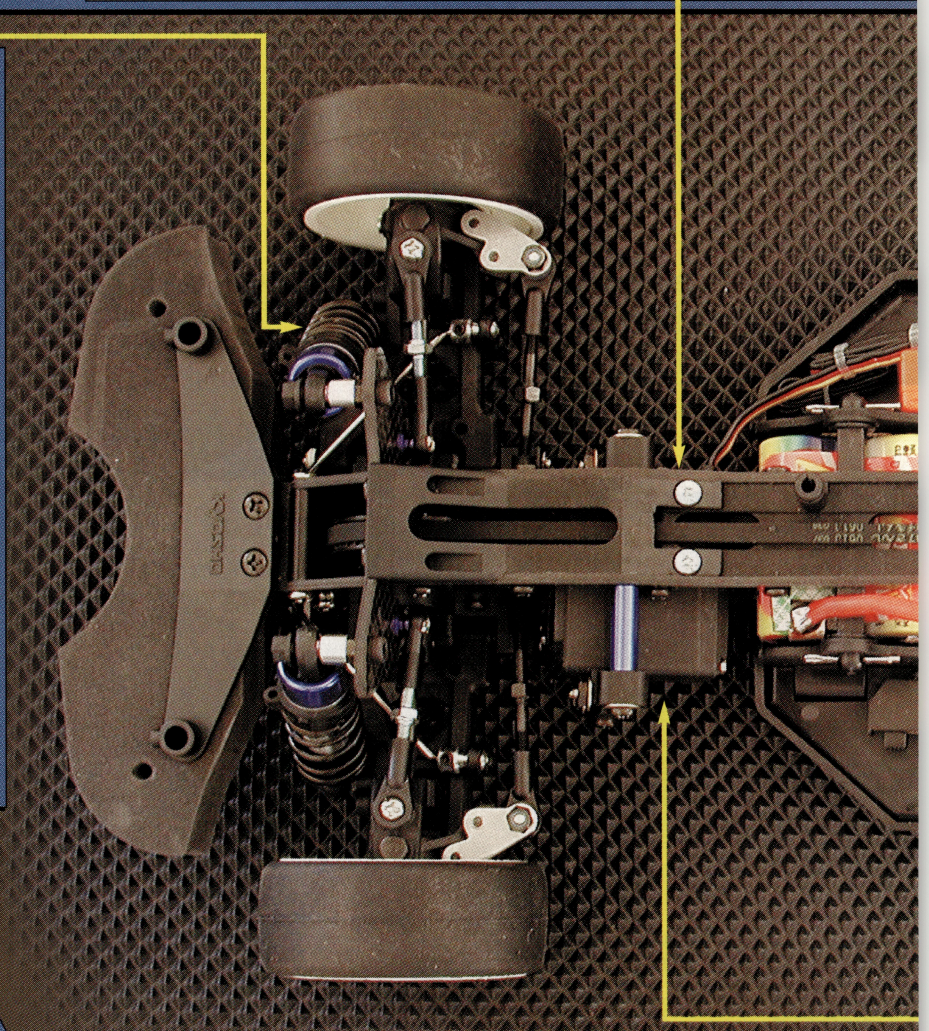


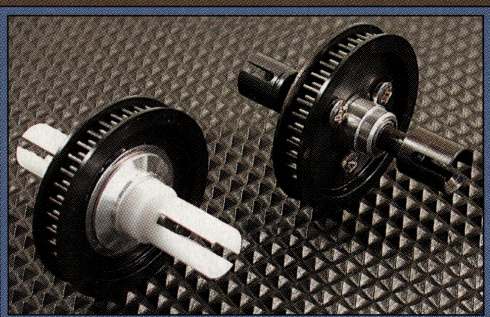


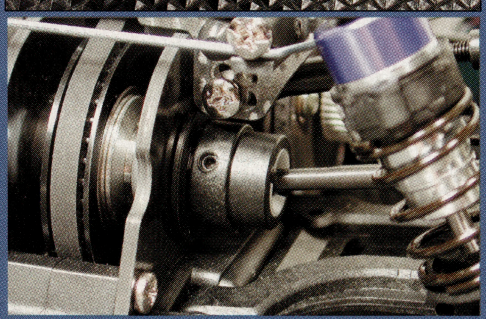
Although they are barely even mentioned on the box art, the KX-One's shocks are as unique as the rest of the car. Equipped with what Kyosho calls "mobile" pistons, the KX-One's aluminum shocks have two-piece pistons that allow you to change the rate of rebound damping in relation to the shock's compression damping by varying the number of washers used in the piston assembly.

Fewer washers decreases rebound damping, while more washers increase it. Installing enough washers to completely eliminate the movement of the top piston will provide damping that's equal in both rebound and compression.

According to Kyosho, and using common sense, reduced compression damping will generally allow the car to corner more smoothly, while increasing compression damping will make the car more agile through the turns, but will reduce overall traction.

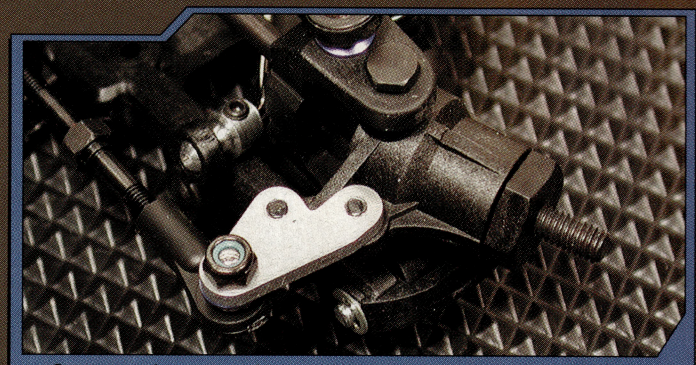




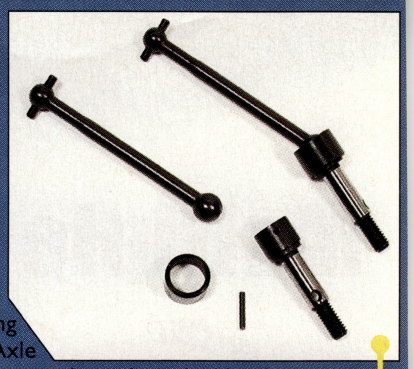


The KX-One comes stock with a front one-way assembly in place of a ball diff, and a newly designed rear ball diff that uses molded drive cups to reduce rotating mass and improve acceleration. To prevent the plastic cups from spreading under load (and potentially breaking as a result), there are molded collars that slip over each cup and are held in place with small setscrews.

How hard is it to remove the drive train components for maintenance? Easier than you might think considering the design of the KX-One's chassis. To take out the front one-way, all you have to do is remove the front shock tower, pop off the upper camber links (so that the driveshafts can be taken out of the drive cups) and remove the drive cups. This allows the one-way unit to be slid out from between the chassis plates. For the rear diff, you'll have to back out the diff adjustment screw all the way and remove the drive cups—essentially disassembling the entire diff.



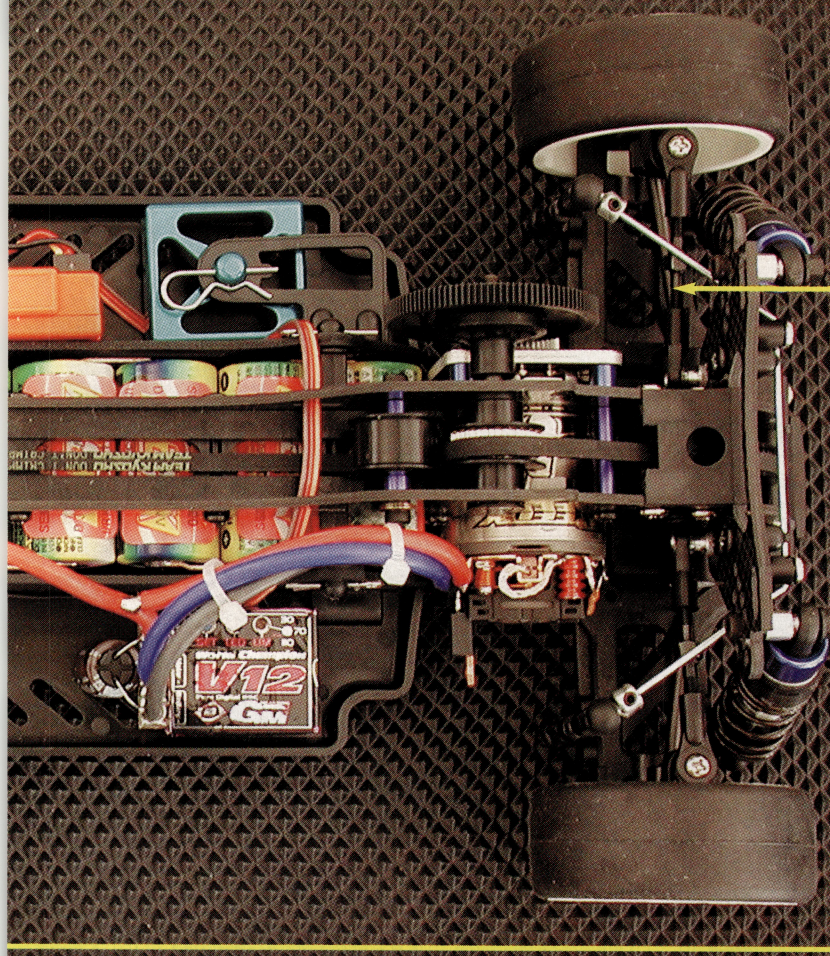
Separate aluminum plates bolt to the front spindles. Kyosho will undoubtedly offer additional plates as options, which will allow racers to alter the car's steering Ackerman angle.

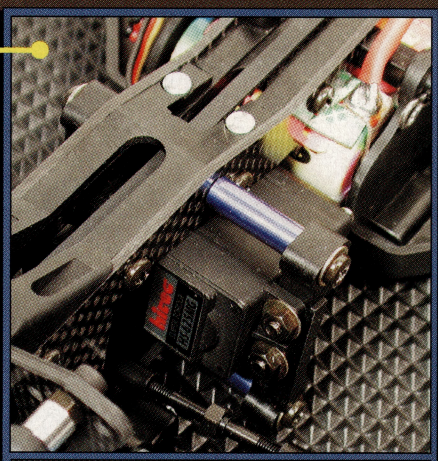


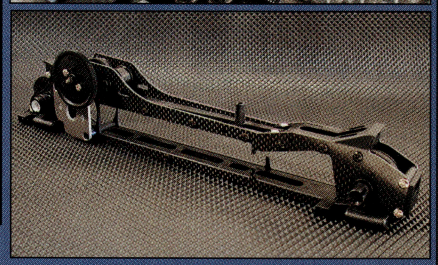
The KX-One is the first kit to receive Kyosho's new One Axle Type universal shafts (and you get four of them). Similar to an MIP CVD driveshaft but with an elongated pin-slot that allows the length of the axle to compensate for suspension and steering movements, the One Axle shafts are extremely efficient and simple to build—there are no setscrews to worry about, as the entire assembly is held together by a steel collar.

TEST EQUIPMENT

- Reedy Modifieds no. 625 Sanyo 3000 Zapper battery pack and Ti Modified 10-turn double motor.
- GM Racing V12 electronic speed control.
- Novak 27MHz XXL micro receiver.
- Hitec HS-625MG hi-torque metal-gear servo.
- Pro-Line 24mm white Gumby wheels and H13 low-profile slicks.
- Airtronics M8 10-model memory FM transmitter.







What's the most outstanding feature of the KX-One? Its chassis. Kyosho has steered completely around conventional wisdom by shunning the typical sedan's tub or plate-style chassis design. Instead, the KX-One has a "backbone" chassis comprised of a pair of graphite side plates and a series of molded stiffeners. The backbone provides exceptional fore-aft rigidity, and considering its relatively narrow width, torsional rigidity is very good.

The battery is inserted through the middle of the completed chassis, where it sits directly down the center of the car for ideal weight distribution and quicker handling response. Molded plastic sidepods, which serve as mounts for the electronics, are then attached to each side of the chassis. To remove the battery, simply un-clip one of the plastic side pods and swing it out of the way.

The steering servo is very securely attached at the front of the main chassis, and is angled to provide the correct steering geometry (the KX-One uses a center-point steering system rather than conventional bellcranks).

WARNING:

Multiple Cyclones on the Horizon



Constant Force Braking

small size

built-in on/off switch

user-changeable input harness

512 discrete steps fwd/rev

low-resistance solder posts

No Motor Limit

0.00049 On-Resistance

3 updated touring car profiles

480 amps rated current

160 amps braking current



3 updated throttle profiles

lightweight

ultra smooth throttle response

Polar Drive Circuitry

Radio Priority Circuitry

complete programmability

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Novak Electronics has just unleashed two awesome new forces on the R/C world: The Cyclone C2 and TC2. Features that made the Cyclone a great speed control are still intact such as its small size, light weight, and full programmability. New features that will blow you away with their sophistication, yet simplicity and convenience, include a plug-in input harness that is user-replaceable; 3 updated, pre-programmed throttle profiles which can be easily selected via the One-Touch button, yet require no additional equipment to use; an installed power capacitor harness that requires no soldering; an improved data link socket; and a conveniently located, built-in, combination One-Touch Set-Up & ON/OFF button. Other Cyclone C2 and TC2 features are Constant Force Braking, low-resistance solder posts, and an ultra smooth throttle response. For ultimate control, Novak's optional Pit Wizard* allows users to adjust all operating parameters, store their newly customized profile in the ESC, and have access to it at a moment's notice!

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*Due to the plug update on the C2 and TC2, original Pit Wizard users will require the special Pit Wizard-to-C2/TC2 Adaptor Harness (#5710).

www.teamnovak.com

Kyosho KX-One

REPORT CARD

Test location: Ventura Roadrunners, Camarillo, CA.
Track type: Asphalt roadcourse. Surface clean and sprayed with traction additive

Low-speed steering: A

The great thing about front one-ways is that they greatly improve turn-in steering. This is good, because one-ways also have a tendency to ruin the effectiveness of the brakes, rendering them all but useless (see the section on braking). The KX-One turns-in phenomenally well at all speeds. It also steers strongly through the middle of slower turns, allowing corner speed to be consistently high.

High-speed steering: A-

As with most cars equipped with front one-ways, the KX-One tends to push a bit on corner exit and when cornering on-power. But overall, this effect is minimal on the KX-One, and actually makes the car easier to drive hard. The simple formula for driving the KX-One is this: the more throttle you give, the wider the turning radius becomes. Simple.

Acceleration: B-

Our tester was fitted with a Reedy Ti 10-turn double motor, so we expected massive acceleration. The kit-supplied gearing is strictly for stock motors, and there's very little room for gear adjustment. We switched to a much larger spur gear (120 teeth) and installed a smaller pinion gear (28) to befit the power of the Reedy motor. Acceleration with this arrangement was good, but not as brisk as we had expected. This was a bit confusing, as the gearing felt fine on the straights. Overall, the car was smooth and very easy to control; it just wasn't a top-fuel dragster.

Braking: C-

To be fair to the KX-One, just about every car that uses a front one-way has terrible brakes. What do you expect when going from four-wheel braking to just rear-wheel braking? However, the Kyosho was exceptionally unstable at any speed when brakes were applied, so much so that we abandoned any thought of using them at all.

Straight-line tracking: B+

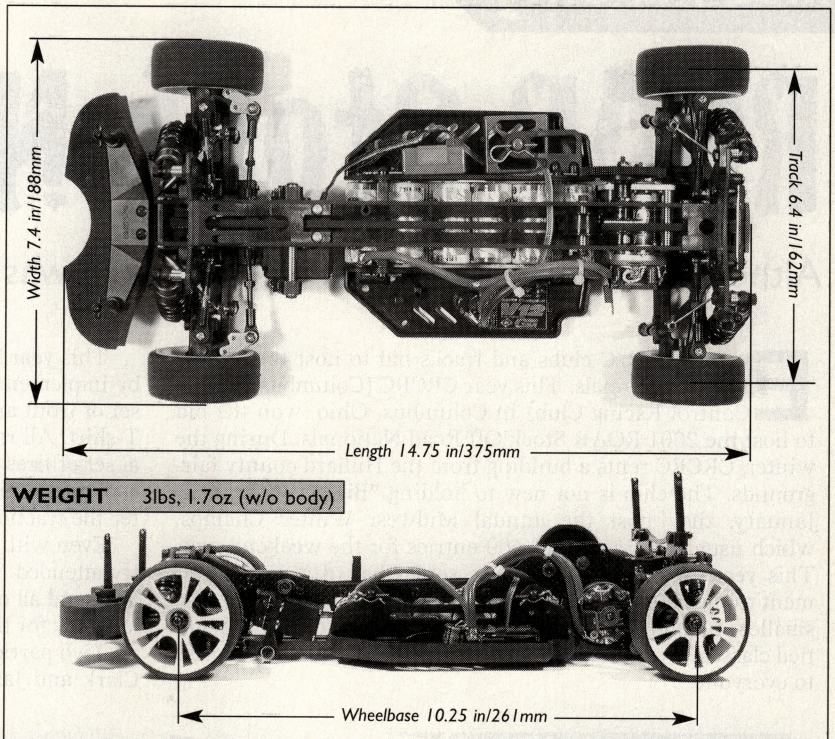
The KX-One's smooth steering linkage and direct servo hookup provides excellent straight-line stability with very little wander, and that's one less thing to worry about.

Adjustability: B

If you like tweaking, expect to have plenty to do one the KX-One. There are many options for both shock and camber-rod locations, and turnbuckles make it easy to set the standard static adjustments such as toe and camber. The unique floating piston design of the shocks adds yet another tuning option.

Durability: B-

One rub against a board caused the left rear camber rod to rip from the hub carrier. Upon inspection, we saw that the right-side carrier was also pulled-out slightly. To be fair, we had spaced the hub's ball-stud up in accordance wit the supplied factory setup, so there was less of the studs threaded into the hubs. Otherwise, the KX-One held up well, and we predict, based on testing, that durability should be the car's strong suit. (although only lengthy testing will reveal the strength or weakness of the single belt).



WEIGHT 3lbs, 1.7oz (w/o body)

SPECS

TYPE	1/10-scale electric touring sedan
PRICE	Available at $369.99 (approximate "street" price)
CHASSIS	
Type	Narrow "backbone" with molded pods for electronic gear
Material	2mm carbon side plates with plastic and aluminum braces
SUSPENSION	
Type	independent lower A-arms with adjustable upper camber-links
Damping	Aluminum oil-filled shocks with two-piece floating pistons
TRANSMISSION	
Type	Single-belt driven 4WD. Front one-way unit and rear ball diff
Drive shafts	Kyosho Single Pin universal shafts
Bearings	Metal-shielded ball bearings

FINAL SCORE

Highs: Excellent parts' quality and instructions (with some tuning advice and a setup sheet), very good feel to the steering, with great turn-in and stable corner exit, great overall balance thanks to the centrally located battery.

Lows: No tires, inserts or wheels are included, the rear diff must be disassembled in order for it to be removed (or else major chassis disassembly is required), we would like to see the kit come with a front ball diff in addition to the one-way, Fifth Avenue price.

The Verdict: After initial testing was completed, we can safely say that the KX-One is Kyosho's finest electric sedan ever. The overall layout of the car poses several significant issues, but Kyosho's engineers have developed innovative solutions. The result is a car that's fairly rigid (considering the 'backbone' design of its chassis), comes with all the necessary racing hop-ups, and has fantastic balance and razor-sharp cornering. If only it weren't so expensive.

SOURCES

Airtronics, 1185 Stanford Ct., Anaheim, CA 92805 • phone (949) 978-1895; fax (949) 978-1540
GM Racing, distributed by Horizon Hobby Distributors, Inc., 4105 Fieldstone Rd., Champaign, IL 61821 • (217) 355-9511
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ROAR Stock Nationals

Although the turnout was small, the racing was big!

Every year R/C clubs and tracks bid to host the annual ROAR Nationals. This year CRCRC (Columbus Remote Control Racing Club) in Columbus, Ohio, won the bid to host the 2001 ROAR Stock Off Road Nationals. During the winter, CRCRC rents a building from the Hilliard county fairgrounds. The club is not new to holding "Big" events. Every January, they host the annual Midwest Winter Champs, which usually attracts over 400 entries for the weekend race. This year's Stock Nationals was somewhat of a disappointment to the club as only 142 entries were received. This is the smallest turnout for the Nationals since the stock and modified classes have been separated. It was quite a bit of a surprise to everyone.

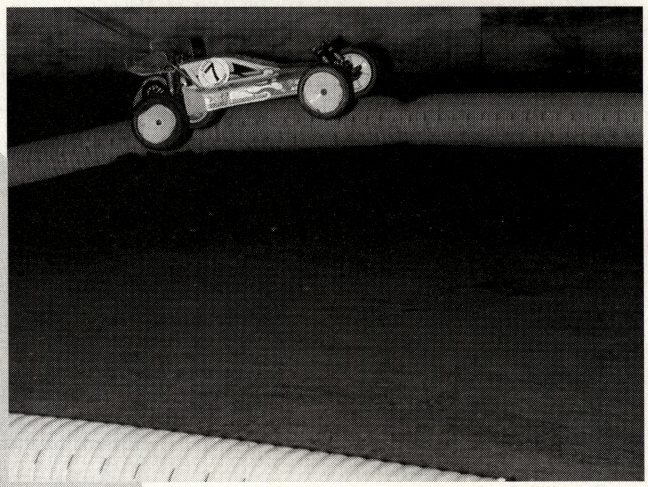
This year ROAR decided to keep the cost down for racers, by implementing a handout tire. Each entry would include a set of front and rear Team Losi tires, a handout motor and a T-shirt. All racers were also allowed to purchase an additional set of tires for qualifying and one more for the mains. The cool part was that the more worn out your tires got, the better the traction.

Even with the small turnout, racers from all over the country attended. Racers from California, Washington, Texas, New York and all over the Midwest attended and put on a spectacular show for the spectators on hand.

Two particular drivers in the top of their classes were Eric Clark and Jason LaDow. Eric was the top qualifier for the



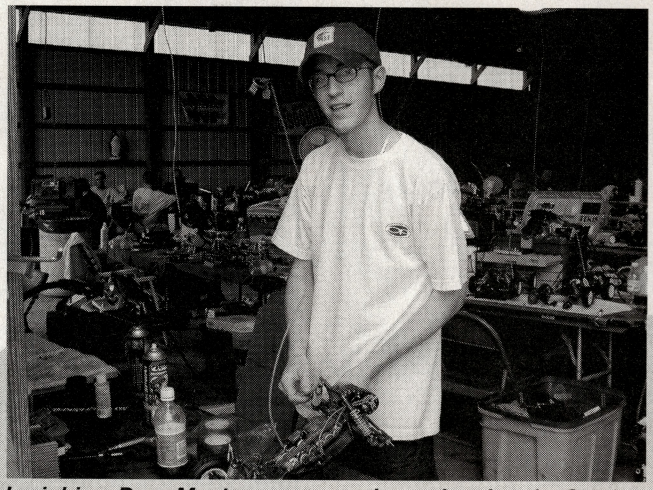
Team Losi's Matt Francis was on hand at the Stock Nats to help provide support to all the racers. Here he works on building shocks and diffs for his fellow racers.





Only at the races...





Losi driver Dave Montgomery was also on hand at the Stock Nats to help out around the pits—Dave is one of the fastest nearby Midwest racers, so he knows the track and setups very well.



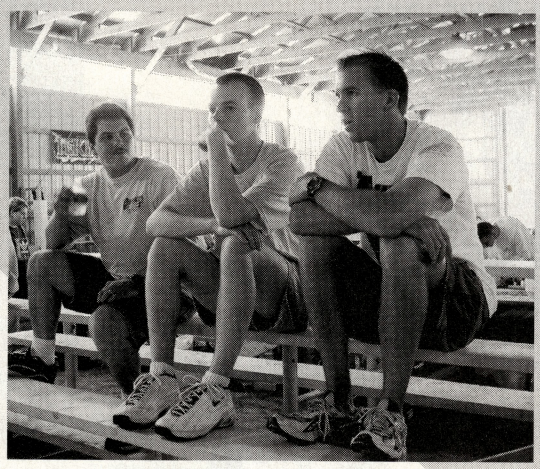
Torry Hadley, winner of the Masters Truck class, with his son Keith. Nine-year-old Keith is way fast—he finished second overall in the Junior 2WD (15 and under) class. Look for more from him in the future.



Here some racers are getting their handout motors and T-shirts prior to qualifying.



Junior 2WD (15-and under) A-main winners.



Matt Francis sits with eventual Stock Truck winner Eric Clark, and 4WD Stock winner Jonathon Noon.



Masters class A-main winners.

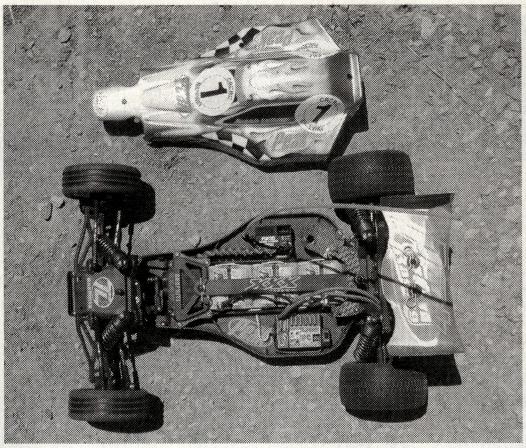
Stock truck class, in fact he TQ'd every round of qualifying and easily won the championship in back-to-back mains. Jason TQ'd two rounds of 2WD, and eventually won the championship in back-to-back mains also. In the 4WD class it was Jonathon Noon who came from 8th qualifying position to win the National title. In the Jurassic Stock (40 and over) class Top qualifier, Matt the Cat lost the first main to Torry Hadley but came back to win the second main. Unfortunately for "the cat" he broke his truck early on in the third main and Torry went on to win a deserved National Title.

In the Juniors Class, it was Drew Loftus who was the Top Qualifier and eventual winner. Drew was running lap times that would have easily put him very high in the 2WD Stock class. Nine-year-old Keith Hadley finished second overall, and with the look of these drivers in the Juniors class, we are going to have some great racers in the future.

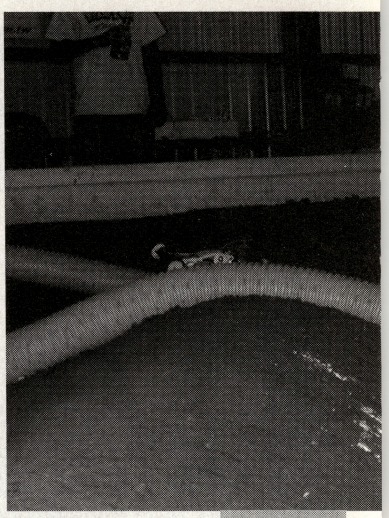
With some people blaming the low turnout to Fathers Day, and other races going on at the same time in nearby regions, it was still a excellent event and the club did a great job. Everything went smoothly and everyone seemed to like the handout tire rule. Congratulations to the new ROAR National champions and to the club for putting on an outstanding event.



2WD Stock A-main winners.

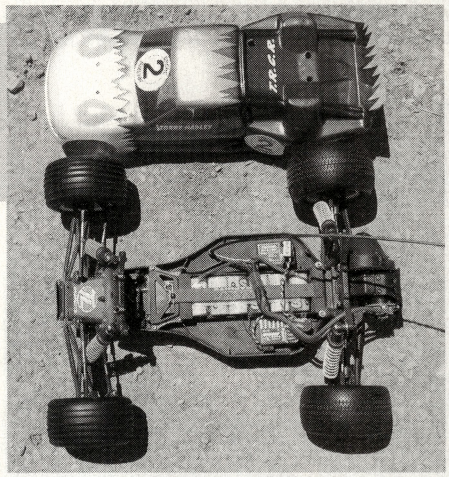


Jason LaDow's winning Triple-X KE.





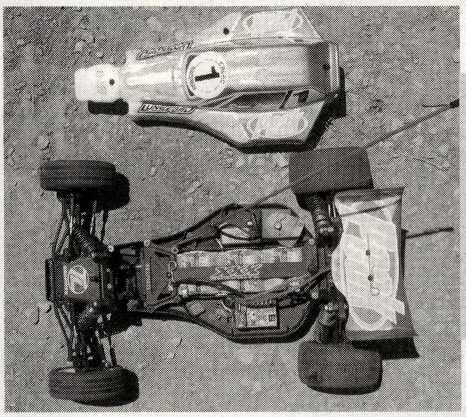
Stock Truck A-main winners.



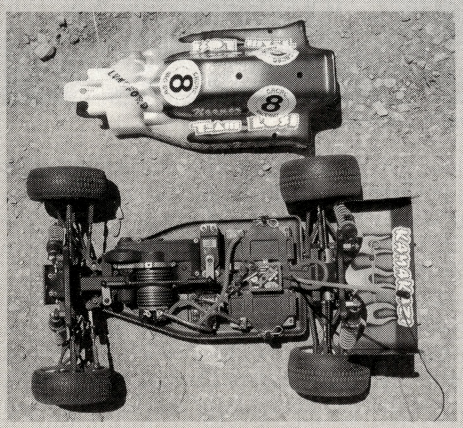
Torry Hadley's winning Triple-XT.



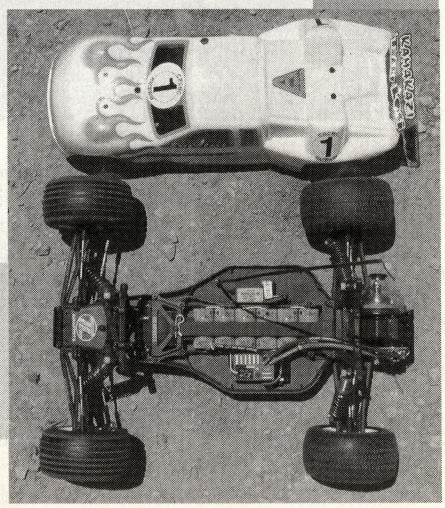
4WD Stock A-main winners.



Drew Loftus' winning Triple-X KE.



Johnathon Noon's winning XX-4 WE



Eric Clark's winning Triple-XT.◆



ROAR STOCK NATIONAL RESULTS

2WD Stock

Fin.	Qual.	Name	State	Chassis	ESC	Battery
1	1	Jason Ladow	OH	Triple-X	LRP V7.1	Peak Powerflo
2	3	Curtis May	OH	Triple-X	LRP V7.1	Kamikaze
3	4	Pete Toft	OH	Assoc. B3	GM V12	GM VIS
4	2	Eric Clark	OH	Triple-X	Novak C2	Kamikaze
5	6	James Schlick	NY	Triple-X	Novak C2	Trinity

Stock Truck

Fin.	Qual.	Name	State	Chassis	ESC	Battery
1	1	Eric Clark	OH	Triple-XT	Novak C2	Kamikaze
2	5	James Schlick	NY	Triple-XT	Novak Cyclone	Kamikaze
3	6	Jose Zayas	NM	Triple-XT	LRP V7.1	Gonzo HV
4	2	Jason LaDow	OH	Triple-XT	LRP V7.1	Peak Powerflo
5	3	Jonathon Noon	NY	Triple-XT	GM V12	Kamikaze

4WD Stock

Fin.	Qual.	Name	State	Chassis	ESC	Battery
1	8	Jonathon Noon	NY	XX-4	GM V12	Kamikaze
2	2	Oppie	MI	XX-4	LRP Quantum	Fast One's
3	1	Tony Hines	OH	XX-4	Tekin G10	SMC
4	3	Mike Denys	NY	XX-4	Novak Cyclone	Kamikaze
5	7	Earl Valles	CA	XX-4	Novak Cyclone	Integy

Master Truck

Fin.	Qual.	Name	State	Chassis	ESC	Battery
1	2	Torry Hadley	WA	Triple-XT	Novak Cyclone	World Class
2	1	Matt the Cat	OH	Triple-XT	Novak C2	Kamikaze
3	3	Rich Bronson	OH	Triple-XT	Novak Cyclone	Trinity
4	7	Bill Stevenson	OH	Assoc. T3	Novak Cyclone	Trinity
5	5	Earl Valles	CA	Assoc. T3	Novak Cyclone	World Class

Junior Stock

Fin.	Qual.	Name	State	Chassis	ESC	Battery
1	1	Drew Loftus	IN	Triple-X	LRP V7.1	Peak Powerflo
2	2	Keith Hadley	WA	Triple-X	Novak Cyclone	World Class
3	3	Jacob Delano	OH	Assoc. B3	LRP V7.1	World Class
4	4	Alex Williams	PA	Triple-X	Novak Cyclone	GM
5	6	Sam Crouse	OH	Triple-X	Novak Cyclone	Trinity

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•

Increases RPM s, horsepower and torque

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Maximize the power and performance of your motor

POWER MATRIX:

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- Enhances current flow from brushes to comm.
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DT-10

1/10 SCALE 2WD NITRO STADIUM TRUCK

Available either Almost-Ready-to-Roar (90% Assembled with Engine) or Ready-to-Roar (100% Assembled with Engine & Radio)



DT-10 SC
* 1/10 off-road, sport, 2WD stadium truck.
* 100% or 90% factory assembled (90% without radio).
* Factory painted Ford F-150 Lexan body.
* 4 large capacity, oil filled, composite shocks.
* Double deck T6 aluminum chassis.
* 30 degree front kick-up.
* Strong, fiberglass reinforced composite parts.
* Adjustable fr/rr camber and fr toe-in.
* Single disc brake system.
* Durable gear differential.
* PRO-15BX(P) pull-start engine.
* Performance manifold & tuned pipe.
* Oil filled composite shocks.
* Rear dog bone and drive axle.
* Standard 1/10 stadium truck tires.

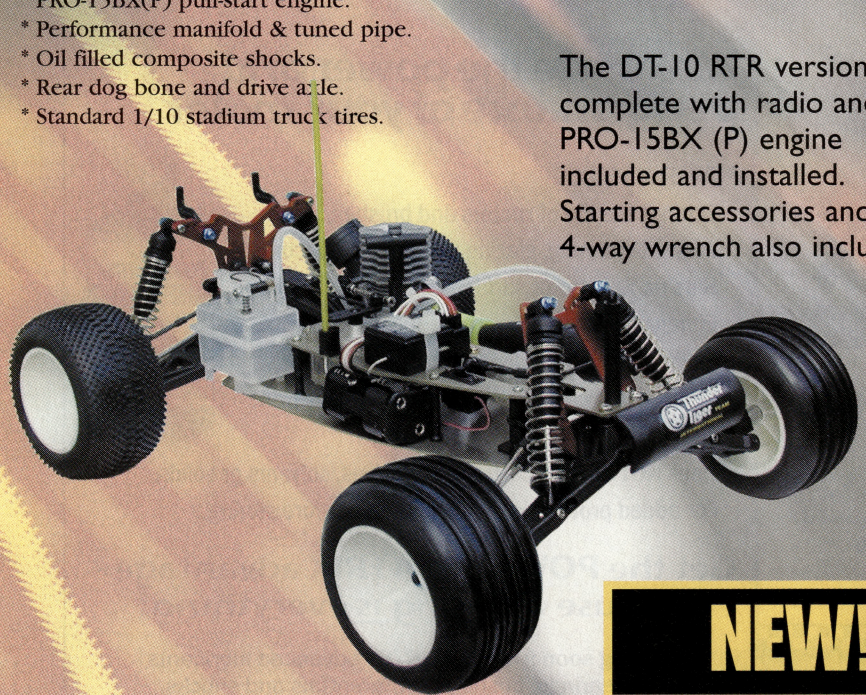
Specifications:

Length:	400mm
Width:	315mm
Height:	200mm
Wheelbase:	290mm
Weight:	1800g, dry

STREET
$189.99
ARTR

STREET
$249.99
RTR

The DT-10 RTR versions are complete with radio and a PRO-15BX (P) engine included and installed. Starting accessories and 4-way wrench also included.





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SSR

1/10TH 4WD NITRO RALLY CAR

STREET $214.99 ARTR

STREET $349.99 RTR

Specifications

Length:	390mm
Width:	260mm
Height:	160mm
Wheelbase:	275mm
Weight:	1800g, dry

Available either Almost-Ready-to-Roar (90% Assembled with Engine) or Ready-to-Roar (100% Assembled with Engine and Radio)

THE THUNDER TIGER SSR

In the tradition of the race track proven EB4, Thunder Tiger has released this quality 1/10th Scale 4WD rally car that gives an absolute maximum performance and durability for a meager minimum outlay of time and money.

Check out the features on this machine:

NEW!

Peugeot



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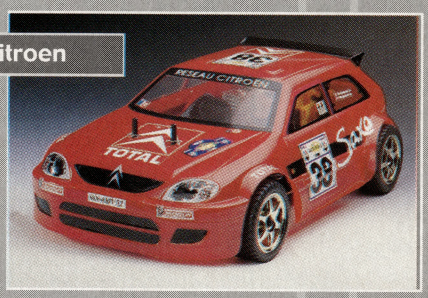

- 90% factory assembled.
- Three Lexan body styles:
  - Citroen Saxo
  - Peugeot 206
  - Subaru Impreza.
- Double wishbone suspension, front / rear.
- Oil filled composite shocks.
- Universal drive shaft, front.
- Dog bone and drive axle, center / rear.
- 2-speed transmission.
- Gear differential, front / rear.
- Single disc brake system.
- Sealed receiver box.
- PRO-15BX(P) pull-start engine.
- Performance manifold & tuned pipe.
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Thunder Tiger TEAM INTERNATIONAL



MRC/Academy STR-4 Pro

Several years ago, MRC introduced its first 4WD electric touring car to the U.S. market. Manufactured by Academy Models in Korea (a company with which MRC has a long-standing relationship), the STR-4 bore a suspiciously close resemblance to the yet-to-be-released TC3 from Associated. It was obvious that the STR-4's designers were, to say the least, "inspired" by early photos of Associated's groundbreaking sedan. Industry insiders used to joke that Academy came out with a TC3 before Associated did!

Aside from a few passing remarks regarding the two cars' similarity, no one really condemned the STR-4 or its makers, as the car was not meant for serious competition and was not targeted at the same customer as the TC3. If imitation is the sincerest form of flattery, then Academy had paid Associated a huge compliment. Of course, Associated itself took a lot of heat from critics when it revealed that the TC3 would have a shaft-driven drive train similar in layout to that of the now-defunct Tenth Tech Predator—but that's another story.

By importing the STR-4, MRC enjoyed moderate success as the car represented quite a good value, and it wouldn't be unfair to say that its similarity in looks to the TC3 had something to do with it. During the 2000 Model Hobby Show in Chicago, MRC's Vice President Akiko Kimura gave us a quick glimpse of a pair of updated STR-4 prototypes; one a sport-level kit and the other a full-race version that looked very promising. Over the past year, we have kept in touch with Akiko regarding the production status of the new STR-4, and perhaps it was due to our constant interest (or our consistent whining), but lo and behold, a hot-off-the-presses STR-4 Pro kit arrived at our doorstep in time for this month's deadline.

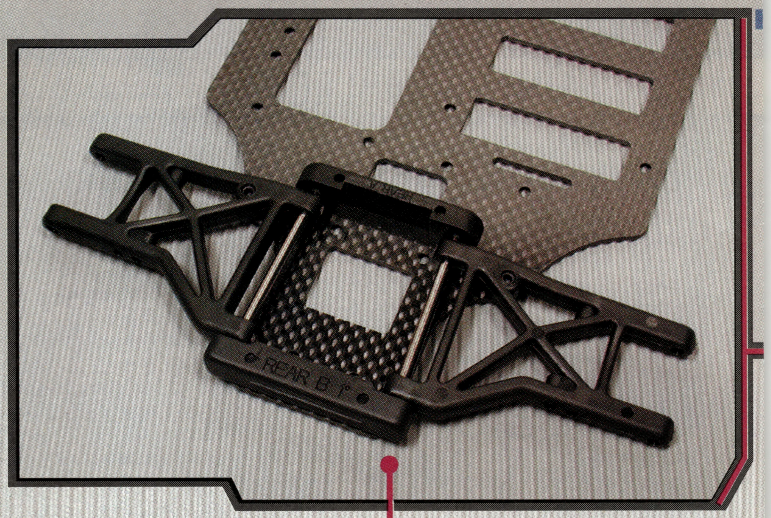
NO LONGER RELEGATED TO THE SPORT CATEGORY

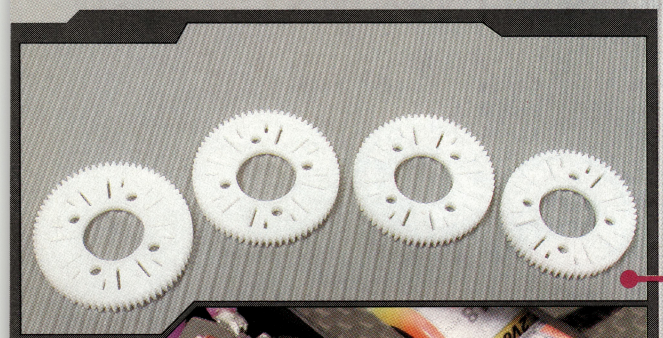


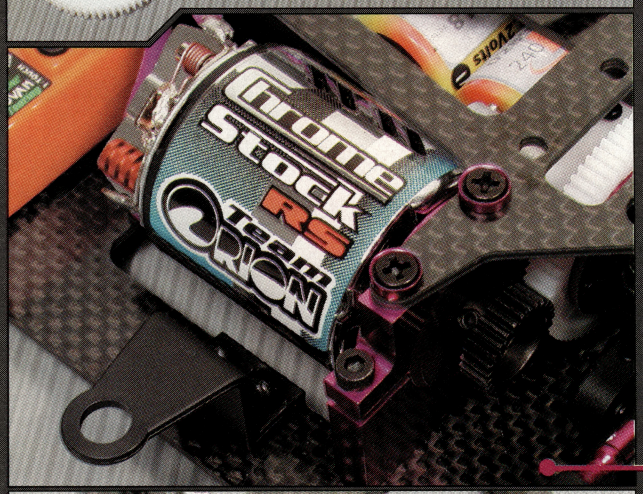
MRC/Academy STR-4 Pro

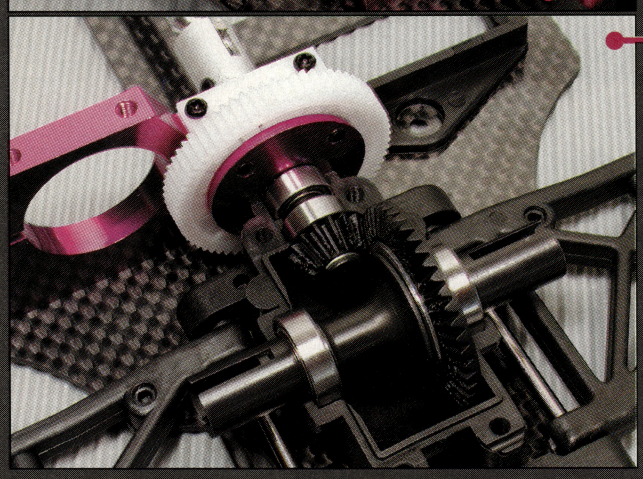
OUTSTANDING FEATURES

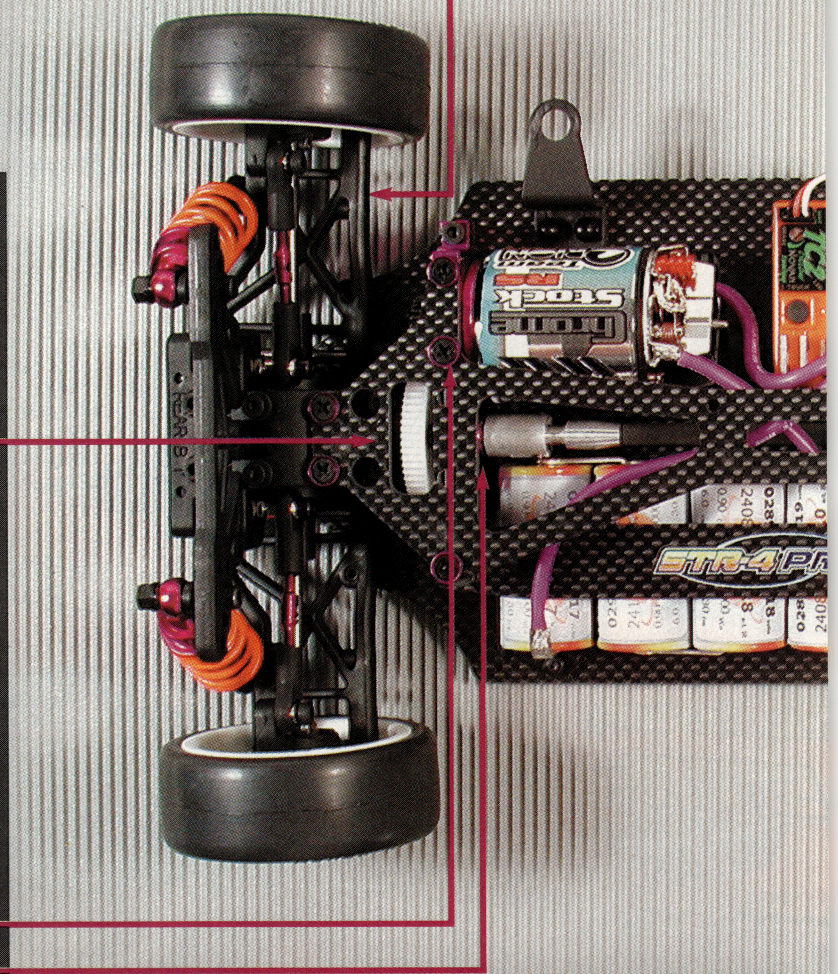
The original STR-4 was available pre-built and with a molded-tub chassis. The new version can be had in Pro or Sport versions, both of which come as unassembled kits based on dual-deck chassis. Our Pro kit came with every hop-up imaginable, including a beautifully finished graphite chassis, which includes a one-piece lower plate with a two-piece upper deck to add stiffness. The chassis pieces are tied together with aluminum standoffs that have been anodized in brilliant purple. In fact, all of the car's aluminum bits are purple-anodized.







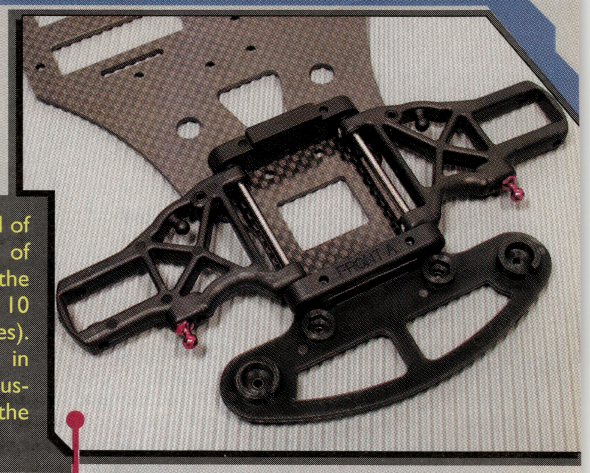




The full-time 4WD system looks very similar to that of the TC3, which is a good thing because that car has received innumerable praises for its efficiency. Molded gearboxes reside at either end of the chassis. Contained within these 'boxes are bevel-gear driven ball differentials that transfer power to the wheels. The diffs use rather heavy steel outdrive cups as did the original TC3. Associated has since switched to lightweight molded cups, and this is a change we'd like to soon see in the STR-4, as the stock diffs felt rather heavy.

Connecting the gearboxes falls on the shoulders of a solid graphite driveshaft that's capped with aluminum dogbones. The center shaft is driven by a molded nylon spur gear (four different gears are included for your preference) and is held taught by a spring. To remove the driveshaft, just compress the spring and the shaft pops right out. A purple-aluminum, clamp-style motor mount provides plenty of cooling and makes gear-mesh adjustment a snap.

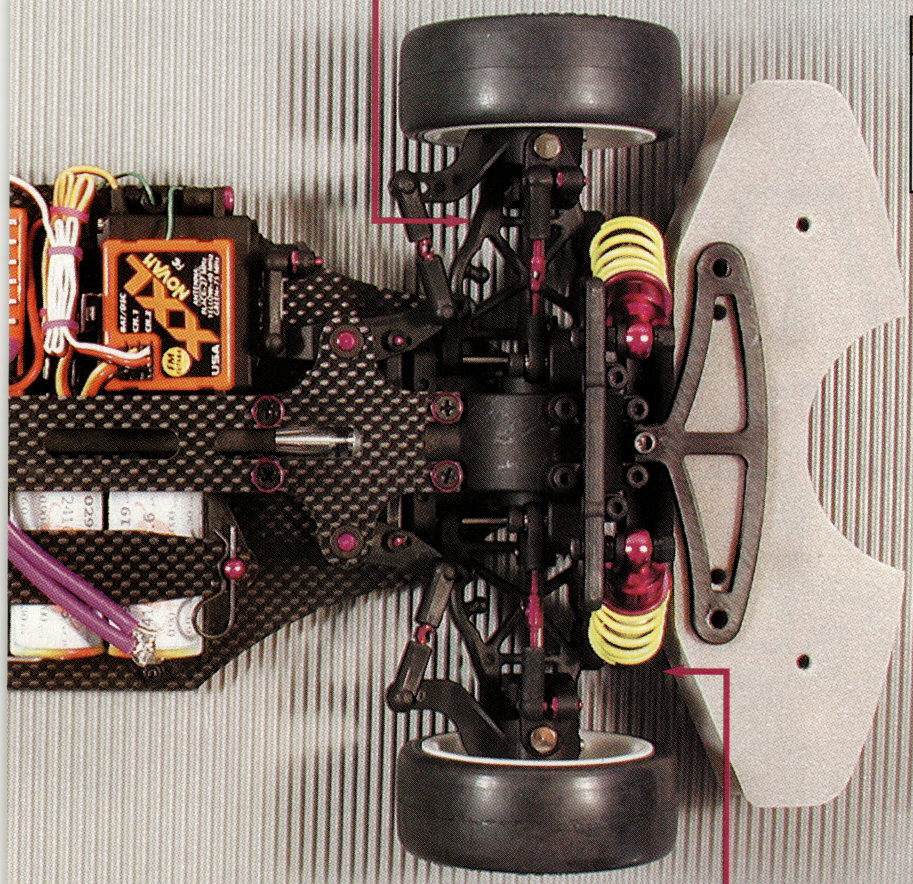
Finishing out the drivetrain is a set of four high-quality steel universal driveshafts, which efficiently channel the power to the wheels even under the stress of the steering and suspension's movement.

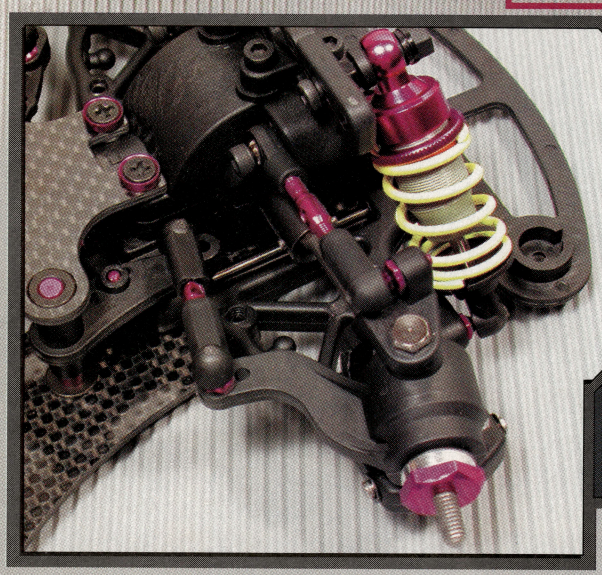


The four-wheel independent suspension is molded of light-yet-stiff nylon composite, and uses a series of reversible mounting blocks to allow adjustment of the car's front-end caster (ranging between 5, 7.5 and 10 degrees) and rear-end anti-squat (either 1 or 2 degrees). Another welcome feature is the use of setscrews in each lower arm that allow you to set the amount of suspension droop without the need to disassemble the shocks to install limiting spacers.

TEST EQUIPMENT

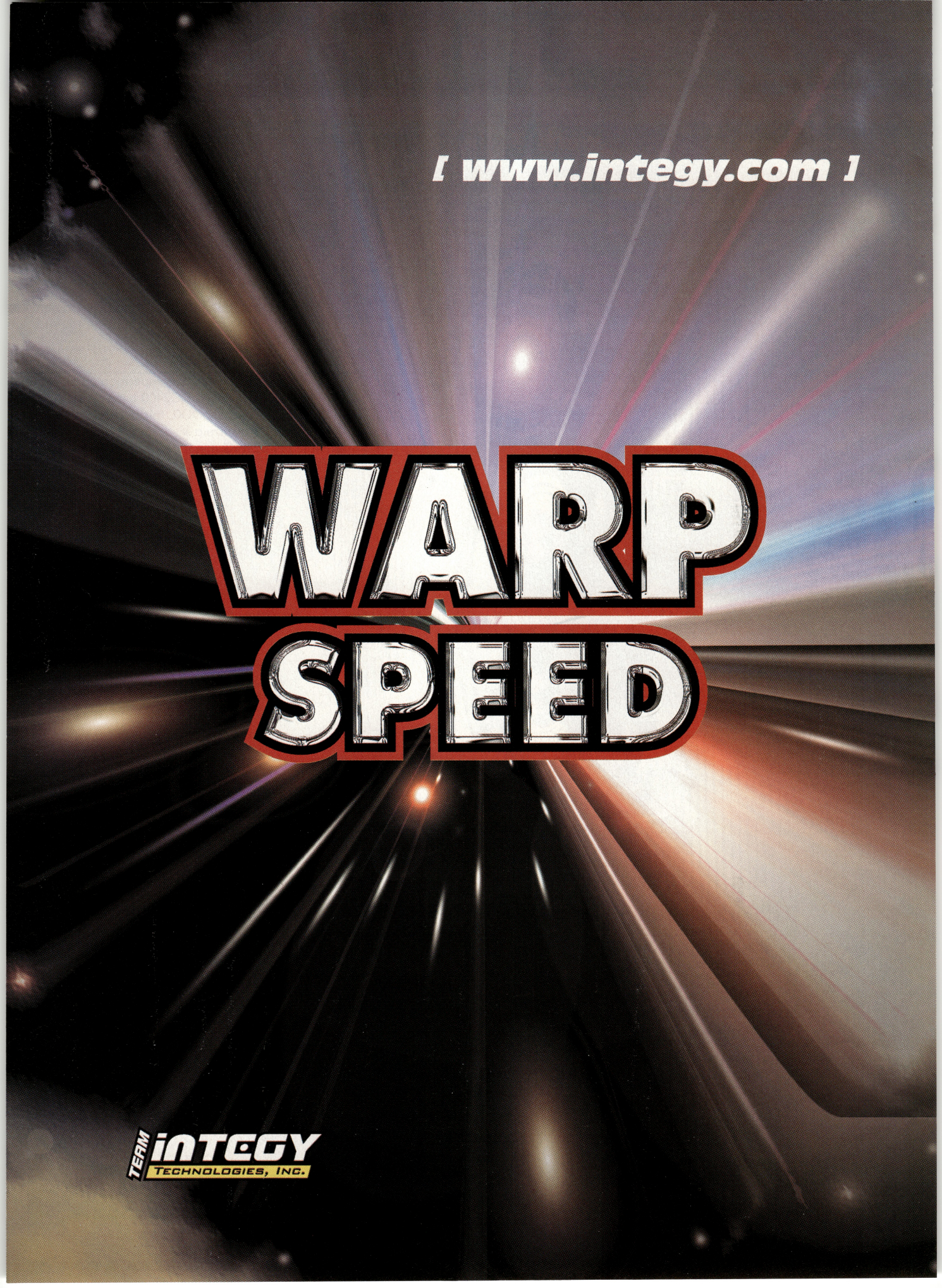
- Team Orion Chrome RS competition stock motor.
- Nuclear Power Sanyo RC2400 battery pack.
- Novak TC2 ESC and XXL micro receiver.
- Futaba 3PJ-S transmitter.
- Hitec HS-625MG metal-gear servo.





Speaking of shocks, the STR-4 Pro comes with some of the nicest ones we've seen. Inside the hard-anodized aluminum reservoirs are precise Teflon pistons and shaft-guides, along with rubber bladder-style cap seals. The outside of the reservoirs are threaded, and setting the spring pre-load couldn't be easier, thanks to knurled adjustment nuts. Topping off these quality dampers are purple-aluminum caps that have built-in bleed holes for perfect rebuilds every time.

The only criticism we have of the shocks is that the pre-load nuts don't have O-rings, so they can loosen from vibration, and that three of the four pre-built shock seals caused the shocks to stick. We had to remove those seals and ream the shaft guides slightly to fix this.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MRC/Academy STR-4 Pro

REPORT CARD

Test location: Ventura Roadrunners, Camarillo, CA.
Track type: Asphalt roadcourse. Surface clean and sprayed with traction additive

Low-speed steering: B

On treated asphalt, the stock tires provide decent bite, but made the car feel a little unstable. Low-speed steering was strong, and the car felt responsive. One thing that kept springing to mind was the feeling that the car's drivetrain was heavy. The car wanted to slow down too much in the turns. We were using a Team Orion Chrome RS stock motor, so we bumped-up the throttle trim to eliminate the braking effect of the motor. This helped a little, but the STR-4 still had a tendency to slow too much in the turns. We eventually learned to keep partial throttle applied as soon as the car entered the turn.

High-speed steering: B-

Again, the STR-4's tendency to scrub speed in the turns perplexed us. The car felt very good everywhere else on the track, but we continuously lost ground to other cars when entering fast turns, so we decided to install an Orion 10-turn double mod motor to see if this would help the car carry more speed.

The additional horsepower and reduced braking effect of the mod motor definitely helped. Turn-in stability was improved (because there was less drag brake to unload the rear tires) and the car drove much smoother.

Acceleration: B-

Again, we were puzzled by the STR-4. The car was responsive to throttle input, and picked up speed quite quickly. Top speed was also good. But we could never really lose the feeling that the drivetrain was heavy. We would really like to try this car with lightweight molded or aluminum diff outdrives. We think they'd make a big improvement.

Braking: B+

As the STR-4 has full-time 4WD, braking performance, as expected, was excellent. Grab all the brakes you wanted from any speed and the STR-4 would dive down on its front wheels, yet never pull to one side. Late-braking, or braking as the car enters a turn, was also good. Overall, the STR-4 was very stable under braking.

Straight-line tracking: B+

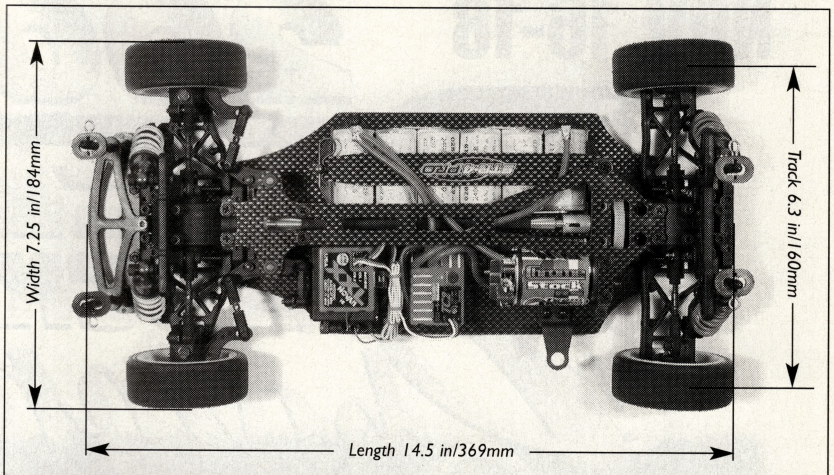
The STR-4's steering bellcranks are of good quality, but we couldn't quite get them to pivot as freely as they should have been. Because of this, and the geometry of the steering linkage, it was next to impossible to set the trim so that the car tracked perfectly straight with any consistency.

Adjustability: A

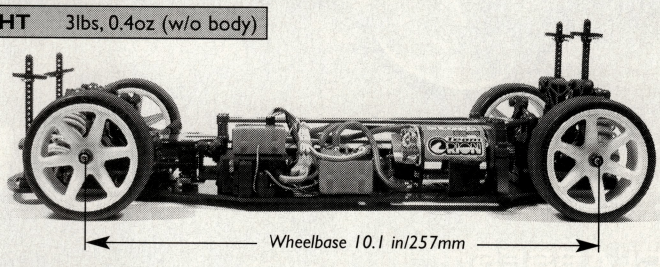
The STR-4 chassis is as adjustable as anything on the market. During our test, we only scratched the surface of its tuning potential. Optional arm mounts further increase tuning options, offering adjustments for rear toe-in and anti-squat, as well as front caster.

Durability: A-

As mentioned before, the STR-4 is a very high-quality kit. All of the chassis and suspension parts are beefy and should withstand quite a bit of abuse. The only possible weakness we can see are the aluminum turnbuckles, which will definitely be the "weakest link" when the car suffers a major crash.



WEIGHT 3lbs, 0.4oz (w/o body)



SPECS

TYPE	1/10-scale electric touring sedan
PRICE	Available at $219.99 (approximate "street" price)
CHASSIS	
Type	Lower plate with upper stiffening deck. Aluminum standoffs
Material	2mm-thick graphite
SUSPENSION	
Type	independent lower A-arms with adjustable upper camber-links
Damping	Threaded-aluminum oil-filled shocks with Teflon pistons
TRANSMISSION	
Type	Dual-belt driven 4WD. Front and rear ball diffs
Drive shafts	Steel universal-joints
Bearings	Metal-shielded ball bearings

FINAL SCORE

Highs: Everybody who had seen the STR-4 Pro commented on cool this car looks. We agree; the parts are of the highest quality. Racers will appreciate the STR-4's parts' list—it's all there (with the exception of lighter diff outdrives and maybe a front one-way). Great instruction and a low street price.

Lows: Heavy drivetrain, aluminum turnbuckles (we would have preferred steel or better yet, titanium), sticky shock seals.

The Verdict: Is MRC going after the racing market, or have they just produced a sport-level car that looks like it should be at the world championships? We can say that the STR-4 Pro is the most competitive car MRC has ever produced. It certainly has the "right stuff" to win races, it just needs further refinement and track-testing. For the price, however, you won't find another sedan with nearly as many high-end features.

SOURCES

Futaba, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008
MRC, 80 Newfield Ave., Edison, NJ 08818 • (732) 225-2100; fax (732) 225-0091
Novak Electronics, Inc., 18910 Teller Ave., Irvine, CA 92612 • (949) 833-8873; fax (949) 833-1631
Nuclear Power, by Competition R/C Imports, 10236 152nd St., Surrey, BC Canada V3R-6N7 • phone (604) 930-8080; fax (604) 930-7883
Team Orion, 22601 LaPalma Ave., Suite 103, Yorba Linda, CA 92887 • (714) 694-2812; fax (714) 694-2815

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1/10 Factory Gas Truck

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Saturday: Practice 6-8AM, Racing at 9 AM, 2 rounds of Qualifying
Sunday: Practice 6-8AM, Racing at 9 AM, Main Events

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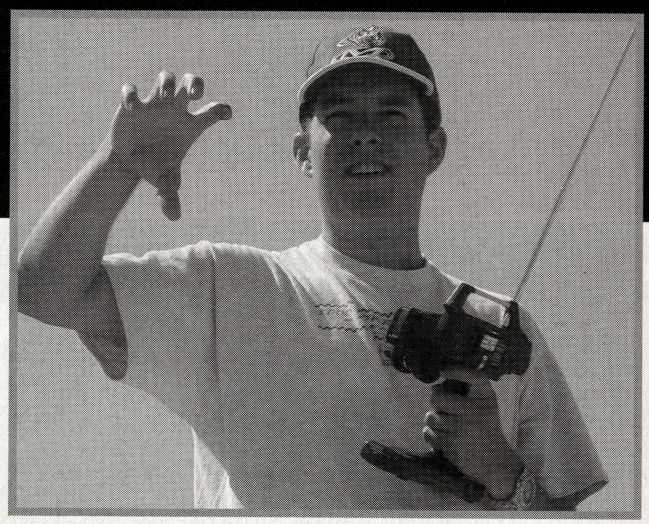
DRIVERS' STAND SEMAPHORE

Your guide to a racer's hand signals

If you've spent enough time at the track (as we have), you'll have developed a keen sense of driver/pit person or driver/turn-marshall communication. Often subtle (but more often not-so-subtle), these carefully choreographed combinations of hand gestures, which are often used in conjunction with loud verbal taunts, can enable the driver to tell the pitperson when he plans on coming in for a pit stop, or to richen-up the engine's high-speed needle. Using this method of hand/mouth reassurance can also be used to quicken the pace of a turn-marshall in the event that he has forgotten the cardinal rule of his post: "never look at the race, only concentrate on your stretch of track".

Here is our guide to R/C's most commonly used hand-signals, and what you should do in the event one of them is directed toward you!

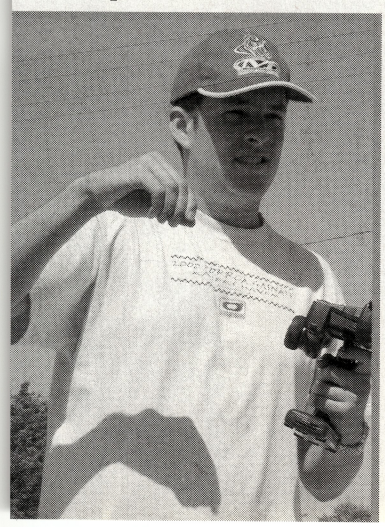
PART ONE: DRIVER TO PITPERSON COMMUNICATION



The Signal: The driver raises his arm and positions his hand so that it looks as if he is holding and pouring a soda can. He may also add a squeezing effect for extra clarity.

What It Means: "Fuel me up!"

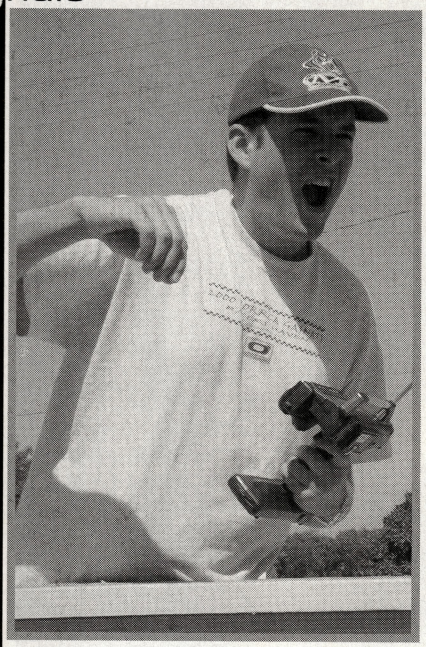
What You Should Do: Watch for the driver's car or truck to enter the pits, then top off his fuel tank using the appropriate fuel.



The Signal: The driver raises his arm as before, but this time it looks as if he is holding a much smaller fuel bottle and is giving it a twisting motion.

What It Means: This gesture can either mean that the driver wishes you to "lean" or "richen" the carb's high-speed needle setting.

What You Should Do: Pay careful attention to the direction in which the driver is twisting his wrist. If it looks as if he is turning the imaginary screwdriver in a counterclockwise direction, he wants you to richen the carb. A clockwise direction means that you should lean the carb slightly.



The Signal: The driver motions as before using an imaginary screwdriver, but this time his elbow, forearm and the right side of his upper body are emphatically brought into the movement.

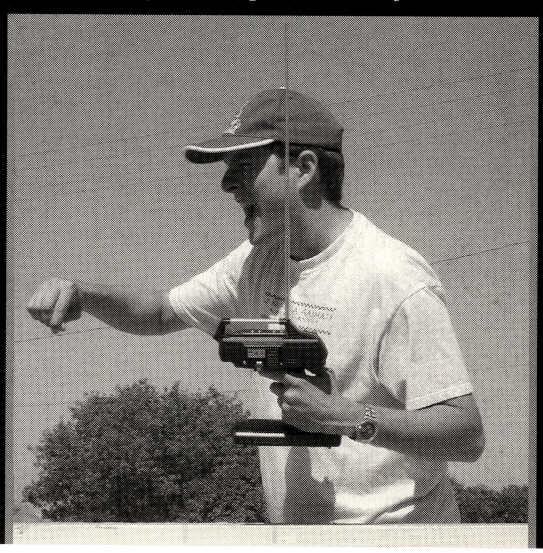
What It Means: Obviously you turned the needle adjustment in the wrong direction, you idiot.

What You Should Do: When the driver re-enters the pit lane, try to remember how much you richened or leaned the needle the last time, and turn the needle a bit more but in the opposite direction.

The Signal: The driver still motions for you to do something with a screwdriver, but this time his mouth is open and he is trying to yell something to you, but his voice is drowned out by the exhaust notes of 10 nitro cars. He may also begin to jump up and down on the driver's stand in an agitated fashion.

What It Means: "I can't believe how stupid you are! I gave you simple instructions and you couldn't even follow them. Why on earth did I pick you, you moron, to pit me?"

What You Should Do: If the driver is a relative, try to forgive him and make the correct carb adjustments. If the driver is a friend, squint and make a confused face and shrug your shoulders as you put his car back down on the track without making any adjustments. If the driver is only an acquaintance, you may signal back to him in a manner you feel is appropriate, and walk back to your own pit table. Your job is done.



PART TWO: DRIVER TO MARSHALL COMMUNICATION

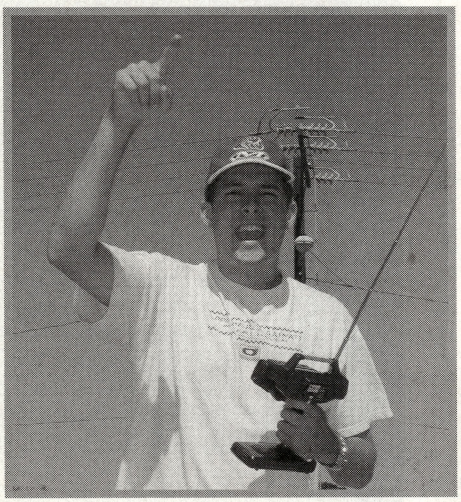
The Signal: You see one of the drivers looking directly at you as you turn-marshal. He is making eye contact with you, but is pointing to a point on the track near where you are standing.



What It Means: "Excuse me, but I have crashed very close to your position, although I'm a bit worried that you haven't yet noticed my predicament."

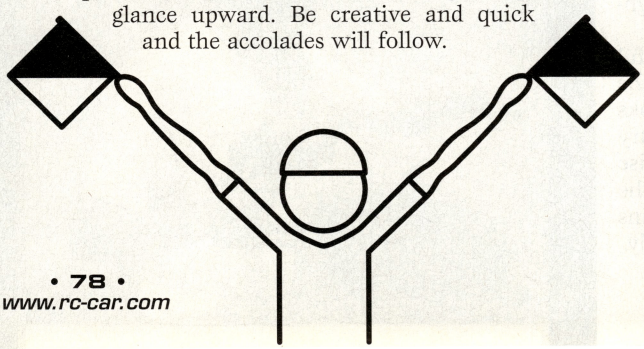
What You Should Do: Quickly scan the immediate area for any cars in need of your marshaling skills. You're only human and you might have missed a crash. Do your best to get that car upright and on its way.

The Signal: The driver signals to you as before, but this time, his pointing motion has an "up and over" movement.



What It Means: More than likely, the driver has put his car somewhere out of plain sight, such as over a track wall or into a ditch.

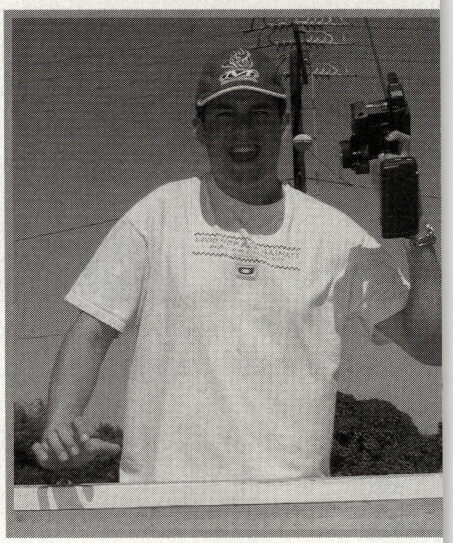
What You Should Do: Try to think "what would Angela Lansbury do in a spot like this?" Look for any walls or holes large enough to conceal an R/C car. Likely, this is where you'll find the vehicle in question. If there are shrubs or trees present near trackside, never fail to give a quick glance upward. Be creative and quick and the accolades will follow.



DRIVERS' STAND SEMAPHORE

The Signal: The standard marshal signals, as described previously, are preceeded by a loud "thwap" as the driver bangs his palm down on the drivers' stand railing to get your attention.

What It Means: "I really hate to take you away from your Filet-o-Fish, good fellow, but could you please pay attention to the job at hand?"

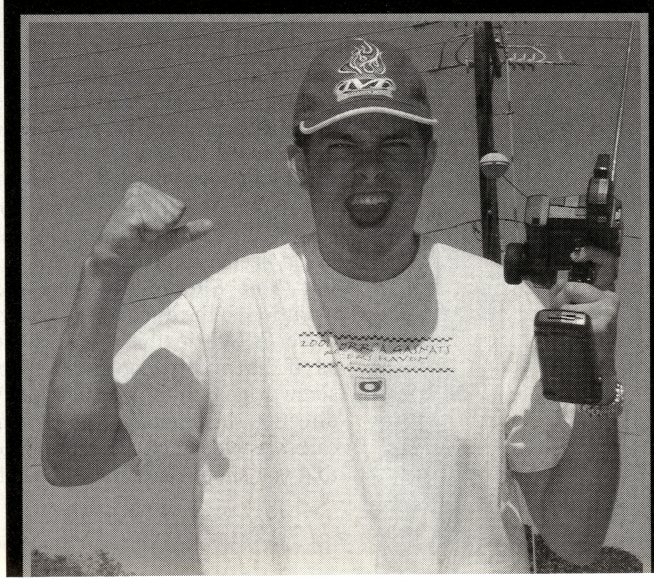


What You Should Do: Put down your food (if it's really good food, then you should just switch it to your "bad" hand) and flip the guy's car back on its wheels before he comes down and does it himself. Which would have probably been quicker. After all, you hadn't eaten since the early morning signups.

The Signal: The driver repeatedly bangs his hand down on the railing, but rathing than pointing, he has balled his hand into a fist and is shaking it at you (yes, you!). His mouth is moving, but it's going too fast for you to make out what he's trying to say (there are a lot of consonants, however). His eyes may or may not be bulging in their sockets, although he has likely turned at least one or two shades of red.

What It Means: "You, you! I know where you live. You're not going to get away with this. How you figured out how to get to the track in the first place must have been a miracle. Pray that I don't marshal your race!"

What You Should Do: Get the guy's car quickly. Run back to your pits before he figures out where they are, pack up and go home. ◆



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EVADER ST

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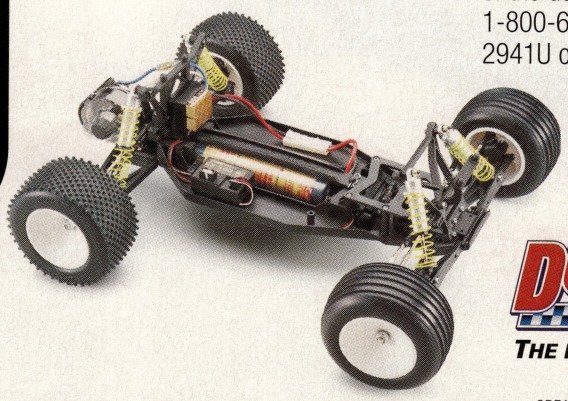

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ROAR OFF-ROAD

Even Mother Nature couldn't stop this race!

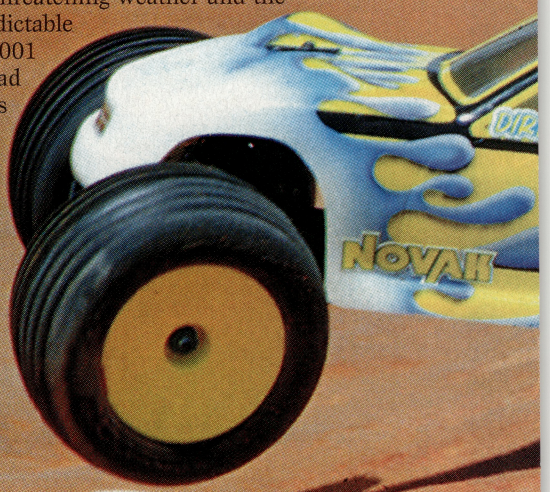
by Frank Masi

This year's ROAR Modified Nationals reminded me of several important facts. First, I remembered why I had decided to live in Southern California; I had forgotten how tough the East Coast weather could be. When they say it's not the heat but the humidity that gets you, they know what they're talking about. And lest I had forgotten that Nature still holds all the aces, violent thunderstorms, which seemed to roll-in every day at exactly 3:10 p.m., served as an ample reminder.

I was also reminded that Brian Kinwald is still a notch above his competition, as evidenced by his utter domination during qualifying. The only driver capable of beating Kinwald seems to be teammate Matt Francis. When Matt is on his game, as he was this year, he has proven that he can win against BK in a heads-up race. No one else in the field can make that claim.

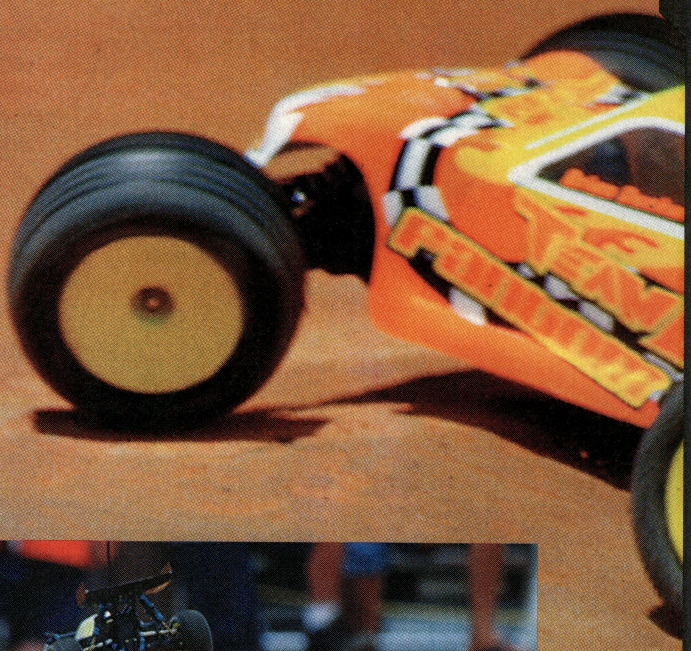
Finally, I remembered that ROAR serves more purpose than to just collect dues from its membership and to hand out national titles. This year's Mod Nats marked the debut of three significant changes to the standardized racing format. This was the first year that the duration of the qualifying and main events would be five minutes long instead of four (thanks to improved battery technology). This was also the first time that handout tires were used for a sanctioned national championship off-road event. And this year's nats featured experimental "demonstration" classes in which a 19-turn motor limit was imposed. Whatever the outcome of these changes, at least ROAR is making an effort to change with the times.

So despite the threatening weather and the likelihood of a predictable outcome, the 2001 ROAR Off-Road Modified Nationals had all the makings of a memorable event. Any time the best off-road racers in the U.S. gather in one spot, would you expect anything less?



MODIFIED NATIONALS







Epic: Matt Francis chases down Brian Kinwald in the 4WD Mod class. Both were driving Trinity-powered Team Losi XX-4s, and were untouchable.

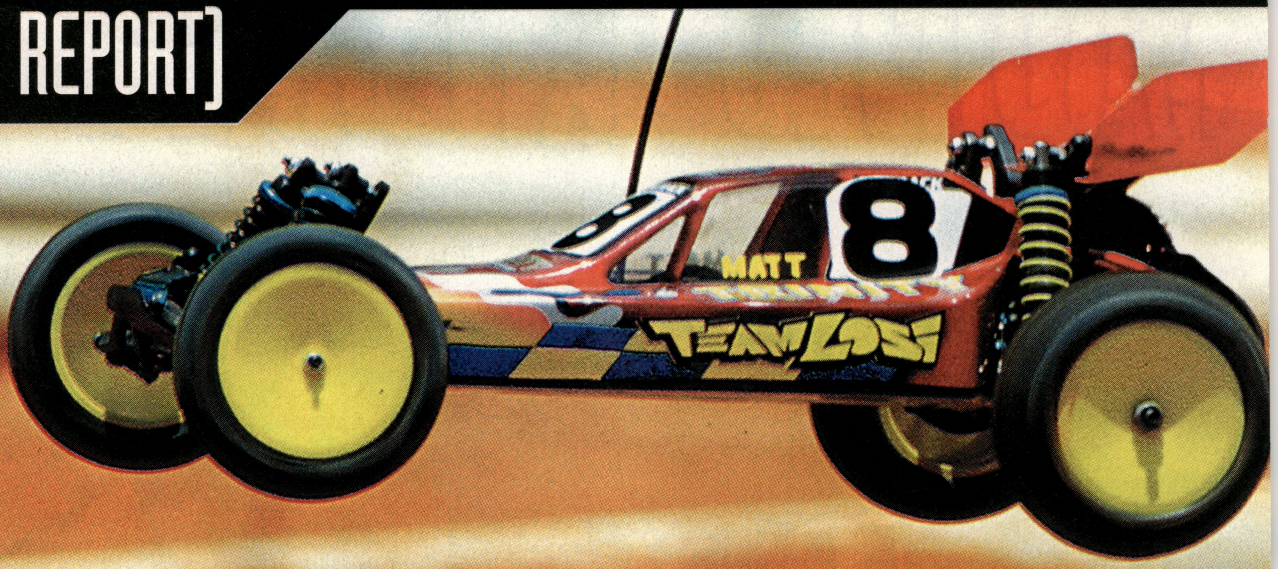


Kinwald put on a driving clinic in the third and final 4WD A-main, turning the quickest laps of the event.. Here, he puts a move on Travis Amezcua that is still making the Peanut's head spin.

Team Associated/Reedy's Billy Easton lost the Truck class title by a mere 3 points. When Billy is "on", he is as quick as anyone, including Kinwald and Francis, as he proved in Florida.



[RACE REPORT]

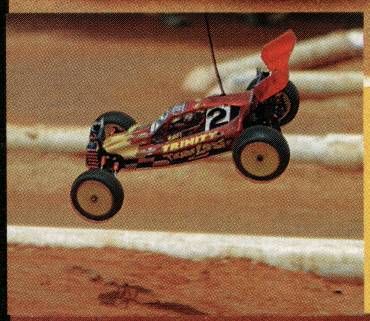


MOD TRUCK

Despite the dominance he displayed in qualifying, pole-sitter Brian Kinwald did not have an easy time of the mains.

During the first of the three A-mains, Kinwald got off to a clean start, but an early tangle with Matt Francis allowed Team Associated/Reedy's Mark Pavidis to take the lead. Pavidis looked strong enough to hold his position to the checkered flag, but, to the disbelief of the crowd (and to the disappointment of the Associated fans trackside), he clipped a pipe on the second-to-last turn before the finish line, which allowed Francis to go by for lead. Pavidis dropped down to third (behind teammate Billy Easton), but still managed to beat Kinwald, who had been having a rough time of it back in the pack (a position the former World Champ isn't accustomed to).

In the second main, Kinwald again shot out to a brilliant holeshot, but pressure from Francis would force Kinwald into making a rare mistake, which again dropped him into the clutches of the pack. Francis would hold on to his lead to take the win, and with two first-place finishes, the 2001 ROAR national championship. Easton again crossed the line in second. Kinwald, who was getting no respect on the track, decided to pull off for a lap to regain his composure.



He might have had a number 2 on his Team Losi XX-4, but Matt Francis proved he was number 1 in the mains.

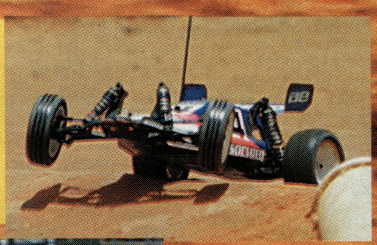


Take one 72-inch projection TV, add one Playstation2 (courtesy of Schumacher's Paul Wynn), mix vigorously with ATV Fury, and you have a very popular in-the-pits pastime.

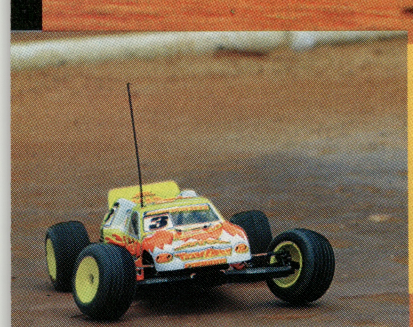
Pro-Line's "Chief Squirrel", Scott Hughes, looked fast, but crashes kept him out of the A-mains. Scott is a former national champion in the truck class.



Mark Pavidis enters the long front straight. Mark looked great all weekend with his Associated B3 and T3, but a few run-ins with pipes kept him from the winners' circle.



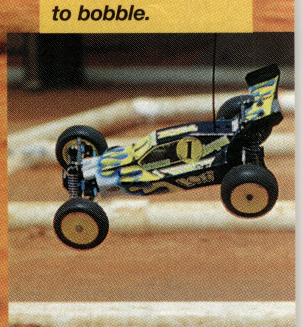
If qualifying times determined national champions, then Brian Kinwald would've won all three classes! The Dirtinator was on fire all weekend. Only pressure from teammate Matt Francis caused BK to bobble.

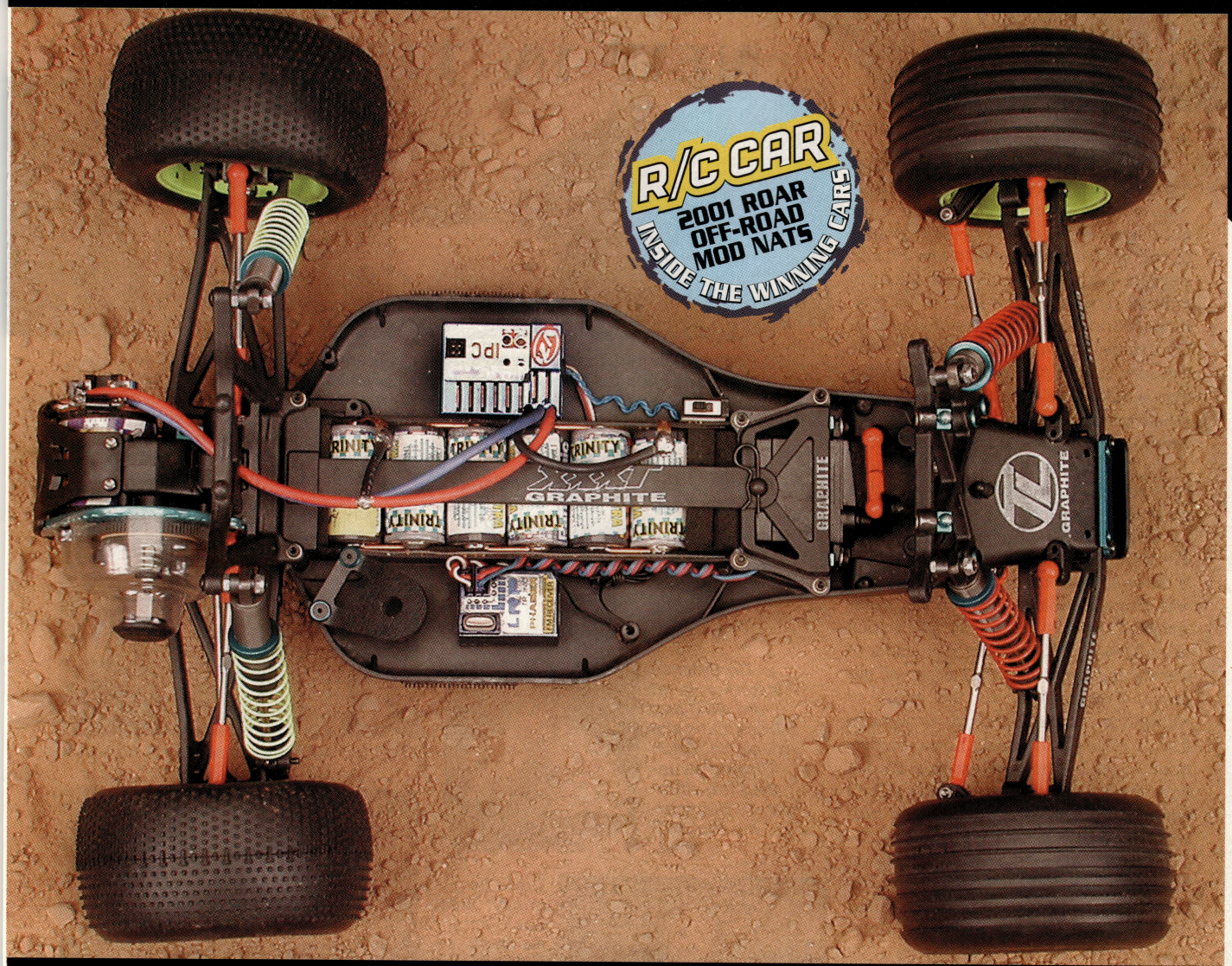


Brian Dunbar's Team Losi Triple-XT hooks-up through one of the track's tighter turns.



Gas racing legend Richard Saxton made a rare appearance at an electric race. The "King" looked good, but failed to finish in the top ten.





SUSPENSION	Front	Rear
Toe	0-degrees	3-degrees (at arm mount)
Ride height	Arms level	Driveshafts level
Camber	1/2-degree negative	1/2-degree negative
Front caster	Stock	N/A
Sway bar	None used	None used
Steering Ackermann	Outside holes in bellcrank	N/A
Camber rod location	Hole B in upright, hole 3 on bulkhead. 3 washers under ball-stud	Hole A in hub, hole three in shock tower
Spindle location	Bottom. 2 washers under spindle ball-stud	N/A
Rear hub spacing	N/A	Center
Rear pivot support	N/A	No. 2
SHOCKS		
Oil	22 1/2 wt.	25 wt.
Piston	No. 57 stock	No. 56 stock
Spring	Red	Yellow
Limiters	B-spacer inside	None inside, shock ends unthreaded 2 turns
Position	2 hole in tower, middle hole in arm	4 hole in tower, outside hole in arm
TRANSMISSION		
Outdrives	N/A	Stock steel
Gearing	N/A	21 pinion, 100 spur
TIRES		
Type	Losi Directional	Losi T-2000
Compound	Silver	Red
Insert	Stock	Trinity Bomb Two



DATA SHEET

- Driver: **MATT FRANCIS**
- TEAM LOSI TRIPLE-XT
- 2001 ROAR NATIONAL MODIFIED CHAMPION

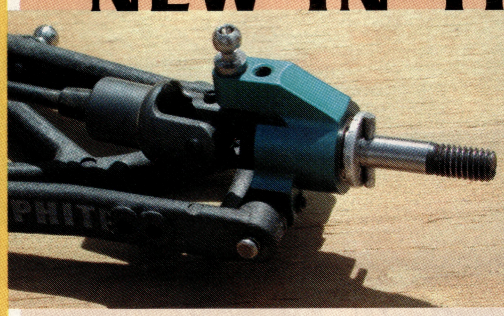
Additional details

Matt's truck uses all of Team Losi's graphite accessories, threaded aluminum shocks, and MIP steel CVD driveshafts. In addition, Matt placed his truck's batteries in the middle position of the battery compartment.

Equipment

- Trinity Panasonic 3000MAh batteries and a Trinity D4 10-turn double modified motor
- Airtronics M8 radio
- LRP IPC V7.1 ESC

NEW IN THE PITS



Matt Francis debuted Team Kinwald's new aluminum rear hubs for the Team Losi Triple-X. The ball-stud link allows for greater fine-tuning of the rear roll-center.



Team Losi/Peak's Jason Corl showed us this new pit table mat from Dirt Bagz. The mat folds up to easily fit in a toolbox, yet unrolls flat regardless of how long it's been folded. It's also impervious to molten solder and solvents.



Get Biffed: Team Biff Racing was in the house in Florida.



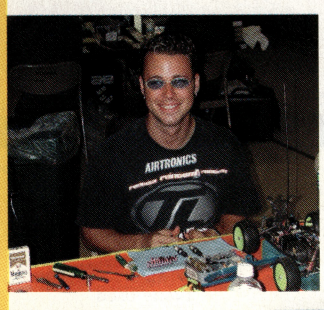
The 2WD Modified class top 10 finishers.



Confidence inspires: He let the 4WD and Truck titles slip away, but Brian Kinwald remedied the situation by dominating the 2WD class.



With temperatures in the 90s and humidity that would have wilted even Peg Bundy's hair, the indoor air-conditioned pits were much appreciated.



Gotta be happy: Team Losi/Fantom Racing's Brian Dunbar is all smiles after qualifying third in all three classes.

4WD MODIFIED

The 4WD class is often overlooked at many big races, but at the 2001 ROAR nats, it would provide by far the most exciting racing action. From the beginning of the first A-main, Kinwald and Francis staged a battle that would have put even a casual race fan on the edge of his seat. Kinwald looked to have the measure of Francis, but as with the truck class, the pressure forced Kinwald into a mistake that would cost him the lead. Francis rolled by unchallenged to take the win, with Kinwald in second and Brian Dunbar a slightly distant third (Kinwald and Francis had set an unbelievable pace that no one else seemed able to match).

The second main proved even more electrifying, as Kinwald and Francis quickly renewed their battle. As fast as Kinwald was, Francis looked to be a bit more dialed to the track, as he was able to pull up to Kinwald's bumper through some of the tighter turns. To the delight of the crowd, Francis dove to the inside of Kinwald at the end of the main straight to force a clean pass. Kinwald, not to be outdone, took the lead back less than one lap later. With Kinwald in the lead, and one lap left to go, all of us thought the race was over. That was until Francis somehow managed to get to the inside coming on to the straight. With only 20 feet to go, Francis got by to take the checkered flag and sew-up his second national championship of the day.

With Francis sitting out, the third main was a show of Kinwald's talent. Leading from the start, Kinwald bobbled and dropped back into he pack, allowing Travis "Peanut" Amezcua to take the lead. Turning the fastest laps of the entire event (dipping down into the 24-second lap times; the fastest to this point was a low 26-second lap), Kinwald battled back to take the win and secure a 1-2 overall finish for Team Trinity/Losi.





Washington State's own Scott Brown, a former national champion, is still fast and dead sexy.



Clockwork: As the ominous black clouds rolled in (as they did every day at 3:10), track workers rush to cover the dirt with tarps.

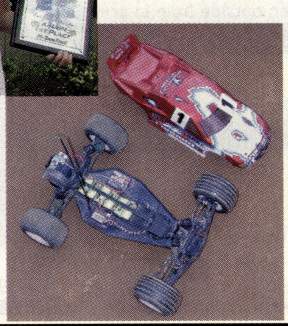




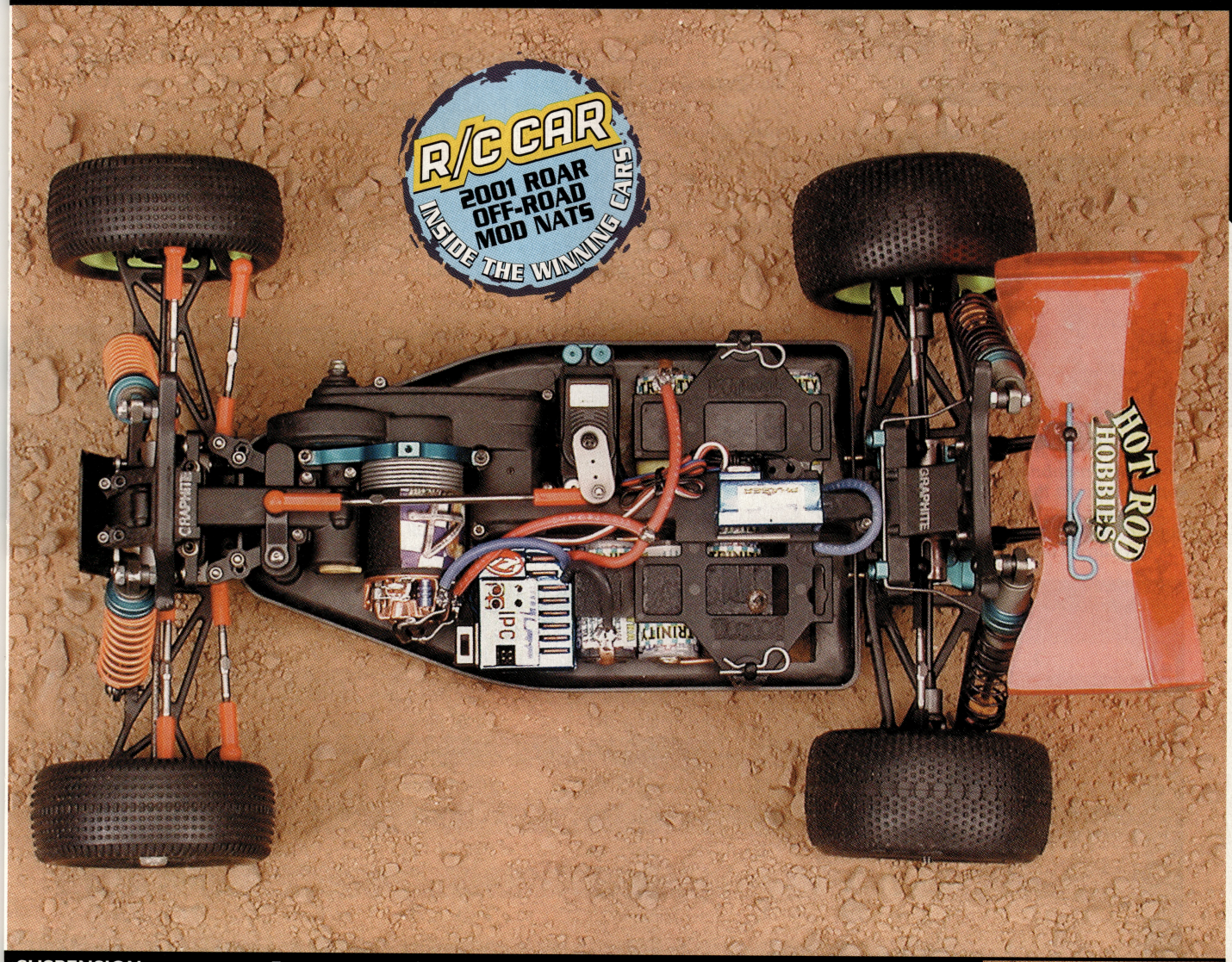
Rob Michael swept the 19-turn Buggy class using his Team Losi Triple-X.

The Truck Modified class top 10 finishers.





Jeffrey Durocher won the 19-turn Truck class with his Fantom-powered Team Associated T3.



SUSPENSION	Front	Rear
Toe	0-degrees	3-degrees (at arm mount)
Ride height	Driveshafts below level	Driveshafts below level
Camber	1/2-degree negative	1/2-degree negative
Front caster	Stock	N/A
Sway bar	None used	0.055 in. diameter
Steering Ackermann	Inner holes in bellcrank, stock rod length	N/A
Camber rod location	No washers under carrier ball-stud, hole no. 2 in shock tower	Hole C in rear carrier, hole 6 in tower
Spindle location	No washers under spindle ball-stud	N/A
Rear hub spacing	N/A	Center
Rear pivot support	N/A	No. 2, no shims
SHOCKS		
Oil	30 wt.	35 wt.
Piston	No. 57 stock	No. 55 stock
Spring	Orange	Pink
Limiters	0.090 in. inside, none outside	0.150 in. inside, none outside
Position	2 hole in tower, inside hole in arm	2 hole in tower, inside hole in arm
TRANSMISSION		
Outdrives	Molded composite	Molded composite
Gearing	N/A	21 pinion, 100 spur (BK pitch)
TIRES		
Type	Losi Blockhead	Losi X-2000
Compound	Silver	Red
Insert	Stock	Trinity Bomb Two



DATA SHEET

- Driver: **MATT FRANCIS**
- TEAM LOSI XX4 WORLDS EDITION
- 2001 ROAR NATIONAL MODIFIED CHAMPION

Additional details

Matt's XX4 uses all of Team Losi's graphite-composite chassis and suspension pieces. Matt also installed a set of Losi's threaded aluminum shock bodies. The front one-way clicker in Matt's XX4 was fitted with a soft spring to allow the front wheels to coast easiliy.

Equipment

- Trinity Panasonic 3000MAh batteries and a Trinity D4 10-turn double modified motor
- Airtronics M8 radio
- LRP IPC V7.1 ESC

The 4WD Modified class top 10 finishers.



2WD MODIFIED

Kinwald might have been a little rattled by Francis in the Truck and 4WD classes, but 2WD was all his. A huge pileup claimed the majority of the field at the start of the first main, allowing Kinwald and Francis ample room to stage another battle. Kinwald made this one look easy as he coasted past the finish line, followed by Francis and Associated/Reedy's Lloyd Dassonville.

In the second main, Kinwald looked like a sure winner, but he clipped a pipe and lost the lead to Francis. Four laps later, however, Francis would hand the lead back to his teammate after a close encounter of the pipe-kind. Kinwald held to to win, with Francis in second and Pavidis in third. With two wins, Kinwald had succeeded in breaking Francis' winning streak and had locked-up the 2WD national championship.

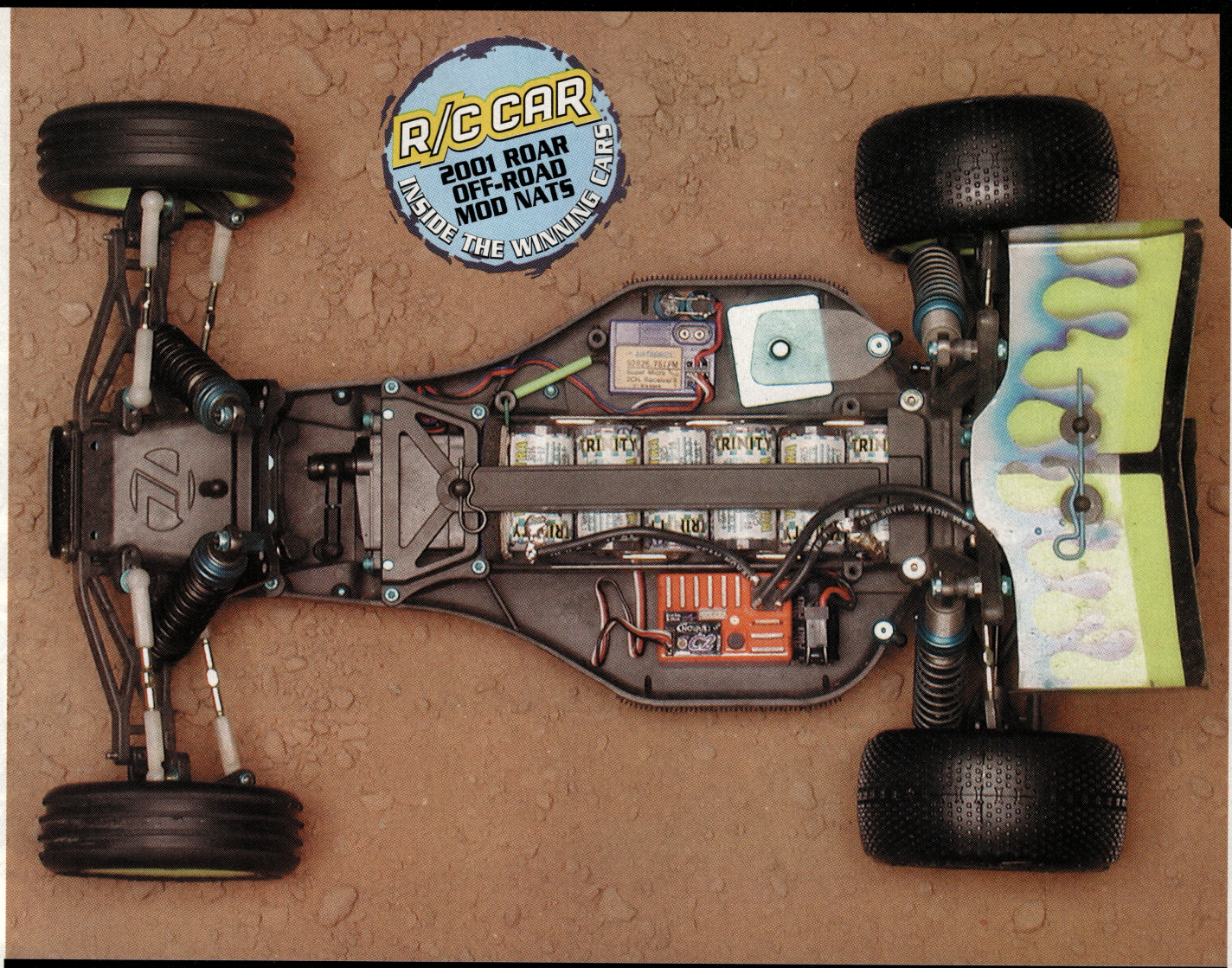


The Minnreg track wasn't too technical, but the number of tight, twisty sections kept drivers on their toes. The red clay soil provided good traction as it became dry (unfortunately, thanks to the weather, this occurred only during the final mains).

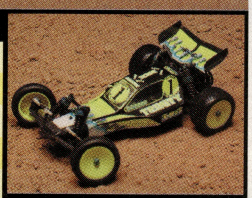


Thanks to the Minnreg staff for putting on a great race. Despite adverse weather conditions, these guys (and gals) worked hard to pull everything together.

	Finish	Qual.	Driver	Chassis	Motor	Battery	ESC
2WD MODIFIED	1	1	Brian Kinwald	Team Losi Triple-X KE	Trinity 12x2	Trinity	Novak C2
	2	2	Matt Francis	Team Losi Triple-X KE	Trinity 12x2	Trinity	LRP V7.1
	3	4	Mark Pavidis	Associated Factory Team B3	Reedy 12x1	Reedy	LRP V7.1
	4	5	Travis Amezcua	Team Losi Triple-X KE	Peak 11x2	Peak	Novak C2
	5	7	Lloyd Dassonville	Associated Factory Team B3	Reedy 10x1	Reedy	LRP V7.1
	6	8	Phillip Atondo	Team Losi Triple-X KE	Trinity 13x2	Trinity	Novak Cyclone
	7	10	Adam Drake	Team Losi Triple-X KE	Trinity 13x2	Trinity	Novak C2
	8	6	Ryan Cavalieri	Team Losi Triple-X KE	Trinity 13x2	Trinity	Novak C2
	9	3	Brian Dunbar	Team Losi Triple-X KE	Fantom 12x4	SMC	LRP V7.1
	10	9	Rick Hohwart	Team Losi Triple-X KE	Peak 12x2	Peak	Novak C2
TRUCK MODIFIED	1	2	Matt Francis	Team Losi Triple-XT	Trinity 11x2	Trinity	LRP V7.1
	2	6	Billy Easton	Associated Factory Team T3	Reedy 10x2	Reedy	LRP V7.1
	3	3	Brian Dunbar	Team Losi Triple-XT	Fantom 11x2	SMC	LRP V7.1
	4	1	Brian Kinwald	Team Losi Triple-XT	Trinity 11x2	Trinity	Novak C2
	5	7	Mark Pavidis	Associated Factory Team T3	Reedy 10x2	Reedy	LRP V7.1
	6	4	Jason Ruona	Team Losi Triple-XT	Trinity 10x2	Trinity	Novak C2
	7	5	Ryan Cavalieri	Team Losi Triple-XT	Trinity 10x4	Trinity	Novak C2
	8	8	Travis Amezcua	Team Losi Triple-XT	Peak 11x2	Peak	Novak C2
	9	10	Scott Brown	Team Losi Triple-XT	Trinity 11x4	Trinity	Novak C2
	10	9	Greg Hodapp	Team Losi Triple-XT	Peak 12x2	Peak	Novak C2
4WD MODIFIED	1	2	Matt Francis	Team Losi XX-4	Trinity 10x2	Trinity	LRP V7.1
	2	1	Brian Kinwald	Team Losi XX-4	Trinity 10x2	Trinity	Novak C2
	3	3	Brian Dunbar	Team Losi XX-4	Fantom 10x2	SMC	LRP V7.1
	4	4	Travis Amezcua	Team Losi XX-4	Peak 10x2	Peak	Novak C2
	5	8	Rob Schaffer	Team Losi XX-4	Peak 10x2	Peak	LRP V7.1
	6	10	Adam Drake	Team Losi XX-4	Trinity 9x2	Trinity	Novak C2
	7	9	Jesse Robbers	Team Losi XX-4	Fantom 10x2	SMC	Tekin G-10
	8	6	Dave Montgomery	Team Losi XX-4	Orion 10x1	Orion	LRP V7.1
	9	7	Scott Brown	Team Losi XX-4	Trinity 10x2	Trinity	Novak C2
	10	5	Ryan Cavalieri	Team Losi XX-4	Trinity 10x2	Trinity	Novak C2



SUSPENSION	Front	Rear
Toe	0-degrees	3-degrees (at arm mount)
Ride height	Arms level	Driveshafts below level
Camber	1/2-degree negative	1/2-degree negative
Front caster	Stock	N/A
Sway bar	None used	None used
Steering Ackermann	Outside holes in bellcrank	N/A
Camber rod location	Hole 1 in bulkhead, Hole B in hub carrier	Hole B in rear carrier, hole 2 in tower
Spindle location	Bottom position	N/A
Rear hub spacing	N/A	Center
Rear pivot support	N/A	No. 2, no shims
SHOCKS		
Oil	27 wt. Team Losi	30 wt.
Piston	No. 56 stock	No. 56 stock
Spring	Green	Pink
Limiters	0.060 in. inside, none outside	0.060 in. inside, none outside
Position	1 hole in tower, middle hole in arm	2 hole in tower, outside hole in arm
TRANSMISSION		
Outdrives	N/A	Molded composite
Gearing	N/A	25 pinion, 100 spur (BK pitch)
TIRES		
Type	Losi Ribbed	Losi X-2000
Compound	Silver	Red
Insert	Stock	Trinity Bomb Two



DATA SHEET

- Driver: **BRIAN KINWALD**
- TEAM LOSI TRIPLE-X
- 2001 ROAR NATIONAL MODIFIED CHAMPION

Additional details

Brian's car is a Team Losi Kinwald Edition, so it has all the graphite-composite chassis and suspension pieces, plus Losi's threaded, hard-anodized shock bodies. Brian uses Team Kinwald's blue-aluminum rear pivot support and spring nuts.

Equipment

- Trinity Panasonic 3000MAh batteries and a Trinity D4 11-turn quad modified motor
- Airtronics M8 radio
- Novak C2 ESC

4-STROKE T-MAXX

Skinny's Odyssey in Thumperland

By Brian Skinner

"Hello?" said the voice on the other end of the phone. "Hi, Skinny, this is Frank."

"Hey Frank, what's up? How's the mag?" I replied warily. Frank seems to only call me when he needs something difficult.

"Good, good," he said. "Listen, Skinny, you did a killer job on your Water Pumper T-Maxx, and I have another project that's right up your alley!"

"Really?" I said. "Bring it on." For some reason, I'm reminded of that feeling of painful anticipation I had when I was a kid getting my first shot.

"How would you like to build an O.S. .40 four-stroke into a T-Maxx?" he asked.

Not as bad as I thought. In fact, I had been checking out the MaxxTraxx four-stroke site (*www.maxxtraxx.com*) and had really wanted to make one. Frank tells me that he already has the engine sitting on his desk, and then asks me to make a list of all the additional parts I think I'll need to make the conversion.

"Oh, and by the way," added Frank, "let's get it done in time for the T-Maxx/E-Maxx Shootout at Hot Rod Hobbies."

"Thanks a lot, Frank," I replied, "why don't you just say that you need it tomorrow! This is not going to be a cakewalk, you know?"

"I know," he said, "that's why I picked you. I know you can build a killer thumper. So are you in or are you out?"

"I'm in!" I said. It all sounds great, but why do I feel like I just signed on the bottom line of a new-car lease I can't afford? "Just get me a .21 conversion kit and whatever else you can from Hardcore Racing and a set of shocks from Progressive Suspension. I'll get the rest."





O.S. Engine's FS-40 four-stroke is the equivalent of a big-block .21 2-stroke. The conversion required a lot of thought and imagination. Hardcore Racing's .21 titanium conversion chassis stretches the wheelbase and makes the engine swap much easier.

The phone work begins...

Well, I had my work cut out for me now! So, the next morning involved phone work. I called Spencer Thompson from Atomik R/C and had him send his just-released "blue flame" pre-painted F-350 body—got to look good! No problem.

The next call was to O.S. Engines. "Hello? I need a pull-start .40, please. (The engine Frank gave me was a non pull start and was useless for a T-Maxx.) Oh, and by the way, this is going into a T-Maxx. Can you help me with parts to hook the motor to the tranny?"

"Well, Mr. Skinner," said the voice on the phone, "we do not have anything right now. Actually, you are ahead of us on car development! But hey, call us and let us know if it works!"

Great! Now I have to make my own stuff. Darn! More work than I thought.

Kyosho makes a lot of gas cars, and they work closely with O.S. Maybe they can help...

"Hello, Kyosho?" I said into the phone, "got any parts to hook an O.S. .40 to a T-Maxx?"

"Ah, well, Mr. Skinner," the man said (I already knew where this was headed), "we are just now working on parts for the .40, so you're a little ahead of us on that. But hey! Give us a call so we know how it comes out.

Hmmm. No wonder Frank gave this to me.

My local shop to the rescue

With nowhere left to turn (save my own garage, but that's always a last resort), I called the folks at Hobby House in Reseda, California. They had been very helpful with my water-cooled Maxx project, so I figured they'd be able to at least steer me in the right direction. I told them what I was working on and that I needed a muffler, a 22-tooth clutch bell, a 64-tooth spur gear, a flywheel that will fit a .40, and this, that and the other thing. The man at the counter pointed towards a wall of parts and told me to go shopping while he searched for the other parts.

Shopping basket in hand, I began picking stuff from the wall. "Hmm, this looks good. Wow! I need one of these. I'll take this glass-pack muffler. That should make a nice sound."

"Okay, Skinny," the counterman said, "got the rest for you. That will be three hundred dollars."

D-oh! Wow, that hurt! Now I needed

4-STROKE T-MAXX



A pre-painted and trimmed Ford F-350 body from Atomik R/C beautifully tops-off the Project Thumper Maxx.

to get a used T-Maxx cheap. Where to go? Where to go? Ha! MaxxTraxx has a good "for sale" forum on their website. Clickity-click. Hmm, a used Maxx for $175? Sounds good. And it's only out in Malibu; how lucky.

Before I knew it I was back at the workbench staring at a pile of parts, still thinking that I may have bit off more than I can chew. Aahh! I want a thumper, so off to work I go.

Construction begins

All right, my intrepid readers, after two weeks of rounding up parts, we get down to building! (Yea! And the fans go wild).

Recipe for a big-block T-Maxx four-stroke:

- Take one old T-Maxx, take apart completely.
- Next, take $2000 worth of ultra-trick parts (from about every company you can think of) and assemble!
- Let stand in garage until morning and try it out! Easy! Well, not really. There were a few problems, which I will explain. At this point in time, thumper motors, especially *big* thumper motors, are not common in off-road cars, or cars period! So there is a huge lack of information on such things as mounting, gearing, carb-tuning and other basic steps that are common to off-road cars. As I went along assembling the thumper, I kept running into little speed-bumps that you do not normally encounter.

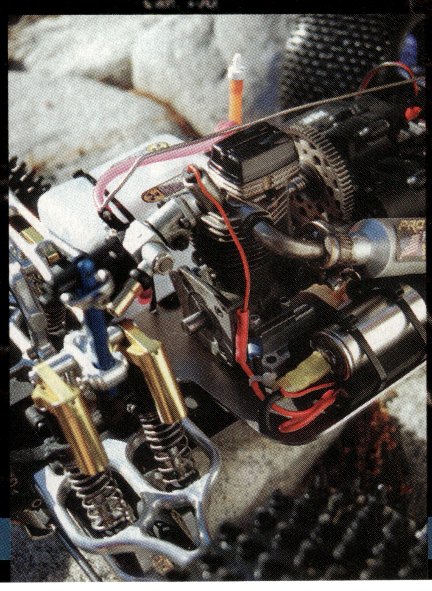
Problem 1: Fitting the engine

The first problem involved mating the new engine to the T-Maxx's gearbox. I knew this would be difficult from the start! Fortunately, the Hardcore .21 kit made this step less difficult. They made the chassis roomy. All I had to do was lengthen the chassis' motor mount slots and add the .40 spacers that are supplied with the engine, and it was a perfect fit—as if it were designed that way! All the hardware that HCR supplies in the kit worked like a charm.

Problem 2: Fitting the clutch and flywheel

Getting a flywheel, clutch and spur-gear to fit was the hardest part of the project. I had to machine all the parts to make this work! Plus, all the advice I received were only guesses. If I had it to do all over again, I would have forsaken the opinions and had just done what I thought was right. Man! Talk about opinions! I scrapped about 150 bucks worth of parts to finally get the truck working well, and that was after the big race!

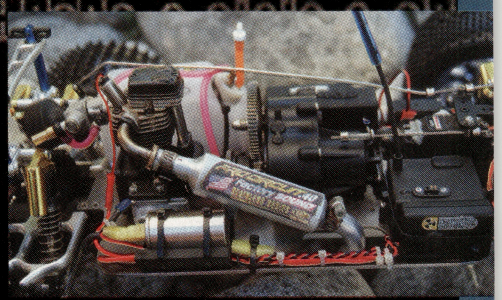
Here's what I wound up doing: reworking parts that were supposed to be for a .15 engine. I used an HPI steel flywheel (because I thought its weight would be good) and machined it to accept a crankshaft collar from a .21 engine. Then I had to machine the .21 collar to fit the .40 crankshaft. It seems that no one has a collar for the .40! I then used the .21 clutch adapter because it had the same thread as the .40's crank. I machined the larger clutch adapter down so that the .15 clutch would fit. The result was a compact system that allowed the motor, flywheel and clutch to connect to the stock T-Maxx tranny. By the way, it worked sweeeet!



Problem 3: How to gear this beast!

I have to tell you first that gearing this truck is still an ongoing process. But I will also tell you that people are strange! (As if you didn't know this already.) When it came to gearing, I received so many different opinions I nearly went blind!

Back to the MaxxTraxx forum. Clarity, clarity... click! "Hey! I need help on gearing a .40! Please!" Two days later, the answers are posted. Wait a minute! The other mag beat me to it! Dang! They're all telling me to use what the guy from the other mag used, because it worked great! I check out the article in question. Hmmm! These guys made it sound easy. No way did they dig into making their truck ROCK! Besides, I think theirs was built more for the chee-chee factor, not performance like what Frank wants me to do. Well, all right, I'll try the gearing (more on this at the race).



A custom expansion chamber keeps just the right amount of mixture in the combustion chamber, and provides that extra-cool four-stroke engine note that draws people like flies. No, Pro Circuit hasn't become involved with R/C (we wish they would, however).

Problem 4: Fuel

Now most people say that I should use four-stroke engine fuel. But when I saw what it had (same as buggy) and the low nitro content, I wondered. Therefore, I took the advice of my local hobby shop old time flyer guru guy and got thumper fuel. (More on this at the race).

Baby Steps

Ahhh! The first test. Now that I've got my baby together, it's time to start it. I went to the driveway, turned on the radio and grabbed the pull-starter with eyes wide with joy! Oh goody! The sound, the sound! First pull *"pa-pap!"* Man! This thing's got compression! Sec-

JHM Engineering's on-board glow-igniter provides added spark to help smooth the Thumper's idle and prevent if from loading up. The on-board igniter also heats the plug for starting.

HI-TORQUE'S

R/C CAR

THE RADIO CONTROL CAR MAGAZINE

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❑ **AUG. '00**
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TEAM LOSI TECH-TALK

Tech Tips #9

What a difference a diff makes..... Yes, among other things, we are going to look at differentials again, except this month we are looking at diffs as used on the new Team Losi XXX-S touring car. Just like off-road cars, on-road cars also use ball type differentials. This type of diff offers numerous advantages, but they must also be allowed to break in and need to be adjusted during this process to prevent undue wear or failure. Team Losi differentials use high quality ultra hard (carbide) balls running against precision ground and polished high carbon steel drive rings. Since the balls are harder than the rings, they will quickly wear a groove into the rings. As this groove develops, the metal of the rings is compressed, creating a denser surface much like squeezing a sponge until it's solid. As this groove forms, the total amount of contact area between the surface of the ball and the rings increases dramatically. This increases the friction and allows the diff to be adjusted looser and still operate freely without slipping. So if you use the following procedure, you should get a diff that operates like this and will give you lots of trouble-free laps. On the new XXX-S all-wheel-drive touring car you have a diff at both the front and the rear. After you have assembled the diffs as per the instructions, try this break-in procedure. (Yes, this technique also works on off-road diffs). While holding the chassis with only the left side tires firmly on the ground, give the car about quarter throttle for ten seconds. The right side tires should spin freely — backwards! Repeat this process with the right side tires held firmly to ground allowing the left side tires to spin. Those diff balls are now seating into the drive rings and all of the parts that are stacked up and screwed together are settling into their permanent position. Since the tension across the diffs, the balls and the drive rings has been reduced, you will need to tighten them up a bit. Now repeat the process a second time, including tightening up the diffs afterward. OK, one more time and you should be good to go. Make sure you check the diff adjustment before the first run. If in doubt, run it a little tight, I've never seen a failed or poorly performing diff that was too tight—only too loose! In addition to this break-in procedure you will want to check and probably tighten the diffs after each of the first two or three runs. Since the XXX-S features a fully enclosed drive train, you will find that the diffs will not require service for quite a while. When they finally do, you will be pleased to see that you need only to remove six screws to access them.

Nitro racing is in full swing around the country now and it seems that with the great power handling capabilities of the new XXX-NT a lot of you have the "Tim Taylor Syndrome".....that's right, you want more horsepower! The tuned pipe included with the XXX-NT offers a broad range of tuning opportunities. Pick up a new silicone coupler (part# A-9325) and try running the pipe as long as you can get it. You will probably have to adjust the high speed needle a small amount. Do not run it up and down the street but out on the surface you will be racing on. You should see a difference in the power band, which affects the acceleration as well as the top speed, and how quickly it wants to get there. Reduce the pipe length by 1/4 to 1/2" at a time and take care to note the difference. Continue to do this until the pipe is coupled as short as possible. If the coupler is too long to butt the pipe against the exhaust manifold, cut your old coupler to fit. As the pipe is made shorter the response will change noticeably. Use a small flexible tape measure to document the length and performance characteristics as you do this. This procedure will do several things for you. Obviously, you will find the spot where that particular engine is "happy" making the most raw horsepower. More importantly, you will learn how to adjust the pipe to produce a power band that is suited to particular track conditions. Next time we are going to look at another frequently asked question, "What's the best gear ratio for electric and nitro vehicles"

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ond pull, *"pap-pap-pap—SNAP!"* Huh?! Broke the cord—this thing's got compression! After a quick fix, I made a second attempt: *"PA-PAP, PAP-PA, PA-SNAP!"* Again? Okay, shine this; I decided to make my own "yank eliminator"! I went down to OSH (Orchard Supply Hardware, a chain outlet here in California) and bought a 14mm socket and a socket adapter. It was time to try this again (sound of drill). "Bap bap brrraaapppp!" The big engine came to life! Oh man, what a rush! This sounded so wicked! I tried driving Project Thumper for the first time, and it felt pretty good. The engine was popping a bit, and it could be a lot faster. I stopped to lean the carb a bit, and that made things better. Well, enough for today—it runs like a Maxx and I'm happy.

Thumper's First Race

Tuesday night club race at Hot Rod's. Putting the rubber to the dirt, as they say, under race conditions. With just four days until the big Shootout race, I fired her up. The next thing I know, there are 20 people standing around with their mouths open. "Look at that thing! What is it? Man, that's cool!" First mission accomplished.

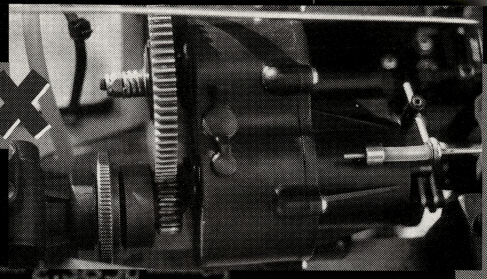
Off to the track. The Thumper hits the straight, kind of flutters at the top, but man, does it haul! Into the corner, I accelerate out, but the truck seems a little slow. I bring it in and lean the carb yet again. Things are better but the truck is still slow at the bottom-end, and worse, it's still fluttering at the top.

One of the guy's from Hardcore suggested that I try a different carb; one with both high- and low-speed needles (the stock O.S. carb has but one needle). I thought about it for a second (mostly about the cost), but agreed.

"Rod," I said at the counter, "one O.S. carb please!" Back at the track, and things were looking better. The difference was big! Much better low-end, better high-end and the truck was much quicker off the line. I felt ready for the Shootout.

Shootout Day!

Cool! There were 120 entries, and I was the first guy out to practice. The Thumper ran well, but still didn't feel like it was living up to its potential. I pulled over and gave it a check. I found that the big four-stroke was putting out too much back pressure and was blowing the fuel tank's lid open and dumping gas! In addition, I learned quickly that this engine is thirsty. Fortunately, I had anticipated this and had purchased a 295cc model-airplane fuel tank—the kind with a screw-on lid that could hold up to the engine's tremendous pressure.



Gearing the Thumper proved the biggest challenge. Once the right ratio had been found, the author learned quickly that plastic spur gears and big-block four-strokes don't mix.

Frank had also given me an on-board ignition system from JHM Aero Engineering. I installed this the night before the race, and noticed that this little gizmo helped prevent the engine from loading up with unburned fuel at low rpm (which the four-stroke had a tendency to do), and better yet, I no longer needed a separate glow-plug igniter (the on-board igniter takes care of that job, too). I tuned the on-board igniter and ran another practice round. Everthing felt good and I was ready to race!

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4-STROKE T-MAXX

First moto: I loved the drop-gate start (why not? I built the thing). By the end of the straight, I was hauling! I slingshotted around the outside of the big sweeper. I holeshotted! I was so excited about leading the first heat of the first-ever T-Maxx Unlimited class that it became too much for me and I wadded! Bummer! Off I went trying to make up time. In front of me, trucks were crashing all over the place, but I had so much power I just pushed them out of the way! Further into the race, I was up to fourth and the guy in third rolled over and I plowed into him. The turn marshal was of course staring into space (the story of my life), so I tried to shove the other truck out of my way! *"BRAAPP!"* Bingo! Got past him and nailed the throttle, and I went nowhere! Hmm! End of first race for me. It turned out the plastic spur had melted. It was time for a gearing change anyway. I was using 24/66 like so many people had recommended, but I didn't like it. Dad and I figured that a 22/64 would be better, so we went for it.

Second moto: At the drop of the gate, I hesitated and fell to mid-pack. The gearing feels much better, as the truck seems to just claw anything and go. The track was laid out so that you really had to nail it out of the turns in order to make the jumps. I found out half-way through the race that plastic spur gears and big 4-stroke engines don't mix (yes, I had melted another gear). I talked with Frank and Doogie, and they recommend a larger spur gear and that I try to find one made from steel. I concurred and off we went (I installed a 22/72).

Third moto: There was a big difference this time, and the truck finally felt like I knew deep down that it should. My mind begins to move ahead of itself. Yes, higher nitro content would really do the trick. Of course, while I'm deep in thought, I crash. The turn marshal was scared stiff of my big thumper and won't turn it over, so it dies! End of racing for me, and for that matter, the end of the Thumper saga. In closing, I have raced this project twice since the Shootout, and I am running 25-percent fuel, so it really puts down the power like it should. The Thumper is really beginning to show its true potential. If this project is any indication, I have no doubt that four-strokes are the next wave! ◆



A much larger fuel tank was needed to quench the thirsty Thumper. Backpressure from the four-stroke was so high that the stock fuel tank's flip-top lid was pushed open by the engine cycle.

SOURCES

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Traxxas Street Sport and Spirit

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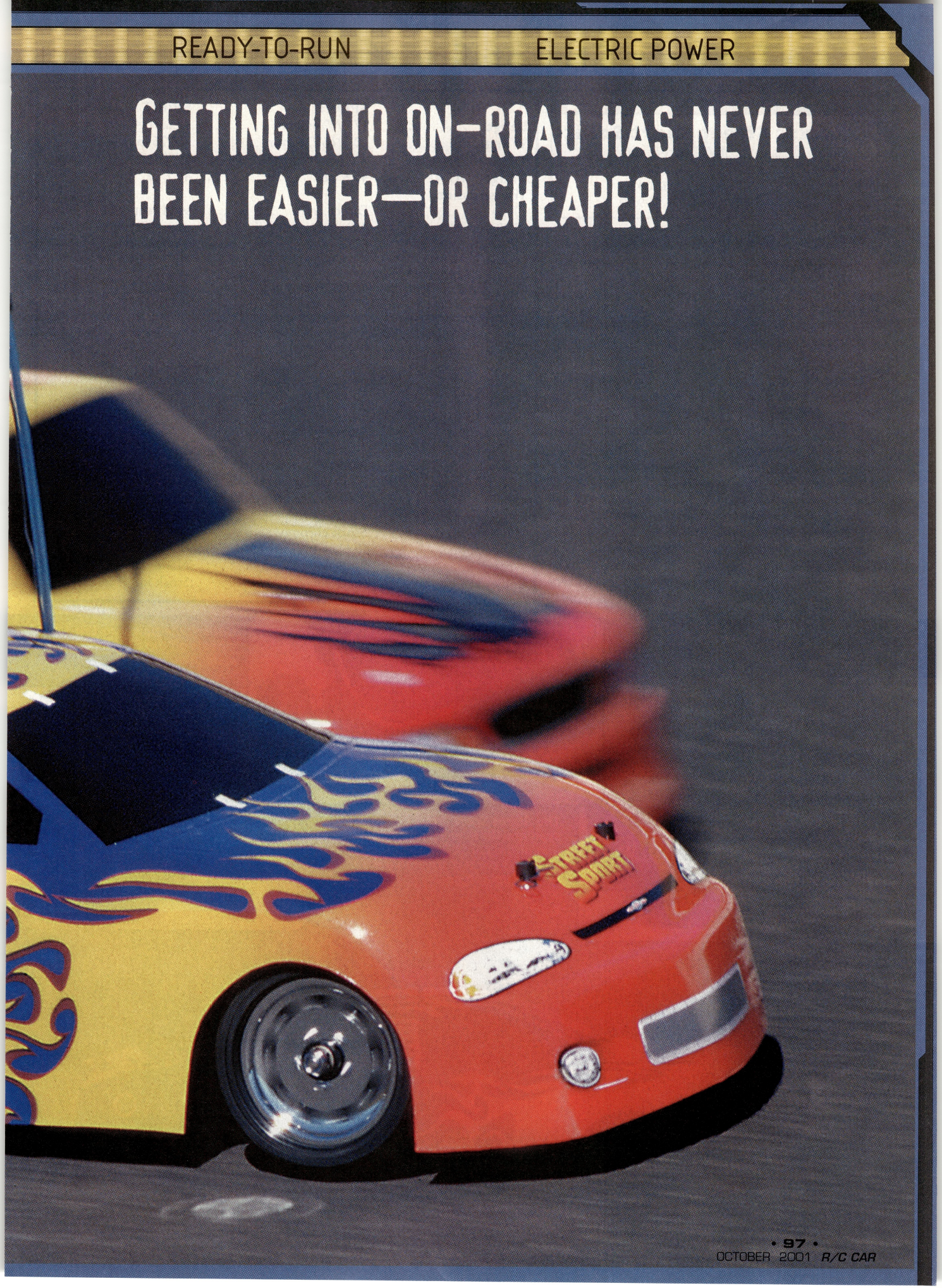

Traxxas Street Sport and Spirit

Traxxas Street Sport/Spirit

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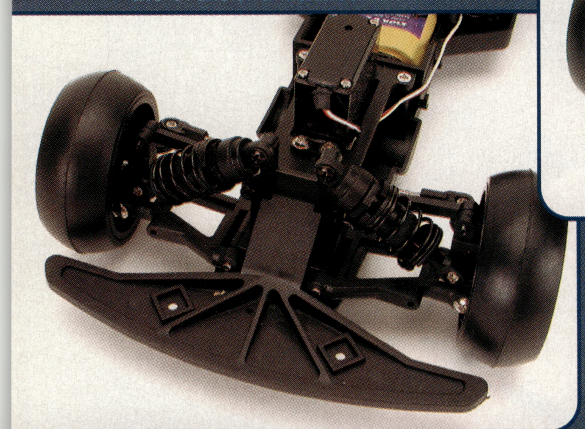
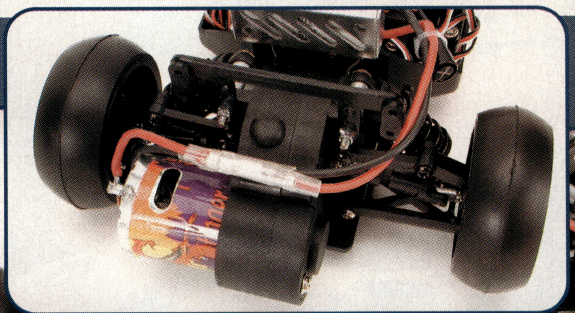
Included with the Street Sport is Traxxas' Top Qualifier AM radio system which features electronic trim controls, servo reversing switches and low battery indicator.

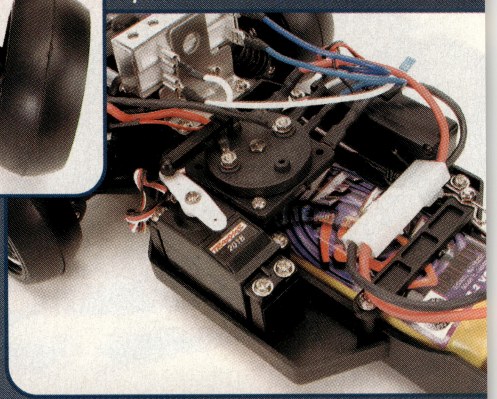
	SPORT	SPIRIT
Length	17 3/8"/440mm	17.63"/448mm
Wheelbase	10 5/16"/262mm	10"/254mm
Track (f/r)	7"/178mm (front/rear)	8.5"216mm (front/rear)
Weight (RTR)	45.6 oz.	46.7 oz.
Transmission		
Type	Direct drive	solid rear axle
Differentials	Adjustable ball diff	gear differential
Driveshafts	Slider shafts	live rear axle
Bearings	Bushings	bushings
Suspension		
Type	Oil-filled, coil-over	oil-filled, coil-over
Material	Plastic	Plastic
Front end		
Caster	Non-adjustable	Non-adjustable
Camber	Non-adjustable	Non-adjustable
Toe	Adjustable	Adjustable
Down-travel	Non-adjustable	Non-adjustable
Rear end		
Anti-squat	Non-adjustable	Non-adjustable
Camber	Non-adjustable	Non-adjustable
Toe	Non-adjustable	Non-adjustable
Down-travel	Non-adjustable	Non-adjustable
Shocks	Plastic oil-filled	Plastic coil-over
Springs	Kit black	Kit silver
Wheels	Stock chrome	Stock chrome
Tires	Rubber tires	Rubber tires
Insert	None	None
Body	Stock kit	Stock kit

A large front bumper on the Street Sport helps protect the front end in the event of a front collision.





Getting the power to the wheels on the Street Sport is done via a mechanical speed control.



The Street Sport has a direct drive system with a ball-diff in the rear end of the car. A 20-turn stock motor gives the car a respectable amount of "get-up and go".



Rally , Monster Truck , Stadium Truck , Buggy .

FUN FACTOR

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The long-awaited CEN off-roaders are here! The new fun factor series have all the quality features that you love in their on-road cars, such as oil filled shocks,factory trimmed, pre-painted bodies with all decals applied and the option of a durable 2WD or 4WD chassis. Add to this a hi-power .16 class engine ready-fitted,fully adjustable front and rear suspension, sealed radio box, fully anodied & countersunk chassis and you'll see that CEN have packed a whole lot of Fun in their Fun Factor series



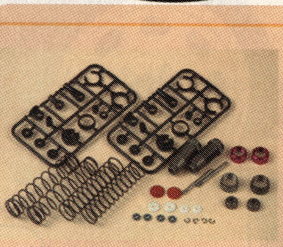












*Alum. Shock



*Clutch Bell



*Break Disk



*Diff. Hub



*Universal Swing Shaft



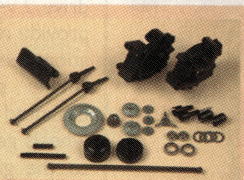
*Foam Bumper



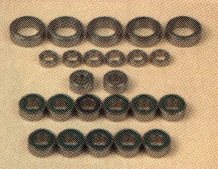
*Engine Mount



*E Ring Hing Pin



*2WD-4WD Conversion pacl



*Full Bearing Set



*2 Speed Transmission



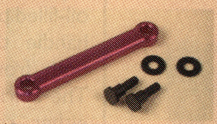
*Steel Bevel Gear



*Steel Bevel Gear



*Pinion Gear



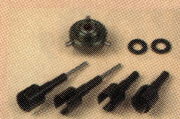
*Steering Linkage



*Ball



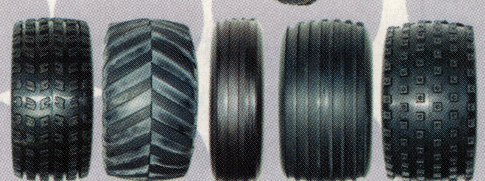
*Alum. Brake Seat



*One Way Differential



*Manifold



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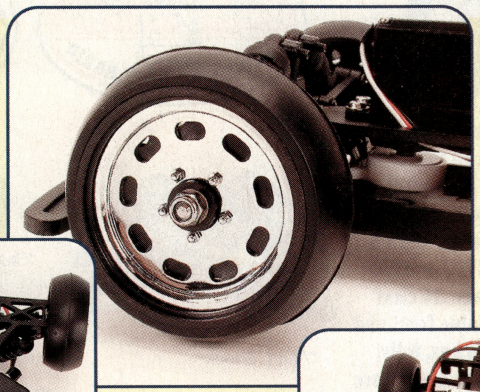
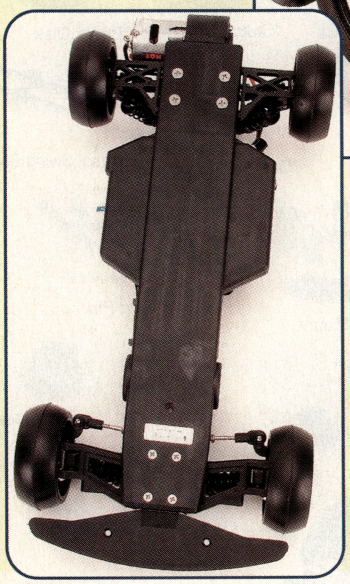
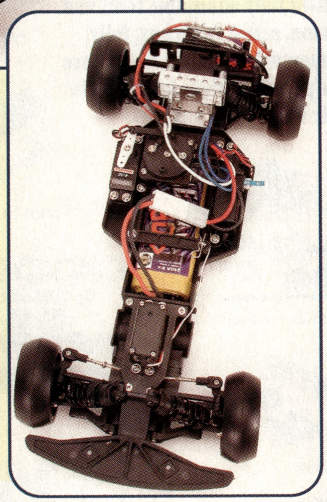
Traxxas Street Sport and Spirit



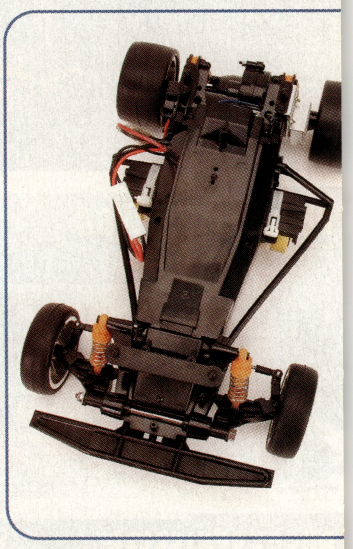
The Street Sport comes with a set of stylish chrome wheels and Traxxas' Sport Slick tires.





TRAXXAS SPIRIT

The factory-assembled, ready-to-run, Traxxas Spirit hot-rod style truck is based on a buggy-style plastic chassis with independent trailing-arm front suspension and a three-point floating rear axle. Features include a Prographix five-color painted and trimmed body (also available in four different colors), a Traxxas' 20-turn Stinger motor, an enclosed electronics department with a reliable rotary speed control, and Traxxas' TQ radio gear installed. The solid rear axle incorporates a sealed differential and gearbox which has a high speed gear ratio (final drive 2.94) that helps provide rapid acceleration. Semi-pneumatic rubber street slicks mounted on chrome wheels get the power to the ground. Fully-adjustable, coil-over, oil-filled plastic shocks handle the damping both front and rear. The Spirit can accept either six-or seven-cell battery packs.



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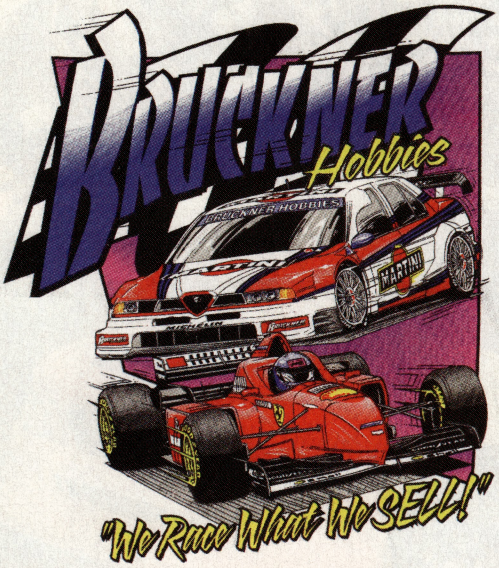

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Bruckner Hobbies drivers win 5 out of 6 "A" Mains at the New England Grand Prix. From left: Izzy Mercado - 1st Fifth scale; Tom Baffer Jr - 1st 1/10th 2WD and 1st 1/10th 4WD; Chester P - 1st .12 Touring Car; William Williams; Ricky Destin - 1st 1/8th 4WD open; Keith Winston; Tommy Pomatico; Front: "Suicide" Mike; Vidal Capellan.

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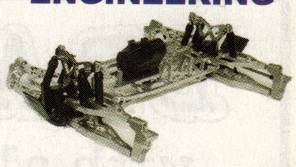

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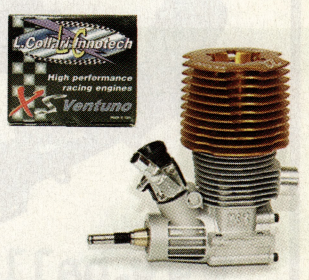

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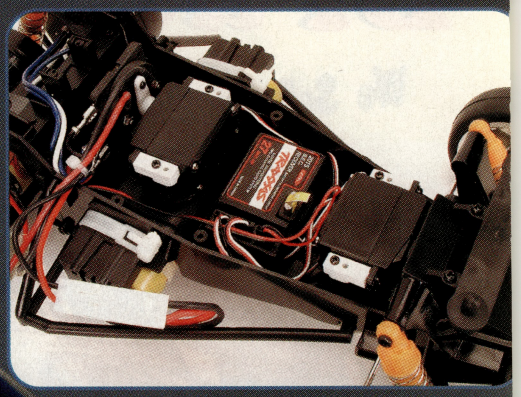
Traxxas Street Sport and Spirit



A sealed radio compartment on the Spirit houses the car's electronics—the steering and throttle servos, the receiver and the mechanical speed control.



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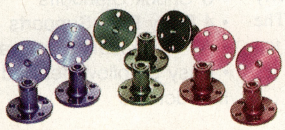

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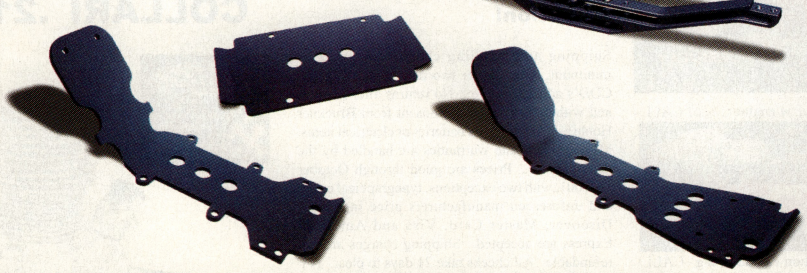

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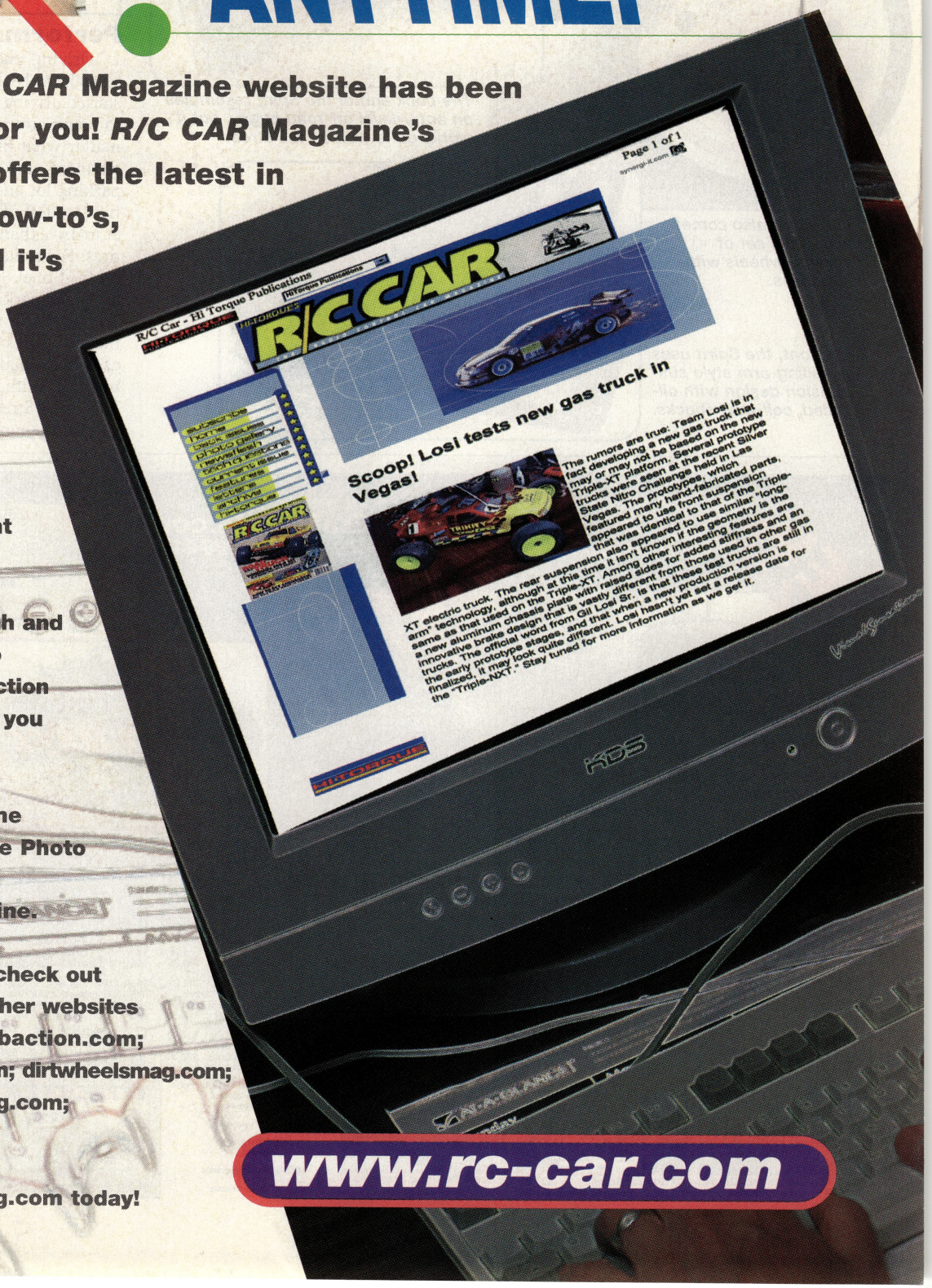

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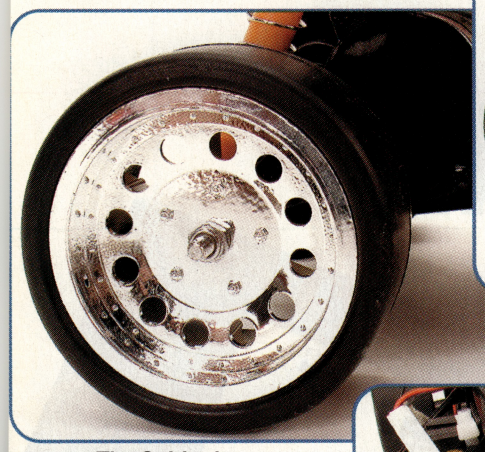
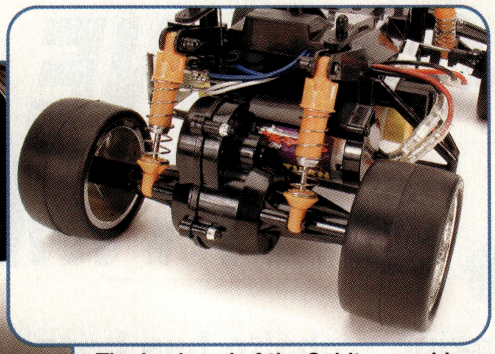
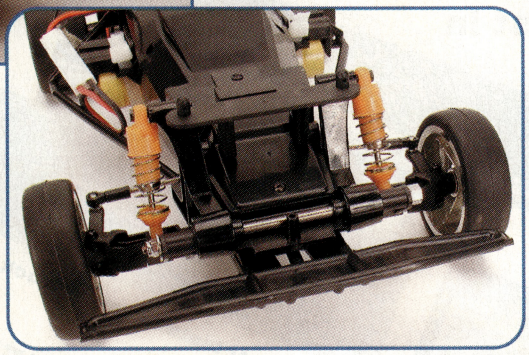
Traxxas Street Sport and Spirit





The back end of the Spirit resembles an entry-level off-road buggy, but it works quite well on the street!

The Spirit also comes with a full set of chrome wheels with slick tires.



Up front, the Spirit uses a trailing-arm style suspension design with oil-filled, coil-over shocks.

Things you'll need

- Six-cell battery pack
- Battery charger
- Eight AA batteries for the radio
- CA for tires

Equipment Used

- Trinity 1700 sport pack
- Dynamite Mega 3 AC/DC charger

Performance

Driving the Street Sport and Spirit brought us back to the days when we first started driving R/C cars. Both cars are fun to bomb around the parking lot with, no matter what the "track" conditions are—we raced ours around on an old, unswept parking lot and had a blast. Between the two, we found the Spirit to be a little easier to drive thanks in part to the flatter style tires. For some reason, the "pointed" tires on the Street Sport kept breaking loose on the dusty parking lot surface too easily for our taste. Our recomendation is to replace the stock tires with a cheap set of touring car tires which will help give the car more traction. With that change, we could easily see the Street Sport giving the Spirit a run for the money!

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TRM321SD	3.2mm Rear Skid $24.50	TRM333	Lower Arms pr $49.50
TRM322	Front Bumper pr $18.95	TRM333R	Racing Arms pr $39.50
TRM323	Rear Bumper pr $18.95	TRM334	Center Skid Plate $15.00
TRM324	Front Bumper Supports pr $24.95	TRM336	Frt or Rear Shock Tower $38.00
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TRM305	Front Sway Bar $39.95 (Requires TRM324)	TRM107	3.2mm Ex. Main Chassis $59.00
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THE GOOD

- High-quality parts are used on both vehicles.
- Pre-built quality is very good.
- Both the Spirit and the Street Sport handle well and are very durable.

THE BAD

- We'd rather see budget ESCs included over the stock mechanical speed controls.

THE VERDICT

At a combined street price of $230 for both the Street Sport and the Spirit together, it's easy to see that this could be the perfect combo for two buddies wanting to get into R/C together. ◆

SOURCES

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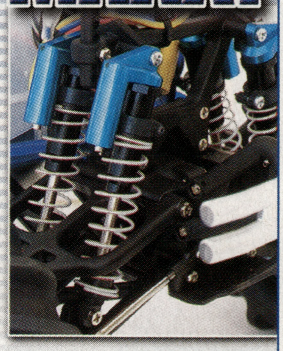

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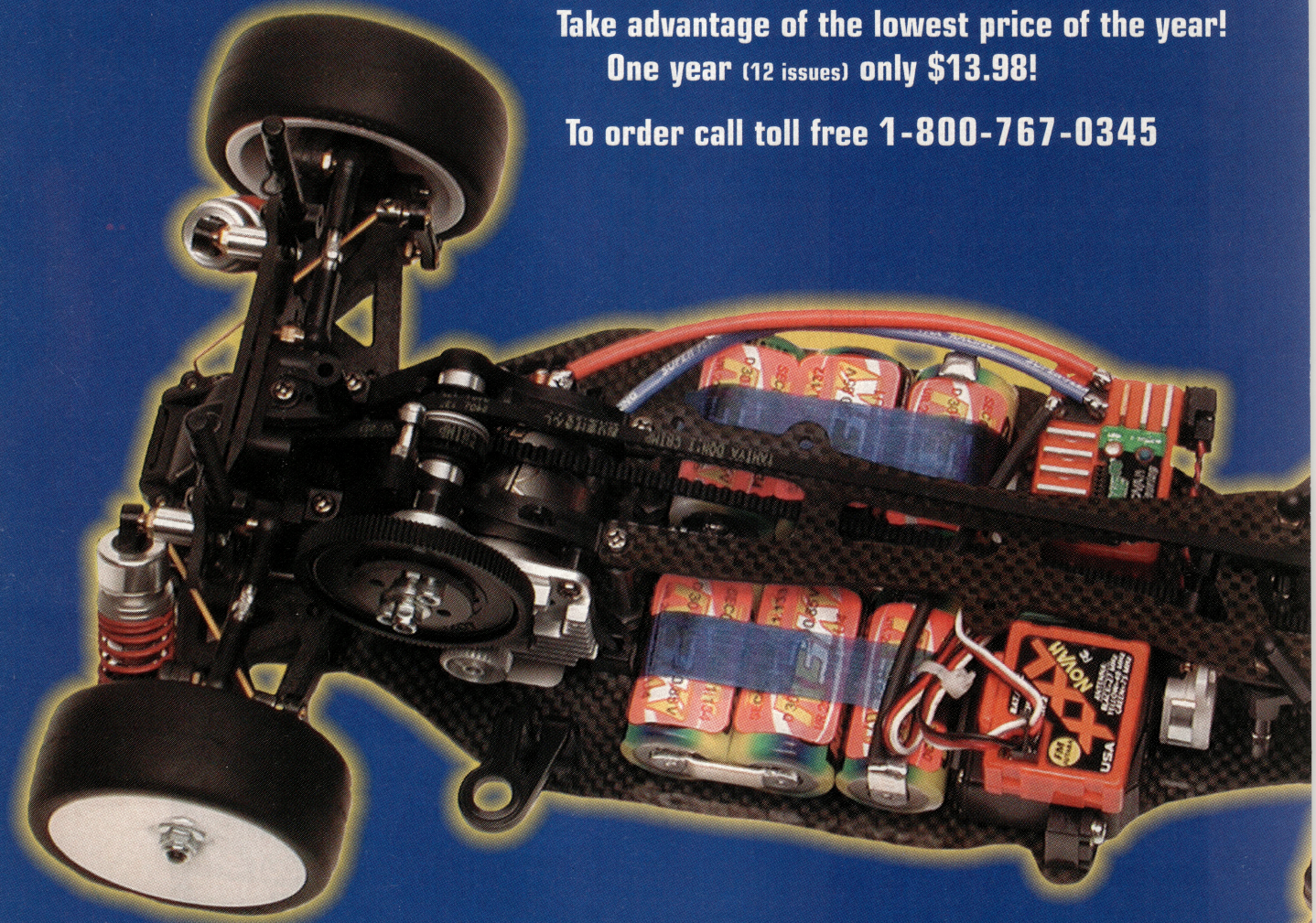

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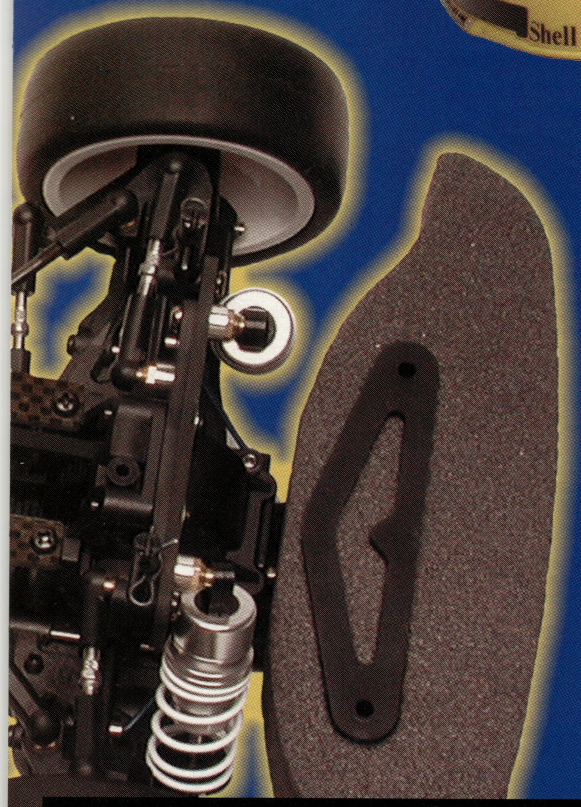

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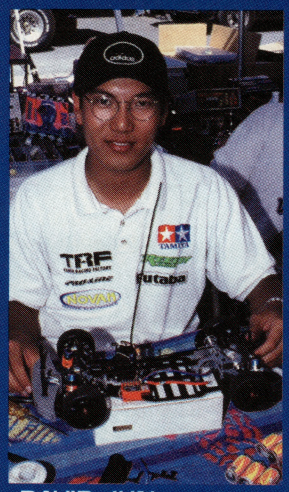

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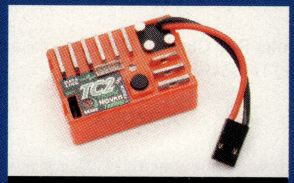

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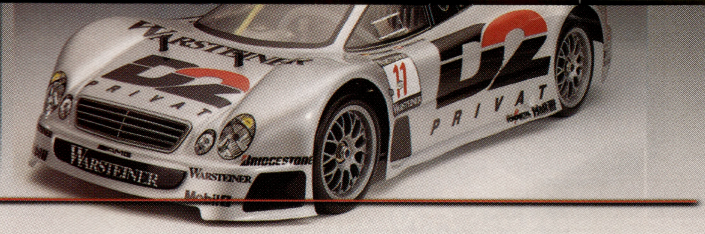

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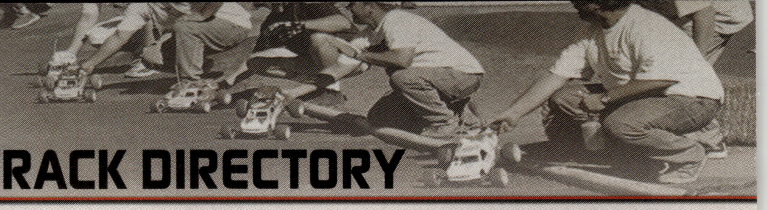

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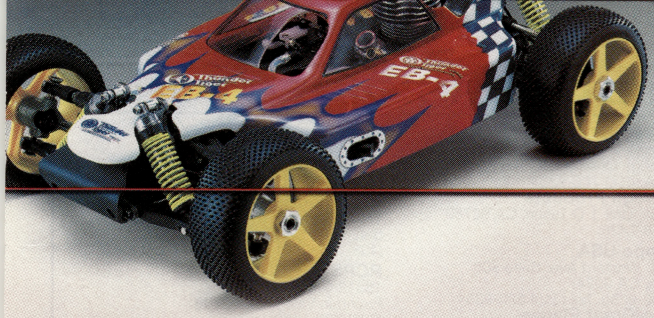



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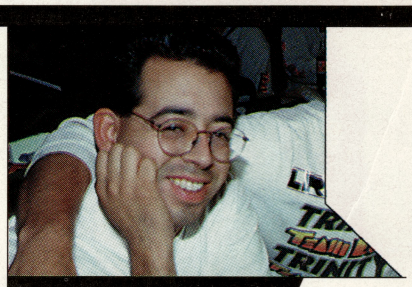

BY RICHARD TRUJILLO

As I'm writing this, I just got back from the ROAR Electric Off-Road Nationals. The race was held in Clearwater, Florida. While I was there, my good buddy John Grant, a local from the Clearwater area, mentioned that there was a hobby shop I just had to visit since he knew I started doing this column on vintage R/C cars.

John gave me some directions and as it turned out, it was only 10 miles from the track. Being that we had a rain delay, I decided to visit the Hobby House in Clearwater. They had all your basic hobby stuff; the cool stuff, however, was all the vintage R/C cars and parts in stock! As I was walking around the shop, I found a JRXT still in the factory wrapping! That was just the tip of the iceberg. They had some older discontinued Tamiya, Losi and even Cox cars. I wish I had more time to really go through all the stuff they had, but what an amazing place if you're a vintage R/C enthusiast.

While I was there I picked up a car I haven't seen in over 15 years. Now I know that *R/C Car* doesn't write articles on the latest Tyco or Nikko type cars, but I just had to write about the absolute first R/C car I got for Christmas—the Firefox. Shinsei was one of the early companies to sell remote-controlled cars. They had a couple of semi-truck models with working blinkers and lights (my dad still has that one), a 4WD Blazer named the Mountain Man, and the model I had, the Firefox. It appeared to be based on the Lamborgini Cheetah from the late '70s. It was available in silver or red only and came with a "5 function" wireless remote! It has a switch to go from off-road power to high-power and it ran on six C-cell batteries, which would give you about 30 minutes of run time. I literally drove the wheels off if it, and at the same time, probably drove my dad nuts asking for more batteries. It is nothing in comparison to the Tyco cars they build now, but I can say that where I'm at now is mostly because of my first R/C car, the Firefox.

I'm still working on the Hi-Lux and unfortunately haven't gotten very far. I also picked up another car for the collection. I didn't know this until recently, but Kyosho sold a 1/12-scale FWD Honda Civic CRX in the early '90s. For those who know me, they know that I'm a big Honda fan, and this is a really cool piece to add to the collection. From what I understand, this car was only in production for one year. When I saw this car come up for auction on eBay, I just had to have it. It's on the way, so pictures will have to wait until next month. ◆









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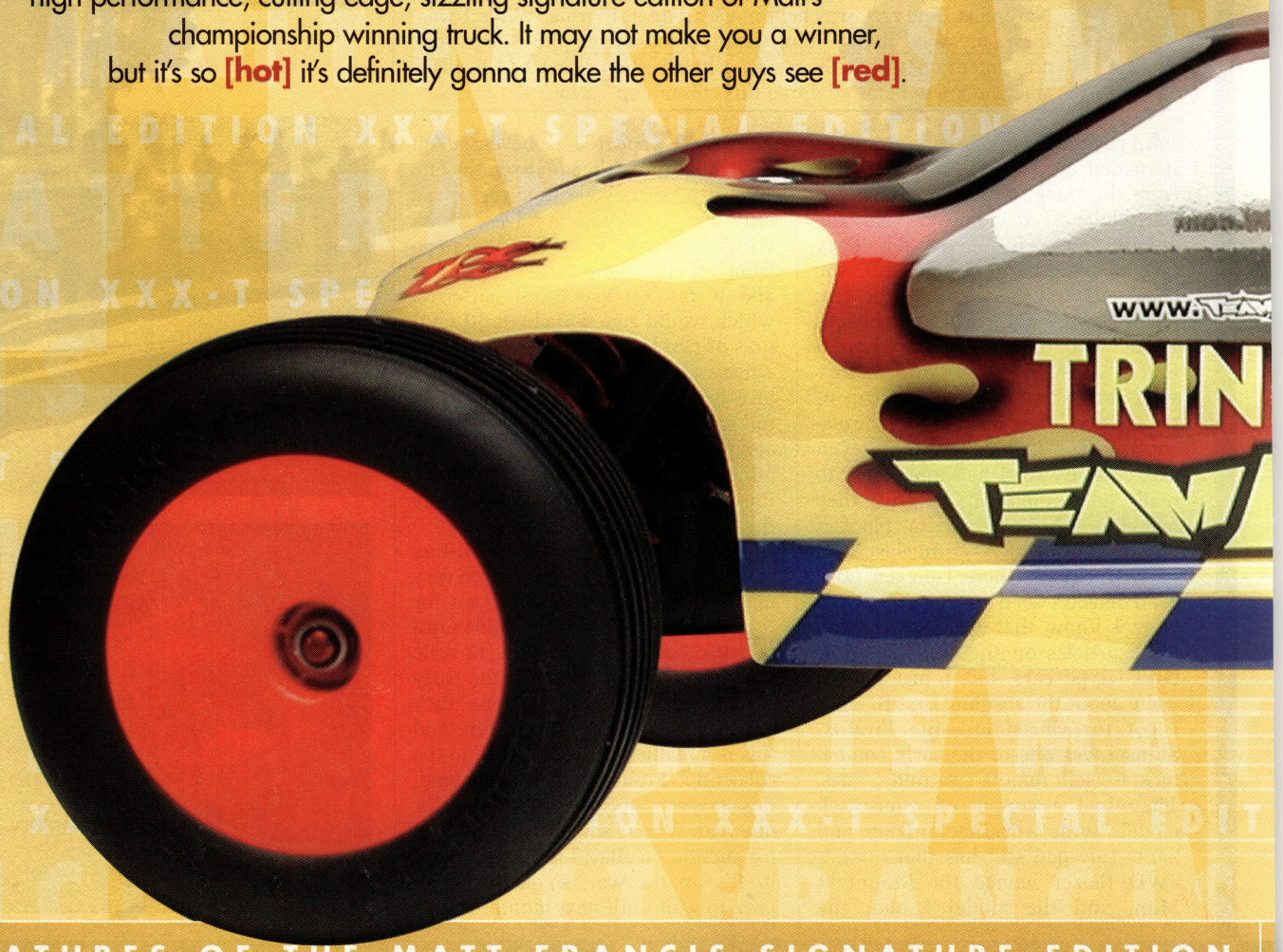
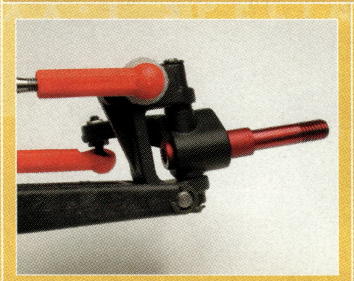
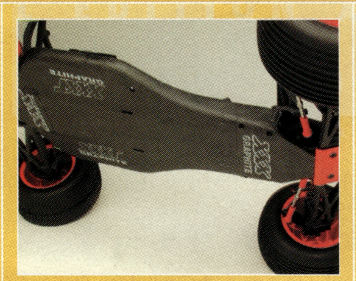


FEATURES OF THE MATT FRANCIS SIGNATURE EDITION



Titanium turnbuckles provide precise positioning of the red anodized aluminum front axles on the extra long Graphite arms. Color-coordinated **[red]**, shock-absorbing skidplate/ bumper adds protection and style.



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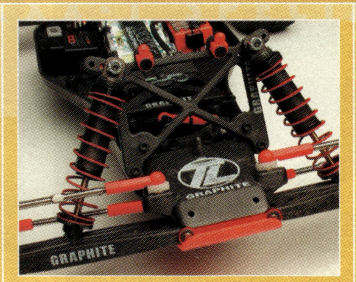
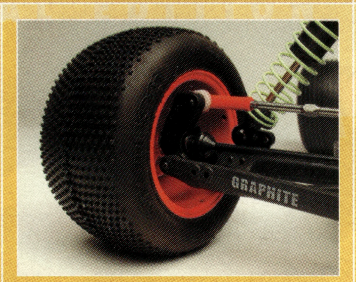


Vertically mounted camber links in titanium and threaded/hardcoated shocks mean easy front suspension adjustment. Anodized **[red]** inner pin brace and rigid graphite components maintain critical alignment.



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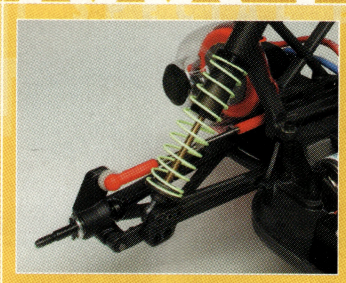
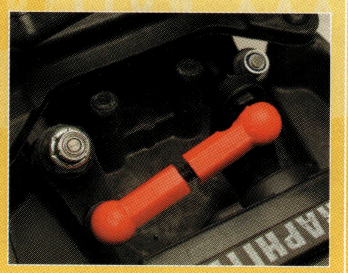
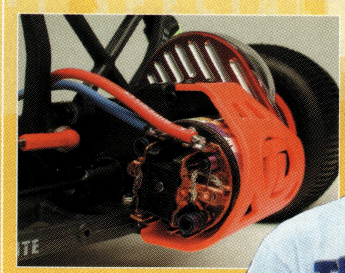


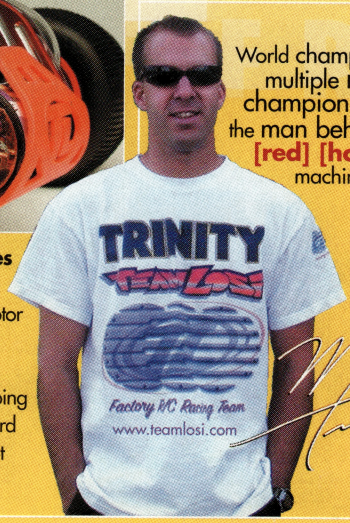
Long travel shocks are hardcoated for extended life and smooth operation. The external threads and molded adjuster nuts make track tuning quick and easy. Gold **[not red]** colored titanium nitrided shock shafts minimize drag and increase durability.



The steering features precision ball bearings above and below the bellcranks for maximum support. With the **[red]** steering brace in place, flex and unwanted feedback is all but eliminated for precise control and predictable response.



Transmission features an anodized **[red]** and ball milled/lightened motor plate and a hardcoated aluminum gear/slipper shaft. The impact-absorbing rear bumper/motor guard is molded in, you've got it **[red]**.



World champion and multiple national champion, Matt's the man behind this **[red]** **[hot]** machine.

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2.5 mm, RC2062, $11.99
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3 mm, RC2078, $11.99
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Fits spring posts on all stock & modified motors. Allows removal of brush hoods for easy cleaning of endbell.

5.5 mm, RC2069, $13.99
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7 mm, RC2070, $13.99
Fits M4 standard nuts, wheel mounting nuts. Tamiya, Kyosho & Yokomo.

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