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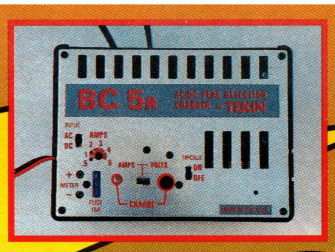

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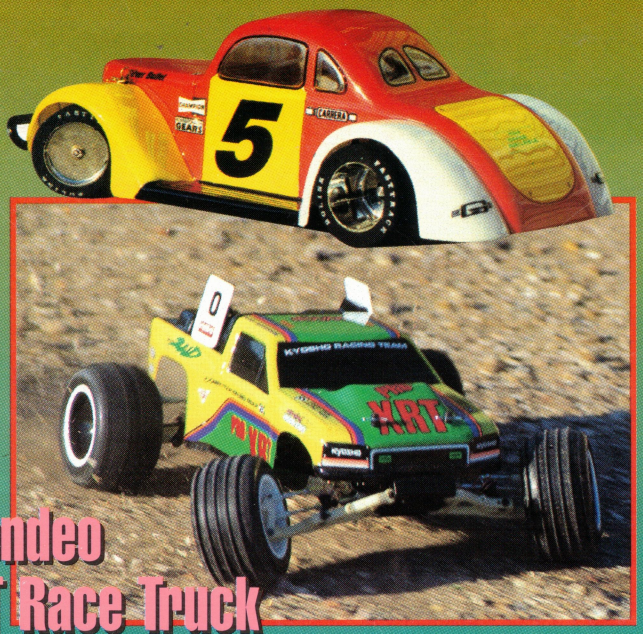

Inside Look
Kent Clausen's
HPI F1 Racer

Reviews
Tamiya's Ford Mondeo
Kyosho's Pro-XRT Race Truck
Bolink's Fun Legends Racer





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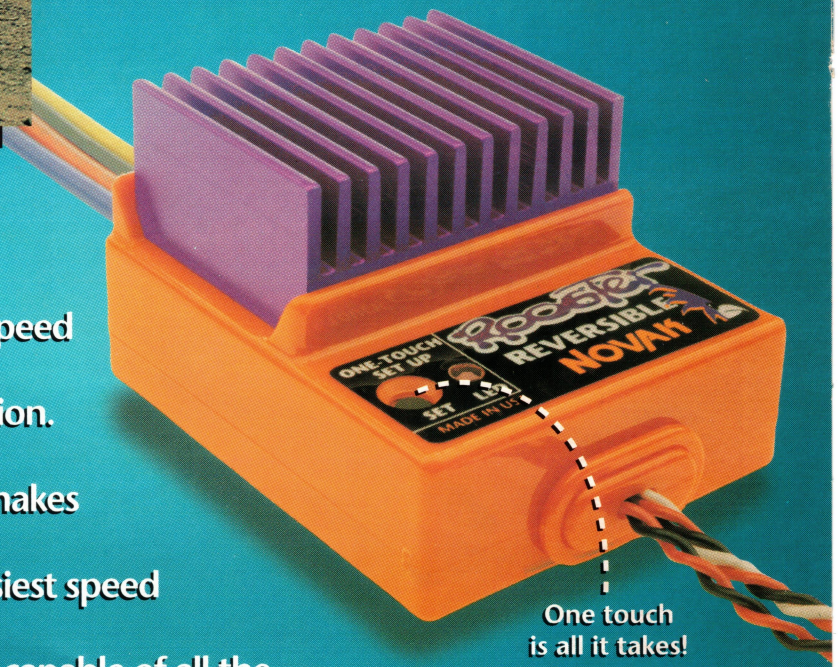

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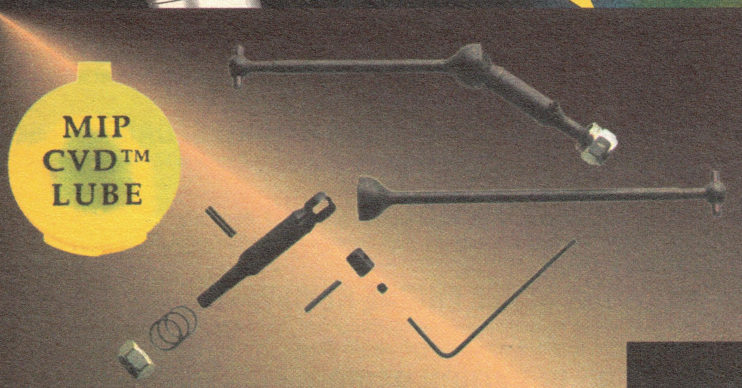

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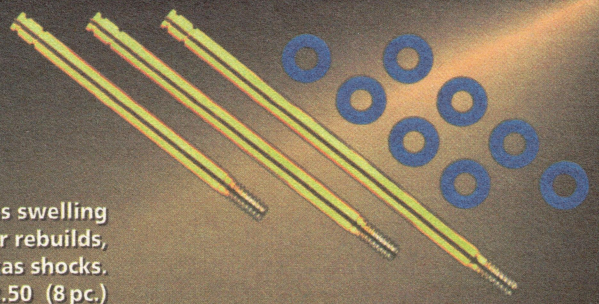

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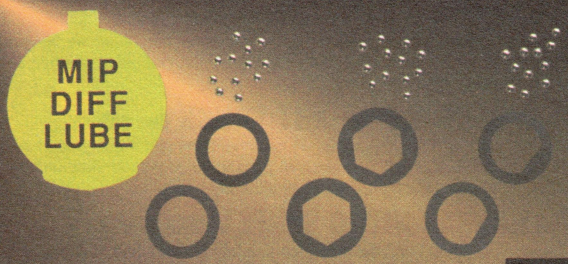

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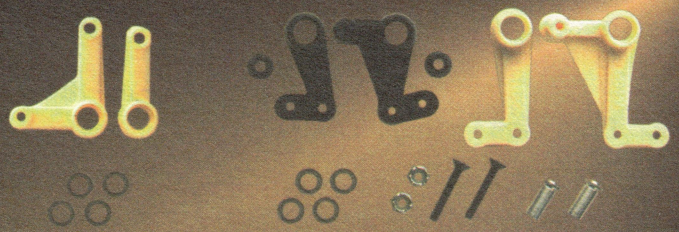

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RADIO CONTROL MODEL CARS

MAY 1995 VOLUME 10 NUMBER 8

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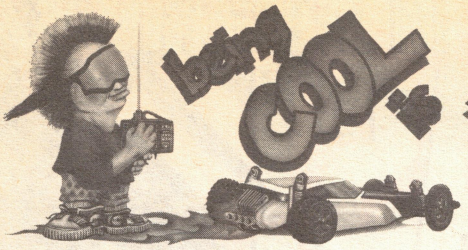

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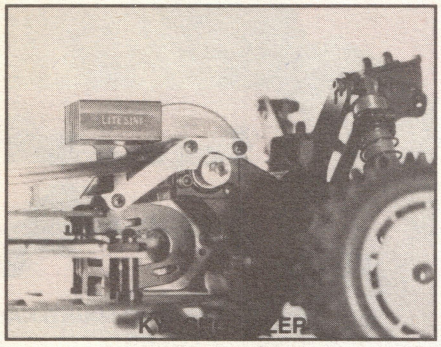

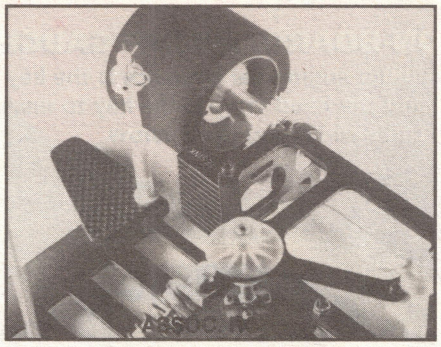

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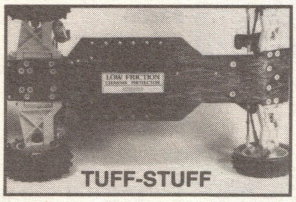

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Heavy-duty drum brakes		▶
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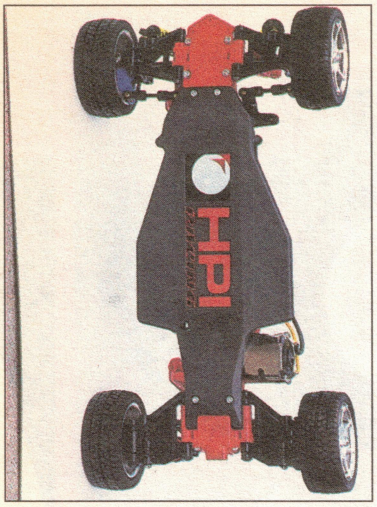
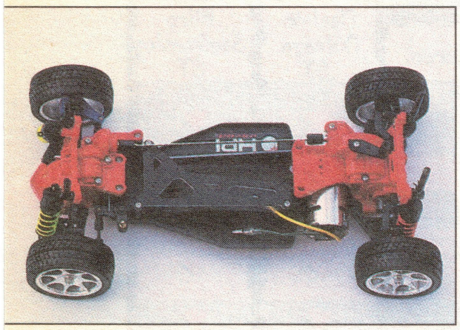
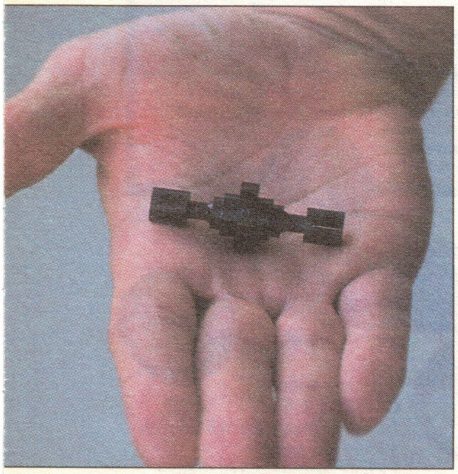




HPI's TOURING CAR CHASSIS

Here are the first photos of HPI's most excellent 4WD touring car chassis. Taking a cue from Tamiya, HPI has come up with a new, improved version of the 4WD touring car chassis that has become popular on parking lot circuits around the country. The new 4WD chassis is made of carbon fiber/nylon, with a new design that puts the battery pack in the center of the chassis for better balance and handling. The usual Tamiya parts will fit this chassis. Note the seven-spoke satin chrome wheels and super-radial tires. They're both brand new from HPI. The tires are said to hold up well on asphalt parking lot tracks with excellent traction. Talk to the folks at HPI for more info on their great 4WD touring car parts, F1 kit and parts and other 1/10-scale accessories. HPI, 22600-C Lambert St., Ste. 904, El Toro, California 92630. (714) 837-3250.

This mighty tiny is a new HPI front one-way diff, made to fit the Tamiya 4WD series of cars. It's cool!





BIG BOY SWEEP

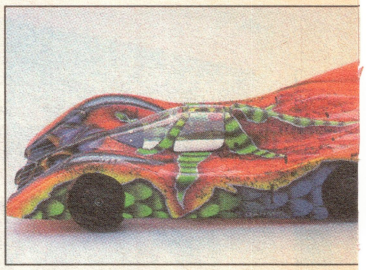
Brian Kinwald won every modified 2WD national race in '94, racing his XX and XXT car and truck. Most recently, Kinwald finished second to Greg Hodapp at the '95 Reedy Race of Champions, held at M&M Hobbies in Norco, California. Hodapp won the overall title, including the 2WD and 4WD divisions.

TAMIYA IN TEXAS

The tenth edition of the Tamiya RC Championship Series was held in cool conditions at Hobbytown USA in Dallas, Texas, where Scottie Barrera won the F1 Modified class, and Neal Sartor took the F1 Stock title. Modified Sedan honors went to Dave Cole, while in Stock Sedan, Jim Scott was the victor. GTP class was won by Barry Cochrane, and the 4x4 Racing Truck trophy went to Dave Cole. Concours trophies went to Scott Windsor in F1, Steve Nichols in Sedan and GTP was won by Ed Terrell.

PHANTASTIC PHANTOM

Here's a cool prowler: Under this chopped body lurks a stock Tamiya Formula One open-wheel chassis, ready to rumble. The body is Dahm's new Phantom, designed to be a perfect fit for the Tamiya chassis. The paint job is another masterful execution by Fred Moore, of Vancouver, Washington. Fred was featured in our "Hot Paint" series on expert body painters, and will paint a body for you, too. Contact him at (206) 253-9741. To get hold of a Dahm's body, write or call: Dahm's Racing Bodies, Box 360, Cotati, California 94931. (707) 792-1316.

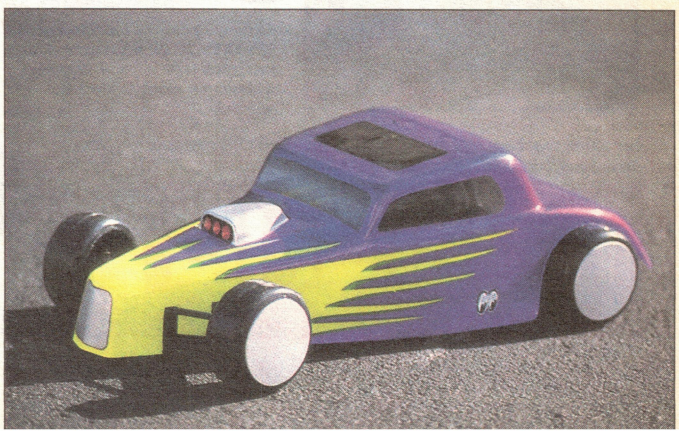


SNEAK PREVIEW

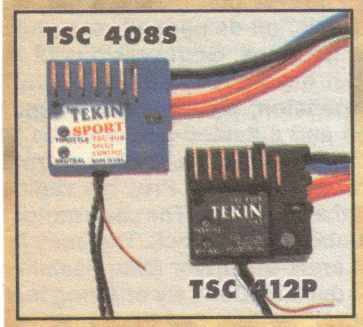
Here's a quick look at the latest from Ohio's answer to Picasso—Jason Belton, a prolific Hot Body painter who turns out stunningly original paint jobs without peer. Watch for more of Belton's Beauties, coming up soon, right here in *RCMC*.

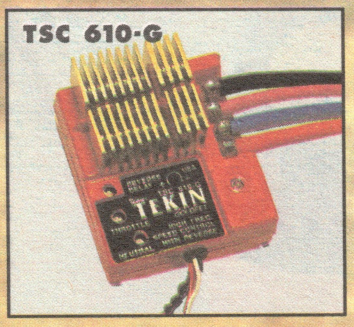
EDELBROCK'S Q-SCALE SOURCE

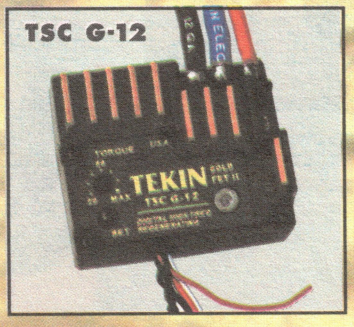
Quarter-scale enthusiast and entrepreneur Jack Bowen, of 304 Woodlyn Way, Algona, Iowa 50511 (515) 295-9686, has purchased the entire inventory of Ed Edelbrock's quarter-scale business, and is offering Q-scale sprint cars, parts and service—and Kawasaki 22cc Q-scale motors for only $120. Send an SASE to Jack for a list of his kits and available parts and service. And if you're in Algona, drop by their own public 292-foot RC oval track. •

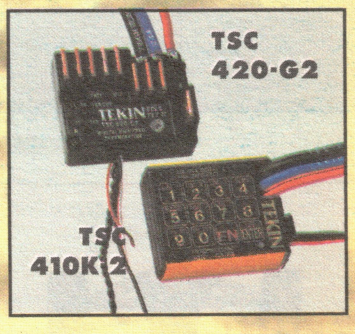


SPEED CONTROL









DRIVING FUN

408 Sport & 412P SpeedStar replace servo, wiper, resistor, receiver battery, and most original wiring with one simple, compact, efficient, durable, and reliable unit. Smooth proportional throttle control from a slow crawl, to wide open. Powerful adjustable braking. Genuine high-frequency operation gives you 25% more run-time, plus your motors last much longer.

SpeedStar model also features MegaFET transistors for extra power with hot modified motors.

REVERSE ACTION

The top-of-the-line reversing speed control is the 610-G. With a resistance of just .00187 x 2 Ohm, the 610-G is *twice* as potent as it's closest competition. This means it keeps its cool, so it can power 11 turn modifieds or even dual mild modifieds, without shutting down. Use it for heavy duty reverse power, and get ready for some real action!

Also available January 1995: All-new Entry-Level reversing model with an outstanding price / performance ratio.

COMPETITIVE ADVANTAGE

The P-12 and G-12 are our newest, latest models. They are the descendents of the P2 and G2, and add Tekin's new "QuickTune" electronic setup.

The P-12 and G-12 make use of the best newest components available, as well as exclusive new advanced designs, to pump out full power, with precise control, under extreme conditions.

We build them with new Low-Profile heatsinks, Replaceable wires, Super-Low voltage drops, High Power 5 Amp BEC's for truck and high speed servos, Higher 3500+ Hertz operation for an extra 15 to 20 seconds run-time, the Highest MosFET amp ratings, etc...

CHAMPION RACING

The new 410K, series 2, takes pushbutton control to the max! Built-in keypad allows three settable torque ranges, advanced brake rate setup, new External on/off switch, and more.

420-G2 is the 105 MPH speed control. Use it for extreme high power, drag racing, insane runs, etc. It handles up to 20 cells, and runs dual modified motors.

411-G2 (not shown) delivers performance approaching the G-12, but with simple manual radio adjustments. Loaded with exclusive advanced circuitry. Built in motor diode, Test Point, 5 Amp B.E.C., .00125 Ohm resistance, and 350 Amps of power.

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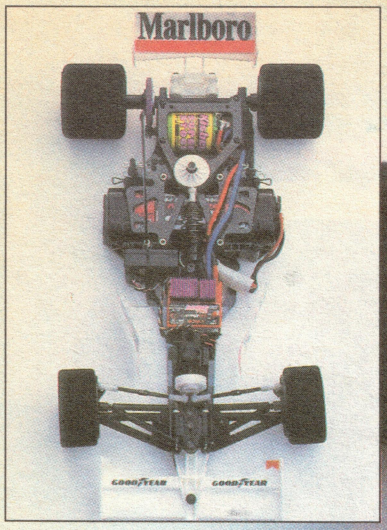

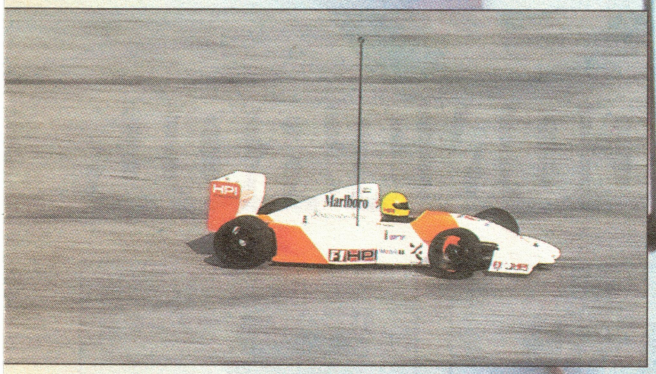

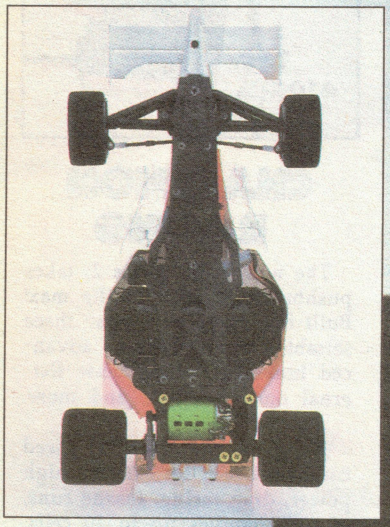

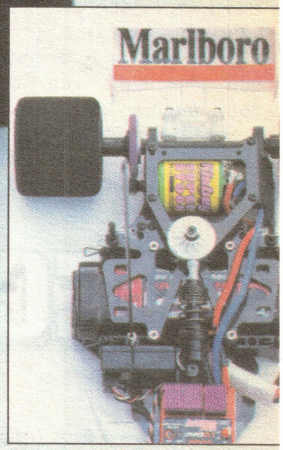

A WINNING FORMULA:

KENT CLAUSEN'S McLaren F1 Racer

This is the latest from HPI Racing: 1/10-scale, high-performance Formula One kit with some excellent graphite parts. The car pictured here is Kent Clausen's personal racer, the one he runs at parking lot events in Southern California. Though the kit is available in fiberglass or graphite, Kent's car has the graphite chassis and rear pod plates, a graphite diff axle, oil-dampened rear shocks and bearings. Both versions of the F1 kit have a fully adjustable front suspension, pivoting rear suspension and a limited-slip diff with 64 pitch gears. Kent's speed control is a Novak Hammer Pro; his radio is Futaba 1024 PCM. The car's motor is a Kisbey Super Stock. The body is McLaren, the driver Mika Haakinen. The decals? Don't try ordering them from HPI—Kent had them made especially for his own use.

For more information on the F1 kit contact HPI, 22600-C Lambert St., Suite 904, El Toro, California 92630, (714) 837-3250.•

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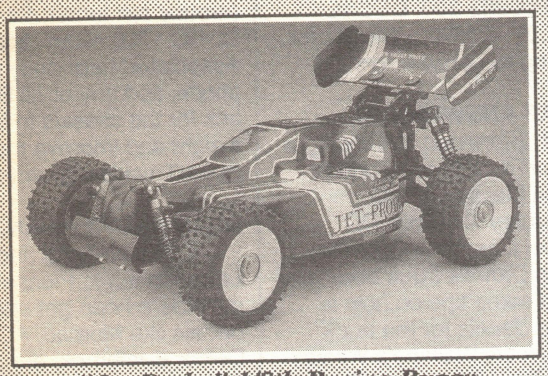
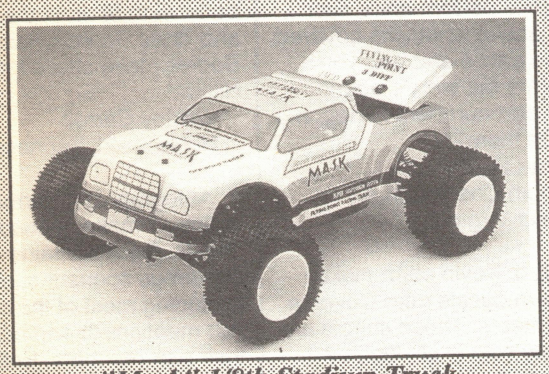


"Jet-Probe" 1/8th Racing Buggy



"Mask" 1/8th Stadium Truck



"Magic Climber" 1/8th Monster Truck

Features:	Jet Probe	Mask Truck	Magic Climber
Good Parts Availability	X	X	X
Four Wheel Shaft Drive	X	X	X
.21 Nitro-Powered	X	X	X
3-Diff. Planetary Style	X	X	N/A
2-Diff. w/Central Transmission	N/A	N/A	X
Steel Planet/Satellite Gears	X	X	X
Steel Bevel Gears	X	Opt.	X
Steel Main Gears	X	Opt.	X
Steel Pinion Gears	X	X	X
All Steel Dogbones	X	X	X
Front Universal Halfshafts	X	X	X
All Precision Ball Bearings	X	X	X
Hi-Capacity Adjustable Shocks	X(1)	X	X
Offroad Muffler Included	X	X	X
Double Filtered Fueltank	X	X	X
Non-Distorting Race Rims	X	X	X
Heavy Duty Disc Brakes	X	X	X
Front & Rear Dual Brakes	X	X	N/A
Brake Neutral Auto-Return	X	X	N/A
Duraluminum Race Chassis	X(1)	X	N/A
Extra-Heavy Duty Chassis	N/A	N/A	X
Duraluminum Upper Pate	X(1)	X	N/A
Quick Maintenance Diff.	X	X	N/A
3-Piece Racing Clutch	X	X	X
Double Ball Bearing Clutch	X	X	X
Light Weight Race Flywheel	X	X	X
Body/Wing or Body Included	X	X	Body
Heavy Duty Race Tires	X	X	X
Foam Tire Inserts	X	X	Opt.
Front Anti-Roll Bar	X	N/A	N/A
Rear Anti-Roll Bar	X	N/A	X
Waterproof Batt/Receiver Box	X	N/A	N/A
Adjustable Rear Wing	X	X	N/A
Adjustable Toe and Caster	X	X	Toe
Adjustable Camber	X	X	N/A
Heavy Duty Upper Arms	X	X	X
Heavy Duty Lower Arms	X	X	X
Steel Bushing Diff Case (2)	X	X	N/A
Torsen Differentials Optional	X	X	N/A
Arch Lower Rear Arms (3)	X	X	N/A
Competitively Priced? (4)	Yes	Yes	Yes

(1) Jet Probe has Anodized Shocks, Chassis & Upper Plate.
(2) Steel Bushing Diff Case Is More Durable than Alloy Case.
(3) Arch Design is for Strength and Smooth Jumping.
(4) We invite you to Compare Flying Point's many Features Verses Price to any other Gas Car Kits on the Market!

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Answerman

DEAR ANSWERMAN,

I'm thirteen, and over the past three years I have built four RC cars including an Associated RC10CE and RC10T. For my birthday I'm planning on getting with a gas vehicle. Can you recommend a good quality, easy to maintain, low-cost gas truck? Can you also tell me of any offroad tracks in the Charlotte area? By the way, great magazine!

Brad Shaw
Charlotte, North Carolina

A. Well Brad, since you've already had experience with several kits, here are my suggestions; first, if you still have your 10T, you can convert it using kits sold by Duratrax, distributed by Great Planes, A-Main Racing Products and Dudgeon Racing to a gas truck, or purchase an Associated gas truck kit. With your experience on the RC10 and 10T, you'll have no problem with assembly. As a bonus, you'll have some parts exchangability with the new truck and your present Associated vehicles. As for low maintenance, all gas RC cars require regular cleaning and servicing to remain in tip-top shape. As for offroad tracks near you, I found two good sources to check: C.O.R.R., 166 Griffen St., Stanley, North Carolina 28164 (704) 827-7741 or (704) 435-2992, and C&H Raceway, 1400 North Cannon Blvd., Kannapolis, North Carolina 28083 (704) 933-5321. Another avenue would be to contact the ROAR director for your area at (912) 748-4414—he may have some additional tracks for you to try.

DEAR ANSWERMAN,

I'd like to know if buying a 4WD gas Cobra buggy would be a good idea for a first RC car. I still don't have a car and would like to know what you think.

Tony Ramal
McAllen, Texas

A. Tony, in your previous letter (Nov. '94) you asked about the Raider truck and Ultima Electric buggy vehicles from Kyosho. The only 4WD gas Cobra I could locate is a tenth-scale unit manufactured by OFNA. If you have either a friend or a good local hobby dealer who can help you with the Cobra, I'd consider purchasing the gas car kit. But if you're going to be doing the setup yourself, stick with one of the Kyosho cars as a first-time RC car.

DEAR ANSWERMAN,

I recently was given free of charge what looks to be a complete Cox RC Indy Car. Unfortunately, I didn't get any of the paperwork, decals, or the box the car came in from the factory. Can you give me some basic information on the car and or where I can get a radio system for the Cox RC car?

John Schoettner
Phoenix, Arizona

A: John, the Cox gas Indy car you have is a 1/12-scale onroad pancar. It comes with an .049 Cox glow engine with throttle control, 1.5-ounce fuel tank, fiberglass chassis, T-bar rear suspension, foam tires and an already-assembled rear axle drive/engine on the frame. You'll need a two-channel radio with micro servos for the car—Cox sells one that's a direct fit—and a small receiver is a good idea as well. If you use a non-Cox radio, you'll have to purchase a separate servo-saver for steering, and servo horn to handle the throttle/brake functions. As for information and/or parts, contact Cox's Customer Service line at (800) 451-0339. If all you need are the Indy Car's assembly guide and decal sheet, here are the part numbers; GUIDE: #09600283-200, DECAL SHEET: #IND62. Thanks for writing the Answerman!

DEAR ANSWERMAN,

I'm interested in building a SuperTruck like the one in Kevin Meyer's article (February '95 issue *RC Model Cars*). I will use the same Dahm's truck body and need some tips on how to make decals for the truck (like Rusty Wallace's Winston Cup T-bird). How can I improve performance over and above what was covered in the article and can you give me the story's accessory part numbers to help me locate them?

Brad Bailey
South Charleston,
West Virginia

A: Brad, Kevin often makes his own decals from Coverite trim sheets. These sheets are usually sold in six-inch by three-foot lengths at most hobby dealers and come in many colors. One way to make your #2 decals is to find suitable photos from magazines like *Stock Car Racing*) or by buying a static model kit. A good photocopier can reproduce the photos or the kit decal sheet. Then you must "size" the copies to 1/10-scale. Once you get the proper size, copy them onto tracing paper and lay out the tracing on the trim sheet. Use a medium, roller-ball pen to indent the graphic onto the trim sheet and then cut it out—instant decals!

As for part numbers, here's what I located: the Associated RC10 LSS in the story had a Composite Craft graphic LTO chassis (# 10131), Associated's strut kit (#8400), A Tekin ESC, an Extreme Motorsports stock motor, Pro-Line/Jaco capped tires, and a HPI aero brace (mounts on rear of motorpod) part# 6015.

As for over and beyond try an Extreme modified motor (around ten turns), Sanyo SCRC 1700 nicad cells, an Associated hard-body rear shock, and any or all titanium bits for the chassis to lessen weight and improve the SuperTruck's performance.

DEAR ANSWERMAN,

I have a Nikko-brand RC Scorpion truck. Please tell me where I can get sponsor decals like Moroso, AC-Delco, Edelbrock, etc., for the body. Also, would a low body wing fit up in the bed and does Dahm's Racing Bodies make shells for the Nikko?

Wesley Carroll
Hohenwald, Tennessee

A: Autographics, Parma, and Bolink all make sponsor decal sheets. Each contains numerous sponsor stickers (including most of the ones you mentioned) and here are their part numbers. Bolink; # BL-2623. Autographics; #650. Parma; #10625. Most RC trucks use a flat rear spoiler, but I see no reason you couldn't mount a small Associated #3190 wing kit on the Nikko. As for bodies, Dahm's has a 1/12-scale "Bugsy" shell (part # D043) and Bolink sells a 1/12-scale Chevy Luv pickup body (part #BL- 2079). I'm pretty sure these bodies will fit the Scorpion, as I believe it's a 1/12-scale RC vehicle.

DEAR ANSWERMAN,

I'm a new reader of RC Model Cars and I love it! I was wondering if you could give me an average price of the Tamiya Super Blackfoot RC truck and where I might find it (in my area of the country).

Chris Conley
Kennebunkport, Maine

A: Chris, I found Lake Region RC Speedway, Lily Pond Rd.,

continued on page 15

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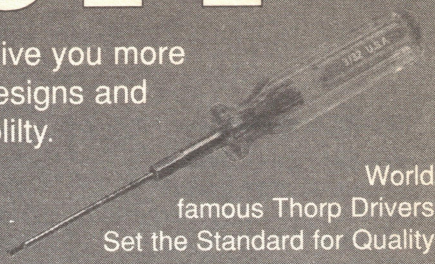

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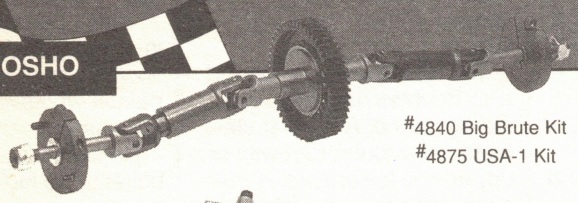
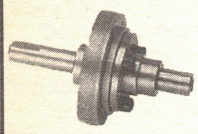
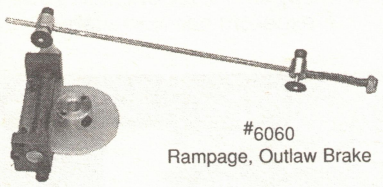


#4840 Big Brute Kit
#4875 USA-1 Kit



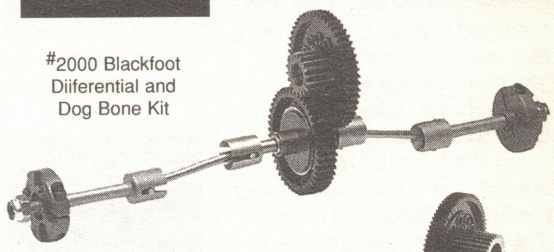
#6050
Rampage Ball Differental



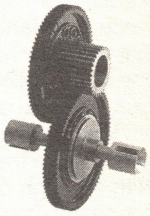
#6060
Rampage, Outlaw Brake

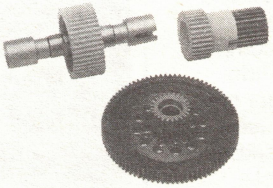
TAMIYA

#2000 Blackfoot
Diiferential and
Dog Bone Kit



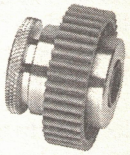
#2050 Super Blackfoot
Differential Kit, 48 Pitch





#4985 King Cab
48 Pitch Gear Kit

#6000
Clodbuster
Differential



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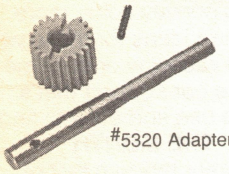
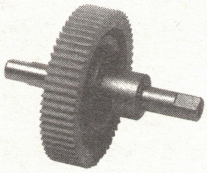
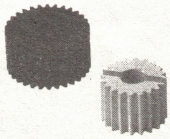


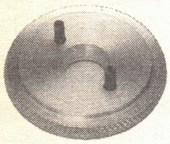
#5320 Adapter Kit

#5350 Blue Eagle/Nitro
Hawk Ball Differential





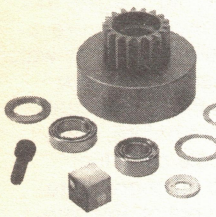
#5302 Idle Gear Set
#5309 3.0 Cheater Gear Set



#5361 Nitro Hawk
Aluminum Flywheel

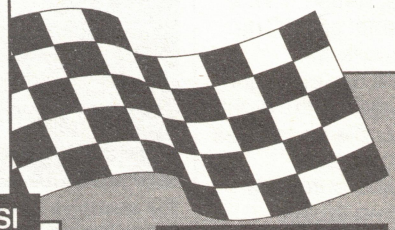


#5311 Gear Set



#5364, 5360
5363, 5362
17,18,19,20
Tooth
Clutch
Bells

#5370 Nitro Hawk
Adapter Kit
O.S. CZ-R



TEAM LOSI

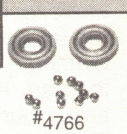


#5130 XX truck 64 pitch 2.62 ratio
#5140 XX car 64 pitch 2.22 ratio

ASSOCIATED



#4770 Gear Set
with Hard Aluminum
Top Gear



#4766
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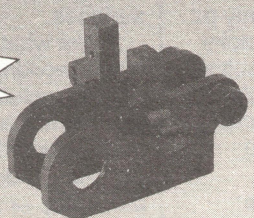

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Big Tips

BY RICK EYRICH

In a Big Tips Column a couple of years back, I related some Q-scale racers' versions of racecar stands. Most used things like WorkMate-style platforms, old swivel seat bases, homemade folding units and even old barber chairs! Since that story, I've run across a few more Q-scale car supports you may find useful.

CAR STANDS, L995

Up front, I must make a notation for the following text: these car stands will require that the user have access to one of the following; van, pickup truck, or open or enclosed trailer to haul them to-and-from the racetrack. With the high cost of traveling, many Q-scale competitors double up and ride together to the bigger races. These racers often use a commonly found workbench, the folding metal table. Available in six- and eight-foot lengths, they can be bought or just rented from a local party rental store. The six-foot long units will accommodate two cars, and with a little fudging, the eight-footers will handle up to three cars and/or toolboxes.

For those who purchase the large folding tables, here's a trick to help your lower back. Since most of the tables have round tube steel legs, some modelers are adding extensions to raise the tables higher. If you decide to try this, here are couple of hints: when you make up the extenders, use big (at least 2-1/2- to 3-inch diameter) steel washers as a footpad. This is for sandy pit areas found at many tracks. Also, include a pinch-bolt to hold the extenders in place, as moving a table around with slip-fit units can be hazardous! And finally consider painting these props a good, bright neon orange color—that way, after the racing is completed, you won't leave the extenders behind.

As for the racers already using folding WorkMate work stations, some are going one step further: they're adding an additional wooden tabletop over the existing WorkMate surface. Use two pieces of plywood around 3/8- to 5/8-inch thickness and hinge them together in the middle for easier storage. Then attach corner blocks to the outer portions of the plywood sections.

Some alternatives include Velcro strips, steel L-brackets and nuts and bolts through both wooden work surfaces.

As for what to use as an actual working surface, some options include regular floor tiles—black and white checkerboard ones are real popular—indoor/outdoor carpeting, or even thin polycarbonate (around 075.095) screwed to the new tabletop. This will also work for those racers with limited vehicle space, as the two parts of the stand fold up and store in smaller interior spaces of the racer's tow vehicle.

The last Q-scale car stand also doubles as a traveling storage zone. A regular steel metal roll-around cart with an upper and lower shelf is an excellent car work stand.



The steel work cart shown here holding up Ace Rossi's Gram Cracker outlaw late model racer was a store-bought unit. These carts are strong, have large caster wheels and not only provide ample workspace but also have a lower storage area for tools, parts and fuel containers.

Plus they usually come standard with handles and large caster wheels which makes transporting the loaded cart much easier. The cart's lower shelf is great for tools, fuel cans, parts and power equipment storage.

These metal roll-arounds are most often sold as a kit, and can be assembled in about an hour with simple hand tools. As for finding them, check with the following sources: office supply stores, tool companies, supply houses and Sears—I believe Craftsman sells a cart that would work for Q-scalers. Be sure to purchase a cart that has a big enough top surface to accommodate your car.

These carts usually come in a dark gray/primer color, so you can (if so inclined) paint it whatever color combo you wish.

Be sure to use a paint that holds up to high-octane gasoline, as I've witnessed some of these painted units with big runs in the surface due to contact with super whiz-bang racing fuel.

Beyond decoration, these metal carts have proven to be great for larger-scale RC cars. They're stable, tough, spacious and provide extra storage. I hope I've been able to convey some more car stand ideas for those who need a raceway or at-home Q-scale car support that's easy to use and easy to find.

TIP OF THE MONTH

A recent random test of some fuels revealed that water can show up as an "additive" Yep, plain ol' H_2O can fool a fuel testing device, so for those who use some engine fuels that, shall we say, is right on the edge of legal status should take note of this. I would imagine this would be even more prevalent with alcohol fuel as water is absorbed much more quickly in these type fuels. So as I said before, keep your Q-scale car's fuel supply up off of concrete floors and out of any ultra-high humidity areas—it may keep you QSAC legal come raceday.

TRICK OF THE MONTH

If you've ever had to look at a large cardboard box full of Q-scale capped tires, there are several ways to speed up the process of de-capping host tires. A simple wood rasp works on the de-capped hosts that still have pieces of cap and CA glue left to remove. If you happen

continued on page 32

ANSWERMAN CONTINUED FROM PAGE 12

Laconia, New Hampshire 03246 (603) 524-2909 and Central Maine RC Speedway and Hobbies, 18 Lithgow St., Winslow, Maine 04901 (207) 877-2232 (both are about 80-90 miles from you). As for the average price of the Tamiya truck, expect to see the Super Blackfoot for anywhere from $130 to $160, depending on each shop's marking. Mail-order hobby dealers can also supply you a kit, but if this is your first RC vehicle, I'd go with a local source for help and support.

DEAR ANSWERMAN,

I'm 11 and I own a battery-powered RC car. I'm looking for an offroad car that sells for between fifty to a hundred dollars. I'm having a hard time! I currently have a Radio Shack Blue Shark but would like to move up to a real RC racing car. Keep up the good work!

Colby Krebs
Odessa, Florida

A: Colby, check out this month's letter from Micheal Shopshire—you'll find your best bet for a RC racing truck or buggy. The two Losi's meet your cost requirements (for a kit); but you'll still need a two-channel radio, an electronic speed control, and a motor (you can use the Shack battery pack) to complete the building of either car. Stick with a good stock ROAR motor, AM pistol grip radio, and ESC (like a Novak Rooster or Duster) to learn proper driving/practicing techniques as you start out in offroad racing. Many racers overlook the fact that only when you can drive almost wide-open around the entire track you should try to increase the power, speed and handling of your car and not before. Thanks for the praise, and the letter.

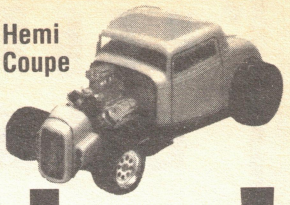
DEAR ANSWERMAN,

I'm twelve and have just gotten interested in RC car racing. There isn't a local hobby shop that sells RC cars or trucks, (especially racing cars) and was wondering if you know of a shop within 50-75 miles of my town? Plus what battery-powered RC car ($100 to $200 dollar range) would you recommend I buy?

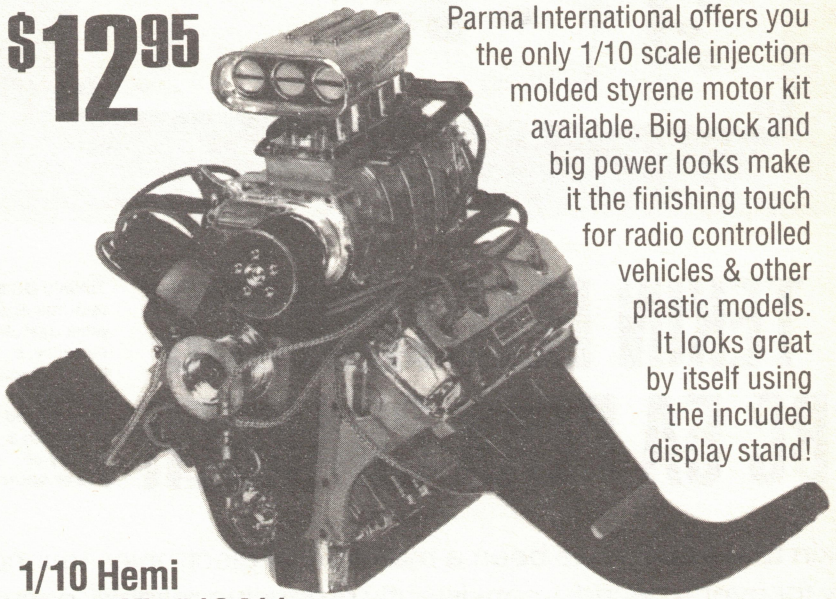
Micheal Shopshire
Fazewell, Tennessee

A: Try these two locations Micheal; D7M's Downtown Raceway, 2703 US Hwy. 4115., Maryville, Tennessee 37303 (615) 681-8919, and Tri-county RC Raceway, 919 Little Dogwood, 1312 Kingston Hwy., Kingston, Tennessee 37763 (615) 376-2330. Both are within your mileage limits; and between the two you should locate some info on RC racing vehicles, Also, check with the HobbyTown USA store in Knoxville Tennessee at (901) 757-8774 for their current stock of RC car kits. As for your price range for kits, I'd say either the Losi Jr. T truck or Junior Two buggy for a first-time racing RC vehicle in your price range.. Either kit can be easily updated for racing (as your wallet allows) and both have a very wide range of parts and accessory sources available.

Build a Hemi Motor!



$12.95



Parma International offers you the only 1/10 scale injection molded styrene motor kit available. Big block and big power looks make it the finishing touch for radio controlled vehicles & other plastic models. It looks great by itself using the included display stand!

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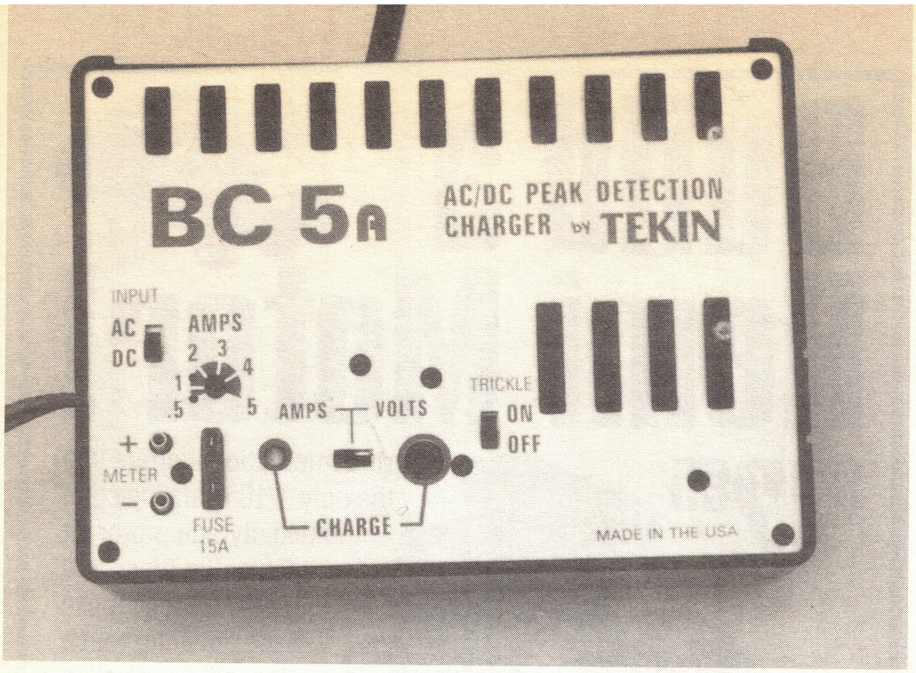
DEAR ANSWERMAN,

I currently own two RC cars: one is an older model Kyosho Outlaw Rampage older and uses a driveshaft instead of a direct drive. Whenever I give it the gas, the rear wheels won't turn even after considerable time, work and money on my part. Any ideas? On my other car (a Kyosho Burns) the steering is slow--should I try replacing the standard Futaba servo with a larger-sized one? Please help me with these problems if you can. Also, do you know of any RC tracks around my area?

Chris Rhodes
Scotts Valley, California

A: Chris, without knowing what parts of the Outlaw's drive unit you've gone over, I'll shoot out some ideas for you to try; if the gears, shafts and axles are all in good shape, concentrate on the engine clutch, gear diff and clutch drum areas. Also, break it down: lock down (with fingers or tools) each piece and try to turn the rear wheels. Work back from the rear axles to the engine crankshaft until you isolate the vehicle's real problem.

continued on page 32

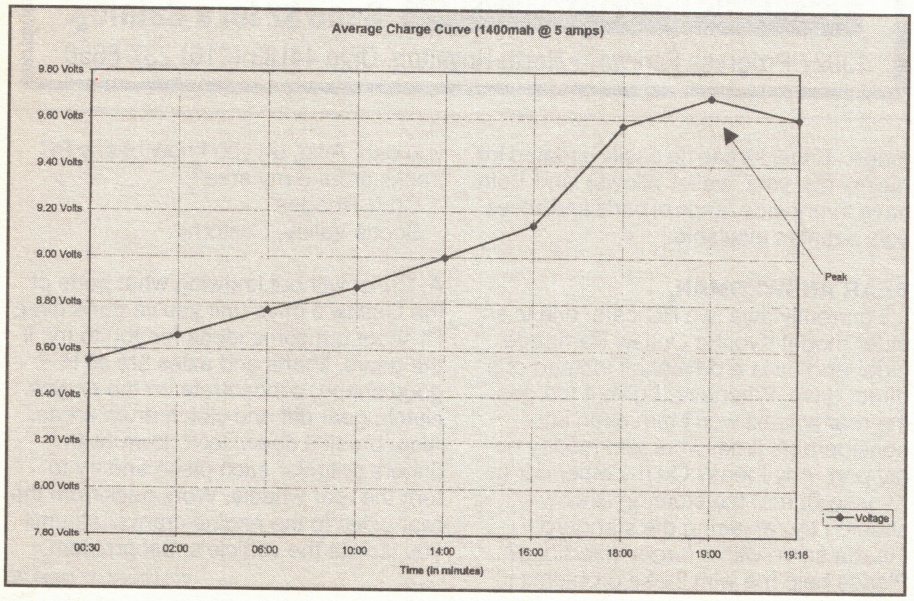


TEKIN ELECTRONICS' BC 5A PEAK CHARGER

Tekin's BC 5A features analog peak detection circuitry, a built-in 5 amp AC power supply, and will work with a variety of power sources.

Tekin Electronics has been a mainstay in electronics technology for over a decade, consistently producing reliable, easy to use products for the racer and the hobbyist.

One of Tekin's more recent developments is no exception. The BC 5A represents Tekin's entry-level approach to battery charging. In keeping with their uncluttered approach, one look at the new BC 5A shows that it possesses all of the features of a more expensive peak charger price, without spending a small fortune. Tekin also backs this charger with a 120-day warranty.



BY ROB TUCK

CONSTRUCTION

When I got the charger, I noticed that it was quite a bit heavier than my trusty old BC 210. According to the specs, it weighs in at three pounds. It is also larger than the legendary BC 210. The base is a black hard-plastic case with molded in feet. The AC/DC power input wires also emanate from the bottom left side. There is a pocket molded in so the cords can be stored there.

The faceplate is an attractive brushed aluminum. There are vents along the top edge, and on the right side below the identification graphics. The controls are as uncomplicated as they can be considering the features this machine has.

Noticing the weight of the charger, I decided to remove the faceplate to see what wizardry lurked inside (I don't recommend you try this—it voids the warranty). Four screws at each corner hold the faceplate on. Once they are removed, the plate is lifted out easily.

Once I got a look inside, I was shocked at how small the charger really was. The unit's brains are very small located right behind the controls. The bulk of the weight is the AC power supply resting in the right rear corner.

I found the interior construction to be solid, and all of the interior components are very well protected inside the case. Although small, the electronic components are top notch. All things considered, this machine is very well put together. Properly taken care of, the BC 5A charger should last indefinitely.

FEATURES

For starters, this charger can be operated from an AC or DC power source. As a racer, I have often wanted the convenience of a charger that I could plug into the nearest electrical outlet without sacrificing technology. Lugging around a car battery or expensive power supplies can be a real back breaker. Flip the switch on the panel marked input AC DC to it's AC setting, plug in the supplied cord, and your all set.

The BC 5A uses a soft-pulse charging method, rather than linear. This method is a little easier on the cells, and perfect for a novice. It's in between a true negative pulse and a linear charger.

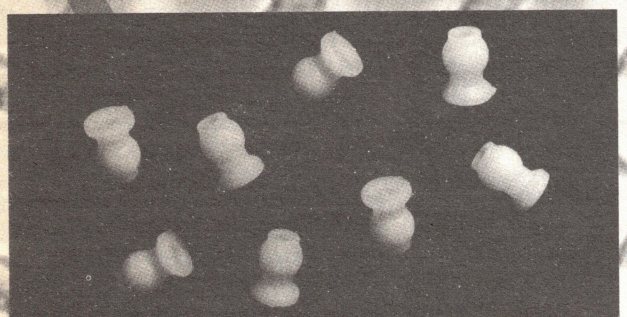
The charging rate is adjustable from .5 to a full 5 amps. I must interject, I am glad to see a charger built that doesn't allow 8 amps to be pumped into the cells. That much power is potentially damaging. Most novices don't know, or don't take the time to learn that continually charging their batteries at high rate will damage and possibly even destroy the cells.

There is also a switch on the face to turn the trickle charge on or off. This is

continued on page 33

LIGHTWEIGHT, QUICK & EASY

CHECK IT OUT



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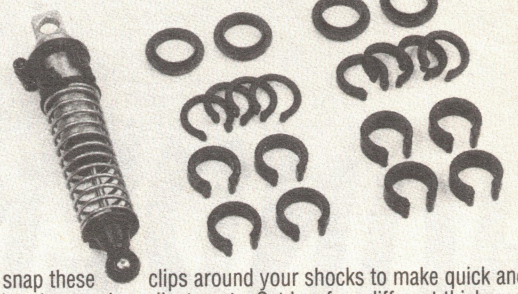

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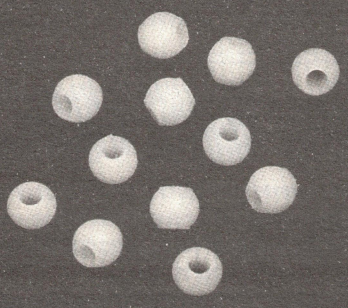

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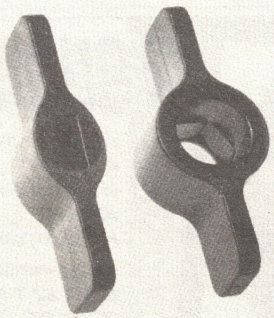

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The Thunder Shot fueler is an easy to use fueling device that gives fast pit stop refills without spilling.

THUNDER SHOT FUELER FROM DYNAMITE

BY CHRIS KOVACHEVICH

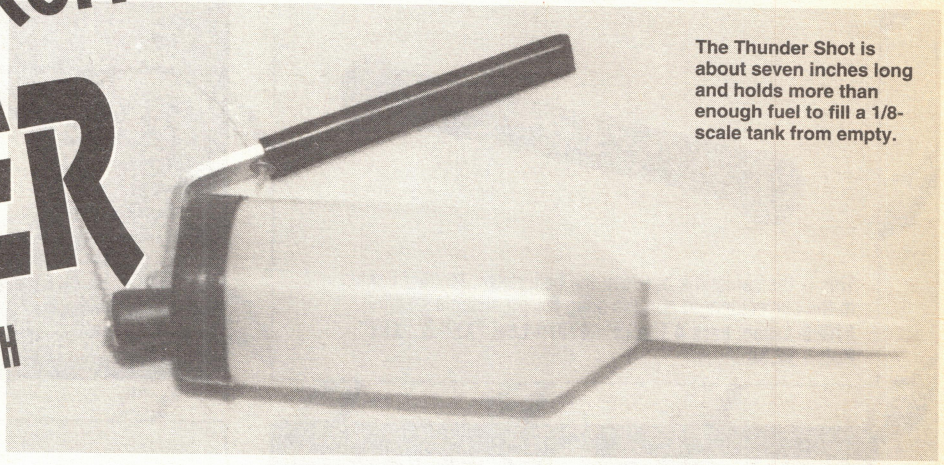
If you're involved in racing gas-powered cars, you know that in addition to finishing races, the next most important component to victory is your pit stops and the speed with which you get your car back in the race. Dynamite has come up with a high-quality, affordable solution to getting fuel into your car quickly and without overflowing. The Dynamite Thunder Shot fueler is affordably priced when compared to other products of its type.

Rather than using O-rings, as many fuelers do, the Thunder Shot uses a tapered plug seated with a high-pressure spring to start and stop the flow of fuel. This design should eliminate the slow leaking that many quick-fill guns suffer from. Made of a clear, break-resistant material, the Thunder Shot allows you to see just how much fuel is in the fueler.

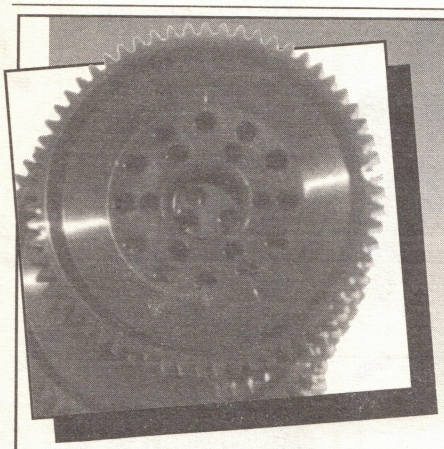
I tested the Thunder Shot on my Delta 1/10-scale onroad car, and found that I could fill the tank in about half of the time it took me with a traditional squeeze bulb-type filler. With the auto shutoff feature, the tank is filled without overflowing, as is the usual case with a bulb fueler.

Dynamite has come up with a good product at a low price (retail is $24.95). The Thunder Shot is a worthy addition to any gas racer's pit equipment.

Dynamite Products, distributed by Horizon Hobbies, 4105 Fieldstone Rd., Champaign, Illinois 61821. •



The Thunder Shot is about seven inches long and holds more than enough fuel to fill a 1/8-scale tank from empty.



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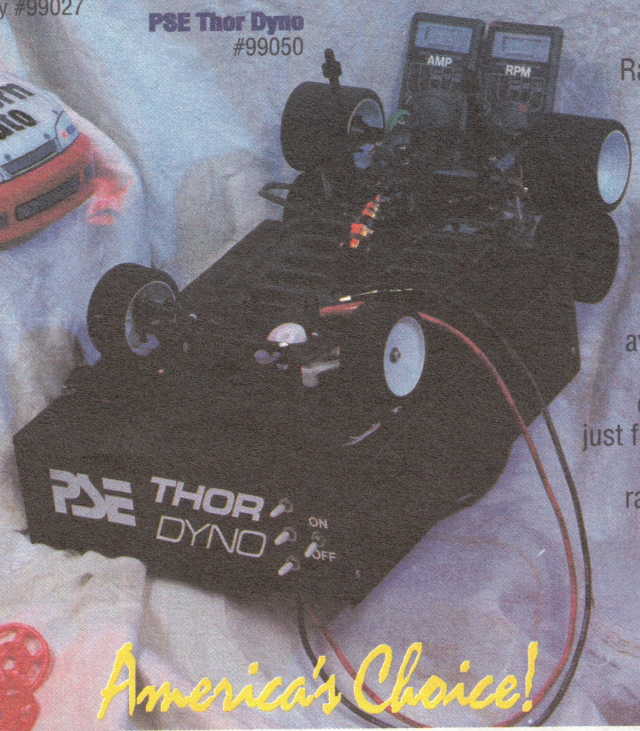

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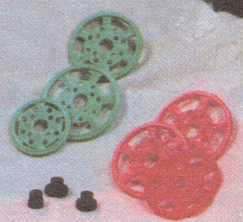

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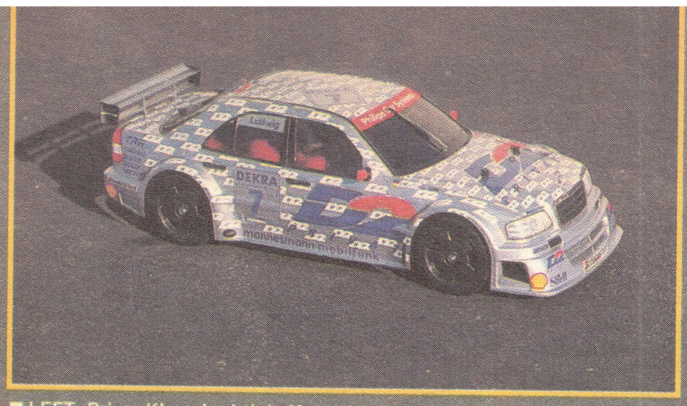
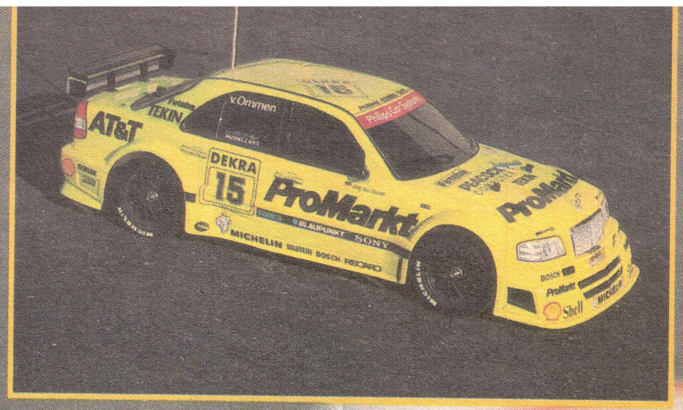
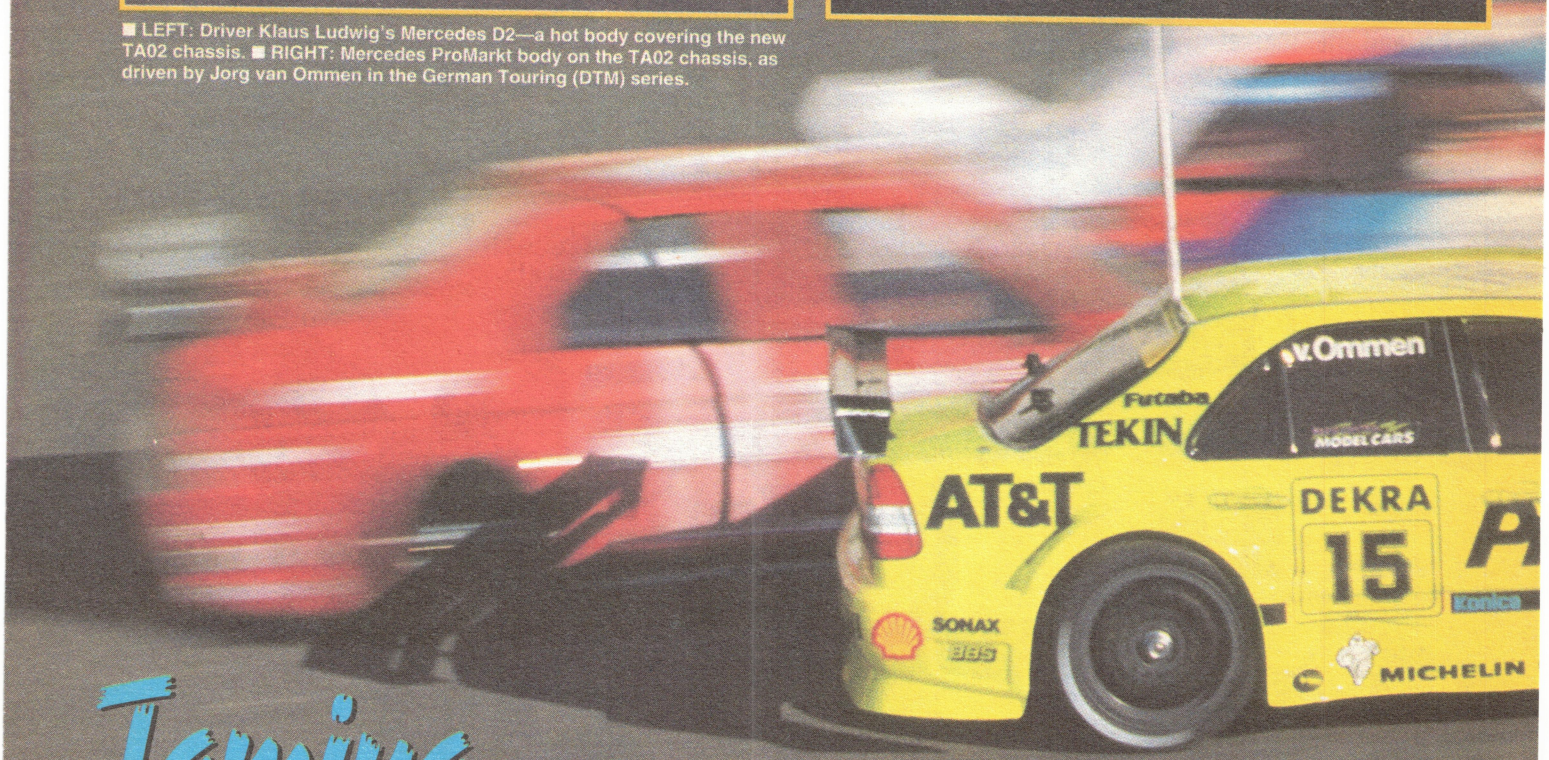




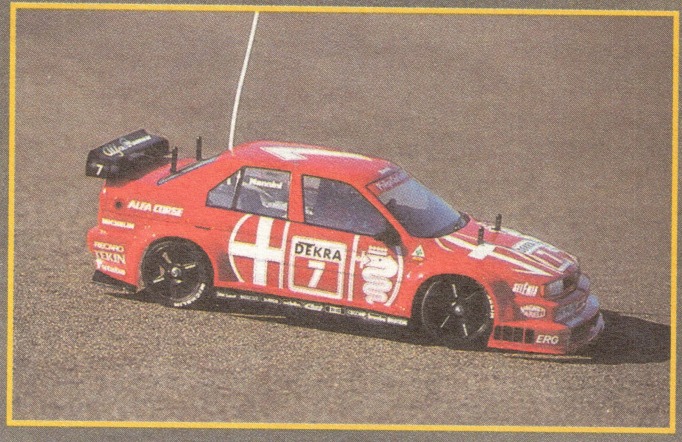
■ LEFT: Driver Klaus Ludwig's Mercedes D2—a hot body covering the new TA02 chassis. ■ RIGHT: Mercedes ProMarkt body on the TA02 chassis, as driven by Jorg van Ommen in the German Touring (DTM) series.

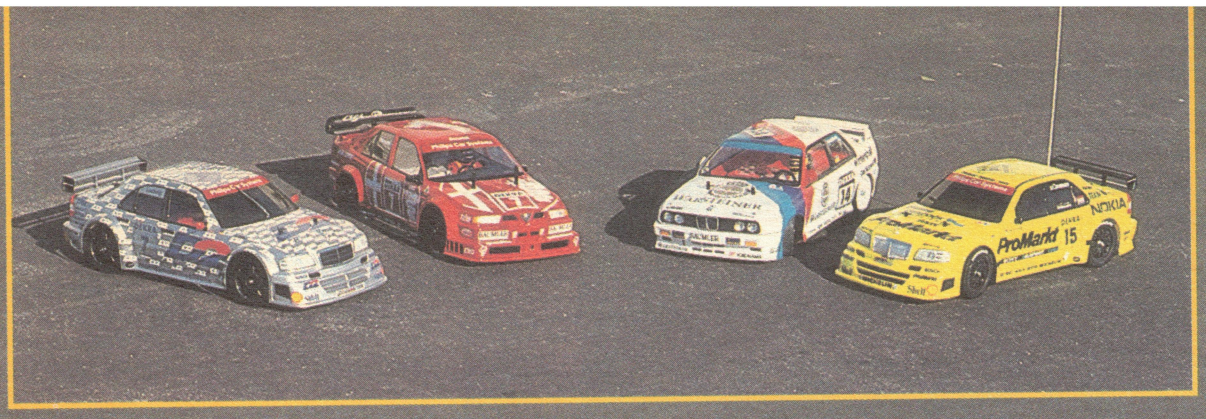


Tamiya TOURING CAR Survey

■ LEFT: The BMW M3 Schnitzer with driver Joachim Winkelhock at the wheel. This is the earlier TA01 chassis. ■ RIGHT: Former F1 driver Alesandro Nannini drove this Alfa in the 1994 racing series.

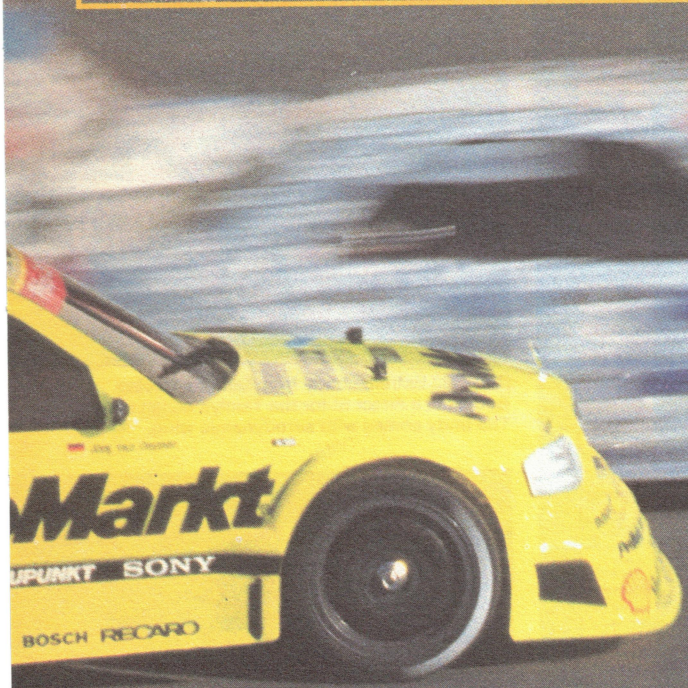




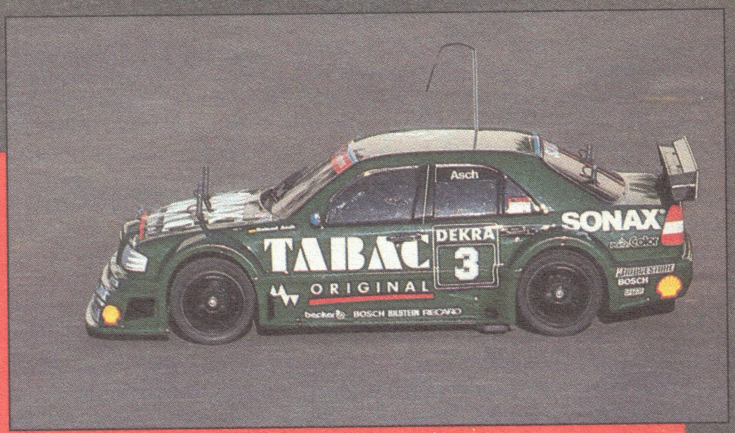


From left to right, the lineup of Tamiya's touring sedans: Mercedes, Alfa Romeo, BMW and Mercedes.

BY DOUG ADAMS



1/8-SCALE GAS TOURING CAR



If 1/10 scale isn't enough for you, Tamiya's come out with a big 1/8-scale, nitro-powered touring car, known as the TGX- Mk. 1 TS. The kit comes with a powerful .15 glow engine, designed for Tamiya by OPS. The TGX is a full-time four-wheel drive racer with an 2.5mm thick anodized Duraluminum frame that minimizes flex. A radio compartment keeps your valuable electronics free of dirt, oil or spilled fuel, and is easily accessed, as is the front and rear gearboxes. The car is fitted with four-wheel, independent

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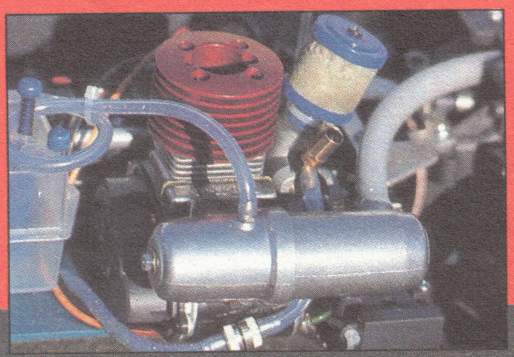


The powerful .15 gas engine in the 1/8-scale Tamiya touring car was designed and engineered by OPS engines for high performance and durability.

Tamiya's lineup of German Touring Car racers is impressive, encompassing most of the marques that race regularly in the GTR series. These models have infused the parking lot series of low-cost racing programs around the country, which in tandem with their F1 cars, are providing enthusiasts with a wide range of exceptional scale-like racers at low cost.

This brief survey is intended to acquaint you with Tamiya's formidable output of model and chassis styles. In addition to the 1/10-scale 4WD cars, we'll give you a preview of the new Tamiya 1/8-scale gas touring car.

THE TAO1 CHASSIS

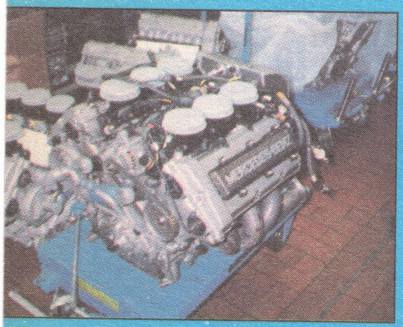
The initial touring cars from Tamiya used the TA01 chassis

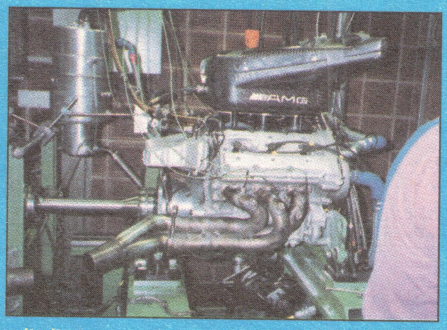
FEROCIOUS FOUR DOORS: THE GERMAN TOURING CAR CHAMPIONSHIPS





Workers prepare the AMG, D2 Mobil Funk Mercedes of Ellen Lohr and Klaus Ludwig at the AMG race shop.





A powerful Mercedes 500+ HP V-6 waits its turn on the dyno as one of its mates is put through the paces.

If you were to ask a race fan to describe his or her favorite car, you probably wouldn't get many responses about anything with four doors. Sedans are not the kind of cars you would expect to see at the race track. Although, not so long ago, racers did drive those four-door tanks. Today, competitors in the more popular manufacturer-backed racing series drive Detroit's finest two-door models. You might not find this to be the case in other parts of the world.

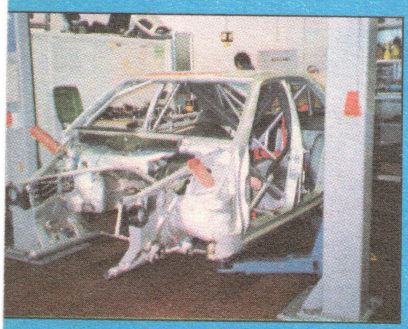
In Europe, many countries host races that feature four-door cars or touring cars. As in the U.S., European automakers support and develop their products through various racing series. One series that's taking the world by storm is the DTM (Deutsch Tourenwagen Miestercraft) or simply, the German Touring Car Series.

The DTM is similar in many ways to IMSA and is considered by many to be Europe's answer to NASCAR. The production-based roots, combined with a lot of prototype know how, carbon fiber and high horsepower keeps DTM fans on the edge of their seats. There are nine races on seven German tracks and one each in Italy and England.

All DTM events are held on road courses and are supported by no less than four other racing series. You get a lot of racing for the money. Included in the package are Formula 3, Formula Renault, Porsche Cup and Renault Clio. Sunday's features include two races for the Touring cars.

The DTM racing field is comprised of some of the most popular European Touring cars. Included are four-door models from Alfa Romeo and Mercedes Benz, along with two-door models from Ford, BMW and Opel.

After a somewhat dismal experience several years ago in Indycar racing, Alfa Romeo is making a strong comeback in both the English touring and DTM racing series. Up to '94 the past few seasons have been dominated by the four-door Alfa 155 V6 TI driven by Alesandro Nannini and Nicola Larini. In '95, recently retired F-1 great Michele Alboreto will join the now six-car Alfa factory team. Alboreto is no stranger around the Alfa garage, having driven for Ferrari.



Mercedes has developed a quick-change system that allows mechanics to change an engine in no time. The entire front clip is held in place with pins. All hoses and electrical lines have quick-disconnect couplers.

To reclaim the top spot in the DTM, which is now proudly owned by Klaus Ludwig and the D-2 Privat Mercedes team, Alfa will spend 4.5 million dollars on their six-car factory effort. Alfa is currently challenging the call of Mercedes with their all

continued on page 52

(including the BMW Schnitzer M3, Mercedes 190E AMG, and the Nissan Skyline Nismo), which uses a honeycomb tub, independent suspension with oil-filled, coil-over shocks, front gear diff and adjustable rear diff and shaft-driven four-wheel drive. The kits come with a three-step mechanical speed control. These kits exhibit Tamiya's usual high standards in molding Lexan to reproduce in great detail the characteristics of the full-size car. Each kit also includes a detailed



BMW M3 Extreme body from Dahm's Racing Bodies is a direct fit for the Tamiya sedan series. The body comes with aerodynamic wing.



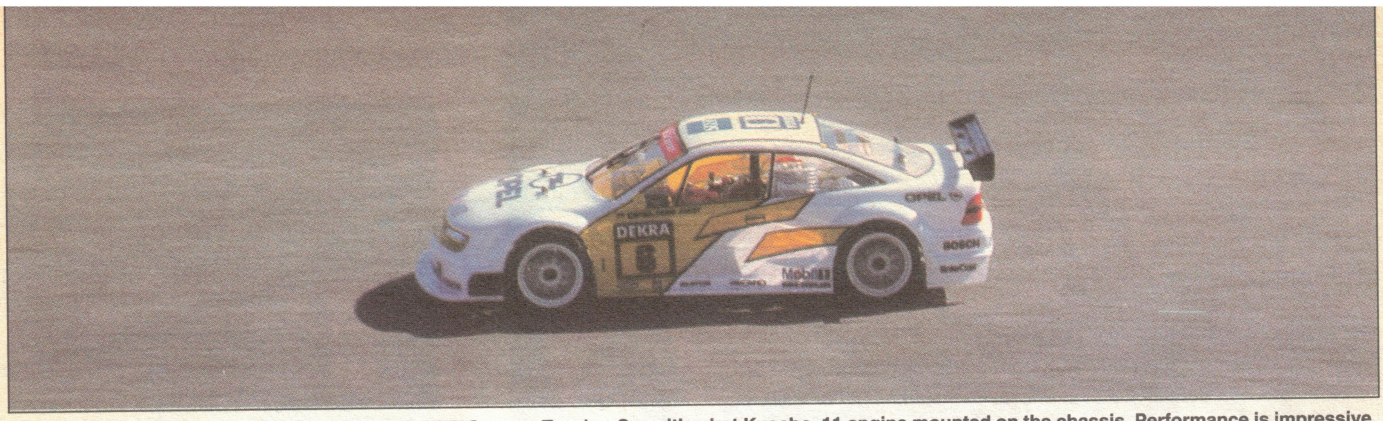
Tamiya's TA02 chassis, adapted from the front-wheel drive version, has some design tweaks to make it the same wheelbase as the earlier 4WD

interior with driver figure. Check out the photos; they're models, but they sure look like the real thing!

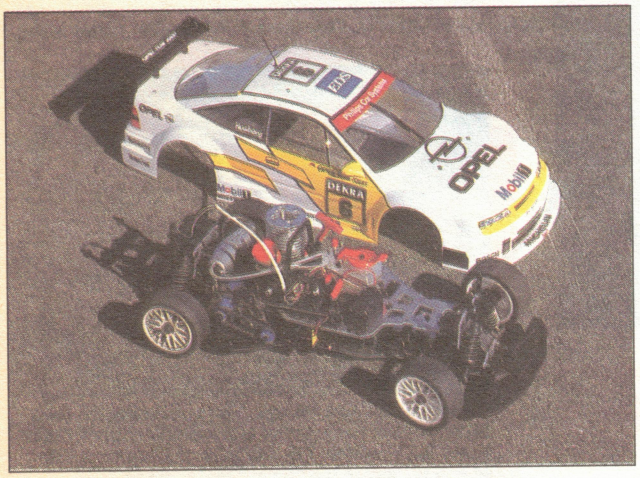
THE TA02 CHASSIS SERIES

The newer series of touring cars use the chassis designated as TA02, which is the same chassis as the Tamiya front-wheel drive series (including the Mugen Honda Civic, Castrol Civic, Jacc's Honda Civic and the Levin Toyota). The newer series, which by all accounts has superior performance capabilities than the TA01 cars, has the electric motor mounted farther forward in the chassis (which also is shorter than the earlier TA01 4WD chassis), to a point in front of the rear gearbox. This setup improves the handling of the car to a great degree. The TA02's rear suspension arms are staggered to the rear in order to duplicate the wheelbase measurement of the older TA01 chassis. By moving the gearbox forward, the motor is moved away from the centerline of the drive unit, and by moving the motor, it

continued on page 52

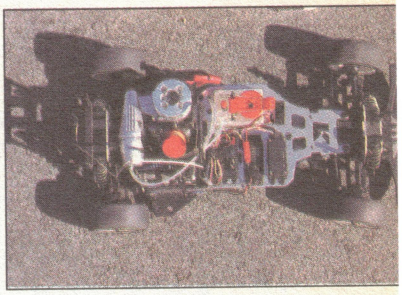


The Kyosho Opel is a 1/10-scale, gas-powered 4WD German Touring Car with a hot Kyosho .11 engine mounted on the chassis. Performance is impressive.



The car is based on Kyosho's GP-10 Spider 4WD chassis and features a double-deck Duraluminum plate. All electronics mount to the plate, making access easy for adjustment or switch-out. Car comes with .11 engine.

A new, low-cost (about $350 retail) gas-powered 1/10-scale touring car is headed for your hobby shop's shelves from Kyosho. The first version, as pictured here, will wear the Opel Calibra V6 DTM body as driven by Keke Rosberg in the German Touring Car (DTM) Championships.



Opel's chassis layout includes a rear-exhaust muffler, flip-top fuel tank and durable pullstarter. Tires are high-grip slicks, standard with the kit.

Based on Kyosho's GP-10 Spider 4WD chassis, the new car has a Sidewinder-style mounted Kyosho GS11X engine, with a pullstarter that has withstood more than 1,000 pulls without failing. A rear-exhaust muffler efficiently exits

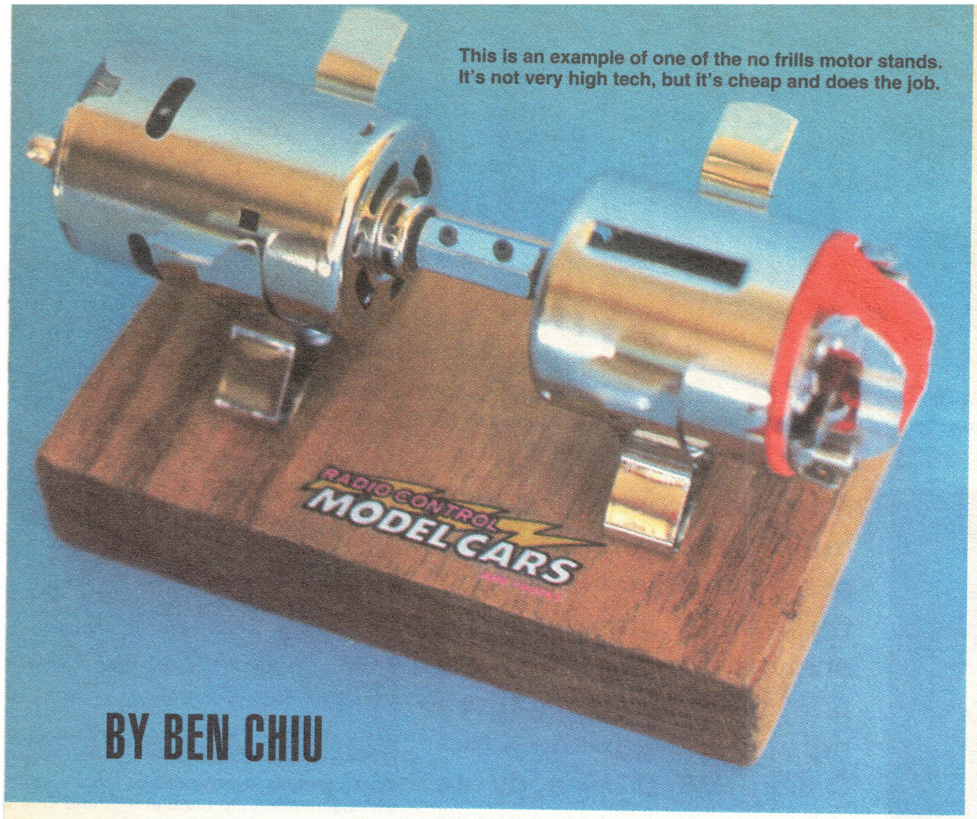
continued on page 52

Opel Calibra body is first in a series. There's talk of a line of Trans Am bodies becoming available in the future.

RCMC EXCLUSIVE:

KYOSHO'S

GAS TOURING CAR



This is an example of one of the no frills motor stands. It's not very high tech, but it's cheap and does the job.

BY BEN CHIU

HOW-TO CORNER

Make Your Own Motor Break-In Stand

If you're serious about motor performance and wear, and if you don't already have one, you'll want to make one of these Motor Break-In Stands. They are a necessity if you want to break-in your motor brushes and bushings with minimal comm wear. In case you're not familiar with this clever tool and don't know how it is used, let me explain. These dual motor stands allow you to use an old motor as a "slave" motor (one doing the work) to turn the armature of the motor you're breaking-in. With this type of setup, you'll be able to get the same armature rotation required for brush and bushing break-in without

MATERIALS

CLAMPS:

A.I. Platt - #1-B medium Clip $0.99

Special Plastic Systems - Clic 1-1/4-inch pipe clamp SPS#029205 $1.20

COUPLERS:

The Steelworks - Coupling nuts 10/24 inch (4 ea.) #4009 ..... $1.99

True value Hardware - Midwest Fastener Corp. Aluminum spacer, un-threaded O.D. 1/4 inch (fits over #6 screw, 3/4 inch length #RAS2836 ..... $0.50

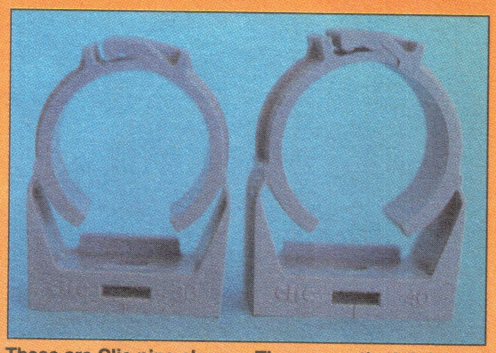
Trinity pinion set screws $2.00

ADDITIONAL PARTS FOR CLIC CLAMP STAND:

1/16-inch self-stick rubber feet ..... (5) $0.29



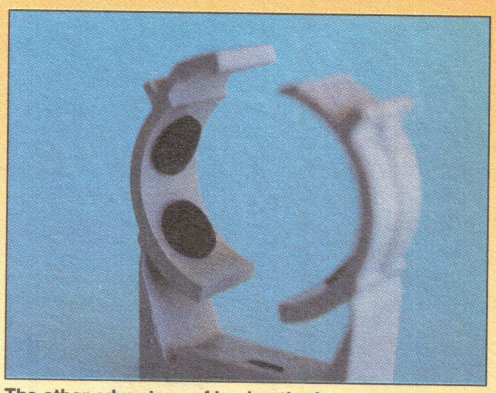
These are the parts that are needed to make either Motor Break-In Stand. The clamp on the left is for the "no frills" motor stand. The center clamp and the self-stick rubber feet are used in the "fancy" motor stand.



These are Clic pipe clamps. The one on the left (size 36) is the size used on the motor stand sold by Class Motor Accessories. The clamp on the right is a size 40 and is used in the "fancy" motor stand.

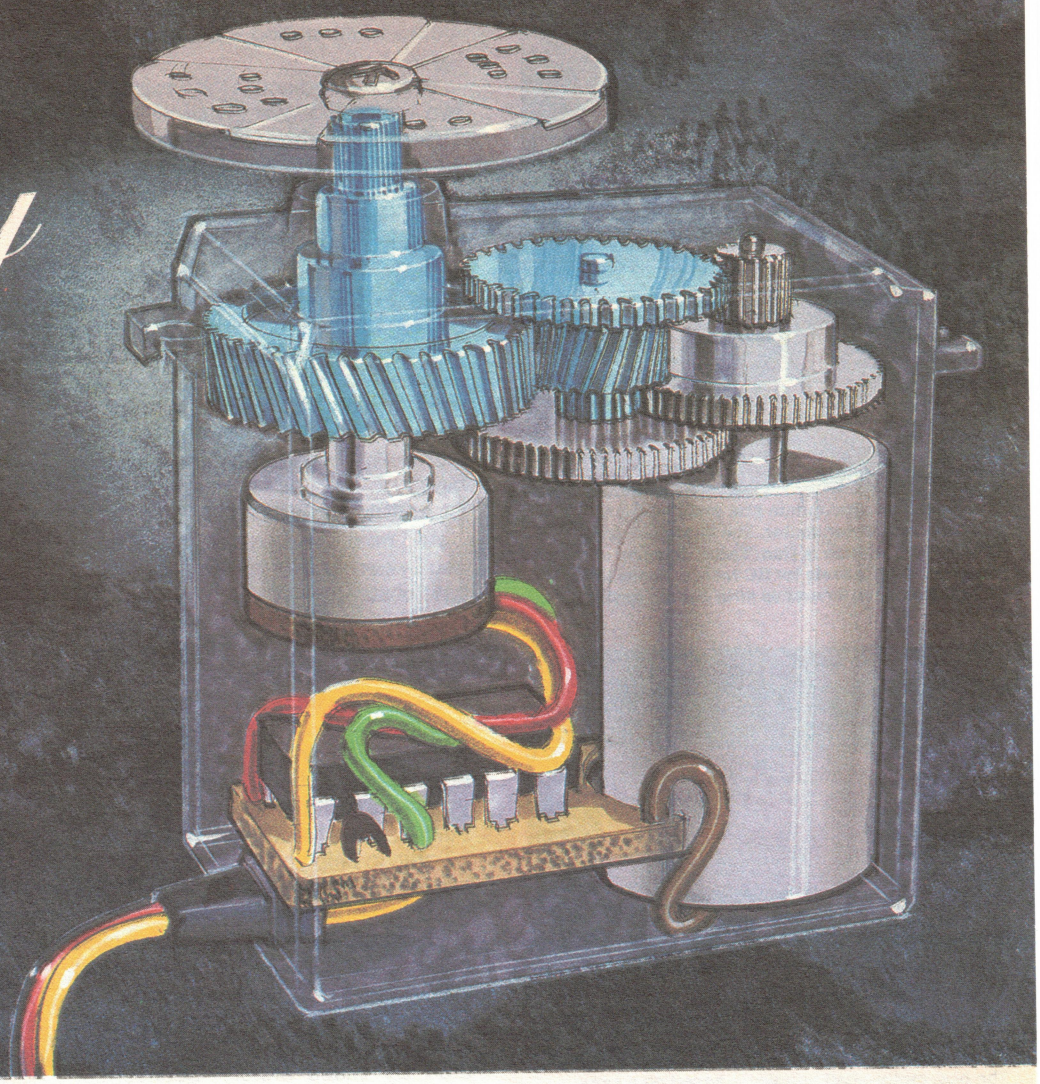


One of the advantages of using a 40-size Clic clamp is that you don't need any tools to unlock it. Just press down with a finger and it'll open up.



The other advantage of basing the fancy version of the Motor Break-In Stand on the larger clamp is being able to soft mount your motors. This saves your motor labels from being scraped off and it absorbs vibrations.

Beauty in the Beast



Let's face it. Servos are not exactly eye-catching beauties. They are used and abused with scarcely a second thought. Nothing more than a beast of burden.

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HITEC #	DESCRIPTION	TORQUE@ 4.8 volts	SPEED@ 4.8 volts	BEARING	SIZE LxWxH	WEIGHT	AVAILABLE PACKS
HS-80 HS-80MG	Sub micro Metal gear	31 oz/in 31 oz/in	.15 sec .15 sec	NONE	1.1x0.6x1.1	.62 oz .76oz	RCD924 3 servos
HS-101 HS-101MG*	Mini servo Metal gear	24 oz/in 24 oz/in	.20 sec .20 sec	NONE	1.3x0.6x1.2	.93 oz 1.07 oz	RCD920 3 servos
HS-205BB HS-205MG	Super mini Metal gear	44 oz/in 44 oz/in	.20 sec .20 sec	TOP BALL BEARING	1.3x0.6x1.3	1.1 oz 1.3 oz	none
HS-300	Std. Sport	42 oz/in	.19 sec	TOP NYLON	1.6x0.8x1.4	1.57 oz	RCD905 4 servos
HS-422 HS-425BB*	Std. Pro Ball Bearing	43 oz/in 43 oz/in	.20 sec .20 sec	DUAL OILITE DUAL BB	1.6x0.8x1.4	1.55 oz	RCD910 4 servos
HS-605BB HS-605MG	Ultra Torque Metal gear	77 oz/in 77 oz/in	.16 sec .16 sec	DUAL BALL BEARING	1.6x0.8x1.5	1.73 oz 2.12 oz	RCD605 3 servos
HS-615MG	Super Torque Metal gear	107 oz/in	.21 sec	DUAL BALL BEARING	1.6x0.8x1.5	2.12 oz	none
HS-700BB HS-705MG	Giant scale Metal gear	133 oz/in 161 oz/in	.22 sec .27 sec	TOP BALL BEARING	2.3x1.1x2.0	3.5 oz 4.0 oz	RCD915 3+1 servos
HS-75BB	Retract servo	90 oz/in	.50 sec	TOP BB	1.7x0.9x1.0	1.3 oz	none
HS-725BB	Sail Winch 4 Turns	161 oz/in	1.62 sec 360 deg	TOP BALL BEARING	2.3x1.1x2.0	3.8 oz	none

*Denotes servo only available with Hitec/JR connector. All other servos available with FUT "J", AIRT and Hitec/JR connectors. Please specify connector type when ordering. All servo packs come with switch harness.

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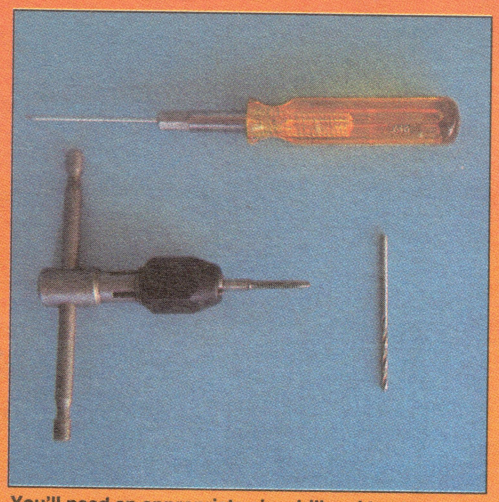
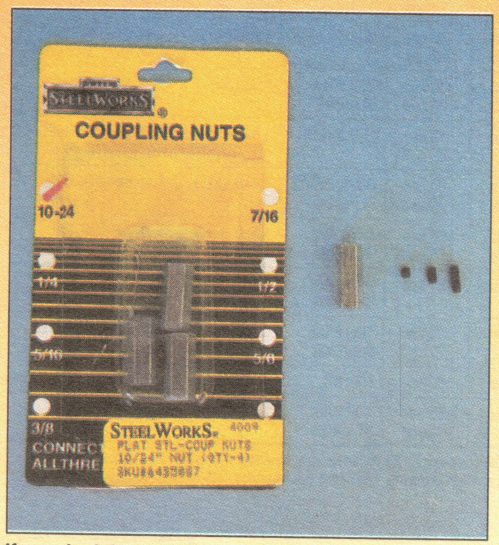


You'll need an appropriate size drill and tap to make your shaft connector. The hardened drill blank pinion wrench is from Thorp. It is one of those must-have tools for RC racers. Those little "L" shaped Allen wrenches strip out too easily.



The best motor-shaft coupler is based on a commonly found, un-tapped, aluminum spacer. You'll need some set screws too. You can use just about any size, but it makes sense to use what you have. Pinion set screws are just the right size. These are from Trinity.



If you don't have access to a drill press, these motor-shaft couplers may be easier to drill. They aren't the best, but they work. They are based on a 10-24 size coupling nut. You'll need some set screws for this coupler too.

exposing your motor to the usual associated brush arcing, heat and comm wear.

I'm going to discuss the assembly of two types of Motor Break-In Stands. The main differences between the two types is with the parts used and the amount of work and skill required to make them. While both are very simple projects, one is just plain simple to make, and the other is very simple to make. For clarity, I'll refer to the simple version as the fancy version, and the very simple version as the no frills version. As we go along, you'll see what I mean. Cost wise, both stands come out very close to each other, so that really shouldn't be the deciding factor.

CLAMPING YOUR STYLE

As I mentioned earlier, which parts you'll need to buy depends on which type of stand you'll want to make. The no frills version is based on a couple of clamps made by A.I. Platt. I found them at my local hardware store. These clamps are used for hanging brooms and such on the wall. They are the medium-size clamps. The only model number I could find for them is #B-1. If you can't find them, you can call A.I. Platt at (203)874-0091 and they should be able to help you find a distributor. I bought mine for $0.99 each. You'll need two per stand.

The fancy version is based on a pipe clamp made by a company called Clic. Some of you may recognize that these clamps are the same type that come on the dual motor stand distributed by Class Motor Accessories. However, there is one difference. Class uses a clamp number 36 while our fancy stand uses a larger size number 40. The reason why we use the larger clamp is two-fold. One is that you don't need a screw driver to open it as you do with the one from Class, and two, is that the larger size allows you to "soft mount" your motor using self-stick rubber feet. This saves your motor labels from being scraped off and offers some vibration dampening. Hardware stores and home improvement places usually won't carry Clic pipe clamps as they are a somewhat specialized product. If you live in or near a big city, you might be able to find Clic brand pipe clamps at one of the larger industrial plastic pipe supply companies. By the way, if you want to use the number 36-size clamp like the ones from Class, you just might as well buy the whole stand from them. That would probably be best. However, we feel the number 40-size clamp makes for a better stand. Anyway, I bought some number 40-size clamps - part no. 029205 for $1.20 each (again, you'll need two per stand) from Special Plastics Systems—in California (818)570-8320 or (800)423-

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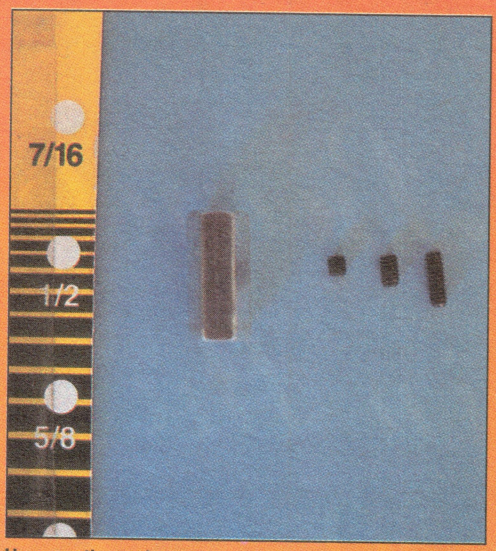
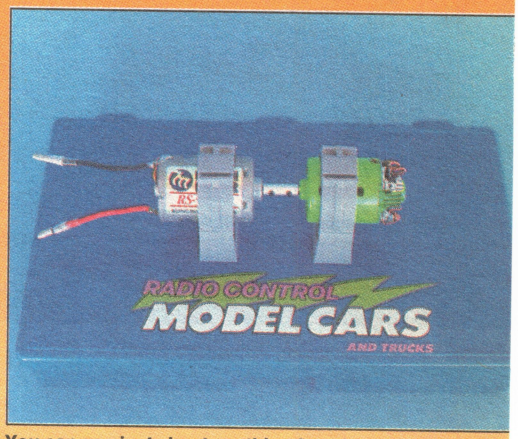
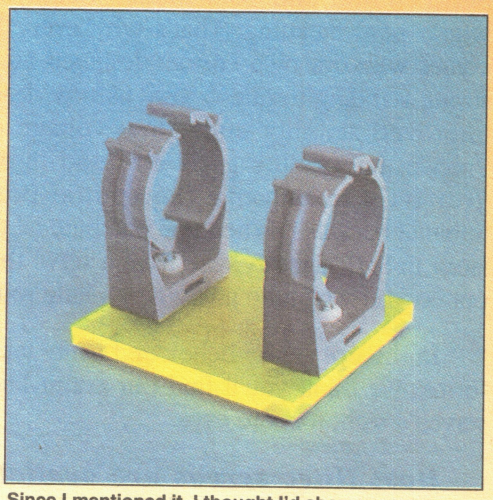


Here are three sizes of set screws. The one on the left is a standard pinion size and the one on the right is from an Associated plastic wing mount. The size you'll need is the one in the center. I don't know what RC car they are from, but I found them in one of my parts boxes. You might have some hiding in one of your parts boxes also.



You can use just about anything for a base. This is an example of one of the fancy motor stands. The base is a plastic parts box. I keep all of my motor parts inside of it. Very handy!



Since I mentioned it, I thought I'd show you one. This is the motor stand sold by Class. It uses a piece of Plexiglas for a base.

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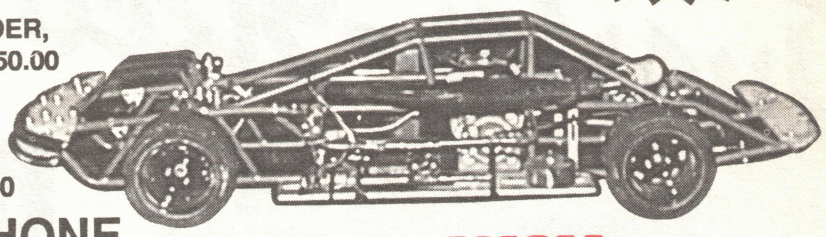

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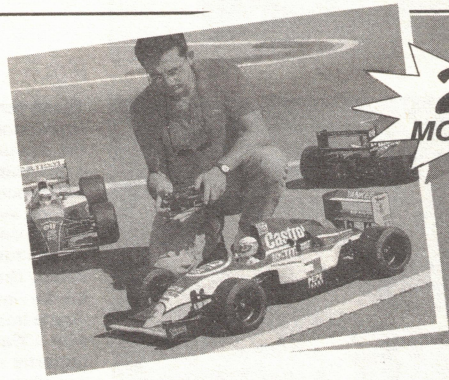

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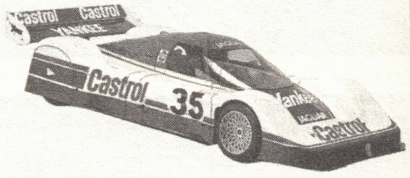



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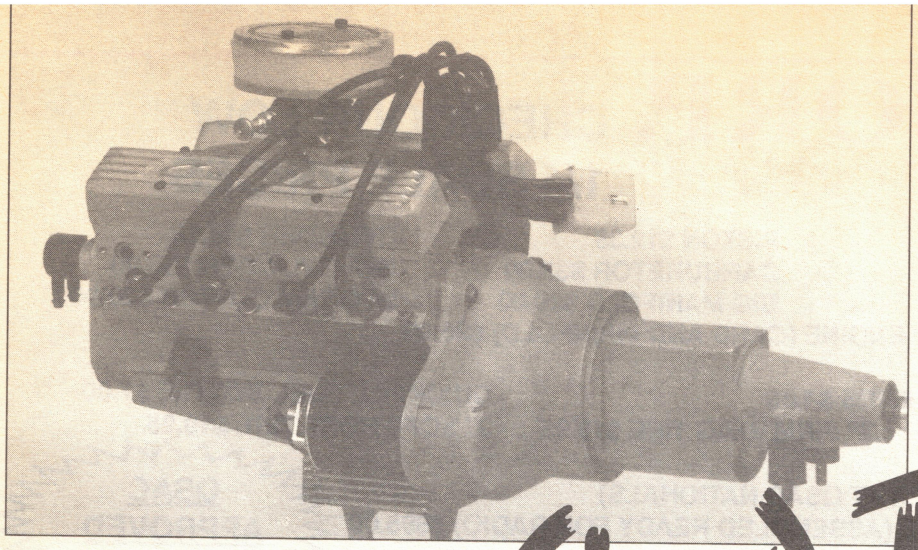
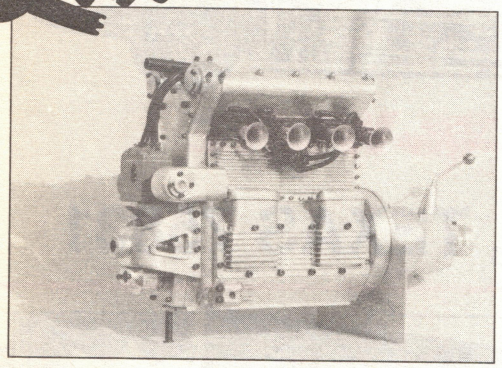


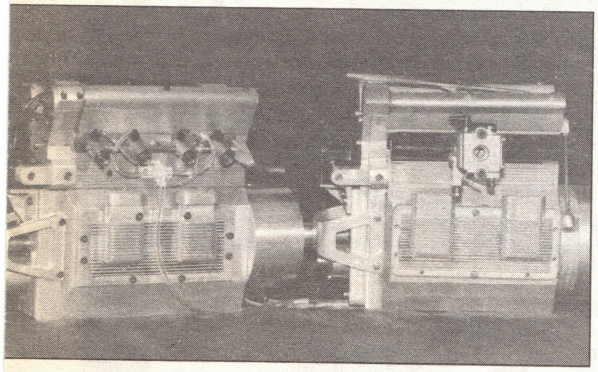
Since 1979, the Conley small-block V-8 has been used in many types of Q-scale RC cars. Besides being sold with a normal Walbro carb fuel system, the Conley powerplant kit can also be purchased with a twin-carb supercharger belt-driven as well.

Quarter-Sized Thunder



Bob Havemann's Type 270 Offenhauser Q-scale engine looks just like its full-sized and long-time Indy 500-winning cousin. With a construction time of 400 hours, Havemann's powerplant can be purchased in either static or full-running condition.

A SURVEY OF QUARTER-SCALE REPLICA POWERPLANTS

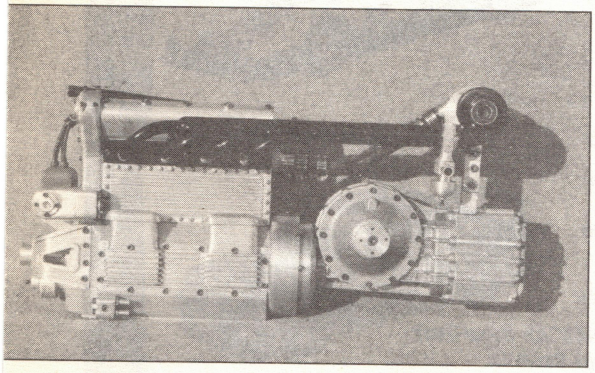


These early model Havemann Offys show the evolution of the 1/4-scale engine. The main difference is in the fueling systems; the engine on the left has a simple fuel injection setup. The Offenhauser on the right uses a single intake manifold with a Walbro W-series butterfly valve carb handling the air/fuel mixing chores.

If you ask most RCers what is the biggest attraction of Q-scale cars, most will answer realism. The sound, smell and size of the large-scale RC cars makes you think these vehicles are as close to full-sized racecars as you can come. Of course, the ultimate Q-scale car would have a 1/4-scale engine as well; and that's what this survey is about: full-on Q-scale powerplants modeled after full-scale racing engines.

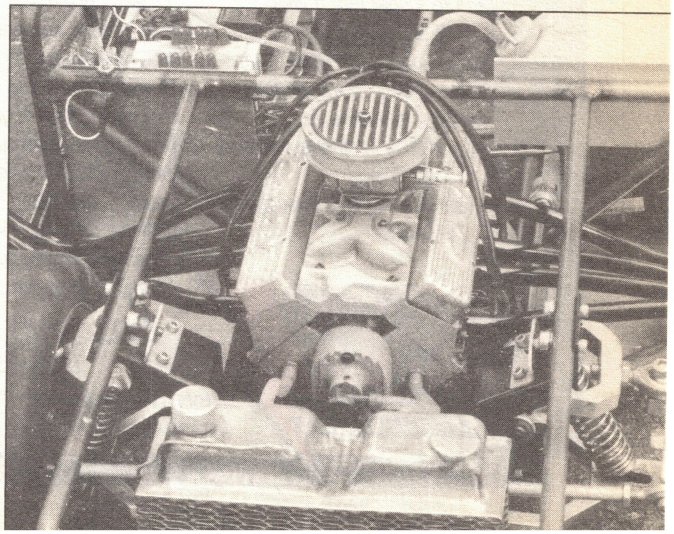
These fantastic-looking engines are primarily aimed at the scale RC modeler and not the racer, but you have to admire the craftsmanship of these engines. This month we'll look at three manufacturers of Q-scale replica engines, including their development, assembly, and

continued on page 56



Shown here is Havemann's static version of the Meyer-Drake 168-cubic inch turbocharged engine (with transaxle installed). Many of Bob's creations are owned by collectors (and are never run) and his next powerplant will be the famous Novi V-8, well known for its blood-curdling, high-powered scream down the straightaways at Indy.

BY RICK EYRICH



Conley's V-8, shown here installed in a quarter-scale model.

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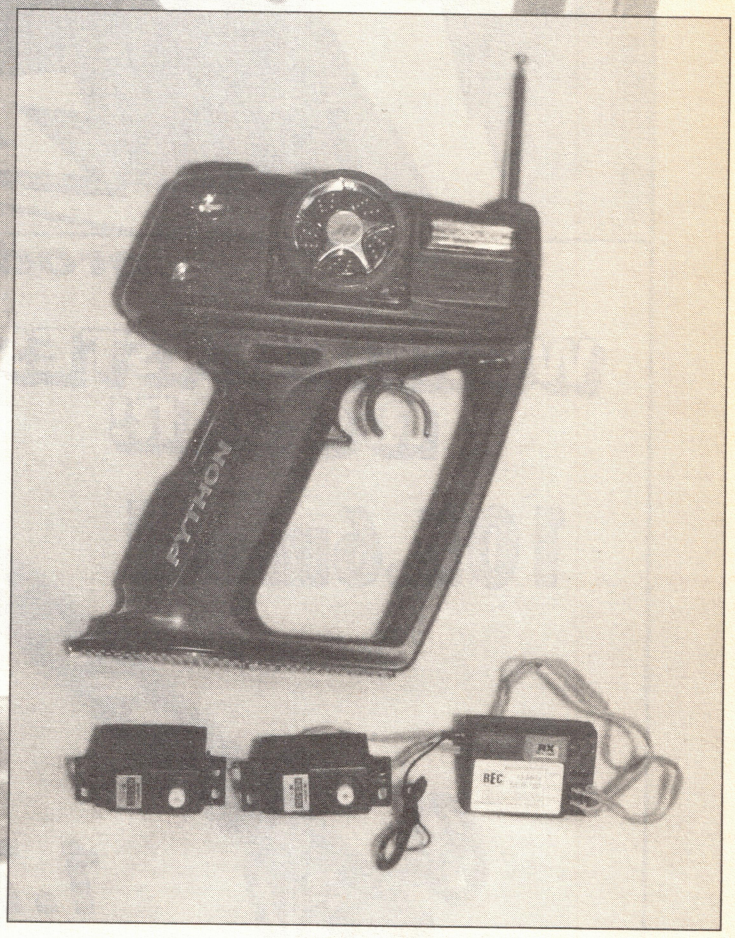
continued on page 56



With the components spread out, the small size of the receiver is more obvious. This is one of the smallest and lightest receivers available.



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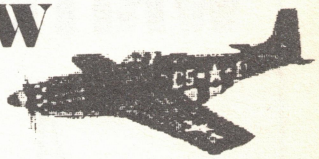

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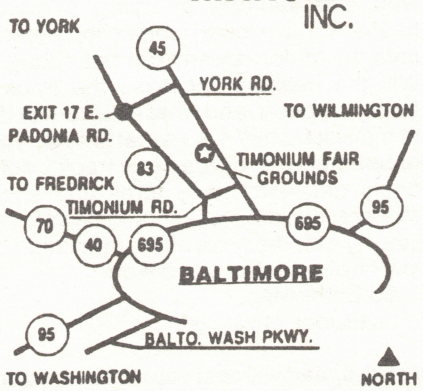

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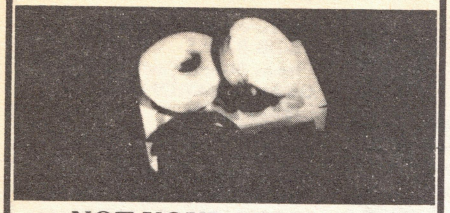

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If you can fill the bill, contact the editor at RC Model Cars, 34249 Camino Capistrano, Capistrano Beach, California 92624.

ANSWERMAN CONTINUED FROM PAGE 15

On the Burns, I'm thinking your present steering servo is a S148 Futaba; move up to either a #9303 or a#9304 Futaba. The 9304 is a nylon gear unit, while the 9303 has a faster transit time and has metal gears. Either servo will work, and they're dimensions will fit your Kyosho just fine. As for tracks, I found one; SRS Raceway, 915 N. Main St., Salinas, California 93906 (408) 424-4044.

DEAR ANSWERMAN,

Drag racing (full-sized) is one of my hobbies, and I'd like to know more about Q-scale RC drag cars. Does anyone put out where can I a catalog for 1/4-scale funny cars and pro stock/street dragsters?

Eddie L. Hurst
Bedford Hts., Ohio

A: Two sources of Q-scale, full-bodied RC cars come to mind: New Era Models and Custom Electric Cars.

New Era builds and sells both a gas-powered funny car and pro stock drag car. Both use chrome-moly frames, scale slick tires and have recoil-start two-cycle engines. Options include wheelie bars, spoilers and hood scoops, driver figure, custom wheels, a scale hemi and other bits as well. Contact them at: Box 7378, Nashua, New Hampshire 03060 (603) 880- 3453. Custom Electric Cars builds an electric-powered 1/4-scale pro stock drag car that runs on multiple nicad cells and a fan-cooled ball-bearing motor. ABS plastic bodies, straight-axle rear-ends, foam tires, and full ball bearings are all standard features on these 98% assembled cars. Contact them at: Box 2151, Route 52, Pine Bush, New York 12566 (914) 342-8697.

DEAR ANSWERMAN,

I have a Kyosho Tracker truck that I've converted into a stadium racer. I'm running a Futaba Magnun radio, Novak Duster ESC, Trinity 13-turn Psychic Reaction motor, and a 17-tooth pinion gear. I'm pretty happy with it; but I'm always looking for more speed-I run mostly offroad and a little clay and dirt oval as well. I'm thinking of trying a motor heatsink; but a local hobby shop person said my motor doesn't get hot enough. Will the heatsink increase the truck's runtime/speed, and what else could I do to make it faster? Also, what tires do you recommend for offroad (my track's soft, dusty dirt) with many turns and short straightaways? Finally should I land (over jumps) with the nose of the truck high or low? Keep up the good work.

Ed Sotherden
Liverpool, New York

A: Ed, speed will cost you runtime, so my suggestion would be to increase the motor pinion size one-to-two teeth-but no more. You'll lose runtime, so your idea of a heatsink with that motor and gearing may be a good plan. 1400 SCR's will be best for offroad as will either Pro-Line or Losi 2.2-inch medium-block tires.

"Blipping" the gas prior to takeoffs will usually provide you with nose-up landings with your Kyosho Tracker truck.

As for jump landings, the Answerman prefers nose-up landings, but nose-down jumping at less than full speed is sometimes okay for jumps located just before turns and for large tabletop jumps. "Blipping" the gas prior to takeoffs will usually provide you with nose-up landings with your Kyosho Tracker truck. •

BIG TIPS CONTINUED FROM PAGE 14

to have either a drill press or lathe, you can make up a suitable cap remover and host sizes with the following: a short length of rear axle shaft, an old wheel mounting hub (rear), and the bolts, screws, etc., that hold the rim and tire to the hub.

Once the axle, hub and rim are in the press or lathe, run it at a speed quick enough to sand off the old rubber/CA with 100-grit sandpaper. If the whole cap is still in place, try to loosen the CA glue holding it to the host by boiling the tire in water. Or, apply regular drug store glycerin, a common substance found in CA glue remover, to the cap/host edges. For the power toolers, you can try turning the tire and applying some heat to the cap via a torch—but be extremely careful!

UPDATE OF THE MONTH

Back in the December, '94 issue's Big Tips, the main topic was car visibility in both day and night racing conditions On the subject of night races, there's been an additional way to improve your car's visibility: reflective tape.

Yep, try running a strip of reflective tape across the front and rear bumper areas of your car's body shell. You can pick up this tape at any bike shop, some motorcycle dealers and hardware stores in about a 3/4- to one-inch wide roll. So even if you have two equally painted and decaled cars out on the track at night, under the lights, you can still pick out the "shiny" light-reflective stripes on either end of the car.

WRAP-UP

One final note: the reflective tape mentioned above can also be usually found in even brighter shades in some auto parts car pinstriping departments. Now

you'll be able to work on your Q-scale car comfortably, have good fuel and capped tires--and see your racer in the dark!

Next month the subject of non-racing car testing will be explored here. We'll look at what you may need to check in order to improve the overall performance of any large-scale RC car—under all conditions.•

TEKIN CHARGER CONTINUED FROM PAGE 16

especially helpful if you are a novice racer and trying to take care of your cells. According to Tekin's instruction manual, the trickle charge when in the on position, will help increase the run time at the expense of some power. Conversely, with the switch off, you will achieve maximum power from your pack.

I charge my cells from a fully discharged condition, using this charger, I set the trickle switch to on for my first charge. I'll re-peak my battery just prior to racing with the switch in the off position. This seems to provide the best results.

The trickle charge, when in the on position, will help increase the run time at the expense of some power.

Located on the lower left side is a pair of meter ports. These are provided to connect a digital multimeter and monitor the charge process. A switch between the charge button and LED indicator selects whether your multimeter reads amps or volts. It can be switched back and forth during the charge process without disturbing the charge.

OPERATION

I wanted to test the DC side first, so I connected the charger to my monolithic MA 70T power supply with the cord provided from the charger. I also connected my Micronta 22-185A digital multimeter to the appropriate place.

The supplied cable for charging comes with a Tamiya-type connector and a cable that attaches with alligator clips. I use Deans connectors, so I attached the alligator clip connector.

With the right cables selected, multimeter on, power supply plugged in and running, I was ready to charge a battery pack.

Since this is an entry-level charger, I selected an older matched 1400 mAH battery pack. They were roughly 275s matched at 20 amps.

One thing I was interested in seeing, most peak chargers detect a peak when the battery voltage starts to slope off. According to the instruction manual, the chargers circuitry is designed to "see" the peak at nearly the exact point of voltage drop.

The chart example shows the charge curve during my test. In the DC mode, the charger was able to quickly shut down almost exactly at the peak. My pack peaked at 9.65V (3:21 minutes), the charger shut down at 9.64v; (3:22). That's only one-hundredth of a volt loss!

During the charge cycle, I noticed the faceplate became very hot. So hot, in fact, I could not comfortably touch it. Some investigation into the instruction manual cautions that the panel may become warm

continued on page 51

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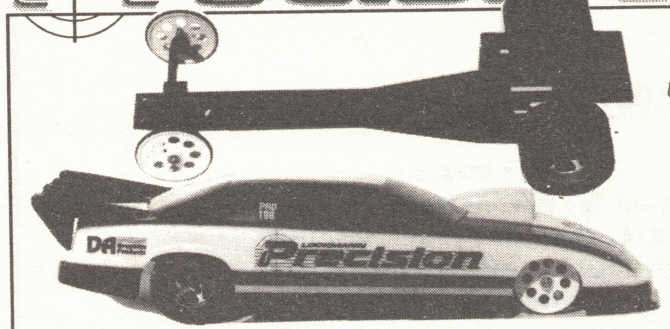
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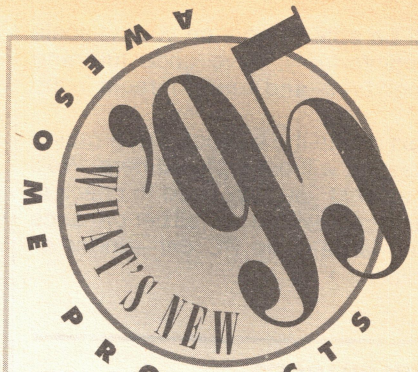

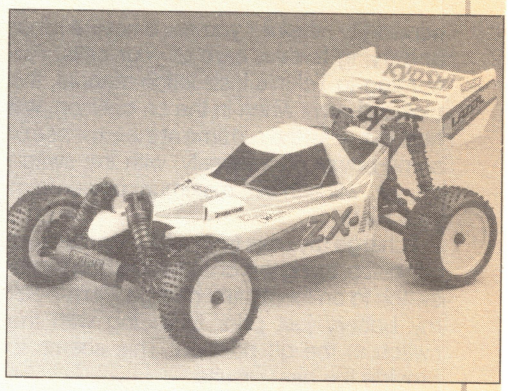

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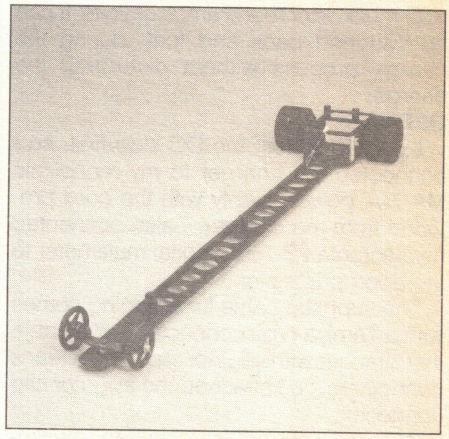

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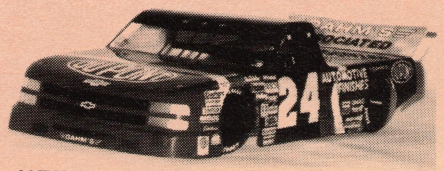

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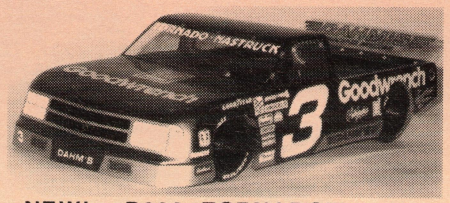

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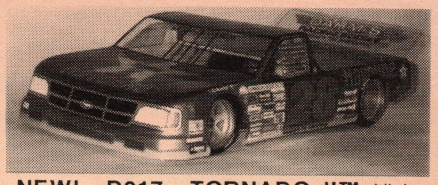

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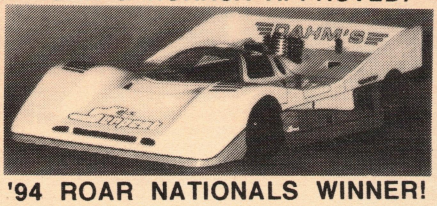

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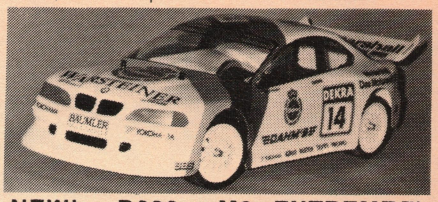

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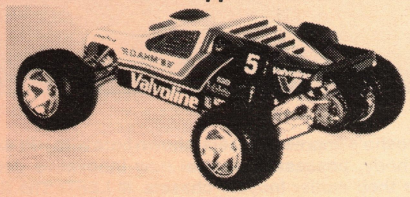

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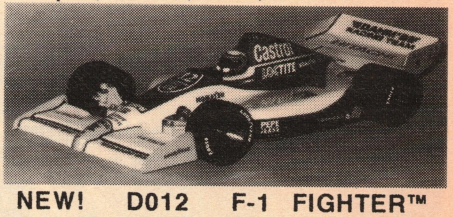

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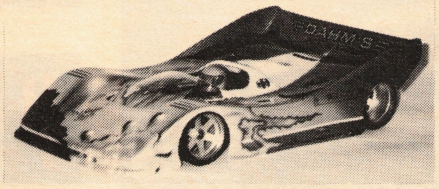
NEW! D011 FIGHTER WING™ Bi-Level Wing Great for F-1 & Dune Buggies!

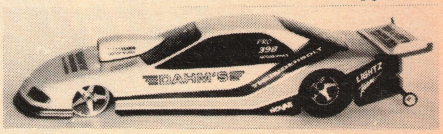


D049 COMMANDO EXP™ Fits the **Stadium Blitzer, Losi XXT, LXT, Tamiya Toyota Prerunner, RC10T, Nitro Hawk,** & **RC10GT**. Free Grill Decal! **ROAR Approved!**



NEW!! No. D025 SPICE WSC Fits RC10L, Evolution 10, & Most 10th Scale Cars. Great Aerodynamics, Fine Detailing, and Superior Handling. Driver Figure No. D030

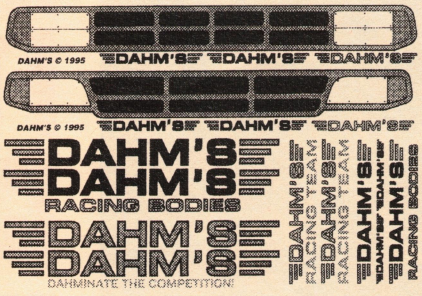
No. D029 SPICE WSC Fits Serpent Impact, BMT931, & Delta 10th Scale Gas Cars.



NEW! D018 THUNDERBOLT™ Striking New Super-Narrow, Aerodynamic Racing Body for Ultimate Straight-Line Handling. Fits **Trinity & Lightz Pro Stock** Cars. Molded-in Hood Scoop. Adjustable Wing & Dual Parachutes.



D080 BUGGSY™ fts Losi XXT, RC10T, Nitro Hawk, Clodbuster, & Stadium Blitzer
D043 BUGGSY™ fits RC12L & Digger
D056 BUGGSY™ 8th Scale fits Inferno, Mugen, Pirate, Burns, LXT & RC10GT.



NEW!! No. D802 NASTRUCK GRILLS (2) & DAHM'S RACING BODIES DECAL SHEET Makes Professional Truck Finishing Fast and Easy!



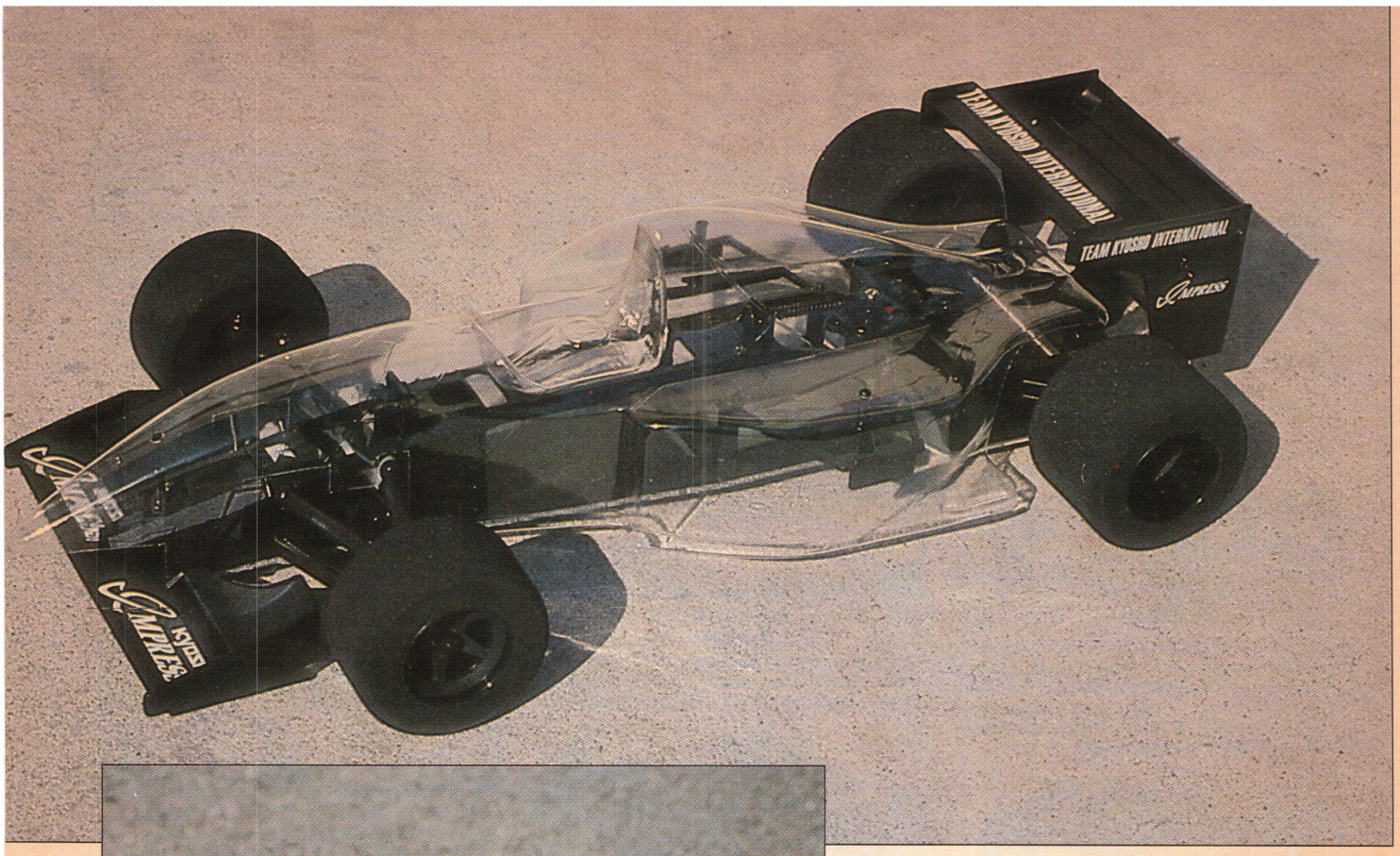
NEW! D019 TIGER X™ Racing Body for the TEAM LOSI XX. Features Motor Cooling, Rear Spoiler, Stabilization Fins, Body Mount Reinforcement, & Wing.

THE MOST IMPORTANT, & LEAST EXPENSIVE CHANGE YOU CAN MAKE TO YOUR CAR TO IMPROVE PERFORMANCE & APPEARANCE, IS TO PUT ON A NEW DAHM'S BODY. DAHM'S RACING BODIES ARE WORLD FAMOUS FOR THEIR LOW, SLEEK STYLING, & SUPERIOR AERODYNAMIC CHARACTERISTICS. YOU CAN COUNT ON DAHM'S RACING BODIES FOR THE HIGHEST QUALITY, EXCELLENT HANDLING, & RACE-WINNING PERFORMANCE!!!

WANT TO KNOW WHICH BODIES FIT YOUR CAR? **CALL US AT: 707-792-1316 FAX: 707-792-0137**

SEND $2.00 FOR DAHM'S LATEST CATALOG, OR SEND $4.00 FOR CATALOG & DECALS TO:

DAHM'S RACING BODIES (Dept. C) P.O. BOX 360, COTATI, CA 94931 USA





■ ABOVE: Kyosho's Impress chassis, shown here with HPI's new McLaren F1 body, possesses several new innovative design changes over their earlier Indycar chassis. ■ LEFT: The fiberglass Impress chassis has the same bolt holes as earlier Kyosho open-wheel chassis, which means suspension and other parts are easily interchangeable.

PREVIEW:

KYOSHO'S F1 IMPRESS CHASSIS

BY DOUG ADAMS

In an effort to gain a top position in the highly competitive parking lot wars, Kyosho hits the track with the all-new Impress Formula racer. It's evident that Kyosho engineers had winning in mind when they designed this next-generation racing kit. Several unique features set the Impress apart from the competition and are sure to make it a winner.

FRONT END

Of all the design changes, the most dramatic is

continued on page 57

If you want state-of-the-art technology, you'll find it here...

...And you'll get it for less.

PRO-X™

PRO-XRT™



When drivers discuss what's HOT in high-tech racing, they speak of the same tricks and tweaks you'll find in the Pro-X and Pro-XRT. Over two years in the making, these are the most advanced 2WD electrics Kyosho has ever produced!

There's just one major difference between the Pros and other "loaded" machines—and it has nothing to do with performance.

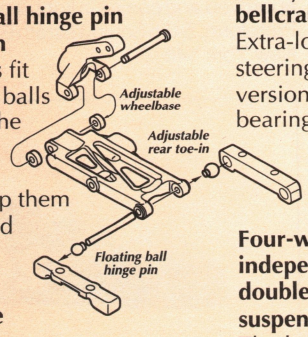
It's the price. Kyosho's race-ready **Team** and economical **Sport** versions of the Pro-X and Pro-XRT make top-of-the-line technology surprisingly affordable.

And they make winning a whole new race to the finish line.

The foundation of Pro Series performance:

Easily adjustable wheelbase
Rear hub carriers can be moved 1-4mm with spacers. Optional hub carriers for the front ends allow -10 and -15 degree caster angles.

Floating ball hinge pin installation
Hinge pins fit into nylon balls seated in the mounting blocks, which keep them aligned and prevent binding.



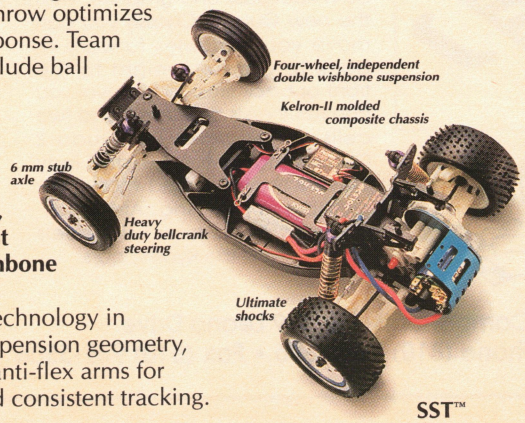
Adjustable rear toe-in
Using toe-in blocks, rear toe-in can easily be tuned at 1.5, 3 or 5 degrees.

Kelron-II™ molded composite chassis
Reinforced for stiffness. Entire front end can be taken off by removing just six screws!

Heavy-duty bellcrank steering
Extra-long throw optimizes steering response. Team versions include ball bearings.

Four-wheel, independent double wishbone suspension
The latest technology in off-road suspension geometry, with long, anti-flex arms for stability and consistent tracking.

6mm stub axle
50% larger axle improves steering precision and strength. 6 x 10mm wheel bearings (bushings in Sport models) prevent wheel wobble.



SST™

Transmission
Improves acceleration, lowers the CG and simplifies spur gear changes. Includes 11 ball bearings and uses common 48-pitch pinion and spur gears.

Ultimate Shocks (Team versions only)
Teflon®-coated, with "dust boot" and wiper seal to prevent oil contamination. Easy, snap-on adjuster clips change spring tension.

For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948, ext. 095K.

KYOSHO®
THE FINEST RADIO CONTROL MODELS

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

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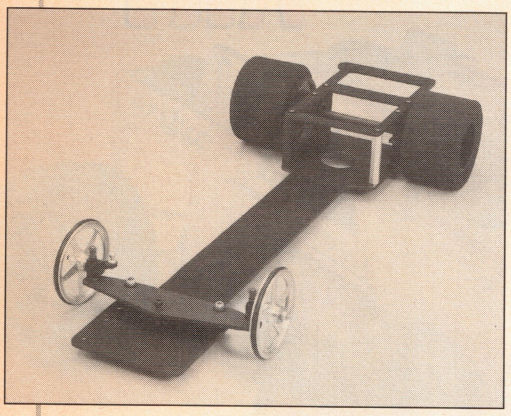
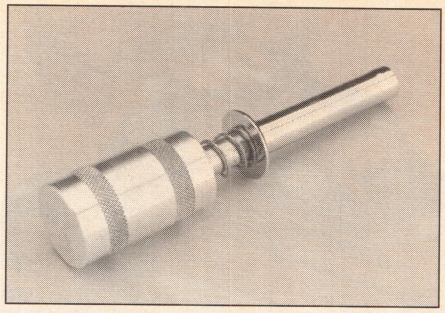
AWESOME '95 WHAT'S NEW PRODUCTS



LIGHTZ GRAPHITE PRO STOCK CHASSIS

Lightz Products carbon fiber pro stock chassis has an adjustable wheelbase and rear axle height, while the carbon fiber front axle is adjustable for height, caster and tweak. The rear pod is offset to allow for the narrowest possible rear track width and also to help center the motor weight in the chassis for maximum traction. The complete chassis includes front wheels and O-ring tires, rear wheels with mounted drag foams, carbon fiber rear axle, aircraft aluminum clamp-on rear hubs with set screws, rear axle height adjusters, axle shims and spacers, front steering blocks and springs, full bearings, spur gear, breakaway body mounts, hardware and a Torx wrench—all for $219.00. Assembly drawings and chassis setup tips are provided. From Lightz Products, Box 24910, Tempe, Arizona 85285. (602) 894-6908.

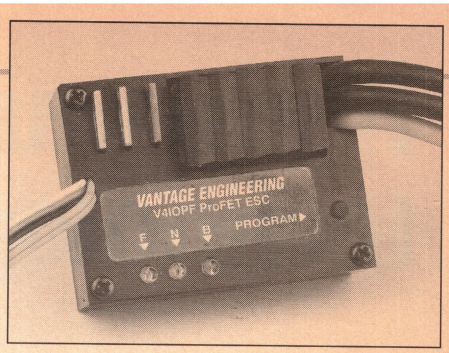


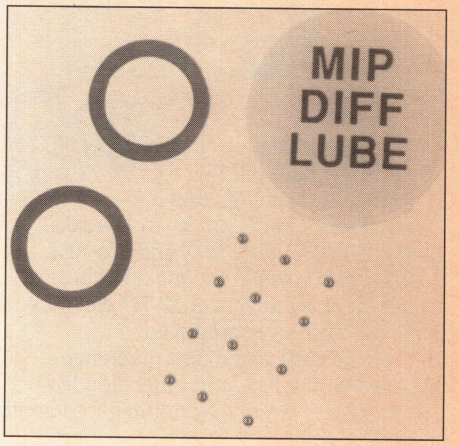
PROGLO STARTER CLIPS

ProGlo Starter Clips from Great Planes use advanced electro-mechanical connections to produce more power, more efficiently than usual starter clip designs. There are no internal wires or solder joints to restrict maximum power transfer or to cause failures. Powered by a sub-C Nicad battery, the longevity of the ProGlo is practically assured. The ProGlo Nicad starter clips are available with two- or three-inch chrome-plated sockets. A spring-loaded plunger enables you to lock the socket securely onto all glow plugs using one hand. The ProGlo comes with a year-long guarantee that means free replacement. From Great Planes, Box 9021, Champaign, Illinois 61826.

VANTAGE ENGINEERING ESC

The V410PF electronic speed control from Vantage Engineering uses ProFET transistors to give a low .001 ohm resistance, the lowest available. A microprocessor IC offers programmable torque control through a unique throttle ramping feature. A single pushbutton allows the user to program in brake, neutral and full throttle points with visual verification from three LED indicators. Torque control settings are similarly inputted. The V410PF ESC is now available at your hobby dealer's. From Vantage Engineering, 681 Main St., Waltham, Massachusetts 02154. (617) 894-8694.



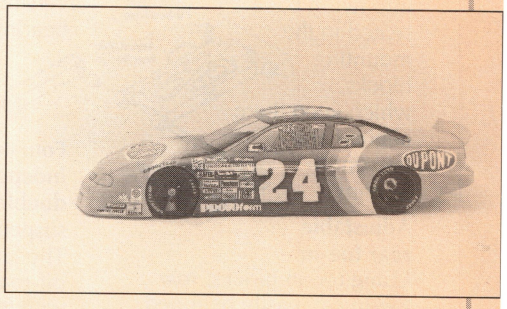


MIP DIFF REBUILD KIT FOR THE RC10GT

You can double the number of runs between rebuilds with the MIP Super Diff Rebuild kit, which features the hardest, roundest carbide balls made, smooth-polished diff rings, with longer-lasting, no-grit diff lube. From MIP, 746 E. Edna Pl., Covina, California 91723. (818) 339-9008.

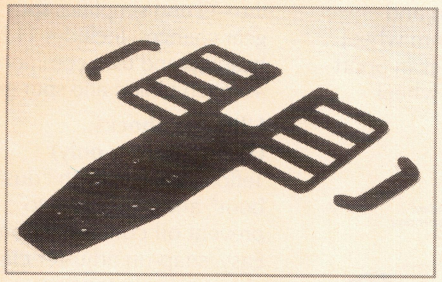
'95 WC MC BODY BY PROTOFORM

This is the one everyone's waiting for! It's the new 1995 Protoform stock car body that fits all superspeedway-width chassis, with exceptional downforce to handle paved or carpet tracks. Detail includes add-on spoiler and simulated roof flaps. The exciting new body is NORRCA approved and comes in light or regular weights. Protoform, 5455 Southwestern Blvd., Hamburg, New York 14075.



NEW! FROM T.M. R/C RACING COMPONENTS

The Quad-2 F1 Chassis



The Quad-2 F1 Chassis for Kyosho F-1 cars including the Impress. The Quad-2 Chassis is available in both fiberglass and graphite. With the new Quad-2 Chassis you can move your batteries forward or back to transfer weight to the front or back tires. To run oval you can run 4 cells on the left and two cells on the right. The Quad-2 Chassis makes the F-1 and Indy cars more stable and more predictable in handling. Also available are T.M.'s new F-1 wheels and tires to fit the Kyosho cars.

T.M. R/C RACING COMPONENTS

T.M. R/C Racing Components • 49679 Leona Drive
Chesterfield, MI 48051 • Phone (810) 949-3506 • Fax (810) 949-3506

On A Scale Of 1 to 10, Nothing Beats Tamiya's 1:10's!

From the high-speed maneuverability of the 4WD and FWD sedans to the hair-trigger responsiveness of the Indy cars and Formula 1 racers, nothing outclasses Tamiya's 1:10 scale R/C's.

These cars have earned their stripes as the most popular vehicle classes in parking-lot competitions and on-road meets from coast to coast. They come fully loaded with everything it takes to make the most of your driving skills. Things like high-tech, high-rigidity chassis; rugged steel drive shaft construction; race-ready motors; differential gearing; oil-filled shocks and the most technologically advanced suspension systems obtainable.

Not only do these cars drive like their full-size counterparts, but they look like them as well. Their impact-defying polycarbonate bodies are scale accurate right down to the decals.

Anyway you look at it, Tamiya's 1:10th scale on-road R/C's score a perfect 10.

TAMIYA

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1-800-TAMIYA-A



Alfa Romeo 155V6TI, #58128



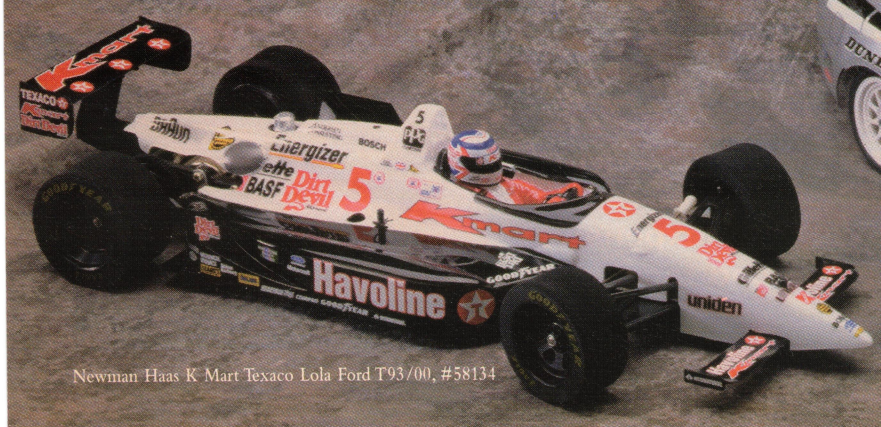
AMG Mercedes Benz C-Class DTM D2, #58139



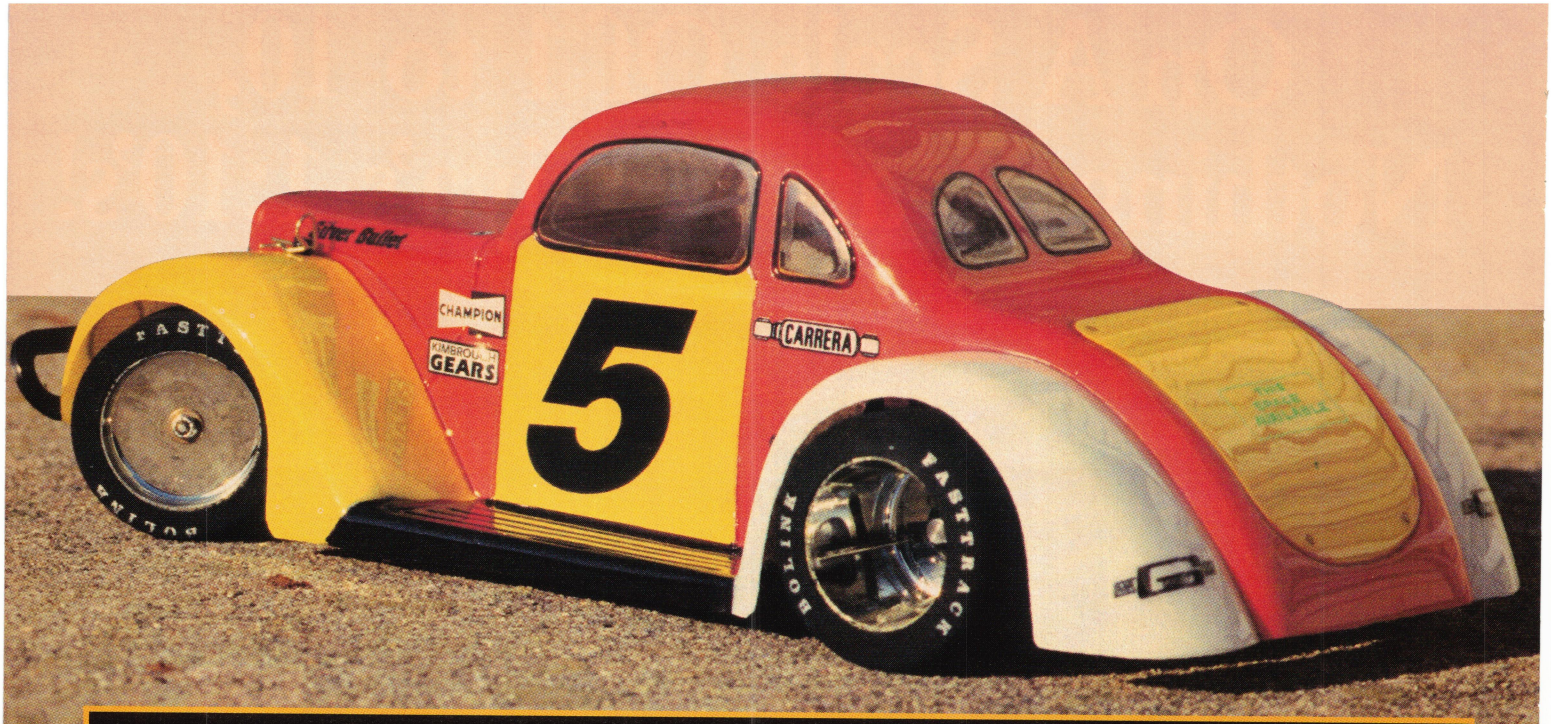
Renault Clio Williams, #58138

Blitz Toyota Supra GrN, #58137



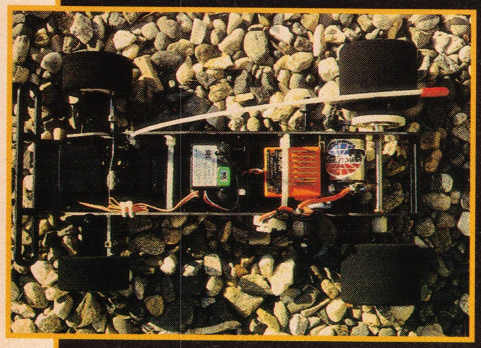


Newman Haas K Mart Texaco Lola Ford T93/00, #58134

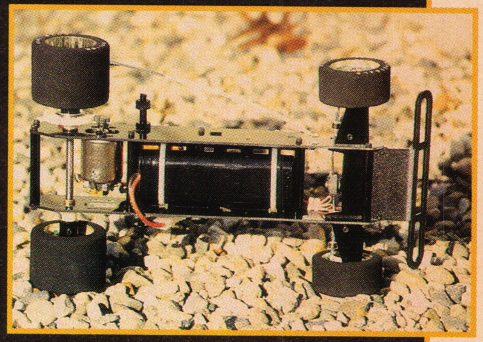


Fun in a Small Package

BOLINK'S LEGEND RACERS







■ LEFT: Here's a good look at the simple, yet durable design of the Legends chassis. As you can see, there's plenty of room to mount the radio gear. ■ CENTER: Trinity supplies the stock powerplant which provides plenty of power for this class. ■ RIGHT: The battery is secured to the bottom of the chassis for better weight distribution. Quick-release tie-wraps keep it in place.

With all the excitement generated by the new direction in parking lot and spec class racing, I took the opportunity to have a look at a Bolink Legends Car to see for myself what the real deal was. Based on their durable, low-cost Digger chassis, this spec-class racer is modeled after the hugely successful Yamaha-powered 4-cylinder race series which can be seen on ESPN and TNN. Their aim is to create an inexpensive class of racing for both the experienced racer and

continued on page 58

BY JEFF BATES

CHASSIS & CAR DIMENSIONS

Wheelbase	9.2-9.4 "
Rear Width	8-3/8 x1/4"
Front Width	7-3/4"
Roof Height (Minimum from ground)	5.0"
Tire Width	1.10-1.25", 1.9 - 1.25"
Max. Tire Diameter	2.6"

SPEED SECRETS 1995

1995 TEAM ASSOCIATED



ALLEN WRENCHES. Precision-ground replaceable tip with color-coded aluminum hex handle. .050" (#6964), 1/16" (#6965), 5/64" (#6966), 3/32" (#6967), 2.5mm (#6968), 1.5mm (#6969). Replaceable tips available now.





RACING SILICONE SHOCK OIL. This 100% pure silicone oil has reliably proven not to thin out in hot weather or thicken in cold. 2 oz. bottles, 15 wt. (#5427), 25 wt. (#5428), 35 wt. (#5429).

RC10GT GAS TRUCK. It's the most advanced 1:10 gas off road truck available anywhere. Racers can make adjustments for Ackerman steering, there is a totally new lay-down transmission with a drive ratio of 2.60:1 for gas engines, a new HTC (high torque capacity) differential, and the truck accomodates most of the .12 and .15 gas R/C engines. (#7050 *with bushings*, #7060 *with bearings.*)



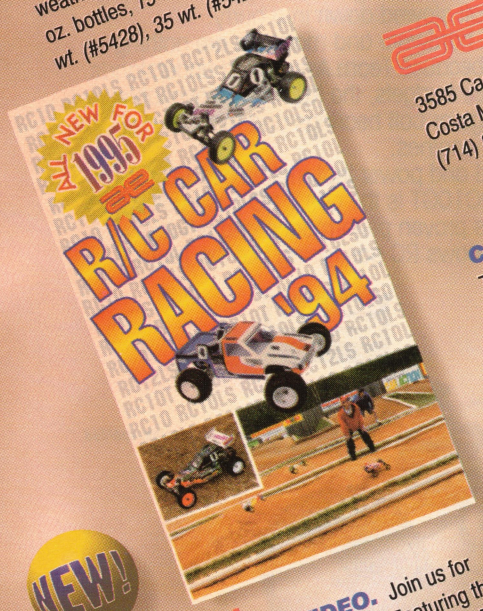
REEDY MOTORS. Turbo-Cooling with "M" wet magnets in the Mach I and II stock motors and Sonic series introduces consistency, economy, long life and speed: stock and modifieds as they were meant to be!



TEAM ASSOCIATED

3585 Cadillac Ave.
Costa Mesa, CA 92626
(714) 850-9342 fax (714) 850-1744

COLOR MUFFLERS AND MANIFOLDS. These great colors help the racer to customize his RC10GT. Polished and anodized, these mufflers and manifolds (pull start and non-pull start available) provide that finished look! *Muffler, black* (#7740), *silver* (#7741), *blue* (#7742), *purple* (#7743).







NEW!

New for 1995! R/C CAR RACING '94 VIDEO. Join us for some of the most exciting races of 1994! Featuring the highlights of such races as the Reedy International Race of Champions, the ROAR Off Road and &Truck Nationals, the IFMAR 1:12 World Championships in Paris, the IFMAR 1:10 World Championships in Germany, and the first ever NORRCA Electric and Gas Truck World Cup. (#6976.)

NEW!

NEW 1:12 STEALTH DIF. This diff (#4455) for the 12L series cars reduces the overall weight of the rear axle and reduces the rotating mass of the diff and axle assembly. The improved diff action gives you quicker acceleration. The new bolt-on rear wheels (specially designed for this axle) can be changed without readjusting the diff. The axle uses the diff technology developed for the legendary Stealth transmission. *Rear wheel, white* (#3609), *black* (#3609B), *florescent yellow* (#3609Y).

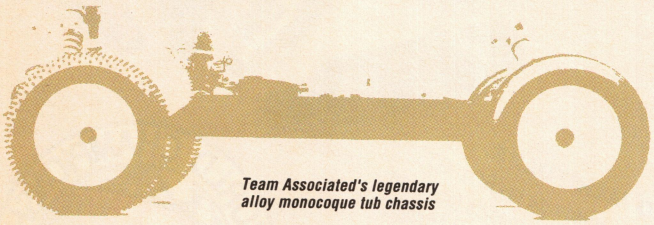


NOBODY KNOWS GAS RACING LIKE THE TEAM.

A lot of people would like you to think they created the whole concept of RC gas racing.

But with over 25 years of experience racing RC gas cars and winning two IFMAR Gas World Championships, Team Associated knows gas racing.

That's why the Team built the RC10GT.



Team Associated's legendary alloy monocoque tub chassis

Our RC10GT is the real thing, designed and engineered by the same racers that brought you the original RC10 and the RC10T.

While it might be enough for some to simply drop an engine and a fuel tank into an electric truck, the Team takes this kind of powertrain transfusion seriously. The RC10GT is a completely integrated package created to take maximum advantage of gas power yet versatile enough to accommodate all popular .12 and .15 size engines.

The most advanced, high performance vehicle of its kind, the RC10GT features competition proven, four wheel suspension with precision, coil-over



IFMAR World Champion factory drivers Brian Kinwald and Cliff Lett teamed with Curtis Husting in designing, track testing and racing our RC10GT prototypes.

shock dampening. Our World Famous Team Associated Stealth ATC gearbox is also adapted to the RC10GT, to get all that nitro power to the ground and our race-ready disc brake gets it all slowed down in a hurry.

Like all our kits, hardware and materials are nothing but the best. And because Team Associated understands RC racers, and their budgets, the RC10GT is available with either bushings or ball bearings and for both pull and non-pull start engines.

Enjoy the sound and power that makes gas RC racing come alive. The RC10GT is the ONLY RC gas truck with Team Associated's proven performance and reliability. Because no one knows RC gas racing like the Team.

Quick-fill 75cc fuel tank lets you race as long as you want with simple 2 second pit stops.

All terrain tires developed by Pro-Line specifically for the RC10GT

Wide track, long throw suspension, molded from durable, dyeable virgin nylon



The RC10GT is available in several Sport and Competition versions for most .12 or .15 engines. We highly recommend the .12 size for scale performance and reliability.

RC10GT

Associated Electrics 3585 Cadillac Avenue, Costa Mesa, CA 92626

© 1994 Associated Electrics

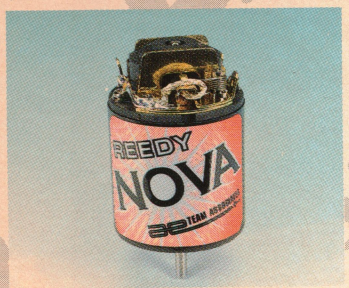
REEDY

12 IFMAR WORLD CHAMPIONSHIPS

WORLD CHAMPIONS TOOLBOX

ASSOCIATED ELECTRICS, INC., 3585 Cadillac Ave., Costa Mesa, CA 92626
(714) 850-9342 FAX (714) 850-1744

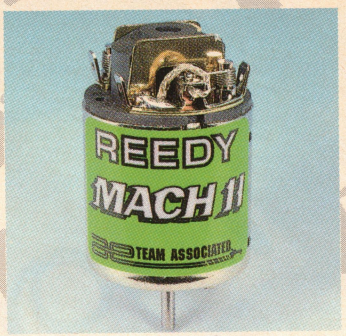
Nova Motors



Designed specifically for off road racing, Nova motors give you winning performance and long life at an inexpensive price. Hand wound. Custom assembled. Diamond trued armature. Dynamically balanced. Dual ball bearings. Adjustable timing. Heat sink holder. Three winds available.

#575, 14 turn double **#576, 13 turn double** **#577, 12 turn double**

Mach I & II Stock Motors



Turbo Cooling feature creates a path of cooling air over the brush and commutator assembly, giving you a cooler and more efficient motor. 4.95 "M" wet magnets. 27 turn armature with Turbo Cooling. New can with cooling vents, and more! Mach I is a ROAR legal 24° motor. The Mach II is a NORCCA legal 36° motor.

#556, Mach I **#557, Mach II**

Sonic Series Modifieds

Newest in the line of Reedy motors is the Sonic, with Turbo Cooling features adding to the life and performance of the motor. A new can/magnet setup combined with an all-new large commutator and lay-down brush system provides the torque and power needed for today's racing. Hand wound and precision assembled.

#525-540

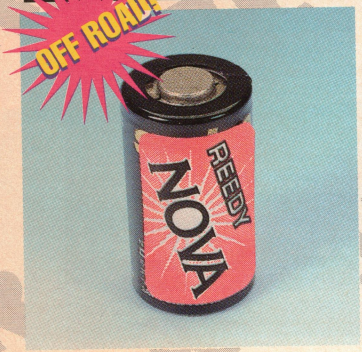


Ultra Series Modifieds

World Championship-winning MR. Series motors provide the RPM and performance necessary to win 1:12 on road and 1:10 off road IFMAR World Championships. Each MR. Series motor contains the Ultra Torque Magnet for broader power band. It is resistant to high temperatures, providing a consistent, stronger-running motor during the second half of the race when other magnets start to fade due to heat.



Nova Battery Pack



Nova batteries are developed around the race-proven Sanyo SCRC battery. Cycled and matched, Nova batteries give you the punch you need for high current, four minute off road racing. Sanyo SCRC-SP. Cycled and capacity checked. Matched by capacity. Available in both 6-cell and 7-cell.

#636, 6-cell SCRC **#637, 7-cell SCRC**

Reedy Ultra Pack



Today's on road racing requires top of the line batteries. The Ultra series SCRC and SCR are matched both for capacity and voltage to give you the power to win. Available in both 6-cell and 7-cell.

#606, 6-cell 1400 SCR
#607, 7-cell 1400 SCR
#634, 6-cell 1700 SCRC
#635, 7-cell 1700 SCRC

MR. Series Brushes

Fit all standard upright Yokomo-type brush systems.



#730, Silver On Road Brush
#732, Competition On Road Brush, Modified and Stock
#737, Competition Off Road Brush
#738, Stock Motor Brush

Sonic Series Brushes

For use in motors with lay-down brush systems.



#760, Competition Off Road
#761, Competition On Road and Stock Motor Brush
#762, Silver On Road Brush

LAY DOWN!

Reedy Modifieds

Reedy Modifieds technology is responsible for winnning 12 IFMAR World Championships, more Championships than all the others combined.

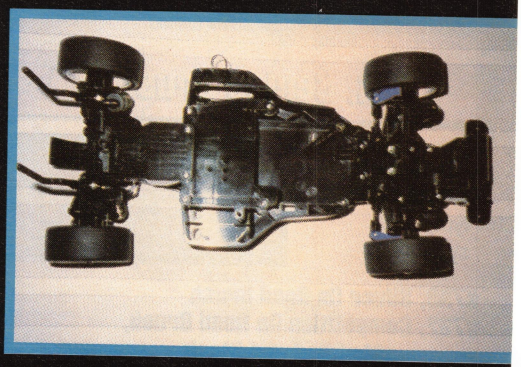
REEDY Modifieds

Tamiya's Ford Mo

BY RAYMOND PHILLIPS

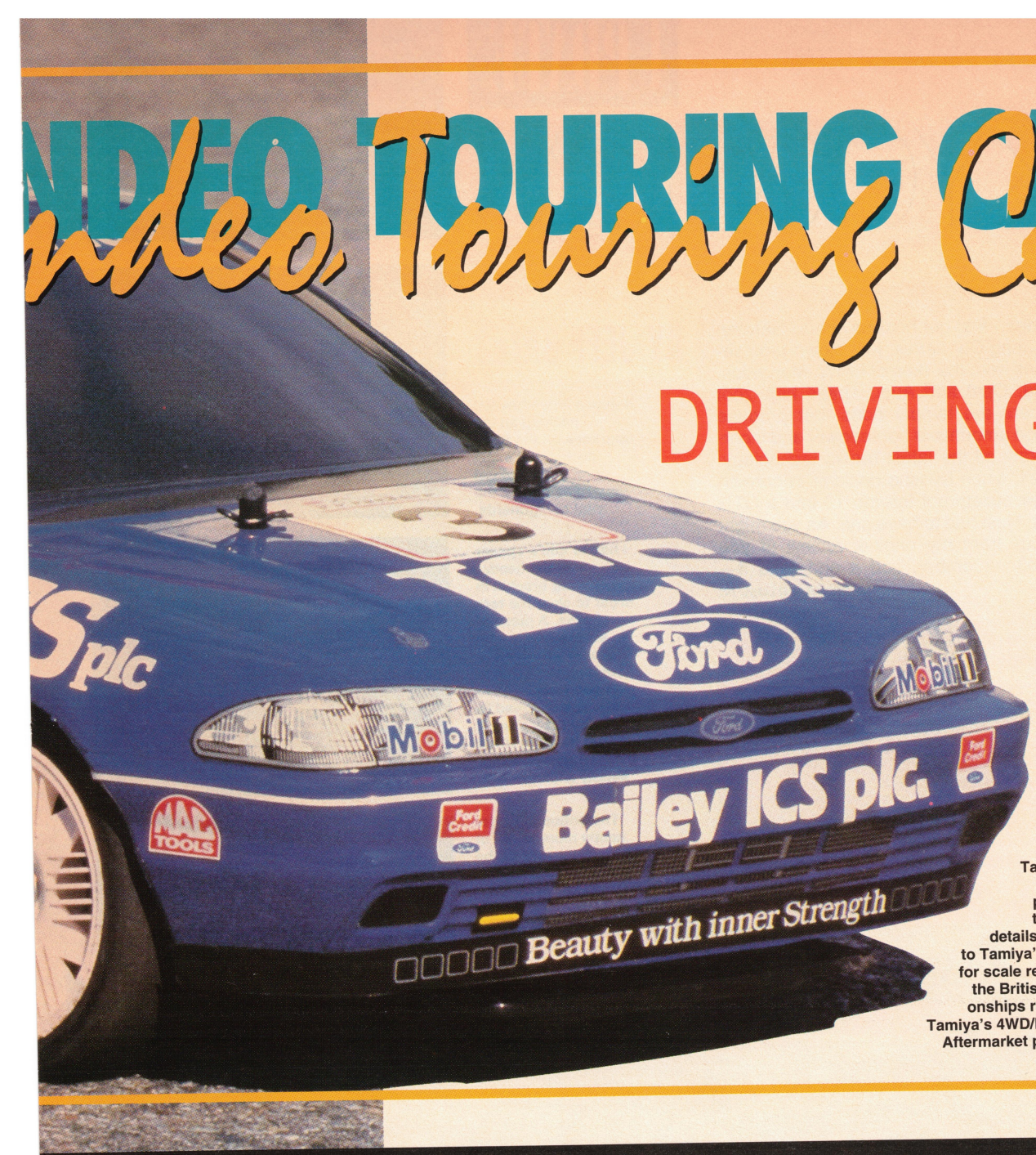


■ LEFT: The kit's parts array includes everything you need, except for the usual: receiver, servos and battery pack. Author replaced supplied mechanical speed control with an electronic version. ■ RIGHT: The Mondeo's chassis tub is molded from engineering-grade plastic; it's rigid and seems quite durable.



ndeo Touring Car

DRIVING AMBITION



Tamiya's Mondeo comes with a nice graphics package that replicates the full-size car in most details. The Lexan body is up to Tamiya's usual high standards for scale realism. This example of the British Touring Car Championships racer can be a winner in Tamiya's 4WD/FWD parking lot series. Aftermarket parts are also available.

Ford's new Mondeo is the European version of the cars sold here as the Ford Contour and the Mercury Mystique. These billion-dollar babies feature unprecedented levels of engineering by an American company in this price range, and are harbingers of the great cars coming from the Big Three in the near future.

Multi-cam, multi-valve front and four-wheel drive, with rigid body shells sound like great racing car platforms to me! In fact these cars are the basis for Ford's competition effort in the British Touring Car Championship series. Tamiya's new 1/10-scale version is based on their successful front-wheel drive platform. This now includes the parts and instructions to set up the rear end for toe-out (the stock configuration, for quicker steering) or toe-in for more stability. In addition there are psychedelic wheels and a slick new sedan-style body.

FOUR WHEEL VS. FRONT WHEEL DRIVE

If you have never had the opportunity to drive one of these new FWD continued on page 58

BMW TOURING CAR

UPDATE

KYOSHO'S

BY JEFF BATES

When I first got hooked on the German Touring Car series, full- blown race sedans from the likes of BMW, Mercedes, Alfa, Opel and Audi. These high-zoot racers are factory rides that produce huge amounts of horsepower and incorporate all the latest racing technology. Well, when Kyosho decided to convert their bulletproof Inferno 10 into a GTR car, I just had to have one. As you might recall from my original review (if you don't remember, find it and read it—

continued on page 68

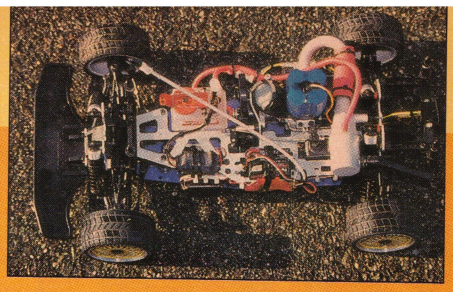
OPTIONS

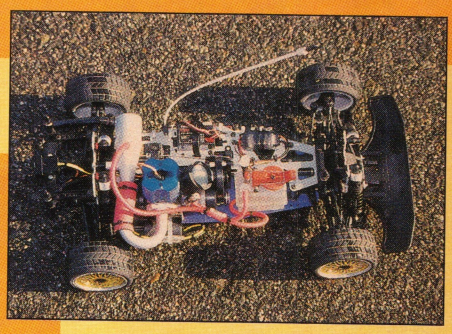
DURATRAX:
(DTXG1100) .12 CZ Tuned Exhaust System
(DTXC2540) .12 CZ 3-Shoe Clutch Kit
(KL1650) Ball Differential-Rampage Series.

OPTION HOUSE:
(W5005) Adjustable Rod Set.

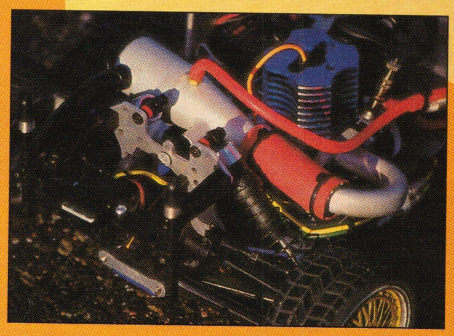
KYOSHO:
(39307) Cooling Fan Set, (39355) Mercedes Benz Body Set. (KYOC5276) Green Dot Mounted Tires (2 Sets).

O.S. ENGINES:
(KL1526) .12 CZ-Z Gas Engine

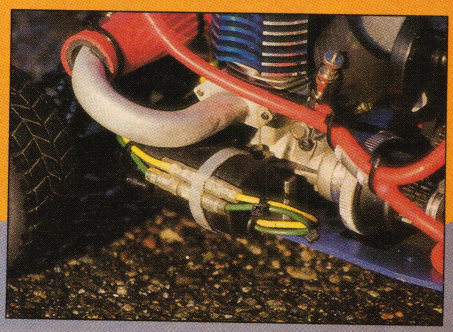




It gets a little crowded packing all the upgrades on the flight deck, but it's still pretty easy to get your hands on all the vital components.



I had to add a spacer to the header mounting bracket in order to clear the rear shocks. A piece of automotive heater tubing was used to connect the exhaust pipe and header. Note the wire attached to the glow plug. It lights the plug when the external power supply is connected.



The onboard starter neatly mounts out of the way of the powerful CZ-Z motor. It is as easy to operate as turning the key on your street car.



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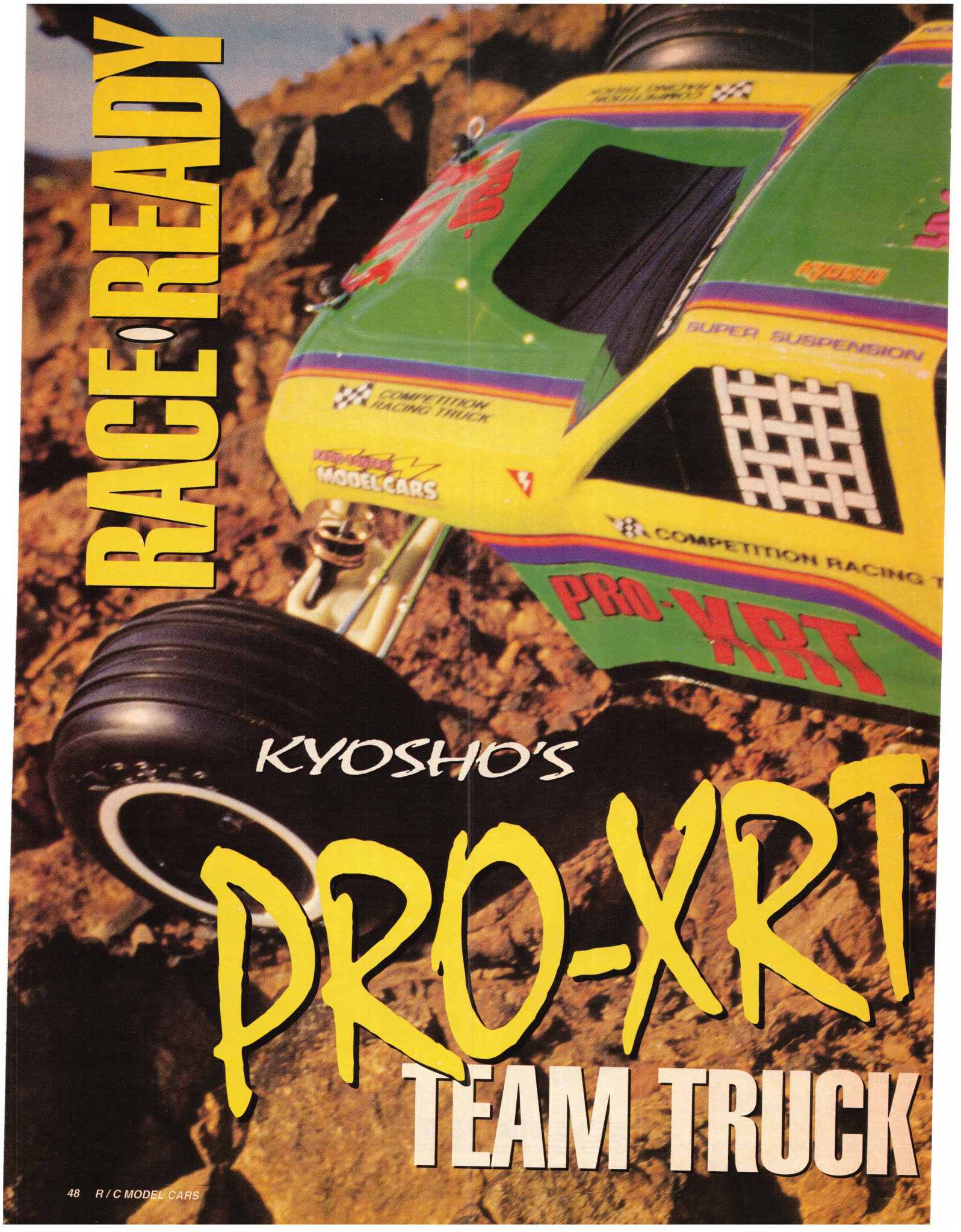
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PRO-XRT



BY BEN CHIU

After a couple of years of putting out (let's not mince words) mediocre 1/10-scale electric offroad race trucks, Kyosho has finally emerged with a true race-ready contender—the Pro-XRT Team Truck. As it turns out, Kyosho has had this "Pro Series" of cars and trucks in development during this dark period in their electric truck history. While many other manufacturers have converted their electric designs into gas power offerings, it seems that Kyosho has done just the opposite.

continued on page 54

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TEKIN CHARGER CONTINUED FROM PAGE 33

during operation. It also mentions this in the troubleshooting guide. If the charger becomes excessively warm, you may want to turn down the charge amperage, the power supply voltage, or use a fan. I normally opt for the fan.

I was charging at 5 amps, and my power supply was putting out 15.07 volts. My power supply supplies amperage as needed. The manual indicates a DC power supply of 13.8 volts should be used. That certainly explains why the charger became hot. However, it did not sustain any damage from the abuse.

To be fair, I reset my power supply to 13.8 volts and re-ran the test. I got nearly identical results. The charger didn't seem to get quite as hot, but I'd still classify it as warm. I could at least touch it without burning my hand.

I spoke with Tekin's Commander-in-Chief, Kevin Orton, who explained that while the charger does get warm, it is intended for continous duty. He says they have charged up to ten battery packs in a row without a let up, and the unit never showed signs of failure. Further, according to Kevin, the interior components are impervious to the operating temperature.

The unit does have a thermal protection circuit that resets the unit if it reaches a dangerously high temperature. During my tests, I was unable to reach such a temperature.

RESULTS

The result of my testing process was a nice, warm battery pack ready to race. I found that the pack delivered smooth power, without dropping off. Some chargers at the entry level tend to false peak resulting in battery dump.

The Tekin BC 5A gave predictable results, and proved to be most reliable. Its ease of use and clear instruction manual are great for anyone entering into the sport, or want a reliable, made in the U.S.A., easy-to-use, inexpensive, battery charger. ●

1/8-SCALE GAS CONTINUED FROM PAGE 21

double-wishbone suspension with high-capacity oil-filled shocks to tame the roughest onroad courses. The suspension system features adjustable upper arms with multiple mounting holes and reinforced hubs. A rigid aluminum brace connects the front and rear chassis components, thus adding even greater strength to the overall chassis.

Tamiya's 1/8-scale TGX chassis is compatible with several new bodies from the Tamiya factory, including the Alfa Romeo 155 V6 TI, the Opel Calibra and the DTM AMG Mercedes C-Class (shown here). If it's big nitro racing fun you're seeking, the TGX is just the ticket to ride.—*D. Adams* ●

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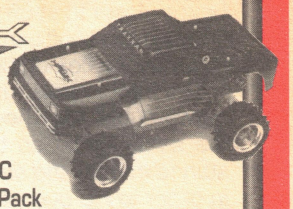
TRAXXAS-HAWK-2 COMBO



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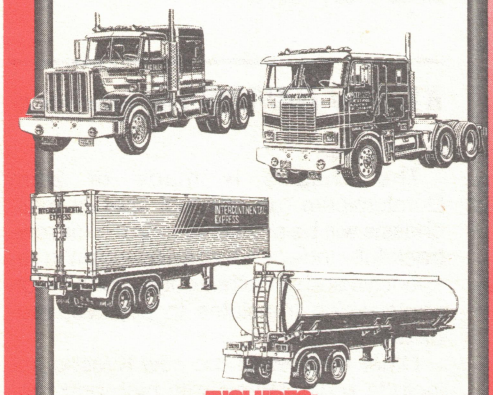

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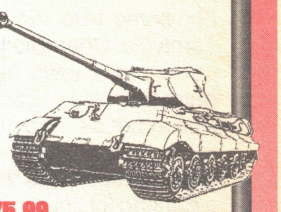

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TAMIYA CARS CONTINUED FROM PAGE 22

allows the designers to relocate the gearboxes closer to each other, which means the propeller shaft can be shortened, which reduces the flex of the shaft.

The front wheels' kingpins were moved outward, and the wheels offset to maintain the same track, so that the wider front stance causes the steering to slow down in order to aid overall stability to the car.

EXTRAS

Tamiya hasn't deserted us when it comes to hop-up parts, that's for sure! Once you get your 4WD car together and start racing, you're fair game for a wide array of excellent aftermarket items to enhance the racing sedan's performance (and reduce your wallet's size). Tamiya offers hollow carbon gear shafts, anodized aluminum flange locknuts, aluminum kingpins, and titanium screws to reduce weight. For higher performance, high-torque servo savers, low-friction aluminum shocks, onroad tuned suspension springs, long front arm sets and speed-tuned gear sets. Ball bearings, urethane bumpers, racing slicks, suspension bushings and ball connectors will help your racing aspirations, and for looks, brake light sets, aluminum mesh wheels and aluminum spoke wheels are waiting on your dealer's shelves. All of these upgrades will fit both the TA01 and TA02 chassis with no modifications.

Tamiya's series of 4WD German Touring cars is a big part of the reason for the growing popularity of parking lot racing. Combined with the front-wheel drive sedans and the open-wheel Formula One cars, Tamiya's 4WD racers have raised the level of scale racing to new heights. For some true racing action, check out Tamiya's Championship Series when it comes to a town near you. There is no entry fee, so you can sign up and race for little expense. And don't forget to visit your local hobby shop, as more and more dealers recognize the value of promoting a parking lot series. It's fun racing, and it's for everyone.

PRODUCT SOURCE

Tamiya America, 2 Orion, Aliso Viejo, California 92656. (714) 362-2240. •

FOUR DOORS CONTINUED FROM PAGE 22

new 600 hp monster motor.

But don't count out the crowd-favorite Mercedes. The Benz charge is led by sportscar great and defending DTM champ Klaus Ludwig. Klaus, along with teammate Ellen Lohr drive equally prepared C-Klasse 190 Mercedes for the D-2 Privat (Werks) team of AMG. AMG is well known in the U.S for custom Mercedes kits and is the exclusive supplier of race cars, engines and performance parts to DTM teams. There are currently six teams other than AMG racing Silver Arrows.

This year has brought more talent and new entries to the DTM. French automaker Renault, debuted their Laguna model under the management and watchful eye of Formula One team owner Frank Williams. Former Formula One champ Keke Rosberg has left team Joest and formed his own Opel Calibra team These championship caliber editions can do nothing but boost the DTM's following to even greater heights.

The recent introduction of Tamiya's Touring cars has breathed new life into RC racing, which it seems is returning to its simpler, parking lot days.

The DTMs popularity can also be strongly felt in the U.S. among RC racers and race fans alike. The recent introduction of Tamiya's Touring cars has breathed new life into RC racing, which it seems is returning to its simpler, parking lot days. But, unfortunately for race fans and RC enthusiasts alike there is very little media coverage of DTM events. Most TV broadcasts are delayed, heavily edited and aired at will, which isn't surprising, considering the domestic races that are starving for coverage It's not likely that we will see any broadcast changes in the near future. So, if you're interested in gaining information on the DTM look to your local newsstand for those pricey imported magazines.—*D. Adams* •

KYOSHO TOURING CONT. FROM PAGE 23

out the rear.

The chassis is made of 2mm Duraluminum (an optional special main chassis will be available soon). A narrow-track fully independent suspension is responsive and smoothes out a track's rough spots which translates to positive, predictable handling.

Other features of the new Kyosho car include scale wheels with high-grip rubber slicks mounted. A three-belt 4WD drive system offers exceptional throttle response and smooth power transfer to the four wheels. A 75cc flip-top fuel tank holds enough nitro power for a significant run time.

In our brief track test, the Opel showed its high-performance capability. One of the most striking characteristics about this car is the ability of the large-caliber disc brake to bring the car to a stop. The superior braking ability of the Opel is something to behold.

Additional options for the 1/10-scale Opel will include a two-speed tranny, front one-way diff, metal roll bar set, rear toe-angle adjuster plate and special brake plate. Rumor is that a series of Trans-Am bodies will also be offered for this chassis, giving the car an American flavor.

Get down to your Kyosho dealer if you're looking to get hooked into 1/10-scale onroad gas racing. The Opel Calibra is a worthy competitor in the gas wars and well worth your attention. Check it out!

PRODUCT SOURCE:

Great Planes/Hobbico, Box 9021, Champaign, Illinois 61826. (217) 398-6300. •

MOTOR STAND CONTINUED FROM PAGE 26

4422 elsewhere. Special Plastics usually requires a minimum order of $25, but I was able to work out something for *RCMC* readers. If it is at all possible, try and meet the $25 minimum order by ordering clamps for you and your racing buddies in one big order. This will save everyone at SPS a lot of work. If this isn't possible, ask to talk to Fred Boardman at Special Plastics. He's a good guy and will try to work something out for you. The only other items you'll need for the fancy stand is some 1/16-inch tall, self-sticking rubber feet. These are the little rubber pads that you find on the bottoms of appliances and radios, etc.. The shape of them really doesn't matter. What does matter is that they have good adhesive so they'll stay put. I found some at my local hardware store near the hanging/mounting products. These are used to soft mount the motors in the clamps. I got five for $0.29. I know electronics stores carry these, but at a much higher price.

FIRST BASE

The rest of the items you'll need apply no matter which stand you decide to make. The first item is a base, and you can use just about anything for base. Just as long as it's not too brittle and that it is wide enough so it won't tip over easily. You'll also need some mounting hardware to mount the clamps to your base. The type you'll need depends on the base that you choose to use. If you decide to use wood as your base and go with the no frills stand clamps, you won't need any mounting hardware as the clamps come with a wood screw.

The Class stand uses a piece of Plexiglas for a base. I've successfully mounted my Motor Break-In Stand on a plastic parts box that contains all of my motor parts. You can mount one on your tool box, or where ever you wish, as long as it's at least 3 by 3-1/2-inch minimum, and not too flimsy. Just keep in mind that since you'll be dealing with electrical current, your first choice should be something non-conductive, especially if you use any type of water or solution break-in methods. While, you're at it, you may want to consider using a base that is water resistant as well.

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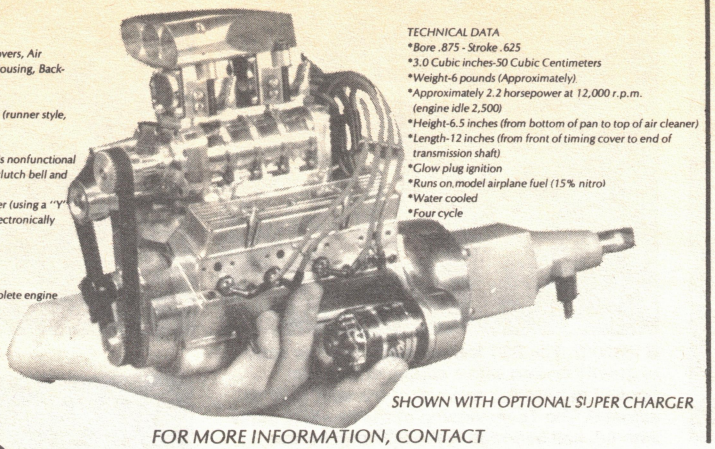

TECHNICAL DATA
*Bore .875 - Stroke .625
*3.0 Cubic inches-50 Cubic Centimeters
*Weight-6 pounds (Approximately)
*Approximately 2.2 horsepower at 12,000 r.p.m. (engine idle 2,500)
*Height-6.5 inches (from bottom of pan to top of air cleaner)
*Length-12 inches (from front of timing cover to end of transmission shaft)
*Glow plug ignition
*Runs on model airplane fuel (15% nitro)
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Developed by GARY CONLEY (the designer of numerous original model engines, including the Conley 1.20 c.i. double over head camshaft 4 valve model airplane engine and the world famous Conley V-8 engine) this video will take you through various stages of development, from its inseption in 1979 to the all new supercharged version. The video is a detailed look at the 32' Ford highboy roadster, 1/4 scale Cobra, Butch Leal's pro stock Pontiac Firebird and the original Pacesetter sprint car. For the avid model engine builder you will see complete step-by-step construction techniques and hints. A must for even the most experienced engine builder.

ONLY ***$24.95 *** VHS Only

The last item you'll need is a coupler. Technically, the coupler isn't part of the stand, but without one, your stand is next to useless. There are three types of couplers out there. I'll discuss them all and tell you how to make two of them. Skip ahead to that section and decide which you'll want so you can buy the materials along with the other stuff.

MAKE A STAND

Assembly of the Motor Break-In Stand is very straightforward. Just look at the picture and you'll figure it out. Mount your clamps to your base 2-1/2-inches apart. This distance is measured from the centers of the mounting holes. If you are building the fancy stand, attach the self-stick rubber feet on the inside of the clamp. You don't need too many of them. As you can see in the picture, I only use four and it works very well.

A COUPLE OF COUPLERS

In order to connect the shaft of the slave motor to the master motor, you'll need a coupler. The connector that comes with the Class stand is a short piece of silicon tubing that has a piece of stiffer plastic tubing over it. This stiff tubing compresses the silicone tubing so it will provide grip on the motor shafts. While the silicon tubing method is effective, I prefer a more positive locking method. Here are two couplers that you make with parts found in many hardware and home improvement stores. One is made from 1/4-inch O.D. un-threaded aluminum spacers for #6 screws and the other is made with 10/24-inch coupling nuts. The aluminum spacer-type makes a more precise connector, but it requires a drill press to drill accurate holes for the set screws. If you have access to a drill press, this is the way to go. If you don't have access to one, you might find the flat sides of the coupling nuts easier to drill on. The coupling nut connector fits a little loosely over the motor shaft, but since it's fairly lightweight and you won't be doing massive rpm when you're breaking-in your motors, it works fine. I bought the aluminum spacers from my local True Value Hardware store. They are made by Midwest Fastener Corp. of Kalamazoo, Michigan. I couldn't find a phone number for them, but I think you shouldn't have too much trouble finding these spacers as they are fairly common. I paid 50 cents each for them. You'll only need one per stand, but having an extra probably wouldn't hurt.

You may want to consider making two or more Motor Break-In Stands for a couple of reasons. One big one is if you compete in races where hand-out motors are used.

I bought the 10/24-inch coupling nuts from a home improvement store. I found them being sold individually for 50 cents or in a package of four for $1.99. The ones I bought are made by The Steelworks (800)321-1115, part number 4009. You'll only need one coupler per stand, so buy accordingly.

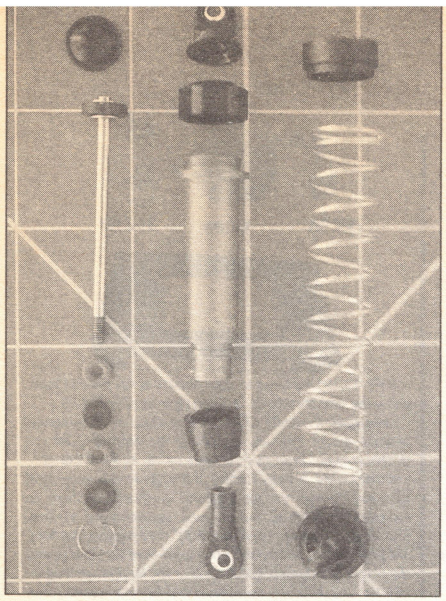
Construction of a coupler is very simple. As I mentioned earlier, either coupler depends on a pair of set screws to keep it connected to each respective motor shaft. Since neither the aluminum spacer or the coupling nuts have these set screw holes in them, you'll need to drill these holes yourself. I think the best-size set screw to use should be like the size that you might already use. Since I generally use Robinson Racing pinion gears, deciding on drilling holes for 4-40 set screws was a no brainer. If you use mainly Kyosho or Tamiya pinion gears and want to use those set screws that's fine, just keep in mind they are metric so you'll need an appropriate metric drill and tap instead.

For the 4-40 holes, use a 5/64-inch drill bit for the aluminum coupler and a 3/32-inch drill bit for the coupling nut coupler. The different drill sizes are because aluminum is softer than steel, so it is easier to tap. You'll need to drill two holes total. Drill one hole 3/16-inch from one end of the coupling and the other the same distance from the opposite end. You want to keep these as much in line as possible. If you have access to a drill press, it will make the job much easier. Next, tap the holes using your 4-40 tap (or appropriate metric tap). Your tap may bind a bit as it gets deeper. Don't apply too much torque or you'll break your tap. To clear out the very bottom of the tapped hole, you can use a 4-40 socket screw (or whatever metric size) threaded in the hole to clear it out.

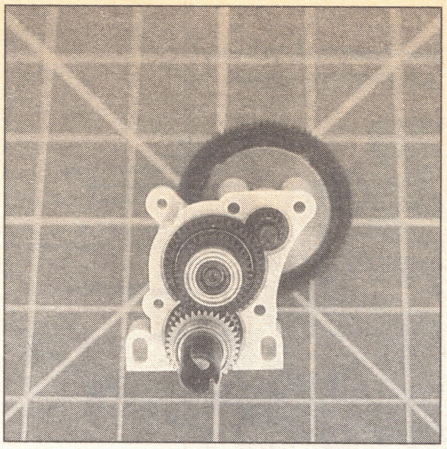
FINAL THOUGHTS

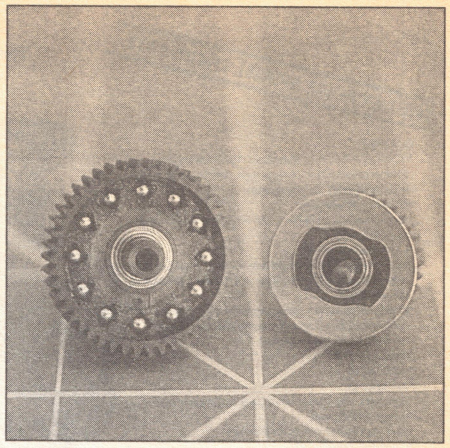
Well, that's all there is to it. Total cost of the no-frills stand was under $3.00 before tax and included the piece of 1x5 wood that I literally hacked off. The fancy stand ended up costing $8.19 (also before tax) but that's because the parts box cost me $5.00! You may want to consider making two or more Motor Break-In Stands for a couple of reasons. One big one is if you compete in races where hand-out motors are used. Many of the more serious racers will purchase one or more extra hand-out motors so they can take their pick of their best motor and use and keep the others as spares. Since your break-in time is usually limited, with two stands, you can break-in two motors at a time. The other

continued on page 56



Kyosho's Ultimate shocks. Thumbs up for the Teflon-coated bodies, air bladders and especially, the rubber dust boot that helps keep debris out of the seals. Thumbs down for still using those pesky wire "C" rings to hold the seals in.





■ ABOVE: The SST transmission is a low center of gravity design with a slipper clutch that doesn't require the removal of the spur gear to adjust it. The Team version of the Pro-XRT come with full ball bearings in the SST and for the wheels. ■ RIGHT: This is the SST diff. The diff gear rides on a bearing. Note the keyed diff rings. The SST diff was one of the smoothest diffs I have ever encountered, but be warned that the diff balls fall out without any diff grease holding them in.

PRO-XRT CONTINUED FROM PAGE 49

They have taken the best parts of their award-and race-winning 1/10-scale offroad gas race truck, the Outlaw Rampage Pro, and created an affordable, race worthy, electric 1/10-scale that is sure to make the competition take notice.

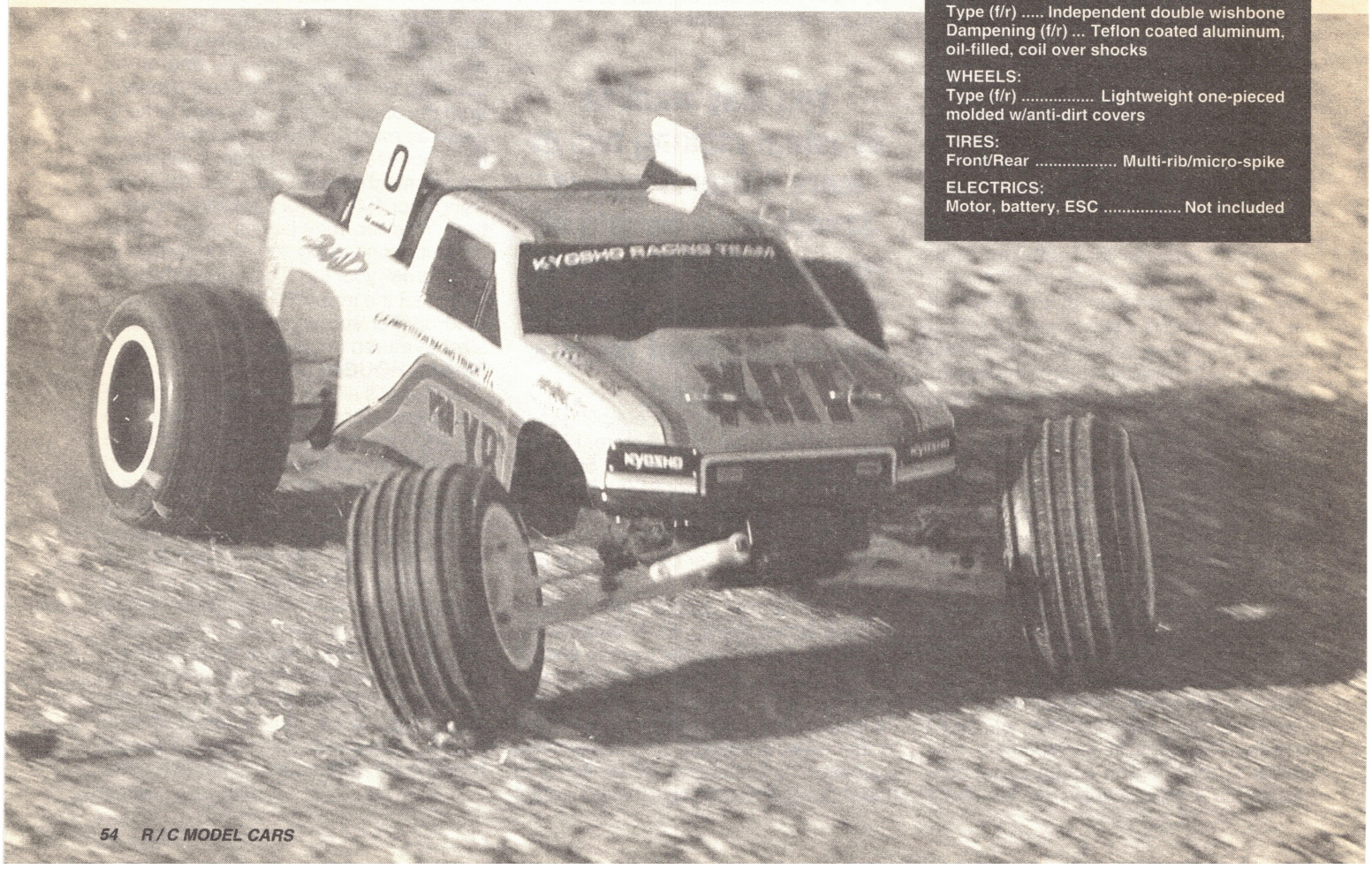
GAS TO ELECTRIC

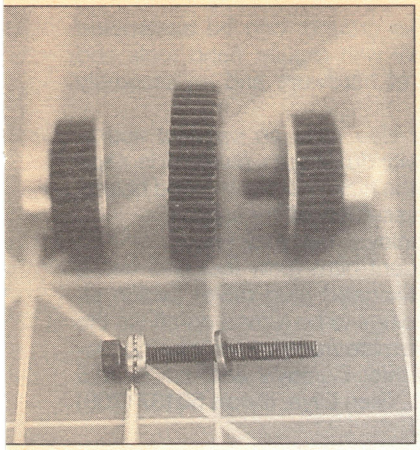
The obvious main difference between the Pro-XRT and the Outlaw Rampage Pro, besides one being gas and one being electric, is with the chassis itself. The Pro-XRT uses a lightweight molded chassis made of Kelron II, while its gas cousin uses an aluminum semi-tub. Just about everything else, other than the motor mounts, seems to be the same.

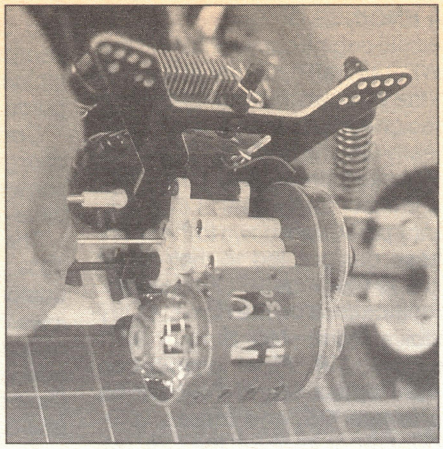
As with the other new Kyosho offerings, the Pro-XRT is available in two configura-

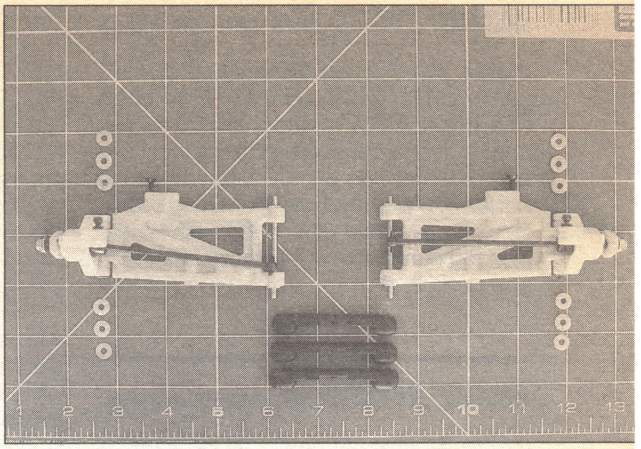
SPECIFICATIONS:

Scale	1/10
Price	Team version: $269.99 (Retail)
DIMENSIONS:	
Overall Length	16.1 in.
Overall Width	12.2 in.
Overall Height	5.9 in.
WEIGHT:	
Ready To Run	4.1 pounds
CHASSIS:	
Type	semi-tub
Material	Molded composite Kelron-II
DRIVE TRAIN:	
Type	Sealed drive gear
Primary	Pinion/spur (20T pinion & 86T spur incl.)
Transmission	Metal swing shafts
Differential	Ball diff
Bearings	Ball bearings
SUSPENSION:	
Type (f/r)	Independent double wishbone
Dampening (f/r)	Teflon coated aluminum, oil-filled, coil over shocks
WHEELS:	
Type (f/r)	Lightweight one-pieced molded w/anti-dirt covers
TIRES:	
Front/Rear	Multi-rib/micro-spike
ELECTRICS:	
Motor, battery, ESC	Not included

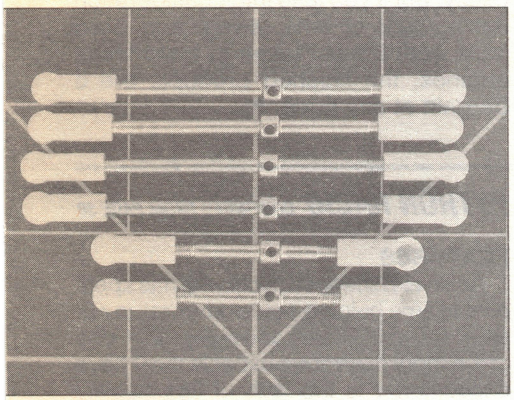


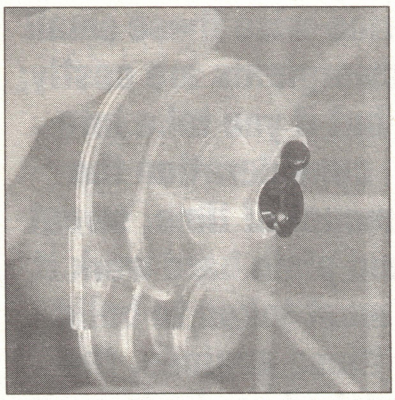


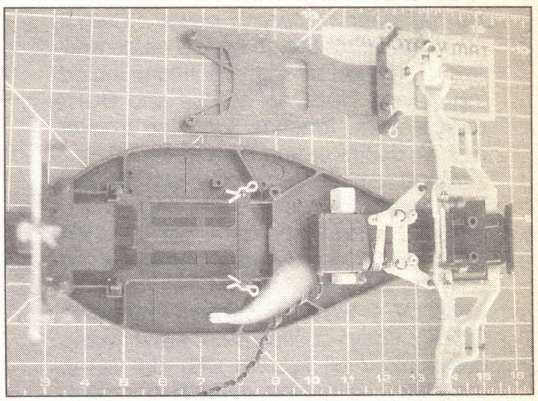




■ LEFT: A one-piece thrust bearing unit is used on the end of the diff screw. No more fussing with those &@%$#! micro ball bearings found in other transmissions! ■ CENTER: The SST diff can be adjusted from the outside. Just remove the rubber cap and insert a wrench. ■ RIGHT: Toe-in and wheelbase are adjusted by swapping the rear suspension mounts and spacers. Either version of the Pro-XRT comes with everything seen here. The possibilities are almost endless. The rear mounts also support the motor plate. They must be removed in order to take out the transmission. The more times you have to remove the screws from this plastic piece, the more likely you are to strip out the holes.







■ LEFT: Aluminum tie rods come with the Team version of the Pro-XRT. They are very light, but can bend fairly easily. Titanium tie rods would have been a better, but more expensive choice. The rear tie rods were uncomfortably too short (see text). ■ CENTER: The diff cover features a nifty cap to cover the adjustment access hole. It is attached to the cover so it can't fall off, so you can't loose it! ■ RIGHT: The molded Kelron II chassis is very light and fairly stiff. Check out the quick-change battery compartment and speed control mounting plate just in front of the rear bulkhead. The upper stiffener was left off to show the full ball bearing-supported steering assembly.

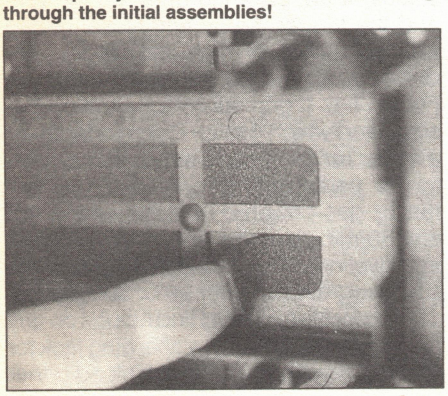
tions, the Sport version and the Team version. In general, the difference between the two versions are as follows: the Sport versions contain the economy-style shocks, aluminum shock towers, bushings with some ball bearings and steel tie rods. The Team versions have rebuildable Ultimate shocks, FRP (a fiberglass-reinforced plastic material) shock towers, full ball bearings, and lightweight turnbuckles. As you can see, you can easily upgrade a Sport version to a Team version at any time.

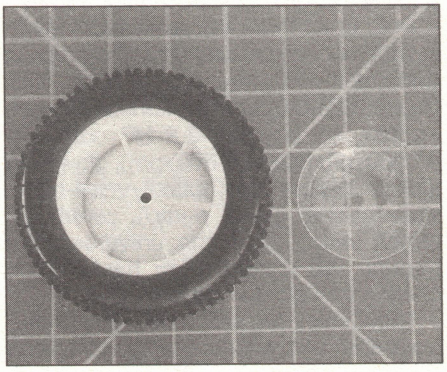
BUILDING

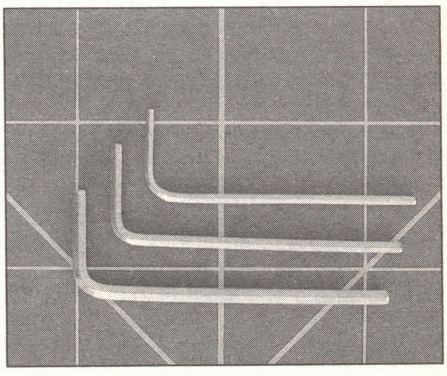
The Pro-XRT goes together very quickly. Everything fit together perfectly without any drilling or reaming and the instructions were nearly flawless. The only problem I could find is with the recommended length of the rear turnbuckles (more on this later). The only other thing worth mentioning is that an extra gear case, washers and a bag of pivot balls were in my kit. They looked like they were packed in at the last moment. Attached to these parts was a note telling you to substitute these parts for the corresponding parts in the kit. The two sets of gear cases looked identical to me, although one set looked to be a

continued on page 71

■ LEFT: Nice little touches like the foam cushioning in the quick-change battery compartment are found throughout the Pro-XRT. ■ CENTER: The lightweight, one-piece wheels use Lexan dust covers to keep out debris and keep the weight down at the same time. ■ RIGHT: These are the chrome-plated wrenches that came in the kit. I just had to mention them because they didn't round off like others that I've come across. It's always a nice surprise to find quality tools included in a kit. I'll be using these long after the kit is assembled. The tools that come in other kits sometimes don't even make it through the initial assemblies!







MOTOR STAND CONTINUED FROM PAGE 53

reason you may want an extra stand is if you break-in your bushings with the abrasive solution dip method. This way you can have one clean stand for general use and one that can get all messy. If you're not familiar with this type of bushing break-in, we'll cover that topic and brush break-in in the near future. Until then....have fun and be fast! •

ENGINE REVIEW CONTINUED FROM PAGE 28

usage. So enjoy the magical transformation of metal into some beautifully constructed 1/4-scale powerplants.

BOB HAVEMANN'S HEAVY-METAL CREATIONS

Carefree, Arizona's Bob Havemann's life has been a story of *power* . Born in 1930, his attraction to speed came early and continued through vocations including driving NASCAR stocks and BCRA midget cars, teacher, long-line trucker, aircraft designer and builder.

Along with his many other exploits, Bob also manufactures Q-scale engines--for both RC aircraft and cars. His Type 270 Offenhauser four-cylinder, four-cycle replica has the following features: one-inch bore by 1-1/8-inch stroke; four-valve, DOHC; liquid-cooling with water pump; pressurized oil system with dry sump; magneto/coil ignition; and a Hilborn look-alike fueling system. Designed for simple running and not competition, the Offy's twin cams have a mild grind. Cylinder compression is low to aid starting.

To complete one Offenhauser engine requires over 400 hours of work, so, according to Havemann, "This isn't a get rich-quick scheme." This also means the cost of one of Bob's replica's would most likely equal 99.9 percent of the average RCer's budget. That's why most of Havemann's engines end up with collectors—or in museums.

Besides the Offy engine, Bob Havemann also has several other replicas to his credit. Here's just a few of them: A 1/4-scale version of the classic 1936 61-inch, V-twin Harley-Davidson knucklehead cycle engine and a 1914 Cyclone 61-inch SOHC bike engine is on the drawing board.

On the static model front, there's a Q-scale replica of a Meyer-Drake 168 cubic inch engine with transaxle installed, and a yet-to-be-completed Kurtis Kraft Midget racer in 1/4-scale that will receive an Offy on completion.

Future Havemann plans include a re-creation of the fabled Novi V-8, considered one of the most powerful Indy car engines ever, and to be the first to construct the first diesel-powered vehicle to go 300mph! So as you can tell, Bob is a very busy individual—and a true believer in Q-scale. To contact Bob, write to Box 5642, Carefree, Arizona 85377, (602) 582-4322.

REPLICA ENGINES OFFY

This Q-scale engine constructor started out with an RC aircraft background prior to entry into the auto powerplant field. Replica has designed and built 1/4-scale copies of the early Gnome and Curtiss aircraft engines in limited production runs. Both engines are exact duplicates of their full-sized counterparts, right down to the spark plugs. These designs led to their latest creation, the 1940s model 97 Offenhauser.

The specifications on the Replica Offy are as follows: Bore: .750, Stroke: .937, Displacement: 1.6. Final production units of the Replica-brand Offy will be complete in late '95, and there's a Q-scale midget racer in which the Offy will mount that will be available soon after the Offenhauser is released. Look for additional info/photos of the engine in future issues of *RC Model Cars.*

Price-wise these small powerplants are costly; but if you take into consideration the amount of time, sweat and plain hard work it must taken to build these engines, the finished products are a bargain at any price.

If you can't wait, contact them at Top 'O the Lake R &D, So. Lake Michigan Rd., RT1, Box 61B, Gulliver, Michigan 49840, or call (906) 283-3321 or FAX, (906) 283-3325.

CONLEY ENGINES SMALL-BLOCK V-8

Well-known for several years now in Q-scale RC car circles is Conley's V-8 powerplant. As with the other two replica engine producers, Conley also has developed and built RC aircraft engines. The Conley V-8 (first built in the late 70s) has evolved over the years and has been installed in numerous Q-scale RC cars. Sprinters, pro stock drag cars, a '32 Ford lowboy roadster and a Cobra sportscar are just a few of the vehicles that have had a Conley engine nestled in their frames.

Sold in kit form, the small block eight cylinder four-cycle uses all machined parts and has the following specs: Bore: .875, Stroke: .625, 3.0 cubic inches total, Weight: approx. six pounds, 2.2 HP output at 12,000 rpm (idle at 2,500 rpm), glow plug ignition, Walbro carb (butterfly valve-type), water-cooled (water pump), centrifugal clutch which turns the universal joint through the scale-looking transmission casting and electric starter.

The Conley kit, which comes with the crankshaft and cylinder liners pre-installed and decks ground, can be assembled completely with regular hand tools and includes all hardware and an assembly guide.

Conley also sells an optional supercharger with dual carbs, plus a videotape showing the history of the V-8 and helpful hints on assembly of the engine.

The Conley small block engine runs on 15% percent nitro glow fuel and has a custom-designed plug driver (which allows the plugs to be turned on-off via the radio transmitter/receiver). For further details and info; Conley's address is; 825 Duane St., Glen Ellyn, Illinois 60137 (708) 858-3190.

As you can tell, there are several options for anyone looking for a Q-scale replica engine--either for the static model collector or RC car enthusiast. Of course, price-wise these small powerplants are costly; but if you take into consideration the amount of time, sweat and plain hard work it must taken to build these engines, the finished products are a bargain at any price. •

PYTHON RADIO CONTINUED FROM PAGE 30

FEATURES

As an experienced racer who has spent a lot of time helping newer entrants in our sport set up their cars and equipment, one of the more frustrating aspects that I have encountered is the lack of adjustability that many entry-level or "sport" radios offer. Many new racers have not developed a sensitive feel for the steering of their cars and consequently they tend to over-correct or over-drive their steering. JR has addressed this issue by including an adjustable steering trim in the Python, thereby allowing a beginner to "dial out" some steering and gain better control of their vehicle.

In addition, a steering trim knob is provided for fine adjustment of steering centering, along with a throttle trim to be used for brake adjustment. I feel that the large number of adjustments provided on the Python should make it appeal to racers of all levels of experience.

I (along with a lot of other racers that I know) am extremely sensitive to the "feel" of a transmitter, being particularly conscious of the distance between the grip and the trigger. Many entry-level (along with a number of high-end) radios are designed for people with tiny hands. The Python has a grip suited for an average-size hand which makes it comfortable for a larger range of hand sizes. Radio comfort is particularly important if you are racing gas-powered vehicles where 20- and 30-minute mains are normal. A small aggravation in a four-minute race becomes a big aggravation after 20 or 30 minutes.

Another feature that I find helpful on any radio is the inclusion of a charging jack for those of us who prefer to use nicad rather

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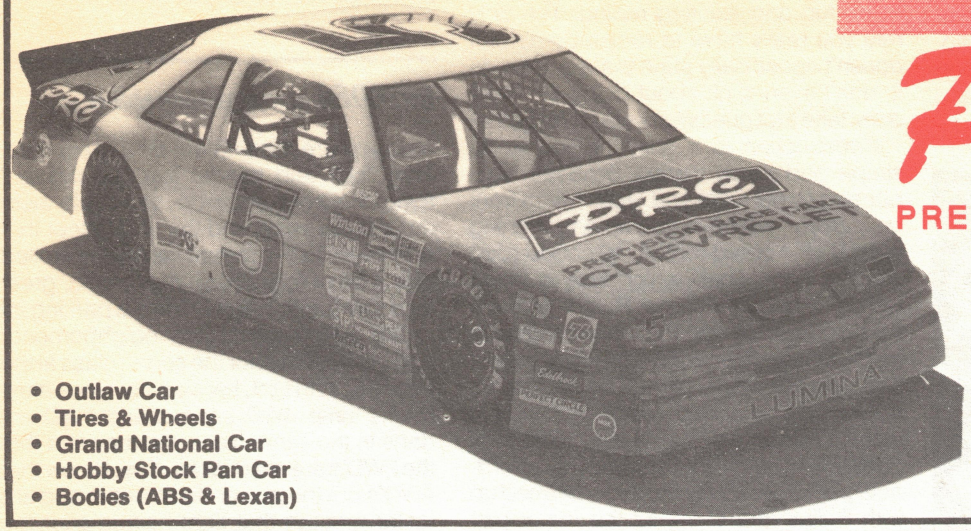

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than alkaline batteries in a transmitter. Charging these cells is a real pain unless a charging jack is provided. Most entry-level radios do not include this feature and therefore limit the user to either removing the pack for charging or only using alkaline batteries. A nice touch for a radio of this price. In addition, a large, legible meter is included to make monitoring of the level of charge in the cells a quick-glance operation.

CONCLUSION

Even though JR has targeted this radio to the novices of our sport, I believe that the Python would be an excellent purchase for any level of experience. It has many features that are only found on radios of much greater cost and is both comfortable and easy to use.

PRODUCT SOURCE

Horizon Hobby Distributors, 3102 Clark Rd., Champaign, Illinois 61821. (217) 352-1913. ●

F1 IMPRESS CONTINUED FROM PAGE 36

found in the front end assembly. Gone is the rigid, fixed caster and camber unit that was found on early Kyosho Formula cars. Now, caster and camber are easily adjusted by using a variety of interchangeable parts.

Kyosho's new front end has followed in the footsteps of current (Associated type) front suspension technology. Instead of using shims and replaceable caster blocks, Kyosho made the upper wishbones pivot. This was achieved by molding the wishbones so they snap onto ball studs. Adjustments to "static caster," (no suspension load) for straight-line stability are made by swapping the wishbones from side to side. To adjust the" active caster" (suspension under load) for better turning, the height of the ball studs can be changed.

Camber is adjusted by changing blocks that are screwed to the end of the lower plate. To make these changes you have to remove the king pin and steering block then the screw that holds the camber block in place. The kit gives you several blocks to choose from for a range of about four degrees positive or negative camber. These two features make the Impress a great car for road courses.

Another noticeable change is in the way the Impress mounts the steering servo—vertically—which allows the plastic upper chassis stiffener to pick up more attach points for increased stiffness.

I think there may be another advantage of having snap-on front wishbones. Totally rigid front ends could break in the event of a heavy frontal impact. It seems that the ballcup wishbones would be able to disconnect, saving the parts and maybe the race. But, we will have to wait and see on that one.

CHASSIS

The Impress comes with a fiberglass chassis that has the same bolt pattern as the earlier Kyosho kits, such as the Indy Lola. This means parts like the front end can easily be swapped for upgrading the older cars. Another noticeable change is in the way the Impress mounts the steering servo—vertically—which allows the plastic upper chassis stiffener to pick up more attach points for increased stiffness.

The remaining chassis components are basically the same as the Indycar. The rear pods T-plate attaches using O-rings for pivot points. Rear pod movement is controlled using dampener washers and springs along with a pretty basic shock absorber. The shock is nothing more than a spring on a shaft. You would think a company that makes a great shock could do a little better than a spring on a shaft!

IN THE BOX

The balance of the kit includes tires and wheels, servo saver and new front and rear wings. The rear wing is modeled after the late '93, early '94 Formula One wings. During this time F-1 teams used an that extended forward wing element to gain downforce and increase rear bite that was lost when they changed to narrow rear tires. The wing, which comes with several different mounts, looks great but is pretty flimsy and probably wouldn't withstand too many rollovers. On the other hand, the front dual element wing didn't follow the dihedral ways of F-1 designers. This wing is more squared off and noticeably flatter than other road course wings.

One thing you won't find in the box is a body. I'm sure with all the Formula and Indy bodies on the market, you won't have a problem finding one you like at a reasonable price.

WRAP UP

The Impress is easy to assemble and only requires a little extra attention on front end setup. I used several aftermarket gauges to set the caster and camber as well as the toe. These gauges are very valuable in setting up a chassis like the Impress, but, if you don't own or have access to the tools, simply follow the directions and read the tire wear as you go.

We'll have an ontrack report on the Impress chassis coming soon. If performance equals the "impressive" chassis components, Kyosho certainly will have a lot to be proud of with this Formula racer. ●

LEGEND CONTINUED FROM PAGE 40

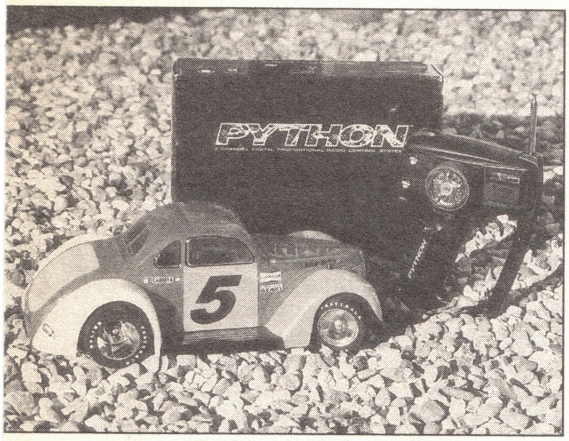
novice alike, therefore putting racing back in the hands of the drivers, rather than in their wallets! By restricting the timing of the motor along with limiting the gear ratio, car setup and driver ability become much more important than raw horsepower and mega-watt battery packs.



Pan car steering blocks are mounted to a sturdy crossbeam fiberglass plate. To help with the handling on the ovals, I added a couple of washers below the left steering block and placed a few more above the spring on the right side.



The kit came with a 4-cell but I opted for more power with a New Wave 1300 mAH 6-cell pack. Although not legal for this class, it makes a great practice pack.



The Python Radio from JR is an ideal mate for the Legends series. High performance and low cost are just the ticket for the Legend.

Since the Legend Car is a spec racer, very little (if anything) can be altered or changed from the basic kit. Not only does this keep the cost in check, it makes for some fun and exciting racing. The only rule you really have to remember is: If it doesn't specifically state that you can do it, don't even think about doing it!! Sure does take a lot guesswork out of the game!

Construction is a snap, owing to its simple and sturdy design. Solid rear suspension (steel axle) and cross beam front suspension will have you up and running in no time. I opted for the '40 coupe (dad used to have one!) which was outfitted with a way-cool Python Radio from JR Remote Control. The Python is an ideal fit for the Legend because of its low cost and high versatility. Servo reversing, dual rates, analog power output meter and built-in nicad charge jack are just a number of quality features in this surprisingly affordable package. Trinity Products teamed up with Bolink and supplied the motor/battery combos for the series. Either a 4 or 6 cell can be ordered, depending on local track rules or your driving level.

It only goes to prove that you don't have to have an F1 bank account or the latest racing technology to have a fun, competitive form of racing.

A LEGEND ON THE TRACK

I had the opportunity to test my car at K/N Speedway (Stafford Springs, Connecticut) during the running of their weekly program. The series is starting to gain popularity so there was no shortage of competition. Cool body styles, low maintenance (virtually non-existent) and close racing are just the ticket for a fun and exciting racing series.

Since there is little suspension to speak of, it takes a pretty good hand to get through the turns without "snap rolling." Coupled with limited tire compounds (blue or green dots), driving skills are at a premium. Forget the four-finger death grip on the throttle, it's going to take a sure hand and smooth throttle control to put in some good lap times.

THE FINAL CHAPTER

It only goes to prove that you don't have to have an F1 bank account or the latest racing technology to have a fun, competitive form of racing. Bolink has again hit the mark with a concept that brings exciting, low-cost entertainment value to entry-level RC fans, as well too the seasoned veteran. Parking lot/spec class racing is here to stay and what better way to have at it than with a Legends kit from Bolink? See you on the circuit.

PRODUCT SOURCE

Bolink RC Cars, 420 Hosea Rd., Lawrenceville, Georgia 30245. ●

MONDEO CONTINUED FROM PAGE 45

cars you are missing out on a great time. They look and handle just like the real thing. The front-wheel drive just pulls them around the track, and the understeer that is inherent to this format can be controlled with a bit of restraint on the throttle, great for a low-traction surface like a parking lot or the cul-de-sac in your neighborhood, and the hot ticket for the sedan class at the local track. In fact, here's a tip: since most tracks lump 4WD sedans and FWD sedans in the same class you may find that the FWD's are a tad faster. Yes, I know that 4WD's put the power down better and are faster through that tight hairpin after the straight, but the FWD is lighter, has less rotating mass, takes the high-speed turns very well and is easier to drive—just point and squirt.

All Tamiya FWD Kits come with the same basic chassis. A tub molded from engineering-grade plastic forms the basis. It's rigid and seems quite durable, although I would not advise hosing it down with motor spray when it gets dirty. Independent wishbone suspension is in evidence at all four corners, as are Tamiya's excellent oil-filled plastic shocks. Tires are the familiar Tamiya rubber slicks. The new Mondeo body is beautifully detailed, very scale looking and comes with a detailed sticker graphics sheet.

Tamiya's kits continue to come with some of the best instructions in the business, well illustrated with exploded views and full-size nut and screw drawings to ensure that you put the right screw in the right place. So, I think we will forgo the insert Tab A into slot B stuff, as the instructions will do that much better than I can. However, I will say this much: I set my car up with toe-in the rear for more stability as these cars are a bit nervous with toe-out. I recommend that you pay particular attention to the shocks, not that they do not go together well, but because these are just about the smoothest, best-operating shocks I have ever assembled. No aluminum shock, regardless of whether it is anodized, hard-anodized or Teflon-lined can match up to these shocks for smoothness and ease of assembly. Don't even think of using the aluminum shocks that Tamiya offers as an optional hop-up (unless their pink-anodized appearance is too much for you to live without). They do not hold a candle to the stock shocks.

During the transmission build-up you are given the choice of a 66- or 71-tooth spur gear. The smaller gear gives you more top speed while the larger is for out-of-the-hole punch. I used the 66-tooth gear. (Like there's a choice!)

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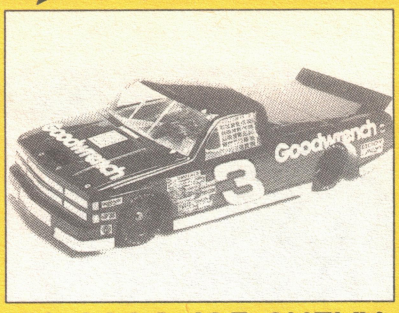
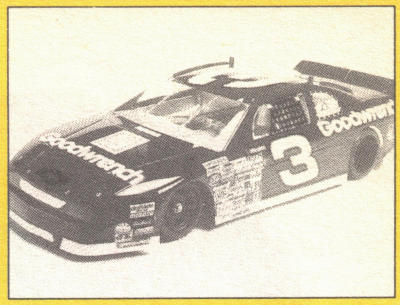
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DECORATION DAY

Tamiya's extensive set of stickers really makes the car complete. However, if you are not an experienced sticker sticker, you may benefit from a couple of tips. Use mild soapy water (one drop of dishwashing detergent to about two cups of water) or Windex to lubricate the sticker and allow you to move it around until you get it where you want it. I prefer using Windex. It lets you to move the sticker around, but dries quicker than the soapy water. Then take a clean absorbent cloth or paper towel and smooth out the sticker, pushing out the water from beneath the sticker as you go. If your sticker has to perform an impossible bend around complex curved panels, a little heat by way of a hair dryer or a heat gun can be a lot of help, but be careful—too much heat may damage the sticker.

If you are on a budget and just want a realistic-looking and driving RC car to play with, I suggest that you leave the Mondeo completely stock. (By the way, doesn't "Mondeo" mean "My God!" in Esperanto or something?) The kit's Mabuchi (or Johnson) motor will give you plenty of speed and long run times.

HOW TO HOP IT UP

But, if you are a psycho-speed-freak and you just cannot leave well enough alone, there are a host of hop-ups and modifications you can use to turn the Mondeo into a hardcore sedan from Mr. Satan's neighborhood. Check out the series of articles on mods to the FWD platform that Frank Killam wrote about in earlier issues of *RC Model Cars*. There is a lot of good information there.

Here is what I did to turn this machine into a parking lot perpetrator: First I replaced the three-position mechanical speed control that Tamiya thoughtfully provides for the entry-level user, with a proper electronic speed control. Next was a Peak Performance pink can stock motor, and a full set of bearings (Tamiya Provides nylon bushings in the kit). Now we're talkin'. A set of Tamiya Super Slicks or M-Grip slicks will add immeasurably to grip on slippery surfaces, but provide too much traction for sticky tracks. (Traction rolls and the attendant spectator joy attract more people to this class than close racing, so while you may be hammering your concours-quality body to smithereens, you are performing a service for sedan racing as a class.) One option that I will heartily endorse are foam tire inserts. Tamiya makes them in two densities, standard and hard, and they will make your tires grip better and last longer.

You do not need to go nuts with the modifications, but since I run on rather smooth tracks I lowered the suspension a little bit by adding one O-ring in each of the shocks, and I used 80-weight Associated shock oil. This lessens the propensity towards traction rolling but makes it easier to disturb the car if you hit a disk or track imperfection. It requires you to be smoother and more accurate. For those who do not have as much control over their car, I suggest using the stock suspension configuration and the kit tires. This setup is very forgiving and only slightly slower, and may mean that you finish ahead of me (not that finishing ahead of me is a real accomplishment) if I clip an apex too close.

And here is the best part of all: This is the most fun I have ever had racing RC cars. These sedans really look like the real thing when you get a bunch of them on the track.

TAKING IT TO THE TRACK

At the local track the car generated lots of looks as most people are not familiar with the Mondeo. The striking two-tone paint job made it easy to pick out on the track and I did not find myself driving someone else's look-alike car (I am ashamed to say that I have actually done that before). The car was faster than most of the 4WD cars on the track and handled very well. The toe-in rear-end configuration worked well for the track setup, which was mostly open with only one hairpin. Toe-out at the rear would have helped the car turn in better at the hairpin but would have diminished high-speed stability and made the car a real handful.

All in all I am very happy with my choice. In my opinion the Mondeo is the best-looking front-wheel drive car that Tamiya makes, and it is unusual enough to stand out in a crowd (everyone out here in California uses the Civic body). The front-wheel drive chassis is easy to maintain and setup, and as a bonus, it is faster than the 4WD sedans. If you do get tired of looking at it, any of the sedan bodies or wheels that Tamiya offers will fit (Tamiya provides a body mount adapter to allow any of the bodies to fit without any major modification).

And here is the best part of all: This is the most fun I have ever had racing RC cars. These sedans really look like the real thing when you get a bunch of them on the track. They slam and bang, swap a little paint and occasionally roll, just like the full-size cars do. It's a complete blast.

My next step will be another body and wheel set, just for variety. How about a street car, Supra, front-wheel drive? Well, it would cost Toyota millions, maybe billions, to develop a prototype...but for me? Just an afternoon. ●

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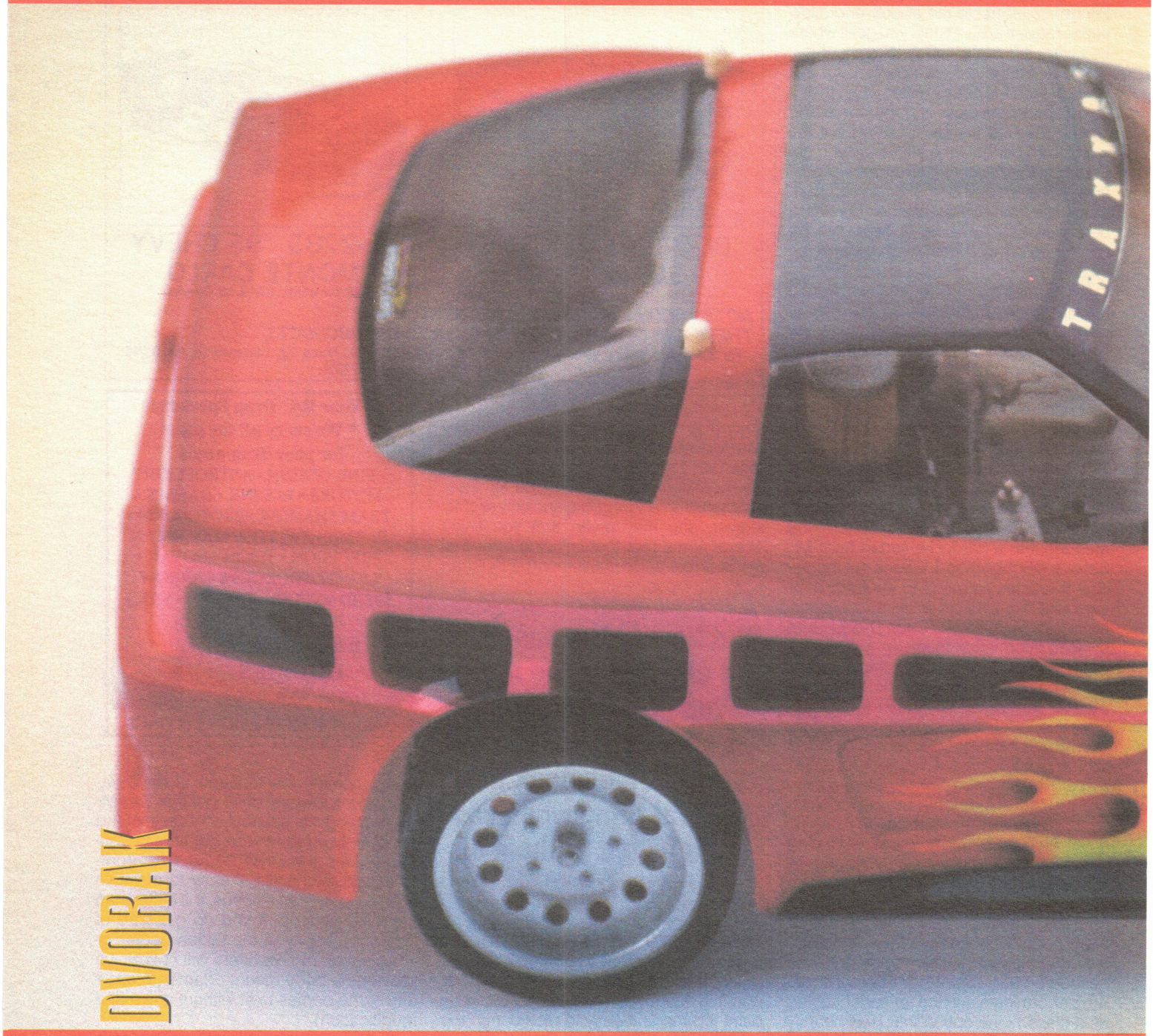

BY CHRIS DVORAK

Over the last several years, Traxxas has come into its own with a series o performance-driven offroad buggies and trucks that have done a creditable job of winning on tracks around the country. The Nitro Hawk, Nitro Buggy and the Hawk 2 truck have elevated Traxxas to a serious producer of well-designed and built RC vehicles that is responsive to entry-level and expert drivers alike.

THE NITRO STREET CAR

The Nitro Street is no exception; it comes pre-built, with your choice o

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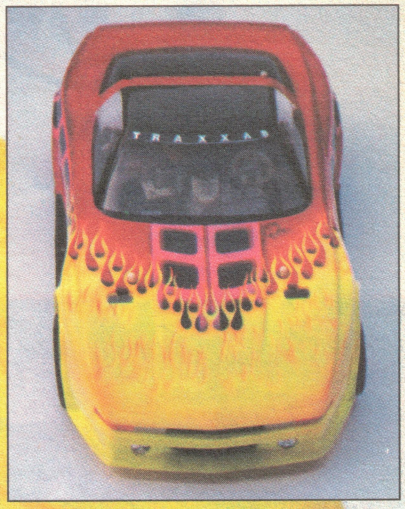

The Nitro Street carries an impressively designed body on its durable chassis. The classy paint job was handmade by Vancouver's Fred Moore.

NITRO STREET

PROMOTING RC CARS

BY GENE HUSTING



NORRCA set up this large, great track at the RC Hobby Expo, in the new Long Beach Convention Center in Long Beach, California. There was a driving rainstorm outside, but inside it was spectators three and four deep enjoying RC car racing.

It's quite important that we all promote the hobby we love—RC car racing. I know there's a great number of you who already devote a lot of your time promoting our hobby. I would like to thank all of you on behalf of all RC car enthusiasts. Without people like you, we wouldn't have our hobby.

While at the RCHTA Hobby Show in Chicago last year, Futaba asked for a meeting of all RC car-related manufacturers, to see if we could come up with ways to help promote RC cars. There were a lot of ideas put forth at the meeting, and a committee was organized to generate new ideas.

I would just like to suggest some ideas here that might possibly help you to find an idea that could help you to promote our hobby.

A new RC Hobby Expo show, staged by Endless Horizons, was held in early January, at the Long Beach Convention Center in Southern California. This was during a time when we were having record rainfall, with flooded streets everywhere, including freeways. Despite the weather, there was a great turnout from hobbyists from all over the West Coast. It reminded me of the hearty souls in the Midwest who go to the Chicago Hobby Show, through sleet and snow storms.



Right next to the track were the booths of Pro-Line, Losi and Associated, which was an ideal situation for everyone.

At the RC Hobby Expo in Long Beach, NORRCA held an RC offroad race under the guidance of its President, J.R. Sitman. The Long Beach Convention Center is huge, so NORRCA had all the room it wanted. J.R. brought in his large drivers' stand and set up the biggest temporary

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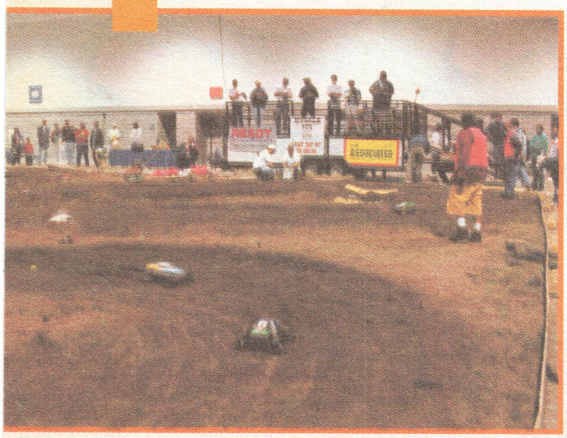

There were 100 entries enjoying the racing in Long Beach, thanks to the use of NORRCA's full-size portable drivers stand.



Also at the LA Auto Show, the Momo booth exhibited a 1/10-scale RC version of the Momo Ferrari WSC racer, modeled by *RCMC's* Frank Killam for Steve Wison of Momo U.S.A.



At the LA Expo Auto show, Dan Moynihan had a simple oval track set up for spectators to come and try their hand at RC racing. Located in a room with full-size racing cars, the track exposed many new potential enthusiasts to RC car racing over the nine-day run of the show. *RC Model Cars* brought thousands of copies of their magazine, which were eagerly snapped up by show visitors.

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U473	BOSSCAT - TOURING 4WD - 'ESCORT COSWORTH'
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U484	BOSSCAT - TOURING 4WD - 'OPEL CALIBRA'
U485	BOSSCAT - TOURING 4WD - 'MERCEDES C-CLASS'
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club 10
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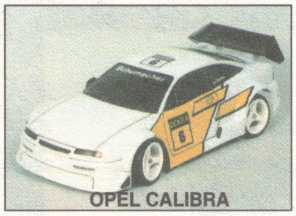

U441	'COUGAR' OFF ROAD	SALE PRICE $107.70
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U439	'ESCORT COSWORTH' TOURING	SALE PRICE $107.70
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U477	'MERCEDES' TOURING	SALE PRICE $107.70
U478	'FORD MONDEO' TOURING	SALE PRICE $107.70
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SALE PRICE $119.70

2WD Gas kits 1/10th scale powered by engine of your choice. Requires mounting kit for engine, kits also available with motor and mount kit included.

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U480	NITRO MK3 - 'OPEL CALIBRA' TOURING
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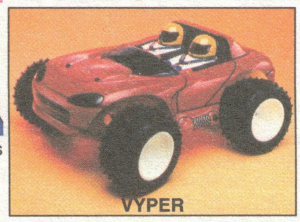

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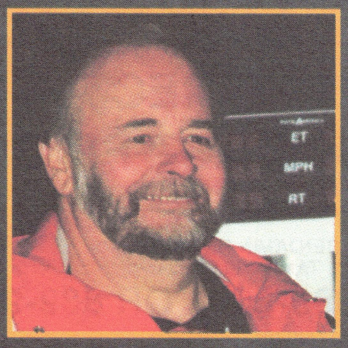
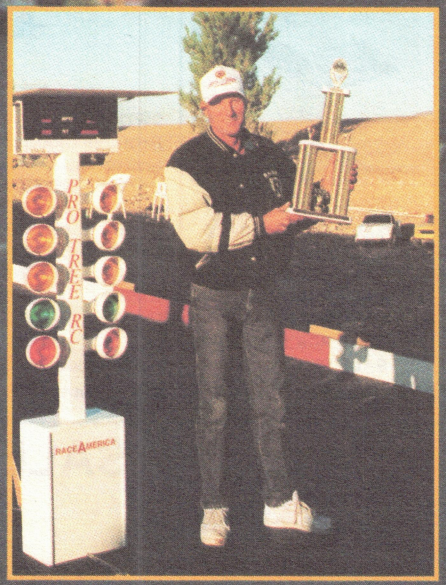
West Coast Open



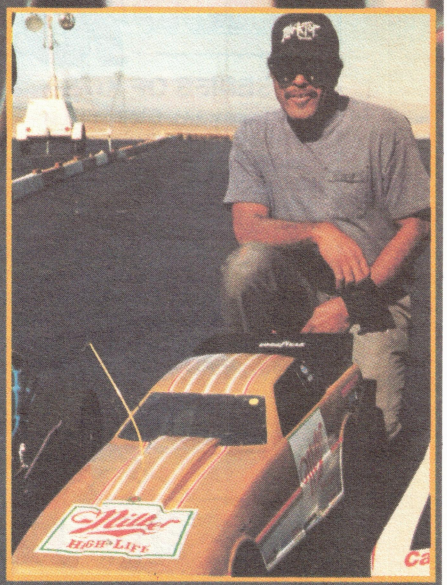
Drivers and their race cars await qualifying to begin.



Ken Higdon, promoter and organizer of the Second West Coast Open Drags is all smiles during the awards ceremony. Ken has planned nine drag events for '95.

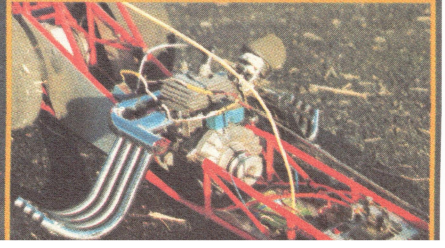


Ron Taylor won the trophy for concours excellence. His car ended up in second place in the race standings.



Nathaniel White and his Q-scale Funny Car with functioning exhaust stacks. The sound is very realistic.



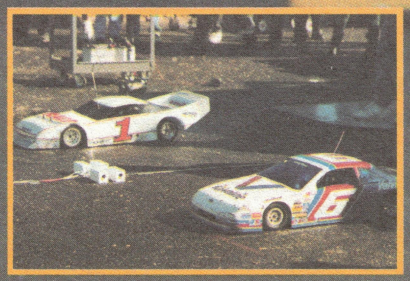




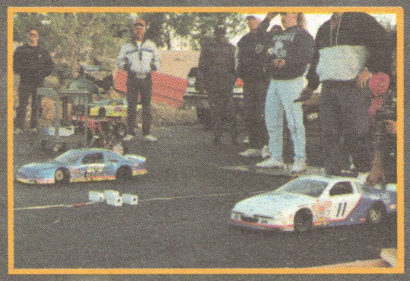
Ron Taylor on the left goes up against Lee Strong in the Pro Stock final. It was a close race—with Lee taking top honors.

A DRAGSTER'S PRAYER

Lord as I stand here
At the burnout pit
Let my car run fast
Let it be fit;
May my hand be steady
My radio on
Let me have a great race
Help me be strong;
May my batteries be fully charged
My crystals be right
So I can race all day
And into the night;
Keep me off the wall
And in my lane
Don't let those other drivers
Drive me insane;
Let the lanes be tacky
So my tires can grip
Let my motor run smooth
Let my clutch not slip;
If I cross centerline
Before the end
Let me have the courage
To try again;
To my fellow dragsters
Or whatever the case
Enough of this prayer
We're here to race.



At the line, Mark Adams' stocker takes on Ron Schoeb.



The #57 car of Richie Abbott races against Pappy's #11. Richie ended up second in his class.



Quarter-scale rails from the Taylor Drag Team. Casey on the left stages for a showdown with Ron.

The Primadonna Corporation in association with Taylor Motor Sports and Taylor Drag Team of Las Vegas, Nevada, hosted the Second Annual West Coast Open RC Drag races at Stateline, Nevada. A good variety of Quarter, 1/8- and 1/10-scale cars and spectators came out for this event. With the proximity of the Nevada resorts and casinos, there is something for every family member to enjoy, and many joined their racing relatives for the weekend.

Taylor Motor Sports set up the track at 165 feet with their new RaceAmerica RC Timing

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BUILDING THE SAFETY SAFARI TRUCK

BY RICH LACHARITE



Pro-Line body, painted and detailed by S&S Speed & Hobbies, mounted on a Parma Hemi Coupe chassis.

While much attention is given to the hottest car at the drag strip, the second-hottest car is often overlooked. Often that car is the one parked next to the one on fire. Actually, it's not a racecar at all, but one of NHRA Safety Safari's specially equipped GMC trucks.

A caravan of brightly colored trucks travels to all NHRA national events where it plays an important role. To assure all racing is done under the best conditions and is consistent at all major events, a large well-trained crew is utilized, whereby local crews are merged with NHRA staff. Some are dedicated to track preparation and maintenance, while four vehicles, manned by two dozen specially trained personnel, are reserved for emergency response.

Although every effort is made to make the sport as safe as possible, it is impossible to prevent accidents when everyone is pushing the limits of their racecars. Fuel cars, in

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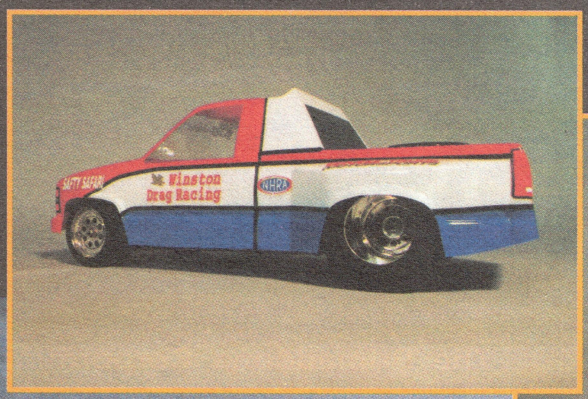



buying the "kit" with or without a radio system included. Our test vehicle came with a radio. The pistol-grip transmitter has a good feel, though smaller hands might find it imposing.

The tub-type chassis is made of heavy-weight aircraft-grade T-6 aluminum, with a lateral aluminum tube brace for added stiffness to eliminate twisting and side-flex.

The car's suspension is up to the task: aluminum oil-filled shocks dampen the bumps and are easily adjusted to suit your running surface's conditions. Camber, toe-in and rear anti-squat are all fully adjustable. Turnbuckles are included. The suspension is lowered, for a lean, mean look to the car.

POWER PACKED

The heart of the Nitro Street is its responsive .12 nitro-powered Image engine. With a dual ball-bearing crankshaft and adjustable slipper clutch with ball bearings, bushed connecting rod and heavy-duty pull starter. Remember, the engine and all its drive system components come pre-installed with the Nitro Street, which gets you to out and running in no time.

Along with those features, the Image engine has a performance-minded carburetor, efficient tuned exhaust system and a high-volume air filter. The .12 powerplant uses an extra-large cylinder head for better cooling. A flip-top fuel tank keeps you running for about 14 minutes in our tests, the flip-top making refills a simple matter.



From any angle, the Nitro Street is a mean-looking street machine.

Traxxas has mounted the attractive chrome-plated wheels with durable Pro-Trax racing tires. We had some wheelspin when taking off from a dead stop, though an adjustment on the slipper would quickly eliminate any speed-robbing spin of the tires. Once properly adjusted, the treaded racing tires had considerable grip in the turns of our quickly setup parking lot course. The servo-operated bellcrank steering is positive with no slop, so much so that when cranked into a tight turn, the Nitro Street's rear end was easy to break loose on the lightly sanded asphalt. A cleaner track would help eliminate this characteristic, which we found to be noth-

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Sudbury Organized Auto Racing
Hanmer, Ontario Canada
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Note: If you know of a drag club or track that should be listed here, send the information to the Editor at RCMC, Box 2459, Capistrano Beach, California 92624. If you sell drag racing-related parts and equipment, we'd like to hear from you too.

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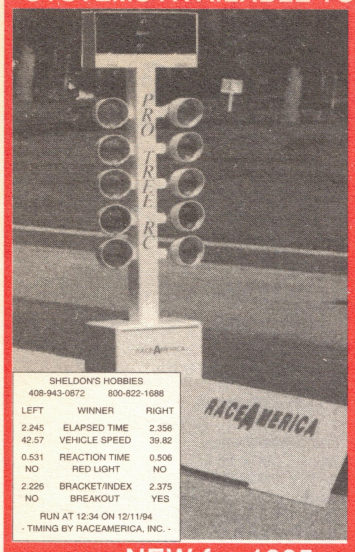

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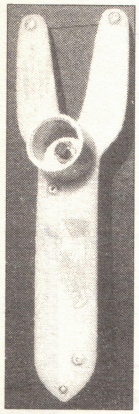

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BMW M3 CONTINUED FROM PAGE 40

April, '95 issue!) the basic kit came through with an efficient, but underpowered GS-11 powerplant. Mated to a two-speed tranny, I knew I could get more out of it. Kyosho offers a wide range of aftermarket products, so I went to the catalog, made a few phone calls and was soon in possession of some serious factory-supported product.

The first to go was the stock turnbuckles, which were replaced with a complete set of fully adjustable units from Kyosho's Option House line. You won't have to worry about them popping off either, because I placed a washer over the ball link prior to mounting them. You'll break a suspension component before losing a link. The driveline already utilized the well-balanced center shaft setup, so I turned my attention to the differentials. I added a complete bearing set along with an adjustable ball diff in both the front and rear, along with universal drive shafts at both ends.

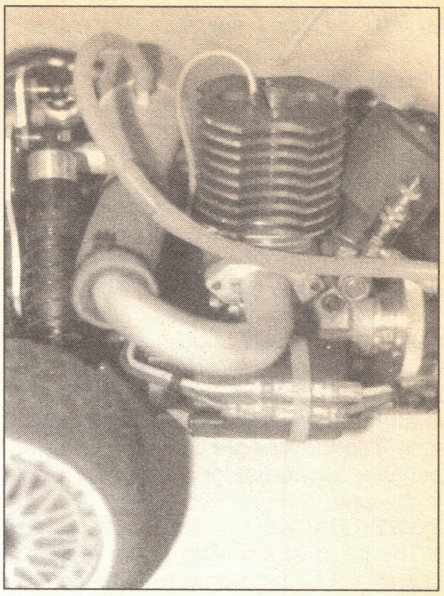
While I was at it, I added a set of Kyosho Green Dot foam tires on all four corners. I ran into a slight problem with the fronts in that they were just a bit too wide and rubbed against the steering arm. I could have trimmed back the steering arm and relocated the steering rod, but that would have messed up the suspension geometry (Ackerman), so I opted to throw the tires on a truer and narrow them with an X-acto knife. It did the trick.

HORSEPOWER!

Now that I had the rolling chassis up to speed, it was time to add some serious horsepower. I thought about dropping in a .12 CZ-R that I had in another car (NOT!), but I wanted *more* power. I thought about a .15 powerplant, but they aren't legal in most 1/10-scale cars. So I did the next best thing and picked up one on O.S.'s hot new .12 CZ-Z engines. They claim a 40% increase in power over the highly reliable stock CZ-R. This was getting interesting!

When I'm not racing, I hate to lug around my bump starter and battery box. I prefer to use the stock pull starters because of their convenience, but they don't always work as advertised. Since I don't own a starter box, I decided to check out an EG Electric Starter System from KO Propo. This product was just the ticket to bring the CZ-Z to life. I know what you're thinking, why add the extra weight and drag on the motor? But what the heck, you ever see one of these things work?? And besides, if the CZ-Z is as powerful as they claim, it'll be more than enough to counter the effects.

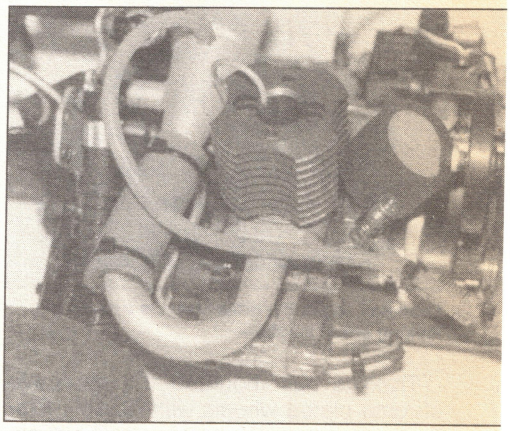
The starter unit consists of three components: connector unit, gear case with electric motor and hand held starter unit. I first had to remove the backplate from the CZ-Z and replace the stock



The O.S. CZ-Z .12 powerplant and Duratrax Tuned Header make lots of horsepower!! The KO Propo starter unit can be seen below the header pipe.

crankshaft with one that has a pin on the back of it that attaches to the starter shaft (i.e., like the cranks used with pull starters). I then attached a gasket, starter back plate and finally the gear drive unit with motor. Once the wire connectors were secured (two for the motor, one grounded to the engine block and the last one to the glow plug) I mounted the connector unit to the rear body mount support.

While I was at it, I added a three shoe clutch kit and cooling fan set. It takes a little patience to get the clutch shoes



A two-stage air cleaner is standard equipment with the CZ-Z engine. Located just in front of the air filter is the cooling fan which runs off a pulley/drive belt attached to the front of the crankshaft (belt was removed in order to see pulley).

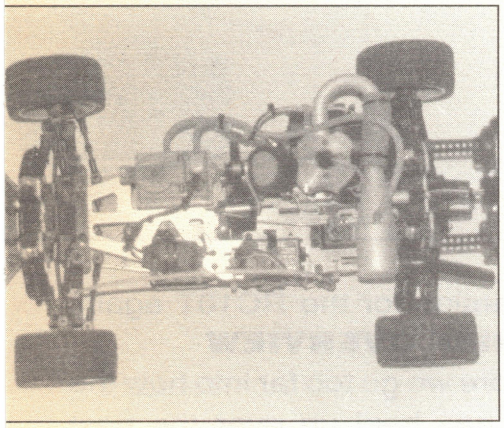
and springs over the clutch nut, so take your time and don't stress out.

Once the clutch, bearings and clutchbell were in place, I added a small pulley and secured it to the end of the clutch nut shaft with a hex head bolt. It attaches to a small drive belt which connects to another pulley on the front of a rotary fan blade which is mounted

by way of a bracket to the brake assembly.

Since these cars run full bodies, I thought it would be a smart idea to help get some extra air flow to the huge blue anodized cooling head. The drag on the motor is almost non-existent compared to the obvious benefits.

Once I had the powerplant in place, I fitted a Duratrax Tuned Exhaust System to the package. It's designed to mount directly to the rear shock tower but since the shocks are located in front of, rather that behind the shock tower, I had to make a spacer in order to clear the shocks. I found a screw and spacer in my toolbox that did the trick. The supplied silicone coupler didn't fit my mod, so I used a piece of automotive heater



I attached the starter power plug adapter to the rear body post mount. Simply plug in the external power supply and hit the switch...and hold on!!

hose to make the connection.

Now that I had it all back together, I headed out to the biggest parking lot I could find, checked the radio, fueled the tank, attached the battery-powered starting unit and hit the starter button. It only took a couple of "blips" on the starter before the engine fired! It doesn't get any easier that this... After the initial engine break-in period and routine radio check, I headed back out for a full-blown test session. I still can't get over how easy it is to start this thing. Simply plug-in the hand held power supply to the car- mounted connector, hit the starter button (no longer that 5 seconds) and get ready to drive away. This thing is great!

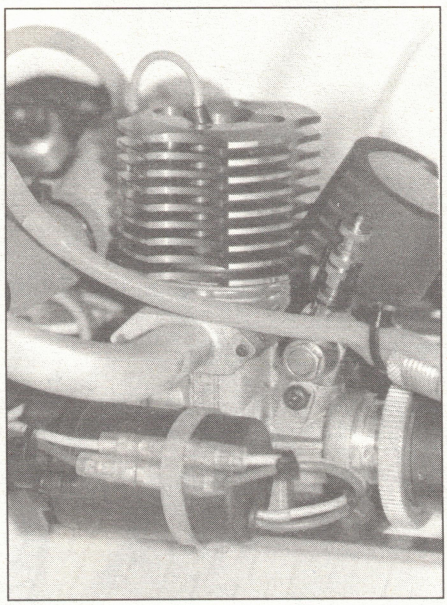
Once I got the motor up to operating temps, I did a couple of full-speed passes and was absolutely overwhelmed with the torque and power the CZ-Z and tuned pipe put out. This is one serious road warrior! If I had any doubts about this unit in the beginning, they're long gone by now.

With the low fuel warning light glowing bright red, I decided to make one more high-speed pass before refueling. It was then that my worst RC gas fears were realized. As the car went past me at Mach 1, I lost total radio control!! Since I was using a PCM, I was praying like %#@* that the fail-safe would kick in before crashing head-long into the tar border at the end of the parking lot.

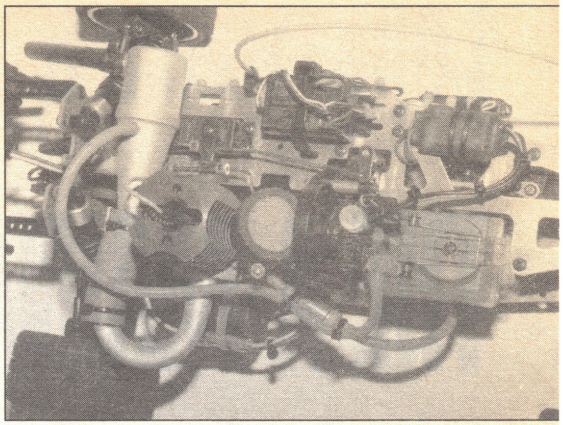
It never slowed down before hitting the berm! What came next was almost too surreal to believe. The car hit the berm at just the right angle and launched the car on a trajectory that would make any Shuttle Mission Commander proud! After a mad dash to get to the landing site (we figured it flew nearly 15 feet with an altitude of nearly 8 feet high at its apex!), all I could picture in my mind was Richard Petty's horrific crash at Daytona a few years back (not a pretty sight). What I found in the ditch was absolutely incredible. Not only had it landed right side up but it was still running! If it wasn't for the fact that the fuel tank was split in half, I probably could have driven it out of there. How it ran with the tank in two pieces is beyond me, but who cares, my baby was still in one piece.

Replaying the whole accident in my mind, the only thing missing was the fireball!! I'm still at a loss for the radio malfunction, but I offer Kyosho a ringing endorsement for reliability and bullet-proof construction techniques. As it turned out, the front bumper created the perfect launching ramp which no doubt saved the car from serious structural damage (I later found that the chassis plate and radio tray were slightly tweaked, but it could have been much, much worse). If there is a moral to be learned here, heed the warning: These are not toys!

My goal was to come up with a low-maintenance, high-tech, fun car to drive and I wasn't disappointed. It may not be ideal for an all-out racing assault, but it



The massive heatsink head does a good job of keeping the engine at proper operating temps. The "Z" motor puts out approximately 40% more power that the CZ-R powerplant.



75cc fuel tank, low fuel warning light, cooling fan, fuel filter, two-speed tranny, tuned pipe, four-wheel drive, onboard starter, CZ-Z engine—this is one mean German Touring Car!!

sure is a blast to drive (or fly as the case may be!) on the Autobahn.

PRODUCT SOURCES

Great Planes Distributors, Box 9021, Champaign, Illinois 61826. (217) 398-6300. •

PRO-XLT *CONTINUED FROM PAGE 55*

slightly lighter color than the other. Nevertheless, I followed the updated instructions.

SHOCKING FEATURES

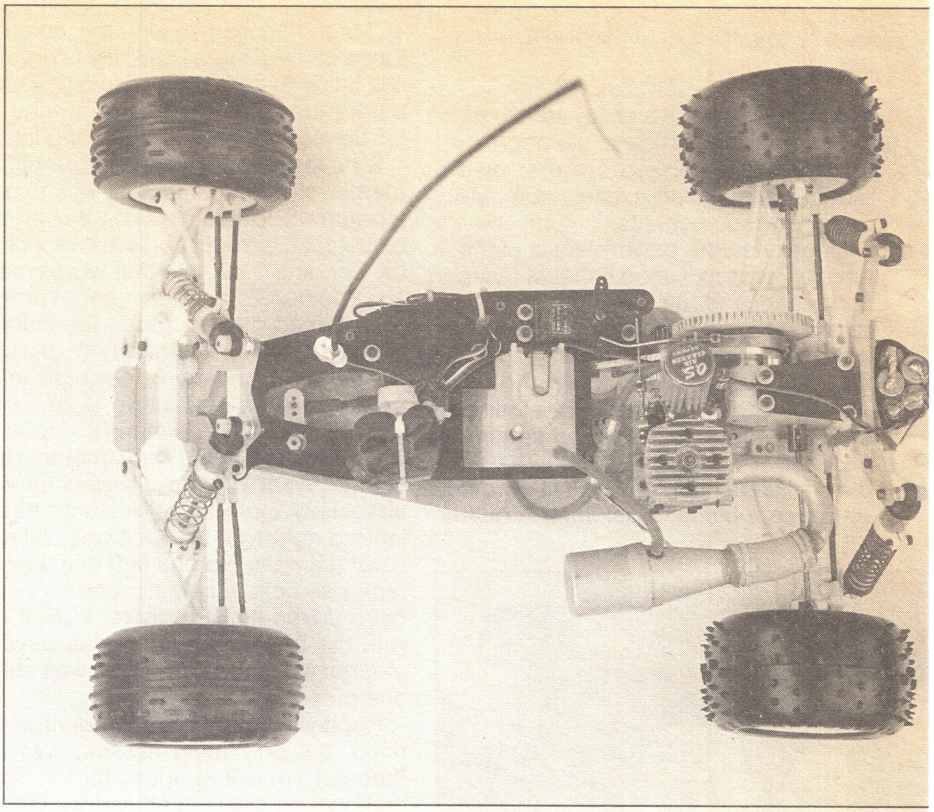
The instruction book starts with the assembly of the Ultimate shocks. These are Teflon-coated, aluminum body shocks with diaphragms. They are very smooth and similar to competitive products, but there are two differences worth noting, one good and one not so good. The good point is that these shocks have a rubber boot on the shaft end of the shock. These are great because they help keep debris out of the O-rings. On the downside is the way that the seals are held in. They are held in by a C-clip. Many other manufacturers have gone to a more "user-friendly" method. While the Kyosho method won't affect shock performance, this older style design does make shock maintenance more cumbersome. Then again, maybe the shock boots will keep the dirt out well enough that you won't need to rebuild the shocks as often as others? We'll have to see.

GEARING UP

Next is the assembly of the Super Sprint Transmission (SST). The SST is a low CG (center of gravity), externally adjustable ball diff transmission equipped with a slipper clutch that allows you to change spur gears without any disassembly. A few things worth noting about the SST: the ball diff has keyed diff rings to keep them from slipping. The diff adjusting screw comes pre-coated with a thread-locking compound to keep it from going out of adjustment. My favorite feature of the SST is single-unit thrust bearing. This is a nice feature, as you don't have to worry about those micro balls found in other transmissions. *continued on page 71*

LOOKING BACK

THE A-MAIN/ DUDGEON 10T CONVERSION



About a year ago, I reviewed the A-Main/Dudgeon Racing gas conversion kit for the RC10T. In the review, I judged the truck to be very durable and worthy of competition. However, one of the real tests of a product is the test of time. Well, a year has passed, so I'd say it's about time to go back and look at the A-Main/Dudgeon Racing conversion for the RC10T again.

A BRIEF OVERVIEW

Before we go too far into how the truck has held up over the past year, let's briefly go back and look at the conversion in case you didn't see the review. *continued on page 74*

BY JOSEPH RINGEISEN



PRO-XRT CONTINUED FROM PAGE 69

As I mentioned earlier, the SST diff is externally adjustable from a little hole in the side of the gear case. You adjust by tightening the diff screw until it's seated and then back it out. The amount you back it out depends on your track conditions. A half turn for high traction tracks and 1/8 turn more for loose tracks. I have to mention the SST sports one of the smoothest diffs I've every encountered. It is an excellent design. I have an SST on my gas Outlaw Rampage Pro and it has held up very well. I'd expect similar performance on the Pro-XRT. The only thing I don't like about the SST, and it is very minor, is with the diff gear itself. It doesn't hold the diff balls in place without grease. This makes rebuilding more awkward than it could be. Diff gears from other transmissions will hold the diff balls in them without grease, making servicing much easier. Again, this is a extremely minor point and won't affect performance one iota.

ARMING TO WIN

The suspension arms are the same as those on the Outlaw Rampage Pro. They are extremely long and are very strong. The kit comes with every part necessary for rear suspension toe-in, wheelbase, camber and shock position adjustments. The front end is almost as adjustable, although you'll need to purchase the optional caster blocks if you want to change the caster angle. Wheel camber and front tow-in is adjusted by the turnbuckles. Each turnbuckle has one reverse thread, making adjustments a breeze. Unfortunately, they are made out of aluminum. This means they are very lightweight, but not very stiff and can bend fairly easily.

Another problem is that the rear upper links are too short. Using the recommended length shown in the assembly manual yielded an unacceptable amount of rear wheel negative caster. After adjusting the rear wheels to an acceptable setting, only a small section of turnbuckle remained threaded in each ball cup. This is a condition that, my experience has proven, will cause problems in the future.

POWER MOUNTING

You will have to supply a motor for the Pro-XRT. Motors are mounted to a blue anodized aluminum plate. A motor spacer is required and provided. The gear cover has a little rubber plug covering the access hole for the slipper adjustment nut. This plug is mounted on the gear cover so you can't lose it. Very clever!

The motor plate is bolted to the gear case and the gear case is bolted to the chassis. The rear of the motor plate is held in place under the rear arm mounts. Sorry to keep harping on this subject, but while this design makes for a very sturdy unit, it isn't very user-friendly. In order to work on your transmission, you have to nearly take apart the whole rear end of the car. To make things worse there is the probability of stripping the holes of the rear arm mounts every time you work on your transmission. The screws that hold this mount are very short, so there isn't that much material holding it in as it is. I suppose you could just replace the short screws with longer ones and use nuts to keep them in place, but it's a pretty tight area and it would make it pretty difficult to work on. Again, this will not in any way affect performance—that is, unless that rear suspension mount strips out.

FLASHY CHASSIS

The molded chassis is very similar to other products on the market. Through its design and front upper stiffener, the Pro-XRT chassis is a lightweight and low-cost unit that is very rigid. At the center of the chassis is a molded-in battery holder. It will hold six-cell stick or side-by-side packs, or seven-cell packs with a little modification. Both the bottom of the battery holder and the hinged upper battery brace are lined with foam. These are very nice and convenient touches.

FINISHING

Pactra Polycarbonate Paints were applied using a Badger Crescendo airbrush. It is a dual-action, internal-mix airbrush that provides professional performance on a recreational budget.

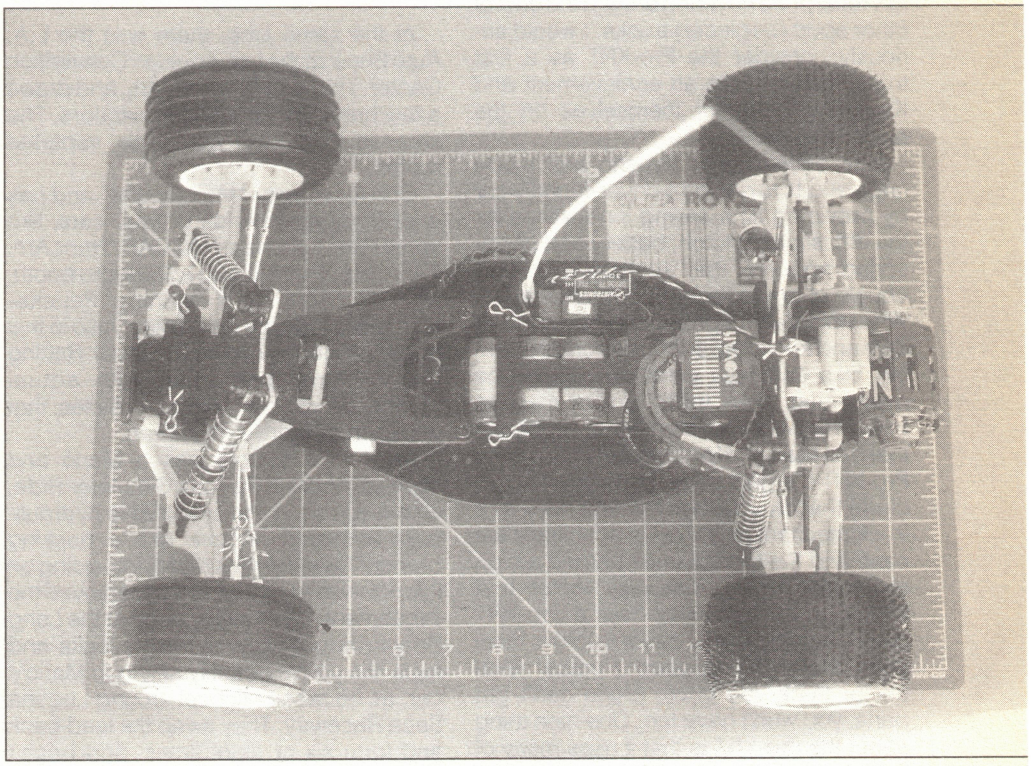
First, I masked off the body using two coats of Liquid Mask from Parma. This stuff is pretty neat; you brush it on and let it dry and it forms a thin layer of rubber that becomes your paint mask. Just lightly score the area/pattern you want to paint and peel the rubber off and you're ready to paint. My paint scheme was pretty simple, so the liquid mask wasn't used to its fullest potential. If you do complicated paint schemes, check out Liquid Mask. It will make masking a lot easier.

RADIO INSTALLATION

To control the steering of the Pro-XRT, I used an Airtronics 94738 servo attached to a CS-2P radio. I installed a Novak M1c to the speed control mounting plate just in front of the rear bulkhead using the included servo tape. The Pro-XRT's molded chassis has ample room for just about any radio, servo and speed control. My only advice is to install a high torque servo like the 94738 for steering since this is a truck. The bellcranks are fully supported by ball bearings, but large truck wheels require more power than standard servos can provide.

SETUP

The Pro-XRT has so many suspension adjustment possibilities it's almost overwhelming. As in initial starting point, I set up the Pro-XRT using the stock recommended shock (hard pistons and the provided medium weight silicone shock oil) and suspension settings. I installed one 5mm spring spacers to each of the front and rear shocks. This brought the XRT to the proper ride height. Shock spacers are the snap-on type so they can be added or removed very quickly without any tools.



There is plenty of room in the Pro-XRT for just about any radio equipment. Check out the long suspension arms. They are same as the ones found on the Pro-XRT's gas cousin the Outlaw Rampage Pro, so they are quite durable.

DRIVING

A rainstorm earlier in the week reeked havoc with our test track. Track conditions were poor, but we were anxious to put the Pro-XRT through the ringer. The first thing we adjusted was the slipper. It was too

tight for the hard- (rain) packed test track. With the slipper properly adjusted, handling on our test track with the stock setup was, as expected, very good. However, we did experience a tendency for the XRT to nose over on the jumps. This was easily adjusted by adding an additional 3mm shock spring spacer to each of the front shocks. This nose-over tendency was most likely due to the poor track conditions rather than a design flaw in the Pro-XRT or my setup. Other than that, the Pro-XRT handled like a Pro just as its name suggests.

CONCLUSION

The Pro-XRT is definitely a race-worthy truck. If I had an unlimited budget at my disposal to upgrade anything I wanted on my Pro-XRT, the only thing I would change is the turnbuckles and replace some of the hardware with lightweight aluminum and titanium. I would replace the turnbuckles with titanium turnbuckles and would get longer ones for the rears while I was at it. That's it, honest! Everything else is competition ready.

Construction of the Pro-XRT is simple enough for any beginner who can read and follow the instruction booklet. With a low retail price hovering around the cost of other sport (beginner) trucks, I would seriously consider the Pro-XRT as a first truck. This is quite an achievement and Kyosho should pat themselves on the back. Well done!

It is obvious that Kyosho has made large efforts to design a driver-friendly car by providing time saving innovations for the diff, slipper clutch, battery and shock spring spacers, they seemed to miss a couple of areas regarding maintenance. While this is also a problem area with other cars and trucks out there, they are becoming less and less common. Please be aware that while these points may be taken as negative comments, consider that if all I can find to complain about is the Pro-XRT's ergonomics, you have to conclude that Kyosho has made a heck of a truck mechanically. This is absolutely the case and the Pro-XRT has earned a high recommendation. The only factor that should sway you away from a Pro-XRT (and it applies to any car or truck) is local parts availability. It doesn't matter what car or truck you drive, if you can't get parts, you won't have fun. One nice thing about the Pro-XRT is that it uses many of the parts that a couple of other new Kyosho products use. So if there are any retailers out there reading this, take note that stocking Pro-XRT parts may not be an encumbrance. Other than that, competition take notice, Kyosho is back and they are not fooling around any more!

Have fun and be fast!

PRODUCT SOURCES:

Great Planes Model Distributors, Box 9021, Champaign, Illinois 61826. (217) 398-6300.

Parma International, 13927 Progress Pkwy., North Royalton, Ohio 44133. ●

PROMOTING *CONTINUED FROM PAGE 62*

show track I've ever seen. The dirt he brought in for the track was great, and the 100-plus racers had a lot of fun with a large audience watching. Channel 9 TV came to the show and did a segment which really helped.

There was always a crowd standing two or three deep around the track, and after being able to see the excitement of offroad racing, they were able to turn around and go to the display booths of Pro-Line, Losi and Associated.

An ideal location is shopping mall parking lots. Thousands of people go to shopping malls every day. This affords the possibility of lots of new people seeing what we do.

At the same time, there was the L.A. Auto Show at the Los Angeles Convention Center. This is for full-size cars, and draws a few hundred thousand spectators. The show is located in five large, separate rooms.

One room is for "Motorsports" and has a lot of different kinds of race cars, like sprint cars, Legends, NASCAR, Trans Am, IMSA, etc. There is also a Marlboro booth, with Al Unser Jr.'s winning Penske-Mercedes Indy car on display. Also in this booth Marlboro had four Virtual Racing video game machines, with actual Marlboro-Indy car replica vehicles that you sit in and drive on screen.

Right next to this was a Mario and Michael Andretti Reactor Simulator Ride, where you sit in this seat that is hydraulically activated. It feels like a bucking bronco! I talked Frank Killam into going on this ride with me. I had already enjoyed the excitement of this experience at the Long Beach Indycar Grand Prix. It looks and feels like you're actually sitting in Mario's car, as he races Michael around Laguna Seca Raceway. They swap the lead back and forth six or eight times, and I can't begin to tell you how exciting that was.

And, right next to this is an RC car demo track, run by Dan Moynihan of Dan's RC Products. Dan also put on the Thunderdrome oval races.

What Dan had set up here was a very simple, short oval track, whereby the spectators could drive the cars. It was a lot of fun watching guys choose off their buddies to go racing, and then finding out it was a little more challenging than they thought. *RC Model Cars* magazine provided several thousand copies of their publication which were given away free to visitors to the show. This exposure will certainly add to our numbers.

I realize each of you will not have the opportunity or ability to do something like these two examples. But, please read on. If you're a member of a club, you can hold RC car demonstrations or races, not only at your local hobby or car shows, but also during your local fairs. Anywhere where new people that have never seen RC cars race, get a chance to see the excitement of racing RC cars.

An ideal location is shopping mall parking lots. Thousands of people go to shopping malls every day. This affords the possibility of lots of new people seeing what we do. I've personally raced on shopping mall parking lots in Ventura, San Jose, Seattle, Indianapolis, Columbus, Ft. Myers, Dallas and El Paso. These are only some where I've raced, and I know there are a lot more malls holding races around the country. Many of these malls also pay for the trophies because the racing actually attracts more customers to the mall. That's a proven fact.

Another great area for exposure is public parks. We've raced in numerous beautiful parks across the country. A lot of the parks will not only donate the use of the land, but will sometimes even build a drivers' stand and put in lights at no charge.

Commercial indoor or outdoor RC car tracks also *must* promote their tracks. Having a super facility, running great races and having adequate stock is very essential, but will not guarantee long-term success. You must constantly have new, beginning racers coming in. This is also an easily proven fact.

There are a number of ways that commercial tracks can gain exposure. By word of mouth from racers, of course. But, this is not enough. You might try picking your slowest night, and have three or four cars geared way down to go very slow, and advertise for new people to come in and drive RC cars for free. You can also use high school bulletin boards to promote, and, of course, your local newspapers and door to door notices. Some tracks are even using TV commercials to get the word out. Whatever route you take, you have to keep at it. Always remember, your most important customers are beginners—cater to them.

I'm sure you've all seen the advertisements and promotions on the new parking lot racing. Parking lot racing is hardly new, it's where we all started more than 25 years ago, and where we've been racing ever since. However, it is great to see this new interest and promotion of parking lot racing starting again.

It's being done quite successfully in four or five areas in Southern California, in connection with local hobby shops who hold the races right on the parking lots next to their hobby shops. It seems their only problem is having too many entries, which is a great problem to have!

This is quite an ideal situation, which

all hobby shops should take a good look at. You have an activity close to your hobby shop that attracts attention from people driving by. It's handy for the racers to be able to buy parts. New people can go right into the hobby shop and get all their questions answered, before buying their new car.

BEGINNER'S CLASS IS IMPORTANT

What's That? You say you're just a racer and you don't have any way to do the things we've talked about so far? Actually, you have the potential to make our hobby grow faster than anyone else can. Do you realize that if every racer brought in just one new racer next month, *our hobby would double in size in one month?*

That's something that you can quite easily do. Take one or two of your friends to the track with you to watch the racing. If they like it, and buy a car, make sure you help them get started. Let them pit next to you. They'll remember your help, and they'll be happy to return a favor to you one day.

If you really like this hobby, like I know you do, it will be to your advantage to help it grow. There will be more bigger and better events available as the membership grows. For information on local tracks or clubs in your area check with these two national RC car associations.

ROAR, 30872 Coast Hwy. Ste. 111, Laguna Beach, California 92677; 714-494-0515, Fax: 714-494-3413.

NORRCA, 1651 W. Foothill Blvd., Suite 225, Upland, California 91786; (909) 944-5381, FAX (909) 944-2996. •

Q-SCALE DRAGS CONTINUED FROM PAGE 65

System. The racetrack was new for this event in a large parking lot behind Buffalo Bill's Resort and Casino, with alternating red and white 2 x 8 side rails to keep the cars where they belonged. Set up had been delayed by rains on Friday. Bright sun Saturday morning dried things out quickly and melted the snow dusting atop the nearby peaks. Other nice amenities included toilets, a PA system in the race central motor home, construction lights for nightfall if required and a video camera rental service. The American flag flew atop the construction lights. Apparently, a few registered drivers didn't have faith in the weather and did not make the event, which was their loss.

The race committee was all set up using the standard forms for registration, qualifications and ladders which come with the RaceAmerica drag club startup kit. Even a seasoned group of pros found value and convenience in the easy to use forms.

Before practice, event promoter, Ken Higdon, and announcer Howard Taylor held a drivers meeting to let the drivers know the planned agenda; RaceAmerica demonstrated the Pro Tree's operation for the drivers who were not yet familiar with how it works. To close the drivers' meeting, Howard Taylor asked everyone to bow their heads while he read his RC Dragster's Prayer #1.

CONCOURS AND PRACTICE TIME

Next, the cars were brought to the line for the concours judging. At this event, each driver voted by secret ballot for one and only one car as the concours winner. When all the ballots were counted, Ron Taylor's sharp Funny Car took home the hardware.

Practice was set to give each driver a pass down the track before qualifications. Most of the cars were gas so the event moved quickly through three rounds of qualifications for each of the 30-plus cars before eliminations began. This event had two women drivers who did very respectable jobs in their respective classes.

Let's take a minute to comment on the quarter-scale cars and the dragsters in particular. A lot of realism is shown by these big cars, with the sound of the gas engines winding up down the track. The dragsters, in particular, with their custom NHRA-style exhaust systems, have the most lifelike throaty sound when revved up, you have to look around to make sure it's not full size.

As the racing began with practice and qualifications, the program moved quickly through each round with drivers turning in better times as they became more familiar with the track and timing system. Some of best times were recorded in the early afternoon qualification passes. Good times for the Quarter Scale Pro Stock were around 4 seconds at 40 mph at the end. Many drivers worked up to this level at least once. The top speed was turned in by the 1/8-scale gas rail of Dean Butts (2.438 seconds 160.84 mph—remember, this was 165 feet) and a close second

RACE RESULTS

MONSTER TRUCK

FINISH	NAME
1	Charles Leslie
2	April Leslie

1/8 SCALE GAS

1	Dean Butts	Dragster
2	Jamie Melvin	Offroad

QUARTER SCALE STOCK

1	Duane Neff
2	Richie Abbott

QUARTER SCALE PRO STOCK

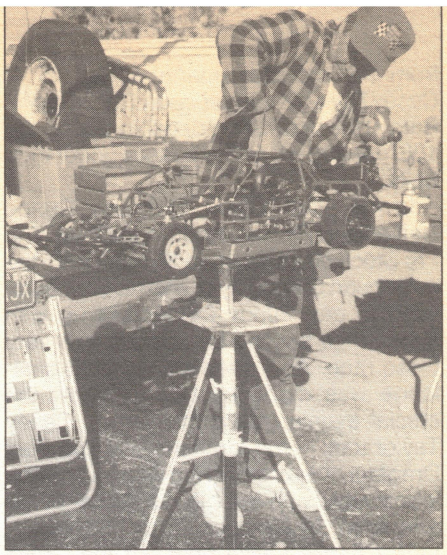
1	Lee Strong
2	Ron Taylor

QUARTER SCALE FUNNY CAR

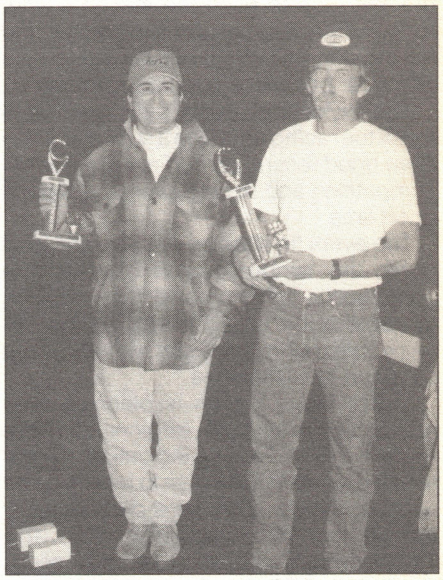
1	Nate White
2	Lee Strong

QUARTER SCALE TOP FUEL DRAGSTER

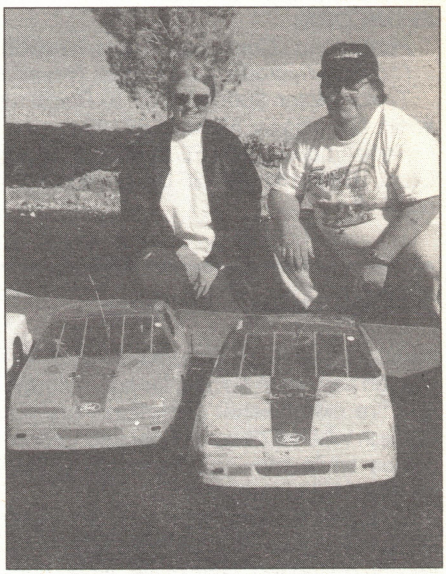
1	Casey Taylor
2	Ron Taylor



QSAC President Ron Schoeb prepares his onroad racer for some straight-line drag racing.



The 1/8-scale finals were run as a bracket race to equalized the offroad car and rail. Dean Butts won, with the best times and fastest speed of all the cars entered.



Husband-wife team of Cathy and Duane Neff had a good time at the West Coast meet. Duane took the top trophy in Q-scale Stock.

from the monster quarter-scale rail of Casey Taylor (2.466 seconds 158.35 mph). Both of these runs were impressive for the 165 feet with only a few passes under their belts.

In the Stock Class (Q-Scale), Duane Neff edged Richie Abbott in the final. The Pro Stock class saw Lee Strong get to the end ahead of Ron Taylor with his concours-winning car. Funny Car ended up with Nate White besting Lee Strong in a very close race. An immediate rematch challenge was made by Lee to follow the official events (result the same). Casey Taylor took home top honors in Top Fuel Dragster over brother Ron who had gotten into trouble with the big rail earlier in the afternoon. In Monster Truck (1/10 Electric), Charles Leslie beat out the Grave Digger driven by wife April. In 1/8-scale Nitro, two dissimilar cars were put up in a bracket race to even the stakes a little. Even with a two-second advantage, the rail of Dean Butts beat out Jamie Melvin's offroader but with a spectacular finish.

The Taylor family really pulls together to make the racing activities a success. They have good resources and really enjoy the competition and seeing everyone have a good time.

The event finished as the sun was long gone, the temperature in the 50s, the construction lights on and flash pictures to capture the award presentations. An enjoyable day in the desert with all the big cars and few little ones.

Taylor Motor Sports is planning nine racing events for 1995, beginning in February. If this show is an indication of what to expect, you should plan to take in some of these events either as a participant or spectator. With support from the Primadonna Corporation, we may see a new surge of RC drag racing interest. You may recognize the name Primadonna as a sponsor of a full-size Top Fuel Dragster, so there should be no doubt as to their resolve and commitment.

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Taylor Motor Sports, 1027 S. Rainbow #364, Las Vegas, Nevada 89128
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SAFARI CONTINUED FROM PAGE 66

particular, have an increased risk of explosion and fire. A helmet, firesuit, rollcage and fire extinguisher sometimes are not enough when a driver is knocked unconscious while moving in excess of two hundred miles per hour.

Safety Safari crew members are each assigned duties that include opening a vehicle (using the "jaws of life" when necessary), fighting fires and going into a burning vehicle to extract the driver. Their efforts have been recognized on the television program "911" for reviving a driver after removing him from his burning funny car. Although life-threatening accidents are infrequent, it's comforting for many racers to know that this is one crew of trained professionals that never misses a race.

THE MODEL

To replicate this vehicle is easy and inexpensive. A Pro-Line Chevy Dually body, painted and detailed by S&S Speed & Hobbies of Norwich, Connecticut, resembles its full-scale counterpart. A Parma Hemi Coupe (minus the coupe body and top of the Hemi engine) provides the necessary 10.75-inch wheelbase chassis. Body mounts were fabricated to replace the coupe's Velcro side mounts. ●

10T CONVERSION CONTINUED FROM PAGE 70

The A-Main/Dudgeon Racing conversion is, without a doubt, one of the best conversions I've ever run across. I say this because the conversion is like a perfect "factory" installation, that delivers incredible performance and durability. The chassis is a double-deck style that uses a thick aluminum lower chassis plate and a fiberglass upper radio tray. The result is a very stiff chassis that has no noticeable flex.

Up front, you find a completely intact, stock RC10T front suspension. Nothing was really changed, which means that the front suspension geometry from the RC10T was retained. The same goes for the rear suspension, where the biggest changes you would have to make for this conversion is to switch the rear suspension arms from left to right, and right to left. This is done so you can turn the rear bulkhead around. Other than that, everything else is kept as-is from how it was set up on the RC10T.

Now let's move on to one of the trickest components in the whole conversion: the transmission. The transmission, like the rest of the kit, is something of an ingenious work of art. About half of the stock parts from the Stealth transmission are used in the converted truck, while the other half are parts that A-Main Racing supplies. Parts held over from the Stealth transmission include the entire differential assembly, the top gear shaft and most of the slipper clutch parts. Everything else necessary is supplied in the conversion kit. The finished transmission is about as smooth as the Stealth tranny.

ONE YEAR LATER

Now let's look at what's changed, what's held up and what's broken.

I haven't really made too many changes to the finished truck in the way of modifications or hop-up parts. Generally speaking, I've been happy with the way I had the truck set up for the review. One of the changes that I made was to the radio gear. As was recommended in the instructions, I went ahead and installed Futaba 9401 servos in the truck in place of the S148 servos I had in the truck for the review. This made the truck a great deal quicker in its response to driver input. I've only made two other major changes to the truck, and those are: (1) a heatsink cylinder head for the engine, and (2) a bit of rerouting of the exhaust system. Unfortunately, these modifications were made after the photos for this article were taken, which is why they don't show up in the photos.

Speaking of photos, I used the same Lexan truck body for this second look at the A-Main/Dudgeon Racing conversion that I used for the review a year ago. Shortly after completing the review, I painted another body to actually use on the truck. After a year of hard use, trust me; you don't want to see that body.

I will admit that I was just a little wary of the chassis, as it's a flat plate aluminum chassis, rather than one with sidewalls. Believe it or not, I have yet to actually bend the chassis. Seeing as the truck has been accidentally driven into quite a few relatively immovable objects (garage doors, trees, track boundary pipes, drivers' stands, etc.), I feel that this is proof of the truck's extreme durability. (No one can accuse me of driving an RC car in a sane manner.)

I did discover one aspect of the conversion kit that I wasn't too fond of, but it's a relatively minor thing. My complaint is that the transmission case isn't sealed as well as the Stealth. The problem is that fuel can get into the transmission. This doesn't affect the way the truck runs, but it can be messy, requiring more frequent transmission cleaning. As I said, this is a relatively minor complaint, as the seam between the transmission halves can be sealed relatively easily with silicone. The transmission, as well as the brake system, haven't given me any problem, and have held up without breakage.

Aside from parts that are replaced during your typical gas vehicle maintenance, hardly anything has really needed to be replaced. About the only thing that actually broke was the rear suspension arm mount on the right side. This broke when I slammed the truck into a street sign . . .well, never mind how I managed that. Once the rear suspension arm mount was replaced, the truck was up and running again.

This conversion really surprised me, as I'd always figured, given enough time and enough opportunities, I could probably break pretty much anything. The A-Main conversion proved me wrong. This is, without a doubt, a great gas-power conversion for the RC10T. It's very racing-oriented, and could hold its own against any gas truck on the market. The entire conversion is very impressive, both in its construction, and performance. If you'd like to get one yourself, call A-Main Racing at (913) 383-9481. ●

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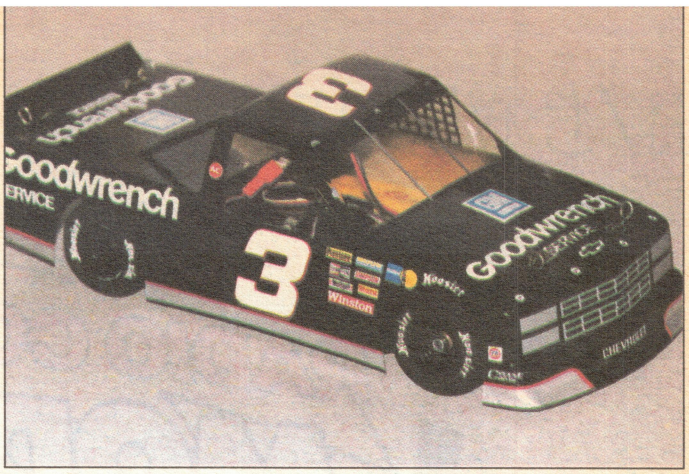
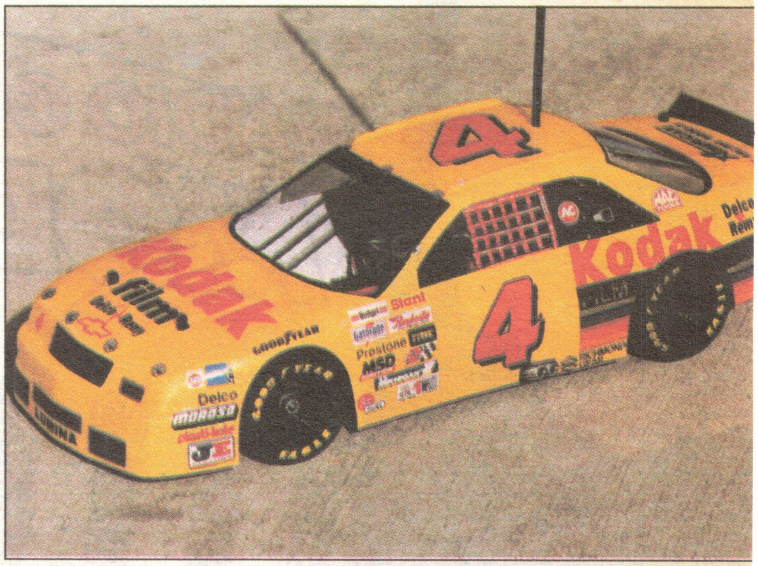
Hours of work clocked in on this body. The 24 DuPont logo and the rainbow stripes were all hand cut. Thanks to Russ Garcia for letting us get this shot before the body went back into the hermetically sealed bag for safe keeping.



A possible new class in the making: this body was just pulled from the mold, and Terry is developing a SuperTruck series. Stay tuned for more in a future *RCMC* update.

1/16 Scale racers



The 1/16-scale racer from American Racing Models. The car exhibits quality craftsmanship and awesome detail in the body and lettering. Sterling Marlin would be proud.

BY KEVIN MEYER • PHOTOS BY JOHN DAVIS

What do you get went you combine the agility of a 1/12-scale and the simplicity of a box stock racing car? A 1/16-scale racer from American Racing Models. Once the neatly crafted NASCAR body catches your eye, you'll be hooked. I was! When I saw one of these little cars at the local hobby shop, I had to investigate further. After finally getting to the track and was offered the controls for a few laps, I had to have one!

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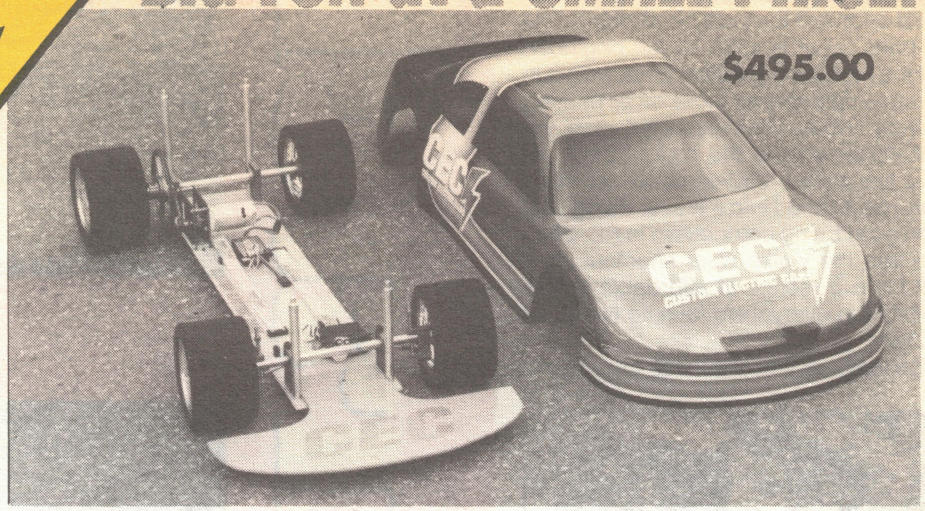

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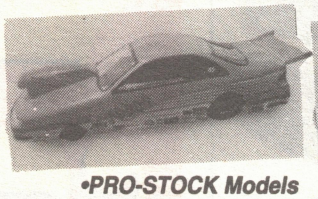
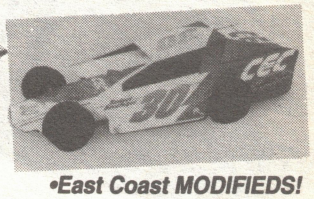


•PRO-STOCK Models



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NITRO STREET CONTINUED FROM PAGE 67

ing more than an opportunity to try our steering and throttle skills in driving through the oversteering tendency of the car.

BODY WORKS

When you buy the Nitro Street kit, it comes with a nicely molded sports car body that has the lines of an Americanized Ferrari amalgamated into a sleek racing machine. Because painting is not why we were first attracted to RC racing, we wisely turned the clear Lexan shell to someone whose talent is overwhelming: Fred Moore, of Vancouver, Washington. All we told Fred was that we wanted some tasty flames and a red and yellow paint scheme. What he brought back to us is simply a paint job that we don't want to bang up! That's why we ordered another body from Traxxas for everyday fun, saving the Fred Moore body for the display shelf. It's just too nice to mess with!

Our thanks to Fred for sharing his talent with us.

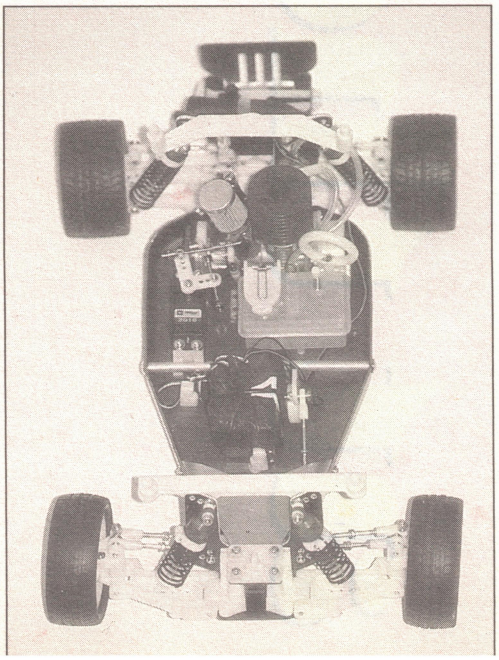
In closing, it must be said that the Nitro Street makes RC easy—the condition the car comes in the box is very user-friendly: add the AA batteries, fill the tank and break in the .12 engine and you're ready for a blazing time on the track. The Nitro can be a fun vehicle for simply running an obstacle course on a parking lot, or in concert with similar machines, a serious competition racer. The choice is yours. Either way, you're in for a good time.

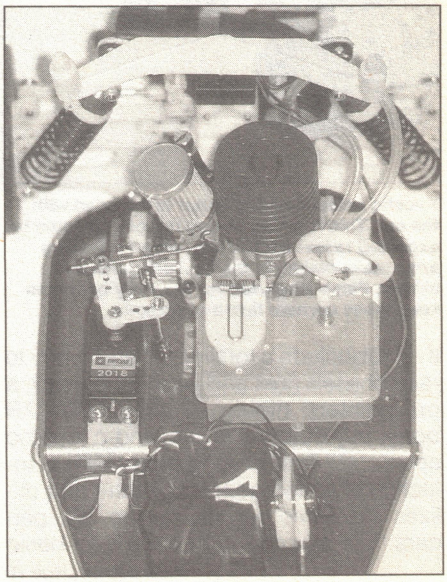
PRODUCT SOURCES

Traxxas Corp., 12150 Shiloh Rd., Dallas, Texas 75228.

Fred Moore Painting, 10505 NE 44th St., Vancouver, Washington 98668. (206) 253-9741. ●

The T-6 aluminum chassis is stiff enough to eliminate flex and twisting. The car comes out of the box just as you see it here. Pro-Trax treaded tires have lots of grip, and are long-wearing. Add AA batteries, paint the body and fill the tank—and you're ready for action.

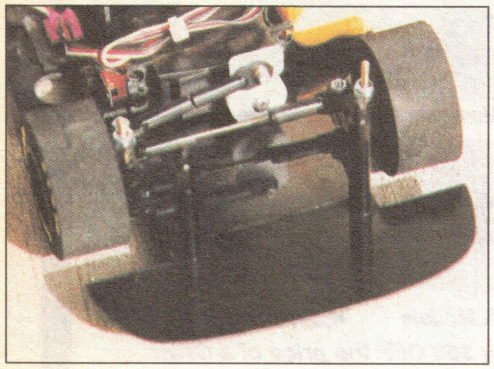




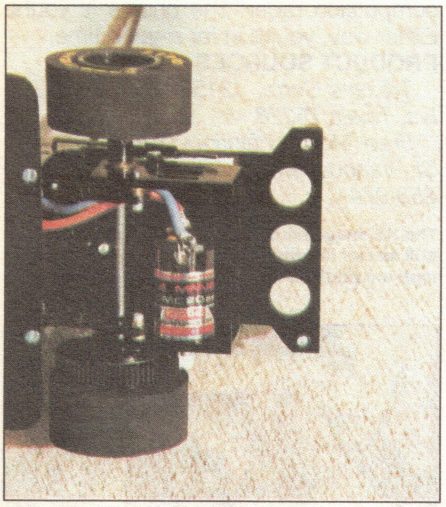
The .12 Image nitro engine uses a heavy-duty pull starter to bring it to life. Speeds up to 40 mph are possible.

been created by Terry Plummer of American Racing Models. This 1/16-scale car is totally handbuilt by Terry. Unlike mass-produced models, each one gets individual attention to quality and detail. The low parts count is ideal for the beginner, and the highly competitive price puts it in the same category as those other parking lot racers that have exploded onto the asphalt lots across the nation. Because Terry has raced 1/10-scale for so many years, he is tuned into the ever-rising cost involved in being competitive in RC. So to eliminate the wallet wars shootout, he's built his own series of affordable racers available in everyone's favorite NASCAR stockers.

The features that put these cars above



When weight and space become a problem, a Futaba S132H servo is used with a small Kimbrough servo saver, though a 9601 servo would do the job as well. Simplicity is obvious here—the front end springs can be loaded or unloaded very easily with the turn of a wrench.



Kyosho LeMans racing motor is included with the car. This is a very strong motor and could be expected to last a full racing season. Trailing arms make dialing in the oval car quick and simple. Piano wire used for the sway bar helps keep those corners firm and smooth.

the rest include a totally built and ready to race chassis (just add your radio gear); a pre-painted, highly detailed NASCAR body; adjustable ball diff, and a Kyosho spec class ball bearing motor with a selection of pinion gears. The front end utilizes the same springs as the 10L pan cars. The steering rods are a very basic

continued on page 80

at the 1/16 track



I was at the track very early for some much-needed practice. (far left) Author (Sterling Marlin #4), (center) Jerome Pfeifer (Bobby Labonte #22), (right) "Dialed-in" Danny Diedel (Ward Burton #31) (far far right) Russ Garcia (Jimmy Spencer #27) showing his backside (his best side).





■ LEFT: Back straightaway and turn three. The car seems a bit poochy, but I think I've found the groove. I feel the need for speed. Time to gear up!
■ Right: Back in the pits. Minimal tools are required to wrench on these cars. Total tool count was two Allen wrenches and one 1/4-inch socket. Don't forget the diff lube!



The evening's lineup consisted of 12 entries. Have fun! But, let's keep it clean, guys.

BY KEVIN MEYER

I don't recall ever being in a more relaxed racing atmosphere. No obnoxious motor spray fumes, no loudspeakers blasting out...in fact, it was so laid-back I had time to sit down and talk with fellow racers.

I experienced all this at my first trip to the 1/16-scale track which has been built to support the cars distributed by American Racing Models.

Terry Plummer (Lake Speed) of A.R.M. and Dave Sommer (Bill Elliott) of Queen City Hobbies (located in Thornton, Colorado) are program directors for this new spec-class racing. Actually it's not new at all. Terry is into his fifth year of racing and directing this 1/16-scale track and club.

The 47x23-foot track is very special be-

continued on page 80

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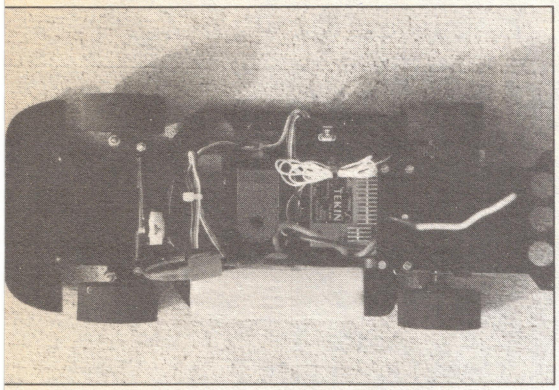
PYTHON

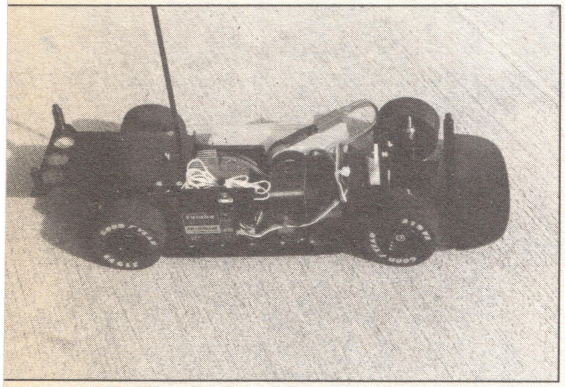
1/16-SCALE RACERS CONT. FROM PAGE 78

set-up. The chassis is made out of fiberglass so it's light and very durable.

The battery pack (not included in the price of the car) is simply secured to the chassis with a hook-and-loop Velcro strip. The motor pod is milled symmetrically so the car can be set up as a right-hand or left-hand drive car. The trailing arms make adjusting the tracking very easy. These cars have a 4-1/2-inch wheelbase, are a little over 6 1/2-inches long and weigh less than 16 ounces, complete with battery pack and transponder. A sheet of setup



A place for everything and everything in its place. There's not much room left on the chassis after the radio gear is installed. The heatsinks on the Tekin ESC are more cosmetic than functional. Because of the motor size, the sinks don't even get warm. No doubt they will be removed for the sake of losing some weight.



Just enough room here for a full-size receiver. Once again weight could play a factor here. A mini-receiver would be preferred but on a budget car we use what's available.

tips is included with the car to troubleshoot any handling problems.

The body is a work of art in itself. Terry builds the molds for the bodies and forms them himself. Extreme detail in the body and the graphics really make this car stand out. The bodies are painted and lettered with great care and realism. Any sponsor decals not commercially available are custom cut by Terry.

Being a builder and racer of full-scale midgets and mini-sprint cars gives him insight to what works and what doesn't work in real life and in the modeling world. He's built better than 75 of these 1/16-scale beauties. A club and a track have been assembled to support the cars. (See this issue for the road test and track report).



Terry's sharp eye zeros in with clean and accurate scale replication. Check out the window molding.

My first evening at the track went very smoothly. Everyone was very helpful and willing to get me off on the right foot. Other than a gearing change and some electronic tweaking, no other noteworthy changes were made. The car handled great. On a novice driver level it actually out-performed my driving ability (no surprise there). For an expert-level driver this car brings back the reality of what racing is really all about. The fact that there is little or no maintenance to worry about (no motors to clean, no huge pile of batteries to worry about) means I was able to actually relax and visit with fellow racers. Overall setup and driving ability are the major factors in making these cars perform. But luck and speed also come into play. Although, once again, being able to go fast won't do you any good if you can't keep the car on the track!

The track record was 29 laps. So, it was in no danger from me. The car and I did make a very respectable showing of a consistent 23 to 24-lap average. My final B-main ended with a second-place finish. If you can get you hands on one of these models, do it! They require very little upkeep and are a blast to drive; very quick, in both speed and handling.

PRODUCT SOURCE

American Racing Models, (303) 972-2195. •



The Kodak logos for the hood and rear fenders are hand-cut decals. As are the car's #4 on the doors and roof. Ultra-fine work here!

1/16 TRACK CONTINUED FROM PAGE 78

cause instead of carpet. These cars race on a rubberized surface. This makes for very interesting traction. The 1/16-scale cars, once dialed in, are very fast and responsive on this surface.

Other unique features about the track and club are the two-minute heats. The program consists of timed qualifying laps to seed the heat races, followed by four two-minute qualifiers and a 50-lap enduro-type main. After the series is completed, the program setup is repeated. This gives everyone a shot at improving positions in the mains. Also, because you don't totally deplete your battery, you can re-peak and be ready for the next qualifier without changing packs. I was able to race the entire night (a total of 10 races) and use only two battery packs.

With Terry and Dave directing the program, it ensured all races are run fair and smooth, with no hang-ups. This makes for a very enjoyable evening of racing.

The evening's grand finale is the drawing for the entry-fee kitty. Part of the race fees are put into a pot and names are drawn to determine a winner of the cash booty. For more information contact Terry Plummer of American Racing Models at (303) 972-2195. •

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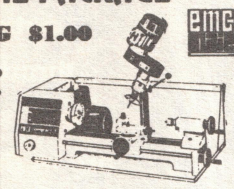

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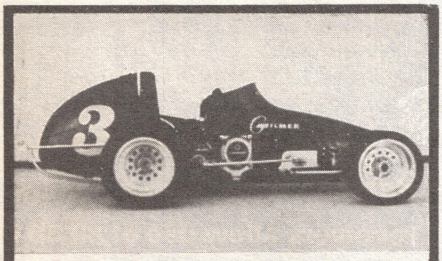

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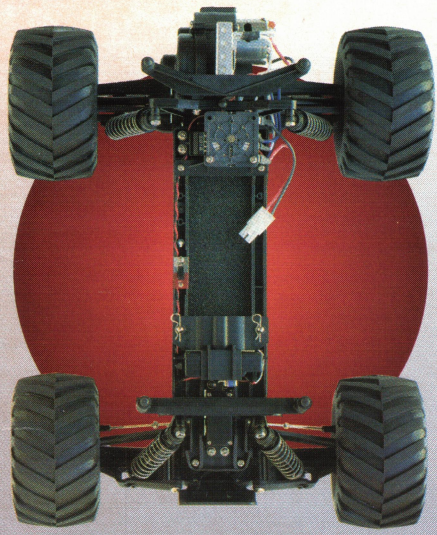



In the past, performance has never been a requirement for monster trucks. As long as the truck looked big and bad, no one cared if it was slow or heavy. Limited suspension travel made driving over obstacles less than exciting. And high-speed turns? Forget it!

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The Traxxas Stampede was designed to be the first high-performance monster truck from the moment the CAD computer was switched on. For example, the reinforced channel chassis is monster-truck-tough and delivers the maximum possible ground clearance. Yet, it is designed to use the long-travel suspension geometry and refined racing shocks of a competition-level race truck. The result is incredible high-speed cornering and slick off-road prowess which you couldn't expect from an ordinary monster truck. Stampede takes you to the next level.

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Stampede is available as an easy-to-assemble kit, or if you prefer, we'll build it for you! Our ***professional factory assembly*** *means there's nothing to do but charge your batteries and hit the ground running! Both models* ***include a smooth rotary speed control and a Mabuchi RS-540SH motor.*** *So what are you waiting for? Test drive Stampede at your hobby shop today!*

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