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(p.108)



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OCTOBER 2005

THE RADIO CONTROL CAR MAGAZINE

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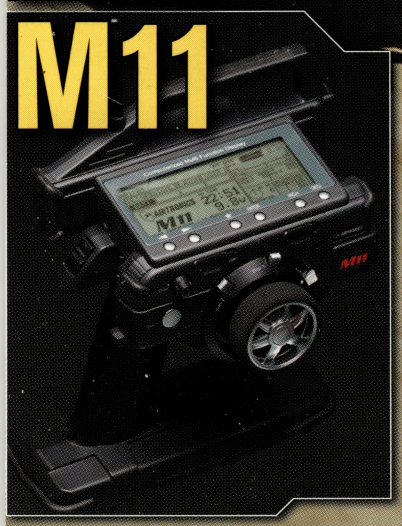

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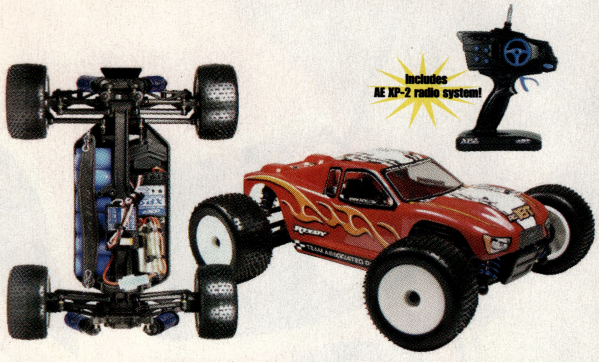

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T110 Panther Paddle

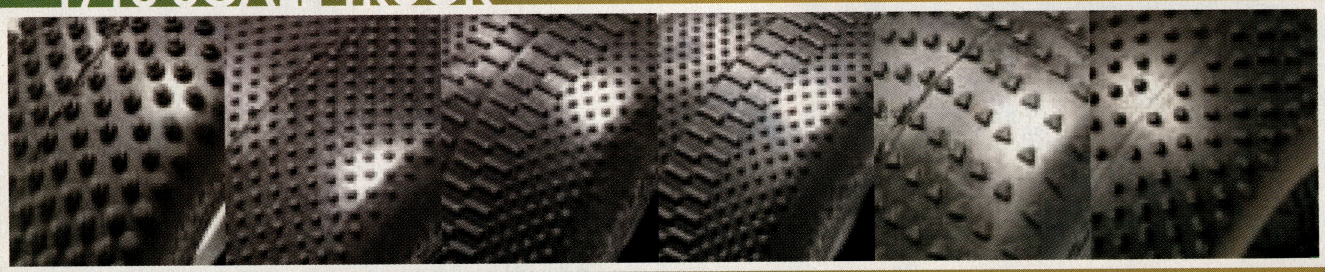
T120 Plow Boy

T125 Plow Boy II

T130 Mega Max

T140 LP Komodo Dragon S, MS

1/10 SCALE TRUCK



T300 Step Pin SS, S, MS

T310 Stinger S, MS, C

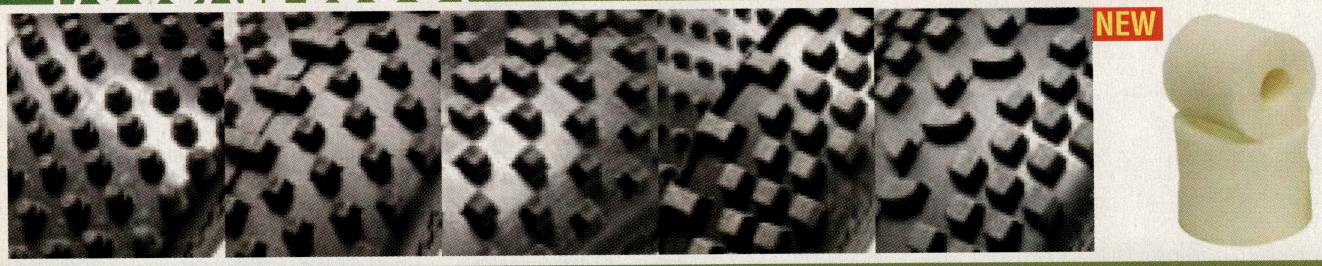
T320 Switch S, MS, C

T330 Wookie S, MS, C

T400 Diamond Back SS, S, MS, M

T340 Panther Stud S, MS

1/8 SCALE BUGGY



T900 Step Pin S, MS, M

T910 Komoto Dragon SS, S, MS,M

T915 Komoto DragonII SS, S, MS,M

T920 Tegu S, MS

T930 Chameleon S, MS

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Panther Driver -
2004 ROAR National
Champion Jason Ashton

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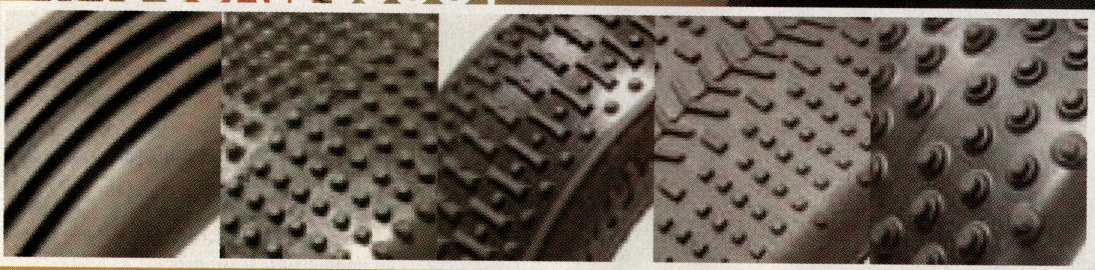


T700 Lynx (front)
S, MS

T710 Puma
SS, S, MS, C

T720 Bobcat (front)
S, MS, C

T750 Cheetah
SS, S, MS, C

T760 Tiger
SS, S, MS



T450 Burner Slick

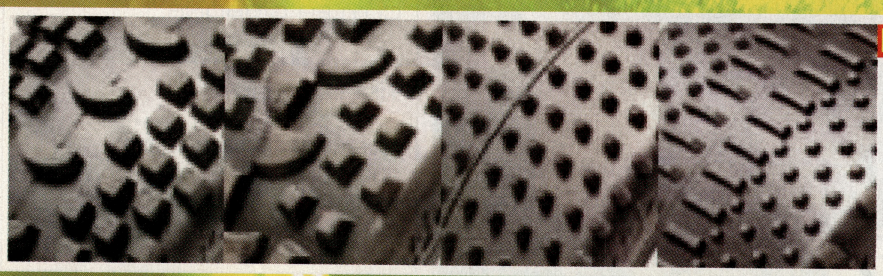
T475 Razor

T470 Paddle

T480 Cobra

T550 Micro Rib
S, MS, C

T553 V- Rib
S, MS, C





T935 Chameleon II
S, MS

T940 Gecko
S, MS

T995 Stinger
S, MS, C

T998 Switch
S, MS, C

F915 1/8th Molded
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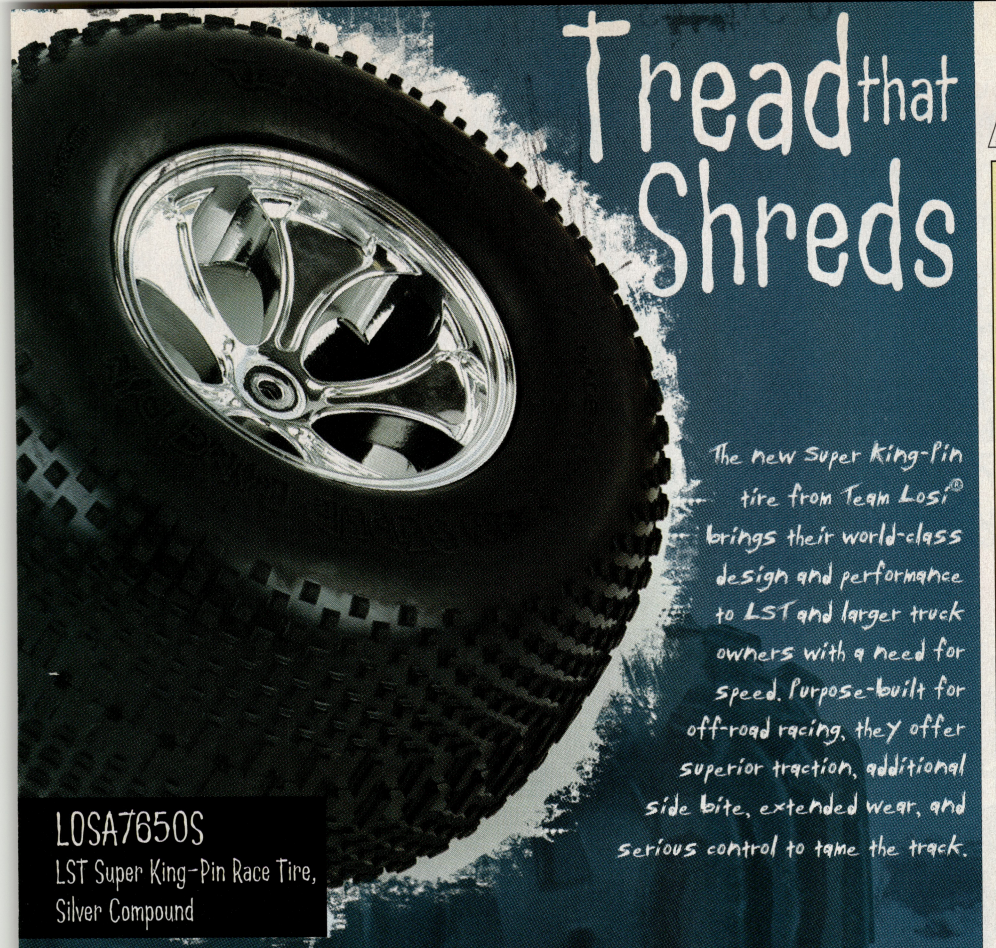

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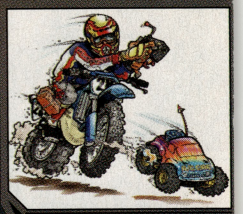

BY FRANK MASI



COVER STORY: THE HOBBY MORPHS AGAIN

Just like a play on that classic peanut-butter cup commercial, in which two great things go great together, it seems as if many of you have figured out that a T-Maxx and a 1/8-scale nitro buggy make a great meld. The result of this merging is what we've been calling a "truggy." But even the truggy is undergoing a metamorphosis into something more—a type of large stadium truck. The latest, and arguably the greatest, entry into this burgeoning segment is the MSR X5T—a conversion of the World Champion Mugen Seiki MBX-5 nitro buggy into one heck of a potent off-road truck.

What's of particular interest is that it's possible that this new breed of 1/8-scale stadium truck may even eclipse the popularity of the buggies upon which they're derived. How could this happen? As these trucks are becoming more and more serious, they are beginning to rival the performance of the smaller and lighter nitro buggies. At the recent ROAR nationals in Texas, Jammin' Jay Halsey's lap times were within striking distance of those of the Pro Buggy class. What's more, these trucks are easier to drive than their buggy counterparts, and, as Americans, we love our pickups!

WINDOW TO THE PAST

One of my favorite sections of this magazine is Darryn Johnson's "Vintage R/C" column. Each time I read about one of those old-timers, I feel transported back to the days when I first discovered this wonderful hobby. The appeal was for me—and for many others -the newness of the technology. Every little suspension piece, rubber tire, and differential was a source of marvel.

In looking back it's obvious that these early models would be at a substantial disadvantage to modern machines in the categories of performance and durability, but having no benchmarks at the time, what did we know? I remember being enthralled by the mere fact that my Tamiya Hornet actually had little springs on the front end. Today we obsess about spring rates and progressive damping! There was also an air of realism that's all but disappeared today. Those early models—especially those from Tamiya and Kyosho—were made to closely resemble the full-sized vehicles of the day, and this fueled the fun. Modern vehicles generally value function over form.

In those days, there seemed to be more room—and tolerance—for radical thinking. Remember some of those cars of the '80s? Monoshocks, trailing arms, wacky marketing campaigns—we'd try anything as long as it promised to be different. Today, most R/C models—especially the ones designed for racing—fit a tight mold. If you lined up every 1/10-scale electric stadium truck, only an experienced hobbyist would be able to tell you each model's brand.

Yes, the hobby has changed quite a bit since the first onslaught of Tamiya Hornets took over cul-de-sacs across the country, but I'd like to believe that the increased sophistication, performance and durability of today's models help "reel in" new hobbyists like never before. Still, I'm thankful that we have Darryn's column as a window to the past. You know that saying about needing to know where you've come from in order to know where you're going?

By: TEAM INTEGY

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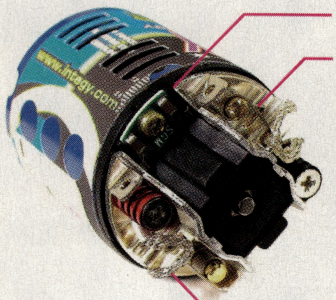

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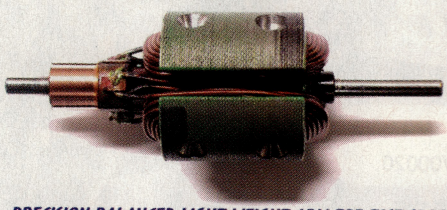

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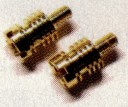

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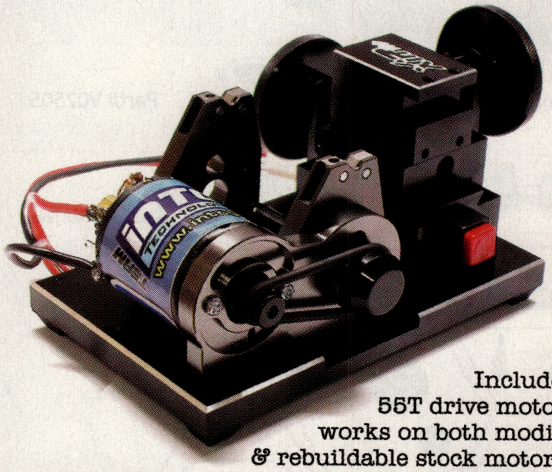

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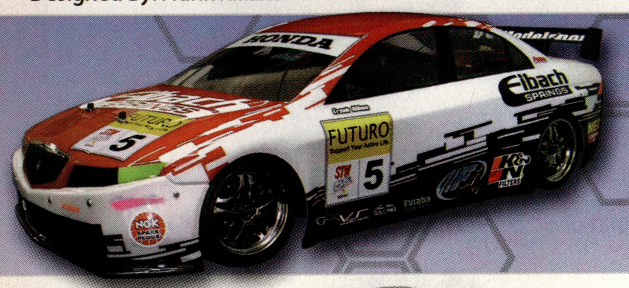

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Part# V02500



SP535
Designed By: Frank Killam

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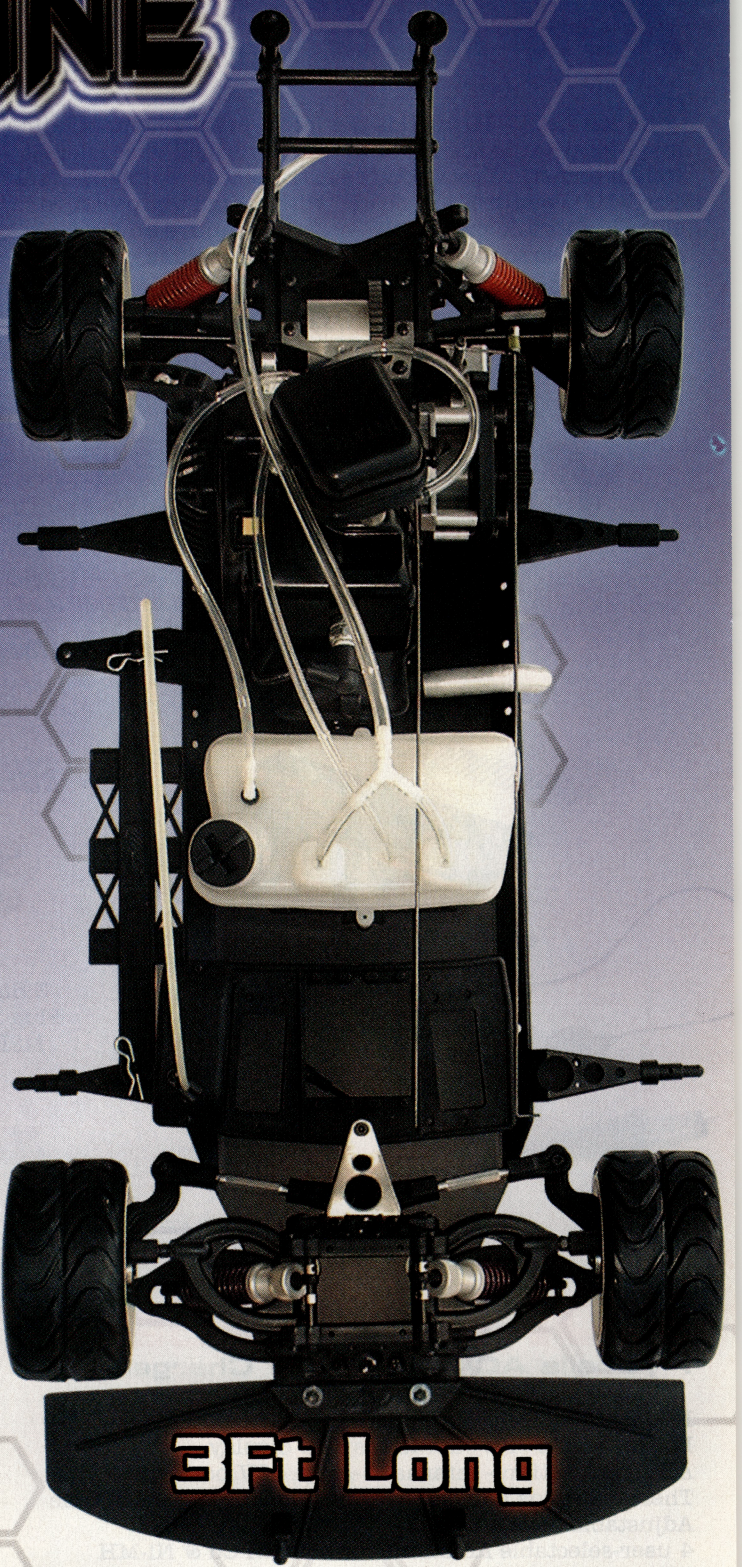

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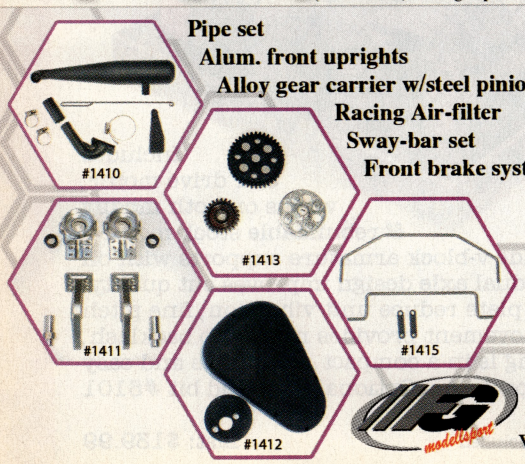

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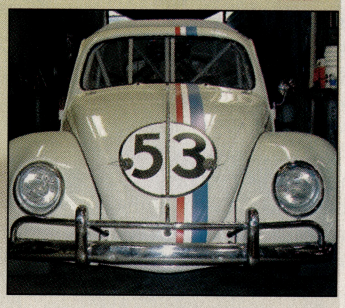
RC10



READERS' RIGS [PAGE 14]



NEWSFLASH [PAGE 16]



BENCH RACING [PAGE 24]

- READERS' RIGS -

PATRIOTIC T-MAXX
Jeffrey Kerner
Houston, Texas

Jeffrey has a definite Stars and Stripes theme for his tricked-out T-Maxx, with the Phatbodies American Flag body and Full Force R/C U.S. Flag skidplate and center plates. He also added Hardcore blue shock towers, body posts and bulkheads, a Robison Racing clutch and flywheel, RPM A-arms at all four corners and bulkhead braces, DuraTrax front and rear aluminum bumpers, mounts, chassis braces and hubs, Traxxas Ultimate aluminum shocks and GPM blue shock springs and engine mount. Kerner also upgraded to a Trinity Sirio .23 engine and wheelie bar and protects his investment with an OFNA failsafe. When he drives this puppy, people salute!



YOUNG'UN READY-TO-RUN
Joe Nichols
Bakersfield, California

Ten-year-old Joe Nichols has a cool Losi RTR to scoot around thanks to Poppa Ken Anderson. Besides the cool custom-painted body by Pops, the Losi has a Birdman stock motor, graphite parts under the hood, a Novak speed control and RPM three-spoke wheels. Joey also got an awesome Losi-replica cake for his birthday, complete with chocolate tires and vanilla body and chassis. Did he blow out the candles via a high-speed pass with his RTR?



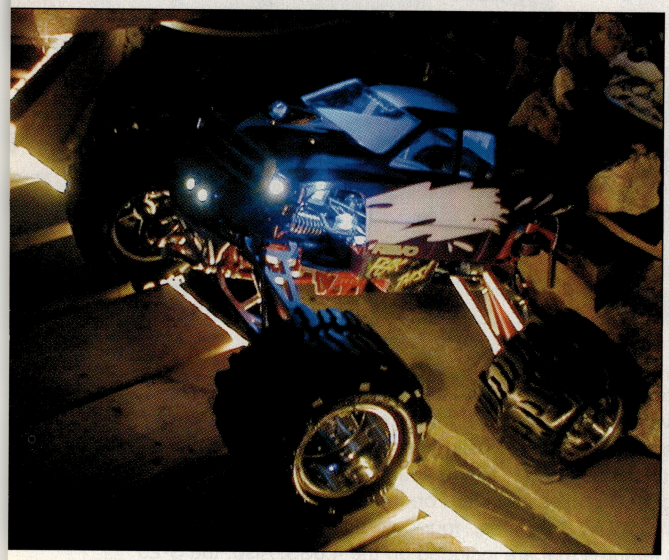
Send in photos and information on your R/C creations to Reader's Rigs, c/o *R/C Car* magazine, P.O. Box 958, Valencia, CA 91380-0958 or email to *timt@hi-torque.com*.

If we feature your rig, we'll send you a year's subscription to Hi-Torque's *R/C Car* magazine.

MARVELOUS MGT
Rick Umipig
Chino Hills, California

Rick tricked out his Team Associated MGT with a Pro-Line Crowd Pleazer 2.0 body, OFNA Picco.26 engine with roto-start, Associated side-mount manifold, an XTM tuned pipe, forward-only kit and Nova engine mount. The Factory Team chassis, steering kit, Ti turnbuckles and locking hex-drives are protected by a New Era roll cage and brace. The gearing is 17/49, and electrics include an Airtronics M8 radio, Spektrum, 358Z servos (200 oz./in.!) and 1400mAh batteries. He also Dremel'd the mudguards, radio tray and bumpers for lightness and lower CG, plus Rick styled out the suspension with Integy shocks complete with working reservoirs, Associated red/firm springs and Pro-Line Bow-Ties on Maximizer bead-lock X-75 rims. Sweet!







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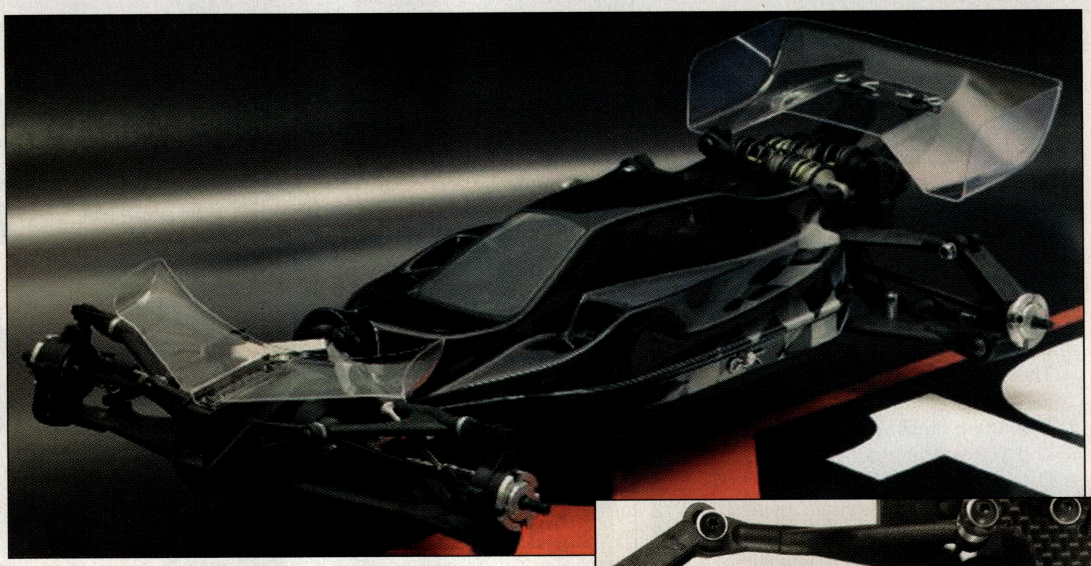
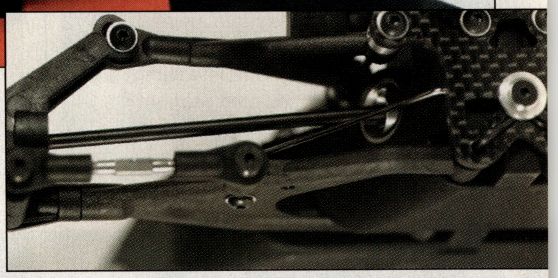
Bryan Sterns
Norfolk, Nebraska

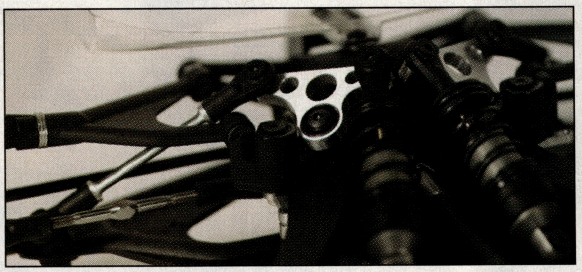
Bryan not only tricked out his Traxxas Revo with billet-aluminum wheels, A-arms, rockers and suspension links, he paid a lot of attention to the body and lights as well. Sterns added a working hood scoop to this Dodge body and painted it with purple and pearl-white. Then he added tail, head- and spot-lights and installed neons so they would shine through the pearl-white sections of the body. Bryan also changed the gearing to compensate for the taller Jumbo-Maxx wheels and tires and plans on adding a lot more billet aluminum hardware.

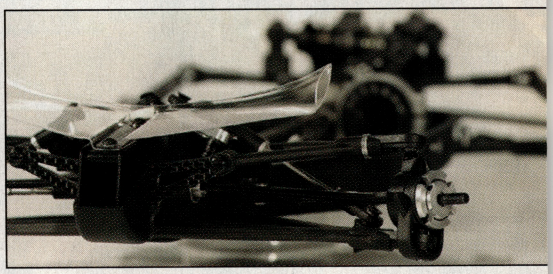
NEW PREDATOR X10 BUGGY

T-Tech is out for blood with its new Predator X10 4WD Buggy. The X10 is loaded with works features like lay-down, cantilever Protoshocks, titanium screws and turnbuckles, ceramic diff balls and hardened plates, front and rear wings, hard-anodized outdrives, a unidirectional carbon shaft, low CG motor mounts, "Bud" drive shafts, and dual carbon-fiber wishbone suspension with 40-50mm travel. The Protoshocks are works of art with ti-nitride shafts, anti-stiction single O-ring seals, hardened alloy bodies, volume compensating system (oil above the piston for linear travel and froth reduction) and 4mm carbon mounts. The chassis has more torsional rigidity and cooling for the motor and batteries, and the skeletal steel gears are straight cut. Internal diff ratio is 2.79:1, and the spur is a machined 70-tooth. Weight is 750 grams without the motor and electronics. Check it out at *www.ttechracing.com* or call T-Tech in England at 44(0)1634-826111.









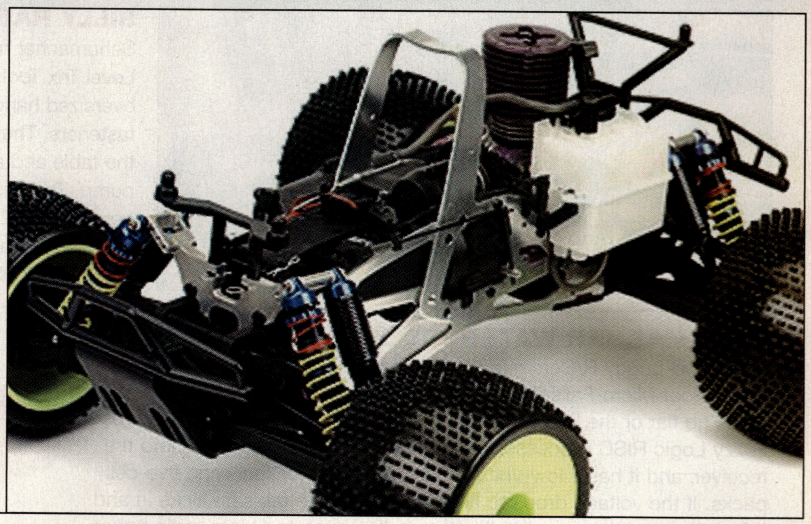


HPI SAVAGE 25 LIMITED EDITION

HPI Racing unleashes the Ready-To-Run Savage 25 Limited Edition, which is loaded with several upgrade parts, right out of the box. The Savage 25LE comes with the three-speed transmission (tested last month), a dual-chamber polished pipe, two pinions (15T, 19T) and spurs (47T, 49T) for four final-drive options, dual-disc steel brakes (standard on the 4.6SS) for stoppies, chrome six-spoke wheels with Dirt Bonz tires, four-gear diffs, a three-shoe clutch, and several other features that are included on the 4.6SS. Also, the S-25 engine has a Roto-Start system for speed and durability, and its fed by a 160cc fuel tank for longer fun times. The RTR Savage 25LE also has black heavy-duty shock springs and a cool blue/silver/graphite GT-1 body, and other RTR features include a TF-4 radio, high-torque steering servo and servo-saver, rubber-sealed ball bearings and provisions for an optional reverse (using the third channel on the TF-4). MSRP is $999; contact HPI Racing at (949) 753-1099 or view the LE at *www.hpiracing.com.*

SAVAGE POWER-STROKE SHOCKS

Pro-Line has adapted its revolutionary Power-Stroke Shocks for use on HPI Savages equipped with Rock Concepts aluminum shock towers. Power-Stroke Shocks have dual-rate springs and progressive damping, and they lower the CG on Savages for greater cornering prowess and stability. Based on full-sized off-road truck technology, the Pro-Line Power-Stroke kit (#6025-00) includes four sprung shocks and four by-pass dampers, two ounces of 30wt shock oil, mounting hardware and tuning guide, for $155. Contact Pro-Line at (951) 849-9781 or log onto *www.prolineracing.com*. The Power-Stroke Shock system will only work on Savages equipped with Rock Concepts aluminum shock towers (#RCR-SAVST-02), which are CNC'd from billet aluminum and sell for $54.95 each. Contact Rock Concepts at (760) 701-0030 or log onto *www.rockconcepts.net.*



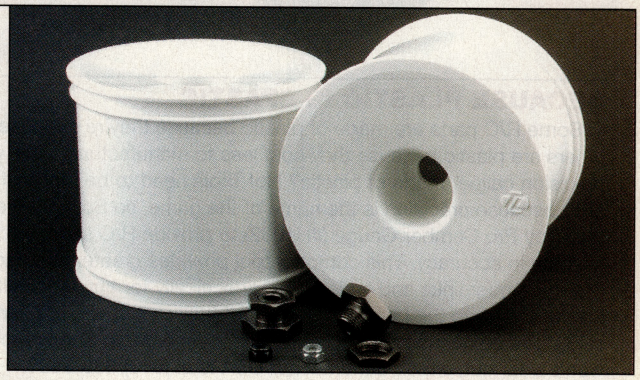


SAVAGE 17MM HUB CONVERSION

HPI Racing is also on the pipe with its new 17mm Hub Conversion Set (#87229) for all Savages. Not only do the 17mm hex-hubs reduce the stress on wheels, especially when using high-output engines, they allow Savage enthusiasts to use the new HPI Nubz wheels and tires. The kits include steel axles for strength and durability and aluminum hex-hubs and wheel-nuts for lightness and increased acceleration, along with a wrench, thread-lock and grease. MSRP is $54; check them out at your local R/C store, *www.hpiracing.com* or call (949)753-1099.

LOSI LST 420 SERIES WHEELS

Team Losi has redefined the 40-Series wheel by adding a 20mm hex to produce the 420 Series Wheels. These dish-type wheels fit the low-profile monster truck tires and are available in white (LOSB7010) and yellow (LOSB7011). Construction is high-impact nylon. The Wheel Hexes and Nuts (LOSB3510) are precision-machined from aircraft-grade aluminum and hard-coated for wear resistance, and the 6mm nuts are machined for right- and left-hand threads. There's also a replacement nut set (LOSB3511), and the wheels are $12 a pair. Wheel hexes are $15.99 a pair, while the replacement nuts are $4. LST owners should call Team Losi at (909) 390-9595 or log onto *www.teamlosi.com.*



- NEWS FLASH -



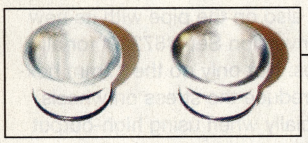
SILLY RABBIT, TRIX ARE FOR R/C!

Schumacher has joined the R/C driver revolution with its Premium Level Trix Tools, which feature hardened CNC-machined steel tips and oversized handles for extra torque when dealing with thread-locked fasteners. The handles have milled flats to keep them from rolling off the table and are larger in diameter than other tools to reduce arm-pump. The end buttons are color-coded for quick identification and come in 1.5, 2.0, 2.5 and 3.0mm, .050 inch, T10 Torx, M3 and M4 nut, and Body Reamer. The reamer is $15.99, while all others have an MSRP of $7.99. Schumacher USA is at (813) 889-9593.

SCHUMACHER WATERPROOF MICRO-FAILSAFE

Swamp-buggy R/Cers rejoice! Schumacher has introduced the Waterproof Micro-Failsafe, so you can save your trusty steed if the batteries go flat or the R/C gets out of range. The Micro-Failsafe features a Fuzzy Logic RISC processor, which monitors the signal going into the receiver, and it has a low-voltage sensing signal for four- and five-cell packs. If the voltage drops to an unsafe level, the fail-safe kicks in and brings the throttle servo to idle. It's small enough to fit into radio boxes, and it's completely waterproof, in case you get the urge to mud bog or drive into a trackside puddle. The Schumacher Micro-Failsafe (#H1033) has an MSRP of $26.99; contact Schumacher at (813) 889-9593.



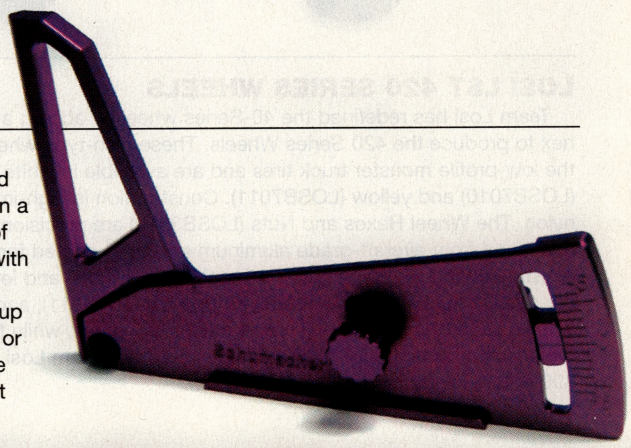


TEAM ORION WASP PERFORMANCE.21

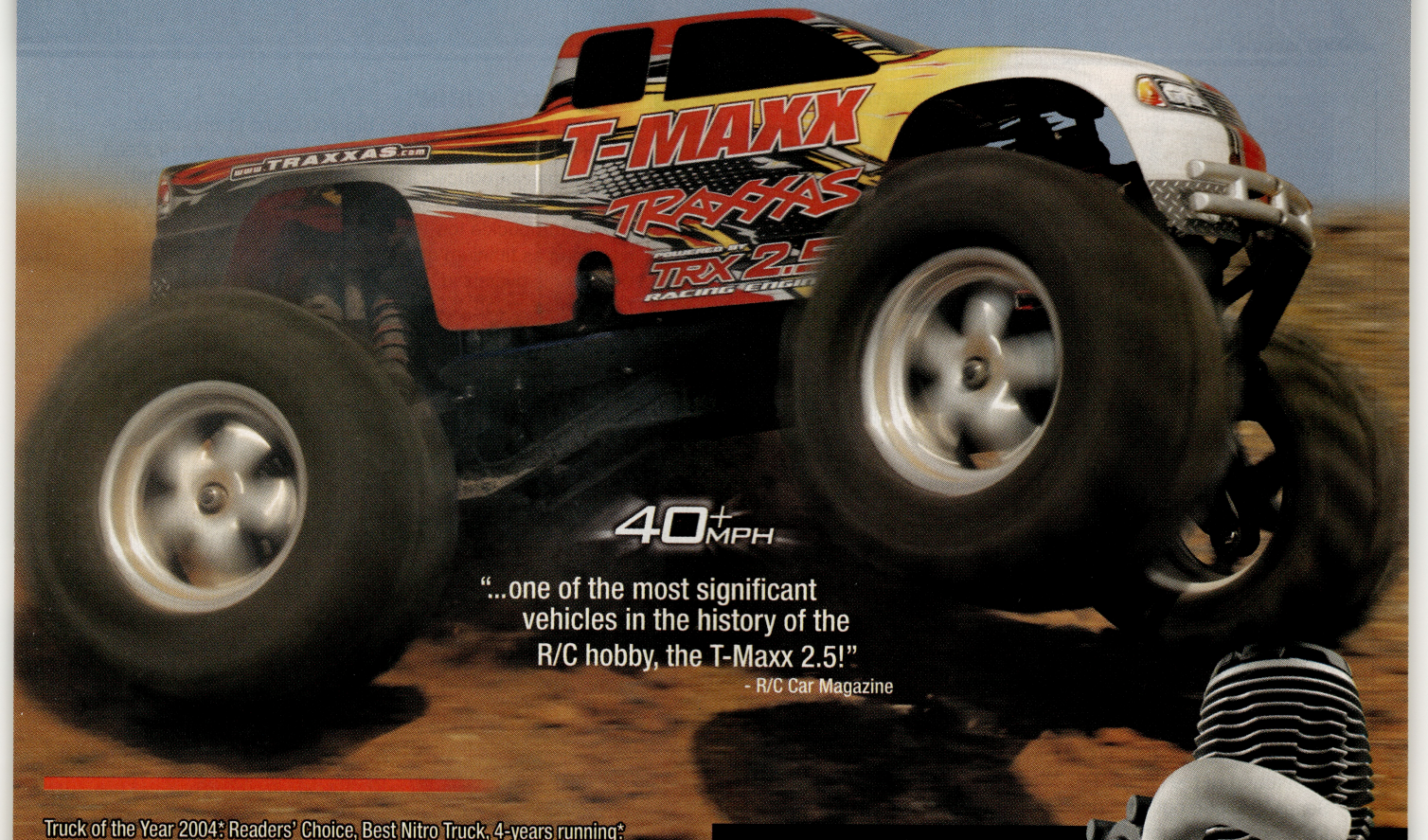
Team Orion introduces a new Wasp Performance .21 Engine, the Team Off-Road .21 (#ORI80311), which has a five plus two port design and a hard-chromed, brass-lapped cylinder mated to a precision-matched, CNC'd, billet-silicon-alloy piston. It draws fuel from a 14mm, hard-chromed, drilled and balanced crank and composite carb with O-ring sealed 7-9mm inserts. This Italian stallion has a ten-fin anodized head with standard-glowplug combustion chamber, and it's designed to deliver a great balance of low-end, midrange and top-end boost with the Team Orion 069 Polished Inline Exhaust Kit (ORI88010). The Wasp Team Off-Road .21 has an MSRP of $499.99, while the Exhaust Kit goes for $149.99. Contact Team Orion at (714) 694-2812 or log on to *www.teamorion.com* if you local hobby pros don't stock these puppies.

BECAUSE PLASTIC IS SPASTIC

Some R/C parts are made of plastic because they're supposed to flex, and others are plastic because they cost less to manufacture. Have you ever seen a precision caliper made of plastic? No! Tools need to be made of some sort of alloy because precision is the name of the game, so Schumacher came up with the Alloy Pro Camber Gauge (#H1032) to provide R/C sedan racers with the ultimate in accuracy. This compact tool provides greater accuracy in setting up sedan camber-links and is designed specifically for tiny tires. It'll never warp or lose accuracy in the heat of summer or bitter chill of winter (Mark Twain once said, "The coldest winter I ever spent was summer in San Francisco."), and it won't wear out, either. Schumacher USA is at (813) 889-9593.



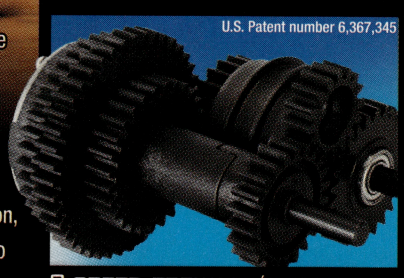
Only A T-MAXX™



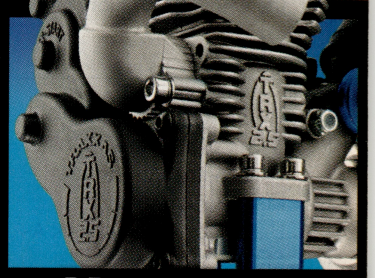
40+MPH

"...one of the most significant vehicles in the history of the R/C hobby, the T-Maxx 2.5!"
- R/C Car Magazine

Truck of the Year 2004*; Readers' Choice, Best Nitro Truck, 4-years running*; Readers' Choice, Best Nitro Engine, 2-years running*; RC Car magazine Truck of the Year. The awards and accolades speak for themselves. Traxxas Maxx trucks are the world's premier R/C monster trucks. T-Maxx's innovative, cutting-edge design captured the imagination of performance-hungry enthusiasts everywhere and now it's become the industry's best-selling R/C monster truck. Ever. Nothing else matches T-Maxx's perfect balance of tire-shredding horsepower, quick acceleration, agile handling, unbelievable suspension travel, and race-winning top speed. It's no wonder T-Maxx dominates the monster truck world and has developed a cult-like following of Maxx loyalists. On top of that, Maxx trucks are backed by the industry's largest aftermarket support. You can personalize your Maxx any way you want. See Maxx trucks in action online at Traxxas.com or visit your local hobby dealer.



2-SPEED FORWARD/REVERSE



TRX 2.5 RACING ENGINE™



EZ-START™ ELECTRIC STARTING



8 OIL-FILLED ULTRA SHOCKS™



See the Full Size T-Maxx!

See the full size T-Maxx live in the action packed USHRA Monster Jam® series. Also televised on Speed Channel.™ Check your local listings and the Traxxas website for event info.

www.Traxxas.com

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WHERE POWER MEETS TECHNOLOGY™

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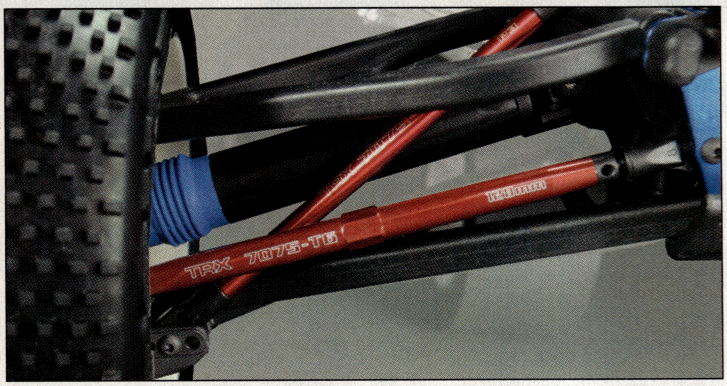
- NEWS FLASH -



LET'S GO TUBIN'!

Monster truck tires are so big you could fit pneumatic tubes in them, but that would be too much weight. Instead, Traxxas has introduced a different sort of tube, one that decreases weight on Revos. Traxxas Tubes are hollow aluminum turnbuckle toe-links, and they're claimed to be twice as strong as titanium and four times more rigid. The outer diameter is oversized, while the innards are machined-out for lightness. Construction is high-grade7075-T6 aluminum, and they're anodized fire-truck red for added coolness. They're machined with a hex-center for quick tuning via the kit's wrench; cost is $25 per pair, and each kit includes two 128mm Tubes, four ball-ends and a wrench. Contact Traxxas at (972) 265-8000.



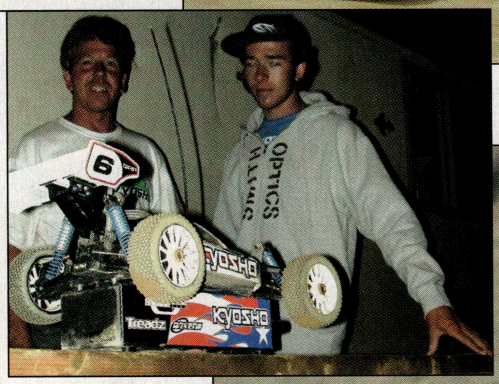
THE MONTH IN RACING

Southern California is the hotbed for off-road racing for the month, and the on-road warriors head to Tennessee for the ROAR Paved Oval Nationals and to Saugus, California, for the sixth round of the Jimmy Babcock On-Road Series. So, buff out your rides and check out the websites for more information.



ASHTON, TEBO TOP MUGEN CUP

Jason Ashton led an MSR sweep of the Unlimited Monster Truck A-Main at the Mugen Seiki Manufacturer's Cup Challenge, held in Pleasant Hill, Missouri. Ashton, Chad Bradley and Kris Moore dominated the UMT podium with the Mugen MBX-5 MT, which is tested in this issue, but it was Kyosho's Jared Tebo who topped both the Expert 1/8 Buggies and Pro 1/10 Gas Truck. Bradley and Josh Wheeler put Mugen on the Buggy box with second and third, respectively. In Pro GT, Taylor James was second ahead of Seattle Seahawks starter Reggie Tongue. In Pro football and Pro R/C, it's all about the hand-eye co-ordination and reflexes!





PRO-LINE FIGHTS MONSTER-TRUCK CRIME

Pro-Line Racing unveiled its new Crimefighter MT tire, which is based on the IFMAR World- and multi-National Championship-winning 1/8 Buggy tire. The Crimefighter MT fits the standard Maxx wheel and is said to enhance both forward and side bite. It's also more narrow than a Maxx tire, so the Crimefighter MT meat reduces weight by 15 percent, all for $30 a pair. Check it out at your local hobby emporium or at *www.prolineracing.com*.



Date	Event	Host	Location	Contact
Sept. 3-4	R/C Pro West Series Rd. 4	Lancer Lanes	Clarkstown, WA	*www.rcproseries.com*
Sept. 4	Babcock Off-Road Series Rd. 7	Pegasus Hobbies	Montclair, CA	*www.jimmybabcock.com*
Sept. 17	SoCal Saturday Series Rd. 5	Pro-Line	Banning, CA	*www.prolineracing.com*
Sept. 18	Babcock On-Road Series Rd. 6	Hot Rod Hobbies	Saugus, CA	*www.jimmybabcock.com*
Sept. 23-25	Reedy Truck Race of Champions	Hot Rod Hobbies	Saugus, CA	*www.hotrodhobbies.com*
Sept. 29-Oct 2	ROAR Paved Oval Nats	Blountville Motorsports	Blountville, TN	*www.racebms.com*
Oct. 1	SoCal Saturday Series Final	The Dirt	Hemet, CA	*www.prolineracing.com*



REEDY UNVEILS BRUSHLESS MOTOR

Reedy, the innovator that has won 25 IFMAR World Championships, has developed its first brushless motor, the NEO One Brushless. The NEO was developed in conjunction with the LRP Sphere Brushless/Brushed ESC to deliver the feel of a brushed motor without the maintenance. NEO features include Neodymium magnets, extra-thick copper windings and a low-resistance design throughout, and its comparable to a nine-turn brushed motor in performance but with longer run times. A sealed design makes the NEO a natural for on- or off-road applications, and it carries an MSRP of $149. Check it out at the hobby shop, log onto *www.teamassociated.com* or call (714) 850-9342.



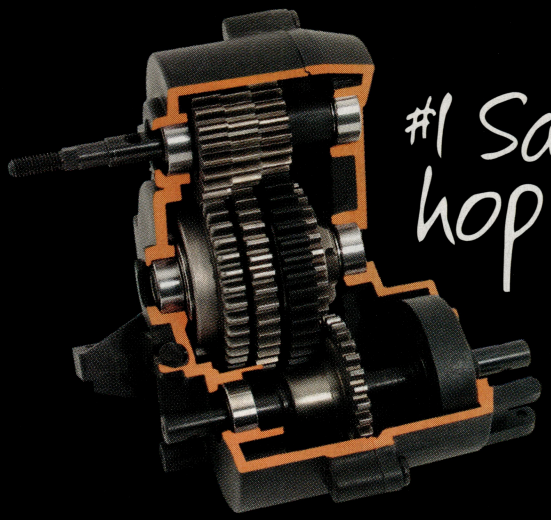


Shrek in China: Guess which side of the plane Skinny was sitting on...

LOSI BOWLS WITH THE KINGPIN

Team Losi has launched its Kingpin 1/10 Truck tire, which is designed to bridge the gap between loose loam and hardpack blue-groove. The Kingpin (LOSB7637—R or S) features a reinforced carcass to fight roll in high-bite situations and directional tread, and its open-tread design digs into soft loam. Available in Losi's famous Red and Silver compounds, Kingpins sell for $17.95 a pair with foams.

1



#1 Savage hop-up

now included in this limited edition Savage

three speed tranny

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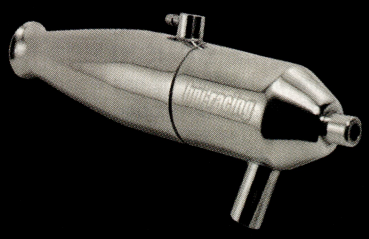
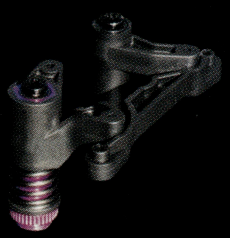
2



polished alloy tuned pipe



vented stainless dual disc brake

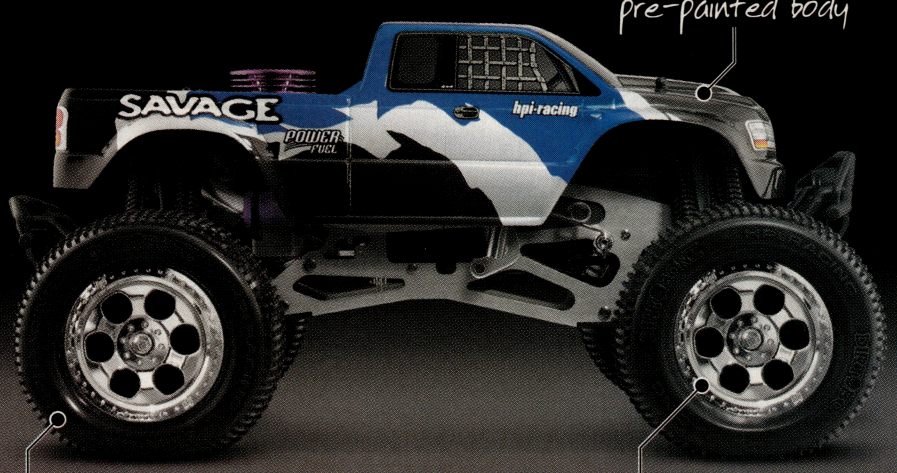


cam-type servo saver

[shift]

3

pre-painted body



dirt bonz tires

6 spoke chrome wheels

3 SPEED

LIMITED EDITION

TRANSMISSION

PROVEN TOUGH



#852 Ready-To-Run Savage 25
Limited Edition with
3 Speed Transmission

hpi·racing

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- BENCH RACING -

Shrek-like thoughts:
Why is it that if someone tells you there are a billion stars in the sky we believe them, but if someone tells you there's wet paint on the wall, we have to touch it to make sure?



My life is complete now; I actually got to sit in Herbie!

I'm beginning to think that life grants you the things you truly love, rather than the things you only think you love. I reached this moment of clarity while I was sitting within the confines of Herbie the Love Bug. I was lucky enough to grow up in Los Angeles during the '60s and '70s amid many new trends such as skateboarding, surfing, motocross, BMX, mountain bikes, and R/C. Southern California was and is the hot spot of new things, and living in the capital of dreamland, where trends, movies and media are the norm, really influenced my life. In the day, I got to hang out with many of the movie stars' kids and got to see a lot of the behind-the-scenes stuff about how movies are made; I think that taught me that you can dream and, if you work hard, dreams can come true.

I was also fortunate to have parents who let me try all of the abovementioned sports, but in my soul was a desire to race and to be behind the scenes. I loved bicycles and motocross, and I loved making stuff for my bikes. I remember being 11 and wanting to make a motocross magazine to sell at school, so my buddies and I started one. Of course it never happened—we got too busy riding to do any work [*nothing's changed—Ed*]. Funny thing was, we used to ride our bikes at the old Hi-Torque Publications office, and we'd bug the receptionist for Dirt Bike stickers almost every day after school. Now, 30 years later, I work for them.

I loved BMX when I was young, and I would get mad every time some company would come out with some product that I had thought of, but could do nothing about because I was too young. Then mountain bikes hit the scene; by then I was old enough to do something about it, so I designed and manufactured the first full-suspension mountain bike, along with many other things. Twenty years later I was inducted into the Mountain Bike Hall of Fame—life is still strange.

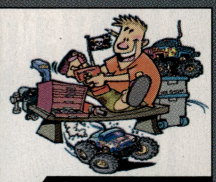
R/C was something with which I was always fascinated, and I'd look at R/C cars in magazines at the school library. Then, one day in 1979, just five years after dreaming about these cars, I saw a race track and found out that I could actually get into this hobby. I was introduced to the Tamiya Rough Rider, my first R/C car. It didn't last too long though, because my car would always break when I was in front, but I still loved it. [*Nothing much has changed, except the "front" part—Smart Guy Ed.*]

Fast forward to the present: Now that I'm kind of beat up from all of the years of motocross and mountain bike racing, I again turned to R/C when I found out that R/C had really gotten better. I again went to Tamiya, this time purchasing a Mad Bison (because I had read about it in *R/C Car* magazine). I beat the poor thing to death and then found out about another truck, called a T-Maxx.

Man, did I love that thing! A buddy of mine talked me into racing; that was a big mistake, because I was now hooked and raced every weekend—even mid-week at Hot Rods, where I met that future Boss of mine. Did you guys know that at first Frank didn't want to bring a Shrek onto the staff? In reality, I got the job solely through my incessant bothering (here's a lesson, kids: People will do what you want if you're annoying enough).

All of this is what brought me to being in Herbie the Love Bug, which brought me to my moment of clarity, which is: Life is strange. Looking back at my life, I can see that being a kid who loved racing and tinkering on things would be the catalyst for my life.

The things I loved as a kid, the things that one has a deep passion for, would later in life come back to me to bring me joy as an adult—and supply me with an income for most of my life. Whatever the reasons, I'm glad it turned out that way. It helps me to be

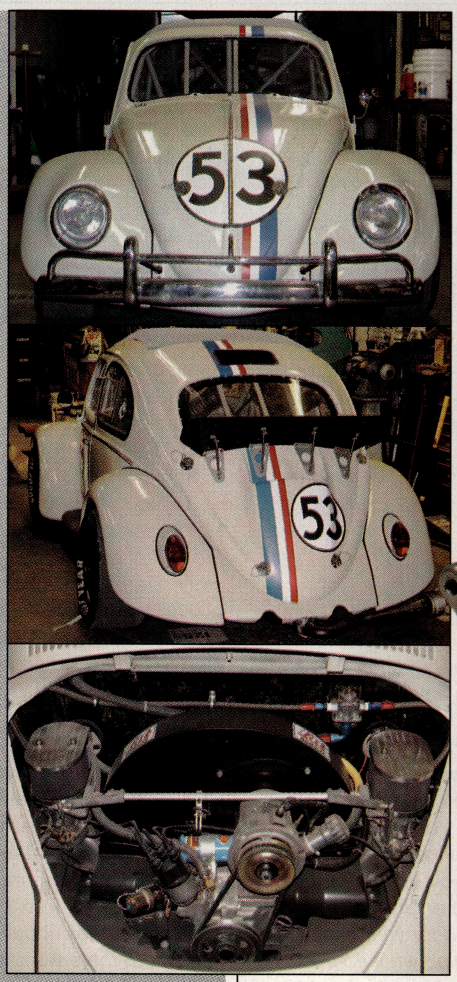


BY BRIAN SKINNER
email: brians@hi-torque.com

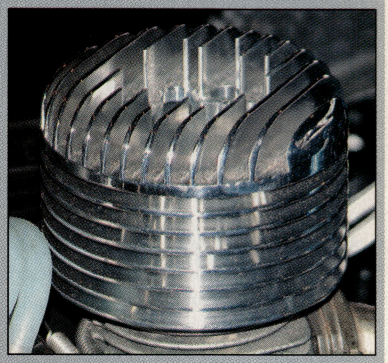
young, and it also brought me to be sitting in Herbie thinking "Life is sure strange."

By the time you read this, *Herbie Fully Loaded* should be in the theaters. Here is Herbie after his day at SoCal Speedway with the NASCAR boys. He had a fully-built bug engine that was remarkably fast for a VW; $20,000-plus in an engine sure helps things. If you go see the movie, you'll be pleased to know that many of Herbie's animations are done by radio control using everyday R/C stuff like we use—although the servos were the size of bricks! I got to see many of the behind-the-scenes workings of *Herbie*. I can't tell you too much, because Disney might sick the Mickey Mouse police on me, but it was fun to see so much R/C stuff used in the making of Herbie's new flick.

As a kid I loved the original *Love Bug* movies, and they're one of the many influences in my life that got me into racing; I hope this movie will do the same for this generation of kids. One of these days I'll get to do a behind-the-scenes story on these types of movies, as I get to see many movie special effects being built. Unfortunately, the big studios are cautious about information being leaked, and they really like their secrecy, so most of the time I only get to peek and I can't tell anyone.



IS IT CRAZY AND COOL? DEFINITELY!



Crazy Nut racing has expanded on their retro series of MX cooling heads, and I couldn't be happier. A lot of you wrote asking about the retro head I used in the "Boss Beater" story for the Revo, and I told you it was from Crazy Nut Racing. Crazy Nut now has MX retro-style cooling heads for most popular engines on the market; the one featured here is for the Novarossi-based engines. These heads are lower in profile than stock heads, but give more cooling by having fins on the top, ala 1970's two-stroke motorcycles, and that's the beauty of this head. This head was race tested at the 2005 ROAR Nat's and passed with flying colors! It ran cool and looked cool, too; you could definitely pick it out from the crowd at the Nat's. I think you'll be pleasantly happy with this baby on your engine, and, if you like what you see, you can contact Crazy Nut Racing at: Crazy Nut Racing (401) 282-5085

www.crazynutracing.com



ROCK CONCEPTS SAVAGE

If you're looking to build the ultimate HPI Savage, then look no further! Rock Concepts is the ultimate authority in Savage technology. Last month, I gave you a sneak peek at their new prototype Savage race truck with the modified suspension and lowered chassis, along with repositioned hardware to make it a better balanced truck for racing and bashing. Rock Concepts is in full production, and the first hop-ups to hit the stores are the shock towers (Pt# rcr-savst-02, price $54.95 each). These sweet 7075-T6 shock towers give you unlimited shock tuning capabilities, and give you the ability to change to a better shock like the Pro-Line PowerStroke or any of the quality 1/8-scale shocks. In fact, you will need to use these as the stock shocks will be too long for them!

Currently, we have Lumpy testing them since he has an affinity for the mighty Savage (he strongly insisted on it!), and I'm sure Lumpy will let us all know how they work, so stay tuned. In the meantime you can check out these and other fine products from Rock Concepts at:

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SKINNY'S MAIL BAG

R/C FANS IN CHINA

Hello. I am Hao Lin, the CEO of R/C Fans China. Today we read the news "SKINNY MAKES HISTORY", and we are very happy Skinny made history playing with R/C car on the Great Wall. Let me convey some things about the R/C Fans Organization. R/C Fans is the No.1 R/C website in China (*http://www.rcfans.com*). It provides technologies, news, testing etc. Website *http://bbs.rcfans.com* is a Chinese version forum and is the most popular forum in China—even in Hong Kong. *Http://www.rcfans.net* will be launched soon. It's an English version website, including forum. We're not only providing technologies/news but also have a forum. Furthermore, we have seven authorized model shops in four cities (Beijing, Shanghai, Guangzhou, Shenzhen). Please keep in touch. If you have anything you want to know about RC in China, tell me.

Thank you.
Regards,
Hao Lin

Mr. Lin, Thank you for e-mailing me and letting all of us know about R/C in China, and that it is alive and well. I've been over to China several times to see how R/C cars and parts are made, but it's been hard to find facilities that you can go and pull trigger on (Co-Ban-Chi!), I will definitely contact you next time I come; I would love to attend a race while I'm there.

Thank you as well for seeing our News Flash on the web about being at the Great Wall of China. It was a lot of fun, and hundreds of people got to see R/C for the first time; it was incredible. You can read the story later in this issue, and I hope you all will enjoy!

Skinny

LORDS OF THE FLIES

Good Morning Skinny,

Love your articles. Knowing that you love monster trucks, I thought you would be the perfect person to help me out. I have gone and done it. To make my Maxx stronger, I have put titanium and aluminum upgrades on it. Because of the extra weight, it no longer has the "flip-me-over from dead stop" ability, or the top speed. What I hope you can help with, or do a story about, is which engine to use? Should I use a .18, .21, or a .26, and whose engine; OS, Picco, Sirio, etc.? What I would like as a replacement is an engine that has the same rpm range as the TRX 2.5 and the same power curve, just scaled up for the larger engine, and it has to be a drop-in replacement. I just bought a Full Force web chassis, and I want my Maxx to behave the same as when it was stock or better regarding wheelies, top speed, and acceleration.

Sincerely,
Slowed Down Maxx
Richard Blackwood
Garland, Texas

Dear Slowed Down, you are asking a lot out of your new engine, but I may be able to help. The TRX 2.5 is an engine unto itself, so it will be hard to find something like that. Out of your engine-size choices, I think a .21 will do the trick for you. A .26 will be hard on the drive train, and a .18 will have to work too hard, but clutch bell size could do wonders for either engine; I think the .21 will be best for overall performance and reliability. All of the engine manufacturers you have mentioned for your choice are just fine, but keep in mind what your local hobby shop deals with, it can be hard to find parts sometimes. I think OS is most commonly carried at hobby shops; the OS .21 will be easy to find parts for and probably be the closest to what the TRX feels like as far as the power curve (but stepped up a notch!). Any of the new generation .21s are pretty good these days, so you can't go wrong; I would go with what is available in your area and what you can get parts for easily. I hope that helps you; send a photo of your truck when it's done, I would love to see it!

Skinny

"BOSS-BEATER" PARTS

Dear Skinny,

I absolutely love the "Project Boss Beater Revo" you're building. I was wondering, do you get the Revo and the entire cool hop-up parts donated to ya? I have a Revo and really love it; it's a great truck. I own 22 nitro cars and trucks and just can't stay away from them! The Crowd Pleazer body is just beautiful! You wouldn't want to donate that and your hopped-up engine to yours truly, would you? (Just joking.) Great magazine, always enjoy reading it—I read that issue in one evening. I'd like to hear more about the different engines guys are running in the racing section of the magazine; it's neat to hear who is running what.

Take care, and good luck on beating Frank!!!

Roger

Roger, twenty-two cars! That's more than I have, you must really have it bad, my friend. I'm glad you liked the "Boss Beater" story; Frank and I had fun with that, and you and many others have told us how much they liked it —thank you! Yes, we get our cars "donated," as you say, but it's more of a marketing thing for manufacturers than them thinking, "Hey, Skinny needs a car, let's send him one (I wish!)." No, my fellow R/C buddies, while we do get our cars for free, there's always a catch to that, if you're a Pro you get your cars free, but you have to win a lot for them to give you free stuff. If you're a magazine person, you get your cars for free, but we have to do tests and stories about the products, then you all out there want to see the stuff we use, so we continue to use these things during the race season. That way you can see what we have tested first hand, and we like to use the products thoroughly, so, when you ask us about this car or that part, we can speak from experience. I like that Pro-Line Crowd Pleazer body, too. It's tough, it has lasted me a long time. Finally, no, I don't want to give up my body (although it's getting pretty ragged), and, as for my engine—no way! I love that RB Mod Revo engine; it's pretty darned fast!

Just to let you know, Frank beat me in the A-main, I did beat him in the two heats, though, so I guess you will have to decide who really won. But this just let's me have at him again; after all, I'll never give up until I smoke him!

XXX-T MF2
2004 ROAR Stock Nationals
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 Reedy Race of Champions

XXX-NT AD2
2004 Silver State Nitro Challenge
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 RC Pro Series Championship
2004 NORRCA National Championship

XXX-4 G+
2004 ROAR Modified Nationals
2004 Team Losi Off-Road Champs
2004 Hot Rod Hobbies Shootout
2004 Cactus Classic
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- FEEDBACK -

E-mail your letters direct to the editors! You can get ahold of Frank Masi at *frankm@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*

MATT'S OUR HERO, TOO

I wanted Team Losi to know how I felt about Matt Francis. Matt is the best. I first spoke with him at the 2004 RCX show about my son Cole, who is a fan of his. Cole, at 18, needed open heart surgery and asked me if we could hold it off until after the famous Hot Rod Hobbies Off-Road Shootout in July '04. He wanted to race with the best. When I spoke with Matt, he said he would be glad to help Cole at the race. At the race, Matt was super helpful with our setup and driving. At one point Matt test drove Cole's car, made a couple of adjustments, and coached my son for a few laps of practice. I was really impressed with Matt and his professional, but down to earth, style. Cole came away from the race with a trophy for third in his main and a great time to remember. After the race was over, Matt ask Cole if he would like to have the body that he ran in the race. Cole jumped at the opportunity. Now Cole has his cars and a famous MF2 signed body on the shelving in his room. At this year's RCX show, Matt remembered me and ask how Cole was doing. Fortunately, the surgery seems to be a total success. All is going well for Cole. Thanks to Matt Francis for his friendship and help and thanks to Team Losi and Horizon Hobbies for supporting Matt Francis, an icon for our hobby.

Ron Roberts
via e-mail



REACHING ESCAPE VELOCITY

I am going to buy the new Traxxas Jato. I was wondering if you could tell me the best way to make this thing faster? Thanks.

Jeff Werner
via *rc-car.com*

Jeff, are you nuts? The only way to make the Jato faster (it goes over 50mph in stock trim) would be to strap a Jet Assisted Take Off system to its chassis!

DOES SKINNY NEED LI-PO?

In the "Boss Beater 2" article, Skinny mentioned the HT Batteries Li-Po pack he used with his Revo. I would like to know if he used any six-volt regulator with it, 'cause I know servos won't last long if it's greater than six volts. More power (no pun intended)!

John Villarosa
via rc-car.com

You're correct, John, our good Smedley Skinner did in fact use HT Batteries' six-volt regulator with his Li-Po battery. According to Eric Beier of HT Batteries, the regulator should always be used to prevent servo damage.

I'm trying to chase down some details on HT batteries, because I want to purchase a Li-Po receiver pack for a Kyosho MP777 SP1. Do you have an e-mail address? Thanks for any help.

J. Merrett
via *rc-car.com*

Here ya go, J.: HT Batteries; (805) 582-0577; e-mail info@HTBatteries.com

FEELING THE PINCH

Approximately a year-and-a-half ago you did a tech article about a tool that would "re-pinch" a cylinder. I've searched my back issues, but with no luck (it's probably in the only issue I don't have!). Any help would be greatly appreciated. By the way, awesome mag! I get it every month. I don't have a subscription, as I'm on the road constantly, and I can't stand the idea of a new issue waiting at the house and not being able to get to for three or four weeks! Keep up the good work!

John (Ski) Grabowski
via *rc-car.com*

The company we used in the story was OS Rocket, and they have a 24-hour turnaround on pinched sleeves, and we've used them several times with great results. We suggest you get a medium pinch, as the full pinch on your sleeve will overwork your con-rod and you'll probably wind up replacing it. You can contact OS Rocket only by email (osrocket@neo.rr.com).

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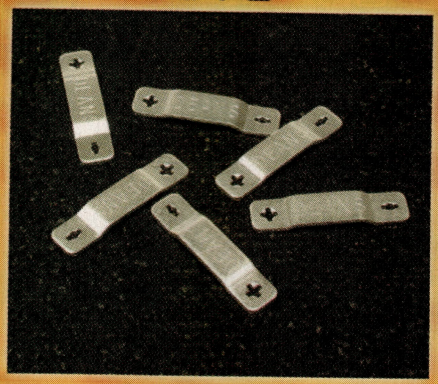

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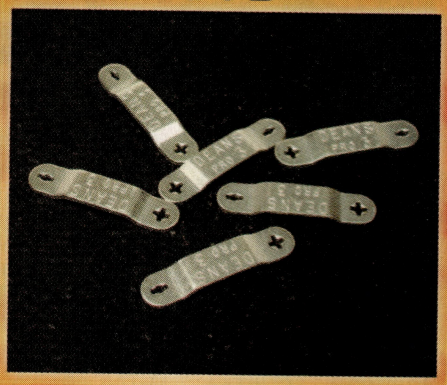

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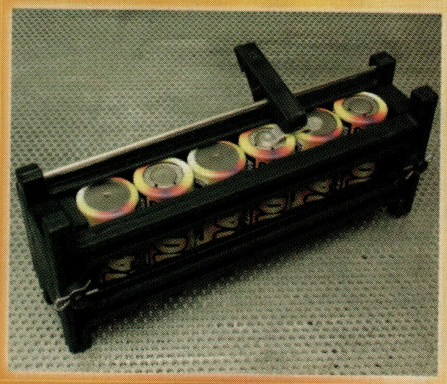

"Ten Must Have Tools" - R/C Car Action
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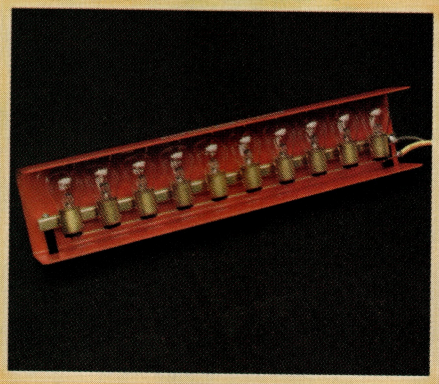
DISCHARGER



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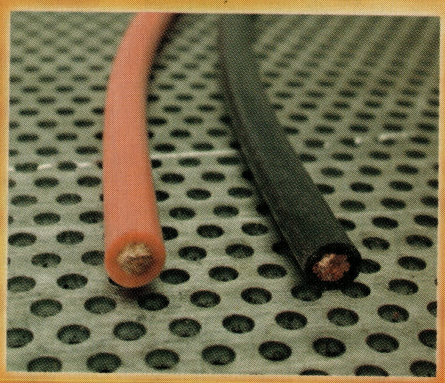

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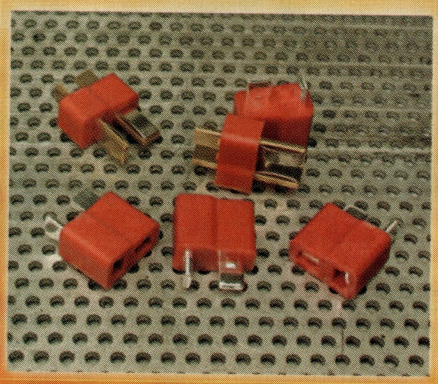

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DURATRAX MINI QUAKE SE

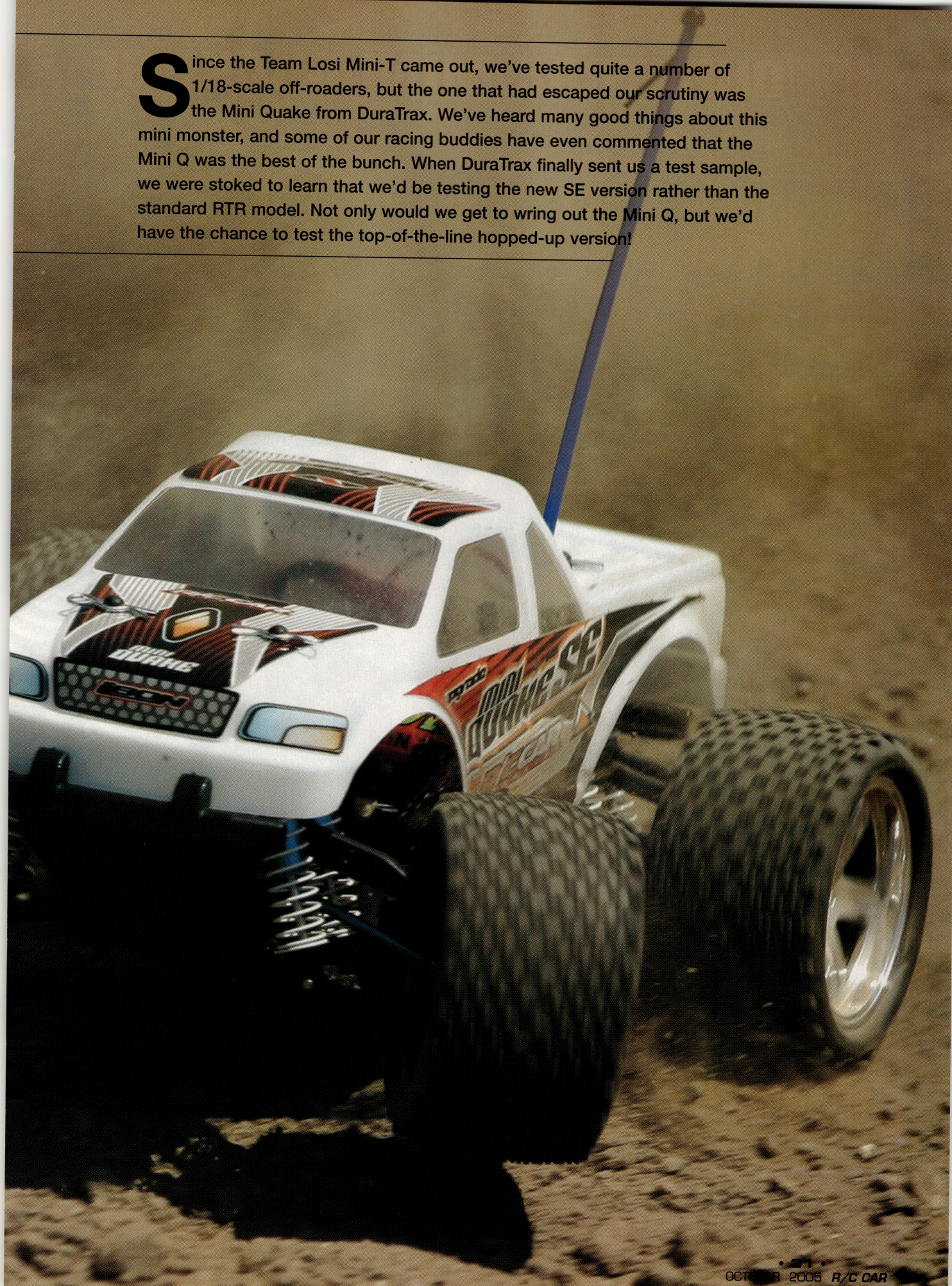
Souped-up mini monster

Words and photos by Frank Masi





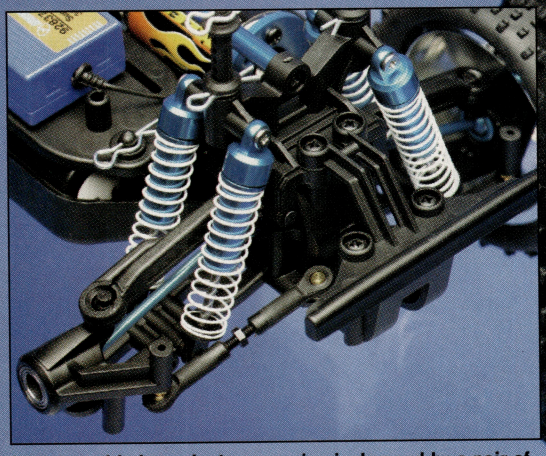
Since the Team Losi Mini-T came out, we've tested quite a number of 1/18-scale off-roaders, but the one that had escaped our scrutiny was the Mini Quake from DuraTrax. We've heard many good things about this mini monster, and some of our racing buddies have even commented that the Mini Q was the best of the bunch. When DuraTrax finally sent us a test sample, we were stoked to learn that we'd be testing the new SE version rather than the standard RTR model. Not only would we get to wring out the Mini Q, but we'd have the chance to test the top-of-the-line hopped-up version!



DURATRAX MINI QUAKE SE



Running gear: We used an Airtronics micro FM receiver, a Reedy Mini-Max GP1100 NiMH pack and Mini-Max motor, a Novak Micro GT ESC and Hot Bodies HS-2 steering servo.



Long-travel independent suspension is damped by a pair of oil-filled aluminum shocks at each corner. Turnbuckle tie-rods control the amount of front and rear toe-in.



The SE version comes with these awesome ball diffs at both ends. Smooth ball bearings free up the drivetrain for improved acceleration, speed and efficiency.

MINI QUAKE FEATURES

The Mini Q uses a molded tub-style chassis—the norm for the 1/18-scale off-road class—that has room for six cells along its left side, while the motor, servo and ESC are placed to the right side. The SE comes as a rolling chassis, which means that you must supply your own electronics. This will make the SE more appealing to those of us who've been in the hobby for a longer time and have acquired a collection of spare gear. The receiver mounts to the top of the battery hold-down plate. DuraTrax made the hold-down extra wide to allow for plenty of dual-sided adhesive tape to be used. A blue-aluminum tubular brace spans the length of the chassis, tying in with the shock towers to reduce bending.

Gearboxes fore and aft are sealed to protect the delicate differentials from dirt intrusion, while a nice blue-aluminum center prop shaft connects the diffs to form the Mini Q's ground-grabbing full-time 4WD. DuraTrax pre-empted the aftermarket by equipping all Mini Q's with full ball bearings for smooth and efficient power transfer.

DuraTrax reduced the popular Maxx-style suspension in scale, giving the Mini Q 1-1/4 inches (that's a lot in 1/18-scale) of ground clearance and a very plush and stable suspension. Each upper and lower suspension wishbone is damped by a pair of oil-filled shocks, just like larger trucks such as the T-Maxx and Savage. The Mini Q has no bump steer, and its dual-bellcrank steering system has been made stouter than those of most other 1/18 off-road machines.

On the subject of steering: The Mini Q is capable of accepting most standard-sized steering servos (provided you trim away the servo's "ears"), which means that you have found a use for that old RTR servo that's sitting in your junk drawer. In the Mini Q that $12 servo will feel like a $100 digital powerhouse.



WHAT'S NEW IN THE SPECIAL VERSION?

The Mini Q SE comes as a completed rolling chassis; you must provide all the electronics—a two-channel radio and receiver, steering servo, ESC, 380-size motor and six-cell micro pack—and paint the clear body. DuraTrax thoughtfully included not only a full-color sticker sheet, but also pre-cut window masks. If you're going to paint your own body, might as well go whole-hog and leave the windows clear.

First up is a set of blue-anodized aluminum shocks that replace the plastic shocks of the RTR version. This was done not just for appearance; the aluminum shocks are more precise and will last longer than the plastic ones. New steel turnbuckles allow you to adjust the SE's front and rear toe angles with just the turn of a wrench. The upper links remain of fixed lengths.

In the drivetrain department there are new adjustable ball differentials in place of the RTR's gear diffs. The chief advantages to ball diffs are a limited-slip feature that ensures efficient power delivery (less power is robbed through the un-weighting of a tire—a common occurrence with an open-style gear diff) and the ability to absorb shock from drivetrain backlash.

Up next is a set of lightweight aluminum CV-style driveshafts for all for wheels. These reduce rotating mass in the drivetrain, which allows the truck to accelerate faster, and provide smoother power transfer—especially to the steering wheels. Did we mention that they look extremely cool? Capping off the new CV shafts is a set of chrome five-spoke wheels.

WHAT RUNNING GEAR DID WE USE?

The first item we needed was a radio. Although any good two-channel system will do the job, we chose to install the venerable Airtronics' M8, which has a lot of great programmable features that make it easy to adapt to any model. As the Mini Q is a micro truck, the size, or more specifically, the weight, of our on-board electronics was a consideration. Although the Mini Q chassis has a surprising

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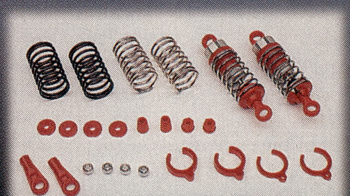

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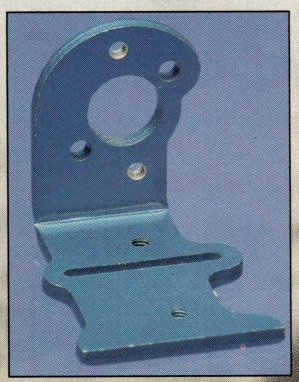
DURATRAX MINI QUAKE SE

abundance of room, we selected a lightweight micro receiver from Airtronics.

For power we chose the same setup we used during our test of Associated's Factory Team RC18T—the Reedy Mini-Max modified motor and Mini-Max six-cell NiMH battery pack. Controlling this potent pair is a Micro GT ESC from Novak Electronics.

While installing the battery pack, we realized that the Mini Quake wouldn't accommodate a six-cell side-by-side pack; the chassis will only fit packs that are built in stick form. We had such a pack lying around from a previous test, and you can see it in the photos. However, for testing, we chose to re-configure the Reedy pack by detaching its sixth cell and attaching it to the top of the battery strap using double-sided adhesive tape. The Reedy pack used better GP1100 cells, so we felt it well worth the extra work.



The Mini Quake's adjustable aluminum motor mount with an additional pair of mounting holes—a modification made to allow the installation of the Reedy Mini-Max motor.

We also had a bit of trouble installing the Mini-Max motor. The Mini Q's aluminum motor mount uses a different hole pattern, so we had to drill a new pair of holes to install our Reedy mill.

LAST-MINUTE PREPARATION

Once we had installed the running gear, we gave the Mini Q a once-over and saw that it had way too much front toe-in out of the box. A few turns with a turnbuckle wrench brought the toe to zero. We also noticed that the suspension sits a bit too high. This might be good for climbing, but not so good for cornering and bump absorption. The springs, however, must be modified to lower the truck's ride height (by removing one or two coils from each spring), as there aren't any pre-load spacers installed from the factory—the ride height is as low as it can be.

HITTING THE TRACK

For its first outing, we took the Mini Q SE to our local track, Hot Rod Hobbies in Saugus, California. The first thing we noticed was that the stock gearing was a little too tall for our motor. Top speed was excellent—about as fast as a 1/10-scale stadium truck—but low-end punch could've been a bit better. The problem is that the Mini Q uses a different gear pitch than most other mini trucks, such as the Associated 18T and Losi Mini-T. This prohibited us from changing pinion gears to better suit the track. Still, the gearing was close enough to optimum for us to continue our test.

As expected, the Mini Q is a deft handler; arguably the best in its class. Part of the reason for this is the truck's larger tires, which give it more contact patch. The truck's plush suspension is the other reason its handling is so good. The Mini Q goes through bumps and chop very well, and it doesn't get bounced around as badly as most other 1/18-scale truck. This makes it easier to line up for jumps, which of course greatly increases the chances of clearing larger doubles and triples. We also found the Mini Q to be quite forgiving for a mini truck. Coming up short didn't upset the truck's balance nearly as much as one would expect.

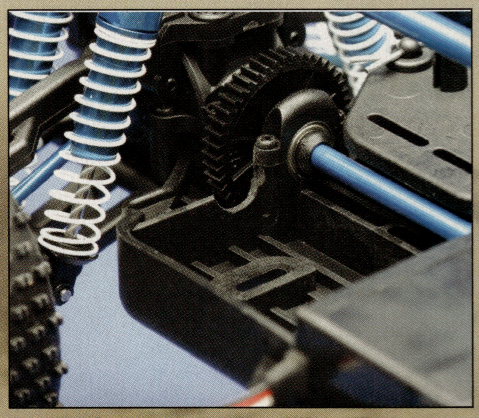
The drivetrain is exceptionally smooth and free, and the included ball diffs help get the power to ground and keep the wheels planted during cornering and when traveling through bumps.

WHAT WOULD WE CHANGE?

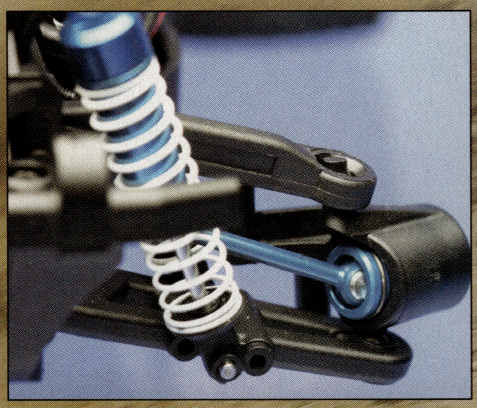
We'd prefer to see the Mini Q's chassis accommodate side-by-side six-cell packs, which are becoming more and more popular, and are usually the way the better cells are packaged. We'd also like to see DuraTrax adopt the same gear pitch as the rest of the market, which would make it a lot easier to find replacement gears at the hobby shop. We would have liked the suspension to have some droop to help push the wheels down into holes. Aside from cutting the springs, there's no way to lower the truck's ride height.

WHAT WE REALLY THINK

The Mini Quake more than lived up to its reputation as one of the best handling 1/18-scale trucks on the market. For racing fanatics like us, the SE version has everything we need and want in a track terror. Although DuraTrax offers a host of aftermarket hop-up parts—including molded-graphite chassis parts (a first for a mini truck)—the SE really doesn't require any hopping up. A few minor gripes aside, DuraTrax has really hit a homerun with the Mini Quake SE, and you'll have a blast with it, whether you tear up your neighborhood or give the 1/10-scale race trucks worries at the track.



The Mini Quake's shaft-driven 4WD is silky smooth and spins all day long without the motor installed. Note the modification to the chassis tub, which was performed to provide clearance for the Reedy Mini-Max motor.



All four wheels are driven by low-drag CV-style aluminum driveshafts for improved efficiency.



SPECS

Price:	$180 (varies with dealer)	**Differential type:**	adj. ball diff (2)
Length:	9.5in/240mm	**Bearings:**	full ball bearings
Width:	7.4in/185mm	**Suspension:**	ind. double wishbone, fixed upper link
Wheelbase:	6.5in/166mm	**Damping:**	alum. oil-filled shocks
Weight:	25oz/725g (varies with equip.)	**Tires:**	Split Block semi-pneumatic
Chassis:	molded tub	**Wheels:**	five-spoke chrome plastic
Drivetrain:	shaft-driven 4WD		

SOURCES

- **Airtronics**, 1185 Stanford Ct., Anaheim, CA92805 • phone (949) 978-1895; fax (949) 978-1540
- **DuraTrax**, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008
- **Novak Electronics, Inc.**, 17032 Armstrong Ave., Irvine, CA 92614 • phone (949) 833-8873; fax (949) 833-1631
- **Reedy**, distributed by Associated Electrics, Inc., 3585 Cadillac Ave., Costa Mesa, CA 92626 • phone (714) 850-9342; fax (714) 850-1744
- **Upgrade**, *www.upgrade-rc.com*

TEST DRIVE: 1/8 SCALE - TRUGGY - 4WD
UNASSEMBLED KIT - NITRO POWER

MSR X5T

Ultimate warrior for a new class of racing

Words and photos by Frank Masi and Robert Ibon



We're living on the cusp of an R/C revolution, with 1/8-scale buggy-based trucks slowly but surely becoming more popular at the track. It's even possible that these "truggies" may eclipse the popularity of the buggies upon which they're based. After all, many of the companies that make high-end nitro buggies have either released a truggy or are in the process of developing one. MSR is a "speed shop" division of Mugen Seiki USA, and its hallmark product is a conversion kit that transforms the World Champion MBX-5 buggy (and the popular Kyosho MP777) into an all-conquering dirt-throwing truggy. Team drivers Chad Bradley, Jason Ashton, Bobby Tillman and Kris Moore have been tearing up Southern California tracks with their pre-production MSR X5Ts, picking up big race wins along the way (The Dirt Nitro Challenge and the Pro-Line Nitro Maxx Challenge to name a few). We couldn't wait to get our hands on an X5T of our own, and thankfully, our friends at MSR came through.



MSR X5T



supporting players

The MSR X5T is a top-of-the-line conversion of a World Champion buggy, so what else were we to do except fill it with the best running gear available?

Great Planes hooked us up with the incredible O.S. Engine .21 VZ-B Vspec engine, which has the monstrous torque and substantial mid-range pull that make it ideal for the X5T. Jammin' Products hooked us up with one of its JP-1 tuned pipe sets, which includes a free-flowing tubular manifold, spring-loaded coupler and unique machined-aluminum stinger. For electronics we went with a Futaba 3PK FM radio system, and mated it with a Spektrum DSM system so that we'd never have to sit on the sidelines awaiting our channel to become open. Airtronics supplied a pair of its awesome 94358 digital servos, which are the choice of many of the world's top nitro off-road racers. A Team Orion Marathon 1400mAh NiMH pack (a three-plus-two configuration, not the four-plus-one shown here) easily supplied an hour's worth of run time from a single charge.



WHAT COMES IN THE CONVERSION KIT

The key element to the MSR X5T conversion is an all-new 7075 aluminum chassis that stretches the buggy's wheelbase so that it's correct for the increased diameter of the truck tires. A longer wheelbase is the primary difference between the original truggy concept (some early conversion kits were little more than monster-truck wheel adapters) and the latest breed such as the X5T, and it's essential in order to maintain stability through bumps and while jumping. The MSR chassis is simply beautiful in its manufacture: The alloy is ultra-stiff and lightweight, and MSR took pains to keep the weight as low to the ground as possible, milling out portions of the chassis beneath the engine and the front and rear diffs.

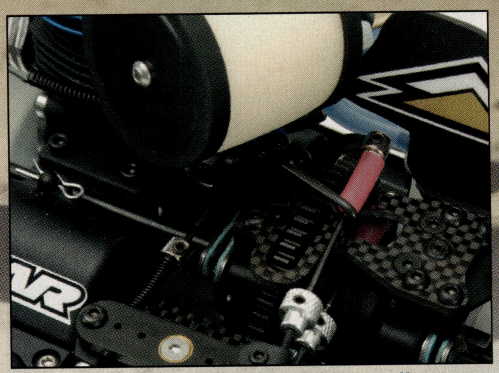
The bulletproof drivetrain of the MBX-5 is retained virtually intact, the sole exception being the use of a much larger spur gear (62-teeth; the stock buggy gear has 46 teeth), which compensates for the increased diameter of the truck tires. MSR machined the new spur gear from steel, and hardened it to improve strength and durability. As the new spur gear is so much larger than that of the buggy, MSR had to redesign the center-diff brace (the upper plate that spans the diff mounts). The conversion includes both the new upper brace, which is made from woven carbon



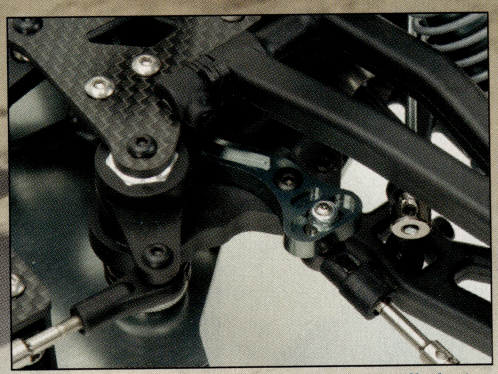
Here's what comes in the MSR X5T conversion kit. All you'll need to supply is a suitable "donor" buggy. MSR also makes a conversion for the Kyosho MP777.

MSR X5T





A huge 62-tooth hardened-steel spur gear tailors the MBX-5's drivetrain for monster truckin'.



Mugen's optional 5mm steering plate helps eliminate flex caused by the large monster wheels and tires.

fiber, as well as a pair of aluminum spacers to raise the center diff mount so that the new gear clears the chassis.

With the diff lift done, MSR had to similarly raise the throttle servo for proper alignment of the brake linkages. Aluminum spacers lift the throttle servo to it proper height, while a new, longer steel brake cam ensures smooth stopping action. The final alteration deemed necessary to provide spur-gear clearance was a new radio tray (made from woven carbon fiber), which has a greater offset for the throttle servo (moving it further outward).

The simplest way to lengthen the drivetrain in accordance with the extended wheelbase would've been to simply include a longer driveshaft to span the gap between the center diff and the rear diff. MSR chose instead to optimize the truck's weight distribution by sliding both the engine and center diff rearward. The original buggy rear shaft goes to the front diff with the MSR conversion, while a new, longer shaft goes to the rear diff. Keeping these heavy components centered provides the X5T with a better balance of mechanical grip, and helps it jump better and blast through whoops like they didn't exist.

The X5T is one of the few truggies that eschews the current trend of lengthening the buggy suspension arms so that the outer pivot points are closer to the axis of the steering arms. In the past we've praised these longer arms as being better, but in the case of the X5T, we're not talking about just any buggy's suspension—this is the World Champion MBX-5. If we go by race wins alone, we have a hard time standing by our original assertion of which suspension system is superior. Let's just agree that the X5T works!

The task of widening the truck's stance falls upon a set of aluminum axle adapters,

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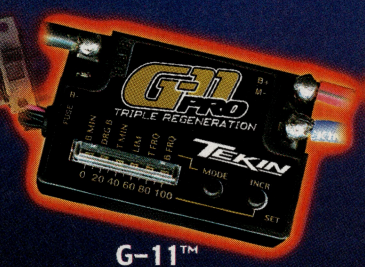

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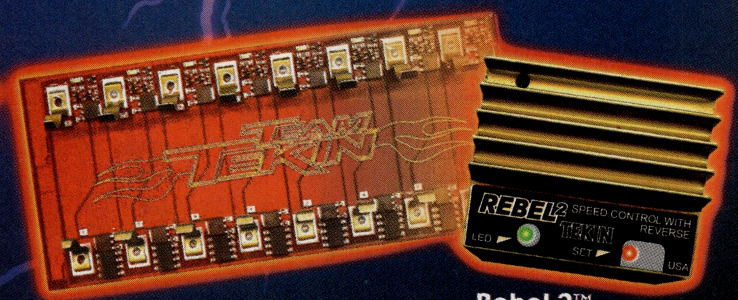

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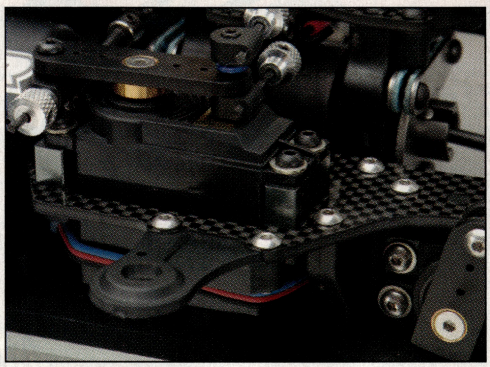
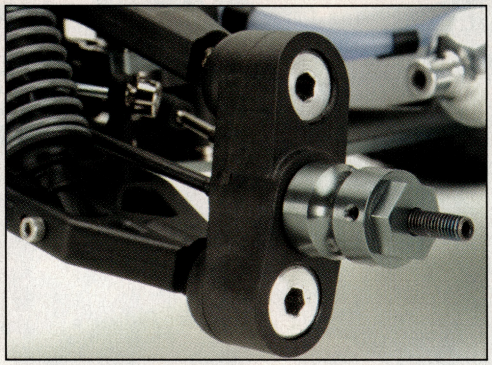
which attach to the axles and allow the included Pro-Line Velocity Maxx wheels and Bow-Tie tires to be mated with the X5T chassis.

Of course, a truggy needs a truck body, and the one that comes with the X5T conversion is everything we desire. It's low-slung, molded from thick Lexan for durability, and flares out to envelope the pipe and the mud-guards, sealing the chassis adequately from flung dirt. MSR also includes aluminum body-post mounts that attach to the MBX-5's shock towers. A Lexan spoiler is included with the body; however, fashion and performance dictate that the MBX-5's molded nylon wing be used. It's all the rage with truggy (and now monster truck) racers. We have to admit that the big buggy wing looks oh-so-cool hanging out behind the pickup shell.

Our test truck came with an optional 5mm aluminum steering plate, which is a Mugen Seiki upgrade for the MBX-5.



A new radio plate repositions the throttle servo to provide clearance for the new, larger spur gear.



Superbly machined aluminum wheel adapters are fitted over the MBX-5's axles.

According to MSR, this plate is recommended for use with the larger and heavier truck tires and wheels. Aside from being thicker, the optional plate is identical to the stock plate.

INITIAL PERFORMANCE TESTING

The first time we ran the X5T was during the daytime at Hot Rod Hobbies in Saugus, California. The track was very dry and hard-packed, with a dusting of loose dirt that lowered the grip significantly. The Pro-Line Bow-Tie tires worked well (they seem to work well *everywhere*—no wonder Bow-Ties are Pro-Line's most popular tread), but we could tell that the diffs were too loose, especially the rear diff. MSR recommends, from front to center to rear diff, 7,000, 10,000, and 2,000 wt silicone fluid, but we ran 5,000, 7,000, and 2,000 wt fluid. We also had the shock fluid set at 40 wt all around.

Race Testing

I planned to take the X5T to Hot Rod's for the Tuesday night club race, but I ended up working late and arrived at the track just in time to get the truck to the line for the start of the second qualifying round. Monster trucks are very popular at this track, and there were nine of them on this evening. The track was run wet, and the Bow-Ties had major grip compared to how they felt earlier on the dry and slick track. The diff fluid issue became a non-issue.

The X5T is very dialed; the majority of the trucks in the race were buggy-based truggies (most of them were Hot Bodies Lightning Stadium Pros), but I had most of them pretty well covered. About three-quarters into the race I had nearly lapped the field, but my receiver pack died (this will happen when you rush to the track!), ending my TQ hopes.

I headed back to the pits to charge my pack and get ready for the main. Many fellow racers came over to comment on the X5T's performance. They were mightily impressed by the truck's on-track performance (primarily by how well it jumped and turned), and also by the quality of its construction. This is one high-end machine.





I ended up finishing third overall in the 15-minute A-main, which is pretty darned respectable considering I'd had very little track time leading up to the race—and this was a brand-new truck. I'm particularly fond of how well X5T jumps; it's just so responsive and easy to control during flight. It also squares up very well and gets the power to the ground, which made it nearly effortless to clear difficult jump sections.

I also have to heap praise upon the way in which the X5T steers. It's glued to the track when off-power, yet applying a liberal dose of throttle initiates a very controllable drift, raising cornering speeds through wider, sweeping turns.

The suspension keeps the chassis nice and flat—even during high-speed turns. The sway bars and springs are very well matched to the rest of the chassis, and the X5T never once felt as if it wanted to traction roll. The only thing I'd change is to fill the diffs with thicker fluid (I'd use 6,000, 8,000, and 3,000 wt) and possibly use 50 wt shock fluid all around, which would stiffen the rear of the truck a bit to reduce squat under acceleration.

Overall, this is really the best monster truck I've raced. Not only does it handle like a 1/8-scale buggy (nimble yet stable), but it's built like a brick you-know-what. This is world champion quality through and through.

—Robert Ibon

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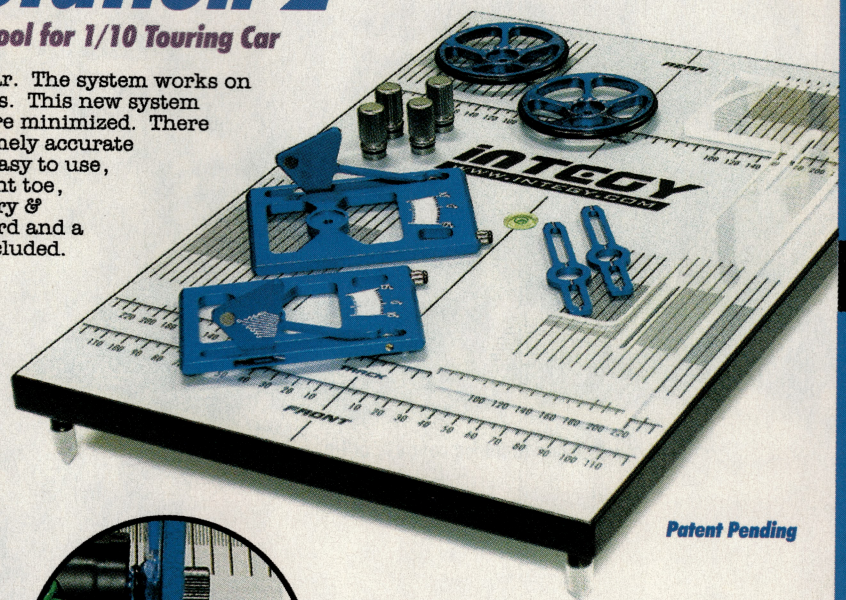
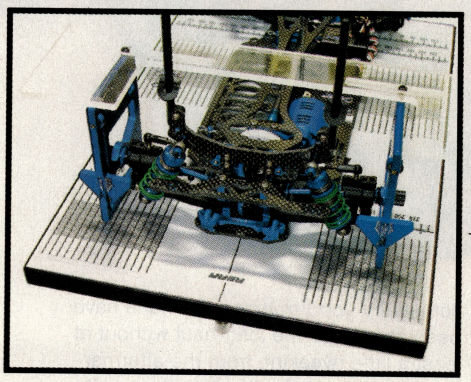
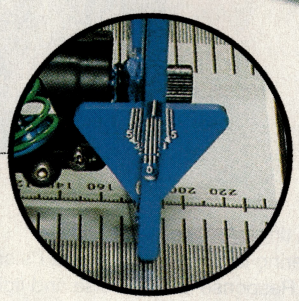
optional large setup board #INT C22348, $49.99
optional setup wheel (4) #TOP T7012, $27.99



Patent Pending





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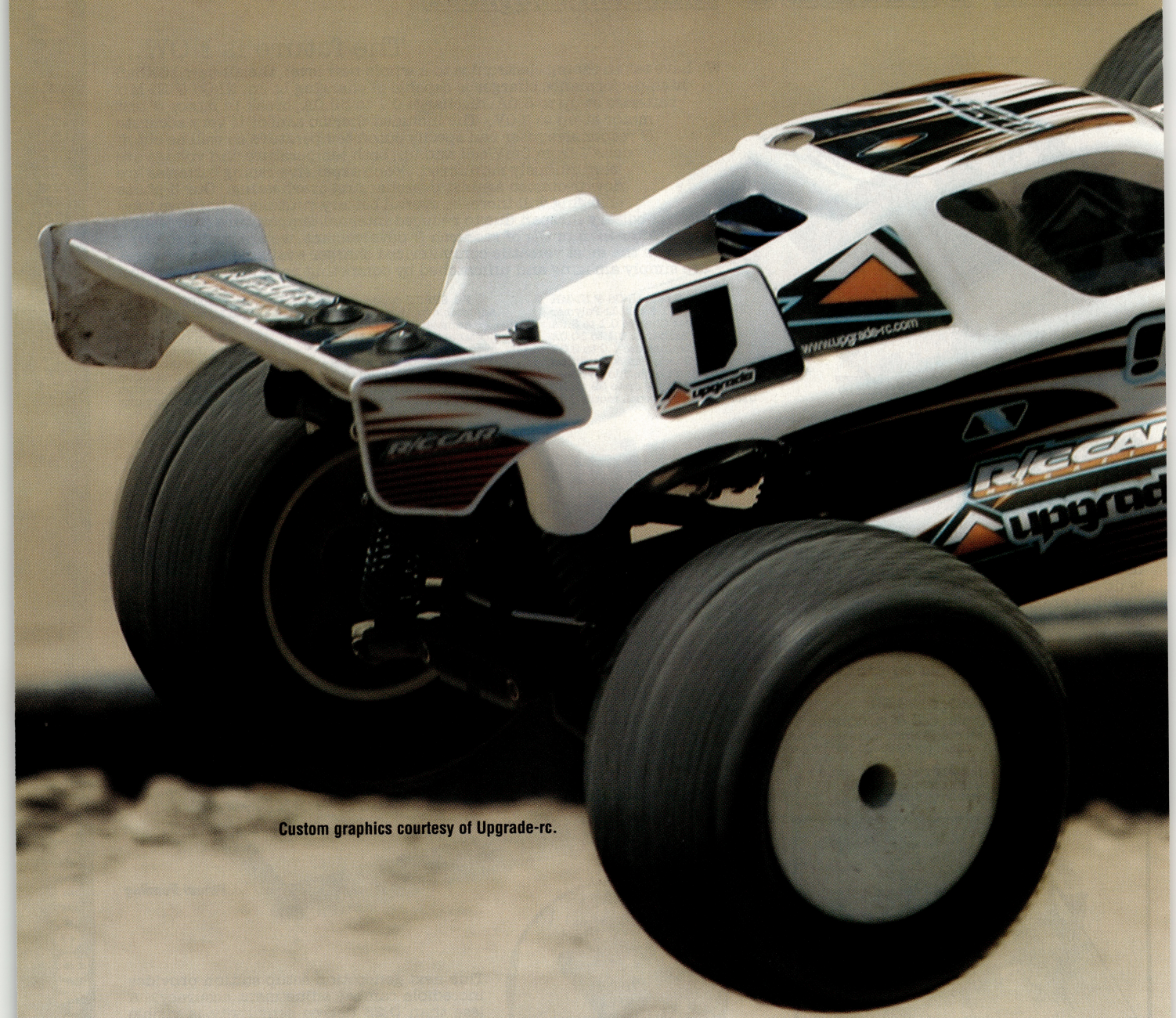
MSR X5T



Custom graphics courtesy of Upgrade-rc.

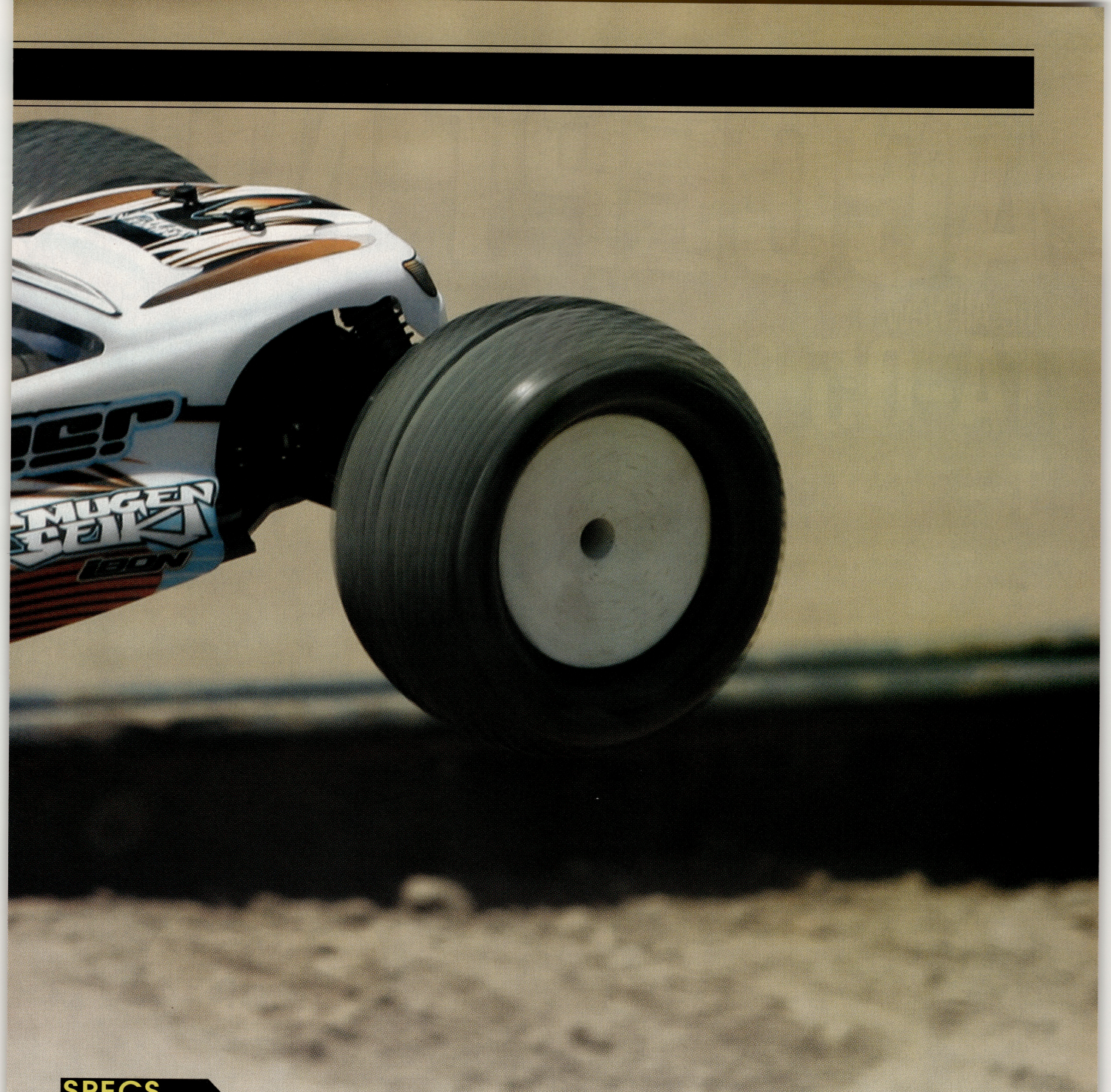
cone. Unfortunately, the only diff fluid supplied is 3,000 and 1,000 wt, which is the standard setup for the MBX-5 buggy (and this is what we used initially). The larger truck tires and wheels require thicker fluids in the diffs. On lower grip surfaces, the light diff fluid tended to allow the tires to become unloaded, which hampered acceleration and traction.

The most outstanding feature of the X5T is its jumping ability. The chassis is so perfectly balanced, and the power delivery so smooth and instantaneous, that it was utterly effortless to tackle the track's difficult double-quad portion. Despite the track's low grip, the X5T handled this challenging timing section with ease.

Steering is also among the X5T's selling points. Response is so precise and light feeling that we could've sworn we were driving a smaller 1/10-scale truck. Hot Rod's layout is somewhat cramped for big 1/8-scale truggies, but the X5T threaded even the tightest turns with grace. The mighty Airtronics 358 steering servo obviously contributed to the truck's quick reflexes, but the X5T has the moves.

WHAT WE REALLY THINK

The X5T is the first high-end truggy we've tested (and we mean *really* high end), and we're impressed. We've seen some very good truggies, yet none have been able to go the long-haul without at least a little tweaking from the aftermarket. The X5T breaks that tradition, as it incorporates the same engineering and durability that made Mugen Seiki's MBX-5 buggy a world champion. The parts in the MBX-5 kit are the best in the business, and the quality of the MSR conversion is on par with those found in the buggy kit. We weren't sure if the retention of the shorter buggy suspension was the best choice, however, on the track, any reservations quickly disappeared—this truck is plush, and it's ultra responsive for such a large machine.



SPECS

Price (varies with dealer):	$569.99 (MBX-5 kit); $275 (X5T conversion)	**Drivetrain:**	full-time 4WD, triple diff
Length:	20.7in/526mm	**Bearings:**	sealed ball bearings
Width:	/276mm	**Suspension:**	ind. double wishbone
Wheelbase:	/370mm	**Damping:**	alum. oil-filled shocks, 3.5mm shafts
Weight:	9.37lbs/4,250g	**Wheels:**	Pro-Line Velocity Maxx
Chassis:	4mm 7075 aluminum	**Tires:**	Pro-Line Bow-Tie Maxx

SOURCES

- **Airtronics**, 1185 Stanford Ct., Anaheim, CA92805 • phone (949) 978-1895; fax (949) 978-1540
- **Futaba and O.S. Engines**, distributed by Great Planes Model Distributors, 2904 Research Rd., Champaign, IL 61826-9021 • phone (217) 398-6300; fax (217) 398-0008
- **MSR/Mugen Seiki Racing**, 20525 Crescent Bay Dr., Lake Forest, CA 92630 • phone (949) 707-5607; fax (949) 707-5614
- **SideWinder Performance Racing Fuel**, produced by Morgan Fuels, P.O. Box 311201, Enterprise, AL 36331 • phone (334)347-3535
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TA-01


TA-02


TA-03


TA-04

Can the best really get better? You bet! Introducing the Tamiya TA-05. We've took innovations from past TA cars along with those of the TRF 415. The result? An optimum balance of power. Dual belt equal length drive-train — improves transmission efficiency at high speeds. Single-deck frame — creates a low center of gravity by placing motor and battery in the middle position for maximum symmetry. Finally, we topped it off with two different body styles — the Ferrari F430 sports car or the Mercedes C-Class DTM 2004.

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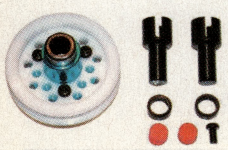
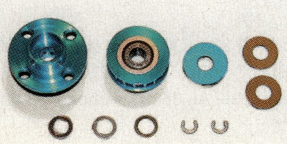
Chassis Length: 372 mm | Chassis Width: 191 mm | Wheel Base: 257 mm
Tread: 167 mm | Gear Ratio: 1:7.159 | Tire Diameter/Width: 64/24 mm

OPTIONAL PARTS:

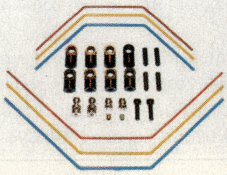
Front One-Way Unit
Item #53833



Center One-Way Pulley
Item #53841



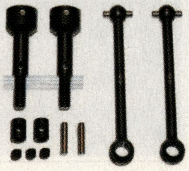
Front & Rear Stabilizer
Item #53842



Carbon Damper Stay
Front: Item #53845
Rear: Item #53846



Universal Set
Item #53847



IMITATIONS.

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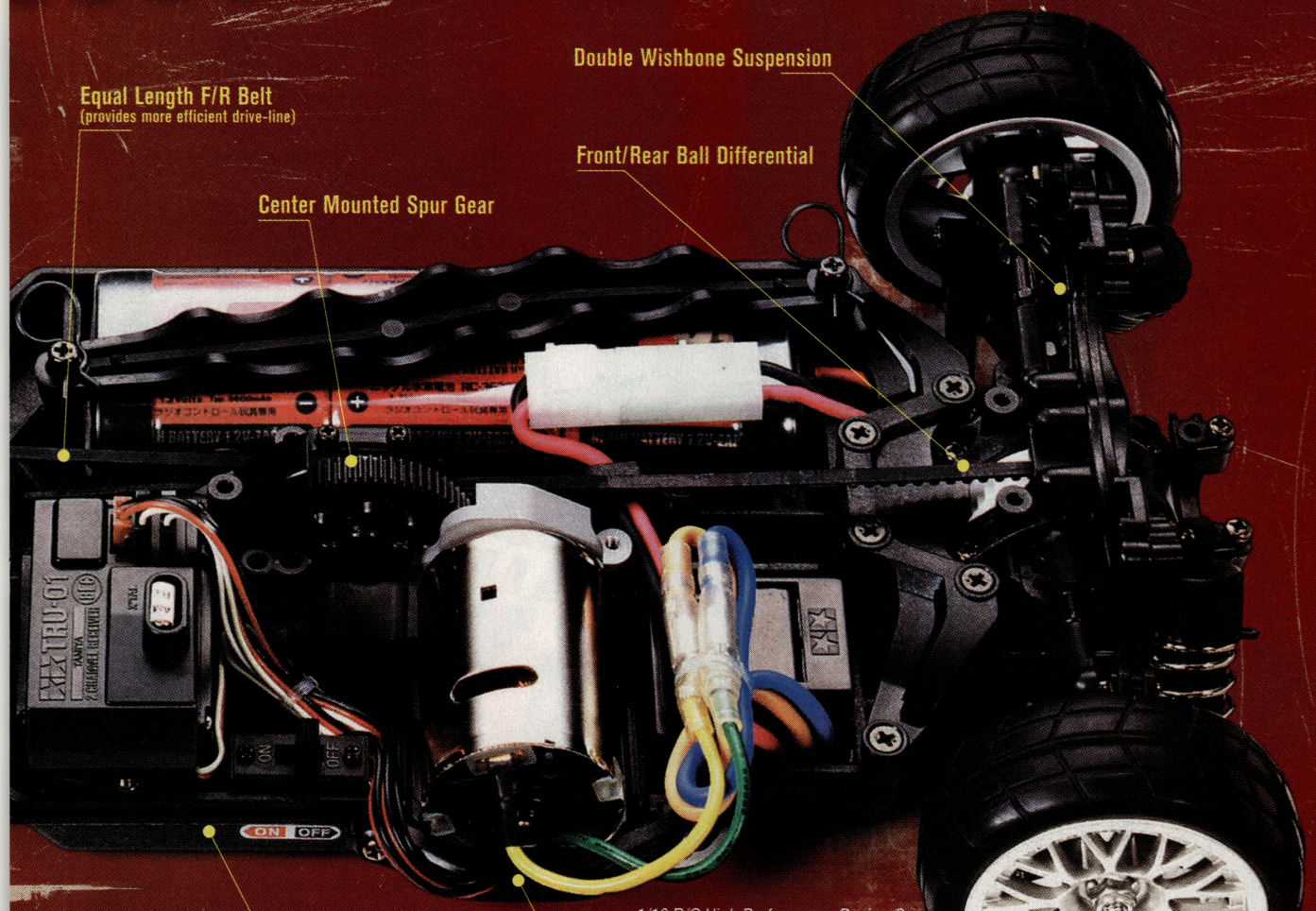
(provides more efficient drive-line)

Double Wishbone Suspension

Front/Rear Ball Differential

Center Mounted Spur Gear



Bathtub Type Frame/Chassis

1/10 R/C High Performance Racing Car
Ferrari F430 TA-05 Item# 58345

Aluminum Die-Cast Motor Mount

One Piece Wheel



TA-05 Ferrari F430
Item #58345



TA-05 Mercedes-Benz C-Class DTM 2004
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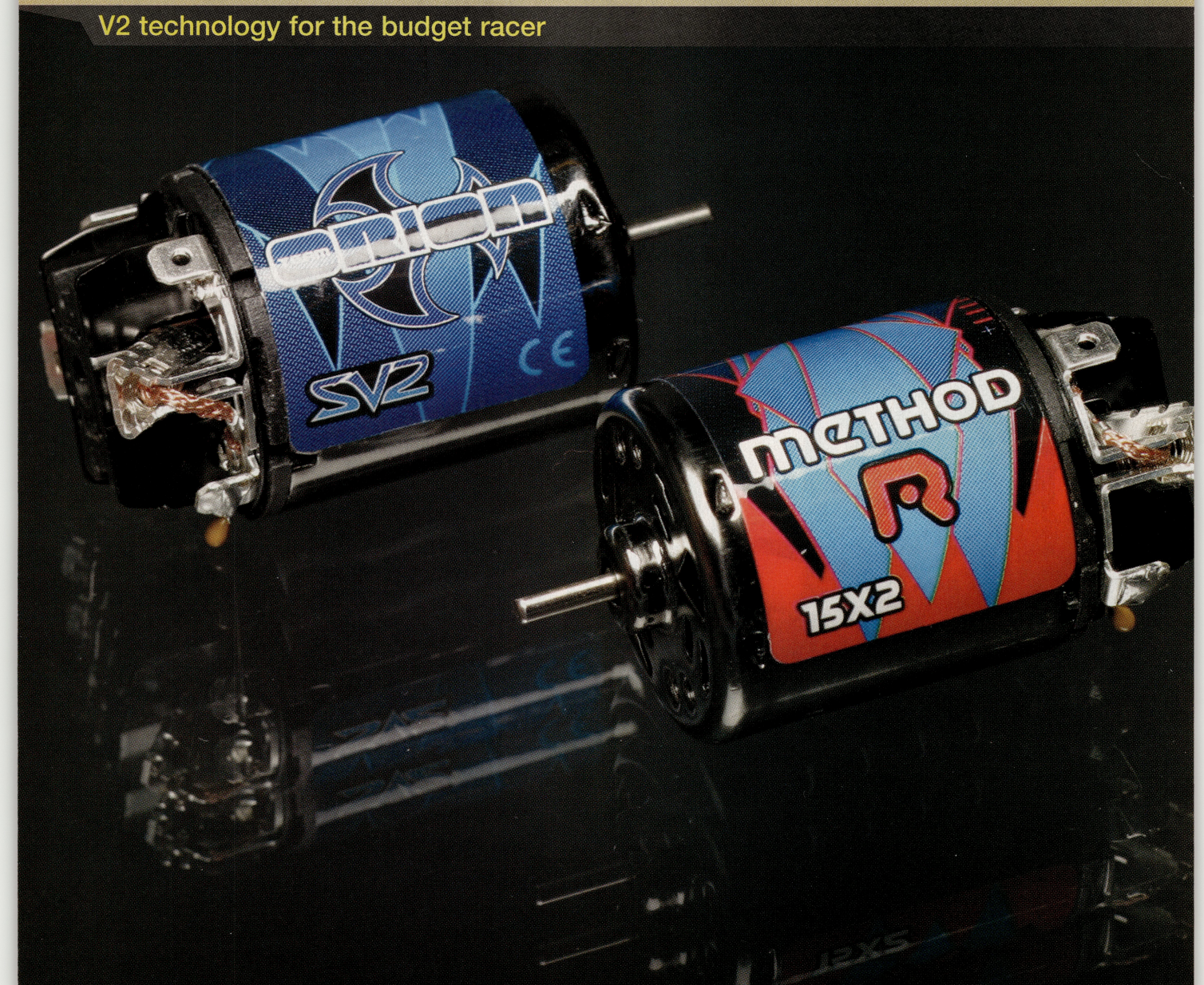
TAMIYA

TEAM ORION METHOD AND METHOD R SV2 MOTORS

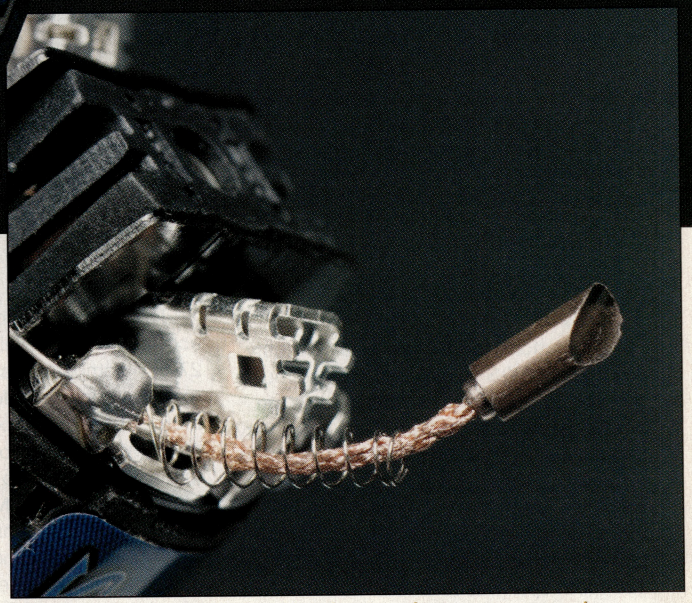
V2 technology for the budget racer



They said that brushed motor technology has gone as far as it can go, and that we wouldn't see any significant breakthroughs. They were proven wrong when Team Orion introduced its radical Revolution V2 modified motors, which feature beautifully machined aluminum endbells with radical cylindrical and angled brushes. Since their release, the V2 motors have racked up quite a winning history, including the IFMAR ISTC World Championship. Now, Team Orion is introducing its V2 design to other motors in its line, including a forthcoming competition stock as well as its budget-minded machine-wound sport motors, the new Method and Method R.



The Method and Method R are the first "budget" motors to utilize the World Champion Revolution V2 brush technology.



The SV2 design uses cylindrical brushes to reduce comm segment overlap, causing a reduction in brush arcing and loss of power.

SAME TECHNOLOGY, LOWER PRICE

In the Method and Method R, Orion was able to duplicate many of the advantages of its V2 design without passing along the higher price of its hand-wound mod motors. They accomplished this feat by incorporating the V2's angled brush hood design into a molded-composite endbell, which saves an enormous cost compared with the V2's precisely machined aluminum endbell. The Methods use the same cylindrical brush design as the more expensive Revolution V2 motors, but cost less than even a 27-turn competition stock motor!

FAST FEATURES

As mentioned, each Method motor comes with an all-new composite SV2 (the "S" stands for "sport") endbell, but also features dual ball-bearings for smooth and efficient running (with longer run times), a machine-wound (much less expensive than hand-wound) armature that's based on the race-winning V2 design. The armature also gets epoxy balanced for reduced vibration and higher rpm. Each Method also comes with bullet motor connectors for plug-and-play installation for most popular RTR models.

The only difference between the Method and Method R is that the R-model features a removable endbell and adjustable timing. The standard Method's endbell is keyed and "crimped" to the motor can just like that of a typical competition stock motor.

Both the Method and Method R are available in a number of winds. The standard Method comes in ten flavors, ranging from 27 turns all the way down to 10 turns. The R comes in seven variations from 21 turns down to 10 turns. All Methods are double winds, which gives them good punch with impressive rpm.

TEAM ORION METHOD AND METHOD R SV2 MOTORS

the V2 revolution

In comparing the V2 brush design with that of conventional rectangular brush hoods, there are two areas in which the V2 exhibits benefits.

Angling the brushes in relation to the commutator (in a V shape) helps reduce brush bounce by spreading the load between the brush spring and the brush guide tube. Conventional brushes rely solely on the brush spring to combat bounce. Efficiency is also a positive side effect, as the brush spring need not be as stiff to keep the brush in contact with the comm's surface.

The V2's cylindrical brushes provided a smoother overlap of the comm's segments, which reduces arcing and wasted power. Some feel that a round brush gives less power than a square brush, but according to Orion's motor guru Oscar Jansen, the V2 actually has more contact area than a square brush, but without the disadvantages of increased burning and arcing, greater brush resistance, and increased heating and wear.



Epoxy balancing ensures that the comm spins to maximum rpm with as little power-robbing vibration as possible.

TESTING

Our platform for this test was our trusty Team Losi JRX-S touring car. With so much grip and four-wheel drive, touring cars are notoriously hard on motors. They place very large loads on the motor, and are renowned for causing motors to melt. We chose to install the Method R (rebuildable) 15x2 motor for this test, and attached a 32-tooth pinion to its output shaft. The JRX-S's stock 128-tooth spur was retained.

We've run an Orion 9-turn V2 in this car for several months, and we've yet to cut that motor's comm. We had high expectations of the Method R. We put four packs through the car with only 20 minutes of rest between runs. We made sure to run each pack no longer than five minutes and thirty seconds, which approximated a race's five-minute time limit plus one lap.

The 15-turn Method exhibited very good acceleration—certainly better than that of a 27-turn competition stock motor—and its rpm was impressive for a machine-wound motor. The Method exhibited little cogging effect (an inherent motor "brake"), which made it feel similar to a low-turn, high-end modified motor. The Method did become very hot, but the commutator and brushes held up well. The hand-wound V2, with its machined aluminum endbell, does a better job of getting rid of the heat, but the Method is no worse than any other motor that has a composite endbell.

A post-runs inspection revealed very little comm discoloration, and the brushes showed virtually no signs of wear or burning. The ends of the comm segments had become a little orange-ish from the heat, but this is normal with all motors.

WHAT WE REALLY THINK

You can pick up any of the Method motors for around $20 at your local shop, which makes us wonder why competition stock motors are so expensive. The Method comes with ball bearings, and the R version is rebuildable, so you'll be able to get quite a bit of life from it. As for speed and power, the Methods are clearly superior to stock motors, and the lower-turn models do a good job of simulating the performance and feel of hand-wound modifieds costing two- and three-times as much. With the Method and Method R, Orion lets you enjoy the latest in motor technology (the V2 brush design) for a paltry sum. Bolt one of the 10 turns into your ride and tell your friends you just dusted them with a $20 budget mod!

SOURCES

- **Team Orion**, 22601 La Palma, Suite 103, Yorba Linda, CA 92887 • phone (714) 694-2812

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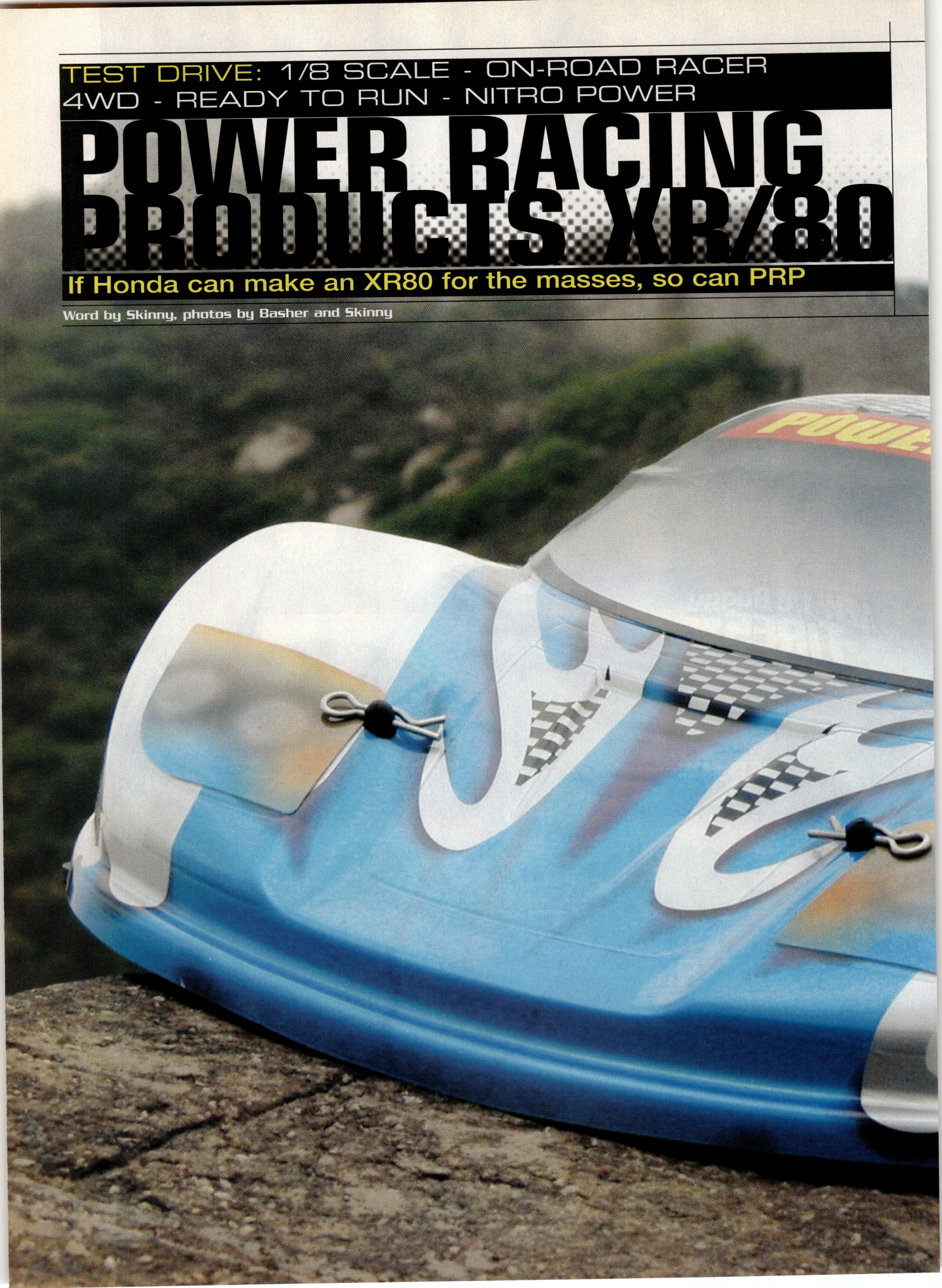
TEST DRIVE: 1/8 SCALE - ON-ROAD RACER
4WD - READY TO RUN - NITRO POWER

POWER RACING PRODUCTS XR/80

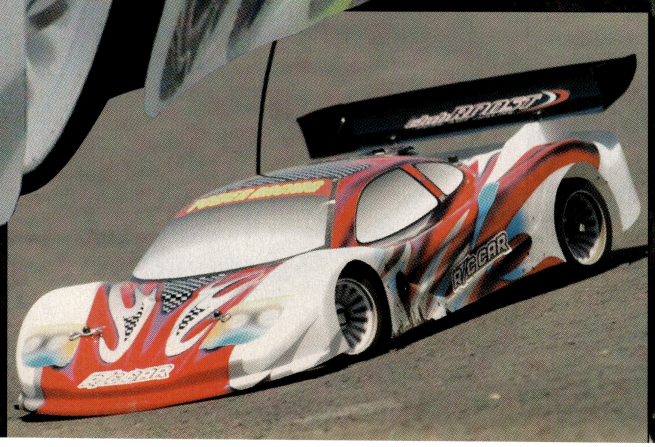
If Honda can make an XR80 for the masses, so can PRP

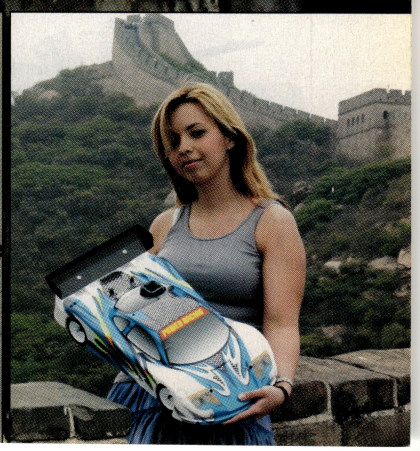
Word by Skinny, photos by Basher and Skinny



We'll go to great lengths for a good shot. In this case, the Great Wall of China makes a great background for a great car. In the world of on-road R/C, the 1/8-scale on-road car is the top of the speed chain, and for the longest time it's been the realm of the rich and famous, a place where few have dared to tread. It's a high-end world where people with the need for speed and high-dollar race cars play. Recently (as seen in the June '05 issue), the door was cracked open by Power Racing Products with its competition XR/8 on-road car. With a price tag of only $399 (rolling chassis only), it broke the ranks of the elite 1/8-scale crowd and made 1/8-scale a lot more affordable for the racer crowd. PRP has again entered this high-speed world by offering a well-designed, well-packaged 1/8-scale on-road car that is completely RTR; amazingly, it comes with a price tag of $399.99. Yes, you heard right: For the price of the XR/8 kit car and below the kit car prices of its competition, PRP has just made history by offering an RTR missile that all of us can enjoy. This will probably spur growth in this area of R/C racing that has not been seen in decades.







POWER RACING XR/80

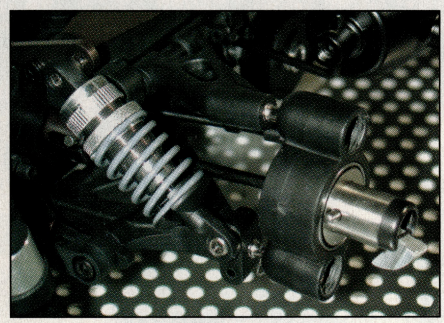
WHAT COMES IN THE BOX?

Aside from the cool-looking box, you get a close-to-full-race 1/8-scale car that's completely RTR, meaning you pull it out of the box, do a little setup and break-in, and you're ready to run. You get pseudo-foam racing tires, a massive .27 engine with F-1 style starter system, QR (quick release) style wheel locks and a sweet GT-1 style body, precut and pre-painted. You also get a PRP FM radio with servos, and a cool "Big Bertha" portable F-1 starter, along with some excellent instructions to help you understand all the adjustments.

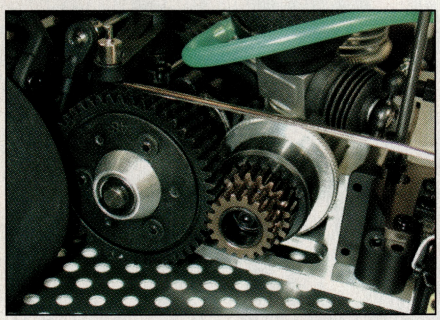
HOW IS THE SUSPENSION?

If you read the review of the XR/8 in the June '05 issue, you'd find that the XR/80 is exactly the same as its racing brother; that's because it uses the same components and setups. The only difference is that there isn't a carbon fiber shock tower—only 6061 towers front and rear. Everything else is a direct carry over from the XR/8. In a nutshell, here's what is going on with the suspension:

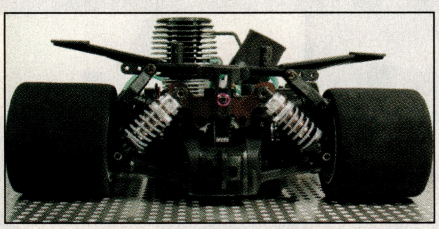
- The XR/80 uses front and rear pivot-ball suspension with QR wheel levers for ultra-fast tire changes.
- On the front end, width and camber can be adjusted with the pivot balls. Toe is set with steel turnbuckles, and caster and wheelbase are both adjustable by simply placing clips in front or behind the lower and upper arms.
- An adjustable-blade sway bar in the front keeps the car flat, and features an eccentric insert to keep the front end in correct tweak. Front up- and down-travel is adjustable using set screws mounted in the bulkheads and sway bar.
- Rear width and toe are adjusted with the pivot balls, while the adjustable upper arms control the camber duties. An adjustable rear sway bar is also included.
- Like on the XR/8, the rear end has a floating body mount attached to the rear hubs. This system connects the rear of the body directly to the wheels, providing increased rear down force and constant rear body height.
- The XR/80 comes with the exact four threaded aluminum bodied shocks that come on the XR/8, on which we comment-



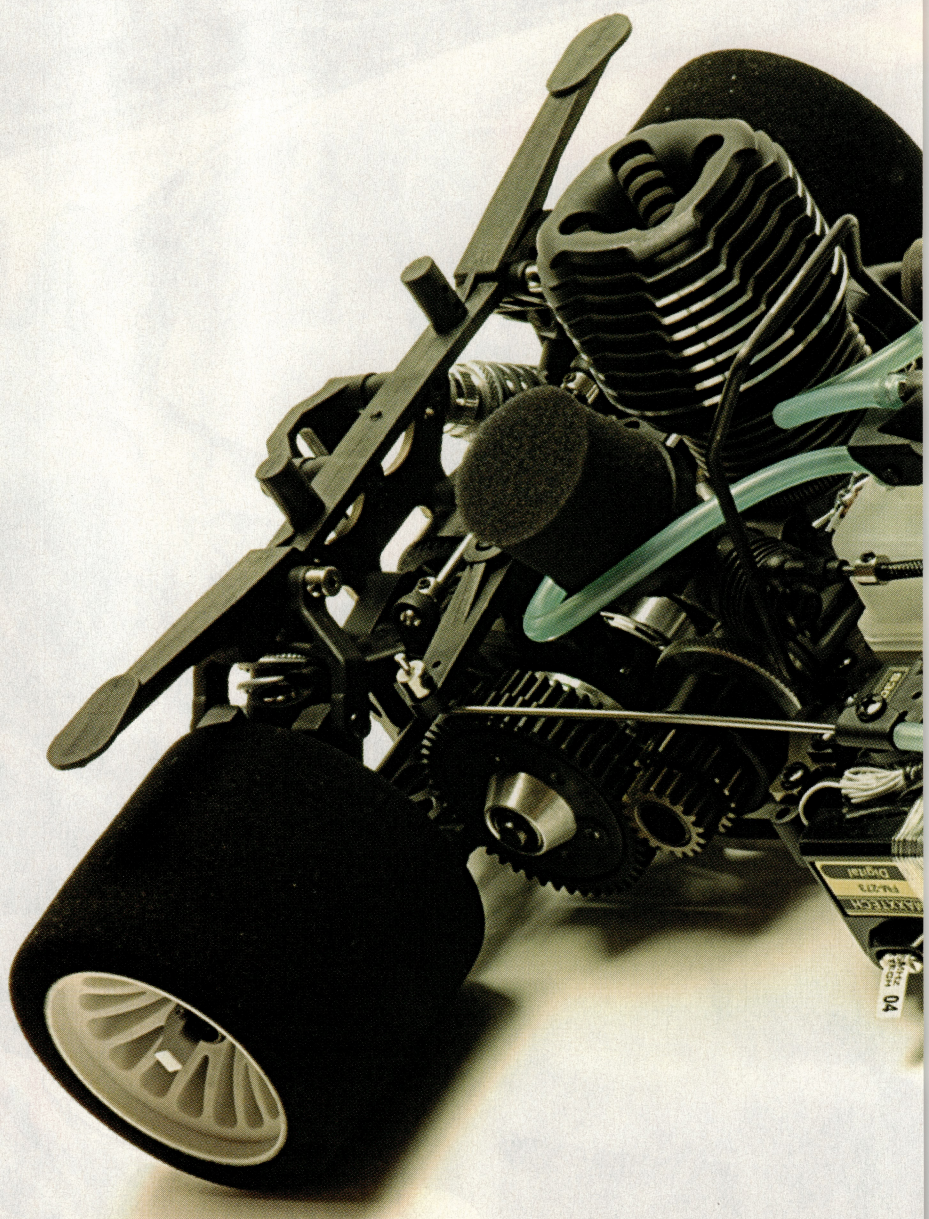
For an RTR, the XR/80 has world-class suspension; nothing really needs to be change except to set it up to your liking. Notice the QR axle; that's a stock feature.



A standard three-shoe clutch is used to keep the price down, but it works well. Connect that to the 16/48T and 19/45T gears, and it's no wonder this thing is so quick; it'll reach speeds up to 80 mph.



In a world of "Lead, follow, or get out of the way," this is what a lot of people will be seeing!



ed last time "...as good if not better than any shocks seen on 1/8-scale cars."

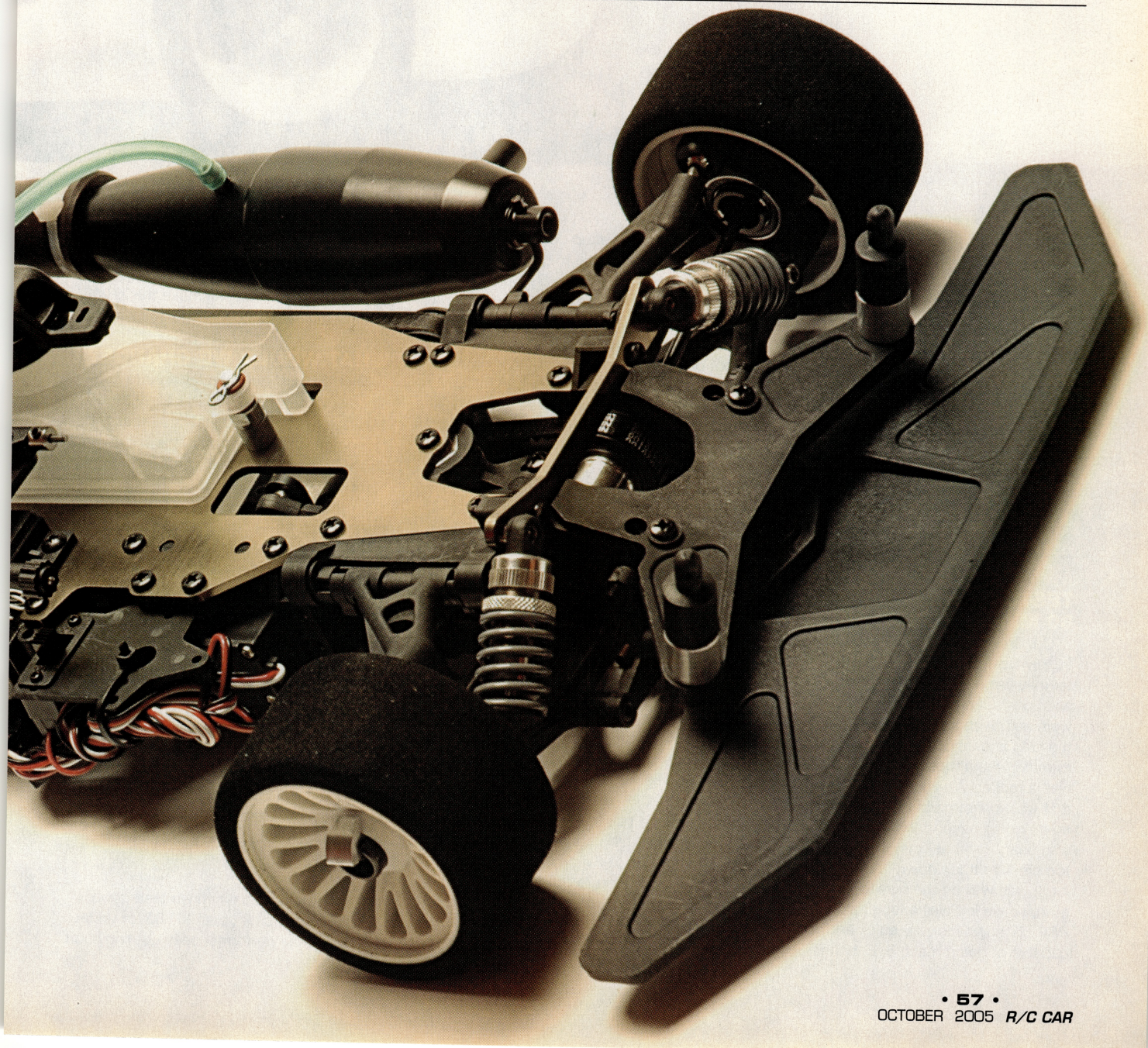
SAME CHASSIS, DIFFERENT NAME

Just like its racing brother, the XR/80 has almost the same chassis, but it's a 6061 T-6 chassis instead of the performance 7075 aluminum piece. The edges and chassis cutouts are beveled for performance and a clean look. The engine mount is secured to the chassis by six bolts (the same as the XR/8; these are the only two 1/8-scales to have this). A heavy-duty radio tray mount holds the pre-bent roll bar in place and beefs up the whole upper deck, which makes the chassis configuration very stiff. It should hold up well to abuse. The five-cell AAA receiver battery pack is positioned directly under the fuel tank for low CG and centers the weight in the car. Another nice thing about the battery tray is how it's mounted; it can be removed quickly by loosening four screws.

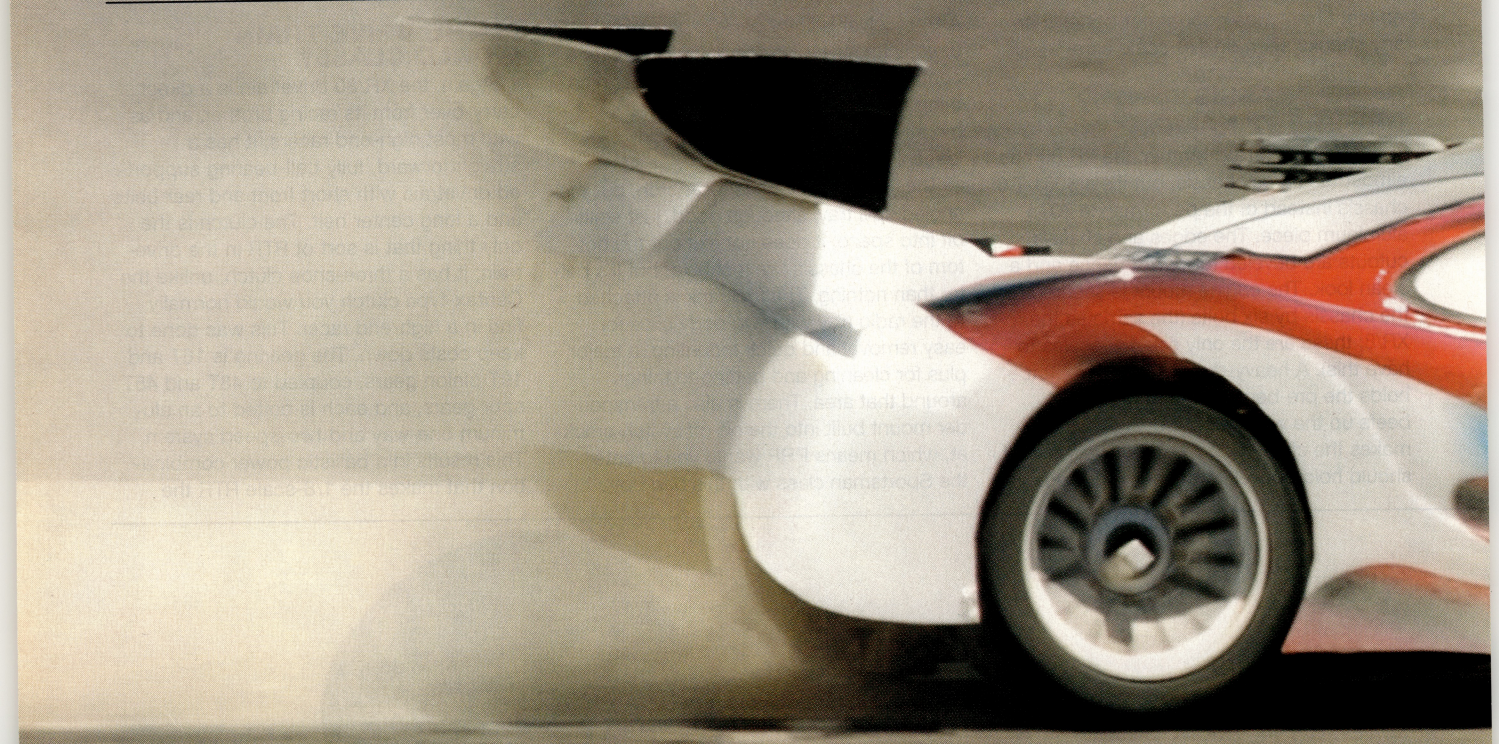
The 125cc fuel tank is top-notch, but the angled spill tray, although good, just spills off into space; it does not exit out the bottom of the chassis like it should, but it's better than nothing. The fuel tank is attached to the radio tray with two body clips for easy removal and quick mounting, a major plus for cleaning and getting to things around that area. There is also a transponder mount built into the on-off switch bracket, which means PRP wants you to enter the Sportsman class with this bad boy.

IS THE DRIVE TRAIN WORLD CLASS?

Again, the XR/80 drivetrain is a direct carry-over from its racing brother, and as with most high-end racers, it has a straightforward, fully ball-bearing supported drivetrain with short front and rear belts and a long center belt. The clutch is the only thing that is sort of RTR in the drivetrain; it has a three-shoe clutch, unlike the Centax-type clutch you would normally find in a high-end racer. This was done to keep costs down. The gearing is 16T and 19T pinion gears, coupled to 48T and 45T spur gears, and each is bolted to an aluminum one-way and two-speed system. This results in a ballistic power combination that makes the 1/8-scale RTR the



POWER RACING XR/80



rocket on the block. There aren't many R/Cs that will touch this thing in the speed department.

To bring the XR/80 down from warp-speed, stopping power is provided by a ventilated, two-disc brake system with brake pad material lining the calipers. A lightweight, solid rear axle and a front one-way axle transfer the power to the wheels using front and rear dogbones. You can see by this racer's wish list of suspension, chassis, and drivetrain designs that Power Racing wasn't fooling around with this RTR; it's probably as close as you're going to get to a full-race 1/8-scale other than buying one of the high-end R/Cs.

TESTING THE 80 MILE-AN-HOUR BULLET

Our first stop on the testing circuit was a freshly-built parking lot that's an easy quarter mile flat. This was the perfect place to see how fast and quick the XR/80 is. We were not disappointed. After warming up the tires and adjusting the PRP .27 engine to match the atmosphere, our little XR/80 was a rocket. We easily hit 50 mph, and that was in first gear! We were happy right there; going beyond that into second gear was scary. By that time, the car was getting too small to track down in the long parking lot. It was well on the way to achieving 80 mph, so we left well enough alone. The PRP .27 engine is very quick and totally capable of going mach 5. For an RTR, the XR/80 was well set up out of the box, and we needed to do little to get it going.

Our next stop was the SV Speedway on-road track, which is a huge 1/5-scale layout and great for seeing how the XR/80 handles. PRP's initial car setup was dialed right out of the box, and the car felt well-planted and turned on a dime. After burning several tanks through the car, we found that it likes to go really fast and instills confidence from moderate to fast speeds (in the 50 mph range). It hugs the ground well at speed on straights, it sticks like glue on long banking turns and flat turns, and even the sharp U-turns did not faze it too much. It did want to push if you got off of the main line in the chicanes. Overall, the XR/80 will make you fast right out of the box; the car is highly tunable so, with some time spent on setup, there is probably nothing you can't tackle with the XR/80.

The supplied radio gear is capable of controlling such a hyper car, but, if you want to use the car's full potential, an upgrade in radio gear will be needed. For a beginner, the radio is good, but once you start hitting warp speed, a little more adjustment in steering and braking will be needed. We say this because, at the high speeds this thing attains, the stock gear becomes a little twitchy, and the braking is not linear enough to properly bring the car down from high speeds. This is common for RTRs, so don't sweat it; companies normally use off-the-shelf radios to keep the price down, and they are the first thing 90 percent of people do as an upgrade. For the price of the XR/80, it's worth investing in gear that will make the XR/80 even better.

WHAT WOULD WE CHANGE?

That's a hard question taking into consideration that the XR/80 is a $399.99, RTR 1/8-scale roost missile that could easily be raced right out of the box in the sportsman class. Power Racing really crunched the numbers and only eliminated the hardcore-racer things to bring you a RTR that's at the top of its game—nothing in its class can touch it. Beyond the radio upgrade, we hated the sticker graphics for the car; they seemed like paper and never stuck to the car properly (but PRP is changing that), and we would recommend getting rid of the three-needle carb. For an RTR, a carb like this will confuse the new person, and it's not really needed for this engine. The brake adjustment was way too touchy, so we put some fuel-line tubing on the brake rod to make the brake feel a little more progressive. We also shelved the AAA battery case for PRP's NiMH pack (No. YC026); this instantly makes the car's servos work much better.

SURVEY SAYS...

Just like we said when we tested the XR/8, you can pick up an XR/80 for under $400, and the performance is nothing short





hop-ups!

The XR/80 RTR is a sweet car for the price. Fortunately, you can easily upgrade your existing parts to the racer parts found on the XR/8. Prices are very reasonable, and PRP is also machining up some more sweet aluminum and plastic parts as we speak, so the support on this car will be very good.One thing we recommend that you do right off the bat is to invest in this 700mAh NiMh rechargeable pack from PRP (No. YCO26). This will help your newfound joy handle and react much better than if you use standard AAA batteries; this battery pack will supply power stronger and longer than AAAs, and we recommend this with any purchase of an RTR.

of fantastic. The car is an excellent value that doesn't take much to be race-worthy. This RTR is as close to a full-race car as you can get and is on a par with the best of the best that are twice the price. All of the XR/8 carbon fiber parts are a direct fit, as well as PRP's aftermarket hop-ups, and this is a nice thing considering that we know you'll want to trick out your ride. Speaking of parts, another thing to consider is that, at the speed this thing attains, there will be a price to pay the day you crash hard. Luckily for you, PRP already has a good inventory of spare parts, and the pricing is very reasonable.

The F-1 style starter is very cool and a nice touch for an RTR; it gives you the "I'm in pit lane at the Indy feeling" which is cool, and the speed freak in you will love the PRP .27 engine. It ran well the whole test and is faster than what should be legal. Chassis layout and suspension are right up there with the big boys; with a few changes in parts, the XR/80 can be a world class 1/8-scale. Power Racing's goal was to offer an excellent 1/8-scale RTR that would kick the door open for most of us who would never consider getting into the exciting world of 1/8-scale on-road because of price. PRP kicked it open and ripped it off of the hinges, because the XR/80 hit the mark on all accounts.

SPECS

Price	$399.99 (MSRP)	**Drivetrain**	3 belt 4WD; Ft. one-way; rear spool
Length	17.4in./442mm	**Bearings**	sealed-bearings
Width	10.3in./262mm	**Damping**	coil-over, oiled filled shocks; threaded aluminum bodies
Wheelbase	11.8in./300mm		
Front/Rear track	8.5in/216mm/8in./203mm	**Suspension**	4-wheel ind. w/adj. upper camber/roll center links
Weight	6 lb. (full trim)	**Tires**	pre-mounted foam (35shore)
Chassis	6061 T-6 sweetly machined	**Wheels**	QR style rim w/white plastic spokes

SOURCES

- **Happytime Hobby Distributor**, 305 Laurelwood Rd., Santa Clara, CA 95054 • (408) 988-1188, fax (408) 988-2800; *www.happytimehobby.com*
- **Byron Fuel**, P.O. Box 279, Ida Grove, IA 51445 • phone (712) 364-3165; Web *www.byronfuels.com*

MST-1



MST-1 Truck - L0001:
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1/10 SCALE GAS POWERED 4WD TOURING CAR

MTX-3 PROSPEC



MTX-3 Prospec - T0040:
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1/8th Scale 4WD Gas Powered Racing Car

MRX-4

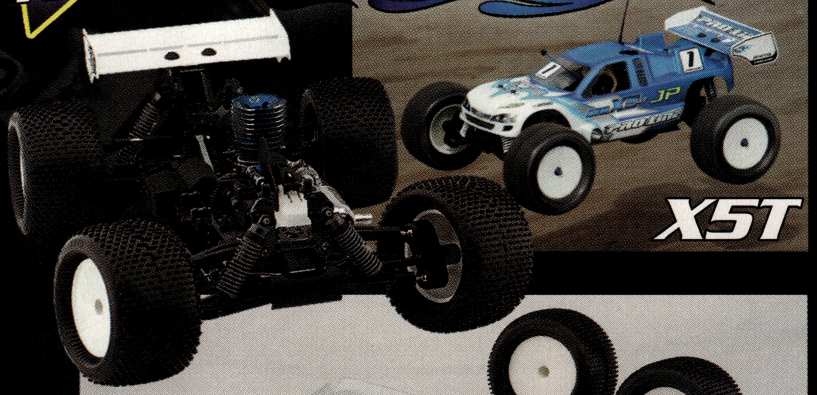


MRX-4:
- Low Center of Gravity
- New Front Suspension
- New Rear Suspension
- New Drive System & Brake
- The car has more stability during the corner with new designed suspension

NEW

NEW

MSR



X5T

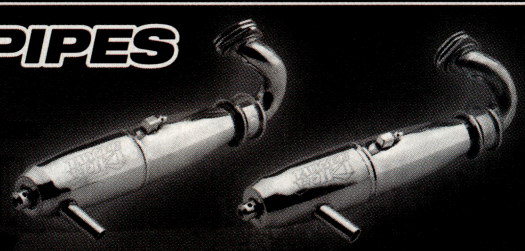


Truggy Conversion - ZMT-001: Included - everything needed to convert a Mugen MBX-5 Buggy to a Truggy. (Extended Chassis, Body Mounts, Wheel Hexs, Large Spur Gear, Body, Wheels/Tires, Servo Mounts, more.)

FUEL & PIPES

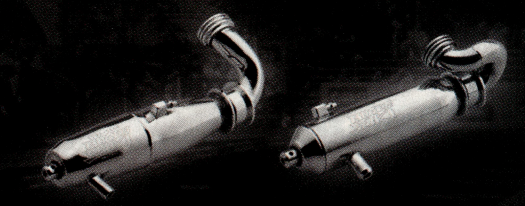


Mugen Seiki Racing Fuel
Available in 20%, 30%, 40%



Competition .21 Pipe
P01004 • 1pc • top end power

Competition .21 Pipe
P01003 • 1 pc • bottom end power



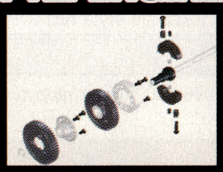
Comp .12 Pipe
P01002 • EFRA-26090 • On-Road • 1 pc

Comp .12 Pipe
P01003 • Off-Road • 1 pc

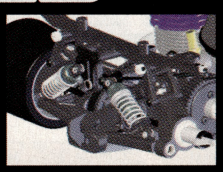
COMPLETELY RE-ENGINEERED



ALL-NEW MODEL



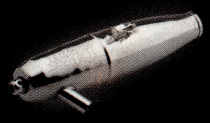
LIGHTWEIGHT 2-SPEED



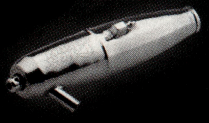
LONGER SUSPENSION



NEW SUSPENSION GEOMETRY



Comp .12 Pipe
Outlaw • S01002



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Our own Charles "Hippy" Charron gets tangled with his Padawan, Michael P. during the Gas Truck B-main. Hippy bumped his apprentice out of the way, them promptly bumped-up to the A-main, while Michael puttered in for ninth.



Associated team manager Brent Thielke places Ryan Maifield's Factory Team T4 on the grid prior to the start of the third and final A-main.

8th annual hot rod hobbies OFF-ROAD shootout



Cavalieri leads the pack at the start of the 45-minute Expert Gas Truck A-main. Cavalieri won the race, but not without a serious challenge from Jared Tebo (third in this photo).



Jeremy Felles again owned the 19-Turn Truck class at the Hot Rod Shootout, winning the first two A-mains in convincing fashion with his Banzai-powered Losi XXX-T MF2.



Team Associated/Reedy's rising star has arrived. Ryan Maifield showed everyone how it's done in Modified Buggy by winning the A1 and A3. Ryan would've likely "blown out," but a mechanical in A2 forced the race to the third main. Just don't call him "spinach chin."

The hottest dirt action in SoCal

Words and photos by Frank "Noon" Masi

Hot Rod Hobbies' annual Off-Road Shootout began as a glorified club race, but over the years has grown into one of the nation's most prestigious events for 1/10-scale buggies and trucks. Virtually every big-name dirt driver can be found huddled beneath the innumerable EZ-Ups that dot Hot Rod's landscape, and a stroll through the pits will reveal quite a number of prominent industry folk—both established and up-and-coming. Now during its eighth iteration, the Hot Rod Shootout offered 10 classes of racing action, with eight classes for electric and two for nitro. Of course, there were raffles and giveaways, and track owner Jimmy Babcock kept the crowd entertained throughout the course of the race's three-day program.

hot rod hobbies
OFF-ROAD shootout

Jared Tebo dueled with his Associated teammate Ryan Cavalieri for much of the 45-minute Expert Gas Truck A-main. The two GT drivers traded the lead several times, with Tebo crossing just behind Cavalieri.



Dave Montgomery is another racer to watch for. Dave looked strong in the Modified Truck class with his Associated Factory Team T4, even taking a well-deserved victory in A2.



Who says racers slow with age? The 40-Plus Stock Truck class at this year's Shootout could've easily given the younger guys fits—despite all the jokes regarding walkers. Bill Koch dominated his peers, winning the first two mains and getting the honor of sitting out the third race to watch the fight for second.

A GIANT AMONG TRACKS

As is customary for the Shootout, a brand new track layout was installed just a week prior to the event. Jimmy and his crew outdid themselves with this design, and there was nothing but praise from the drivers. The highlight of the Shootout course was a technical infield section that gave drivers as many as four possible jump combinations. You could take a slow double, then either quad out of the section (only the modifieds and gas trucks could clear the quad) or go triple-single or double-double. Some talented drivers were able to triple into the section and triple out. This was the fastest, but the most difficult and costly combinations.



dash for cash

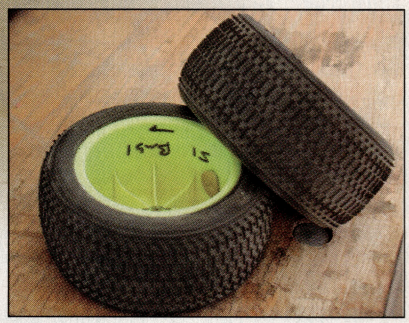
X Factory—maker of the X-5 4 plus 2 XX-4 conversion—and Hot Rod Hobbies held a special Factory vs. Factory Shootout on Sunday. Team drivers from Losi, JConcepts (BJ4), and X Factory ran a special five-minute 4WD buggy race, with the winner collecting a cool $100. Second and third received $50 and $25, respectively. Here, Mr. Sinclair of X Factory awards the prizes to (from left) second place finisher Ryan Maifield (BJ4), winner Travis Amezcua (XXX-4), and third place Jared Tebo (BJ4).

TRACTION ACTION

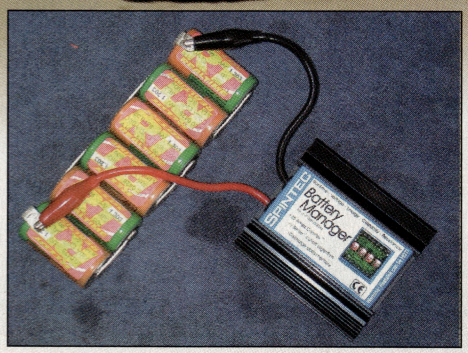
The track was run dry, and it developed a very prominent blue groove. The most popular tires among the A-main finalists seemed to be Losi Taper Pins, but it also seems that many racers have discovered the performance of Panther's tires, as there were quite a number of drivers using Panther tire in both buggy and truck classes. Just about every buggy driver used a wide-style front block-pin tire, while the truckers seemed to prefer running rear tires at all four corners. When the track is hard-packed and blue-grooved, ribs just can't get bite.



Matt Francis' XXX-T MF2 sported a revised body. Gone were the MF2 body's controversial *Starsky and Hutch* side wings ("controversial" in that Losi claims they help aerodynamics, while some racers find them unsightly), which were replaced with a smoother side profile.



Panther's Bobcat front tire was very popular at the Shootout. The Bobcat worked well enough that several drivers modified them to fit their rear buggy wheels. They did this by splicing two front tires together to gain the necessary width.



Meet the Spintec Battery Manager, which is being used by several top drivers, including Greg Hodapp and Todd Hodge, to discharge and condition their battery packs. The Battery Manager features a 35-amp Coolflex discharge function that conditions the pack for maximum power and run time, yet keeps the cells from becoming hot. A V-Sense monitor keeps and eye on the packs voltage to ensure that the cells aren't over-discharged. You can even dump a fully charged pack to check its condition—without fear of damaging the cells. Horizon Hobby is the U.S. distributor for Spintec, so call them at (800) 338-4639 for more information.



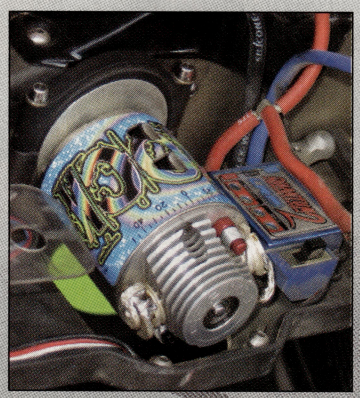
We spied Matt Francis testing a new style of shock on his XXX BK2 buggy. The prototype dampers looked like larger version of the JRX-S's bladder shocks. Matt refused comment on the new shocks' status, so we don't know if we'll see them in future Losi kits. Remember, testing doesn't always translate into production.



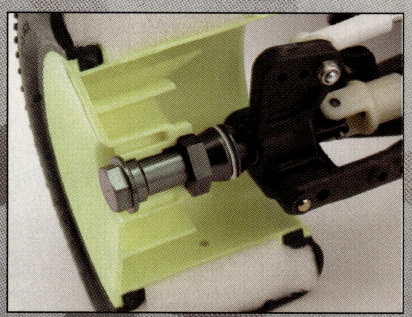
Brayden Sundstrand was sporting a very cool-looking Airtronics M8 transmitter. Brayden's friend Tadd Bentler sprayed the radio's case in a very suave metallic blue finish. Tadd says he'll paint your radio, too, for a nominal fee. Phone him at (269) 209-5788 if you're interested in having a true one-of-a-kind transmitter. Brayden went sixth overall in the 19-Turn Truck class and fourth in Stock Truck and 19-Turn Buggy.



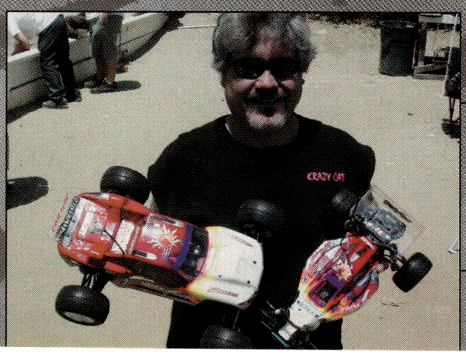
Travis "Peanut" Amezcua showed us a neat tire-gluing tip. Travis cleans his tires and wheels with Loctite 770 Primer to promote a stronger glue bond. Travis' nickname should be "Product Placement." We'll leave it to you to figure out why.



Strapped into Travis Amezcua's Losi XXX-4 was a new EPIC Shock modified motor. The Shock features a machined aluminum endbell and billet brush hoods for maximum heat dissipation. Additional cooling is provided by optimized high-flow can vents. The Shock is available in high-torque Flatwire or high-rpm round wire armature types.



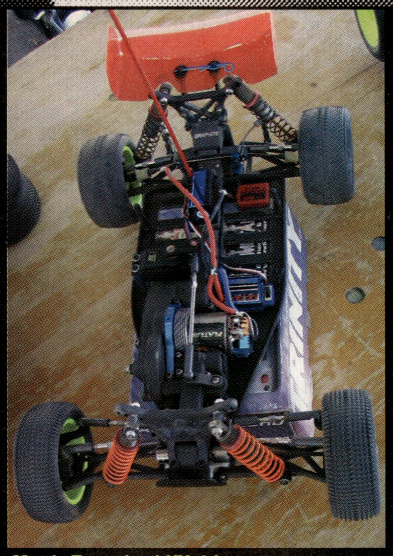
Some Losi drivers were using the new QC wheel adapters on their electric trucks. These adapters allow you to use the AD2's QC (quick change) wheels on your XXX-T, and if you also have a nitro AD2, you won't have to buy two types of wheels (and pay for additional tires) to run your trucks. Price on these is set at $17.99 for the adapters and $7.50 for additional wheel nuts.



K.C. from Acid Cat painting created these incredible "theme" bodies just for the Hot Rod Hobbies Shootout. The bodies featured airbrushed guns and bullets and "inside" sponsor logos.

matt switches cars

Team Losi is in an interesting position because it has not one, but two 4WD buggies at its disposal. It's true that the XX-4 has been out of production since the release of the newer XXX-4, but several Losi team drivers still own the earlier cars, and Losi has in its warehouse a good stock of parts (in order to continue supporting its customers). The word on the "street" is that some Losi drivers will run the XXX-4 at the upcoming IFMAR Worlds in Italy, while some will break out their XX-4s. We caught up with former World Champion Matt Francis, who was actually running the older car at the Hot Rod Shootout. Here's Matt's statement regarding the choice (and we were again reminded why we enjoy talking with Matt so much—he's a great spokesperson for his sponsors):



Matt's Team Losi XX-4 between runs.

"Basically, we're coming up on the '05 World Championships in Italy, and we're really unsure what the track's going to be like. A lot of the guys seem to prefer the XX-4 on really rough tracks. It's not that the XXX-4 is bad on rough tracks, but some guys just like the XX-4 better for certain conditions.

"What Losi did was give us the option to run either car, just because we don't know what to expect when we get over there. So, as far as future plans, we don't have any; we're still selling the XXX-4, we're not selling the XX-4. We're just giving the drivers the option. Jesse Robbers, Billy Easton and I are running the XX-4 this weekend, and Travis, Mike Truhe, and Josh Numan are running the XXX-4.

"We're just trying to work two different angles to see what's best. I have both cars here, and I'm actually going to test my XXX-4 next week, versus my XX-4, heads up with each other. And when I get to Italy, we get 10 practice runs; I'll probably run a couple with each car at least. It's up in the air what I'm going to run.

"It's not like we're getting rid of the XXX-4 by any means. As of right now, there's only one XX-4 in the main, and that's me [Matt was second qualifier], and there are three of us running it, and there's like five or six XXX-4s. This track is really smooth, so it's definitely to the XXX-4's liking. We're still kind of playing around with it, and we'll figure out what we're going to do. It's not an official word, we just have the option of running the car."



The official R/C Car pits, i.e., the "Hippy Hub." Free NOS energy drink made this a very popular stop for racers.



NOS energy drink brought out this awesome Hummer H2, and gave out free drinks to all the competitors.





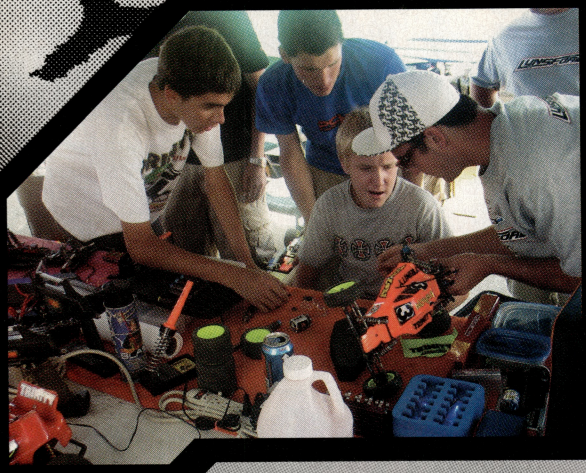
FINISH	QUAL.	DRIVER	CHASSIS	ENGINE	PIPE
OPEN GAS TRUCK					
1	3	Danny Greco	Associated GT	Orion Wasp	Associated
2	1	Clint Wachter	Losi AD2	Trinity Sirio	Losi AD2
3	5	Billy Laster	Losi/Rock Concepts	Orion Wasp	Losi AD2
4	2	Ronnie Gardner	Losi AD2	Orion Wasp	Losi AD2
5	4	Ryan Dunford	Losi AD2	TOP CX-12	Losi AD2
6	10	Tyler Phipps	Associated GT	Mugen	Associated
7	9	Charles Charron	Associated GT	Novarossi	Associated
8	8	Jared Graf	Losi AD2	Orion Wasp	Losi AD2
9	6	Jon Wachter	Losi AD2	Sirio Drake	Losi AD2
10	7	Buddy Lee	Losi AD2	Novarossi	Losi AD2
PRO GAS TRUCK					
1	1	Ryan Cavalieri	Associated GT	Trinity Sirio	Associated
2	3	Jared Tebo	Associated GT	O'Donnell	O'Donnell
3	4	Marty Korn	Associated GT	Orion Wasp	O'Donnell
4	7	Phillip Atondo	Losi AD2	Orion Wasp	Losi AD2
5	6	Joe Pillars	Associated GT	Peak Diablo	Associated
6	5	Aaron Waldron	Losi AD2	Trinity Rossi	Losi AD2
7	10	Jimmy Babcock	Losi AD2	Trinity Sirio	Losi AD2
8	2	Ryan Maifield	Associated GT	Orion Wasp	Associated
9	9	Mike Truhe	Losi AD2	Trinity Rossi	Losi AD2
10	8	Travis Amezcua	Losi AD2	Trinity	Losi AD2



Ryan Cavalieri hasn't slowed at all since making the switch from Losi to Associated. Ryan battled tooth-and-nail with teammate Jared Tebo throughout the 45-minute Expert Gas Truck main. Cavalieri won.

hot rod hobbies off-road shootout

FUEL	RADIO	RECEIVER	GEARING	FT TIRES	RR TIRES	SERVOS (S/T)	BODY
SideWinder 20%	Airtronics M8	Spektrum	Stock	Panther Wookie	Panther Switch	Airtronics	Pro-Line CP
Trinity	Airtronics M8	Spektrum	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
Blue Thunder	JR XS3	JR Propo	18/51	Panther	Panther	Airtronics	Losi AD2
Trinity	Airtronics	Airtronics	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
O'Donnell 20%	KO Mars R	KO Propo	Stock	Panther	Panther	Airtronics	Losi AD2
Byron Race	Airtronics M8	Airtronics	N/A	Panther Switch	Panther Switch	Airtronics	Pro-Line CP
O'Donnell	Airtronics M8	Airtronics	15/67	PL Holeshot	PL Holeshot	Airtronics	Pro-Line CP
SideWinder	Airtronics M8	Spektrum	Stock	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
Trinity	Airtronics M8	Spektrum	Stock	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi Fury
White Lightning	Airtronics M8	Spektrum	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
Trinity 20%	Airtronics M11	LRP Phaser	16/66	Pro-Line	Pro-Line	Airtronics	Pro-Line CP
O'Donnell	Futaba 3PK	Futaba	N/A	N/A	N/A	Futaba	JConcepts
O'Donnell	Airtronics M8	Airtronics	Stock	Pro-Line	Pro-Line	Airtronics	Pro-Line CP
Orion BD	N/A	N/A	18/51	Losi	Losi	N/A	Losi AD2
Orion BD	Airtronics M8	LRP Phaser	15/66	Losi Taper Pin	Losi Taper Pin	Airtronics	PROTOForm GMC
Trinity 20%	Airtronics M8	Airtronics	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
SideWinder 20%	Airtronics M11	Spektrum	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
Orion BD	Airtronics M11	Airtronics	16/66	Losi Taper Pin	Losi Taper Pin	Airtronics	Pro-Line CP
Trinity 20%	Airtronics M11	Airtronics	18/51	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi AD2
Trinity	Airtronics M11	Spektrum	N/A	Losi	Losi	Airtronics	Losi AD2



Racers pitch in for Paulinski

Mark Paulinski is an up-and-coming racer who came to Hot Rod's in search of glory, but instead fell pray to some scoundrel, who absconded with his beloved Losi XXX BK2 buggy during Friday's qualifying. Mark was devastated; not only did they get the car, but also several hundred dollars worth of electronics, the battery and the motor. Mark believed his shot at a win in the Stock Buggy class had gone poof, and it would have if not for the assistance of his fellow racers.

The Team Losi guys, along with some un-sponsored racers, pitched in and, in little time, had managed to piece together an entire XXX BK2 from spare parts. A quick tweak of the radio (thankfully the thief didn't get it) and a fast one-color orange paint job, and Mark was back on track. Mark's weekend ended with a very respectable sixth-place overall finish—talk about making lemonade!

Mark would like to especially thank Charles Pierson, Matt Francis, Aaron Waldron, Jimmy Babcock, and all of the fellas shown in the photo, for their greatly appreciated help.

hot rod hobbies
off-road shootout









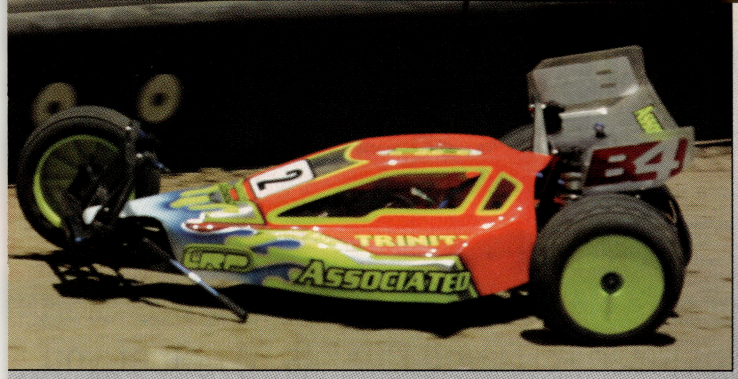








FINISH QUAL.		DRIVER	CHASSIS	BATTERY	MOTOR
40-PLUS STOCK TRUCK					
1	1	Bill Koch	Losi XXX-T	Pro-Match 3300	Birdman
2	2	Louis Fernandez	Losi MF2	Pro-Match 3300	Birdman
3	3	Charles Charron	Assoc. T4 FT	Reedy Real Time	Reedy MVP
4	4	John Henry III	Losi MF2	Orion 3300	Trinity P2K2
5	5	Lynn Waldron	Losi MF2	Trinity	Trinity
4WD MODIFIED					
1	4	Mike Truhe	Losi XXX-4 GP	Trinity GP3300	Epic Shock
2	1	Ryan Cavalieri	JConcepts BJ4	Trinity 3700	Trinity 10x2
3	3	Dave Montgomery	JConcepts BJ4	Reedy Real Time	Reedy TiW
4	7	Greg Hodapp	X-5	Peak	Peak 8x1
5	10	Billy Fischer	Losi XXX-4 GP	Team Orion	Team Orion
STOCK BUGGY					
1	2	Ryan Dunford	Losi XXX BK2	Slingshot 3300	Banzai
2	1	Mike Friery	Associated B4	Reedy	Ground Zero
3	3	Gary Eyster	Losi XXX BK2	Orion	Trinity Monster
4	4	Casper	Losi XXX BK2	Slingshot 3300	Banzai
5	7	Sean Cahill	Associated B4	Orion	Trinity Monster
MODIFIED BUGGY					
1	1	Ryan Maifield	Associated B4	Reedy Real Time	Reedy TiW 13x2
2	3	Jared Tebo	Associated B4	Checkpoint	Checkpoint
3	4	Billy Easton	Losi XXX BK2	Trinity GP3300	Trinity Cobalt 11x3
4	7	Mike Truhe	Losi XXX BK2	Trinity GP3300	Epic Shock
5	2	Travis Amezcua	Losi XXX BK2	Trinity	Trinity
19-TURN BUGGY					
1	1	Ronnie Gardner	Losi XXX BK2	Checkpoint	Trinity
2	2	Casey Peck	Losi XXX BK2	Peak GP3300	Peak Dynasty
3	10	Mike Friery	Associated B4	Reedy	Peak Dynasty
4	9	Braydon Sundstrand	Losi XXX BK2	Raceday RC	Fantom
5		Aaron Lane	Associated B4	Fusion	Checkpoint
19-TURN TRUCK					
1	1	Jeremy Felles	Losi MF2	Trinity	Banzai
2	5	Nick Lasley	Losi MF2	Franchize	Banzai
3	3	Jake Thayer	Associated T4	Trinitiy	Trinity
4	4	Ronnie Gardner	Losi MF2	Checkpoint	Trinity
5	2	Ryan Dunford	Losi MF2	Slingshot	Banzai
STOCK TRUCK					
1	1	Marty Korn	Associated T4	Reedy	Reedy
2	2	Ryan Dunford	Losi MF2	Slingshot	Banzai
3	5	Nick Lasley	Losi MF2	Franchize	Banzai
4	4	Brayden Sundstrand	Losi MF2	Raceday RC	Fantom
5	7	Bill Koch	Losi XXX-T	Pro-Match 3300	Birdman
MODIFIED TRUCK					
1	1	Ryan Cavalieri	Associated T4	Trinity 3700	Trinity 10x2
2	2	Jared Tebo	Associated T4	Checkpoint	Checkpoint
3	3	Dave Montgomery	Associated T4	Reedy Real Time	Reedy TiW 10x2
4	4	Ryan Maifield	Associated T4	Reedy Real Time	Reedy TiW 10x2
5	6	Travis Amezcua	Losi MF2	Trinity	Trinity



Ryan Cavalieri is *that* good. Despite having lost his B4's left front suspension (along with his front wheel and tire) during a crash, he was still running fourth in Modified Buggy for much of the second A-main in Modified Buggy. He even continued to clear the difficult quad jump. Some guys were having troubles just making it around the track on four tires.



Travis Amezcua was flying in the 4WD Modified class, but came up short against his Losi teammate Mike Truhe. Both drivers were using the Losi XXX-4 buggy. Oddly enough, the 4WD class was one of the hottest categories at the Shootout, as a lot of the top pros are readying their rides for the Worlds in Italy. It's also sort of interesting that there are a wider variety of cars in this class than in the more popular 2WD buggy class.

ESC	RADIO	RECEIVER	GEARING	FT TIRES	RR TIRES	SERVO	BODY
Novak Cyclone	Airtronics M8	Airtronics	17/86	Panther Switch	Panther Switch	Airtronics	Losi Fury III
Novak GTX	Airtronics M8	Spektrum	16/87	Panther Switch	Panther Switch	Airtronics	Losi
LRP QC2	Airtronics M8	Airtronics	18/87	Pro-Line Holeshot	Pro-Line Holeshot	Airtronics	Assoc. Interceptor
LRP Quantum	Airtronics M8	Spektrum	?/86	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi MF2
Novak	Airtronics M8	Airtronics	16/86	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi MF2
Novak GTX	Airtronics M11	Novak Xxtra	18/92	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi Aurora
LRP	Airtronics M11	LRP Phaser	18/72	Pro-Line	Pro-Line	Airtronics	JConcepts
LRP QC2	Airtronics M8	LRP Phaser	18/72	Losi Blockhead	Losi BK Bar	Airtronics	JConcepts
Novak	Airtronics	Airtronics	16/106	Losi	Losi	Airtronics	X-Factory
LRP	JR Propo	JR Propo	17/92	Losi	Losi	JR Propo	Losi Aurora
Keyence Zero EX	KO Mars R	KO Propo	19/78	Panther	Panther	Airtronics	Losi
LRP QC2	Airtronics M8	Airtronics	21/81	Losi Taper Pin	Losi BK Bar	Airtronics	Associated
Novak GTX	Airtronics M8	Spektrum	20/78	Losi Taper Pin	Losi BK Bar	Airtronics	Losi
Keyence Zero EX	KO Mars R	KO Propo	19/78	Panther	Panther	Airtronics	Losi
LRP V7.1	Airtronics M8	Airtronics	23/81	Losi	Losi	Airtronics	Associated
LRP QC2	Airtronics M11	LRP Phaser	23/81	Losi Taper Pin	Losi BK Bar	Airtronics	Assoc. Interceptor
LRP QC2	Futaba 3PK	Futaba	N/A	N/A	N/A	Futaba	JConcepts
Novak GTX	Futaba 3PK	Futaba	21/82	Losi Taper Pin	Losi BK Bar	Futaba	JConcepts
Novak GTX	Airtronics M11	Novak Xxtra	21/78	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi
LRP	Airtronics M11	Spektrum	19/86	Losi	Losi	Airtronics	Losi
Novak	Airtronics	Airtronics	20/78	Losi Taper Pin	Losi BK Bar	Airtronics	Losi
LRP	JR Propo	JR Propo	N/A	Losi Taper Pin	Losi Taper Pin	JR Propo	Losi
LRP QC2	Airtronics M8	Airtronics	23/81	Losi Taper Pin	Losi BK Bar	Airtronics	Associated
LRP QC2	Airtronics M8	Airtronics	23/78	Losi Taper Pin	Losi BK Bar	Airtronics	Losi
LRP	Airtronics	Novak	22/81	Losi	Losi	Airtronics	JConcepts
LRP	Airtronics	Airtronics	19/88	Losi	Panther	Hitec	Losi MF2
LRP	Airtronics	Airtronics	19/88	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi MF2
LRP	Airtronics	Spektrum	20/87	Losi	Losi	Airtronics	Assoc. Interceptor
Novak	Airtronics	Airtronics	17/86	Losi	Losi	Airtronics	Losi MF2
Keyence	KO Mars R	KO Propo	19/86	Panther	Panther	N/A	Losi MF2
LRP QC2	Airtronics M8	Airtronics	N/A	Pro-Line	Pro-Line	Airtronics	Pro-Line CP
Keyence	KO Mars R	KO Propo	18/86	Panther	Panther	N/A	Losi MF2
LRP	Airtronics M8	Airtronics	18/88	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi MF2
LRP QC2	Airtronics M8	Airtronics	17/88	Losi Taper Pin	Losi Taper Pin	Airtronics	Losi MF2
Novak Cyclone	Airtronics M8	Airtronics	17/86	Panther Switch	Panther Switch	Airtronics	Losi Fury III
LRP QC2	Airtronics M11	LRP Phaser	18/87	Pro-Line	Pro-Line	Airtronics	JConcepts
LRP QC2	Futaba 3PK	Futaba	N/A	N/A	N/A	Futaba	JConcepts
LRP QC2	Airtronics M8	LRP Phaser	19/87	Losi Taper Pin	Losi Taper Pin	Airtronics	Assoc. Interceptor
LRP QC2	Airtronics M11	LRP Phaser	18/87	Losi Taper Pin	Losi Taper Pin	Airtronics	Assoc. Interceptor
LRP	Airtronics	Spektrum	N/A	Losi	Losi	Airtronics	Losi MF2

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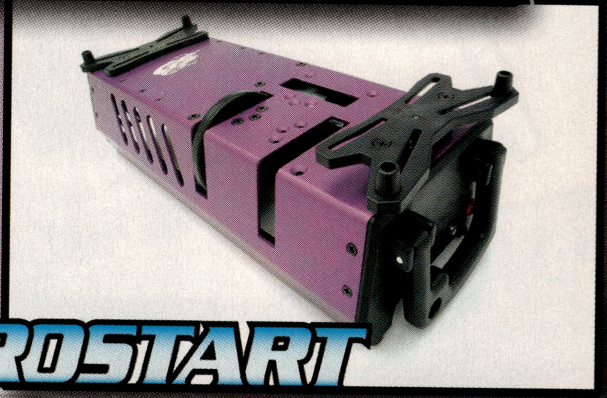



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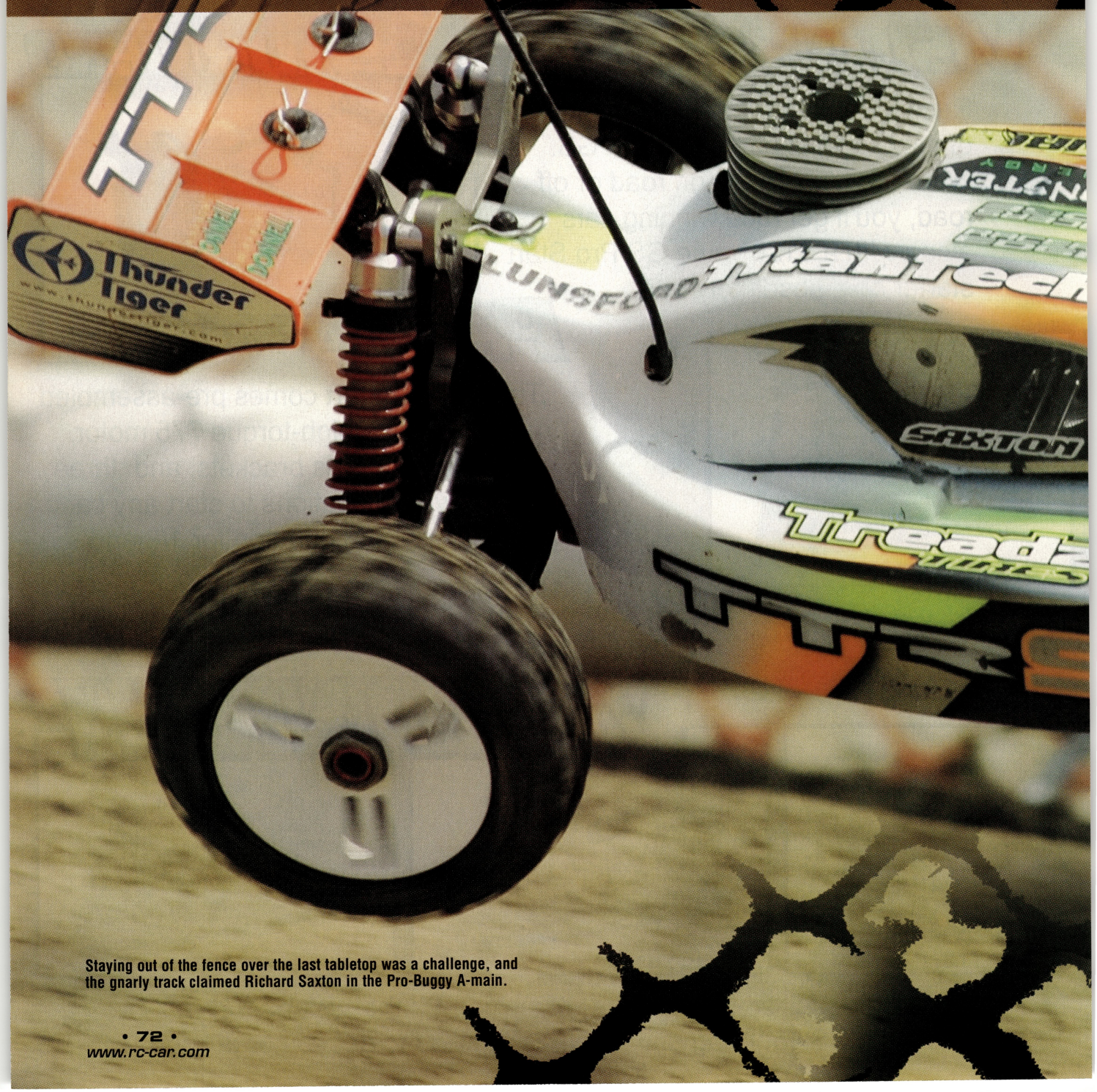
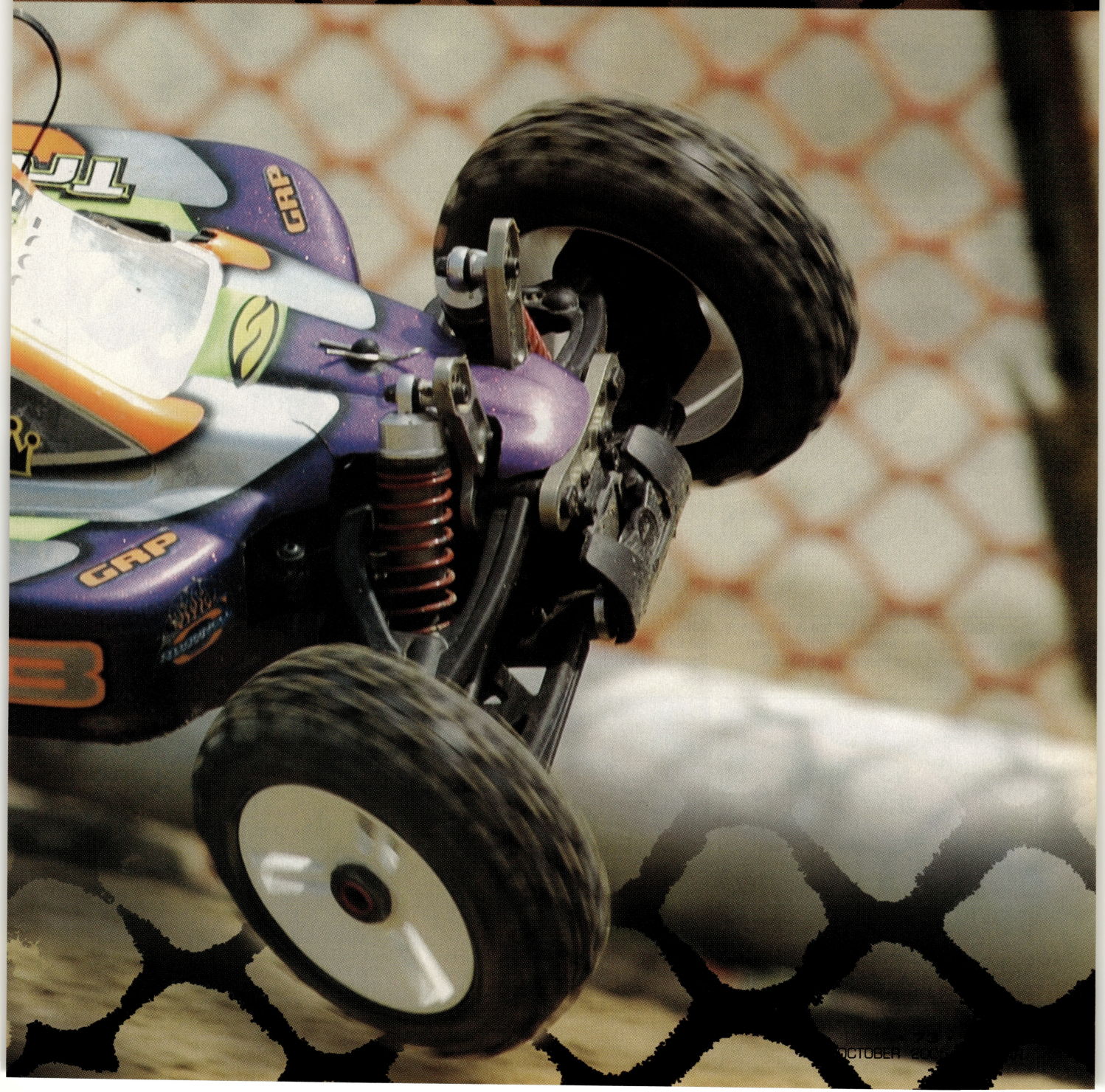
U.S. gas championships



Staying out of the fence over the last tabletop was a challenge, and the gnarly track claimed Richard Saxton in the Pro-Buggy A-main.

We love the smell of nitro in the morning...and at night

SV Raceway, Race Prep, and Steve Dunn hosted the fourth annual U.S. Gas Championships, and the racing was some of the best we've seen all year. More than 200 Sportsman and Pro nitro-heads were treated to an awesome track and great weather, and the result was great racing in no less than eight classes of monster truck, 1/8 buggy and 1/10 gas truck, even though some of the top drivers, like Ryan Cavalieri, Mark Pavidis, Bobby Tilman, Jason Ashton and Mikey Sharwin, didn't show (RC and Mark were in Italy at an electric race). They missed out on a great track, which featured a good combination of high-speed and technical sections and provided close racing and lots of crashes. The basic obstacles were leftovers from the R/C Pro Series race a month before, but Dunn, Chad Bradley and Marty Korn reconfigured the layout to provide an all-new circuit.





A high-speed front straight and decreasing-radius first turn made for lots of action, especially on the start. Chad Bradley leads the Pro-Truggy A-Main.



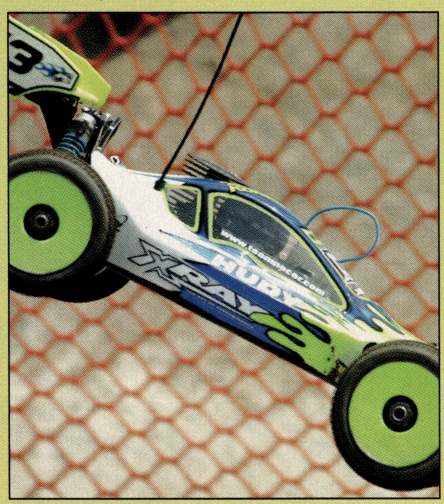
A watered track and fast, sweeping turns had more than roost flying at the fourth-annual U.S. Gas Champs. Richard Saxton demonstrates.



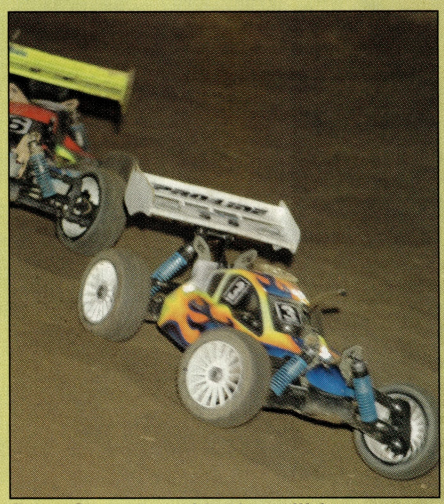
Adam Drake topped the Pro Gas Truck A-main but had to fight for it.



Chad Bradley gave Tebo a great battle in Pro Buggy but had to settle for second.



Three XRAY XB8s made the top ten in Pro Buggy with Justin and Josh Wheeler and David Joor "up on the wheel," as they say in NASCAR.



Danny Greco was red-hot in qualifying but had gremlins plague him in the Sportsman Buggy and Truck A-mains.



Jammin' Jay Halsey had to fight his way through the Pro Truggy field twice, as he started at the back and broke an A-arm in the A, but was third at the flag.



Jay Krug made consistency pay off in the Stock MT A-Main, as early leader Patrick Kivin faded late in the A.



Clint Wachter was TQ and first overall in Sportsman Truck, as rivals Levi Jackson and Danny Greco had problems keeping his pace in the A-Main.



Jared Tebo was on a mission in the Pro-Buggy A-main after breaking in Pro Truck and failing to make the podium for the first time all year.

Taking a lap around the U.S. Gas track, the 250-foot front straight had a huge tabletop only the Sportsman Buggy driverswere trying to downslope, then the first turn was a decreasing-radius right into a slight chicane. That led to the first triple, a hairpin left and then seven whoop-de-doos; the hot line was quad-triple, but the safe one was triple-double-double. Then a hairpin right and short-chute straight led to an off-camber left and the second triple and another 180-degree right with a huge bowl berm. The back straight had a double-step-up to a tabletop that had a right hand turn and downhill into the infield pit. Racers doubled out into a sweeping left-hander and a step-up tabletop, which dumped them into another left-hand hairpin and a quick right-left S-turn. An uphill sweeping left led to a step-down and off-camber right hander into the infield pit, then the gas-burners climbed through a sweeping right onto the back straight, a 90-degree right onto a tabletop, another right, then they pinned it onto the front straight. Whew! Laptimes varied from 50 seconds for stock Monsters to 41s for 1/8-scale Pros.

QUALIFYING FOR THE A-MAINS

Thursday was open practice, Friday was truck qualifying, Saturday was buggy day, and Sunday was main-day. Seven-minute qualifiers and long laps had Sportsmen and Pros alike turning 10-lappers and fighting for the elusive 11-lap TQ run, and the best two runs of four seeded



Chad Bradley and his Mugen/MSR X5T lapped the field in the Pro-Truggy A-main and was second in the Pro Buggy A, making him the top driver of the weekend.

U.S. Gas Championships

the fastest into the A-Mains. Clint Wachter and Danny Greco dueled for Sportsman Truck TQ, and Adam Drake burned some 44-second laps to lead Jeremy Felles, Aaron Waldron and Mike Weed in early Pro Truck qualifiers. Frankie Contreras and Cody King were in the hunt, too, while Jared Tebo missed all of the truck qualifiers and was the last to be seeded into the 16-truck A-Main.

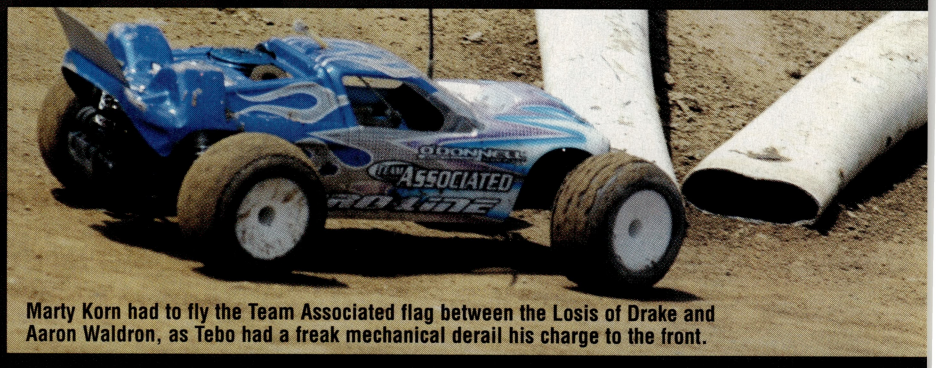
The Drake would take Pro Truck TQ over Marty Korn with a 20/15:00.63, while Wachter topped Greco for Sportsman Truck honors. Ross Denny TQ'd Stock MT, and Andrew Smolnik was dominant in Mod MT with his CEN MT, taking the win in three of four rounds. Pro Truggy action was off the charts, with Chad Bradley leading the way with his Mugen. Marty Korn and Dean "Chicken Man" Sexton battled in their heats, with Sexton taking second-qualifier position. Greg Degani sat out Pro Truggy but was there to cheer on the OFNA guys and heckle his pals. Jammin' Jay Halsey showed up late and only ran the last round, winning his heat. Jay had to bump into the A from the B-Main, which he did easily.

Danny Greco was also hot in Sportsman Buggy, but he had to battle George Ghaby and James Minor for the TQ; Greco did the deed with a 20/15:08.83. Degani dipped into the 42s but had a flame-out in round one, while Justin Wheeler, Tebo, Waldren and Bradley were also flying. But Jeremy Kortz was on fire and turned a 40.7 to Justin Wheeler's consistent 40.9s. Kortz ended up turning the only 11-lap qualifier in round two, then he backed it up to TQ with a 21/14:45.43. And Bill Birdsall took 45+ Buggy TQ over Butch Hedrick.

In lower-main action on Sunday, Bryan Rust won the Sportsman Truck B-Main to make the A (three bump into the next-level main). Chris Nelson and Jay Halsey had a great B-Main Pro Truggy battle; Jammin' led the whole race but Nelson did a bump-pass on Jay over the last tabletop to take the B. Sexton, Waldron, Smolnik, Greg Waller and Greg McGlothin (who had bumped from the C-Main) put on a great 30-minute battle for the top three positions in the Pro Buggy B-Main. Waldron led Waller and McGlothlin across to make the A, while Smolnik crashed and broke.

BURNING A-MAIN ACTION

Sportsman Truck put on a great race, with Danny Greco, Charles "Hippy" Charron and Clint Wachter battling for the early lead, but Greco flamed out and had to work his way through the pack. Levi Jackson had a problem with his brake linkage and spent most of the 30-minute main in the pits. Greco and George Ghaby worked the pack, but Greco would eventually break with seven minutes to go. Ghaby and Charron battled over second in later laps with Hippy taking second behind Wachter, who carded a 35/30:13.46 for the win. In Stock MT, Patrick Kivin wheeled his Revo around the challenging course in first place but biffed late in the race and handed the lead over to Jay Krug, who held on for the win and a killer door prize, a CEN Genesis 46.



Marty Korn had to fly the Team Associated flag between the Losis of Drake and Aaron Waldron, as Tebo had a freak mechanical derail his charge to the front.



The U.S. Gas track was watered before every heat and main, and holes were filled between rounds. Frankie Contreras lost 34 laps to the leaders with mechnicals in the Pro GT A.

U.S. Gas Championships

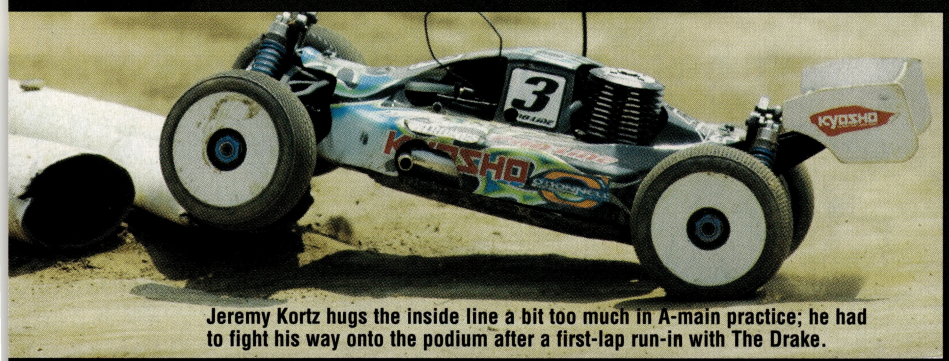
A gnarly course and pace took its toll on the Gas Truck Pros. The Drake took the holeshot over Jeremy Felles, Marty Korn and Aaron Waldron, while Tebo railed from the back of the pack to join the lead group. Waldron took over the lead momentarily after Drake pitted, but Adam was on fire. Korn worked his way past Waldron, and Tebo broke a steering block in a freak low-speed crash. Felles also fell prey to gremlins, as did Frankie Contreras and Cody King. Jimmy Babcock and Todd Tanner worked through the field to take fourth and fifth, respectively, by the halfway point. Drake dominated to take the win by 24 seconds over Korn with a 57/45:21.78, while Waldron finished a lap down. Tebo's woes dropped him to ninth with a 51/45:47.84.

Pro Truggies put on a great race after a false start; Bradley got the jump and established a quick lead over Korn, Sexton, Halsey and David Joor. Halsey broke an A-arm off at the 18-minute mark but quickly replaced it and re-entered the track in sixth. Promotor Steve Dunn worked into second but lost one rear tire and then the other in the middle of the 45-minute main. With 20 minutes to go, Bradley had lapped everyone but second-place Joor. Halsey flew around the track to take over third, but Bradley was dominant with a 61/45:45.78, a full two laps ahead of second-place Joor.

HEROES UNDER THE HALIDES

Darkness fell on the last two A-Mains, but the buggy jockeys didn't let the track cool one bit. Danny Greco and Levi Jackson were out for revenge in Sportsman Buggy, as they were 1-2 off of the start, but Greco would again have mechanical troubles. Jackson led the way while Chris Nelson and Justin Tribe battled over second and Greco charged back into the top five. Greco would break and re-enter again, losing 15 laps to the leader. Tribe caught up to Jackson and tried to snatch the win, only to flip two turns from the finish and settle for second. Levi took the win with a 39/30:18.87, and Tribe and Nelson also did 39 laps.

Pro Buggy was also a free-for-all, with TQ Kortz falling prey to a super-aggressive move from The Drake on the first lap, falling to fifth. Bradley zapped Drake for the lead around the first pit then Kortz worked his way to the front. Bradley got him back then Tebo slipped past Kortz, also. Tebo was into the lead by the 15-minute mark, despite Bradley clicking off a 41.7-second lap. Drake and Kortz battled over third, with Jeremy taking third at 33-minutes. Bradley took over the lead as Tebo pitted, then Tebo took it back. Chad pressured Tebo, and the two battled for several laps. At one point both cart-wheeled at top speed off of the front-straight tabletop, with Bradley landing on his wheels to again lead. Tebo fought back and took the lead for good with 45 minutes down. He began to stretch his lead while Kortz worked into third over Josh Wheeler. The top three turned 83 blistering laps with Jared missing an 84th lap by fractions, turning an 83/60:00.02.



Jeremy Kortz hugs the inside line a bit too much in A-main practice; he had to fight his way onto the podium after a first-lap run-in with The Drake.

U.S. 1/8 GP championships



Seven whoops stirred the action; promotor Steve Dunn and David Joor battle over second in the Pro-Truggy A, with Joor holding onto the position until the finish.



Poppa Jackson was all smiles after the Sportsman A-main, as Levi was unbeatable.

RESULTS:

1/10-SCALE PRO TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Pipe	Fuel	Servos	Radio	Gearing	Tires	Body
1	1	Adam Drake	XXXNT-AD2	Trinity/Sirio EVO2	TL Drake	Trinity 20%	Air 737/360	M11	18/51	Team Losi	Team Losi
2	2	Marty Korn	RC10GT	O'Donnell	O'Donnell	O'Donnell 20%	Airtonics		OEM	Pro-Line	Pro-Line
3	3	Aaron Waldron	XXXNT-AD2	Trinity/Rossi	TL Drake	Trinity 20%	Air 571/737	M8	18/51	TL Red Dir./IFMAR Pins	TL AD2
4	5	Jimmy Babcock	XXXNT-AD2	Trinity/Sirio	Drake	Sidewinder 30%	Airtronics	M8	19/51	TL Red Dir./IFMAR Pins	Losi
5	15	Todd Tanner									
6	13	Eric Beier									
7	8	Sean McBeth	RC10GT	Novarossi	Associated	Trinity	Airtronics	M8	N/A	Pro-Line	Pro-Line
8	11	Ronda Skelton	Losi	Orion	Losi	Orion 20%	Airtronics	M8	18/51	Losi Red Dir./IFMAR	Losi
9	16	Jared Tebo	Team RC10GT	O'Donnell	O'Donnell	O'Donnell	Futaba	Futaba	15/64	N/A	J-Concepts
10	12	B.J. Weisman									

1/10-SCALE SPORTSMAN TRUCK A-MAIN

1	1	Clint Wachter	Losi	Sirio	Drake	O'Donnell 20%	Air 737/360	M8	18/51	Losi Red Dir./IFMAR Pins	AD2
2	4	Charles Charron	RC10GT	Novarossi	Associated	O'Donnell 20%	Air 358	M8	15/67	P-L Edge R3/Bow-Tie M3	Crowd Pleazer
3	11	George Ghaby	XXXNT-AD2	Top	AD2	Byron 20%	Airtronics	M8	OEM	Directional/P-L Holeshot	Stock
4	13	Brian Daughtery	RC10GT	O.S. CVR	Associated	Sidewinder 30%	Air 357	M8	15/66	P-L Edge/Bow-Tie	Crowd Pleazer
5	10	Jared Graf	XXXNT-AD2	O.S	.Losi	Sidewinder 30%	Aitronics	M8	N/A	P-L Edge/Holeshots	AD2
6	9	Steve Burnside	RC10GT	Mugen 12	Associated	Sidewinder 30%	Air 357	M8	15/66	Pro-Line/Bow-Ties	Crowd Pleazer
7	16	Brian Shorter									
8	7	John Schultz	Losi	Orion	Losi	White Lightning 20%	Air 358	M8	18/51	Panther	Losi AD2
9	14	Bryan Rust	RC10GT	MT12	Associated	O'Donnell 20%	Air 737/358	M8	15/66	P-L Edge/Holeshot	Crowd Pleazer
10	6	Tanner Stumpf	Factorty team GT	HPI	AE	O'Donnell	Air 358	M8	OEM	P-L Edge/Bow-Tie	Pro-Line F150

1/8-SCALE PRO BUGGY A-MAIN

1	5	Jared Tebo	MP777	O'Donnell/ RB Concepts	O'Donnell	O'Donnell 30%	Futaba	Futaba	13/46	GRP/Treadz	J-Concepts
2	2	Chad Bradley	MXB-5	JP	JP	Mugen 30%	Airtronics	Airtronics	OEM	P-L Inside Job	Pro-Line
3	1	Jeremy Kortz	M P777	Werks Collari	Werks	O'Donnell	Airtronics	M8		Pro-Line	Pro-Line
4	4	Josh Wheeler	XRAY	XB8	Collari B-7	O'Donnell 30%	Air 359	M8	13/46	P-L Crimefighter2	Crowd Pleazer
5	6	Marty Korn	GS CL1	Rex-P5	0886	O'Donnell 30%	Airtronics	M8	OEM	Pro-Line	Pro-Line
6	7	Justin Wheeler	XRAY XB8	Collari B-7	N/A	O'Donnell 30%	Air 359	M8		Crimefighter	Crowd Pleazer
7	10	Greg Degani	OFNA Hyper-7	Picco P7R	JP-2	Sidewinder 30%	N/A	N/A	13/46	Pro-Line	Pro-Line
8	9	Scott Hughes	MXB-5	N/A	Mugen	O'Donnell	KO Propo	KO Propo	N/A	P-L Inside Job	Mugen
9	8	David Joor	XRAY XB8	Novarossi P7	OS 2050	Rocket Science 30%	KO 2364/2343	Helios	13/46	Crimefighters	Crowd Pleazer 2.0
10	14	Aaron Waldron	X1-CR	Trinity	JP-1	Trinity	Air 359	M8		P-L XTR Crimefighters	Jammin'

45+ 1/8-SCALE BUGGY A-MAIN

1	2	Butch Hedrick	X1-CR	Top P5	JP-2	O'Donnell 30%	Airtronics	Airtronics	N/A	N/A	Jammin'
2	6	Bill Harry	Kyosho	Top P5	Novarossi 9886	O'Donnell 30%	Air 359	M8	N/A	Pro-Line	Pro-Line
3	7	Frank Monise	Mugen	RB S5	JP-2	O'Donnell 30%	Air 359	M8	N/A	N/A	Mugen
4	8	Lumpy	X1-CR	Rex R21B	OFNA	Byron's 30%	OFNA	JR XS3	OEM	P-L M2 Crimefighters	Jammin'
5	3	Dave Wentz	MP777	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A



1/10 scale pro truck

1/10 scale sportsman truck

1/8 scale pro buggy

1/8 scale sportsman buggy

Skinny in the pits



Steve Dunn makes sure there are plenty of prizes for the Sportsman racers, and "Factory" Jay Krug walked off with a sweet CEN Genesis for winning the monster truck event. There were other kits given away as well: an Associated MGT, OFNA Blazer SST, Kyosho and Losi Drake Edition.



The CEN boys were out with a few of these prototype monsters! Andy Smolnik was leader of the pack, grabbing a TQ and placing seventh in Mod Monster Truck, plus he placed fourth in Stock MT.



Mugen driver Chad Bradley added two rows of knobs to the new Inside Jobs from Pro-Line. These tires are meant for inside tracks and smooth track conditions, so Chad created more sidewall to deal with the bumpy bluegroove. He said that these tires have great corner speed and hook up.

1/8-SCALE SPORTSMAN BUGGY A-MAIN

F	Q	Driver	Chassis	Engine	Pipe	Fuel	Servos	Radio	Gearing	Tires	Body
1	4	Levi Jackson	MP777	O.S. V2B V-Spec	OS 2050	O'Donnell 30%	Air 358	JR XS3	13/46	Crimefighters	Pro-Line
2	3	Justin tribe	MXB-5	Collari B7	OS 2050	O'Donnell 30%	KO Propo	M8	13/46	Crimefighters	Crowd Pleazer 2.0
3	14	Chris Nelson	Mugen	JP B5	JP	O'Donnell	Airtronics	Airtronics	N/A	Crimefighters	Mugen
4	6	James Minor	Mugen	Novarossi P5	R&B 9886	O'Donnell	Airtronics	M8	N/A	Pro-Line	Pro-Line
5	7	Brian Daughtery	OFNA	RB S7	JP-2	Sidewionder 30%	Air 359	M8	13/46	Crimefighters	Jammin'
6	12	Mike Curnel	N/A	HS	OS	Trinity 30%	Airtronics	Airtronics	15/46	Pro-Line	Pro-Line
7	11	Bill Harry	Kyosho	Top P5	Novarossi 9886	O'Donnell 30%	Air 359	M8	N/A	Pro-Line	Pro-Line
8	5	Adi Hittenburg	X1-CR	Top P5/Hott	JP-2	O'Donnell 30%	Air 358	M8	14/48	Panther K2	Jammin'
9	8	Charles Charron	Kyosho 7.5 K3/LeBlanc	Novarossi P5	Rossi 9886	O'Donnell	Air 360/358	M8	N/A	Crimefighter M2	Crowd Pleazer 777
10	15	Bill Birdsall	X1-CR	RB WS7II	JP-1	O'Donnell 30%	Airtronics	Airtronics	N/A	Panther K2	Jammin'

PRO TRUGGY A-MAIN

1	1	Chad Bradley	MSR-X5T	JP	JP	Mugen 30%	Airtronics	Airtroincs	OEM	Pro-Line	Mugen
2	4	David Joor	Hot Bodies	Novarossi 528	PRP 053	Rocket Science	KO 2364/2343	KO Helios	13/50	P-L Bow-Ties	LST Crowd Pleazer 2.0
3		Jay Halsey	X1-CRT	N/A	JP-2	O'Donnell 30%	N/A	N/A	N/A	Pro-Line	Jammin'
4	9	Steve Dunn	X1-CRT	N/A	JP-2	O'Donnell	JR	JR	N/A	N/A	Jammin'
5	16	Geoff Monise	MSR	RB S5	JP-2	O'Donnell 30%	Air 359	M8	N/A	Pro-Line	Pro-Line
6	2	Dean Sexton	X1-CRT	Rex 28/RB Mod	JP-2	N/A	Airtronics	Airtronics	OEM	Pro-Line	Jammin'
7	6	Keith Rogovin	Hot Bodies LSP	Picco 27	SH/Max-Torq	Trinity 30%	Airtronics	Airtronics	OEM	P-L Bow-Ties	LSP
8	7	Steve Burnside	Hot Bodies	Rex 28	JP-2	Sidewinder 30%	Air 359	M8	13/50	Hot Bodies	Hot Bodies
9	13	Mike Simone	Native Racing 777	RB Mods Top 528	Nova 053	O'Donnell 30%	Hitec	M8	14/64	P-L Bow-Ties	Revo Crowd Pleazer
10	12	Havoc Holman	HB LSP	Crono RS3	JP-1		Air 359	M8	14/50	P-L Bow-Ties	Hot Bodies

STOCK MONSTER TRUCK A-MAIN

1	5	Jay Krug	Revo	O.S	.Traxxas	O'Donnell 30%	Air 359	Futaba	N/A	P-L 40 Series Bow-Tie	Crowd Pleazer
2	3	Patrick Kivin	Ballistic	OS 18	Traxxas	Traxxas 33%	KO Propo	Futaba	N/A	P-L Bow-tie	Traxxas S-Maxx
3	8	Ernesto Roco	AE MGT	TT 21	Associated	O'Donnell 30%	Associated	Associated	15/52	P-L Bow-Ties	Associated
4	2	Andy Smolnik	Genesis 46	CEN 46	CEN 4-pc	Byron's 30%	Air 358	M8		P-L Bow-Ties	Crowd Pleazer
5	7	Skinny	Revo	RB Mods	Vantage	Byron's 30%	Airtronics	M8	N/A	Panther	Atomik
6	13	Brandon Pitt	Bilistic Revo	OS18/RB Mods	Traxxas	O'Donnell	Air 358	M8	15/38	Panther Pythons	Traxxas
7	6	Luke Gray	Revo	OS18TZ	XTM	Trinity 20%	JR 8800	JR XS3	15/38	P-L 40 Bow-Ties	Traxxas
8	4	Jaime Valerio	Revo	2.5	Traxxas	O'Donnell 20%	Hitec 945/625	JR	OEM	Response	Pro-Line
9	9	Walt Kia	Revo	OS18TM	Traxxas	O'Donnell 30%	Hitec 945	JR XS3	OEM	P-L 40-Series	Traxxas
10	10	Geoff Cox	Ballistic	OS18TM	Trinity Revo	O'Donnell 20%	Air 358	M8		Panther Python	Pro-Line

MOD MONSTER TRUCK A-MAIN

1	2	Andrew Schear	HB LSP	Sirio 27Pro	JP-2	O'Donnell 30%	Air 359	M8	N/A	Hot Bodies	Hot Bodies
2	3	John Schultz	Rock Concepts HPI	Orion Wasp 28	HPI	White Lightning 30%	Air 358	M8	17/49	Panther Komodos	HPI Dodge
3	4	Jerry Hayes	XTM Mammoth	Novarossi 528XR	JP-1	XTM 30%	Air 357/359	M8	14/61	P-L 40 Series	XTM Mammoth
4	8	Perfecto Diego									
5	6	Brian Mena	XTM Mammoth	XTM 247Pro	Jp-1	XTM 20%	Air 359	M8	14/61	P-L 40 Series	Crowd Pleazer



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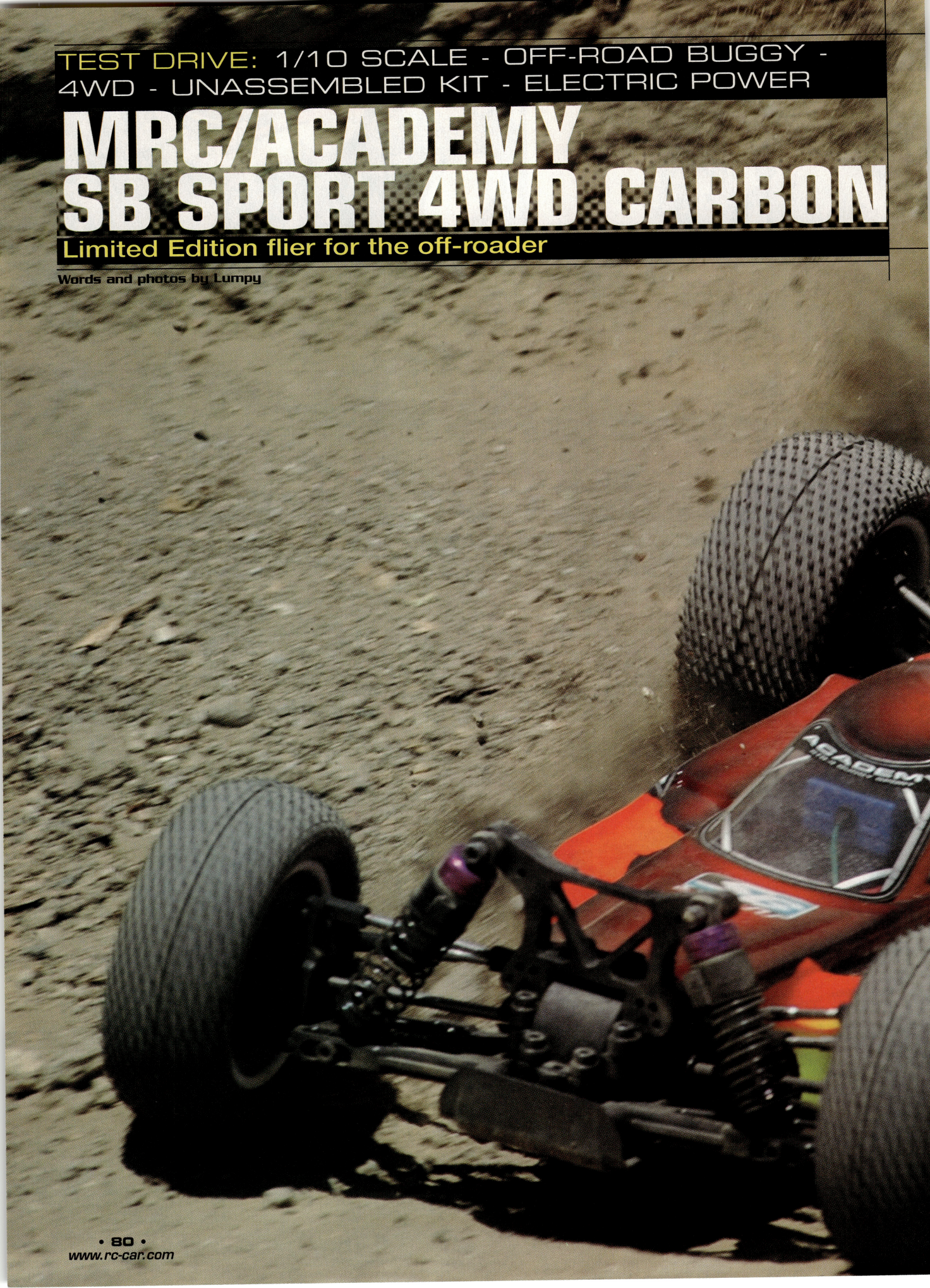
TEST DRIVE: 1/10 SCALE - OFF-ROAD BUGGY - 4WD - UNASSEMBLED KIT - ELECTRIC POWER

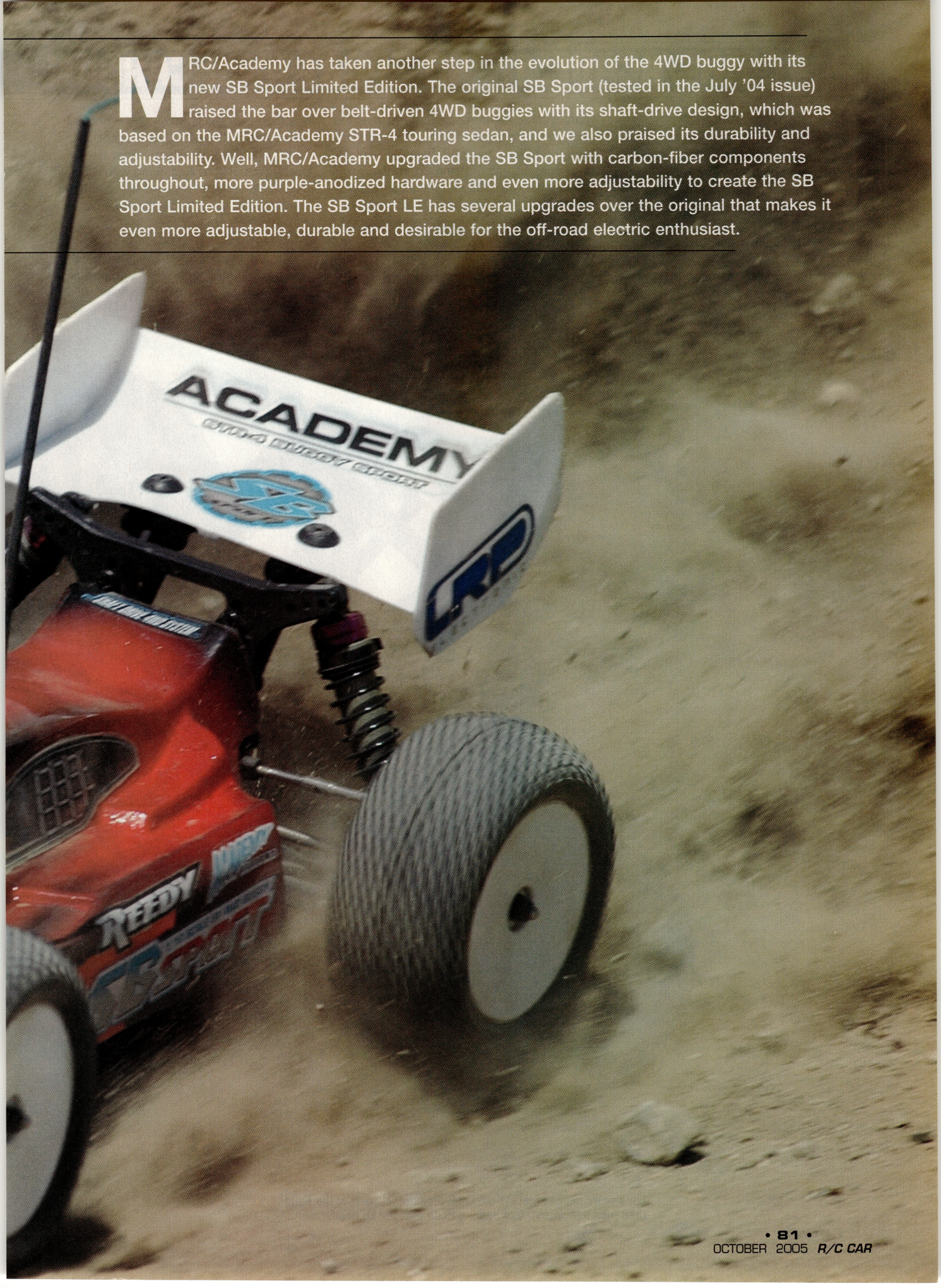
MRC/ACADEMY SB SPORT 4WD CARBON

Limited Edition flier for the off-roader

Words and photos by Lumpy



MRC/Academy has taken another step in the evolution of the 4WD buggy with its new SB Sport Limited Edition. The original SB Sport (tested in the July '04 issue) raised the bar over belt-driven 4WD buggies with its shaft-drive design, which was based on the MRC/Academy STR-4 touring sedan, and we also praised its durability and adjustability. Well, MRC/Academy upgraded the SB Sport with carbon-fiber components throughout, more purple-anodized hardware and even more adjustability to create the SB Sport Limited Edition. The SB Sport LE has several upgrades over the original that makes it even more adjustable, durable and desirable for the off-road electric enthusiast.



MRC/ACADEMY SB SPORT 4WD CARBON

WHAT'S NEW IN THE CARBON KIT?

To produce the LE, MRC/Academy scrapped the original 2mm chassis in favor of a carbon-fiber plate chassis (complete with CNC'd cutouts for cooling and securing the batteries), front plate, upper deck/chassis stiffener and battery strap. The aluminum, clamp-style motor mount with eccentric adjuster is anodized purple, and so are the countersunk washers. A carbon-fiber center driveshaft replaces the standard Sport's aluminum-anodized shaft, and the LE also has MIP-style CVDs at all four corners, whereas the Sport has rear dogbones. Also, the LE has quick-adjust, stainless-steel turnbuckles to speed camber and front-toe changes at the track. Most importantly, Academy included full ball-bearings (except for the steering), whereas the Sport has oilite bushings on the wheel axles. We were also stoked to see that all of the features of the original also come with the LE, like the four spur gears, anodized-aluminum upper deck posts, twin bellcrank steering with adjustable servo-saver, and two-piece diff housings for faster track adjustments.

HOW WAS THE BUILD?

Building the SB Sport Limited Edition was fun and straightforward, and it took about four hours from start to finish. All of



For a newcomer to electric off-road, the hardest parts of the build (batteries and wiring) had nothing to do with the kit itself.



Lots of carbon, full ball-bearings and more tunability are LE trademarks.

the components fit perfectly, and the manual explained and illustrated each step well. Front caster and rear anti-squat are set at 12 and two degrees, respectively, but different combinations in the hingepin blocks yield 9.5 and seven degrees of front caster and one degree of anti-squat. Even wheelbase is adjustable, as are the front and rear ball diffs and slipper clutch, Ackermann, camber and shock mounts. There's even a cool setup sheet on the last page of the manual for recording all of the possible adjustments; photocopy it, and one can keep a permanent record of settings for each track. Even the wing angle is adjustable, and the LE comes with a lot of spare ball-ends and shock preload clips. Sweet!

WHAT GEAR DID WE USE?

For optimum handling, we went with an Airtronics 94358 steering servo, MX-3 FM radio and 92836 FM receiver. To get the most speed out of the SB Sport LE, we called on Reedy and LRP for the rest of the electrics. Reedy's Real Time 2 matched 3300mAh NiMH cells provided the juice, and we soldered them together in our trusty Deans Speed Jig. To get the most out of the 4WD buggy and the Fusion "fuzzy" tires, we went with a Reedy Ti Modified 12-turn single motor (with 18/70 gearing) and LRP's Quantum Competition 2 ESC. With this combination, we were dialed for maximum control and performance in five-minute heats, and we set out to test at Hot Rod Hobbies.

HOW WELL DOES THE SB SPORT HANDLE?

With stock settings, except for dialing in one degree of negative camber and toe-out, the SB Sport LE was definitely hooked up on the blue groove track. Shock damping and spring rate were good and kept the tires on the ground in chop. The track was rough and jump-infested, and the suspension only bottomed when we totally flat-landed (i.e., mis-timed) the triples. There was also a good combination of straight-line stability (with the wheelbase at the medium setting) and turning. Overall, the low-slung buggy hugged the ground like a magnet would diamond plate or an environmentalist would a Redwood tree.



WHAT ABOUT THE SUSPENSION?

A big part of the hooked-up handling comes from the Prodamper shocks, which are set up on the light side for compliance on choppy surfaces. Buggies, especially 4WD, are low-slung and meant to stick to the track like glue, as they're most popular in (old school) Europe and Asia. Once we set up the ride height (9mm spacers in front, 3mm out back), the shocks worked well, and the suspension was dialed for all but the biggest jumps. Like we said, we only bottomed the suspension and dragged the Lexan underpan when we over- or under-jumped obstacles. Jump-aholics might want stiffer shock fluid and/or springs, but then tracking in corners would suffer. We also like the smoothness of the A-arm action, due to the pillow-ball setup for the hingepins and the CVDs.

IS IT EASY TO MAINTAIN AND TUNE?

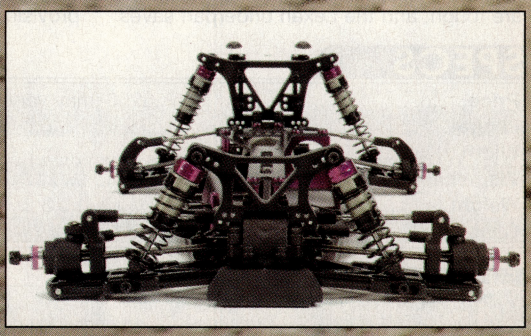
Tuning is a strong point with the SB Sport LE. There are three upper and three lower shock mounts, six inner and two outer camber-link mounts (the front only has one outer mount), two Ackermann choices on the steering arms and hubs, adjustable upper links and toe-links, and extra hinge-pin blocks allow you to dial front caster to 12, 9.5 or seven degrees. Also, rear anti-squat is adjustable via blocks, and the kit comes with four spur gears (62, 65, 76 70T) for tuning the motor to the track. There's even marks for adjusting wing position and adjustments on the battery hold-down posts for stick or side-by-side style batteries (the manual recommends beveling the cooling slots for a lower CG with the latter). And the front and rear ball-diffs and slipper clutch are



Airtronics supplied the 94358 servo, MX-3 FM radio and receiver, while Reedy and LRP kicked down the matched-cell NiMH batteries, 12-turn Ti motor and Quantum 2 ESC.

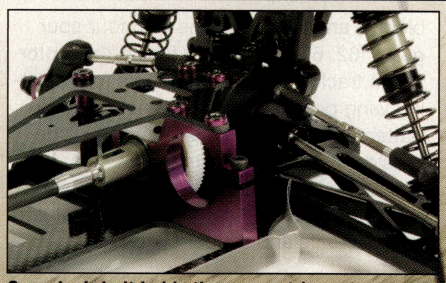


We only needed to tune ride height with preload spacers to dial the SB Sport LE to the track.



Captured inner hingepins, CVDs and Prodamper shocks add up to a smooth, hooked-up ride.

ACADEMY/MRC SB SPORT 4WD CARBON



One pinch-bolt holds the concentric motor-mount and sets gear-mesh; make sure it's tight!

If you build and set it up per instructions, the SB Sport LE wheelies.

adjustable, but it takes a bit of disassembly to get to those. The whole layout is accessible for cleaning and tuning.

IS THE 4WD BUGGY DURABLE?

We crashed the SB-LE several times before we got comfortable with the car, and it never broke. The spring-loaded, adjustable servo-saver and strong nylon A-arms, hubs, steering arms and ball-ends are tough, and the Lexan underpan saves the cool carbon chassis from getting gouged by rocks and such. The Prodamper shocks come with the O-rings and spacers installed, so we only had to take care when clamping the shafts for threading on the shock-ends. There was zero shock leakage, although several flips did cause the tops of the front shocks to scuff, but the kit comes with four spares. Also, the CVDs and anodized-steel hexdrives are no-maintenance items. Good stuff.

WHAT WOULD WE CHANGE?

Overall, the SB Sport Limited Edition is a well-designed and executed 4WD buggy, and there's not much we could do to improve it. Optional steering arms with a provision for ball-bearings are about all we could think of, although we're still not so sure about the eccentric-cam motor-mount system. It's not very easy to get the proper spur/pinion mesh with this setup, and we had to file a bevel into the carbon upper deck for clearance. Also, there are no spare shock pistons with the kit, but these can be ordered separately. Other than that, the SB Sport LE is a sweet, trouble free ride.

WHAT DO WE REALLY THINK?

MRC/Academy hit the bullseye with the Limited Edition SB Sport. It's durable, fully adjustable and well thought out. The carbon-fiber center shaft is spring-loaded for quick removal, so that the slipper clutch can be quickly adjusted, and the kit is loaded with similar features that ease adjustment. The LE is agile yet stable and trick without losing durability. Everything works as it should; all you need are some good electronics to rip up the track.

SPECS

Price	$250 (may vary with dealer)	**Drivetrain**	shaft-driven 4WD
Length	16.1in/410mm	**Bearings**	full ball bearings
Width	9.8in/249mm	**Suspension**	ind. lower A-arm, adj. upper link
Wheelbase	10.4in/265mm	**Damping**	aluminum oil-filled shocks
Weight	3 lb. 4 oz./1480g	**Wheels**	white plastic dish
Chassis	carbon-fiber plate w/upper brace	**Tires**	Grand Prix mini pin

SOURCES

- **Academy/Model Rectifier Corporation**, 80 Newfield Ave., Edison, NJ 08837; (732) 225-2100
- **Airtronics**, 1185 Standford Ct., Anaheim, CA 92805; (714) 978-1895, fax (714) 978-1540
- **Associated Electrics/LRP/Reedy**, 3585 Cadillac Ave., Costa Mesa, CA 92626; (714) 850-9342, fax (714) 850-1744

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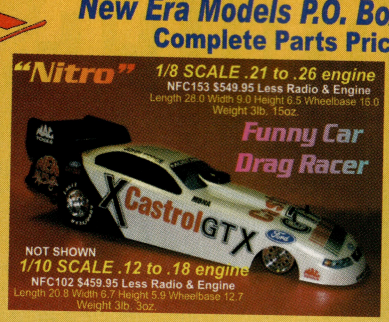





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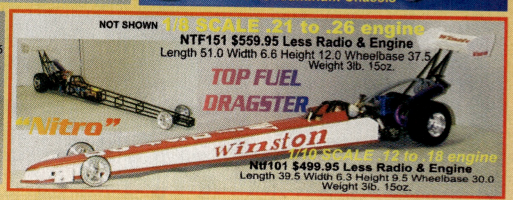

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ACC600-T25	14-FIN ULTRA Heatsink Head	$39.90
TRM343WR	Angled Wheelie Bar with Real Rubber Tire	$29.95
TRM345SD	Silver Steering Servo Skid Plate	$15.90
TRM405S	Chrome Air Filter	$5.95
TRM407	Silver Super Duty Springs Set of 8	$9.95
TRM452H	Center Line wheels Billet Alum	$149.95
TRM452X	Super Star wheels Billet Alum	$149.95
TRM452Z	Super Six Spoke Wheels (4)	$149.95
TRM454Z	40 Series Super Six Spoke Wheels (2)	$78.90
TRM501D	Close Header for .21 to .28 Engines	$24.50
TRM507	Bellcrank & Linkage kit	$16.95
TRM510	Fuel Tank 125cc W/Stone Filter	$26.95

E-MAXX Upgrades

TRE101L	Tube Upper Chassis RACING	$149.95
TRE107	3.2mm Extended Main Chassis Alum.	$59.95
TRE280V2	AIRCOOL CNC Alum. Motor Mount	$19.95
TRE281V2S	Silver CNC Alum. Battery Hold Down	$28.95
TRE910SD	Blue SUPER DUTY Steel Roll Bar	$39.50

















AIRTRONICS M11

Evolution, innovation, brilliance

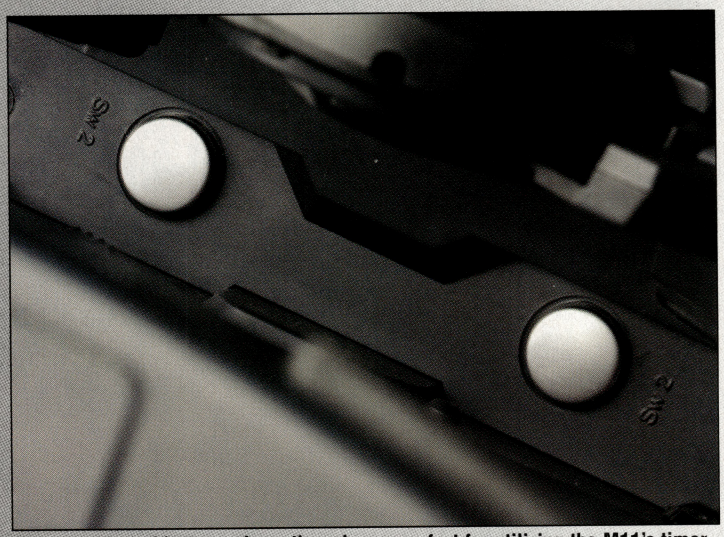
The number one rule in business is that you don't mess with success. When Honda redesigns its Civic, it doesn't throw out everything that has endeared the car to millions of drivers worldwide. Instead, it carefully refines the package, incorporating new technologies and features while retaining the car's essential, and beloved, character. The M8 has been the Civic of Airtonics' surface radio catalogue. This pistol-style transmitter has been around for over eight years, yet it still fills the majority of winners' charts from races across the country—and the world. The M8 broke new ground in ergonomics and features, and set the world standard for simple programming; it's often been written that one can easily operate the M8's many functions without ever having cracked the instruction booklet.

Naturally we were apprehensive when Airtronics announced a successor to the M8, called the M11 (what happened to M's 9 and 10?). Although the M8 will continue to be sold, the M11 surpasses it as the new top-of-the-line Airtronics surface system, and we're pleased as punch to report that the M11 carries on the tradition of the M8, but knocks our socks off with its technological evolution. It's an old friend freshly returned from college (MIT, to be exact).


Computerized Multi Function Display
AIRTRONICS
M11
ENTER
INC/+
DEC/-
Key-lock
AIRTRONICS
M11
Display
Trm 1
Trm 3
Trm 2
Dial
Sw 1

First Look

AIRTRONICS M11



Thumb-activated buttons above the grip are perfect for utilizing the M11's timer features. There are two buttons because the M11 is reversible for left-handers.



The M11 uses a new Tx module, not the same one used in the M8. The case features rubber bumpers at its corners to prevent damage while in the pits.

MECHANICAL ADJUSTMENTS

Let's begin with the M11's stunning exterior.

The new radio is instantly identifiable as an Airtronics pistol, which is a blessing, as its ergonomics, especially its wheel-to-trigger relation, was the hallmark of the M8. The M11 runs with it, retaining the same steering wheel position as the M8, but adding a unique feature that allows the wheel (actually, the entire top section of the radio) to be raised via a set of two-position brackets.

Airtronics was one of the first companies to make transmitters adaptable for both left- and right-handed users, and the M11 continues the tradition. Simply by removing a pair of 4mm capscrews and rotating the grip, you can switch the M11 for left-handed operation.

New for the M11 is a five-way adjustable trim position. The three main programmable trim levers are located on a separate ring just behind the steering wheel. These are the trims you'll most likely need to adjust while driving, and the M11 lets you position them in one of five locations, making it easy to find them no matter how you grip the wheel.

The M11 also allows you to adjust the spring tensions of both the steering wheel and throttle trigger. When it comes to these critical controls, everyone seems to have a different preference, and the M11 will please every driver's taste.

INTERFACING

Like the M8, the M11 is a model of simplicity despite its many programmable features. The M11's top-mounted LCD display is backlit in white or brilliant blue (user selectable) and features three "folders" to help you easily navigate the radio's many functions. The screen is divided into two sections: the folders, which are arranged atop each other to the left, and a constant display zone, which is to the right side of the display. The folders enable you to scroll through and change the M11's programmable features, while the constant display area shows you all critical setting data at a glance.

M8 owners will instantly recognize the M11's simple keypad layout, with its left and right arrow buttons, scroll button, "enter" button, and increase/decrease keys. Airtonics includes with the M11 a smoked plastic cover for the LCD and keypad, which prevents unwanted changes to the radio's settings and prevents the display from being exposed to direct sunlight (M8 owners know this occurrence all too well: the M8's screen goes black after prolonged exposure to direct sunlight).

NEW AND IMPROVED FEATURES

- **Four channel operation.** The M11 offers three normal channels (steering, throttle, auxiliary) along with fourth channel that's exclusively for braking purposes. This is useful for using two braking servos for 1/5-scale gas cars.
- **30 model memory.** The M11 can store data on as many as 30 models—now that's a lot of cars. Each model can carry a customizable name consisting of as many as 12 numerals, letters, or symbols.
- **Graphic representation.** Unlike the M8, the M11 can display graphic information (no, not that kind of "graphic") for the EXP (exponential—both steering and throttle) and ARC (adjustable rate control) functions. This tells you at a glance the status of these important settings.
- **Servo speed.** This feature is very similar to EXP, but only slows, not speeds, servo movement in a linear (to an adjustable point) fashion, whereas EXP works on a curve. This feature can tame your car's steering response and make it more efficient

during cornering. This feature is also available for the throttle channel, but it affects only forward, not brake.

• **Anti-lock braking.** The M11 has a "formal" ALB function that allows you to set the frequency, amplitude, and delay of the brake-servo pumping (for nitro or gas vehicles only). What's unique about the M11's ALB is that it can be programmed to handle independent front and rear brake servos.

• **Traction control.** This new feature for Airtronics limits power to the rear wheels to give your car better takeoff on slipper surfaces. Perfect for nailing holeshots on slippery tracks.

• **Brake mixing.** One-fifth-scale racers will appreciate the M11's sophisticated brake mixing feature. As many as three brake servos can be joined and mixed using the M11, and each additional servo (aside from the main channel two throttle/brake servo) can be reversed, or have its EPA and sub-trim set independently. All braking servos can also be affected by the M11's ALB feature.

• **Compensation mixing.** The M11's unique compensation mixing ability can mix channels one through three, and mix the main channel to boot, i.e., you can change servo parameters based on pre-selected, position sensitive activation.

ELEVEN'S THE CHARM

We hope you've enjoyed this peek at the new M11. As soon as we get more time behind the wheel, we'll be back to give you a more objective review, although, if first impressions are worth their salt, the M11 is going to be at least as popular as the venerable M8.



A separate trim ring can be moved to one of five positions to make it easy to adjust trims while driving.

The display can be backlit in either blue or white. A smoked plastic cover provides protection against dir and sun.

M11 package deals

90270TXFM27	M11 27Mhz transmitter with 92837Z receiver, two 94101Z servos	$529.95
90270TXFM75	M11 75Mhz transmitter with 92836Z receiver, two 94102Z servos	$529.95
90270TXRXFM27	M11 75Mhz transmitter with 92837Z receiver	$489.95
90270TXRXFM75	M11 75Mhz transmitter with 92837Z receiver	$489.95
90270TXRX75	M11 75Mhz transmitter with 92837Z receiver	$489.95

SOURCES

• **Airtronics,** 1185 Stanford Ct., Anaheim, CA92805 • phone (949) 978-1895; fax (949) 978-1540

JIMMY BABCOCK R/C Racing League & RACE PREP HOBBIES

PRESENTS

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☐	1/10 PRO GAS TRUCK	FREQ 1 ____ 2 ____	SPEK ☐
☐	1/8 OPEN GAS BUGGY	FREQ 1 ____ 2 ____	SPEK ☐
☐	1/8 PRO GAS BUGGY	FREQ 1 ____ 2 ____	SPEK ☐
☐	MONSTER TRUCK	FREQ 1 ____ 2 ____	SPEK ☐
☐	TRUGGY (TRUCK)	FREQ 1 ____ 2 ____	SPEK ☐

✶ SPEK = SPEKTRUM DSM MODULE

✶ Please make check or money order payable to Hot Rod Hobbies ✶

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saturday racing at 9 am / 8 rounds
sunday racing at 9 am / mains

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$35 mod. / 19 turn / gas (first entry)
$25 additional mod. / 19 turn / gas

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for all electric classes

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no motor homes or trailers please

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☐ Stock Truck	FREQ 1 ____	2 ____	SPEK ☐
☐ 19 Turn (machine wound, fixed)	FREQ 1 ____	2 ____	SPEK ☐
☐ Mod. Truck	FREQ 1 ____	2 ____	SPEK ☐
☐ Factory Mod. Truck	FREQ 1 ____	2 ____	SPEK ☐
☐ 1/10 Gas Truck	FREQ 1 ____	2 ____	SPEK ☐
☐ 1/10 Factory Gas Truck	FREQ 1 ____	2 ____	SPEK ☐

✶ SPEK = SPEKTRUM DSM MODULE ✶

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TEST DRIVE: 1/8 SCALE - 2WD - READY TO RUN -
- STADIUM/MONSTER TRUCKS - ELECTRIC POWER

THUNDER TIGER ZT2 & ZK2

Big fun in little packages

Words and photos by Lumpy



Surprisingly, the chevron MT tires hook up well on all surfaces.

If there's traction, the ZK2 will wheelie.

Oxymorons are hot these days. Who doesn't love "jumbo shrimp" and sayings like "The opposite of Progress is Congress"? Well, sports fans, the R/C World has its own oxymoron, the micro-monster truck. The 1/18-scale electric class is on fire, and hobby shops have trouble keeping kits, RTRs and hop-up parts on the shelves. So, it's no surprise that an R/C titan like Thunder Tiger would join the 1/18-scale craze with not one, but two Ready-To-Run R/Cs—the ZK2 Micro-Monster and ZT2 Micro-Stadium Truck. Like the Losi Mini-T, the ZK2 and ZT2 are two-wheel-drive trucks with 280 motors, high-output NiMH battery packs and most of the features of 1/10-scale electric trucks. Thunder Tiger Racing went with a backyard-bashing MT (the ZK2) and a more race-ready stadium-truck (the ZT2), which has lower-profile tires, short front shocks and lower shock towers, to cover all the bases.



Hippy liked the steering on the stadium truck.

THUNDER TIGER ZT2 & ZK2

WHAT COMES IN THE BOX?

Whether you go with the ZK2 Mini-Monster Truck or ZT2 Mini-Stadium Truck, the only thing needed to get going are eight AA batteries. Each RTR comes with a completely-built truck (except for installing the antenna tube), Jaguar T2P (pistol) or T2D (two-stick) radio, integral receiver/ESC, an 1100mAh NiMH battery pack, an overnight AC charger, two tools, stickers, a manual and parts catalog and even a spare battery pack that uses four AA NiCads or disposable batteries. And the ZK2 comes in red or blue, while the ZT2 ST has five color combinations. There are even spare shock preload clips in each box.

WHAT ARE THE ZT2/ZK2 FEATURES?

Both have a three-gear transmission like a shrunken 1/10-scale electric truck, but the differential is a tiny two-gear setup sort of like a Traxxas Jato instead of an adjustable ball diff like a Losi or RC10T. Power is supplied by a 280-sized engine via an Ace R/C RS 27mHz electronic speed control, and the non-adjustable spur (62T for the ZT2 and 67T for the ZK2) turns the tranny, which turn dogbone final drives. The diff rides on ball bearings, but all other gears and wheels ride on bronze bushings.

Composite A-arms are controlled by plastic-body oil shocks and non-adjustable camber and steering links. The ZK2 MT has four equal-length medium shocks and different shock towers than the lower-CG ZT2 stadium truck, and it has large bumpers, front and rear. The ZT2 has a front skidplate and rear motor-guard but no bumpers. Both have three upper shock mounts and two lower mounts for tuning. The micro-servo even has a servo-saver, and TTR has a plethora of options for both trucks, including ball bearings, CVDs, aluminum shocks, motor mounts, hingepin, steering and castor blocks, aluminum hub carriers and turnbuckles, and high-performance electrics. Sweet!



Tires on the ZT2 hook up well, even in marbles.

HOW DO THE ZT2 AND ZK2 HANDLE?

We tested the ZK2 MT on top of Pike's Peak, in the backyard, and on concrete driveways. It tended to get high-centered on large rocks in the Rockies but handled the hardpacked snow well. The KZK2 was even more fun in the backyard, and it ripped across the freshly-mowed, close-cropped grass. The larger Chevron-tread tires floated across the grass, and steering was stable yet quick. It handled best on concrete, and the tires provided predictable slides for drifting. We even jumped it from table to lawn chair and did reverse-to-forward wheelies. The rear bumper acts like a wheelie bar, so we could carry the front end for several feet, and the front tires would chirp when they hit the ground. Big fun!

As for the ZT2 stadium truck, we shot and tested it at Hot Rod Hobbies, then took it bashing in the backyard, as most RTRs would be used. We were impressed with the steering and hook-up on the hardpacked Hot Rods track (it had been raced the night before, so it was plenty rough). The hard-compound front directionals and medium-compound rear mini pins were definitely hooked up on the hardpan, but the shocks were a little stiff, making it a little hard to control on chop. Also, the two-gear diff was a little loose for racing purposes; it would light up the inside tire too easily off of turns or when we drifted off of the main line. Also, the steering started binding as dust invaded the pivot-points. Backyard bashing was fun, though, and the ZT2 even survived being repeatedly jumped from a four-foot high platform onto the concrete driveway. It didn't handle grass as well as the ZK2 MT, though.

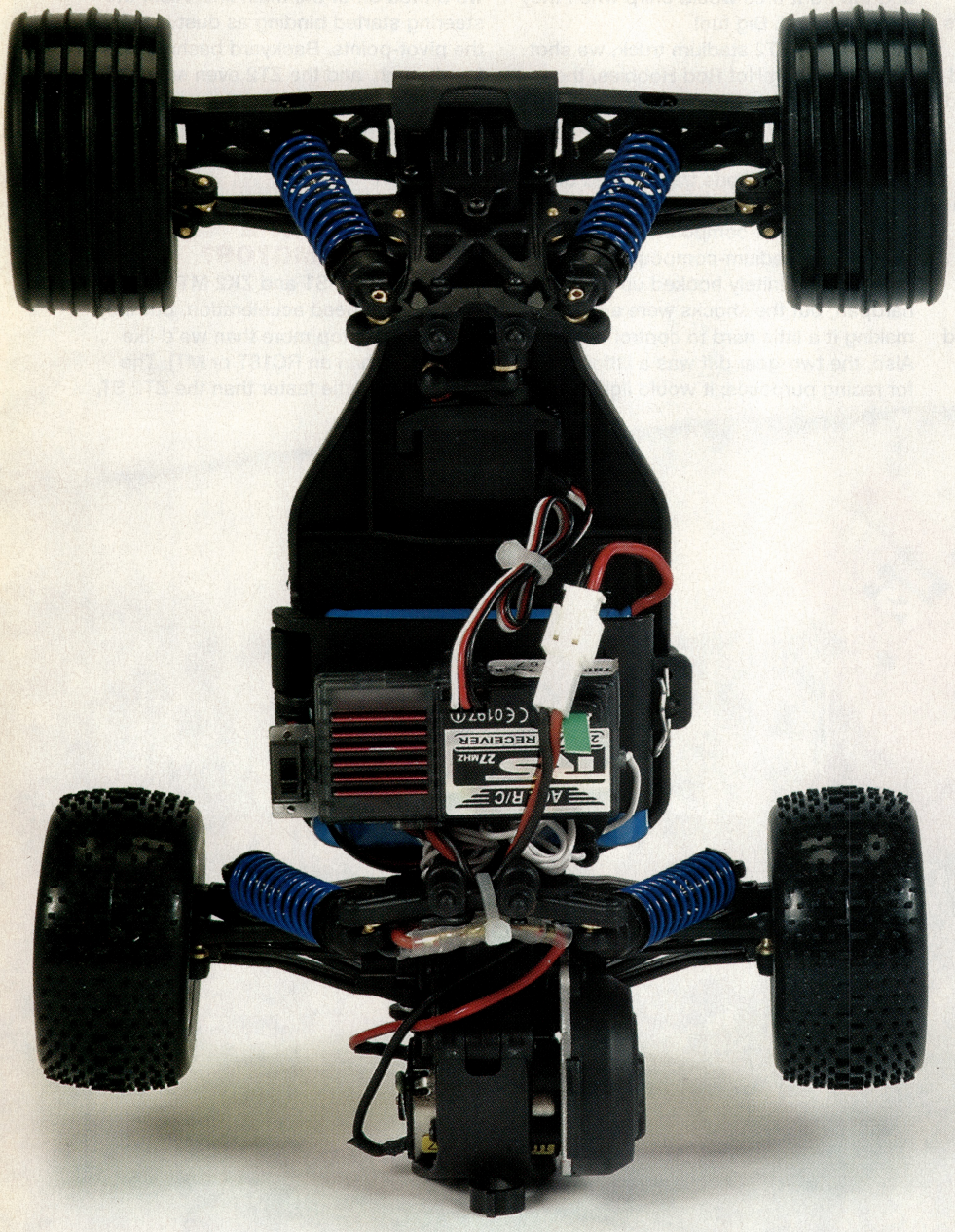
HOW FAST IS THE STOCK 280 MOTOR?

Both the ZT2 ST and ZK2 MT have decent low-speed acceleration, but they flatten out on top more than we'd like (and more than an RC18T or MT). The ZK2 MT is a little faster than the ZT2 ST,



THUNDER TIGER ZT2 & ZK2

Both the ZT2 and ZK2 share the same chassis, A-arms, drive-train, battery pack and ESC/receiver.



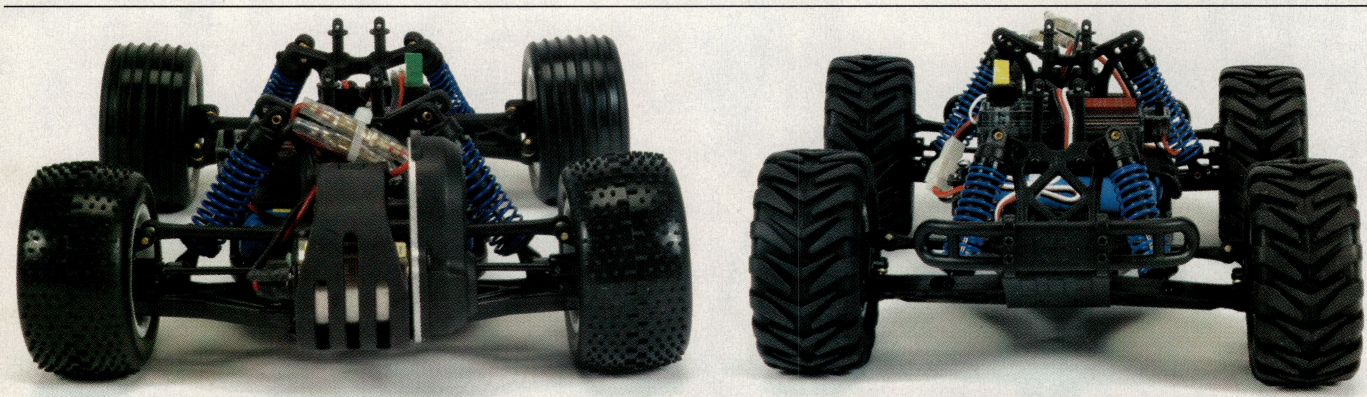
but a DuraTrax MiniQuake will smoke both in acceleration and top speed. TTR has optional pinion gears, but we would be hesitant to raise gearing, as even the lower-geared ZT2's engine was hot after each run. TTR has an optional 370 motor, and any of the 1/18-scale micro-motors would fit both, but you have to upgrade to a better ESC and a separate receiver. Full ball bearings would help speed, acceleration and run times.

HOW ABOUT THE SPEED CONTROL?

The integral ESC/receiver has cooling fins and a built-in on-off switch but no adjustment pots. It almost seems faster in reverse than forward, but maybe that's our imagination. The ZT2 wouldn't clear the triples or step-up doubles at Hot Rod, but we could put together some consistent laps. The ESC worked all right on both, but there were no brakes; we coasted into turns and would slam it into reverse to drop the nose for landings or spin 360s on the driveway.

WHAT DID WE LIKE?

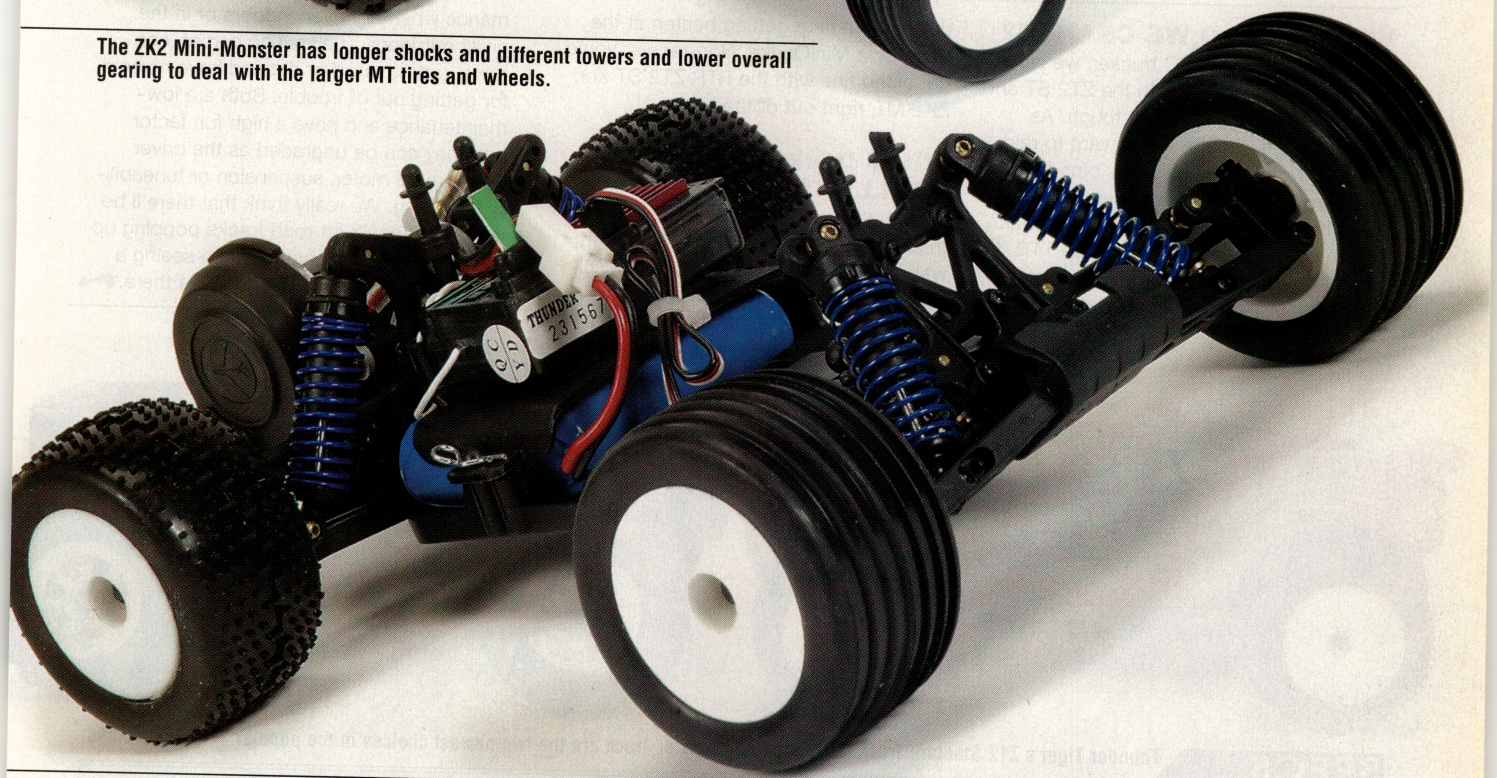
We had big fun with these little critters on concrete, decomposed granite, snow, grass and dirt. They took a ton of abuse and kept coming back for more. We like the Thunder Tigers' durability, handling and construction. We liked the handling, suspension and grip the tires provided on most surfaces. On the ZK2, we really liked the rear bumper for its protection and wheelie-bar impersonation. On the ZT2, we liked the crisp handling, steering and jumping manners, but we'd have to get a little more compliance from the shocks and speed from the motor to run with 4WD micro-trucks.



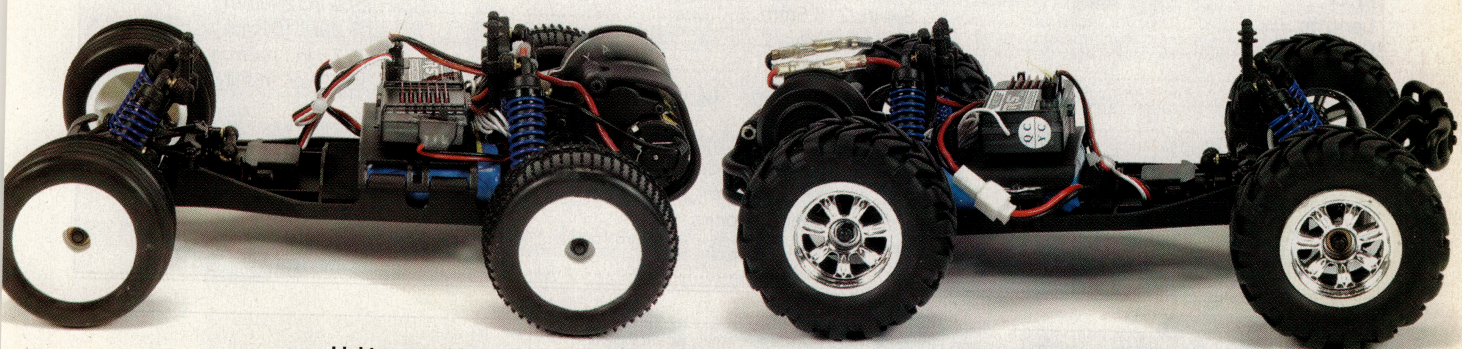
Wheelbase and geometry are identical, but the ZK2 (bottom) has more weight, ground clearance and front shock travel.



The ZK2 Mini-Monster has longer shocks and different towers and lower overall gearing to deal with the larger MT tires and wheels.



The bottom of the chassis is smooth and tough.



Lightness and low CG are ZT2 (left) characteristics, while the ZK2 is armored to the teeth.

TEST DRIVE THUNDER TIGER ZT2 & ZK2



Each RTR comes complete with radio, battery pack and charger, spare preload clips and AA-battery holders, tools, manual and optional-parts listings.

WHAT WOULD WE CHANGE?

For the neophyte R/C trucker, we wouldn't change a thing, as both the ZT2 ST and ZK2 MT were truly RTR and tough. As skills increase, though, we'd want to raid Thunder Tiger's optional parts bins for a hotter motor/ESC combo, smoother and faster ball bearings, and tougher billet-aluminum parts. We'd also like to see TTR add an optional ball-diff and slipper clutch for racers; or maybe it's that we're so competitive, we hate getting beaten at the track by a MiniQuake. Non-racers would get along fine with the RTR ZT2 ST and ZK2 MT, right out of the box.

WHAT DO WE REALLY THINK?

Both the Thunder Tiger ZT2 stadium truck and ZK2 monster truck are tough, well-built, good-handling Ready-To-Runs that will provide a lot of fun and performance whether driven indoors or in the great outdoors. They rail on carpet, concrete, grass, wood or dirt and have reverse for getting out of trouble. Both are low-maintenance and have a high fun factor, and they can be upgraded as the driver wants more motor, suspension or tuneability for racing. We really think that there'll be more 1/18-scale off-road tracks popping up around the country, and we'll be seeing a lot of Thunder Tiger ZT2 and ZK2s there.



Thunder Tiger's ZT2 Stadium Truck (left) and ZK2 Monster Truck are the two newest choices in the popular 1/18-scale class.

SPECS

	ZT2	ZK2
Price:	$130 (varies with dealer)	$130 (varies with dealer)
Length:	8.4 in./218.5mm	9.4 in./240mm
Width:	7.0 in./179mm	7.2 in./182mm
Wheelbase:	5.75 in./146mm	5.75 in./146mm
Weight:	20.4 oz./578.8g	23.3 oz./661.1g
Chassis:	Composite Tub	
Drivetrain:	Gear-driven 2WD	
Bearings:	Bushings/diff-bearings/bushings	
Suspension:	Ind. A-arms w/upper links	
Damping:	Plastic oil-filled shocks	
Wheels:	White plastic dish	Chrome plastic mag
Tires:	Ribbed/mini-pin	Chevron MT

SOURCES

• **Thunder Tiger Corporation**, distributed by Ace Hobby • (949) 833-0088; *www.acehobby.com*

TCS
TAMIYA Championship Series
2005 RACE SCHEDULE

Are you ready for TCS 2005? The Tamiya Championship Series will begin its 11th season this February, with competitors racing in categories such as F-1, GT-1, GT-2, GT-3 Mini, to name a few. The TCS series will be traveling around the country at some of the best R/C Hobby outlets in the U.S.A., and winners will have the chance to compete at the North American Finals. NAF Champions will be given the opportunity to compete in Japan for the World Championships. Go to www.tamiyausa.com for rules, registration, locations, and further details.

February 26-27
TrackSide Hobbies, Brookfield, WI

March 20
R/C Outfitters, Hanover, PA

April 30
Toys for Boys, Kennesaw, GA

July 10
Hobbytown USA, Memphis, TN

August 7
Burien Toyota, Burien, WA

March 6
Hobbytown USA, Newark, CA

April 3
World of Hobbies, Cincinnati, OH

June 5
Tamiya America, Inc. Aliso Viejo, CA

July 31
Hobby Works, Laurel, MD

August 27-28
TCS North American Finals, Aliso Viejo, CA



Last year's TCS North American Finals at Tamiya America headquarters in Aliso Viejo, CA.

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Undercarriage Skid Plate - Titan.
HCR-05021 (blue) • HCR-05022 (green)
HCR-05023 (purple) • HCR-05024 (silver)



Roll Bar/Handle - Alum. & Titan.
HCR-05031 (blue) • HCR-05032 (green)
HCR-05033 (purple) • HCR-05034 (silver)

REVO CANTILEVER APPLICATION GUIDE:

Front Cantilevers - Titan.

POSITION 1:
HCR-05071 (blue) • HCR-05072 (green)
HCR-05073 (purple) • HCR-05074 (silver)

POSITION 2:
HCR-05081 (blue) • HCR-05082 (green)
HCR-05083 (purple) • HCR-05084 (silver)

POSITION 3:
HCR-05091 (blue) • HCR-05092 (green)
HCR-05093 (purple) • HCR-05094 (silver)

LONG TRAVEL:
HCR-05091 (blue) • HCR-05092 (green)
HCR-05093 (purple) • HCR-05094 (silver)

Rear Cantilevers - Titan.

POSITION 1:
HCR-05111 (blue) • HCR-05112 (green)
HCR-05113 (purple) • HCR-05114 (silver)

POSITION 2:
HCR-05121 (blue) • HCR-05122 (green)
HCR-05123 (purple) • HCR-05124 (silver)

POSITION 3:
HCR-05131 (blue) • HCR-05132 (green)
HCR-05133 (purple) • HCR-05134 (silver)

LONG TRAVEL:
HCR-05141 (blue) • HCR-05142 (green)
HCR-05143 (purple) • HCR-05144 (silver



Trans Servo Skid - Titan.
HCR-05041 (blue) • HCR-05042 (green)
HCR-05043 (purple) • HCR-05044 (silver)



Battery Cover - Titan.
HCR-05051 (blue) • HCR-05052 (green)
HCR-05053 (purple) • HCR-05054 (silver)



Gas Tank Skid - Titan.
HCR-05061 (blue) • HCR-05062 (green)
HCR-05063 (purple) • HCR-05064 (silver)



Front & Rear Cantilevers - Titan.
Multiple part numbers available. See chart for specific part number application.



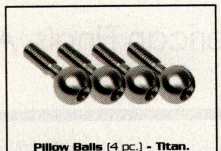
Front Bumper - Titan.
HCR-05151 (blue) • HCR-05152 (green)
HCR-05153 (purple) • HCR-05154 (silver)



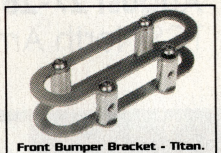
Rear Bumper - Titan.
HCR-05161 (blue) • HCR-05162 (green)
HCR-05163 (purple) • HCR-05164 (silver)



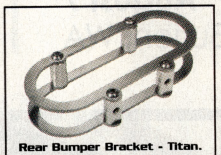
Revo Mutant Head - Alum.
HCR-05171 (blue) • HCR-05172 (green)
HCR-05173 (purple) • HCR-05174 (silver)



Pillow Balls (4 pc.) **- Titan.**
HCR-05181 (blue) • HCR-05182 (green)
HCR-05183 (purple) • HCR-05184 (silver)



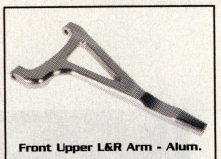
Front Bumper Bracket - Titan.
HCR-05261 (blue) • HCR-05262 (green)
HCR-05263 (purple) • HCR-05264 (silver)



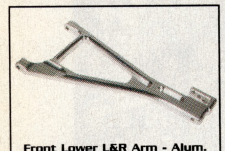
Rear Bumper Bracket - Titan.
HCR-05271 (blue) • HCR-05272 (green)
HCR-05273 (purple) • HCR-05274 (silver)



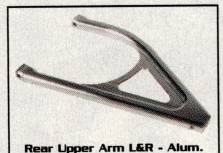
8 Piece Arm Set - Alum.
HCR-05201 (blue) • HCR-05202 (green)
HCR-05203 (purple) • HCR-05204 (silver)



Front Upper L&R Arm - Alum.
HCR-05211 (blue) • HCR-05212 (green)
HCR-05213 (purple) • HCR-05214 (silver)



Front Lower L&R Arm - Alum.
HCR-05221 (blue) • HCR-05222 (green)
HCR-05223 (purple) • HCR-05224 (silver)



Rear Upper Arm L&R - Alum.
HCR-05231 (blue) • HCR-05232 (green)
HCR-05233 (purple) • HCR-05234 (silver)



Rear Lower Arm L&R - Alum.
HCR-05241 (blue) • HCR-05242 (green)
HCR-05243 (purple) • HCR-05244 (silver)

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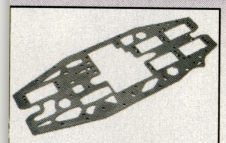
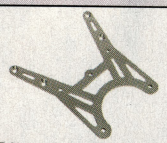


Chassis - Titan.
HCR-15001 (blue) • HCR-15002 (green)
HCR-15003 (purple) • HCR-15004 (silver)



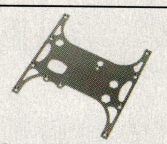
F/R Upper Tower Brace - Titan.
HCR-15021 (blue) • HCR-15022 (green)
HCR-15023 (purple) • HCR-15024 (silver)



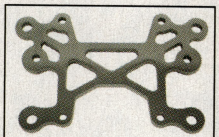
Front Skid Plate - Titan.
HCR-15031 (blue) • HCR-15032 (green)
HCR-15033 (purple) • HCR-15034 (silver)



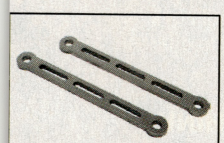
Rear Skid Plate - Titan.
HCR-15041 (blue) • HCR-15042 (green)
HCR-15043 (purple) • HCR-15044 (silver)



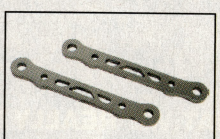
Center Skid Plate - Titan.
HCR-15051 (blue) • HCR-15052 (green)
HCR-15053 (purple) • HCR-15054 (silver)



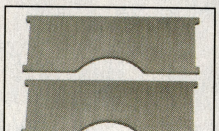
F/R Bulkhead Brace - Titan.
HCR-15061 (blue) • HCR-15062 (green)
HCR-15063 (purple) • HCR-15064 (silver)



Upper Hingepin brace - Titan.
HCR-15071 (blue) • HCR-15072 (green)
HCR-15073 (purple) • HCR-15074 (silver)



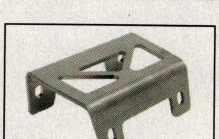
Lower Hingepin brace - Titan.
HCR-15081 (blue) • HCR-15082 (green)
HCR-15083 (purple) • HCR-15084 (silver)



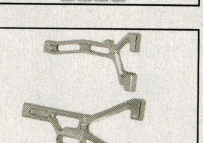
Brake Set - Titan.
HCR-15091 (blue) • HCR-15092 (green)
HCR-15093 (purple) • HCR-15094 (silver)



Battery Skid Plate - Titan.
HCR-15101 (blue) • HCR-15102 (green)
HCR-15103 (purple) • HCR-15104 (silver)



F/R Bumper Bracket - Titan.
HCR-15111 (blue) • HCR-15112 (green)
HCR-15113 (purple) • HCR-15114 (silver)



8 Piece A-Arm Set - Alum.
HCR-15121 (blue) • HCR-15122 (green)
HCR-15123 (purple) • HCR-15124 (silver)

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Chassis - Titan.
HCR-04501 (blue) • HCR-04502 (green)
HCR-04503 (purple) • HCR-04504 (silver)



Front Shock Tower - Titan.
HCR-04511 (blue) • HCR-04512 (green)
HCR-04513 (purple) • HCR-04514 (silver)



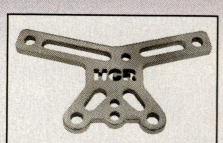
Rear Shock Tower - Titan.
HCR-04521 (blue) • HCR-04522 (green)
HCR-04523 (purple) • HCR-04524 (silver)



Steering Linkage Brace - Titan.
HCR-04531 (blue) • HCR-04532 (green)
HCR-04533 (purple) • HCR-04534 (silver)



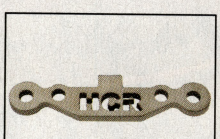
Center Diff Brace - Titan.
HCR-04541 (blue) • HCR-04542 (green)
HCR-04543 (purple) • HCR-04544 (silver)



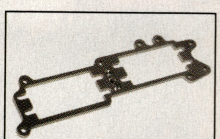
Front Bulkhead Brace - Titan.
HCR-04551 (blue) • HCR-04552 (green)
HCR-04553 (purple) • HCR-04554 (silver)



Rear Hinge Pin Brace - Titan.
HCR-04561 (blue) • HCR-04562 (green)
HCR-04563 (purple) • HCR-04564 (silver)



Front Hinge Pin Brace - Titan.
HCR-04571 (blue) • HCR-04572 (green)
HCR-04573 (purple) • HCR-04574 (silver)



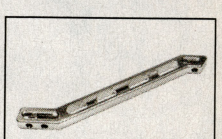
Servo/Trans. Mount - Titan.
HCR-04581 (blue) • HCR-04582 (green)
HCR-04583 (purple) • HCR-04584 (silver)



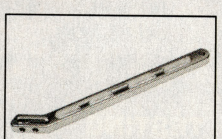
Brake Disc - Titan.
HCR-04591 (blue) • HCR-04592 (green)
HCR-04593 (purple) • HCR-04594 (silver)



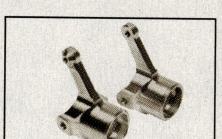
Brake Caliper Set (4 pads) **- Titan.**
HCR-04601 (blue) • HCR-04602 (green)
HCR-04603 (purple) • HCR-04604 (silver)



Front Brace - Alum.
HCR-04611 (blue) • HCR-04612 (green)
HCR-04613 (purple) • HCR-04614 (silver)



Rear Brace - Alum.
HCR-04621 (blue) • HCR-04622 (green)
HCR-04623 (purple) • HCR-04624 (silver)



Knuckles - Alum.
HCR-04631 (blue) • HCR-04632 (green)
HCR-04633 (purple) • HCR-04634 (silver)



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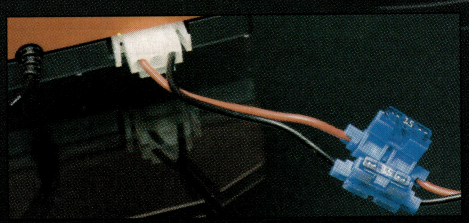
NOVAK IONIC-D

No, it's not the latest hip-hop sensation

Novak successfully melded high-end charging features with ultimate simplicity when it created the first Ionic charger. Using just two buttons and a series of LEDs, the Ionic easily charged both NiCad and NiMH cells—including expensive matched packs and nitro receiver packs. Novak has just given the popular Ionic an "extreme makeover" into the Ionic-D, with the "D" standing for a new discharging feature.



FEATURES

Like its predecessor, the Ionic, the Ionic-D is an AC/DC peak-detection charger that offers two modes of charging—NiCad linear and Novak's proprietary Ni-MH2 algorithm that's designed to accurately bring NiMH cells to peak charge safely and with the highest capacity. The Ionic-D has been designed to work with four to eight cells (1.2 volts per cell), and offers charge rates of 0.5, one, and four amps.

The new Ionic-D features three user-selectable functions: Auto Discharge Before Charge, Charge Only, and Discharge Only. The new discharge function drains the battery at ten amps, which is the norm for most of today's charge/discharge devices. This is a good all-around discharge load that can quickly dump packs in various states of charge—from fully charged to post-race residual charge. The Ionic-D is also a good tool for dumping your packs in preparation for placing them on a discharge tray or zero-voltage storage tray (such as Novak's Smart Tray and Flatline).

The Ionic-D can be powered by its own built-in 12-volt regulated supply (it plugs directly into a household socket) or by any one of several appropriate 12-volt DC sources, such as external power supplies (Novak's N-Power) or 12-volt automotive batteries. Novak includes a plug-in input lead and large alligator clips should you desire a DC power input. If you want to use the alligator clips, you'll need to attach them to the DC input lead.

Safety (for both you and for the charger) is a priority for Novak, and the Ionic-D is loaded with features such as thermal shutdown, protection against shorting output leads, and reverse voltage input protection. The Ionic-D also has its own built-in cooling fan, and its DC input leads are each fuse-protected.

TESTING

Novak has fortunately increased the Ionic's capabilities without adversely affecting its user-friendly operation. The Ionic-D has two buttons: A "select" button and an "enter (start/stop)" button. The select button allows you to choose the feature you'd like to change. You can select between the charge mode (Ni-Cad or Ni-MH2), charge rate (0.5, one or four amps), and the number of cells in the pack (between four and eight).

The Ionic-D is the ultimate no-hassle battery management system for the sportsman-level user. When connected to a battery, the Ionic-D will gauge the pack's condition and enter one of three modes: discharge (before charging), charge, or "condition" (in which a low-amp trickle charge is put into the pack to raise its voltage). You can also "force" the Ionic-D into charge-only or discharge-only modes.

WHAT WE REALLY THINK

The Ionic-D represents one of the best values in a charger/discharger, and it's one of the easiest feature-laden chargers on the market. We were a bit disappointed to learn that the Ionic-D requires an external power supply in order to charge eight cells, but we must praise Novak for its candor, as some AC/DC chargers won't alert you to the limitations of their built-in supplies. Overall, the Ionic-D is high on our list of recommended battery chargers for both newcomers and sportsman-level hobbyists. Now that it discharges, the Ionic's stock has risen even further.

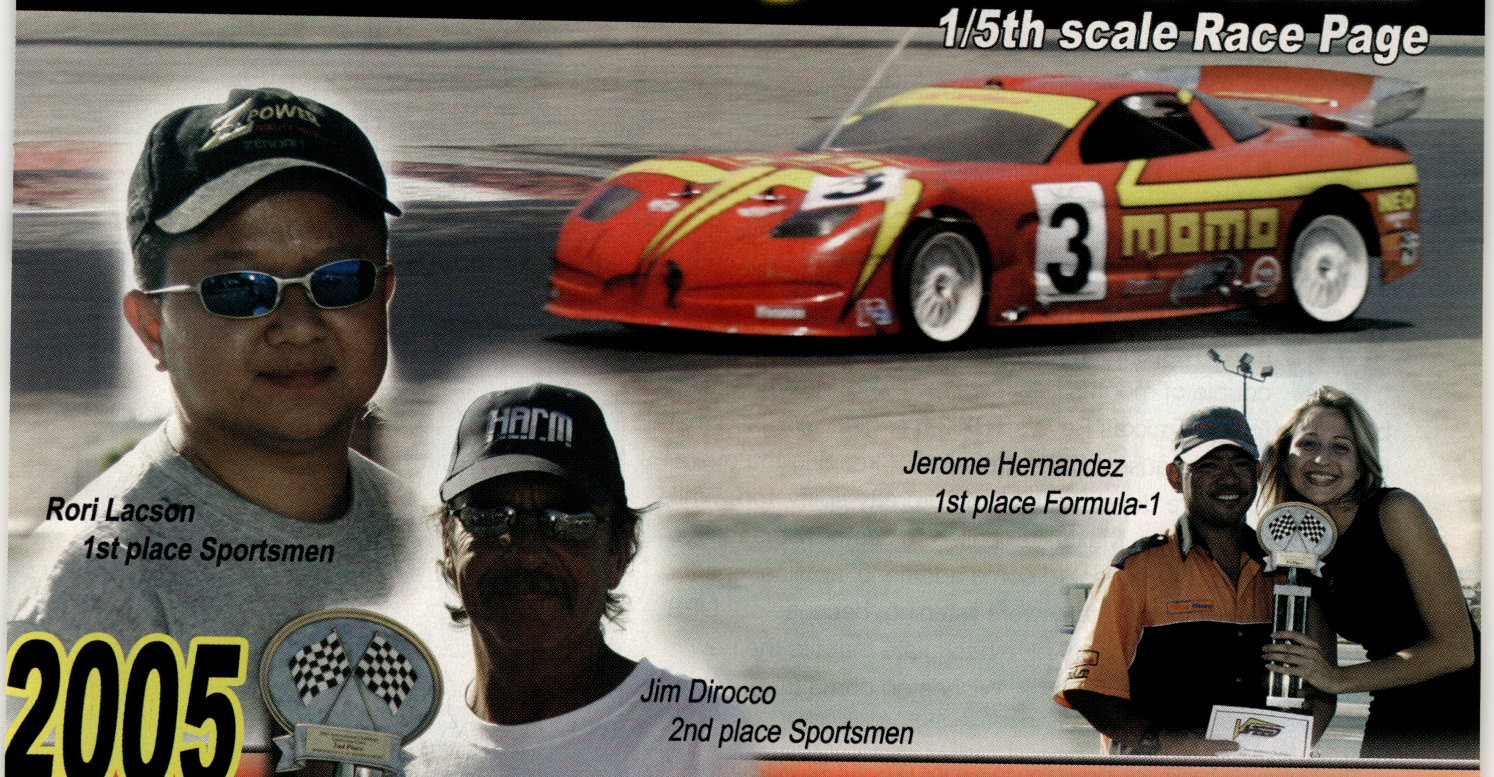
Part No.: 4465
Price: $75 (varies with dealer)

SOURCES

- **Novak Electronics, Inc.**, 17032 Armstrong Ave., Irvine, CA 92614 • phone (949) 833-8873; fax (949) 833-1631

VS Modelsport.com

1/5th scale Race Page



Rori Lacson
1st place Sportsmen

Jim Dirocco
2nd place Sportsmen

Jerome Hernandez
1st place Formula-1

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1st: Rori Lacson
2nd: Jim Dirocco
3rd: Rafael Villalobos
4th: Jerick Javier
5th: Dave Rink
6th: Nowheeko Kattoh
7th: Louie Rodriguez
8th: Keith Parker
9th: Harold Slagg

1/5th Formula-1
1st: Jerome Hernandez
2nd: Andrew Adlen
3rd: Alan F. Trump
4th: Fred Valdez
5th: Shaw Takahashi
6th: David Stinnet
7th: Bob Sarnelle

1/5th STC Expert
1st: Frank Killam
2nd: Steve Perez
3rd: Austin Sarnelle
4th: Eric Poholsky
5th: Noboru Saito
6th: Shaw Takahashi
7th: Scott Jarrett
8th: Richard St. Cyr
9th: Jose M. Valdez
10th: Luis Richerand





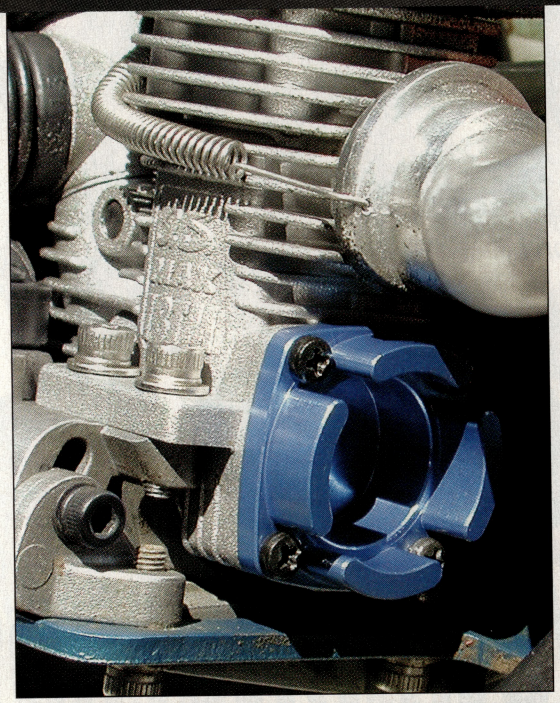
Frank Killam
1st place STC Expert

Photos by: Jerome Hernandez

MAXIMIZER BACKPLATE FOR THE OS .18 TZ

A chilling effect for your engine

Wouldn't it be nice to make a wish and have it come true? That's kind of what happened to us recently. A couple of months back, we reviewed Maximizer's backplate for the Traxxas Revo's TRX 2.5 engine. We liked that backplate a lot because it did a great job of keeping the overall engine temperature down, and it looked pretty spiffy, too. While testing that backplate, Maximizer called to see how the testing was going, and we suggested some additional applications for this design. We guessed they were listening, because our UPS guy showed up with a pretty blue backplate that fits the new O.S. Engines .18 TZ small block. Wishes do come true.

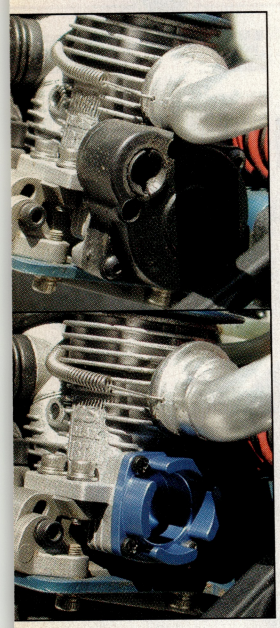


WHAT IS IT?

The Maximizer backplate allows you to run the O.S. .18 TZ without the extra bulk and drag of a pull-starter or on-board electric starter such as Traxxas' EZ Start. The Maximizer plate is unique in that you won't have to modify the engine's crankshaft, so you can always revert to the on-board starter.

WHAT DOES IT DO?

This conversion is done primarily to increase power of the engine (by eliminating the friction of the one-way bearing) and drop unwanted weight for racing (nearly five ounces). It's also necessary to do this conversion if you want to use a starter box with your Revo.

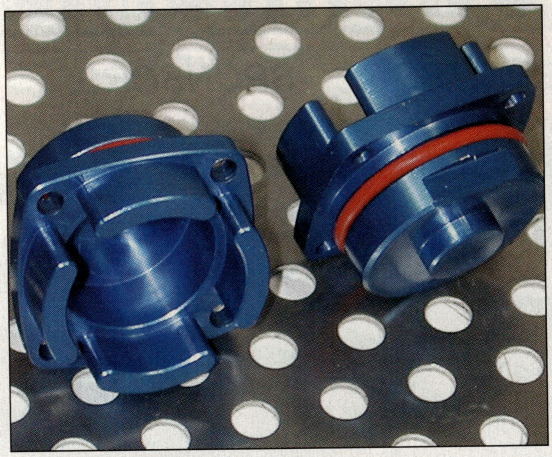


INSTALLATION MADE EASY

The Maximizer backplate is the simplest conversion kit on the market. What they did was to offset the backplate so the stock crank needs no modification or replacement. Normally, when you convert a pull-start type of engine to a non pull-start engine, you need to buy a new crank or you need to cut the rod pin down so the standard non pull-start backplate can be installed. With the Maximizer backplate, all you need to do is unbolt the EZ-start or pull-start hardware and bolt on the new backplate.

HOW DOES IT WORK?

It literally took only five minutes to convert .18 TZ to a non-pull-start engine, and once installed into your Revo, the OS.18 looks pretty cool. Speaking of cool, the engine runs a little cooler (by about five to eight degrees) than stock; we attributed this to the cooling fins of the Maximizer backplate. Head temperature was about the same, but having a cooler crankcase was good news, as this will help keep the crank bearings alive longer.



WHAT WE REALLY THINK

As we did with the Maximizer TRX backplate, we also give the Maximizer O.S. backplate our nod of approval; this product quickly converts your OS .18 engine into a bump-start mill for the Revo, and it also helps keep the cost down (as opposed to buying a new crank). For $26.95 (MSRP), it's insurance for your engine. If you're thinking of styling your Revo with an OS .18, then this is the hot ticket.

SOURCES

• **Maximizer Products, Inc.** 615 Scenic Dr. Kalispell, MT 59901
For questions or information call 406-755-2828. To order call toll free: 1-866-293-4244. E-mail: *maximizerproducts@centurytel.net* Free shipping from MPI with orders over $150. All products are made in the USA.

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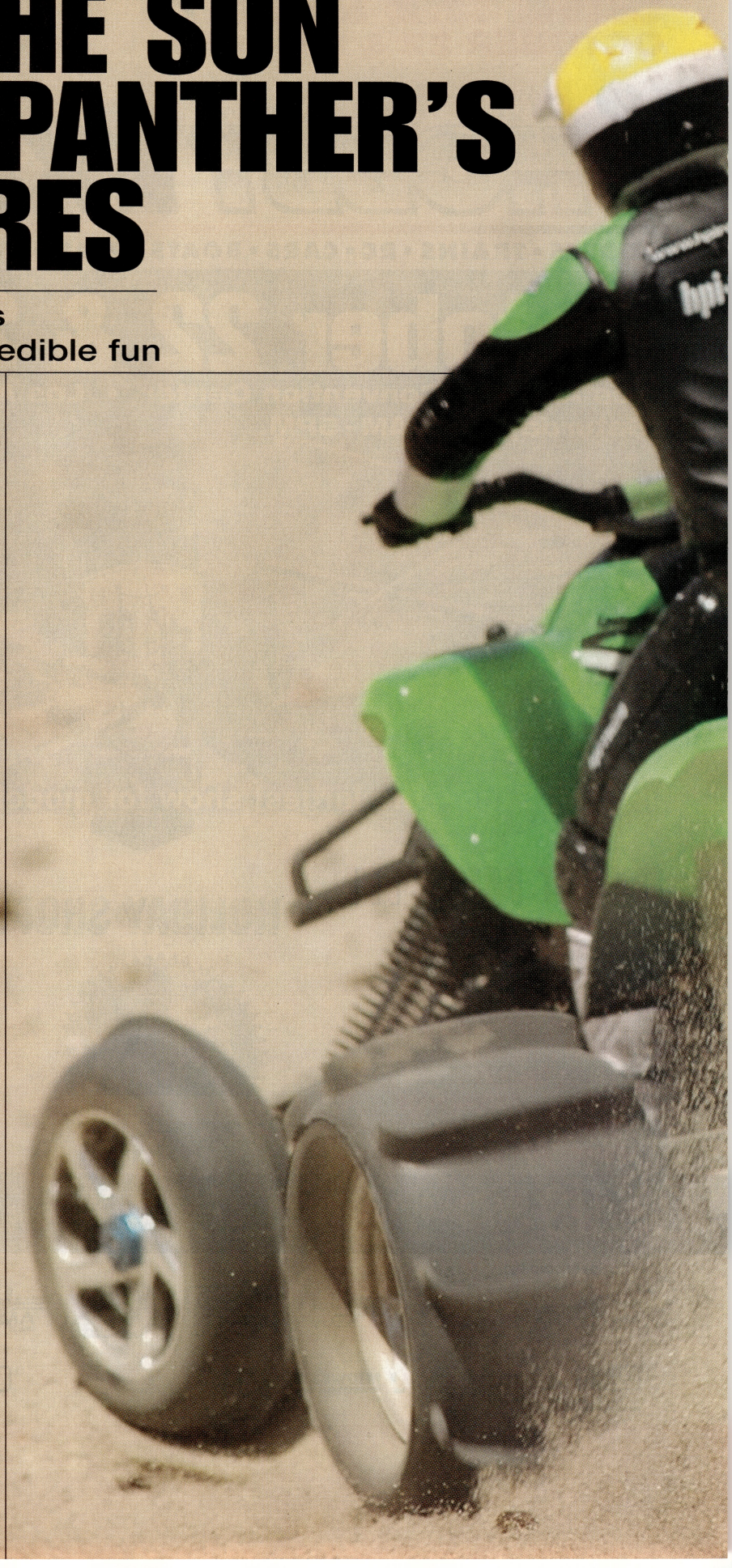
FUN IN THE SUN WITH PANTHER'S SAND TIRES

Panther's Sand Paddles + HPI's Nitro ATV = incredible fun

Words by Skinny, Photos by Basher

One of the our favorite new accessories, which we first spied at the recent RCX hobby show in Anaheim, California, is Panther Products' new sand tires for monster trucks and 1/10-scale off-road trucks. Once glance at the Sand Paddle rear tires and Razor front tires told us that Panther had done its homework and had studied a lot of full-sized sand tires. These things were gonna be hot. Our minds raced. How much fun we could have bashing around with these tires on the local beaches? But what to put them on...

The proverbial light bulb shone brightly at the RCX show in the form of HPI's new Savage-based R/C quad. The problem was the production HPI quad hadn't yet been completed. We decided to pitch our idea to Kent Clausen at HPI, and he'd hopefully see things our way and let us use their show sample for this test. We must have approached Mr. Clausen on the right day, because he really liked the idea and gave us the green light—but only for the tire review; we'd be unable to actually "test" the quad. We shook hands on the deal, and, in no time, we had a mini sand quad ready for our day at the beach.







SAND SLINGING

Panther Products decided to address a niche market; the Sand Paddles and Razors are for the folks who like playing in the sand. There are a lot of people who own quads, motorcycles, and sand rails and love to go on weekend romps with their big toys at the sand dunes and beaches. Many also want to have some fun in the sand with their R/C toys. Panther has answered that call with a set of sand tires that are scaled versions of the real thing, a paddle tire for digging, and a blade-style tire for steering.

Panther offers the tires in pairs or in easy-to-install kits:

- MT Razor front tire (part No. T117, $20.95 per pair)
- MT Paddle Rear tires (No. T110, $29.95 per pair)
- 1/10 Scale Paddle Rear tires (No. T470, $18.95 per pair)
- The MT Ultimate Sand Setup (part No. T50, $75) includes a pair of Razor front tires, a pair of T110 MT Sand Paddle rear tires, hub adapters, and white dish front wheels
- The 1/10 Ultimate Sand Setup (No. T51, $30) includes a pair of T470 1/10-scale Sand Paddle tires and a pair of Razor front tires

PANTHER'S SAND TIRES



Wheel adapters are necessary to fit the Panther Razor front tires to some vehicles. Panther sells a complete conversion kit that includes them.

INSTALLATION

For our test we used the MT Ultimate Sand Setup, which contains everything we needed to convert the Savage quad to a full-blown sand scorcher (with apologies to Tamiya). Installation and setup was pretty straightforward. We first mounted and glued the tires to the wheels. The MT Sand Paddles are designed to mount right to a typical Maxx-sized wheel, but the Razor front tires, which are narrower than the paddles, must be installed to a 1/8-scale buggy wheel (which is included in the Ultimate Sand Setup kit). Panther also provides in its MT USS kit a set of wheel-nut adapters, which allows the buggy wheels to fit the front of the Savage and other similar monster trucks. If you're installing the front wheel adapters to the Savage, you'll need to countersink the adapters to fit the axles. This is no a big deal, but we thought you should know. Panther is reportedly working on fixing this so you won't have to do any tinkering to the axle nuts.

SAND-DABBING

As we surveyed the prime beachfront property on which we'd planned to test our sand machine, we pondered the potential of the Panther tires. We were pretty confident that the rear Sand Paddle tires would hook up well, however we were a little uneasy about the Razor front tires, mainly because of the Savage's 4WD system, which might not allow the front tires to bite like they should. Boy, were we wrong. It didn't matter if we were in the soft stuff or the wet sand at the waterline, our test vehicle was a roost missile. It wheelied at our slightest whim, and the front tires, which we thought wouldn't track well, stuck like glue. It was a blast to race down the beach, pitch it sideways, then punch out of the slide and watch the "Quavage" wheelie its way up the beach. The Sand Paddle rear tires threw huge rooster tails whenever the trigger was pulled. Yeah, those paddles tires dig like crazy; you could be at a standstill, or coming back on the gas out of a corner, and the tires would fling sand in the air a good 15 feet.

Words can't explain how much fun it was to go out in the loose sand and play with these tires, so we'll make up one.



Maybe "roost-a-licious" might be close. All we can say is, if you live by any kind of sand, do yourself a favor and set your R/C up with some of these sand tires; it will probably be the best bash session you ever have.

OUR SPECIAL TEST RIDER AND QUAD

What added to all of the fun, and, to a large degree, the realism of our test was HPI's new quad, which is based on the Kawasaki KFX quad and comes with an articulated action figure (the production HPI quad will come with a different rider than what's shown in our photos).

The prototype quad we used in this test uses a Savage as its base, and HPI made a quad body that's based on the very popular Kawasaki KFX. In fact, Kawasaki licensed the KFX to HPI for this project. To top it all off, HPI used an action figure from another toy on the market to give the quad a more realistic look. It's undecided what engine or hardware the nitro Quavage will use, but we're pretty sure it'll be available as an RTR.

This is just speculation at this point, because HPI hasn't revealed many details yet. We can tell you that the quad and its rider made our day. It was a blast to have a rider on the quad; it made for some funny situations as the little guy would buck and flip just like a live rider would on an ATV (at least some of the riders we know). You should've seen the beachgoers as the quad whizzed past them; there were long looks accompanied with large smiles as Quad Man jumped and did wheelies past the crowds. When the production model becomes available, we'll surely be doing a test; this thing was way too much fun, and Lumpy has some great ideas for the quad and its rider. Just think of extreme freestyle, and you'll get the picture.

WHAT WE REALLY THINK

Panther's sand tires are the hot setup for the soft stuff; they also might be great for snow or mud—we guess it all depends on where you live. If you like wheelies, throwing major roost and quick acceleration, then Panther has the tires for you. As for the HPI Quad, we can see a major addition to the OHV population at the Fourth of July bash at Pismo Beach, California. But the new quads will be a lot smaller and the sand tires on them will be Panther's. We can't wait to pit our mini HPI Kawasaki Quad against a Yamaha Raptor 700R.



mini sand tires, too

If you own a 1/10-scale truck Panther makes a set of sand tires for it, too. Panther had a set tested by a couple of their team drivers in Las Vegas, and the reports came back that they had an extreme smile factor like we did.



hpi tells us a little about the new quad

As we were going to press, our mole at HPI fed us a little information about the Nitro Quad, or "Quavage": The inspiration of the quad came from a brainstorming session for new products. With the exceptions of Kyosho's efforts, nothing has really been done on making a successful R/C quad, so, why not? Kyosho had electric and nitro 1/10-scale quads a few years back, but they lacked independent rear-suspension and tended to spin out while entering turns. When HPI's licensing guy heard news of this plan, Kawasaki came to mind, as they were in HPI's neighborhood, so it sort of grew from there.

Kawasaki was interested in the idea, and the sweet KFX quad was chosen as a body-type for the project. Having a rider makes it more real, and HPI is working on a more-scale-looking action figure for production (we hope it has articulated arms and legs so we can pose it for action photos). To top it off, plans are being made to retail the green HPI Quad through Kawasaki dealerships as well as in hobby shops. This is great news for the R/C industry as a whole; if this marketing strategy comes together, it'll surely help introduce more crossover interest in R/C, and we'll see more quads looking like our test ATV alongside the real thing.

SOURCES

- **Panther Products Inc.**, 1100 Marlborough Ave., Riverside, CA 92507; (951) 682-2861; *www.panther-rc.com*
- **HPI Racing**, 70 Icon St., Foothill Ranch, CA 92610; (949) 753-1099; *www.hpiracing.com*

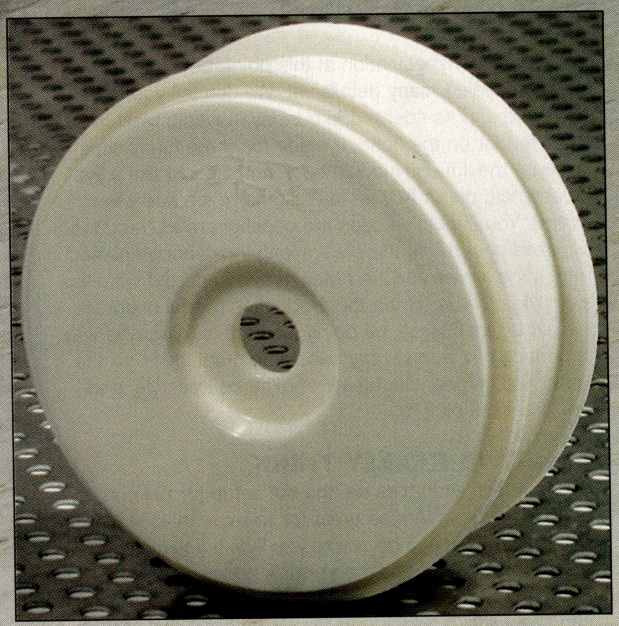
product test

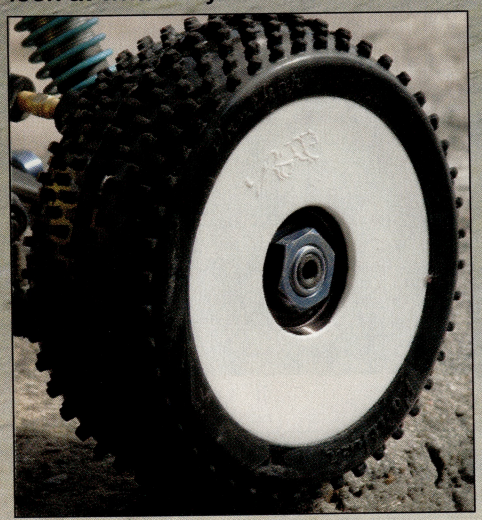
PANTHER PRODUCTS 1/8-SCALE WHEELS

Solid performance, exceptional value



Panther Products is on the prowl and looking for prey. Not content to take a bite out of the tire market, Panther is now ready to pounce on the wheel market. Let's take a closer look at what they have to offer.



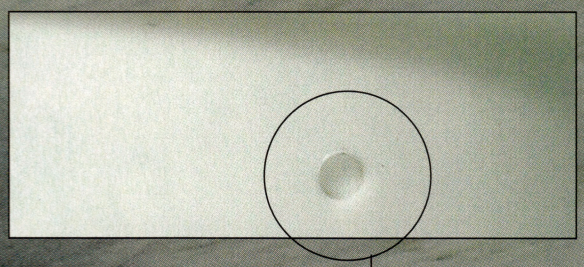


WHAT IS IT?

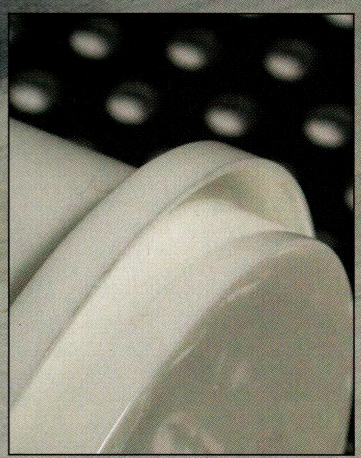
It's a wheel for 1/8-scale buggies and it's similar in design to most other wheels on the market—but the offered at close to half the suggested retail price of competitors' wheels. Talk about taking a bite out of the competition! Panther's wheel sells for $15 for a set of four, while most wheels on the market sell for around $13 a *pair*!

OUTSTANDING FEATURES

Currently, the Panther wheel comes in white plastic, but will soon be available in yellow and green. It's also a durable plastic; we know that, but the boys at Panther would not tell us what the chemical makeup is. There are some neat things incorporated into the wheel that you might not notice at first glance. Our bionic-like eyes caught all the interesting ideas in this wheel.



Perhaps the most novel idea is this blank breather hole. It has a thin membrane on it so you can decide whether to punch out your tires or take a body reamer and clean the breather hole.We like the idea of having a choice on how we want our tires to breathe!



It may be hard to spot, but the bead-lock has been significantly reduced in size, which makes mounting tires much easier. Yet it allows for plenty of surface area for bonding the CA glue. Oddly enough, this is just a little more bead-lock area than when 1/8-scale wheels were first produced back in the day, and seems to be a trend in modern day wheel design.



Panther innards: First, the Panther wheel has a slightly larger outside diameter than a normal wheel. This is done to give the tire a little tighter fit than most wheels, which lets the rubber bond to the wheel better by having less of a gap to fill with CA. Next, the inside lip of the wheel is beveled to flush-up with the ball-end when in a full lock position. This helps reduce wear on the ball-end (not revolutionary, but standard practice for any quality wheel). The wheel mount-area is a beefy, radius-mount to displace load, while the webbing is precisely designed to be minimal yet strong to reduce rotating mass.



Don't forget the kitty: Panther put the extra touch of including the Panther Logo on the wheel. There's no performance gain by doing this, but it does look cool sitting in the pits, kind of like panthers on the prowl!

WHEELS GO ROUND IN CIRCLES

Fortunately, we got to test Panther's new wheels at the 2005 ROAR nats and at the US Gas Champs. These two very large races gave us a chance at real-world testing. As promised, the tires were easier to glue to the wheels, thanks to the larger diameter and reduced bead area. Out on the track, we got over an hour of hard racing. After finishing the second event, we looked over the wheels, and they were still spinning true. There were no signs of cracking or warping. Removal was smooth, with no binding or sticking; basically, they performed as any top-end wheel should perform.

SURVEY SAYS...

Panther Products did its homework and built an excellent wheel for buggies. It has all the right stuff for no-problem racing, and the new wheels are definitely easier to glue, which is a major plus. If you're a diehard racer who's afraid to try something other than what everybody else is using, consider this—the new Panther wheels are almost half the price of what you're probably buying now. Sink your teeth into a set and see how they work for you.

SOURCES

- **Panther Products Inc.** ,1100 Marlborough Ave., Riverside, CA 92507; phone 951-682-2861; *www.panther-rc.com*



KEEP YOUR DAY JOB!

What the pros do when they're not being stars

Words and photos by Skinny

We see our R/C heroes all of the time in the limelight, we see the world's fastest drivers when on the race track, and we read about them in the magazines when they win a big event. But, when the electric packs are discharging, the last fuel bottle is emptied and the race track is quiet, the pros pack up and head home to their normal lives. Like most of us, I have an image of the pros that is unreal—I see them back at their giant mansions with maidens feeding them grapes and fanning them as some superior being from another planet is tweaking their car for the next big race, making it even faster than before. I see the pros on an endless summer vacation, waking up and walking out their back door to Jeeves handing them their radio for a morning practice session. A full staff of ninja-like turn marshals quickly right their car before it even crashes—Is that how you see them, too?

I decided to see if this was the case, if superstar drivers of the world have it better than we regular guys do, to see how the other half lives. My first target was Jeremy Kortz, arguably the third-fastest 1/8 scale driver on the planet, and the fastest American guy around; surely he'd be on easy street, and he lives close, so why not? After doing some research, I found out the harsh reality—the pros are just like us; they have day jobs just like the rest of us, and they are actually human after all.



Jeremy Kortz and his father Gary are a real father and son team.

MEET JEREMY AND GARY KORTZ

Jeremy needs no introduction—we see him in the magazines all of the time—but his father, Gary Kortz, is a guy we should all get to know better. Gary is responsible for bringing the fastest driver in the nation to life, and he helped his son into R/C racing as well. Gary was a honcho himself in the early days of R/C (1982-1989); when Jeremy was around age 11, he and his dad were battling against the likes of Jay Halsey, Mark Pavidis, Gary Guest, Steve Dunn, Cliff Lett, and Gil Losi, Jr. Those names might sound familiar to some of you because they were first the superstars of modern R/C, and some are still on the scene (or behind it). Gary and Jeremy cut their teeth at the famous Hot Trax Raceway, and Jeremy got faster all of the time. Jeremy loved racing so much that Gary told his boy that, if he helped around the shop and got good grades, dad would sponsor him so he could have a chance at going big time.

JEREMY GOES BIG TIME

First off, Jeremy has incredible natural talent, I can vouch for that; I've seen Jeremy at the races a lot, and he is great to see on the track. Around 1993, Jeremy was invited to the 9th annual Reedy Race of Champions. He was handed a car the day before the event and raced against the great Masami. Jeremy smoked him. From that day forward it was the start of his racing career. From 1993 up until the year 2000, Jeremy worked at his father's screen printing company to make ends meet. Gary started Pro-Motion screen printing in his garage so he could spend more time with his kids, and Pro-Motion also sponsored Jeremy up until he signed a lucrative deal with Kyosho and several other companies in the next couple of years.

Now, in 2005, racing R/C cars supports Jeremy one-hundred percent, but Jeremy is being wise by working part time at Pro-Motion. Jeremy realizes that being a top pro can only last so long. He also knows he needs to keep an eye on the future, when his eyes become dim and the trigger finger slows down. This is a great life plan and shows that even when you're on top of the world it's always smart to plan ahead; one day Jeremy will take over Pro-Motion so pops can take a long needed break. For all of you hopefuls out there, this is a great role model to look at if you plan on going to the top.



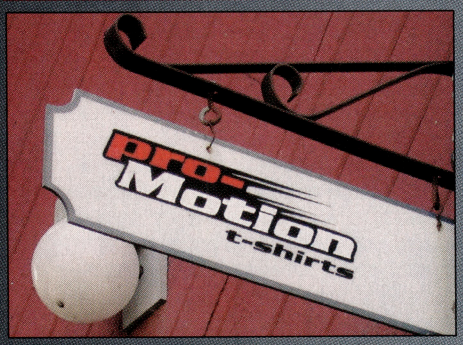
Here is something you don't see everyday—a prototype 1993 gearbox for one of the early Losi electric trucks. Back when Jeremy was racing electric truck, Losi built this prototype tranny with machined-out gears and the works.

KEEP YOUR DAY JOB!



the formative years of kortz

Here's something really special. Jeremy was a monster truck champion at age 11. And here is the proof—a 1993 national trophy. Jeremy was a monster trucker before monster trucks were monster-popular. Believe it or not, when the subject of MTs came up, Jeremy said he can't wait until next year when he can start racing the new Kyosho truggy. He told me to tell all the factory guys that he's taking his monster truck title back. Jeremy's monster truck title was from a time when the Losi JRX-T and Associated 10T were considered "monsters."



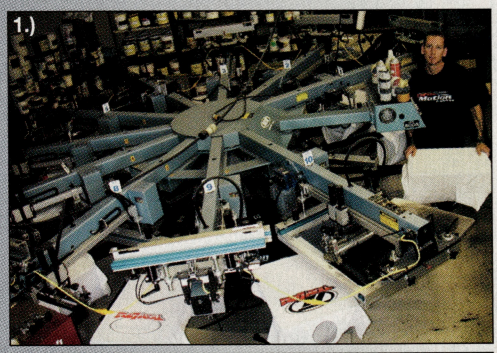
PRO MOTION T-SHIRT COMPANY

Talk about having a cool dad; Gary Kortz started Pro-Motion in his garage in 1982 just so he could spend more time with little Jeremy. The company has since grown into a full-fledged operation with hundreds of customers, with half of them being from the R/C community. Chances are, if you're wearing an R/C T-shirt right now, it's from Gary and Jeremy. Pro-Motion T-shirts is in a little industrial complex in Ventura. It's a good-sized unit and capable of churning out hundreds of T-shirts a day.

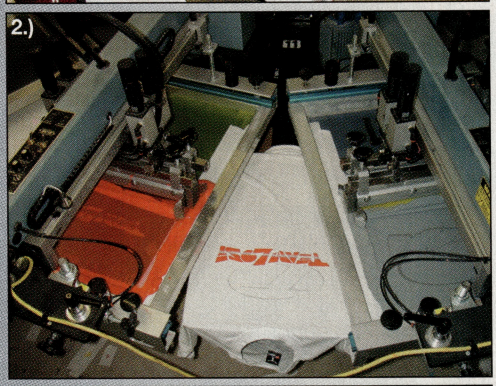
One of the first R/C companies to use Pro-Motion T-shirts was Team Losi, which has been there with Pro-Motion almost since day one. Gary wants to thank the Losis for all their support. Let's take a virtual tour of where Jeremy works when he's not out living "La Vida Loca "

HOW DO WE GET THOSE COOL T-SHIRTS?

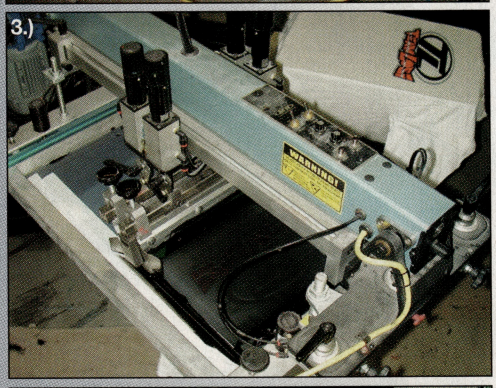
Since I was already there and the guys gave me a tour of how they screen shirts, I thought I would share it with you; just think of it as a bonus section of the story.



1.) Here's one of the many tools that Pro-Motion uses to manufacture silk-screened shirts. This 10-color automatic textile screen press is the backbone for Pro-Motion; it costs a bundle, but this puppy can push out 700 ten-color shirts an hour. Jeremy is standing at the starting point of the printing process; he loads a blank shirt and pushes a button, and the machine advances, then one shirt is removed and another added.



2.) Most shirts have multiple colors to get a nice look. In this case, a Losi shirt is getting a five-color treatment. There is one screen for each color, and all of the presses run at once, with the shirts advancing by automation.



3.) Here's the last screen before the shirt is removed, and, more often than not, black is the last color applied. The finished shirt is removed and replaced with a blank one, and the finished shirt now goes over to the dryer.



4.) This is the dryer. This thing is called the MD-8 and it cures the prints. It is interesting to note that today's inks are actually plasticized and will stay gooey for weeks on end. Jeremy could start a job then leave it for a month and it will still be ready to run. Only when it is run through the drier does it become permanent; it takes almost 310 degrees for one minute before it's dried.

KEEP YOUR DAY JOB!

Jeremy and his father wanted to say thanks to all of you out there for the support over the years. It was interesting to see what Jeremy does when he's not racing, and I learned a lesson from my trip. When things are good and you're at the top of the game, it's always good to keep your eye on the future, as nothing lasts forever. Thanks, Jeremy, for showing us this through your actions. Who do we want to see in a future "Keep your day job"? Mark Pavidis, maybe; any suggestions? You may send them to *brians@hi-torque.com.* If you need any screening done, Pro-Motion does some great work; we've used their services over the years, and they always pull through in a pinch.Thanks, guys, give them a call, and say hi for us!

SOURCES

- **Pro-Motion,** 2790 Sherwin Ave. #13 Ventura, CA 93003 (805) 650-6255 *www.promotionshirts.com*

Sanction #RN06-008

ROAR OFFROAD STOCK NATIONALS

SPONSORED BY

TEAM ORION TEAM LOSI

OCTOBER 20-23

HOSTED BY SCOTTSDALE RC SPEEDWAY

Entry is limited to 300. There will be AAA Mains for all classes. Awards for 1-10 in A-Mains and 1-3 in all others. First Class is $70 and each additional class is $65. Each paid entry will receive 1 stock motor and full set of tires for that class. Initial entry also includes T-Shirt. Late fee of $20 for entries received after September 1. No personnel air compressors. Also no RV or Trailer parking available. If shipping items please ship to address listed below. The handout motor will be the Team Orion Core Stock for all classes. 2 additional motors may be purchased.

Controlled Tires for the event will be avalable at the track for a discounted rate
Truck: Front: TL Silver Taper Pins Rear: TL Red Taper Pins
2wd: Front: TL Silver Taper Pins Rear: TL Red BK Bars
4wd: Front: TL Red Taper Pins Rear: TL Red Bk Bars
3 Sets of Tires will be allowed and one additional set of tires if you are in the A main.

Schedule
Thursday - 9 AM Controlled practice
Friday - 9 AM 2 rounds of qualifying
Saturday - 9 AM 2 rounds of qualifying
Sunday 9 AM - Main Events

Motels
Days Inn (480) 947-5411
Motel 6 (480)946-2280
Hospitality Suites (480)949-5115

Contact SRS at 480 945-2186(DAYS) or 602 619-5750(Nights) for any additional information

Name_____Phone_____
Address_____
City_____State_____Zip Code_____
T-Shirt Size: S M L XL XXL Email_____
Roar #_____(if none, membership available at track)
Membership Expiration Date _____
With this signature, I agree to abide by ROAR Rules and the decisions of the Race Director and ROAR Official director
Signature_____

First Class $70 _____
Additional $65 ea _____
Late Fee $20 _____
Total _____
Send Check or Money Order to: Scottsdale RC Speedway
3023 North Scottsdale RD
Scottsdale AZ, 85251

2wd Buggy Stock ____ FRQ 1___2___3___ *Spektrum* ____
2wd Truck Stock ____ FRQ 1___2___3___ *Spektrum* ____
4wd Buggy Stock ____ FRQ 1___2___3___ *Spektrum* ____
2wd Buggy Juniors ____ FRQ 1___2___3___ *Spektrum* ____

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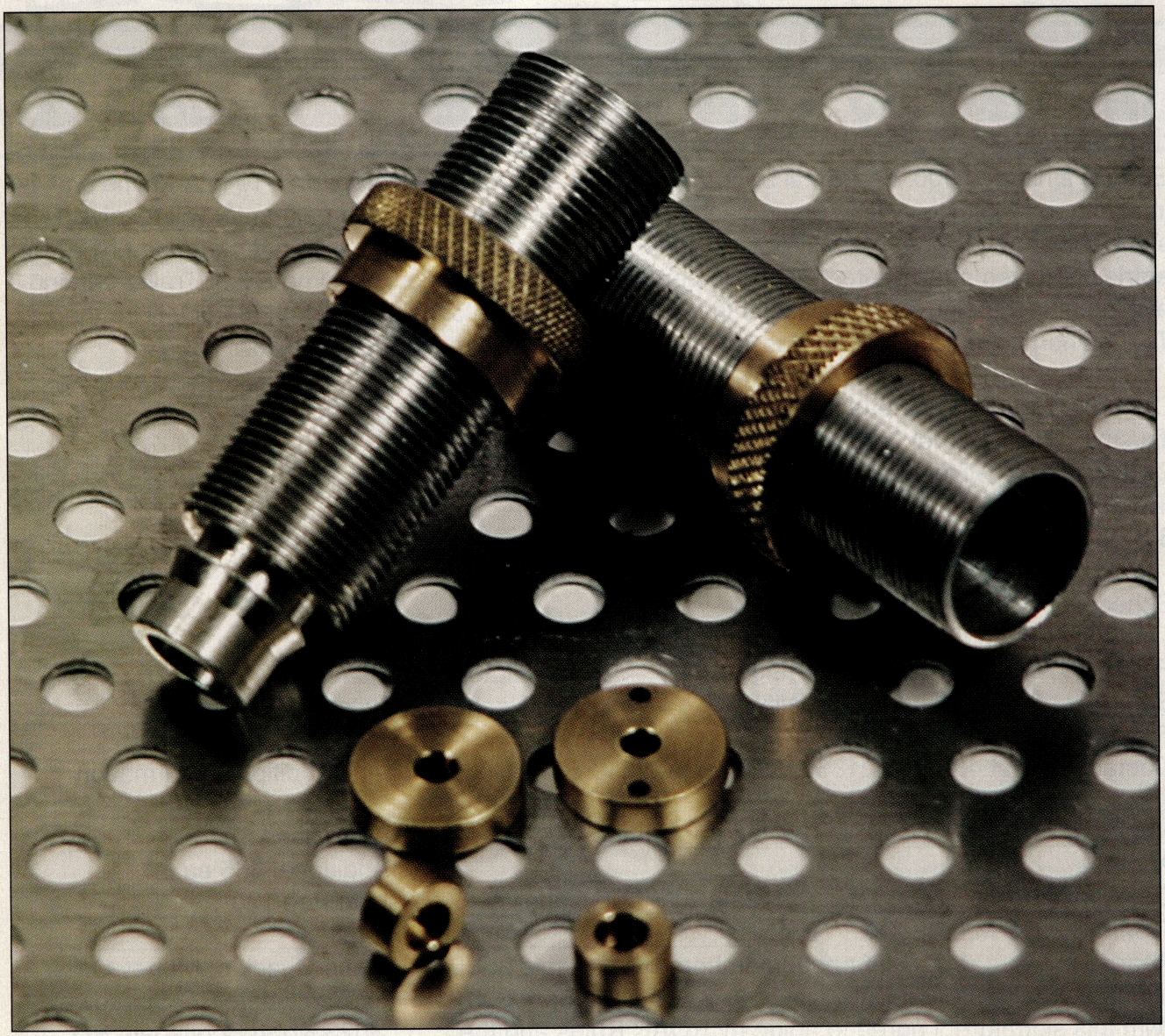
RACE TESTED: KILLER SHOCKS FROM KELLUM MACHINE WORKS

Shocks that will last like the Energizer Bunny!



Kellum Machine Works, also known as KMW Racing Products, has sent us many of their useful tools for review, and you've seen them in the hallowed pages of "Toolin' Around." They're excellent tools made right here in the good old U.S. of A. KMW Racing Products is at it again; they're now making high-end shock kits for Mugen and Kyosho nitro buggies. As luck would have it, we received a KMW Kyosho shock kit before the ROAR Off-Road Fuel Nationals in Texas, and we decided to try them out at that event, on our long-term MP777 buggy. The Texas track was a fast and technical course with major choppy sections, and it made for a perfect test bed for the KMW shocks.

WHAT DO YOU GET?

KMW Racing Products has a very clear vision of how R/C off-road shocks should look and function, and in producing their replacement shock kit, KMW chose to focus on two of today's most successful and popular cars—the Kyosho MP777 and Mugen Seiki MBX5.

Here's what you get for your money (which is approximately $90 per kit): four highly machined 7075-T6 threaded aluminum shock bodies, spring pre-load collars, and two sets of KMW's unique silicone-bronze pistons. One piston set is pre-drilled to factory specs, while the other is blank. You also get a full set of bronze bushings and O-rings to replace the stock plastic bushing and seal set.

KMW SHOCK FEATURES

On the surface the KMW shock kits are similar in appearance to the parts they replace, however, there are quite a number of unique engineering and material features that bolster both performance and durability:

• **Pistons**—The KMW kit comes with pistons made from a bronze-silicone material. Most other shocks use pistons made from standard plastic, resin or Teflon mixtures. For production, it's much easier to make pistons from a plastic material than from a metal, as you don't need to worry so much about fit or tolerances with plastics. Because of this, they are free flowing with no stiction. But there are a lot of inconsistencies with plastic pistons. For example, there is a lot of blow-by around the piston, and this increases as the piston wears. There is also flex in the piston, and a lot of wear against the shock body. The result is a lot of shock shaft slop, and the shock oil gets dirty very quickly and needs to be changed frequently.

KMW's use of a silicone bronze is an excellent idea, as this material is ideal for this type of application and negates all of the abovementioned problems. The silicone bronze experiences virtually no wear (thanks to its lubricating silicone content), and pistons made from this material can be made to a tighter tolerance to the shock body to nearly eradicate piston blow-by for more consistent damping. As the piston is bronze, it won't wear as quickly as a plastic piston, nor will it wear out the inside of the shock body as quickly, which will prevent the shock oil from becoming dirty and contaminated so quickly. KMW's silicone-bronze pistons also greatly reduce slop between themselves and the shock shafts.

• **Shock bodies**—KMW shock bodies are made from 7075-T6 aluminum for two reasons: First and foremost is for ruggedness. Shock bodies take a lot of punishment; the piston is always sliding against the inside of the shock body, and as the KMW shocks utilize a silicone-bronze piston (see above), the need for a harder, longer-wearing material for the shock body was warranted. Together, the KMW shock body and piston hold their tolerances better, and will have a better fit for a longer period of time. Once the piston and shock body become seated, they should almost last indefinitely.

KMW went with a threaded shock body design so you can easily adjust the spring pre-loading. No more will you need to fool around with shock clips; the threaded collars are much easier to adjust on the fly, and, unlike clips, offer a much more refined array of adjustment. Again, 7075 was used because the bodies are threaded and will resist thread wear; also, threads can cause stress risers, and since 7075 is a much harder material, it helps negate the threads' propensity to create stress on the shock body.

• **Shock bushings**—We don't know about you, but this area of a shock has always rubbed us the wrong way (pun intended). Shock bushings are typically made of plastic and suffer a lot of abuse—more than what a plastic bushing can normally handle. This results in a quickly worn bushing, a sloppy feel in the shock, and even blown seals. KMW chose to manufacture its shock-seal bushings from a bronze material that was originally used to make bearings, so it has much better wear characteristics than the typical plastic shock bushing. This is exactly what's needed for this high-stress area, and KMW's bushings will last as long, if not longer, than the rest of the car. Again, the bronze material will keep a consistent feel and will not develop slop for a long time, resulting in a long-lasting shock with a much more consistent feel when compared with the stock shocks.

WHAT DO YOU NEED TO MAKE THEM WORK?

To install the KMW shock kit, you'll need about and hour of your time and some shock oil (of your choice). You'll also need to use your stock shock shafts, shock caps, rubber bladder, shock ends, retainer clips, and piston nut. Of course, you can buy a rebuild kit for your stock shocks, and we recommend this route if your old shocks have a lot of miles on them. Better to start fresh, although this will drive up the cost of the conversion (but it's always nice to have a complete set of assembled and "ready to go" backup shocks).

KMW thought they'd help keep the cost down by just including the parts that are needed to make your current shocks better, and not include all of the other parts for the shocks. It's mainly a hop-up kit to improve on your existing suspension system.

TESTING AT THE ROAR NATS AND BEYOND

As we wrote previously, we threw the KMW shocks into the heat of battle to get the ultimate feedback of how they'd work under pressure; there's nothing like racing at a major event to find out how stuff works—or doesn't work. There's no time for fooling around! Real-world testing is what we're all about.

The plan was to use our Kyosho 777; we've raced this particular buggy for over nine months, and we've developed a good feel for its baseline handling. We first ran the car in stock trim for the practice runs to get a feel for the track. We also ran the

RACE TESTED: KILLER SHOCKS FROM KELLUM MACHINE WORKS



The brass shock collar for the KMW shock body has an O-ring placed inside to keep your adjustment solid. It's best to have your spring completely unadjusted at first. Put a mark on the collar for reference. Then make your adjustment for preload; it works like a charm!

car with the stock shocks for the first qualifying round to establish a base lap time range. In the next qualifier, we ran the car with the KMW kit installed. Depending on the outcome, they would either stay or go (we always stick with what's fastest when racing glory is on the line). Both the stock shocks and the KMW units were built to the same specs, e.g., the same oil, springs, and mounting positions. We also used the same piston valving (stock).

After the switch to the KMW kit, the MP777's suspension felt a little stiffer on the setup board, but we were told that this would be the case. The KMW instructions say to use the shocks for 15 minutes to seat the pistons, after which time the oil should be replaced (sounds like breaking in a nitro engine). After that, they're ready for a lifetime of service.

In the second qualifier, it wasn't until the halfway point that we realized we were using different shocks. Not because of performance—they felt perfect—it was because the KMW shocks felt the same as the stock units. Going into the third qualifier, the shock oil was changed, and indeed, the KMW shocks felt much smoother. We compared the production shock and the KMW kit side-by-side (no spring, just the shock), and the KMW kit felt more consistent in compression and rebound, and there was less "wiggle factor" in the shock shaft.

After some discussion, it was decided that if the KMW shocks felt at least as good as the stock Kyosho shocks, we'd keep them on for the rest of the event. Now, two large races later, they are still on the 777, and they still feel the same as when we first put them on—they're not going anywhere.

WHAT WE REALLY THINK

We think the KMW shocks are a great idea. We like the fact that you can have a shock that needs little maintenance and acts consistently from race to race; however, at first, some of the top drivers who saw the testing we were doing were a little more hesitant about something new (as usual). Now that they've seen how they are working and how they are holding up, these same hot shoes are beginning to ask questions and hinting about getting hooked up with KMW.

You don't need to be hesitant; these shock kits for the Mugen and Kyosho buggies are trick, and, for us "mortal" racers, they function as one less part that calls for constant maintenance and rebuilding. The difference is in the durability offered by the KMW units; you'll spend a lot less time wrenching and more time driving. Over time, your buggy's performance will remain on a higher level thanks to the reduction in slop and wear in its shocks.

Many monster truck and truggy racers are also looking for a good, strong shock that works well, and these KMW shock kits would also be great for these applications. We plan on testing a set on a truggy in the near future, and we know they'll be a great asset.

SOURCES

- **Kellum Machine Works,** (256) 831-2324 or *www.kmwracing.com*

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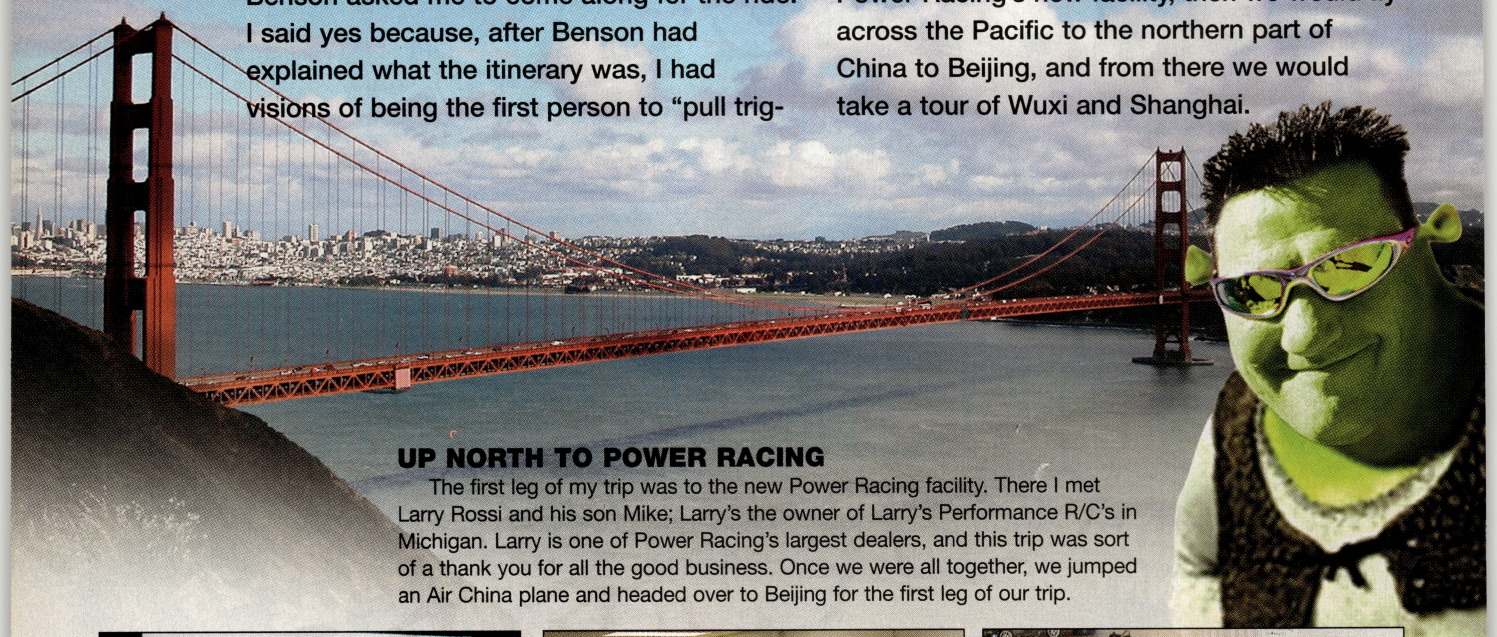
CURIOUS SHREK VISITS CHINA

Pulling Trigger on the Great Wall of China!

Words and photos by Brian Skinner

Benson and Nora Chang, the owners of Power Racing Products, had invited their top dealers to visit China, and Benson asked me to come along for the ride. I said yes because, after Benson had explained what the itinerary was, I had visions of being the first person to "pull trigger" on the Great Wall of China. Benson's plans were to have me come up to Santa Clara (around the San Francisco area) to see Power Racing's new facility, then we would fly across the Pacific to the northern part of China to Beijing, and from there we would take a tour of Wuxi and Shanghai.



UP NORTH TO POWER RACING

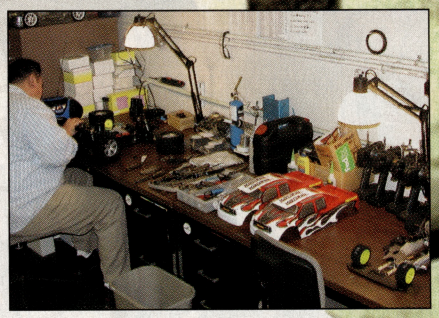
The first leg of my trip was to the new Power Racing facility. There I met Larry Rossi and his son Mike; Larry's the owner of Larry's Performance R/C's in Michigan. Larry is one of Power Racing's largest dealers, and this trip was sort of a thank you for all the good business. Once we were all together, we jumped an Air China plane and headed over to Beijing for the first leg of our trip.



After the short flight from L.A. to Santa Clara, I was greeted by a sign welcoming me to Happy Time Hobby, home of Power Racing Products.



This cozy office is where your questions and orders are handled. From left to right are Cameron, Roger, and Nora; they are pretty nice most of the time, and very knowledgeable about their products.



PRP has a cool little R&D area for testing new cars and sometimes fixing customers' cars.



The staff of Power Racing (from left to right) are Roger, Cameron, Benson and Nora (the happy owners), and Nancy and Vicky.



The warehouse is 6,000 feet of R/C cars, parts, and lots of trick parts; it was a good thing I brought an extra suitcase!



Right next to the R&D area is the special parts board. Here Nancy, Benson's sister, pulls orders for hop-up parts.

RC Pro Series 2005

WEST DIVISION

ROUND 1
Sun Valley, CA
Sun Valley Speedway
April 9-10

ROUND 2
Canby, OR
A-Main Raceway
July 23-24

ROUND 3
Hemet, CA
The Dirt
August 6-7

ROUND 4
Clarkston, WA
Lancer Lanes
September 3-4

NORTH DIVISION

ROUND 1
Columbus, OH
CRCRC
March 19-20

ROUND 2
Hamlet, IN
Hardesty's
May 21-22

ROUND 3
TCRC
Huntington, WV
July 30-31

ROUND 4
Cincinnati, OH
Dirt Country
September 10-11

SOUTH DIVISION

ROUND 1
New Caney, TX
K&M Raceway
March 5-6

ROUND 2
Pleasant Hill, MO
Real R/C
May 28-29

ROUND 3
Oklahoma, OK
Action R/C
July 16-17

ROUND 4
Dallas/Ft. Worth, TX
Johnny Cool Guy's
August 27-28

EAST DIVISION

ROUND 1
Ft. Lauderdale
Mills Pond
February 19-20

ROUND 2
Griffin, GA
Rodslinger Raceway
April 2-3

ROUND 3
Charlotte, NC
The Farm II
July 9-10

ROUND 4
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First stop Beijing and hobby shops tours

I was ready to get onto the big plane that would carry us over 6,000 miles to China. After only 13 hours in a small and uncomfortable seat, stuck in an aluminum can at 30,000 feet, I arrived in Beijing. We hopped on a bus and off we went to the hotel. I had an opportunity to visit some of the local hobby shops and to see how R/C is growing in China. It's funny; they make most of our cars and parts but R/C is still a fledgling market in China. Airplanes are the big seller now, but cars are catching up.



On the way to a shop across town, I was amazed at how much the whole country is modernizing. It's an amazing pace, and the major cities are growing in leaps and bounds.



We found the shop rather small compared to those back home, but it was stuffed with goodies.





There was a good number of R/C cars in the shop. We found a couple of Thunder Tiger buggies and some killer vintage cars from Kyosho and Associated; they were stuck in a pile of cars on a top shelf.



It was getting late, and Benson had been talking to the owner for over an hour. I was beat from the plane trip. Luckily, the owner (the guy holding the magazine) was kind enough to give us a ride back to the hotel—thank you!

JIMMY BABCOCK
R/C Racing League



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TITUS Hobbies
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Riverside, CA 92507
(909) 276-8255 titushobbies.com

round 3 MAY 22nd
FREEDOM PARK
500 Freedom Park Dr.
Camarillo, CA 93012
e-mail Fran McQuillan at MCQ16@AOL.com
venturaroadrunners.com

round 4 JUN 26th
THE DIRT
146 S. Santa Fe Ave.
Hemet, CA 92544
(909) 925-7592 thedirtracing.com

round 5 JUL 31st
SHOWTIME
3805 Chester Ave.
Bakersfield, CA 93301
(661) 328-1481 showtimespeedway.com

round 6 AUG 21th
REVELATION
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Ontario, CA 91762
(909) 628-9909 revrace.com

round 7 SEPT 4th
PEGASUS Hobbies
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Montclair, CA 91763
(909) 982-6507 pegasushobbies.com

round 8 OCT 16th
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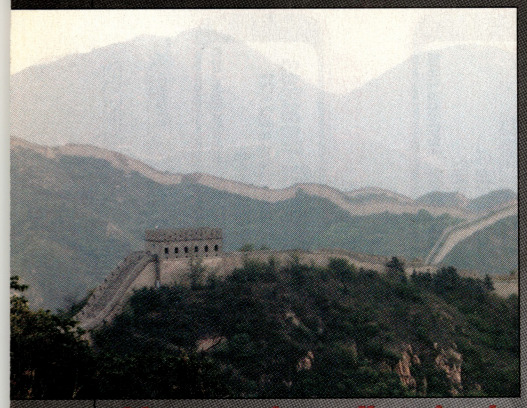
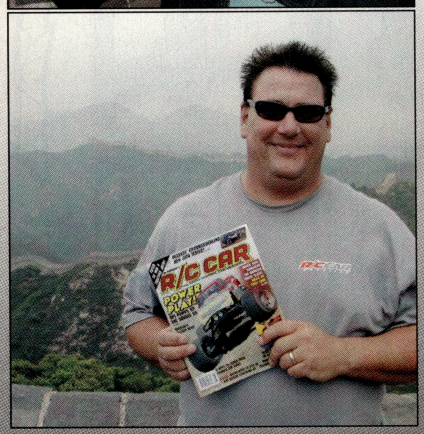


the great wall episode

Our trip was coming to an end, and we were heading back to Shanghai for our plane ride home, but first we were going to the Great Wall of China. At last I was going to see the third wonder of the world, and my plan to be the first person ever to drive an R/C car on the Wall was becoming a reality. The gang back at the office thought I was crazy and I would be hauled off to some Chinese prison for desecrating the Wall, and, to tell you the truth, I thought there might be an issue, too. As it turned out, hundreds of people got a kick out of seeing me driving down a half mile of steep stairs.

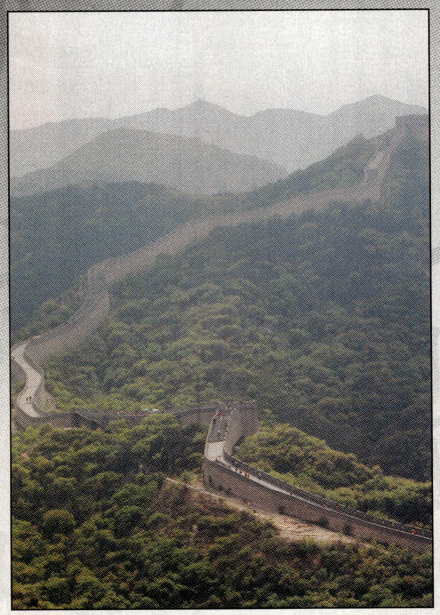




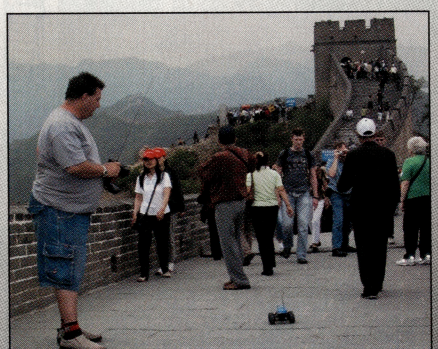
Just to make it all official, here's a local and myself holding a recent issue of *R/C Car*. I might need this for the Guinness Book of records.



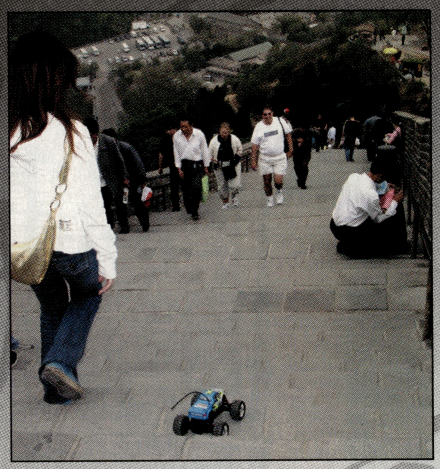
The Hot Bodies MiniZilla and the mountain: I used the Hot Bodies MiniZilla outfitted with Vertigo carbon chassis plates, Hot Bodies' new heatsink and driveshaft kit, and a PRP 1100mAh NiMH pack.



That guard tower at the peak is where I started almost two miles up the Great Wall, and there weren't many people at this high point, so I figured the Imperial guards would leave me alone. As it turned out, there was no security in sight.



At the top, I warmed up and started my journey down the steep steps. At some point, it was a forty-five degree angle, and it was more of a controlled tumble down the steps than driving. By the time I got to where the tourists were, I had it pretty well under control, and the fun began. I had children chasing the car, old people were looking and laughing, and, when I crashed, someone would always turn the 'Zilla back over. I did hear a couple of "Co-Bon-Chi's."



Every 400 feet or so, there was a guard tower that had a five foot drop off to the next set of stairs. This was the most fun; I would wait until it was clear and then launch off into space.



After my 40-minute bashing session on the Great Wall, I finally got to the bottom, where Benson and the gang were waiting. I was still playing around in the courtyard when this lady walked over to Benson and asked what that thing was (in Chinese). Next thing I know, Benson grabbed the radio out of my hand, and she started driving it. She loved it and kept asking where to get one.



Special thanks to Benson Chang for taking me on the trip; he's a great guy to travel with and an indispensable translator.



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1 Bonus Point for each Race Attended

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- PAINT SHOP -

FANTASTIC FLAMES

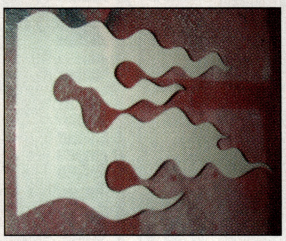
This month I will attempt to create a realistic "fire" look using a single stencil that I hand cut from a piece of wax-backed paper. Once I had cut the stencil it was simply a matter of re-using the same design over and over again in different ways. The trick to this effect is to use one part of the stencil in one place and then use a different section of the stencil right along, or even over, the preceding section. I have been using stencils to aid my designs for years and I have used many different types, but this particular stencil is the easiest to use, due mostly to the fact that there are no rules to follow—you can basically place it anywhere and spray along its edge. This is the first time I have done this type of stencil design, so I will be learning as I go. Here goes nothing!

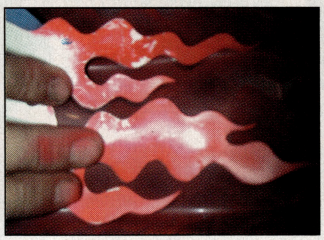






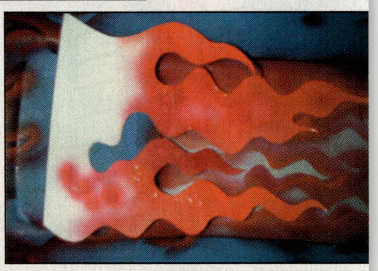
1) The majority of the stenciling will be sprayed with red. The only things I kept in mind during the first stage was to make sure that there was an even amount of "flame" in all of the areas of the body, and to not reuse the same portion of the stencil in the same areas. In this step I simply laid the stencil in the body, sprayed around it, and flipped it over and moved somewhere else. Once I had the main areas evenly covered, I switched to orange.

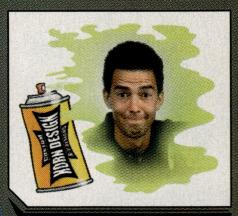






2) For the orange stage I followed the same plan as I did for the red. I made sure to keep the entire look consistent, making certain not to build up too much color in one spot. In the middle of this orange stage I noticed that if I offset the stencil about a sixteenth of an inch from where I sprayed the red, I could get a really nice blended look with the combination of the red and orange.





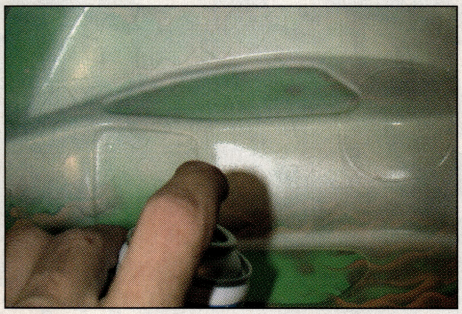
BY MARTY KORN

3)



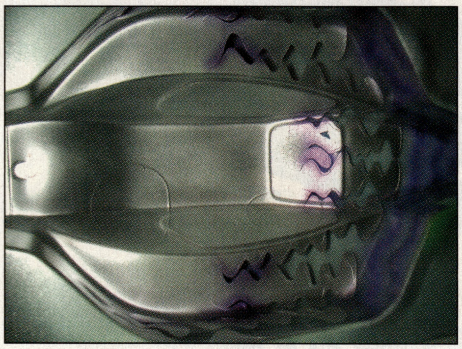
After evenly laying down some orange atop the red over the entire area, I backed the whole body with Pactra Fluorescent Yellow.

4)



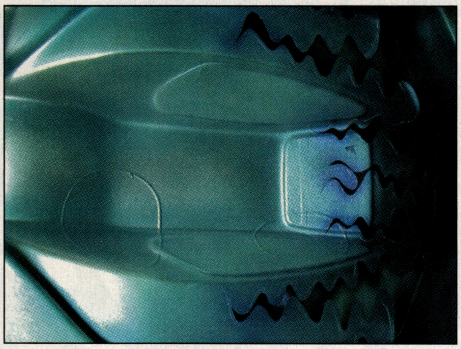
Once the yellow was dry, I backed everything with two coats of white. I always make sure to allow for plenty of drying time between coats.

5)



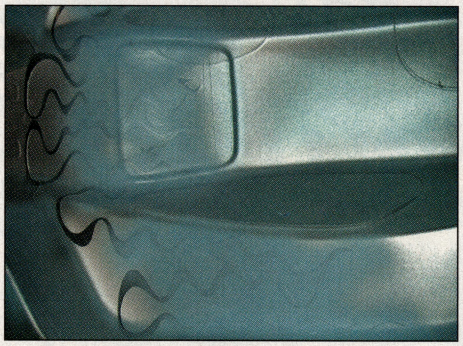
Now that the stencil portion had been done I began the masked portion of this design. The first step was to cut a pinstripe along the edges of the tape. Once I had cut the entire pinstripe, I peeled out all of the tape except for the pinstripe itself. I sprayed some purple fades along the front of the body and inside of the tips at the back of the design.

6)



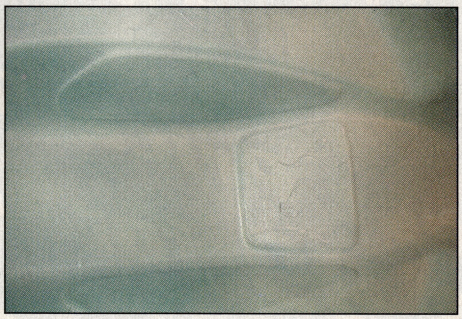
To fill in the design I used Pactra Candy Blue. To evenly cover all of the clear areas, I sprayed two light coats. After allowing ample drying time, I backed everything in Pactra Indy Silver. When the silver dried I peeled out all the pinstripes that I cut in Step 5.

7)



The color I chose for the pinstripe was Pactra Blue Dust. I faded the blue inside of the pinstripe—everywhere except the very front.

8)



To finish up this paint job I filled in the front of the pinstripe and backed the entire body with white. I sprayed two light coats to evenly cover the entire design.

FLAME ON!

I really enjoy trying new stencils and new techniques to enhance my designs. I strive for this not only to see something new but also to have a little fun. When you paint as many bodies as I do, you constantly run the risk of becoming bored; that is why I feel it is so important to try new things. Sometimes I really stumble onto a new idea that not only works well but adds a new look to something that I do on a regular basis.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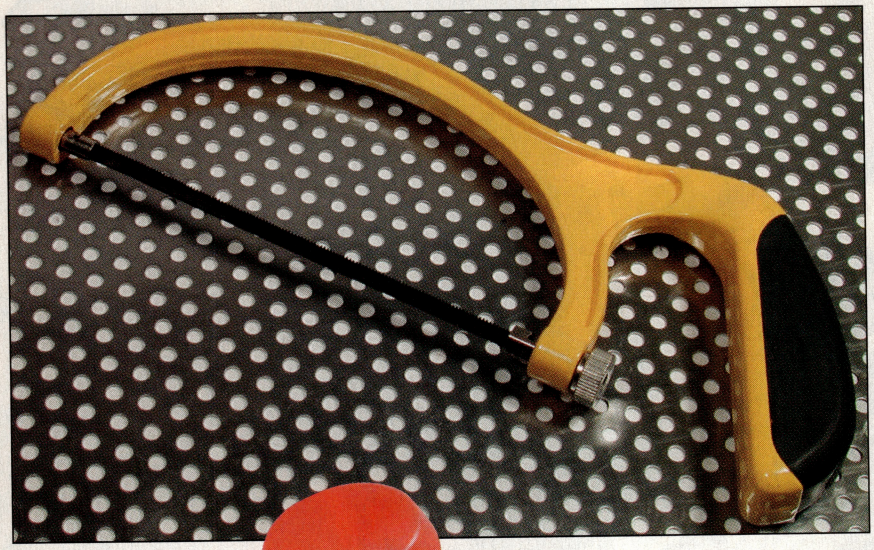

DID YOU SEE WHAT I SAW?

Here's a mini hacksaw you can find at your local hardware store for around four dollars. These little saws are great for cutting and trimming parts for your car, and one of the nice things about a hacksaw of this size is it's easy to carry in your tool box. This saw is good for cutting small parts because it's easier to handle than your larger hacksaw lying around the garage, and it has a narrower blade that gives you a finer cut. Another nice feature is the fact that the blades are much cheaper than the larger blades, so, if you have some major fabricating projects coming up, you might want to invest in one.

Happy shopping!



JUST SPRAY IT, DON'T SAY IT

Keeping your vehicle clean is important to many happy days of pulling trigger and less work on your pride and joy. Canned nitro sprays are great, but, if you do a lot of driving, it means you will be doing a lot of cleaning. To help keep costs down, here's a neat little trick that's used by many R/C people. Instead of using up cans of nitro cleaner to clean your car, save the good stuff for the smaller parts and use this garden sprayer for the larger stuff.You can find these sprayers at hardware and garden shops for about seven dollars, and they have an adjustable spray nozzle. Simply fill the jug with two thirds rubbing alcohol, and top it off with water (or what ever ratio you want), and you have instant nitro cleaner. Rubbing alcohol costs about fifty cents a bottle (Lumpy simply replaces the bottle cap with a spray nozzle), and it's great for cleaning off all the grime from your day of driving. Carefully spray down your vehicle, being careful not to get the electronics soaked, and then use an air hose to blow it dry. Next, wipe it down with a rag. If you don't have an air compressor, wipe it all down until it's nice and clean. Remember to lube all the parts with some oil after cleaning to keep rust away and for smooth operation.

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R/C FUSION

This could be the best tire glue ever, Fusion Tire glue by Racers Edge is "way super dope," as kids say. This stuff is fast-acting and is thin, so it literally spreads itself around the bead of the tire for you. It also has a great holding ability; to date, none of the tires we have glued with Fusion Tire glue have blown out or separated. For seven dollars and ninety-nine cents, you get a bottle of glue, a neat little applicator, and a punch-cap to keep the tip of the bottle clear of dried glue. Fusion Tire glue is one of the top tire glues on the market; if you want some for yourself, check out your local hobby shop or contact:

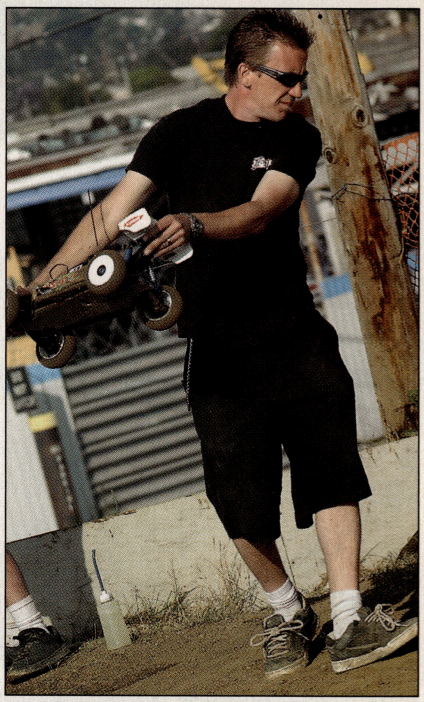
Racers Edge
USA toll-free: 1-866-855-5566;
International: 1-801-978-9500
www.racers-edge.com



EYE OF THE TORNADO

Jonker-Heerlen, the fuel company out of the Netherlands, is perhaps the largest Nitro fuel distributor in the world; you'll find it anywhere you go in the world except in the USA. That's all about to change thanks to RC1 Racing. RC1 is now the North American distributor of Tornado fuel and products made by Jonker, and their first product to hit our shores is the Tornado after-run oil. For six dollars you get a 50ml bottle of after-run oil that will help prolong the life of your engine. Unlike a lot of the other oils, you only need a few drops of Tornado oil to keep your engine in tip-top shape. That's a good money saver for sure, and your engine will like you all the more. If you're interested in keeping your engine happy, you can contact RC1 Racing for some of the good stuff.

RC1 Racing
51, Ravine Court
L4L 7C1 Woodbridge
Ontario, Canada.
Tel: 001-416-565-3230
www.tornado-products.com
Or a hobby shop near you!



SPEAKING OF "EYES"

Good hand/eye coordination is a vital part of R/C, so protecting your eyesight in the pits, on the driver's stand and especially when turn-marshalling is very important. Nitro or motor-spray fumes, roost and dust can impair your vision or even do damage to your eyeballs, so it's important to protect them with sunglasses or goggles. Smith Optics has been protecting the vision of skiers and dirt bike enthusiasts (like Travis Pastrana) for decades, and you can find a wide range of optical products at your local bike or ski/sports shop. Here, Hippy protects his eyes from Kortz-roost with Smith Hudson sunglasses, and he uses Fuel or Warp goggles when on the driver's stand in windy conditions. Smith even has convertible glasses with interchangeable gray, clear and yellow lenses for night-time protection. Prices and features vary, so check it out at your local shop or contact:

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280 Northwood Way,
P.O. Box 2099
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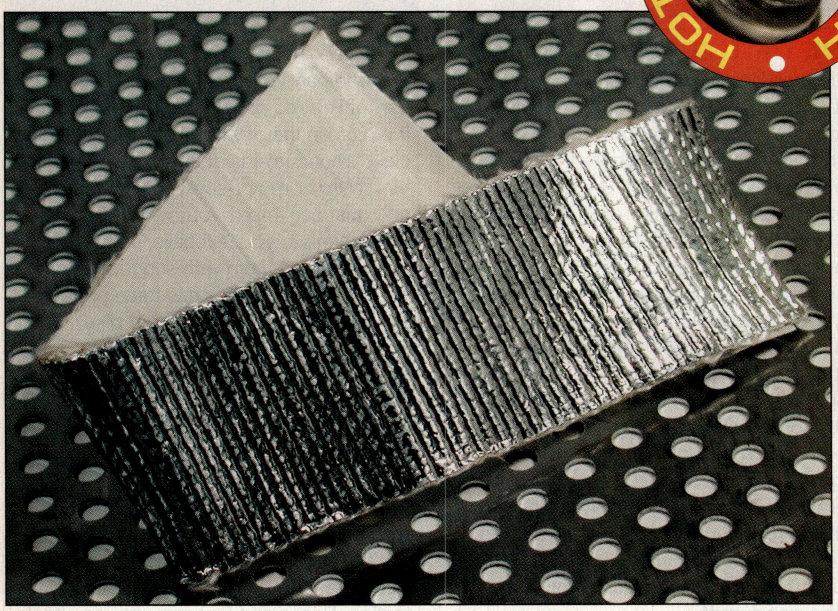
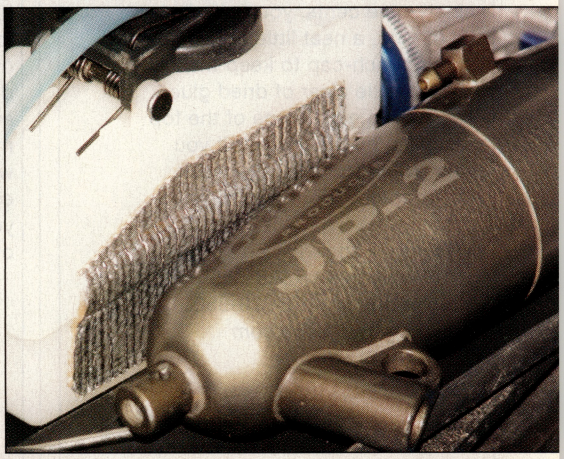


SCOTTY, WE NEED THE SHIELDS!

Here's a hot tip that comes from Team Kyosho, namely Regan LeBlanc, the 2004 Team Manager of the Year. As we all know, the 1/8-scale buggy pipe is very close to the fuel tank, which will expand 5-10cc because of the heat generated from the pipe. If you're racing at a major event where they tech fuel tanks, expansion can put you over the limit and can get you disqualified—just ask certain world's racers last year. More importantly to Joe racers, the pipe can rub against the fuel tank and weaken it or melt it all the way through. In any case, this is a good idea for everyone. Here's what you do to make your tank heat-proof or as close to it as possible:

Go to your auto parts store and buy yourself some header tape, or what they call "heat shielding" tape. It comes in a small roll and will cost a few dollars, but lasts a whole season.

Next, pull out your fuel tank and use it as a template to cut off a section of tape, making it a little larger than your tank (this makes it easier to handle). Using your fuel tank as a template, trace out the section of the tank you want to protect and cut it out. Here's a tip for you; cut 1/8 to 1/4 inch under your marked line, this will make it easier to position the shield on the fuel tank and keep it from peeling back from the edges during use. After you've cut, you're ready to install. Clean the fuel tank with hot soap and water, then dry it off and wipe it down with rubbing alcohol or motor spray. This will help the sticky backing hold to the plastic better when you install the shield.



If all goes well, you should have a set-up that looks like so. This shield has been used for three major events so far and is holding up well; it should last even longer if you take care when cleaning. Now go out to the garage and get to work!

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COLPAR HOBBIES	804 S. HAVANA ST	Aurora	80012	303-341-0414
DON'S HOBBIES	815 10th ST.	Greeley	80631	970-353-3115
JNC	5934 URBAN COUT	Arvada	80004	720-275-3300
HOBBYTOWN USA	4348 S. COLLEGE	Fort Collins	80525	970-226-3900
HOBBYTOWN USA	9120 WADSWORTH BLVD.	Westminster	80021	303-431-0482
HOBBYTOWN USA	800 SOUTH HOVER RD.	Longmont	80501	970-226-3900
MHOR R/C RACEWAY	12559 E. KENTUCKY AVE.	Aurora	80012	303-343-0151
HOBBY HUT MODELS	811 N. 12th	Grand Junction	81501	970-242-8761
HOBBYTOWN USA/MKT SQR	12039 W. ALEMEDA PKWY .#Z	Lakewood	80228	303-716-0312

CONNECTICUT

ACES NITRO R/C	1125 NORTH AVE.	Bridgeport	06604	203-330-1788
DANBURY HOBBY CENTER	366 MAIN ST	Danbury	06810	203-743-9052
THE HOBBY SHOP	1717 FOXON RD. RT 80	N. Branford	06471	203-481-4067
TIME MACHINE HOBBY LLC	71 HILLIARD ST.	Manchester	06040	860-646-0610
RC MADNESS TRACK & HOBBY	640 ENFIELD	Enfield	06082	860-741-6501
WOLCOTT HOBBY & AIRSOFT	1254 WOLCOTT RD.	Wolcott	06716	203-879-7766

DELAWARE

HOBBY STOP SPEEDWAY	22762 SUSSEX HWY.	Seaford	19973	302-629-3944

FLORIDA

ACE HOBBIES	2127 S. RIDGEWOOD AVE.	Daytona Beach	32119	904-761-9780
ACTION RC HOBBIES	769 NORTHLAKE BLVD.	North Palm Bch	33408	561-842-7747
ARTS HOBBY SHOP	1475 ATLANTIC BLVD.	Neptune Beach	32266	904-246-0601
AMERICAN HOBBIES	8940 S.W. 40th ST.	Miami	33165	305-227-0063
B&B HOBBIES	15926 US HWY 19N	Hudson	34667	727-862-4849
BOB'S HOBBY CENTER	7333 LAKE UNDERHILL RD.	Orlando	32822	407-277-1248
COLONIAL PHOTO & HOBBY	634 N. MILLS AVE.	Orlando	32803	407-841-1485
COMPU HOBBIES	2653 N.W. 79TH AVE.	Miami	33122	786-845-8705
CRAFT HOUSE HOBBY SHOP	1379 N. MILITARY TRAIL	West Palm Beach	33409	561-683-0764
CROWN HOBBIES	7439 S.W. 24TH ST.	Miami	33155	305-264-3964
FELIX HOBBY	13394 W. DIXIE HWY.	North Miami	33161	305-895-5362
G & C HOBBIES	1228 HYPOLUXO RD.	Lantana	33462	561-547-3812
GRAND PRIX OF FT.PRC.	FORT PIERCE	Fort Pierce	34945	772-473-2130
HOBBY NUT INC.	12679 DIXIE HWY	South Miami	33156	305-235-9584
HOBBYTOWN USA	2464 W. BRANDON BLVD.	Brandon	33511	813-655-6366
HYPER HOBBIES	11373 SW 211 ST. #12	Miami	33189	305-253-1303
JACKS HOBBIES	1759 N.E. JACKSONVILLE RD.	Ocala	34470	352-351-2224
JR HOBBY	4153 W.VINE ST.	Kissimmee	34741	407-944-4913
LEMON BAY HOBBIES	3835 TAMIAMI TRAIL	Port Charlotte	33952	941-625-5524
MDI RACING	10351 SOUTHERN BLVD.	Royal Palm Beach	33411	561-798-2433
PHIL'S HOBBY SHOP	6050 PARK BLVD.	Pinellas Park	33781	727-545-1251
QUALITY AIRCRAFT&RC	6839 S US HIGHWAY 1	Port Saint Lucie	34952	772-460-2844
R.C. HOBBIES	6800 N. UNIVERSITY DR.	Tamarac	33321	954-721-5720
RACING HOBBIES	10722 WILES RD.	Coral Springs	33076	954-346-2226
SLOT CAR RACEWAY	2125 MARINER BLVD.	Spring Hill	34609	352-684-7355
SOUTHEAST RC HOBBIES	1901 WEST COPANS	Pompano Beach	33064	954-978-6050
SPACE COAST HOBBIES	2135 PALM BAY RD. NE #1	Palm Bay	32905	321-722-3696
SUPERIOR HOBBIES	1478 E. SEMORAN BLVD.	Casselberry	32707	407-834-9299
TAVERNIER BIKE & HOBBIES	91910 OVERSEAS HWY	Tavernier	33070	305-852-2859
WARRICK CUSTOM HOBBIES	7676 PETERS RD.	Plantation	33324	954-370-0708

GEORGIA

ANTHONY'S VICTORY LANE	129 EAST HWY 80	Pooler	31322	912-748-0847
HOBBY MART	6889 PEACHTREE INDUST. # H	Peachtree Corners	30092	770-840-8495
HOBBYTOWN USA	6770 VETERANS PKWY # 1	Columbus	31909	706-660-1793
HOBBYTOWN USA	800 E. BARRETT PKWY	Kennesaw	30144	770-426-8800
HOBBYTOWN USA	3360 SATELLITE BLVD. #14	Duluth	30096	770-418-0850
R/C TOYS FOR BOYS	2220 COBB PARKWAY N.	Kennesaw	30152	678-797-0406
BIG BOY TOYS HOBBY SHOP	5035 MT. ZION PARKWAY	Stockbridge	30281	770-507-6288
RC HELIS & HOBBIES	1441 HWY 81 #C	Loganville	30052	770-466-1408

HAWAII

THE HOBBY COMPANY	98-1005 MOANALUA RD.	Aiea	96701	808-487-2473

IOWA

BOX KAR HOBBIES T&C CTR	3649 FIRST AVE. SE	Cedar Rapids	52402	319-362-1291
EXTREME RC	5547 WESTMINSTER DR	Cedar Falls	50613	319-234-6000
EXTREME RC	202 GILBERT RD	Evansdale	50707	319-234-6000
HOBBY HAVEN	2575 86th ST.	Urbandale	50322	515-276-8785
HOBBYTOWN USA	11107 PLUM DR.	Urbandale	50322	515-278-9060
HOBBYTOWN USA	901 E. KIMBERLY RD.	Davenport	52807	563-355-2071
HOBBYTOWN USA	2737 16TH AVE S.W.	Cedar Rapids	52404	319-364-3289
HOBBYTOWN USA	620 LINCOLN WAY #6	Ames	50010	515-232-9060
OUTBACK HOBBIES	709 EVANS ST.	Sloan	51055	712-253-0087
THE HOBBY CORNER	1672 SYCAMORE ST.	Iowa City	52240	319-338-1788
WILD BILLS R/C HOBBIES	901 W. JONES	Knoxville	50138	641-842-5973

IDAHO

DAPCO HOBBIES	2211 GARRETT WAY	Pocatello	83201	208-233-8163
HOBBYTOWN USA	1870 W. PULLMAN RD.	Moscow	83843	208-882-9369
HOBBYTOWN USA	3317 N. COLE RD.	Boise	83704	208-376-1942
JD HOBBIES	1320 LINCOLN RD	Idaho Falls	83401	208-529-9500
THE TOY SHOP	837 POLELINE RD.	Twin Falls	83301	208-734-2725

ILLINOIS

ALLEN'S R/C CARS	3115 LEACH RD.	Rochester	62563	217-498-7345
AL'S HOBBY SHOP INC.	121 ADDISON, BOX 449	Elmhurst	60126	630-832-4908
CENTRAL RC HOBBIES	817 E. WAR MEMORIAL DR.	Peoria Heights	61616	309-686-8004
CORNER HOBBY	308 NORTH VIRGINIA AVE.	Swansea	62220	618-277-6030
DEPOT HOBBY SHOP	180 SOUTH SEMINARY ST.	Galesburg	61401	309-342-9323
GATEWAY RC	108 EAST MAIN ST.	Collinsville	62234	618-345-7468
HIS N HERS HOBBIES	1206 TOWANDA PLAZA #2	Bloomington	61701	309-827-0204
HOBBYLAND	616 N. MAIN	Bloomington	61701	309-828-1442
HOBBYTOWN USA	1000 LAKE ST.	Oak Park	60301	708-445-8056
HOBBYTOWN USA	3627 EAST MAIN ST.	St. Charles	60174	630-587-1256
HOBBYTOWN USA	3782 N. ALPINE RD.	Rockford	61114	815-282-0727
HOBBYTOWN USA/G.PRRIE	5201 W. WAR MEMORIAL #475	Peoria	61615	309-692-3002
HOBBYTOWN USA, Oak Mill Mall	7900 N. MILWAUKEE AVE.	Niles	60714	847-470-9577
JIMS HOBBIES	814 FRONT ST. #B	McHenry	60050	815-363-0333
LEISURE HOURS HOBBIES	2712 N. PLAINFIELD RD.	Joliet	60436	815-439-1477
PAT'S HOBBIES & CRAFTS INC.	5730 W. 95th ST	Oak Lawn	60453	708-424-6131
PLAZA PET & HOBBIES	18415 S HALSTED ST.	Glenwood	60425	708-755-1380
RJD TOY'S	1302 ST RT 10	Lincoln	62656	217-732-4300
SPRFLD HAMMERS HOBBIES	2448 S 10th ST.	Springfield	62703	217-523-0265
VENTURE HOBBIES	23 HUNTINGTON LANE	Wheeling	60090	847-537-8669
WIMPY'S HOBBY WORLD	263 N. CONVENT AVE.	Bourbonnais	60914	815-932-6100

INDIANA

BE COMICS & KARDS & ROCKETS & HOBBIES	130 W.VAN BUREN ST.	Columbia City	46725	260-248-8020
BIG BOY HOBBIES	8893 PENDLETON PIKE	Indianapolis	46226	317-898-6284
CUSTOM MADE HOBBIES	1600 MORNINGSTAR LN.	Decatur	46733	260-724-3040
FINISH LINE PETS/HOBBIES	1209 E. STATE RT 2	LaPorte	46350	219-326-0921
FIRST PLACE HOBBIES	117 E. MARKET ST.	Bluffton	46714	260-827-0765
G & G HOBBIES	105 E. MAIN ST.	Griffith	46319	219-924-6686
GRANGER HOBBY STOP	12131 STATE RD. 23 UNIT L	Granger	46530	574-243-2390
HAPPY HOBBIES	1398 EASTERN BLVD.	Jeffersonville	47129	812-282-0060
HOBBY HANGER	189 PERRY ST.	Vernon	47282	812-346-6497
HOBBY LAND	416 W. COLISEUM BLVD.	Fort Wayne	46805	260-483-8186
HOBBYLAND INC.	2564 MIRACLE LANE	Mishawaka	46545	574-255-1722
HOBBYTOWN USA	6336 E. 82ND ST.	Indianapolis	46250	317-845-4106
HOBBYTOWN USA	1858 E. 80TH PLAZA	Merrillville	46410	219-736-0255
JOE'S HOBBY BARN	1950 E. SPRINGHILL DR.	Terre Haute	47802	812-299-5773
MAPLE CITY HOBBIES	102 SOUTH MAIN	Goshen	46526	574-534-9661
PHILS HOBBY SHOP	1722 LAKE AVE.	Ft. Wayne	46805	260-424-0065
PHIL'S HOBBY SHOP	3112 N. CLINTON	Ft. Wayne	46805	219-471-1340

KANSAS

HOBBY HAVEN	10560 METCALF	Overland Park	66212	913-381-3111
HOBBYTOWN USA	8229 EAST KELLOGG	Wichita	67207	316-683-7222
HOBBYTOWN USA	9270 METCALF	Overland Park	66212	913-649-7979
FINLEY'S HOBBIES	5640 E CENTRAL	Wichita	67208	316-683-4221
HANGER HOBBIES	2243 NORTH TYLER # 115	Wichita	67205	316-773-4022
R/C HOBBIES	115 W. 7TH	Junction City	66441	785-238-1877

KENTUCKY

BLUEGRASS HOBBIES	274 LAMPTON LN.	Columbia	42728	270-384-9131
HOBBYTOWN USA	12615 SHELBYVILLE RD.	Louisville	40243	502-254-5755
McDONALD'S MOTOR CYCLE REPAIR	40 STRONG BRANCH RD.	Liberty	42539	606-787-7560
BAD HOBBIES	131 NORTH 4TH STREET	Nicholasville	40356	859-887-3540
HOBBY STATION HOUCHENS	300 SYCAMORE ST.	Elizabethtown	42701	270-737-2000
SCALE REPRODUCTIONS	3073 BRECKINRIDGE LN.	Louisville	40220	502-456-5883
SLICK HOBBIES	8591 HIGHWAY 27	Burnside	42519	606-561-0343
X-TREME HOBBIES	1003A BURLEW BLVD.	Owensboro	42303	270-683-4693

TO HAVE YOUR SHOP LISTED HERE CALL: 1-800-767-0345. ATTENTION: YOU MUST SELL R/C CAR MAGAZINE TO BE IN THE SHOP LISTING.

SHOP LOCATOR

LOUISIANA

HARES ART & HOBBY	4529 LEE STREET	Alexandria	71302	318-443-2755
HOBBY HUT	5029 VETERANS BLVD.	Metairie	70006	504-885-0804
CHALMT. HRDWR/HOM CTR	223 EAST JUDGE PEREZ DR.	Chalmette	70043	504-271-5191
HOBBIES X-TREME	1605 BENTON RD., STE. B	Bossier City	71111	318-741-5501
SLIDELL HOBBIES	1065 HWY 190 WEST	Slidell	70460	985-643-7176
SMITH PETTY	200 E. KINGS HWY.	Shreveport	71104	318-869-3548
TRI CITY HOBBIES/CRAFTS	1029 Victory II Blvd..	Morgan City	70380	985-702-1000

MAINE

OUT OF CONTROL RACING	859 W. BOYLSTON ST.	Worcester	01606	508-853-3363
R/C SPEEDWAY & HOBBIES	87 MAIN ST.	Fairfield	04937	207-453-4588

MARYLAND

DOUG'S HOBBY	24404 THREE NOTCH RD.	Hollywood	20636	301-373-6674
GPA HOBBIES	2431 CROFTON LANE # 6	Crofton	21114	301-858-0004
HOBBY CITY	15751 COLUMBIA PIKE	Burtonsville	20866	301-421-5977
HOBBYTOWN USA	919-C NORTH EAST ST.	Frederick	21701	301-694-7395
HOBBYTOWN USA	6714-D GOVERNOR RITC	Glen Burnie	21061	410-590-4950
HUNT VALLEY HOBBIES	10824 YORK RD.	Cockeysville	21030	410-666-1098
STONELEIGH HOBBY INC.	6717 YORK RD.	Baltimore	21212	410-377-4447
S&J HOBBIES	10476 CAMPUS WAY S.	Largo	20774	301-324-6680
THE TRACK	16806 OAKMONT AVE.	Gaithersburg	20877	301-417-9630

MASSACHUSETTS

BARN SPEED HOBBIES	109 CENTER ST	Lee	01238	413-243-2651
CENTERLINE HOBBIES	167 CORPORATION RD.	Hyannis	02601	508-771-1244
DAVE'S HOBBIES	281 CABOT ST	Beverly	01915	978-921-1559
HENRY'S HOBBY HOUSE INC.	67 W. BOYLSTON ST	West Boylston	01583	508-835-6165
HOBBY FEVER	130 MIDDLESEX RD.	Tyngsboro	01879	978-649-2221
HOBBY WORLD	171 GROVE ST.	Adams	01220	413-743-7223
HOG HEAVEN HOBBIES	494 MAIN ST.	Fiskdale	01518	508-347-9350
LAND SEA & AIR HOBBIES	1282 PARKER ST.	Springfield	01129	413-782-2115
MASTER HOBBIES	565 MAIN ST.	Cherry Valley	01611	508-892-1440
HOBBYTOWN USA	258 HARTFORD AVE.	Bellingham	02019	508-966-3559

MICHIGAN

ACTION HOBBIES	211 EAST MAIN	Niles	49120	616-687-8550
ANYTHING GOES	5108 ROCHESTER RD.	Troy	48085	248-740-2277
ARMSTRONG'S SPRT/HOBBY	200 LAKE ST	Whitehall	49461	231-894-6753
DIRT BURNER RACING	3295 HAGGERTY RD.	Commerce	48390	248-926-1140
EAST BAY HOBBIES	364 W. HOUGHTON LAKE DR.	Prudenville	48651	989-366-5306
FST HOBBY SHOP	3537 FORT ST	Wyandotte	48192	734-285-9093
GREAT ESCAPES	136 N. US 31 S.	Traverse City	49684	231-943-9800
HOBBYTOWN USA	12821 S. SAGINAW	Grand Blanc	48439	810-695-9088
HOUSE OF HOBBIES	962 W. BROADWAY	Muskegon	49441	231-759-4555
HOBBY-SPORTS.COM	9782 PORTAGE RD.	Portage	49002	616-323-3686
JOE'S HOBBY CENTER	35151 GRAND RIVER RD.	Farmington	48335	248-477-6266
KECK HARDWARE & HOBBY	2132 WEST RD.	Trenton	48183	734-676-2282
LARRY'S PERFORMANCE R/C'S	42246 MOUND RD.	Sterling Heights	48314	586-997-4840
NANKIN HDWRE & HOBBY	35101 FORD RD.	Westland	48185	734-722-5700
P & D HOBBY SHOP	31280 GROESBECK HWY	Fraser	48026	586-296-6116
PROP SHOP HOBBIES, INC.	23326 VAN DYKE	Warren	48089	586-757-7160
RIDER'S HOBBY	32115 JOHN "R" RD.	Madison Heights	48071	248-589-8111
RIDER'S HOBBY	42011 FORD RD.	Canton	48187	734-981-8700
RIDER'S HOBBY SHOP	22789 NORTHLINE RD.	Taylor	48180	734-287-7405
RIDER'S HOBBIES	2061 S. LINDEN RD.	Flint	48532	810-720-2500
RIDER'S HOBBY	4417 S. WESTNEDGE AVE.	Kalamazoo	49008	616-349-2666
RIDER'S HOBBY SHOP	2055 28TH ST S.E. UNIT 12	Grand Rapids	49508	616-247-9933
RIDER'S HOBBY SHOP	4035 CARPENTER RD.	Ypsilanti	48197	313-971-6116
RIDER'S HOBBY SHOP	30991 FIVE MILE RD.	Livonia	48154	734-425-9720
RIVERTOWN HOBBIES	8450 ALGOMA AVE NE #B	Rockford	49341	616-863-3600
ROGER'S HOBBY CENTER	5620 STATE	Saginaw	48603	989-790-0080
THE RC ENTHUSIAST	1110 GARFIELD #1	Bay City	48708	989-893-8723
VILLAGE HOBBIES & CRAFTS	195 N. ELM	Hesperia	49421	231-854-6666

MINNESOTA

AREA 51 OF PARK RAPIDS	116 S MAIN AVE	Park Rapids	56470	218-732-7551
BAKERS HOBBY	2738 WEST DIVISION ST.	St Cloud	56301	320-252-0460
DON'S HOBBY	1416 N. RIVERFRONT DR.	Mankato	56001	507-387-1330
EXTREME HOBBY	15895 HWY 7 EAST	Hutchinson	55350	320-234-6969
HOBBY TOWN USA	7916 BROOKLYN BLVD.	Minneapolis	55445	612-424-6052
HOBBY WAREHOUSE	7120 CHICAGO AVE S.	Richfield	55423	612-861-5587
HOBBY ZONE	1960 CLIFF LAKE, STE 128	Eagan	55122	651-905-9523
HUB HOBBY CENTER	82 MINNESOTA AVE.	Saint Paul	55117	651-490-1675
HUB HOBBY CENTER	6410 PENN AVE. S	Richfield	55423	612-866-9575
R.C. CAR KINGS	1307 EAST HWY 13	Burnsville	55337	952-895-9643

MISSOURI

AWESOME TOYS & HOBBIES	627 N. BELT HWY	St. Joseph	64506	816-364-0766
BATTLEFIELD STATION	220 W BATTLEFIELD	Springfield	65807	471-887-5592
CHECKERED FLAG HOBBIES	4491 LeMAY FERRY RD.	St. Louis	63129	314-892-5353
FASTLANE RCWY/HOBBIES	2850 W 40 HWY EAST STE. F	Blue Springs	64015	816-220-0100
HOBBYTOWN USA	524 N.W. ENGLEWOOD RD.	Kansas City	64118	816-459-9590
HOBBYTOWN USA	3906 PEACHTREE DRIVE, STE C	Columbia	65203	573-817-0698
HOBBYTOWN USA	1759 WEST STATE HIGHWAY J	Ozark	65721	417-581-3561
MARK TWAIN HOBBY CTR	2793 WEST CLAY ST.	Saint Charles	63301	636-946-2816
NOVELTY RCWY/HOBBIES	5TH AND MAIN	Novelty	63460	660-739-4530
REAL R/C RACEWAY	24204 EAST STATE RT 58	Pleasant Hill	64080	816-358-0238
SCHAEFER'S HOBBY CTR	11659 GRAVOI RD.	St. Louis	63126	886-818-5183
XTREME R/C HOBBIES/COL	414 MISSOURI BLVD.	Scott City	63780	573-264-3363

MISSISSIPPI

FUN 4 ALL HOBBIES	7915 HIGHWAY 51	South Haven	38671	662-393-9788
HOBBYTOWN USA	6380-D RIDGEWOOD COURT	Jackson	39211	601-957-9900
HUB CITY HOBBY	5182 OLD HIGHWAY 11, STE. #3	Hattiesburg	39402	601-264-1040

MONTANA

EXTREME HOBBIES	1515 14th STEET W.	Billings	59102	406-259-8505
HOBBYTOWN USA	CITY PLAZA/1421 11TH AVE.	Helena	59601	406-442-2568
NORTHLAND HOBBIES INC.	1325 HWY 2 WEST	Kalispell	59901	406-257-1808
PRAIRIE UNIQUE	114 S. LOGAN ST.	Terry	59349	406-635-5598
THE TREASURE CHEST	1612 BENTON AVE.	Missoula	59801	406-549-7992

NEBRASKA

HOBBYTOWN UNLIMITED	220 NORTH 66th ST.	Lincoln	68505	402-434-5056
HOBBYTOWN USA	10020 SCOTT CIRCLE	Omaha	68122	402-498-8888
HOBBYTOWN USA CONESTOGA MALL	3404 WEST 13th ST.	Grand Island	68803	308-382-3451

NEW HAMPSHIRE

106 RACE PARK	743 CLOUGH MILL RD.	Pembroke	03275	603-224-7223
HOBBY ETC. INC.	90 WEST PEARL ST.	Nashua	03060	603-883-4919
LEISURE TIME HOBBIES	140 MONADNOCK HWY #12	Swanzey	03446	603-357-9975

NEW JERSEY

CHAMPION HOBBIES	632 RT 22 EAST	Hillside	07205	908-206-9600
CHICK'S HOBBY CENTER	924 BERKELY ROAD	Gibbstown	08027	856-423-0773
CRUIZIN WITH RC'S INC.	54 EAST MAIN ST.	Ramsey	07446	201-825-4884
G&S HOBBIES	44 ANCHOR BLVD.	Old Bridge	08857	732-727-7871
HOBBY WORKSHOPS	510 WEST KINGS HWY	Mount Ephraim	08059	856-931-2400
JACKSON HOBBY SHOP	2275 W. COUNTY LINE RD.	Jackson	08527	732-364-3334
JO JO'S RACING COLLECTIBLES	1826 RT 35 NORTH	South Amboy	08879	732-553-0200
RC HOBBY CENTER	336 RT 232 WEST	Greenbrook	08812	732-752-6030
PLANET PETS/HOBBY WLD	3391 RT 27	Franklin Park	08823	732-951-8500
TECH TOYS	370 RT 46 W.	Parsippany	07054	973-227-7012
THE HOBBY SHOP	1077-C STATE HWY 34	Aberdeen	07747	732-583-4189
WIDE WORLD OF HOBBIES	974 TEANECK RD.	Teaneck	07766	201-862-9393
XTREME RC	846 KINDERKAMACK RD.	River Edge	07661	201-599-0036
ZEPPELIN HOBBIES & RACEWAY	92 RT. 23 RIVERDALE SQR MALL	Riverdale	07457	973-831-7717
VC'S HOBBIES & SERVICES	223 ATLANTIC CITY BLVD.	Beachwood	08722	732-349-2500

NEW MEXICO

BIG BOYS TOYS	1735 JUAN TABO N.E.	Albuquerque	87112	505-298-1023
HOBBIE'S & STUFF	2801 EUBANK N.E. #P	Albuquerque	87112	505-293-1217

NEVADA

B & B HOBBIES	65 W. CENTER ST.	Fallon	89406	775-423-3101
DANSEY'S INDOOR R/C HOBBIES	741 N. NELLIS BLVD.	Las Vegas	89110	702-453-7223
HOBBYTOWN USA	5085 W. SAHARA AVE. #134	Las Vegas	89146	702-889-9554
OUTER LIMITS	2365 IRON AVE.	Sandy Valley	89019	702-723-5243

NEW YORK

ACTION HOBBIES	1070 MIDDLE COUNTRY RD.	Selden	11784	631-736-1574
AGGRESSIVE HOBBIES	4278 ARTHUR KILL RD.	Staten Island	10309	718-605-9447
BRUCKNER HOBBIES	3587 E. TREMONT AVE.	Bronx	10465	800-288-8185
BROWNIES PRO/SPORT HOBBY	124 BENNETT ST.	Staten Island	10302	718-727-2194
COMPETITION HOBBY SUP	1006 LOUDON RD.	Cohoes	12047	518-786-3622
CRAFT WLD/ACTION HOBB	509 W 3rd ST.	Jamestown	14701	718-484-1780
ELMSFORD HOBBIES	129 E MAIN ST.	Elmsford	10523	914-592-0600
FANTASIA HOBBIES	17169 46TH AVE.	Flushing	11358	718-460-5671
FORDHAM HOBBIES	2446 CRESTON AVE.	Bronx	10468	718-562-1906
FOUNTAIN RACEWAY	1744 RT 104	Ontario	14519	315-524-4991
GALLI MODS HOBBY SHOP	566 RT 6	Mahopac	10541	845-208-3734
GJ'S HOBBIES	38-40 WASHINGTON AVE.	Endicott	13760	607-754-3003
GOT GEAR?	7508 NORTH BROADWAY	Red Hook	12571	845-758-6006
HOBBYTOWN USA	1814 CENTRAL AVE.	Albany	12205	518-435-9961
HURRICANE HOBBIES	2425 MIDDLE COUNTRY RD.	Centereach	11720	631-737-3157
LANTZ TRAIN SHOP	101 S. MAIN ST.	Horseheads	14845	607-795-5038
LARRY'S HOBBY SUPPLIES	3006 JERICHO TURNPIKE	E. Northport	17317	631-499-7166
MARDEL HOBBY/CRAFTS	351 ALTAMONT AVE.	Schenectady	12303	518-346-6500
MW HOBBY & CRAFT	12019 E. MAIN ST.	Wolcott	14590	315-594-2609
NORWOOD HOBBY SHOP	2 SOUTH MAIN ST..	Norwood	13668	315-353-6621
NYC HOBBIES	65-62 MYRTLE AVE.	Glendale	11385	718-366-6262
LONG ISLAND RACEWAY & HOBBY	909 CONKLIN ST	Farmingdale	11735	631-845-7223
PERFORMANCE HOBBIES	15 WEST MAIN ST.	Webster	14580	716-872-4990
RACING CITY HOBBIES	110 MAIN ST.	South Glens Falls	12803	518-792-7272
RAMPAGE R/C & HOBBIES	1164 RT 9G	Hyde Park	12538	845-229-1379
RMC HOBBIES	2485 ROCHESTER RD. BLDG. 1	Canandaigua	14424	585-394-1210
SUNRISE HOBBIES	3353 MERRICK RD.	Wantagh	11793	516-783-4343
THE HOBBY HOUSE	2378 LYELL AVE.	Rochester	14606	585-429-6280
TONY'S HOBBY SHOP	220 HARRISON AVE.	Harrison	10528	914-835-4765
TRANS BORDER CUSTOMS	1320 RT 9	Champlain	12919	514-687-6214
WALT'S HOBBY	2 DWIGHT PARK DR.	Syracuse	13209	315-453-2291
WILLIS HOBBIES	300 WILLIS AVE.	Mineola	11501	516-746-3944
XTREME HOBBIES	1815 D DEER PARK AVE.	Deer Park`	11729	631-254-9873
XTREME HOBBIES	52 S. MAIN ST.	Pearl River	10965	845-735-1914

NORTH CAROLINA

ALBEMARLE HOBBIES	134 W MAIN ST,	Albemerle	28001	704-986-6008
APEX RC AND HOBBIES	1204 LAURA VILLAGE RD.	Apex	27523	919-303-8388
FUN/FUNKY TOYS & HOBBY	111 S MARKET ST., STE #J	Madison	27025	336-427-8697
GBI HOBBIES	315 HWY 70 W	Havelock	28532	252-463-4073
HAYES HOBBY HOUSE	809 ELM ST.	Fayetteville	28303	910-485-2337
HOBBY BARN	101 S. JEFFERSON AVE.	West Jefferson	28694	336-846-2276
RACE FACTORY HOBBIES	521 E CHATAM ST	Cary	27511	919-460-8797
THAK'S GAMES & HOBBIES	343 WILSON RD.	Sanford	27332	919-776-9002
HOBBY TOWN USA	8332 PINEVILLE MATHEWS RD.	Charlotte	28226	704-544-2303
HOBBYTOWN USA	3346 ROBINHOOD RD.	Winston Salem	27106	336-774-2324
K/C HOBBY INC	10948-G NORTH MAIN ST.	Archdale	27263	336-434-3482
KING R/C	614 S. MAIN ST.	King	27021	336-983-3969
Z N Z HOBBIES	972 TALBERT BLVD.	Lexington	27292	336-249-6127

NORTH DAKOTA

AEROPORT HOBBY SHOPPE	2112 N. BROADWAY	Minot	58703	701-838-1658
HOMETOWN SEASONS & HOBBIES	611 W.VILLARD	Dickenson	58601	701-483-9750
WHEELS WINGS-N-HOBBIES	4018 MEMORIAL HWY	Mandan	58554	701-667-7200

OHIO

BELLS & WHISTLES HOBBIES	21638 LIBBY RD.	Maple Heights	44137	216-587-7300
CAPSTONE HOBBIES	562 W. SCHROCK RD.	Westerville	43081	614-899-6313
FUTURETRONICS	2055 N. RIDGE	Lorain	44055	440-277-8004
DIVE IN SCUBA CENTER	3182 WARREN SHARON RD.	Vienna	44473	330-856-6275
FREDDY'S HOBBIES	100 ROMITO ST #A	Ravenna	44266	330-296-4354
GRANDVIEW HOBBIES	1460 W. FIFTH AVE.	Columbus	43212	614-486-3532
HOBBY STOP WEST	4550 MONROE ST.	Toledo	43613	419-471-1108
HOBBYFORCE	1183 PARK AVENUE W	Mansfield	44906	419-884-0001
HOBBYTOWN USA	8000 PLAZA BLVD. STE #9	Mentor	44060	440-946-5588
HOBBYTOWN USA	1574 SPRING MEADOWS DR.	Holland	43528	419-867-9490
HOBBYTOWN USA	14785 PEARL RD.	Strongsville	44136	440-846-1770
HURRICANE HOBBIES	8911 SOUTH OLD STATE RD.	Lewis Center	43035	614-848-4386
OMS RC RACING	6166 STATE RT 139	Lucasville	45648	740-456-4423
PHIL'S HOBBY SHOP	422 CLINTON ST.	DeFiance	43512	419-782-8020
RIDER'S HOBBY SHOP	5333 MONROE ST.	Toledo	43623	419-843-2931
ROFFEE HOBBY SHOP	254 WEST MAIN ST.	Byesville	43723	740-685-8586
SPRINGFIELD HOBBY SHOP	43 S. FOUNTAIN	Springfield	45502	937-322-1113
STRONGSVILLE HOBBY SHOP	13325 PROSPECT RD.	Strongsville	44149	440-572-0430
THE WORLD OF HOBBIES & GAMES	11755 MOSTELLER RD.	Sharonville	45241	888-299-0245
THE HOBBY SHOP	153 N. SPRINGBORO PIKE	Miamisburg	45449	937-436-6161
WINGS WHEELS & WAVES	14 LINCOLN WAY E.	Massillon	44646	330-830-7755

OKLAHOMA

ACTION HOBBIES	4955 S. MEMORIAL DR.	Tulsa	74145	918-663-8998
AERO SPORT & HOBBY	17941 N.E. GLISAN	Portland	97230	503-669-7665
BARGAIN BIN	1941 NE STEPHENS	Roseburg	97470	541-673-8266
COYOTE HOBBY	1128 MAIN ST.	Oregon Ctiy	97045	503-656-2172
D's TOYS & HOBBIES	926 NEW GREENWOOD AVE. #D	Bend	97701	541-389-1330
EUGENE TOY & HOBBY	32 E. 11th AVE.	Eugene	97401	541-344-2117
FLORENCE COMPUTER & RC HOBBIES	1780 W 20th	Florence	97439	541-902-9221
HOBBY HABIT	411 FIR	La Grande	97850	800-963-9602
LEISURE HOBBIES	982 LANCASTER DR. N.E.	Salem	97301	503-588-9884
R C ADDICTION	830 S. FRONT ST.	Central Point	97502	541-665-2700
R/C PLUS HOBBIES	1685 25th ST.	Salem	97302	503-364-9188
OREGON TRAIL HOBBIES & GIFTS	61 NE 1st. AVE.	Ontario	97914	541-889-3747
TAMMIES HOBBIES	12024 S.W. CANYON RD.	Beaverton	97005	503-644-4535

TO HAVE YOUR SHOP LISTED HERE CALL: 1-800-767-0345. ATTENTION: YOU MUST SELL R/C CAR MAGAZINE TO BE IN THE SHOP LISTING.

HOBBY SHOP LOCATOR

TRUMP'S HOBBIES	2401 NW KINGS BLVD.	Corvallis	97330	541-753-7540
ULTIMATE HOBBIES	1210 JANTZEN BEACH CTR	Portland	97217	503-247-8194
OREGON				
ISLAND HOBBIES	1224 JANZTEN BEACH CTR	Portland	97217	503-285-3917
PENNSYLVANIA				
A.B. CHARLES & SON	3213 W. LIBERTY AVE.	Pittsburgh	15216	412-516-1615
ACTION HOBBY	8616 NEW FALLS RD.	Levittown	19054	215-949-9750
ADAM & EVES PET & HOBBY	313 LATROBE 30 PLAZA	Latrobe	15650	412-539-7130
AIRWAYS	520 AIRPORT RD.	Lititz	17543	717-625-3661
ALLIED HOBBIES	114 EXTON SQUARE MALL	Exton	19341	610-363-6988
AMERICAN HOBBY CENTER	2668 BRODHEAD RD.	Aliquippa	15001	724-378-3930
AMERICAN RIBBON	827 B ANN ST.	Stroudsburg	18360	570-421-7470
CALMAN'S RC HOBBIES	RR 1 BOX 161 J	Monroeton	18832	570-265-9208
CRANBERRY HOBBY DEPOT	20555 ROUTE 19 CRAN-MAR PLAZA	Cranberry Twnshp	16066	724-776-3640
EXTREME R/C'S & HOBBIES	146 N RAILROAD ST.	Palmyra	17078	717-269-5302
HI POWER HOBBIES	64 DUCHESS ST.	Reedsville	17084	717-667-4629
HOBBY EXPRESS INC.	1713 ROUTE 228 #L 1	Cranberry Twnshp	16066	724-779-2000
HOBBY CITY	4094 WASHINGTON RD.	McMurray	15317	734-942-2557
HOBBYTOWN USA	150 E. BALTIMORE PIKE	Springfield	19064	610-544-7007
HOBBYTOWN USA	3100 ROBINSON LN.	Pittsburgh	15205	412-788-1000
HOBBYTOWN USA	12F WINGCO LN.	Reading	19605	610-916-4477
HOBBYTOWN USA	1502 WEST CHESTER PIKE	West Chester	19382	610-696-9049
HOBBYTOWN USA	700 LeHIGH VALLY MALL	Whitehall	18052	610-366-9960
HOBBY HUT	609 TROOPER RD.	Audubon	19403	610-635-1062
HOBBY UNIVERSE	4427 WEST RIDGE RD.	Erie	16506	811-424-6229
IRON HORSE HOBBY HOUSE	60 SOURTH SIXTH ST.	Reading	19602	610-373-6927
J.C. R/C HOBBIES	13 YORK RD.	Warminster	18974	215-672-5200
J & D WHISTLE STOP	106 E. BROAD ST.	Quakertown	18951	215-538-0501
KRANZEL'S R/C RACEWAY & HBBOIES	415-B BOLSER AVE.	Lemoyne	17043	717-737-7223
R/C PRO HOBBY	167 FROSTY VALLEY RD	Danville	17821	570-387-1423
STEEL CITY HOBBIES	1155 WASHINGTON PIKE #38	Bridgeville	15017	412-220-7515
LITTLE PLUM R/C HOBBIES	333 LITTLE PLUM RUN RD.	Lock Haven	17745	570-769-1984
MARSHALL'S HILLTOP HOBB.	55 ALTOONA FARMS LN.	Honesdale	18431	570-729-7458
MONTOUR HOBBY CENTER	328 CRAWFORD ALLY	Montoursville	17754	570-368-3301
MODELLBAHN HOBBIES	1145 PHILADELPHIA AVE.	Gilbertsville	19525	610-367-5925
TRAIN SHED	1162 LAKE ARIEL HWY.	Lake Ariel	18436	570-698-7798
SOUTH CAROLINA				
BANDITS HOBBIES & MODELS	2037 S MAIN ST.	Darlington	29532	843-393-3333
D & S HOBBIES	1314 S. OURTH ST.	Hartsville	29550	843-383-0017
ED'S HOBBY SHOP	702 MAIN ST.	Myrtle Beach	29577	843-448-8685
KING HOBBIES & RACING	13617 HWY. 9 WEST	Chesterville	29709	843-622-5375
HOBBY CONNECTION	4148 CALHOUN MEMORIAL HWY.	Easley	29640	864-295-1209
HOBBY STOP	939 S. ANDERSON RD.	Rock Hill	29730	803-327-4121
HOBBY TOWN USA	1812 SAM RITTENBERG BLVD.	Charleston	29407	843-769-5808
HOBBYTOWN USA	101 VERDAE BLVD. #340	Greenville	29607	864-627-9633
HOBBYTOWN USA	134 STATION DR.	Anderson	29621	864-261-8479
THE GREAT ESCAPE	1426 LAURENS RD.	Greenville	29607	864-235-8320
SOUTH DAKOTA				
HOBBYTOWN USA	1007 W. 41st ST.	Sioux Falls	57105	605-339-6613
TENNESSEE				
ACTION HOBBY	10 MAIN ST., #C	Clarksville	37040	931-645-8535
COOKEVILLE RCWY/HOBBY	1641 E. SPRING ST	Cookeville	38501	931-526-6017
GADGET HOBBIES	204 TRENTON ST.	Harriman	37748	865-882-7528
HIGHLANDER HOBBIES	2655 LAKE CITY HWY.	Clinton	37716	865-426-7223
HOBBYTOWN USA	206 B COOL SPRINGS BLVD. #205	Franklin	37067	615-771-7441
HOBBYTOWN USA	2884 WOLFCREEK PARKWAY	Memphis	38133	901-213-2682
HOBBYTOWN USA	634 NORTHGATE MALL	Chattanooga	37415	423-877-9885
HOBBYTOWN USA	8901 TOWN & COUNTRY CR.	Knoxville	37923	865-690-1099
HOBBYTOWN USA	2244 N ROAN ST #101	Johnson City	37601	423-610-1010
HOBBYTOWN USA	1741-Q S. RUTHERFORD BLVD.	Murfreesboro	37130	615-890-6777
MARYVILLE RC RACEWAY	3521 CALDERWOOD HWY.	Maryville	37801	865-856-6919
MID SOUTH HOBBIES	733 N.WHITE STATION RD	Memphis	38122	901-682-9402
MODEL RAILROAD & HOBBY	1266 SYCAMORE VIEW RD.	Memphis	38134	901-384-6500
RC MOTORSPORTS	404 KEETON AVE.	Old Hickory	37178	615-642-5900
RICKS RC RACING	2248 SPRINGPLACE RD	Cleveland	37323	423-728-4450
SPEEDZONE RACEWAY PARK	1116 N. CONGRESS PKWY	Athens	37303	423-744-8358
SPEEDZONE PERFORMANCE RC	2704 EAST AJ HWY	Morristown	37814	423-317-9733
TEXAS				
ACTION HOBBIES	2005 9TH ST.	Wichita Falls	76301	940-766-2667
AERO HOBBIES	2305 S HWY. 121 # 110	Lewisville	75067	972-315-1854
AMARILLO HOBBY HOUSE	4127 W. 34th	Amarillo	79109	806-355-2921
BIG MIKE'S HOBBIES & TOYS	2157 GILMER RD.	Longview	75604	903-297-7814
BLACK SHEEP RACING	5309 McPHERSON RD.	Laredo	78041	956-728-9188
BOBBY'S HOBBIES	416 W. HARRISON AVE.	Harlingen	78550	956-440-8400
DISCOUNT HOBBIES	4307 S IH-35	Georgetown	78626	512-763-1224
GERBERS R/C	13310 LEOPARD ST., #20	Corpus Christi	78410	361-241-6544
GUADALUPE HOBBY CENTER	200 SIDNEY BAKER S.STE 5	Kerrville	78028	830-895-5654
LARRY'S HOBBIES	156-F, FM 1960 EAST	Houston	77073	281-443-7373
HOBBY TIME	201 WESTGATE PKWY. UNIT H	Amarillo	79121	806-352-9660
HOBBYTOWN USA	4116 S. COOPER	Arlington	76015	817-557-2225
HOBBYTOWN USA	1201 AUSTIN HWY #102	San Antonio	78209	210-829-8697
INDY RC WORLD	2020 SATURN RD.	Garland	75041	972-271-4844
M & M HOBBY CENTER	6703 CHIMNEY ROCK	Bellaire	77401	713-661-7137
MIKE'S HOBBY SHOP	1201 N. I 35 E.	Carrollton	75006	972-242-4930
ONEALL SPECIALTY HOBBIES	3321 W. EXPRESSWAY 83	McAllen	78503	956-686-6521
PARADISE EXTREME HOBBIES & GIFTS	3927 W HWY. 114	Paradise	76073	940-969-2523
RADICAL RACERS	5471 O LEARY	El Paso	79938	915-921-5099
R/C WHEELS AND PROPS	3524 AVE. Q	Lubbock	79412	806-797-9964
RC RACEWAY & HOBBY SHOP	8735 LaVILLAGE	Waco	76712	254-666-8020
ROY'S HOBBY SHOP	1309 N. NORWOOD DR.	Hurst	76053	817-268-0210
SPEED RACERS HOBBY	816 S. SHERMAN	Richardson	75081	972-437-1779
T & T R/C CARS	3420 AVE K	Plano	75074	972-633-2470
THE RC HOBBY SHOP	13835 S.W. FREEWAY	Sugar Land	77478	281-265-4844
WINGS & THINGS	5307 50th ST. #B	Lubbock	79414	806-793-7777
WILD BILL'S HOBBY SHOP	535 E. SHADY GROVE	Irving	75060	972-438-9224
VICTORIA HOBBY SHOP	5211 JOHN STOCKBAUER DR.	Victoria	77904	361-575-4194
VICTORY R/C	11030 KINGSPOINT RD. #4B	Houston	77075	713-944-3278
UTAH				
DOUGLAS MODELS	7700 S. REDWOOD RD.	W Jordan	84084	801-255-1304
HOBBY HUT	1122 W. SUNSET BLVD. #1	St. George	84770	435-628-9350
SOME DUDE'S HOBBY SHOP	7946 S. STATE ST.	Midvale	84047	801-233-6565
HT'S RC'S	166 S. FORT LANE	Layton	84041	801-546-6959
VERMONT				
MIKES HOBBIES	162 NORTH MAIN ST.	Rutland	05701	802-775-0059
RC TOY BOX HOBBIES	2176 PORTLAND ST., #2	St. Johnsbury	05819	802-748-1030
VIRGINIA				
AWESOME RC & HOBBIES	261-106 GARRISONVILLE RD.	Stafford	22554	540-657-1314
BROWN BROTHERS HOBBIES	14300 SMOKETOWN RD.	Woodbridge	22192	703-492-7788
CROSSWORD HOBBIES & CRAFTS	1104 W. MAIN ST.	Salem	24153	540-387-3414
DRCW RACEWAY	2200 COMMERCE PARKWAY	Virginia Beach	23454	757-340-6681
DEBBIE'S R C WORLD INC.	1828 S. MILITARY HWY.	Chesapeake	23320	757-361-6681
HOBBYTOWN USA	4000 VIRGINIA BEACH BLVD. #196	Virginia Beach	23452	757-464-4140
HOBBY CORNER	7150 HULL ST.	Richmond	23235	804-276-4151
HOBBY HANGER SPDWAY	14014-D SULLYFIELD CIRCLE	Chantilly	20151	703-631-8820
OLDE TOWNE HOBBY SHOP	9105 CENTER ST.	Manassa	20110	703-369-1197
RC PRO RACING	7106 HAYES SHOPPING CT	Hayes	23072	804-642-1114
RICHIE RICH HOBBIES	153 NORTHUMBERLAND HWY.	Callao	22435	804-529-7773
RT MODEL & HOBBY SHOP	401 N MAIN ST.	Danville	24540	434-799-8536
RACEWORLD, INC	219 WEEMS LANE	Winchester	22601	540-723-8811
STREAM HOBBY SHOP	10015 JEFFERSON AVE.	Newport News	23605	757-591-0720
TSG HOBBIES	251 W. LEE HWY #691	Warrenton	20186	540-347-6590
WASHINGTON				
ATOMIC HOBBY	1175 N.W. GILMAN BLVD. #B-3	Issaquah	98027	425-391-8890
BUD CLARY MOTORSPORTS	1055 COMMERCE AVE.	Longview	98632	360-575-6840
BURIEN TOYOTA	15025 1ST AVE. SOUTH	Seattle	98148	206-243-0700
FANTASY WORLD HOBBIES	7901 S. HOSMER A-6	Tacoma	98408	253-473-6223
GALAXY HOBBY	19332 60th AVENUE W.	Lynnwood	98036	425-670-0454
HOBBY OUTLET	1700 MILE HILL DR. #100B	Port Orchard	98366	360-874-0971
HOBBYTOWN USA	16421 A CLEVELAND ST.	Redmond	98052	425-558-0312
MIKE'S R/C WORLD	2107 IRON ST.	Bellingham	98225	360-733-3662
MITCHELL RC HOBBIES	N. 4715 CRESTLINE #B	Spokane	99207	509-482-6188
NORTH WEST RC HOBBIES	E 5727 SPRAGUE AVE.	Spokane	99212	509-535-5062
NW NITRO RC HOBBIES	118 23rd. ST. SE	Puyallup	98372	253-841-4639
PARKADE HOBBIES	223 W. KENNEWICK AVE.	Kennewick	99336	509-838-2379
RAIN CITY RACEWAY	2006 196th STREET S.W. #119	Lynnwood	98036	425-776-8241
TACOMA R/C RACEWAY	4802 S. ADAMS ST.	Tacoma	98409	253-565-1935
THE CLOVERLEAF	4110 MAIN ST.	Union Gap	98903	509-453-8959
ULTIMATE HOBBIES	131 E. MAIN ST.	Auburn	98002	253-939-2515
WISCONSIN				
4 SEASON RECREATION	508 N. MAIN ST.	West Bend	53090	262-334-3545
ABC RC INC.	244 W. MAIN ST.	Waukesha	53186	262-542-1245
BRISTOL R/C HOBBIES	8671 198th AVE.	Bristol	53104	262-857-3400
CHIPPEWA RC HOBBY	33 W. SPRING ST.	Chippewa Falls	54729	715-723-4421
DIRT HEAVEN HOBBY & RACEWAY	6028 COUNTY RD. K	New Franken	54229	920-866-9096
DOCKTER'S HOBBY WORLD	402 WESTGATE MALL	Madison	53711	608-274-0024
FOCUS INC.	75 S. MAIN ST.	Fond Du Lac	54935	920-922-5999
FONDY HOBBY SUPPLY	171 S. MAIN ST.	Fond Du Lac	54935	920-923-6950
GALAXY SCIENCE & HOBBY CENTER	1607 N. RICHMOND ST.	Appleton	54911	920-730-9220
GREENFIELD NEWS & HOBBY	6815 W. LAYTON AVE.	Greenfield	53220	414-281-1800
HOBBY DEPOT	1524 E. SUMNER ST.	Hartford	53027	262-670-6242
HOBBY JUNCTION	1729 STEPHENSON ST.	Marinette	54143	715-732-6333
HOBBY TOWN USA	17115 BLUEMOUND RD. # C	Brookfield	53005	262-782-4332
HOBBY TOWN USA	2730 HERTIAGE DR.	Delafield	53018	262-646-5755
HOBBY CENTER	18177 GULF FREEWAY	Webster	77598	281-488-8697
HOBBYTOWN USA	807 OREGON ST	Oshkosh	54902	920-426-1840
HOBBYTOWN USA	2767 S. ONEIDA ST.	Green Bay	54303	920-490-9996
HOBBYTOWN USA	2700 W. COLLEGE AV. #18	Appleton	54914	920-733-5660
JOHN'S HOBBIES	54 N. MAIN ST.	Hartford	53027	262-673-7454
KDM HOBBY	803 BUSINESS HWY. 29 EAST	Abbotsford	54405	715-223-4414
PHIL'S HOBBY & CRAFTS	409 W. MAIN ST.	Wautoma	54982	920-787-7232
R/C PERFORMANCE & HOBBIES	4702 E. BROADWAY	Madison	53716	608-222-8846
ROAD RAGE HOBBY SPEEDWAY	1538 WESTERN AVE.	Green Bay	54303	920-405-5282
S&N'S TRACKSIDE HOBBIES	3635 N 124th ST.	Brookfield	53005	262-783-4699
THE HOBBY CONNECTION	503 S. GRAND AVE.	Rothschild	54474	715-355-4100
TOM'S HOBBIES & CRAFTS	442 S. ALBERT AV. #B	Reedsburg	53959	608-524-1569
WEST VIRGINIA				
DW REED HOBBY STOP	142 W. MAIN ST	Bridgeport	26330	304-842-2742
FULTON'S HOBBY SHOP INC.	3301 CHAPLINE ST.	Wheeling	26003	304-233-5355
DANVILLE HOBBY CENTER	33 COUNTRY CORNER CIRCLE	Danville	25053	304-369-1488
OUTLAW MOTORSPORTS	3833 EARL L CORE	Morgantown	26508	304-284-0480
HOBBYTOWN USA	67 NITRO MARKET PLACE	Charleston	25313	304-776-7259
WEST VIRGINIA HOBBY & CRAFT	PUTNAM VILLAGE SHOP CTR.	Teays	25569	304-757-6474
PUERTO RICO				
ED's HOBBY SHOP	PINO ST #H-36	Caguas	00726	787-460-2677
HI SPEED C. RACEWAY	422 SAN CALUDIO AVE.	San Juan	00926	787-283-0198
LA SORPRESA	2769 AVE MILITAR	Isabela	00662	787-872-2396
RACER'S HOBBY	873 SAN PATRICIO AVE.	San Juan	00921	787-783-9150
CANADA				
ELIMINATOR RC	11 MacDONALD AVE.	Winnipeg	Manitoba	R3B-0H8 204-947-2865
HOBBY GUYS	#1, 222-16 AVE. N.E.	CALGARY	Alberta	T2E 1J8 403-230-8821
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Kingman off-road track, 5737 Hwy. 66 Mpost 63 Kingman, 86401
Scottdale R/C Speedway, 3023 N. Scottsdale Rd., Scottsdale, 85251; (480) 945-2186
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Arkansas R/C Racing, 900 Arch St., Little Rock, 72202; (501) 454-0342, www.arkansasrc.com
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Hobby Chamber, 743 Boston Post Rd., West Haven, 06516; (203) 934-7317
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Farmer's Hobby & Raceway, 5006-3 E. Broadway, Tampa, 33619; (813) 248-3314
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Extreme RC, 202 Gilbert Rd., Evansdale, 50707; (319) 234-6000
Hobby Haven, 2575 86th St. Urbandale, 50322; (515) 276-8785
HobbyTown USA, 2737 16th Ave. SW, Cedar Rapids, 52404; (319) 364-3289
Outback Hobbies, 2014 South Saint Aubin St. Sioux City, IA 51106, (712) 276-7079 or (712) 253-0087
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RC Hobbies, Franum Creek, Milford Lake, (785) 238-1877
Route 66 R/C Raceway, Galena, 66739; (620) 783-5751

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Somerset Raceway, 188 Sycamore Dr., Bronston, 42518; (606) 561-4522 Halcomb@hyperaction.net
Coyete Hobbies, 218 N. Martin Luther King Blvd. Lexington, 40507; Danny Puchalsk: (859) 253-9330, www.coyetehobbies.com
Radio Control Wheels or Water, 1308 W. Shelby St. Suite 2 Falmouth 41040; (859) 654-1700 www.rcwow.com
Trio Hobbies & RC, 216 Redmar Plaza, Radcliff, 40160; (270) 351-7547

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Apex R/C Raceway, 9610 S Lebleu Rd. Lake Charles, 70607; (337) 598-4502
Baton Rouge Velodrome, 7122 Perkins Rd., Baton Rouge, 70815; (504) 665-5616

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Clay Bowl R/C Hobbies, P.O. Box 61, Greene, 04236; (207) 946-5003
R/C Speedway & Hobbies, 87 Main St., Fairfield, 04937; (207) 453-4588

MARYLAND

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HobbyTown USA, 6714d Ritchie Hwy. Glen Burnie, 21061; (410) 590-4950
The Track, 16806 Oakmont Ave., Gaithersburg, 20877; (301) 417-9630

MASSACHUSETTS

Hobbytown/RPM Raceway, 201 N. Quincy St.,Abington, (781) 857-2300
Megadrome Raceway, Rt. 8 Curran Hwy. North Adams, 01247; (413) 743-7223
R/C Excitement Inc. Hobbies & Raceway, 36 Harlow St., Worcester, 01605; Mike Gordan (508) 753-8676 www.rcexcitement.com

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Beyond Extreme Racing, 36159 Plymouth Rd., Livonia, 48150; (734) 513-7641 www.beyondextremeracing.com
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Dirt Burner Racing, 3295 Haggerty Rd. Commerce, 48390; (248) 926-1140
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Ray's Raceway Park, 105 3rd Ave. NE., Glenwood, 56334; (320) 634-5246
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Twin Cities Hobby & Raceway, 7577 Brooklyn Blvd. Brooklyn Park 55443; (763) 569-5069

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Patriot Racing, 5531 Fox Meadow Dr., Meridian, 39307; (601) 483-7000
Small Cars Unlimited, 820 Cooper Rd., Jackson, 398212; (601) 372-FAST

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Novelty R/C Raceways, 6th & Main Novelty, 63460; (660) 739-4530
St. Louis Dirt Burners, Marshal Road, Kirkwood, (314) 831-2194
St. Genevieve R/C Park, #1 Matthews Dr., St. Genevieve, 63670; (573-883-3758
Real Blue Vue Speedway, 12019 E. 47th St., Kansas City, 64133; (816) 358-0238
Real R/C Raceway, 24204 State Rte. 58, Pleasant Hill, 64080
R/C Race Place, 3500 E. Kearney St., Springfield, 65803; (417) 865-5545

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Goodyear Speedway, 4021 North 56th, Lincoln, 68510; (402) 464- 5172
Hobbytown USA Raceway, 220 N 66th Lincoln, 68505; (402) 434-5056 www.eastparkracing.com
Hobbytown USA Raceway, 1st & Cornhusker Lincoln, 68505; (402) 434-5057 www.eastparkracing.com
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Outer Limits R/C Raceway, 2365 Iron Ave. Sandy Valley, 89019; (702) 723-5243

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Xtreme RC, 846 Kinderkamack Rd. River Edge, 07661; (201) 599-0066 www.MyXtremeRc.com

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106 Race Park, 743 Clough Mill Rd. Pembroke 03275, (603) 224-7223 www.106racepark.com

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Carolina Outlaw R/C Racing, 411 Ruritain Park Rd. Stony Point, 28678; (704) 585-2996
Inside Line Performance Raceway 5678 US HWY 70 East Goldsboro, 27534; (919) 759-0095

NORTH DAKOTA

Wheels Wings-N-Hobbies, 1800 40th Ave. S.E., Mandan, 58554; (701) 667-7200

OKLAHOMA

Action RC Speedway, 3616 SE 59 Oklahoma City, 73135; (405) 670-7770 www.actionrc.com
Enid R/C Speedway, 1831 S. Van Buren, Enid, 73703; (580) 554-9400
R/C RacePlace, 3000 N. I-35 Service Rd., Oklahoma City, 73111; (405) 424-7777 www.rcraceplace.com

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Corcar-Low's, 1675 Georgesville Square Dr. (614) 870-7159, Columbus 43228; www.corecar.com Bill Stevenson
CRCRC, Franklin City Fairgrounds, 4100 Columbia St. Hilliard, 43026 www.crcrc.com (614) 262-4883
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RC Speedcenter, 2810 N. Pacific Hwy. Medford, 97501; (541) 779-8298 Betty Skelton www.rcaddiction.net

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Marshall's Hilltop Hobbies, RR4 Box 4265 PA Route 652 Honesdale 18431; (570) 729-7458
Moore Raceway, 810 Moore Rd. Washington, 15301; (724) 228-7291 www.mooreraceway@hotmail.com
Steel City Hobbies, 1155 Washington Pike # 38, Bridgeville, 15017; (412) 220-7515
Wiley's R/C Speedway & Hobby Shop, 560 East Camping Area Rd. Wellsville, 17365; (717) 292-5856 Hobby Shop, www.wileys-rc-speedway.4t.com, E-mail wiley_7@msn.com

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

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Carolina R/C Speedway, 4148 Calhoun Memorial Hwy., Easley, 29640; Craig Prahl, (864) 295-1209; www.carolinarc.com
Myrtle Beach R/C Park, 5976 Grace Lane, Myrtle Beach, 29577; Brad Smith, (843) 234-0096
The Grove Racing Center, 939 S. Anderson Rd., Rockhill, 29730; Mike Durham or Don Faris, (803) 327-4121
ORA Atomic Racing, 373 Boyd Pond Rd., Aiken, 29803; Bill Felak, (706) 855-0846 or (803) 642-0314
R/C Racing Connection Speedway 4375 Juniper Bay Rd. Conway, 29527; (843) 397-0124
Upstate Hobbies & R/C Racing, 101 Chesnee Hwy. Extension, Spartanburg, 29303; (864) 528-0828

TENNESSEE

Cookeville Raceway & Hobbies, 1641 E.Spring St., Cookeville, 38501; (931) 526-6017
HobbyTown USA, 206 B Cool Springs Blvd. # 205, Franklin, 37067; Bobby Mills, (615) 771-7441
W.O.W. Raceway, 59 Luray Rd., Beech Bluff, 38313; Kelly Bean, (901) 427-7874; windix60@pipeline.com
XS Speed, 5237 Hwy. 126, Blountville, 37617; (423) 323-1513
HobbyTown USA, 8901 Town & Country Circle Knoxville, 37923; (865) 690-6423
Intense Raceway, 2143 Payne Ave. Alcoa, 37701; (865) 379-8600 www.intenseraceway.com
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Discount Hobbies, 1722A West Anderson Loop, Austin, 78757; Tony Bermudex, (512) 458-2324
Drycreek Raceway, 2518 I 30-W Greenville, 75402;Micky Alphin, 903-527-5381, web.pulse.net/drycreek email: dycreek@pulse.net
Fastrak Hobbies, 13318 Wallisville Rd. Houston, 77049; (713) 330-9500
Hobbycraft Speedway, 819 N. Main St., Corsicana, 75110; Keith Hoffman (903) 872-6761
HobbyTown USA, 1201 Austin HWY. #102, San Antonio, 78209; Joe Sena, or Clark Baisdon, (210) 829-8697
Indy R/C World, 2020 Saturn Rd., Garland, 75041; (972) 271-4844
Issac's Race Track, 18177 Gulf Frwy., Webster, 77598; Issac Ben-Ezra, (281) 488-8697
J.S. Bodies Hobby Shop & Raceway, 980 S. 4th St. Beaumont, 77701; (409) 813-1434
Lunatic Hobbies, 1631 Hwy. 6 South Houston 77077; (281) 496-1200 www.lunatichobbies.com
Reflex R/C, 1106C Witte Rd., Houston, 77055; Jorge Tabush or Terry Schmid, (713) 464-4458
Rio Grande Valley Gears R/C Track, 400 Wichita, Harlingen, 78550; (956) 686-6521 www.oneallspecialtyhobbies.com
Texas Speedway, 6703 Chimney Rock Bellaire, 77401; (713) 661-7137 www.mmhobby.com
T-N-T R/C Cars, 3420 Ave. K Suite 154, Plano, 75074; (972) 633-2470 (972) 238-0965 Joe Sullivan San Antonio, 78222; (210) 645-1050
Speed Racer's Hobby, 816 South Sherman St. Richardson, 75081; (972) 437-1779

UTAH

Spooky's R/C Raceway, 362 South 671 West Pleasant Grove, 84062; (801) 796-0992

VIRGINIA

Star/Car Raceway, Debbie's R/C World, 2200 Commerce Parkway, Virginia Beach, 23454; (757) 340-6681
Dirtona, 515 Front Ave. Salem, VA 24153; Steve Cooper (540) 387-3044
Linville Hobbies Raceway, 7065 Wengers Mill Rd. Linville, 22834; (540) 833-2222 www.linville-hobbies.com
Roanoke Race Club 5080 Stable Rd. Roanoke, 24014; (540) 989-4529 www.roanokeraceclub.com
RC Pro Racing, 7106 Hayes Shopping Ct., Hayes, (804) 642-1114
Shamroc Raceway, 106 Cheviot Pl., Stephens City, 22655; Scott Janow, (540) 869-3551

WASHINGTON

Alfie's, 108 South K St., Aberdeen, 98520; (360) 533-6638
A-Main Raceway, 14011 NE 3rd Ct., Vancouver, 98685; Monty Coleman, (360) 571-8404
Burien Toyota R/C, 15025 1st Ave. South, Seattle, 98148; Ray Meek, (800) 654-6456
Cedardale Raceway, 16733 Cedardale Rd., Mount Vernon, 98273; Joe Madonia, (360) 659-0072; getchell@halcyon.com
Four Season R/C Racing, 2941 Sleater Kinney Rd. NE Olympia, 98506; Gary Brown (360) 491-2430
Hobbytown USA, 9324 North Division., Spokane, 99218; (509) 465-3267
HobbyTown USA Lynnwood, 18500 33rd Ave W Lynnwood, 98037; (425) 774-0819
Mike's R/C World, 2107 Iron ST., Bellingham, 98225; (360) 733-3662
Northwest RC Hobbies & Indoor Raceway, 5727 E. Sprague Ave., Spokane, 99212; (509) 535-5062
Performance R/C, 320 East Fairhaven Ave., Burlington, 98233; (360) 755-9464
Rain City Raceway, 2006 196th St. S.W #119, Lynnwood, 98036; Debbie Cartwright (425) 776-8241 www.raincityraceway.com
Redmond Hobbies, 16260 Redmond Way Redmond, 98052; (425) 885-3639 www.redmondhobbies.com
Tacoma R/C Raceway, 4802 S. Adams St., Tacoma, 98409; Scott Brown (253) 565-1935

WEST VIRGINIA

Burr-Fab Raceway, 90 Davis St., West Union, 26456; Mark Travis, (304) 873-2487
Fulton's R/C Raceway, 3301 Chapline St., Wheeling, 26003; James Fulton (304) 233-5355
WVRCA R/C Club, 142 West Main, Bridgeport, 26330; D.W. Weed

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ABC R/C Inc., 244 West Main St. Waukesha, 53186; (262) 542-1245 www.abcrchobby.com
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Johns Hobbies, 54 N. Main St., Hartford, 53027; (262) 673-7454 www.explorewisconsin.com
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Tom's Hobbies & Crafts, 442 S. Albert Ave., Unit B Reedsburg, 53959; (608) 524-1569
S&N's Trackside Hobbies and Raceway, 6405 N. Green Bay Ave., Milwaukee, 53209; Scott Ernst, (414) 351-1910
Road Rage Hobby Speedway, 1538 Western Aven., Green Bay, 54303; (920) 405-5282 e-mail: www.roadragehobbyspeedway.com

WYOMING

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

CANADA

Canada, GPMRA (Grande Prairie Model Racers Association) Grande Prairie, Alberta 450 De LaGrande Ligne St. Paul D' Abbotsford Quebec, (450) 776-3730
Circuit Teleguide Off Rd. Granby, 450 De LaGrande Ligne St. Paul D' Abbotsford Quebec, (450) 776-3730
Mid-Canada R/C Auto Racing, Winnipeg, Manitoba, (204) 444-4230 www.midcanada rcautoracing.com; email: midcanadarc@mts.net
Nitro Extreme R/C Park, Blackfoot MX PK Calgary, Alberta, www.nitroextreme.com, e-mail: information@nitroextreme.com
R/C Speedway Niagra, 253 East West Line, Niagra on the Lake, Ont, Canada Los 1JO

FOREIGN

Kuwait - Udairi Speedway, Camp Udairi, Kawait, email: irispeedway@yahoo.com
Australia-Bunbury On Road Radio Control Car Club, Hay Park, Bunbury Western Australia, Phone Norbert on 9725 8177 home.iprimus.com.au/jlindroth/borrccc/main page.html

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Have your track added to our list in R/C CAR Track Directory. E-mail: brianm@hi-torque.com, or mail to: Hi-Torque Publishing 25233 Anza Dr. Valencia, CA 91355

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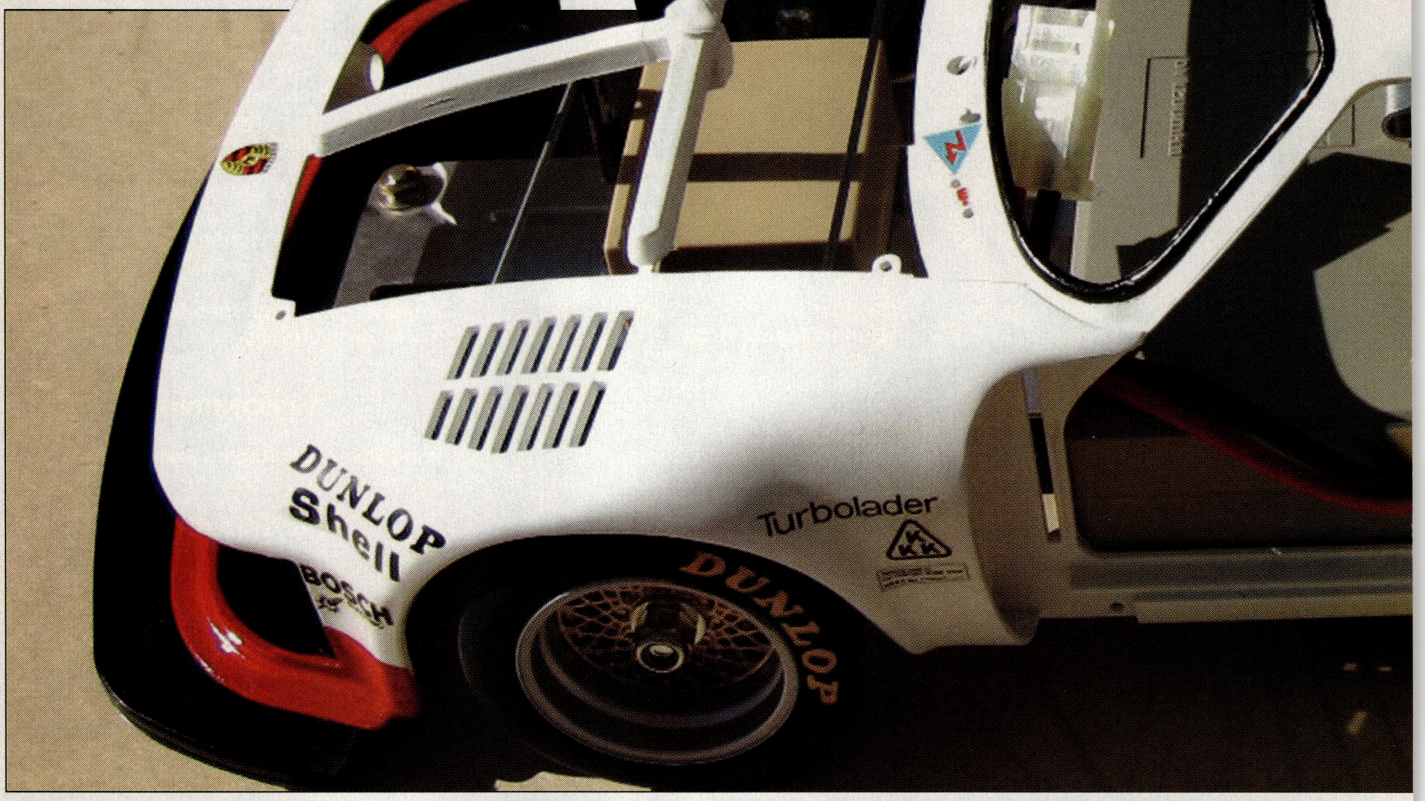
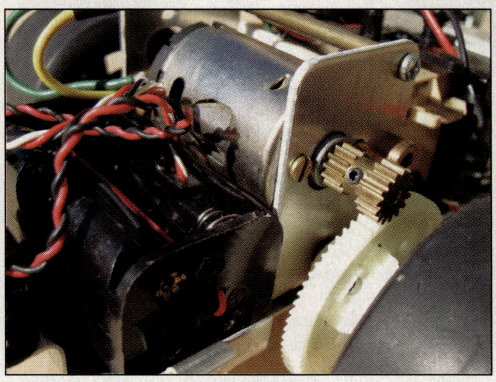


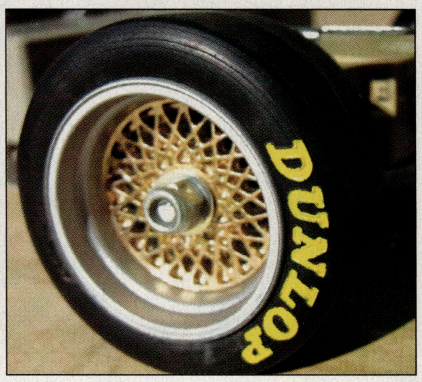
TAMIYA PORSCHE 935

In August of 1977, Tamiya released its second R/C car to the world. The Porsche 935 attracted many newcomers to the hobby with its classic Le Mans styling and Martini livery. Keeping with basically the same chassis design as the first model (Porsche 934), Tamiya made some worthwhile alterations. The speed control and gearbox both came in for attention. Gone was the four-cell battery box, replaced with the cradle to hold the new six-volt rechargeable battery.

By today's standards, the 935 is no technical jewel at all. There were no bearings to speak of in the front wheels, the chassis was a piece of alloy plate, and the car was powered by the tiny 380 sized motor. Despite the lack of all the modern day technologies we have become accustomed to, one cannot help but admire the car.

You see, even with only their second model, Tamiya was laying the foundations for what they were to be famous for throughout the world. No one could match Tamiya's amazing scale detail. In fact, the 935, like its brother the 934, had bodies taken straight from the static model kits with only minor modifications to allow for mounting to the R/C chassis.

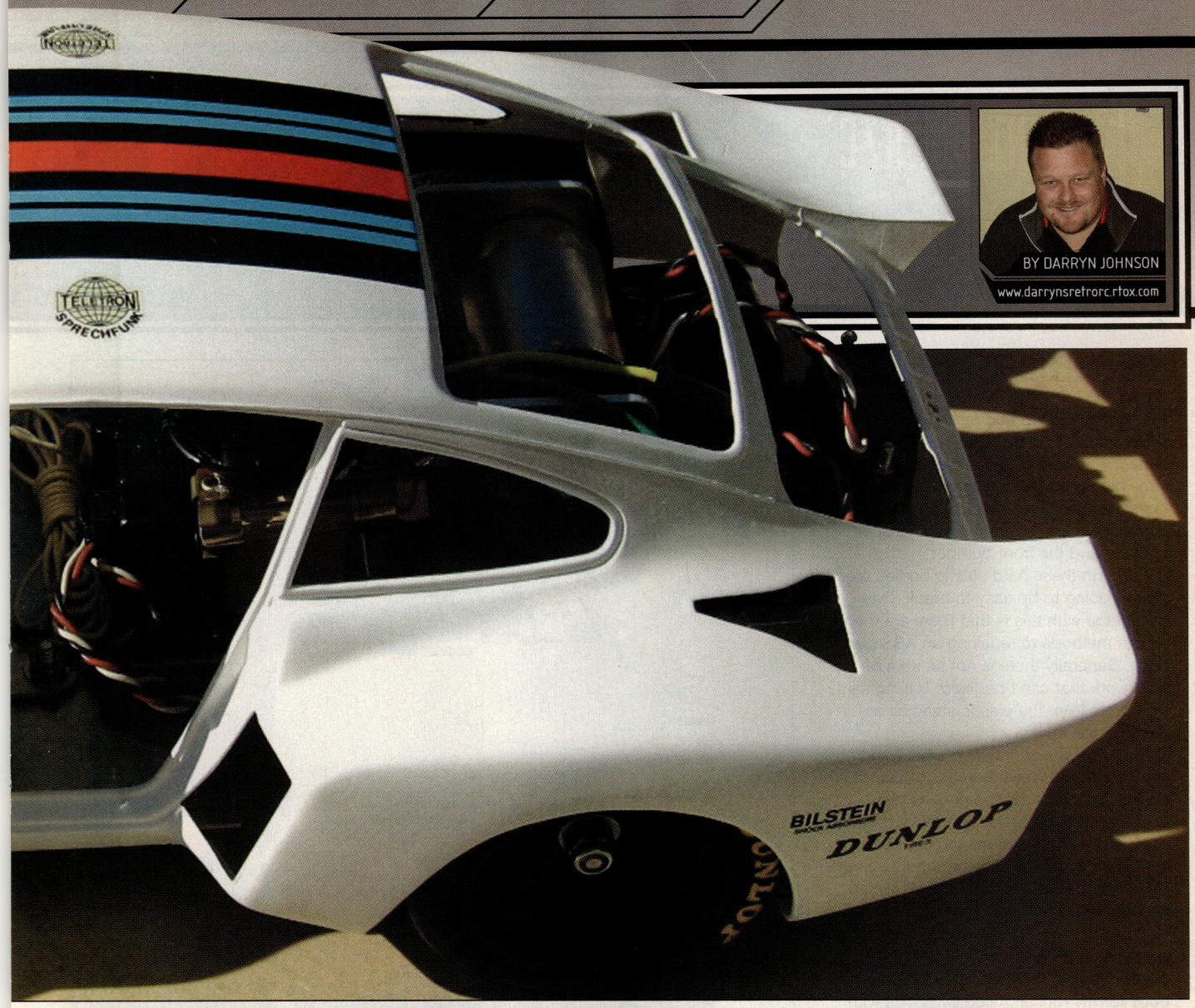




PORSCHE: THERE IS NO SUBSTITUTE!

The body is certainly the most attractive part of this car. With a car the likes of the 935 from which to model, it would be hard not to get a great looking kit! A popular way for enthusiasts to replace their old and damaged R/C bodies for restoration is with a new one from the static model kit of the same model. Tamiya did make some changes from the static kit for use in the R/C kit version, but they are minor.

The model kit used clear window "glass," while the R/C version's windows had a slight tint. Extra holes were located at the bottom of the molding of the R/C body to allow the mounting system used on the R/C

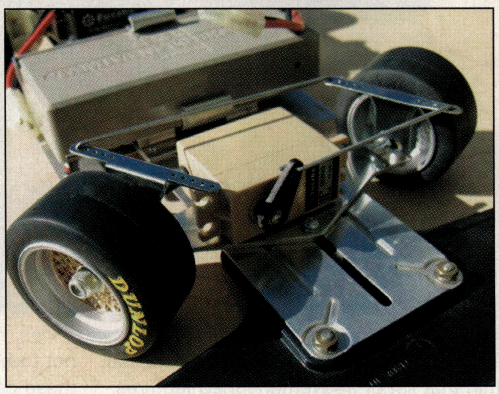


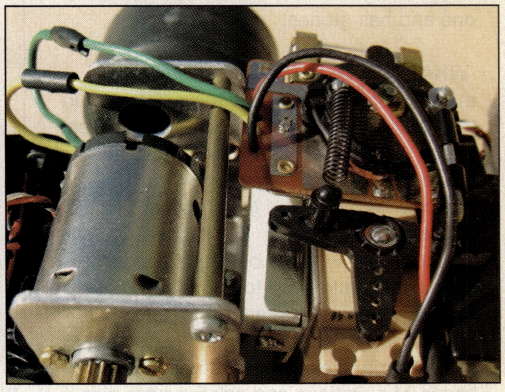
BY DARRYN JOHNSON
www.darrynsretrorc.rtox.com

car. The R/C body obviously came with a driver figure, while the static kit had no driver figure. The air dams on the static kit have a mesh, while the R/C version has a molded inset. Obviously the static version does not include the body mounts or antenna mount.

Now that we have had a look at the kit's most redeeming feature, some other points of interest with the R/C version might be pertinent to mention. The tires in the static kit are the same as the ones used in the R/C version! The wheels are different, however, to allow for the fitting to the axles, etc. I am not sure, to be honest, on exactly how long the tires last, although I am fairly certain that they would not stand up to much abuse.

I have driven the 934 and 935 cars only briefly—way back in the day—and can honestly say that while the turn of speed was still pretty reasonable, they were not great handling cars when compared to more race-oriented chassis. That being said, Tamiya was not about racing then, just making great looking R/C models.

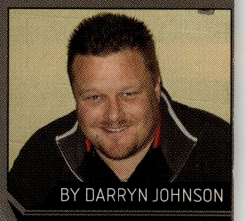




There were some more redeeming features in the 935:

- Planetary geared differential
- Variable speed forward and reverse speed control
- Realistic rubber tires
- Direct drive straight from the motor pinion to the diff gear

I recently saw video of one of these cars running with a 7.2v battery, and boy, did it scoot! It looked like it was a handful on the turns; however, it was great to see this car running. It looked very realistic at lower speeds. I think that is the thing with these early cars from Tamiya: we become lost in the romance of seeing almost perfect scale cars with the potential to run at a reasonable speed.



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www.darrynsretrorc.com

COLLECTIBLE QUOTIENT

WHAT TO LOOK FOR—By far and away the hardest part to find for the 935 is the driver figure. Find that and you will almost certainly be able to purchase most of the remaining parts—or at least find good used ones—for your project. Other items that are commonly missing are the original speed controls and the front bumper.

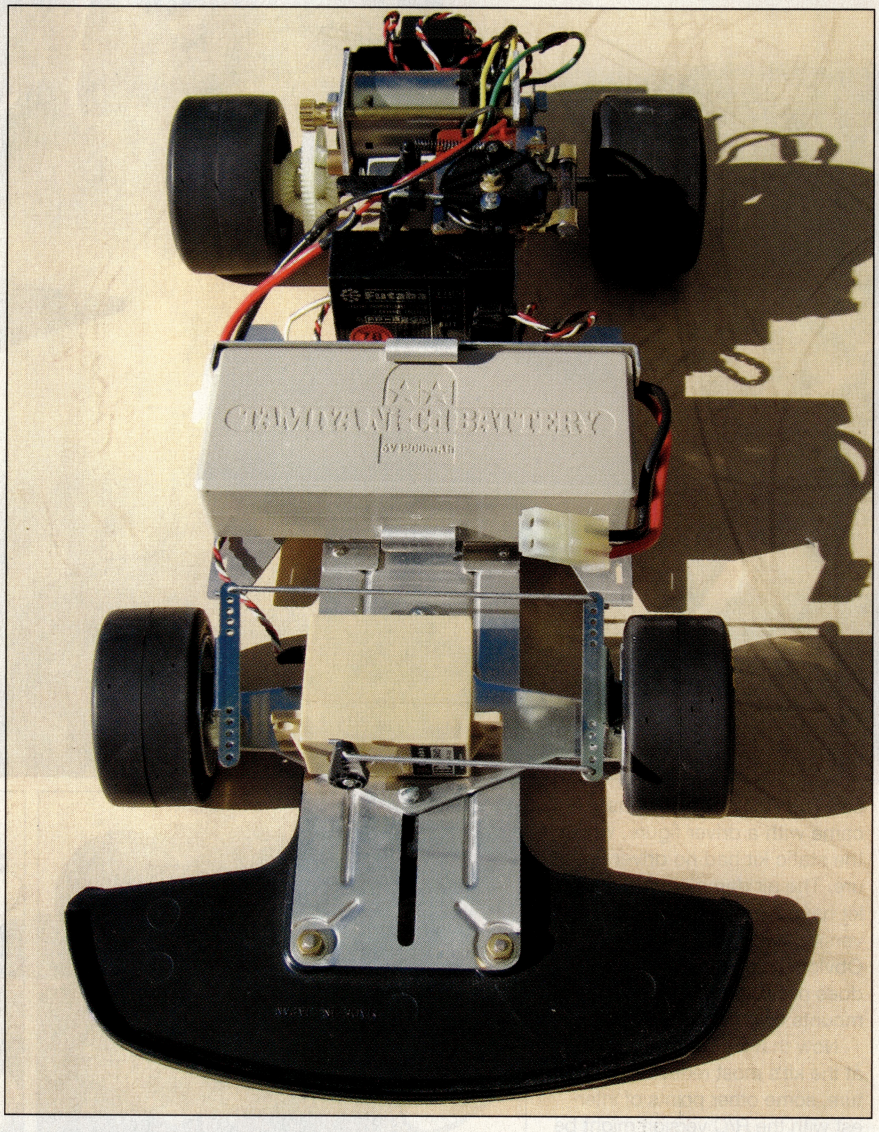
Parts on these hard plastic bodies are always going to be easy to break. One advantage with this is that there are many simple methods to repairing an ABS plastic body. Generally there is not an item of bodywork that can't be fixed. Having said this, parts from the plastic static kit are there for the taking.

If you get the chance, do what I and others have done: I have purchased two of the static kits (the re-release price is very good). I have one being built for a "runner" shell for the R/C version, and one for keeps. In my display cabinet I will have the R/C version with original body displayed, and alongside this I will have the rest of the static kit with all the awesome engine and suspension detail showing - pretty cool display, I think! I will still have the spare body for my runner. Killed two birds with one and half stones!

WHAT IT'S WORTH—NIB examples of this kit have reached over the $750 mark in the past. It is getting to hard to pick current prices, as the market is very up and down at the moment. For a good new-built example with box and instructions, I would expect at least $400 to be reached.

Like so many times before, a used example is entirely up to you. I have seen horrible half-trashed cars go for less than $50, while I have seen nice ones go for $300. Same rules as always apply: ask heaps of questions and ask for extra pics if something is concerning you.

A couple of years ago I actually watched a driver figure for the 935 go for over $120! Please try and make sure that you get a car with one in it. Another point to look for when buying a 935 is that the glass on the windows of the car is tinted; if it isn't, you can bet that the body is from the plastic kit. Only a serious collector will really bother with this fact; however, it is worth mentioning.



While there is nothing particularly special within that list of abovementioned features, it is the marriage of all the features, including the body, that makes the car so attractive to the collector of R/C or even a full-size race car enthusiast.

CONCLUSION

Most people with these early cars from Tamiya also have a passion for the full scale racecars of the period. Tamiya captured the scale, passion and thrill of this beast of a car. One would be hard pressed not to be impressed by the look of one of these cars sitting still—let alone moving at a rate of knots.

Yes, these early ABS bodied racecars really do appeal to me—and many others. Some of my most viewed cars on *ww.tamiyaclub.com* are the 934 and 935. This goes to show that R/C cars don't have to be high tech to appeal to the mass public. The car looks every bit as good sitting still as it does touring around the track. Get one if you can—you won't regret it.

Cheers, till next month.

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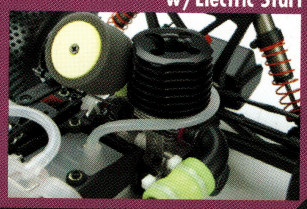

The new, more powerful rear exhaust Mach .15 starts with the push of a button using the included Spin-Start electric starter.

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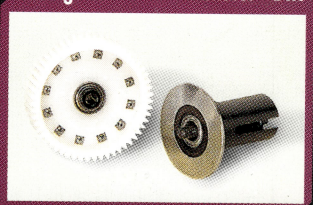

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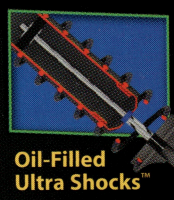

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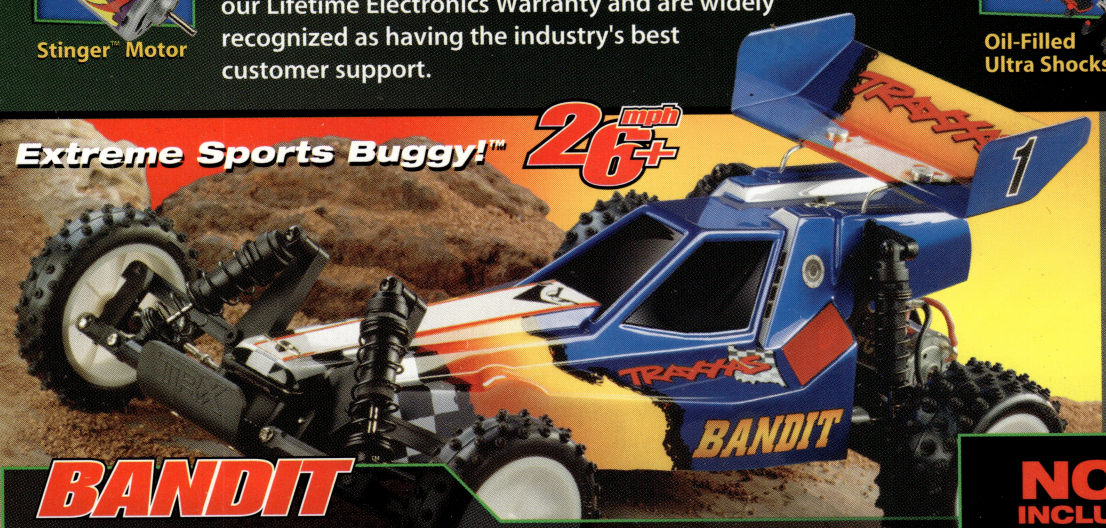

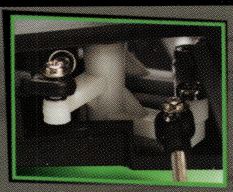

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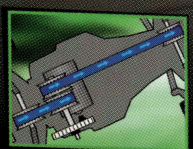

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