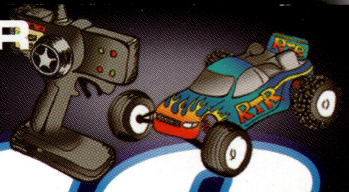
ALL YOU NEED TO GEAR UP YOUR RTR

pg. 26



Xtreme R/C Cars

THE REAL WORLD OF R/C CARS WITH AN EDGE

Tested

YOKOMO GT-4

PLUS:

HPI **NITRO RUSH**

ASSOCIATED **FACTORY TEAM T3**

ATLAS **YM-34**

RACE COVERAGE

ROAR OFF-ROAD GAS NATIONALS
TAKE OVER MISSOURI

over **60** products

T-MAXX

HOP-UPS FROM **HELL!**

Brand new from **TRAXXAS, MIP, TRINITY, NEW ERA, ROBINSON, & MANY MORE!**

HOW TO

- TAKE CARE OF YOUR AIRBRUSH
- ADJUST YOUR RIDE HEIGHT
- AND MORE...

Oct/Nov 2000
SA $3.99 CANADA $5.99
11>
09281 01349 5
Issue 6.2

Factory Team T3

Since its introduction in 1997, Team Associated's RC10T3 truck has been the dominant force in electric truck racing, winning three consecutive NORRCA World Cups, the 1998 ROAR National Championship, the 1999 Florida Winterchamps, and many other national titles. Now the Team introduces the RC10T3 "Factory Team" edition, the fully-optioned ultimate factory race truck kit, and the new, updated RC10T3 "Team" kit.

Over $179 Worth of UPGRADES!



Send for your **FREE RC10T3 Catalog**



RC10T3 Factory Team Kit shown with items not included in kit: LRP Speed Control, Reedy modified motor, Reedy Zappers batteries, 2-channel radio gear and servos.

Factory Team T3 #7048

FEATURES:

- Sealed Ball Bearings
- Factory Blue Titanium Turnbuckles
- Factory Blue Chassis Plate, Motor Mount and Front Kickup
- Full Graphite Chassis, Shock Towers, Suspension Arms, transmission brace, and more.
- Pro-Line Chevy Silverado Body

Also, New Updated...

RC10T3 Team Kit #7038

FEATURES:

- Sealed Ball bearings
- Composite Shock Towers
- Hard-Anodized, Teflon-coated Shock Bodies
- Pro-Line Tires, One-piece Wheels
- Pro-Line Chevy Silverado Body

***3*-TIME WORLD CUP CHAMPION!**





TEAM ASSOCIATED
3585 Cadillac Ave. Costa Mesa, CA 92626
www.rc10.com
www.teamassociated.com

ae

Ad#1072

T4™ DOMINATION!

High Technology Equals Big Results

Pure Copper Heatsinks
Less Electrical Resistance
Increased Cooling Capacity

Blue Brush Heatsinks
Keep Brushes Running Cooler

3 Installed Capacitors
No Capacitors To Solder

Epic 2k Matched Magnets
Matched For Equal Guass
Removable For Cleaning, Zapping
Or For Easy Replacement

More Efficient Can Design
More Metal For Less Magnetic
Flux Loss And More Punch

Black Wrinkle Finish
Dissipates Heat Better

2 Armature Blank Styles
Maximizes Metal To Wire Ratio
Over A Wider Range Of Winds
For Better Performance

High Variance Split Winds
Quicker Spool Up Than Standard
Double Winds For Touring Cars



Trinity Off-Road Shoot Out
2wd, Matt Francis
Truck, Adam Drake
4wd, Brian Kinwald

US Indoor Championships
1/12th, David Spashett
Touring, Josh Cyrul

Reedy Race Of Champions
Brian Kinwald

Florida Winter Champs
Truck, Matt Francis

Trinity On-Road Challenge
Touring, Josh Cyrul

Cactus Classic
2wd, Matt Francis
Truck, Brian Kinwald
4wd, Brian Kinwald

ROAR Carpet Nationals
1/12th, Josh Cyrul
1/10th, Josh Cyrul
Touring, Josh Cyrul

1/12th Euro Champs
David Spashett





Josh Cyrul and Barry Baker celebrate their 1-2 finish in Modified Touring at the ROAR On-Road Nationals

36 Meridian Road
Edison, NJ 08820
Ph: 732.635.1600
Fx: 732.635.1640
Tech: 877.380.0040
www.teamtrinity.com

team TRINITY® the power to punish!



Don't Settle For Anything Less...

Here's The Team Associated RC10GT Lineup For 2000... A GT For every racer, from Novice to Factory Pro!

Team Associated RC10GT's have been the dominant force in nitro truck racing since their introduction in 1993. No other nitro truck even comes close to the GT's winning record, including 3 NORRCA Truck World Cup wins.



All Team Associated RC10GT's feature fully adjustable caster, camber, and toe-in, fully adjustable oil-filled shocks, and our race-proven Stealth differential with 2.60:1 final drive ratio to handle the power of today's nitro engines.

The new, updated RC10GT Team kits feature one-piece racing wheels, Pro-Line F-150 Truck Body, MIP CVD's and a new, heavy-duty one-piece blue-anodized chassis which virtually eliminates chassis flex problems, and increases the GT's wheelbase to the maximum legal length.

The new RC10GT "Factory Team" kits also include a Factory Blue Tuned pipe and manifold, Factory Blue Titanium turnbuckles, graphite shock towers, blue screws and more... it's the full "factory ride" GT!

The RC10GT is also available in a fully-assembled Ready-To-Run version, kit #7090, complete with .15-size engine and 2-channel radio.

Nobody knows Nitro truck racing better than the Team!

Factory Team Kit

- *New super-rigid Alloy chassis, blue anodized*
- *Factory Blue Tuned pipe and manifold*
- *Sealed ball bearings*
- *Graphite shock towers*
- *Factory Blue Titanium turnbuckles*
- *Pro-Line Racing Tires, and #3078 F150 Ford Truck Body*
- *MIP CVD's*
- *Available in Pull-start (#7061) or Non-pull Start (#7060)*

RC10GT Factory Team Kit #7060 shown with items not included in kit: .12 to .15 size engine, 2-channel radio gear and servos.

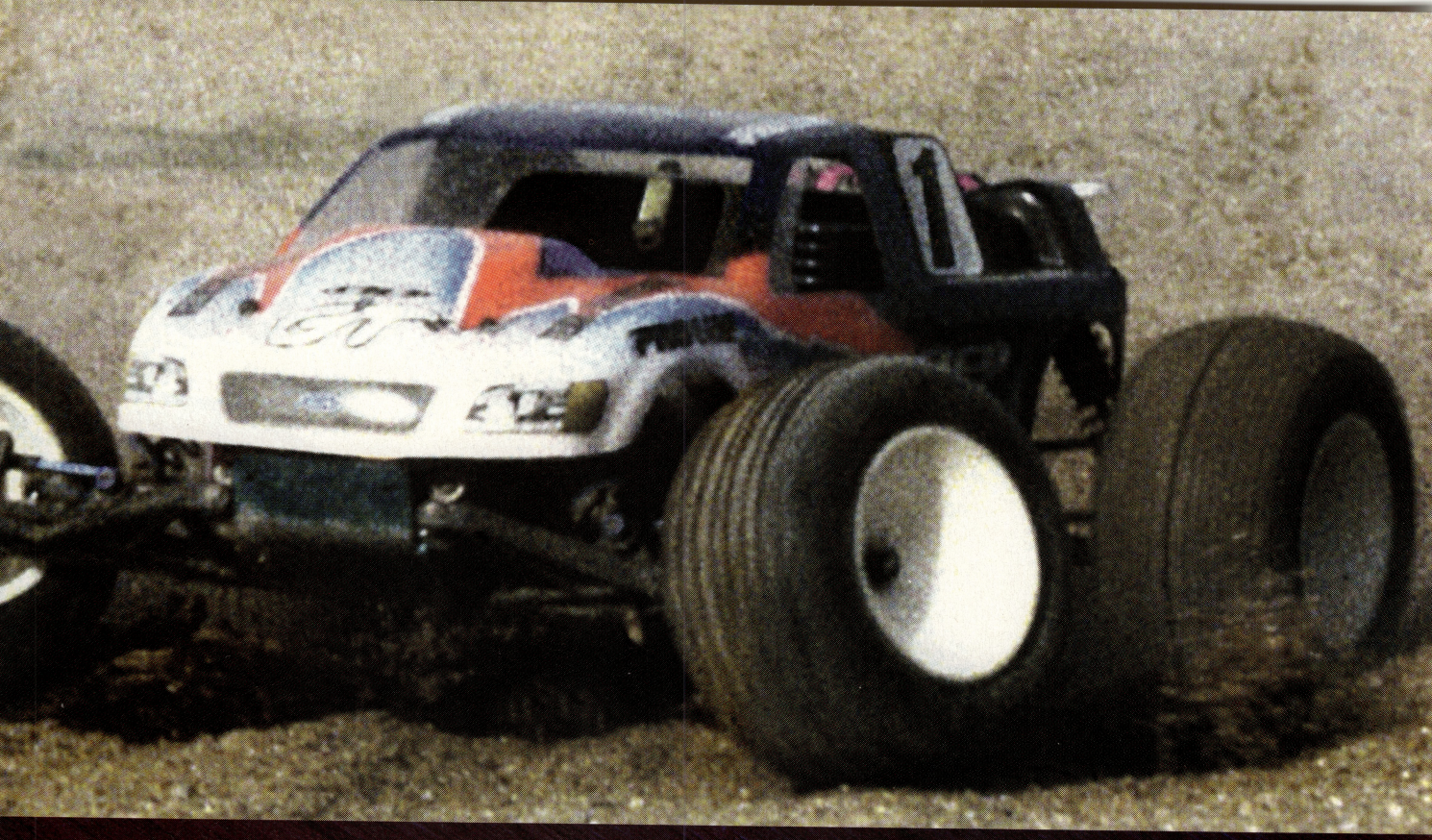


•Factory Team GT Kit: #7061 (pull-start) #7060 (non-pull)

FACTORY Team GT

RC10GT

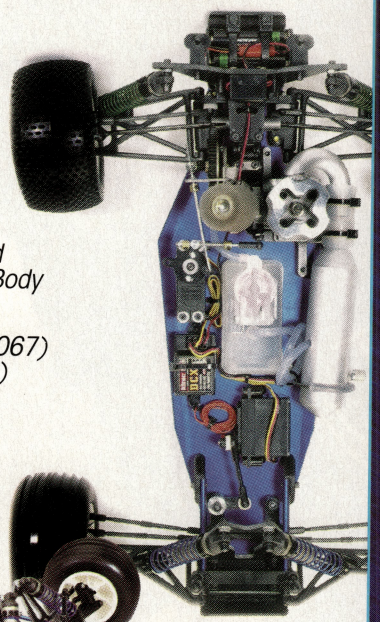
For more information on the RC10GT, visit our website:
www.rc10.com • www.teamassociated.com



Get a REAL Associated RC10GT!

Team Kit

- New super-rigid Alloy chassis, blue anodized
- Tuned pipe and manifold
- Sealed ball bearings
- Composite shock towers
- Hard-anodized, Teflon-coated shocks
- Pro-Line Racing Tires, and #3078 F150 Ford Truck Body
- MIP CVD's
- Available in Pull-start (#7067) or Non-pull Start (#7068)



RC10GT Team Kit #7068 shown with items not included in kit: .12 to .15 size engine, 2-channel radio gear and servos.

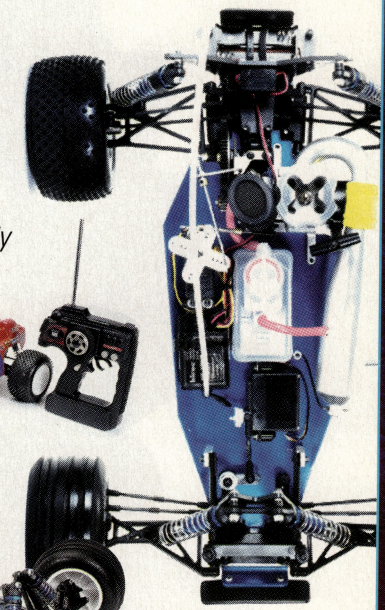


•RC10GT Team Kit: #7067 (pull start) #7068 (non-pull)

RC10GT Team KIT

Ready-To-Run

- Fully assembled, just add fuel and radio system batteries!
- High-quality 2-channel radio system installed
- Includes powerful Team Associated .15 engine
- Painted and trimmed body
- Uses most standard GT replacement parts



.15 Engine Lifetime Replacement Policy!





•RC10GT RTR #7090 Complete with .15 engine and 2-channel radio

RC10GT Ready-To-Run

Send for your FREE Team Associated RC10GT Catalog!
Team Associated • 3585 Cadillac Ave. • Costa Mesa, CA 92626

ae

Ad# 1071

We Couldn't Find Any Com
So We



E-M

Nove

TRA

DUAL 550 MOTORS.
12-CELL
POWER SYSTEM.

3-CHANNEL
TQ-3 RADIO
SYSTEM

More Torque • More Power • More Voltage

WWW.TRA

petition For The T-Maxx, Built It.



Shift on the Fly...

FROM YOUR TRANSMITTER! SELECT LOW GEAR FOR MONSTER CLIMBING POWER, THEN POWER SHIFT TO HIGH GEAR FOR UNBEATABLE TOP SPEED.

axx.™

r 2000

AS®

3.5 INCHES OF PERFECTLY DAMPENED SUSPENSION TRAVEL

14V FORWARD/ REVERSE ELECTRONIC SPEED CONTROL

AS.com

More Run Time • Fastest Electric Monster Truck Ever!

© Copyright Traxxas Corp 2000

Twin Bell Cranks Supported By Steel Shafts And Ball Bearings Assure Ultra-Precise Steering

Front And Rear Ball Difs

Servo NOT Included

Ball Bearings Throughout

Front And Rear Anti-Sway Bars

"...we felt it was imperative to provide a chassis with as much setting potential as possible."

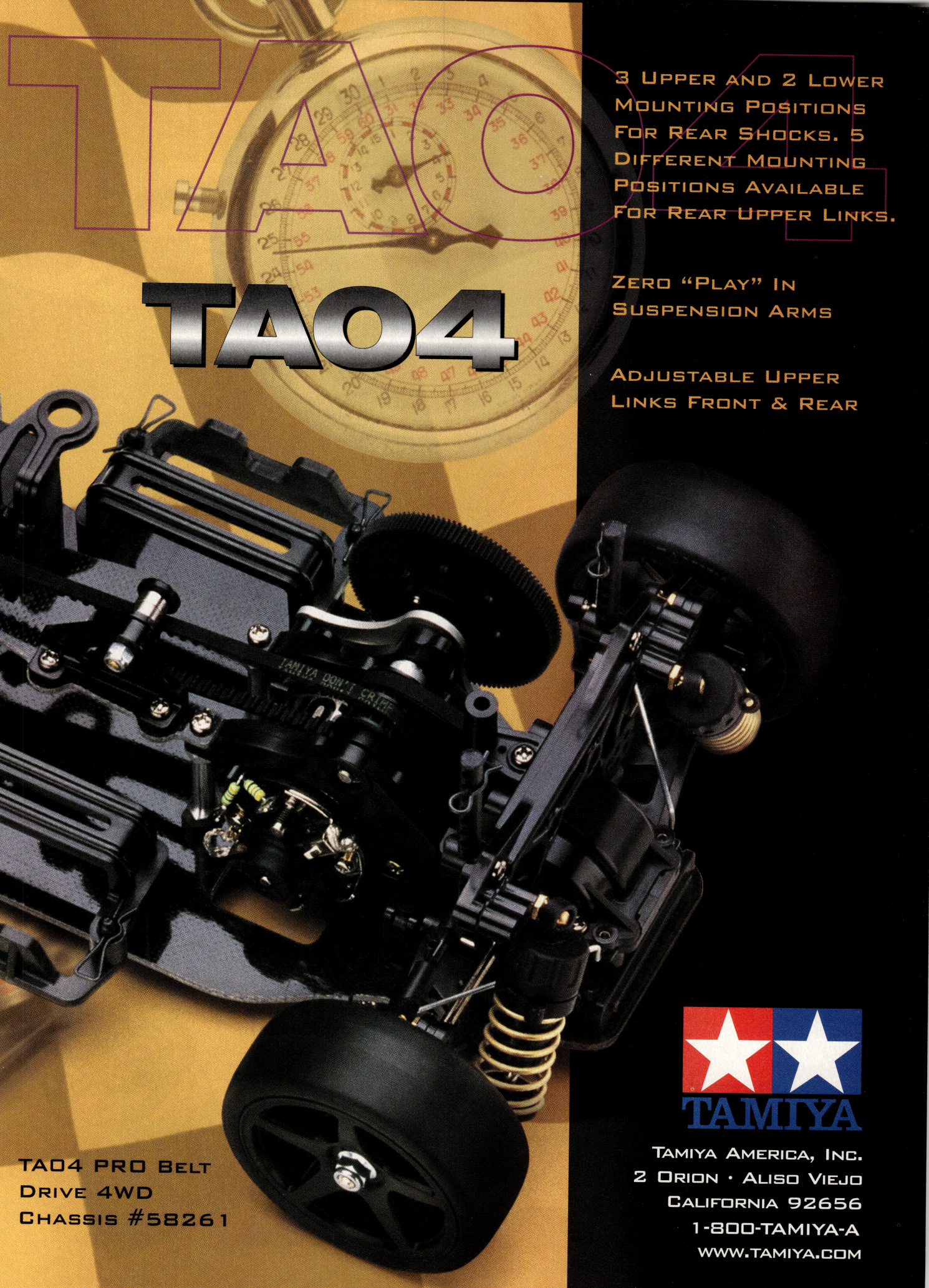


— Masayuki Miura, Tamiya Design Team

4WD

The New TA04 Represents A Quantum Leap Forward In High-Performance, 4WD Electric, On-Road Racing Chassis Design. Nothing Was Spared To Deliver Maximum Performance And Tuning Versatility.

TCS QUALIFIED!


TAO4
3 Upper and 2 Lower Mounting Positions For Rear Shocks. 5 Different Mounting Positions Available For Rear Upper Links.
TA04
Zero "Play" In Suspension Arms
Adjustable Upper Links Front & Rear
TAMIYA
Tamiya America, Inc.
2 Orion · Aliso Viejo
California 92656
1-800-TAMIYA-A
www.tamiya.com
TA04 PRO Belt Drive 4WD Chassis #58261

Xtreme R/C Cars
Issue 6.2 • October/November 2000
www.xtremerc.com

Performance Tests



32 • Atlas YM-34v3
A new winner from across the pond?



48 • Associated FT T-3
Graphite, Titanium, anodized aluminum and cold steel.



60 • HPI Nitro Rush
HPI charts new waters with their first 2WD truck.



40 • Yokomo GT-4
Now ready for prime time!

Features

LEARN HOW-TO
30 • *Take Care of Your Airbrush*
You spent some bucks on that thing so keep it clean.

LEARN HOW-TO
57 • *Build Battery Packs*
All the inside secrets on building the perfect power pack.

HOOK-UP
67 • *Kyosho EP Ultima ST Type-R*
A quick little Hook-Up to help you out.

UNDER THE SCOPE
70 • *Kawada Tripmate*
Lots of fun in a small package.

SPECIAL FEATURE
78 • *Over 60 T-MAXX Hop-Ups*
Beef up your monster and make the girls cry!

UNDER THE SCOPE
72 • *FMA Charger*
"Would you like me to charge your battery, Dave?"

LEARN HOW-TO
85 • *Adjust Your Ride Height*
Up high. Down low. Too slow.

RACE COVERAGE
96 • *ROAR Off-Road Gas Nats*
Look out Missouri. Thems racers in town.

Departments

Insight 12
Inside Line 14
Starting Box 22
Quick Tips 28
Racer World 94
Subscribe & Back Issues 103
XtraStuff 104

Other stuff in this issue:

Elliot's favorite magazine, Mike's double-cafe latte frap with a twist, Jeffrey Dahmer's engine that just won't start, Pinhead, good old Kristy Swanson, skinny chicks with bugs crawling out of their legs, and much, much more.

Cover Photos by: Elliot Crabtree



Although there aren't many ladies in this issue; it's the size, not the quantity.

Got the Blues?

Tired of racing thinking you're out-tired and out-spent? Try "Blue-Specs". One design and one compound that is easy to tech. Ask your club or racetrack to get the blues.

DIRT SPEC

COMPETITION • RACE • SERIES

"The racers loved the blue tires. Entries were up and everyone went home happy."

Jimmy Babcock - Hot Rod Hobbies



www.TeamLosi.com

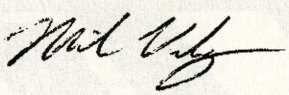
TEAM LOSI

You're Money Baby!

Greetings. When this issue goes on-sale I will be in Japan, the land of the rising sun, covering this year's IFMAR On-Road Electric World Championships. This time last year I was in the small town of Rouma, Finland covering the IFMAR Electric Off-Road Worlds. Don't get me wrong; the traveling is lots of fun. But, there are some disturbing similarities between these two events. Both races are held in very small towns with not too much exposure to the general public. Although the spectator turnout wasn't too bad in Finland, how many R/C cars do you think are sold in Finland? Not too many. The On-Road Worlds, being held in Yatabe Arena, promises to attract a few more spectators, but not too many more. How about throwing one of these world-caliber races in the public eye where hundreds or even thousands of spectators might gather? How about hosting a Worlds in conjunction with another event? Say the X-Games, or some other similar event. Sure some drivers might complain that the track isn't up to Worlds standards, but it would be the same for everyone. It could be like a giant, week long, parking-lot race. This isn't a new thought; many people in our sport have been discussing this possibility for years. Finally, our sport is taking a big step towards an ideal situation. In October, the IFMAR 1/8-Scale Gas Worlds will be held on a temporary track in the parking lot of a casino in Las Vegas. If things go smoothly, this could be a huge step for the exposure of our sport. If this race is successful, it will be an example that organizers can use to approach other, larger-event promoters for some type of tie in. The temporary casino idea isn't actually new either. Years ago when organized racing was at its height of popularity, world championships were often huge parking-lot races. Not that all Worlds should be held in Vegas, but it was very cool to drive down the strip and see a huge marquee posting "R/C Car Racing!" next to Wayne and Liza.

For future World championship and even national events, race promoters and organizers should put more of an emphasis on the exposure and traffic of the event rather than just the specifications of the track and the facility. Being the Promotions Director for ROAR, it's been an uphill battle trying to get any type of cross promotion with larger, extreme-type events. With the explosion of the generation-X and generation-Y markets, companies are looking for new things to promote and sell to those important demographics. What do you think? Let me know. Email me at mikev@xtremerc.com. I'll share any interesting thoughts with readers in next month's Xtrastuff.

Mike Velez
Publisher/Editor/Racer



This issue is so money and you don't even know it – Yet.

Xtreme R/C Cars

Editorial
Publisher/Editor **Mike Velez**
Copy Editor **Andrew Hock**
Editors at Large **Mike Henry, Nathan Miller**

Contributing Writers: Regan LeBlanc
Dan Tirre, Jeff Eveleigh,
Nathan Miller, Richard Dee,
Dean Brown, Mike Henry.

Art & Photography
Art Director **Andrew Mock**
Senior Staff Photographer **Elliot Crabtree**
Typographer **Kaleido Graphics**

Production
Production Director **Duane Schwab**
Circulation Director **Sonya Velez**

Change of Address
Five to seven weeks are required. Please send your old and new addresses and the mailing label from your last issue. Send to Subscription Department, *Xtreme R/C Cars*, 14175 Telephone Ave. Ste. O,Chino, CA 91710

Subscriptions, Back Issues, Hobby Store Sales Info
1.888.200.8299 e-mail: xtremerc@xtremerc.com
Our Complete Web Site: www.xtremerc.com

Advertising Rates
Available upon request. Contact:

Advertising Department, *Xtreme R/C Cars,*
14175 Telephone Ave. Ste. O, Chino, CA 91710;
phone: **909.464.1899**
fax: **909.464.1710**

National/International Newsstand Distribution
The Curtis Circulation Company

Xtreme R/C Cars is a publication of Think Omnimedia LLC, 14175 Telephone Ave. Ste. O, Chino, CA 91710; phone: 909.464.1899; fax: 909.464.1710; e-mail: xtremerc@xtremerc.com. Subscription rates are $16.99 for 10 issues (one year), $45.99 per year for foreign air-mail, $25.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2000 Think Omnimedia LLC., and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. ***Xtreme R/C Cars*** is put together in the R/C car capitol of the world, Southern California.

We occasionally use material that we believe has been placed in the public domain. Sometimes it is not possible to identify and contact the copyright holder. If you claim ownership of something we have published, we will be pleased to make the correct acknowledgement.

100% recyclable. Save the planet. Race frequently. Read Xtreme R/C Cars. Printed in the U.S.A

Your high-tech ticket to "A" main glory.

Ultima RB Type R
Took 3 of the top 6 places at the 2000 NORRCA Modified Nationals!

KYOSHO
THE FINEST RADIO CONTROL MODELS



ULTIMA RB™ Type R



Lots of off-roaders can claim to be local legends. But to compete against the very best — and WIN — requires serious engineering that goes above and beyond normal expectations. The kind of technology you'll find on Kyosho's EP Ultima RB Type R.

This is no ordinary electric buggy. Kyosho has incorporated virtually every high-performance option available, resulting in a thoroughbred racer that will do you proud in the heat of top-level competition. It starts with a three-piece modular, bathtub-style chassis that absorbs major impacts. A centerline design positions the motor for optimum balance and a lower CG, so you'll enjoy handling like never before. The one-piece wheels and foam-lined tires are made by Pro-Line® — one of the top names in R/C components — and are attached to long travel FRP suspension arms that hold the wheels securely to rough roads.

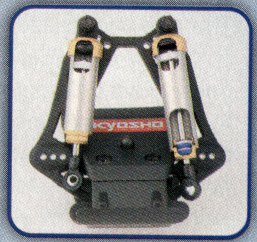
And it doesn't stop there. The EP Ultima RB Type R also features a large capacity ball diff with twelve 3/32" balls, for smooth performance and easy cornering. Adjustable tension on the servo saver, along with a transmission that uses a 48 pitch, pinion and spur gear to minimize power loss.

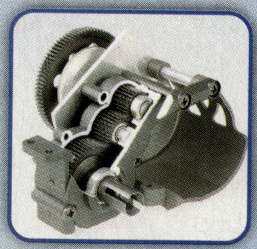
When you put it all together, you've got a 2WD terror that's the perfect match for your dedication to being the best. If you want to get on the fast track to the winner's circle, get the EP Ultima RB Type R racing buggy from Kyosho.

Specifications — KYOC0120
• **Length:** 14.7 in (373mm) • **Width:** 9.8 in (249mm) • **Height:** 5.7 in (145mm) • **Wheelbase:** 10.5 in (268mm) • **Front Track:** 8.3 in (212mm) • **Rear Track:** 7.6 in (195mm) • **Ground Clearance:** 1.2 in (30mm) • **Approx. Weight:** 3.4 lb (1540g) • **Requires:** 2-channel radio, motor, speed control, battery & charger

TC PRO SHOCKS
TWIN CAP PRO SHOCKS

The newly designed, large capacity Twin Cap Pro Oil Shocks are Teflon®-coated for durability and smooth operation. You can select pressure/non-pressure settings for excellent dampening on any track condition.





TR-PRO
Triad Pro Transmisson

Even with its compact size, the highly precise TR-Pro transmission offers tremendous strength and efficiency. The included slipper clutch — a super hop-up that's standard equipment on the Ultima RB Type R — can be adjusted without removing its protective cover.

It's the high-tech machine that will meet your high expectations!

For the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2336S.

www.kyosho.com

Distributed Exclusively Through GREAT PLANES MODEL DISTRIBUTORS COMPANY P.O. Box 9021, Champaign, IL 61826-9021 ©Copyright 2000 — 3070524



HPI MT Racer

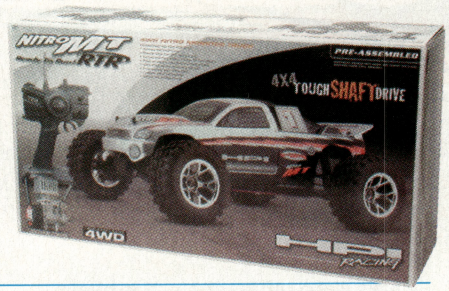
Later this year, HPI will release a spruced-up version of the Nitro MT. The Nitro MT Racer will sport a number of included hop-ups. The Racer will include the following:

- Heavy-duty, purple-anodized, countersunk, aluminum main chassis.
- MIP Shiny front and rear CVDs.
- An all-new adjustable slipper clutch.
- Tuned pipe.
- Fiber brake disk.
- Stainless-steel hinge pins with rear arm brace.
- Pro-Line Bow Tie front and rear tires.
- Black mesh wheels.
- Racing clutch.
- Stronger updated front and rear suspension arms.

Along with all these new hop ups, the Racer will continue to share many parts with the original Nitro MT and some other HPI kits.

The Racer will have a suggested retail price of $509. It's too soon to tell what the street price will be, but surely a lot less than $509.

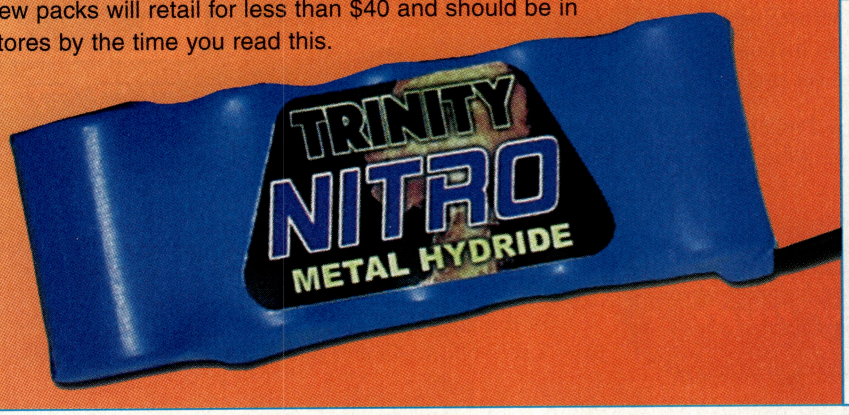
Before the MT Racer hits the road, HPI's RTR version of the Nitro MT is here. In fact, we just got one into the office. The Nitro MT RTR is based on the original Nitro MT with some suspension updates. The included radio system is HPI's version of the Airtronics Blazer. The included radio is pre-trimmed with the servos installed. All you'll need to do is slap some paint on the Lexan®, add batteries, and fill'er up. The RTR is available now.



Nitro Metal?

When you think battery pack, one company that always comes to mind is Trinity. Being the importer of both Sanyo and Panasonic cells will do that for a company. Trinity is hoping that when you think nitro batteries, you'll also think of them. Trinity is coming out with a new line of nickel metal hydride battery packs for nitro cars. The new line, called Nitro Metal Hydride™, will use 1100 mAh 1.2V cells. Each five-cell pack produces 6V of power. Five different configurations will be available to fit just about any installation. Trinity claims the new packs weigh less than other nitro battery packs. The new packs will retail for less than $40 and should be in stores by the time you read this.



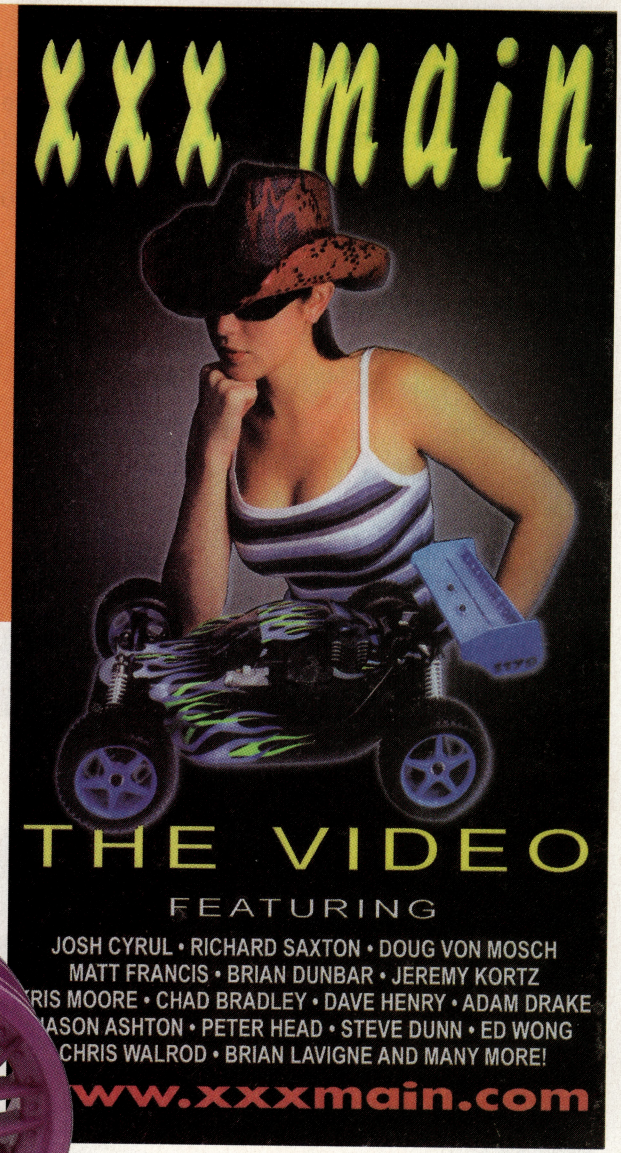




Since Magnesium burns I guess magnesium could be considered a nitro metal.

A Video After Our Own Hearts

If *Xtreme* were to produce a video, what would you expect to find? You'd probably find lots of gnarly action sequences, lots of flying dirt, some killer wrecks, plenty of spectacular R/C stunts, intense racing sequences, lots of R/C jumping, lots of hang time, some behind-the-scenes racing hi-jinks, some punk-speed metal tracks, and lots of shots of scantily-clad women. Damn! Somebody beat us to it. We recently got our hands on a sneak peek video of "XXX Main The Video." The 40-minute video is filmed and produced in a similar fashion to a motocross video. The hugely popular "Crusty Demons of Dirt" is one of these MX videos that will come to mind. Along with lots of drivers you might not recognize, you'll see drivers like Josh Cyrul, Richard Saxton, Doug Von Mosh, Matt Francis, Brian Dunbar, Jeremy Kortz, Kris Moore, Chad Bradley, Jared Tebo, and many more. Despite the XXX in the name, the video is more like a PG-13 – kind of like *Xtreme R/C Cars*. You can check out some short samples at www.xxxmain.com.



RPM Purple

No, it's not a new Prince (you can call him Prince again) song or video. RPM is unleashing purple molded parts onto the world. The new purple is a bright, but not neon, good looking purple. The purple contrasts and complements black suspension pieces, black steel tie-rods, silver titanium and some anodized colors. RPM will offer a number of their popular shock clips, rod ends, some gear covers, lock nuts, Traxxas ESC mounts, and touring car wheels. Look for the purple rain to fall near you soon.



I said Flames, not drips.

You just got that new airbrush, some paint, and a body, and you dream of painting a perfect flame job. Your dreams are crushed as soon as you see that your flames look more like the ruffles on a clown's costume than flames of fire. Have no fear. Andy's is now selling pre-cut flame jobs that allow you to mask out flames on just about any body. The flame masks come with pre-applied application tape, and will retail for $4.95.

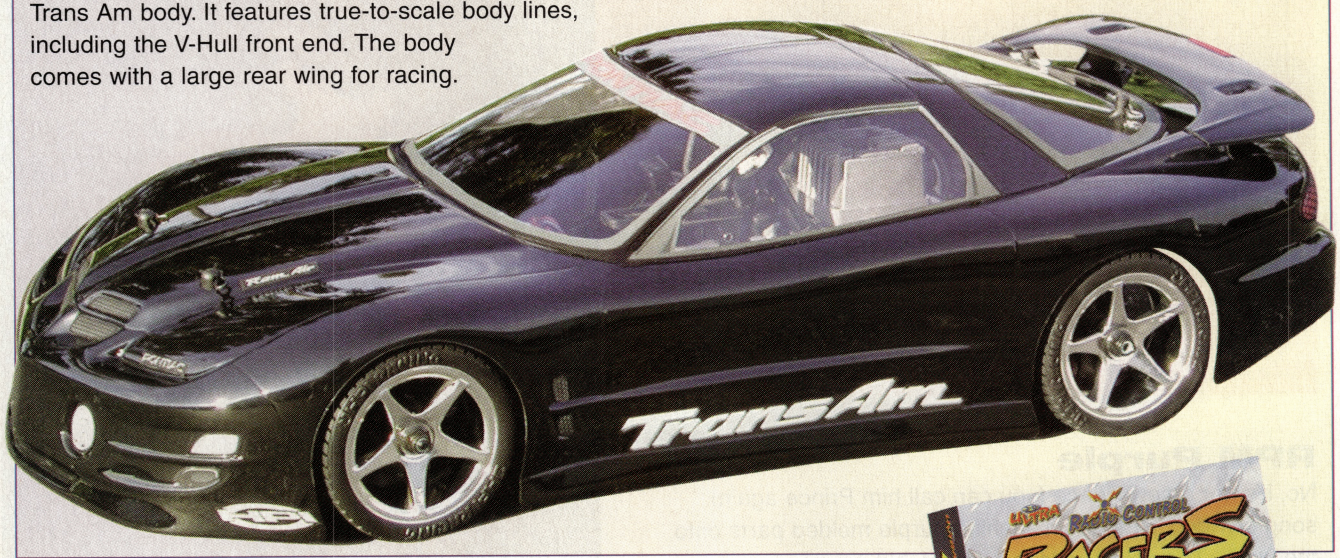


Forget the tank top, check out the hat!

Whadaya look'n at?

"Hey, Rocko. Check out my Trans Am. I got new wheels. Ain't dey frigin' beaut-y-ful?" This could be you. You've been hungering for some American Muscle to outfit your nitro touring car. HPI shares your hunger and decided to make you some frigin' cake. Check out HPI's new 200mm Trans Am body. It features true-to-scale body lines, including the V-Hull front end. The body comes with a large rear wing for racing.

The new body should be in stores soon. So you got your cake and you're gonna like it, and you're gonna eat it to. I don't see you eatin'! **(Just a little side note. *Xtreme R/C Cars* magazine is the only frigin' R/C car magazine to have proudly been featured on the hit HBO show The *Sopranos*.)**

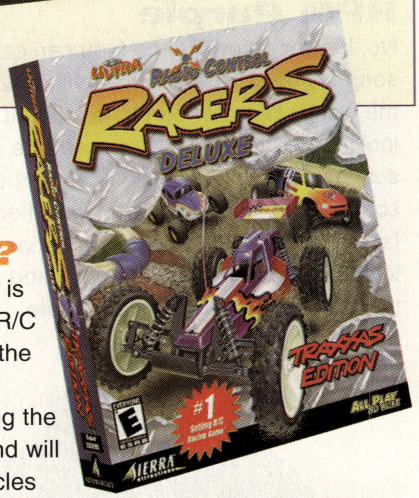


Snake Eyes!

Although Serpent's new ad is pretty cryptic, it hints about a new 1/8-scale or 1/10-scale competition chassis. If indeed there is a new chassis in the works, we're not sure how different the new car will be from the current Vector or Impulse design. So far Serpent has been very tight-lipped. Keep an eye out for more info.



Traxxas on your computer?



3D Ultra R/C Racers is one of the most fun R/C car video games on the market. But now, the Sierra game is getting the Traxxas treatment and will feature Traxxas vehicles including the Rustler stadium truck and Bandit buggy. The new update will be called 3D Ultra Radio Control Racers Deluxe: Traxxas Edition. The updated game will be available with or without the Traxxas Free Wheeler pistol grip PC controller. The software by itself will have a suggested retail price of $29.95 plus a $10 mail-in rebate from Sierra. No word on yet on the controller bundle pricing.

Losi Touring Car Update

Our spies down the street tell us that Team Losi is currently working on their second developmental prototype for the replacement to the championship-winning Street Weapon. The original prototypes used very adjustable pieces that made the first prototype very heavy and uncharacteristic of how a production kit would perform. From what we hear, the second prototype continues to use a single-belt drive line. Look for more details as soon as they become available.





What should Losi name the Street Weapon replacement?

NEW BODIES

ONE OF THE MANY NEW BODIES AVAILABLE FROM HPI





CIVIC COUPE Si

#7338 Civic Coupe Si (190mm)

TOURING CARS

The HPI body selection keeps getting bigger and bigger. Completely transform the looks of your touring car with one of our exciting new shells!

NEW 190mm!

911 Turbo
#7335 Porsche 911 Turbo (190mm)
#7435 Porsche 911 Turbo (200mm)

ELISE
#7433 Lotus Elise (200mm)

COUGAR
#7437 Ford (Mercury) Cougar (200mm)

ALFA Gtv
#7439 Alfa Romeo GTV (200mm)

CIVIC COUPE Si
#7338 Honda Civic Coupe Si (190mm)

CELICA
#7440 Toyota Celica (200mm)

ALTEZZA
NEW! #7346 Toyota Altezza Netz Castrol (190mm)
#7315 Lexus IS 200 / Toyota Altezza (190mm)

Mercedes-Benz AMG
#7443 Mercedes-Benz AMG S-Class (200mm)

Silvia
#7341 Nissan Silvia (S15) (190mm)

NISSAN SKYLINE GT R
NEW! #7327 Nissan Skyline R34 GT-R (190mm)
#7427 Nissan Skyline R34 GT-R (200mm)

NEW 200mm!

Stratus
#7416 Dodge Stratus (200mm)
#7316 Dodge Stratus (190mm)

BMW M Coupe
#7432 BMW M Coupe (200mm)

SUPER SIZE

NISSAN SKYLINE GT R
#7514 Nissan Super Skyline (WB 280mm)

BMW
#7512 BMW V12 LMR (WB 280mm)



Free vinyl decals complete with headlights, tail lights, window lines and logos are included with each body.



Painting bodies are made easier with full-color painting tips, step-by-step decal instructions and window masks!

HPI

VISIT US AT WWW.HPIRACING.COM

15321 Barranca Pkwy Irvine, CA 92618 Tel: 949.753.1099 Fax: 949.753.1098

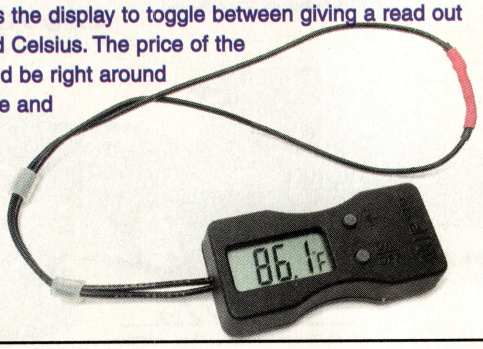
More Ponies

Out of the box, the Traxxas T-Maxx packs plenty of punch. Just think what it would be like if you could increase the stock engine displacement by 40%. That would be like replacing that wimpy V6 in the family wagon with a V10. Well, the fine folks at New Era have come up with a three-piece conversion that allows you to mount a pull-start .21 size engine into your mild-mannered T-Maxx. Of course there's no telling what kind of havoc that size engine could wreak on the stock drive train. We just got our conversion. We'll be sure to scope it out as soon as we can and report to you the findings. Be on the lookout very soon.



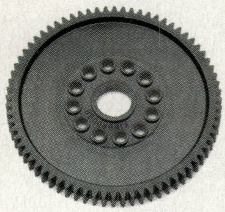
ALL ABOARD!

MIP has upgraded their popular On-Board Temp-Gauge. The new gauges dawns a black molded case in exchange for the bright yellow case of the previous model. The new gauge features instant updating for a constant accurate reading. To save battery life the new gauge features an on/off button. Also new on the case is a button that allows the display to toggle between giving a read out in Fahrenheit and Celsius. The price of the new gauge should be right around the original gauge and available very soon.



THIS JUST IN!

Just as we were sending this issue to the printer we got ahold of some of Kimbrough's new 32 Pitch spur gears for the T-Maxx and other Traxxas vehicles. Look for a number of new sizes soon.

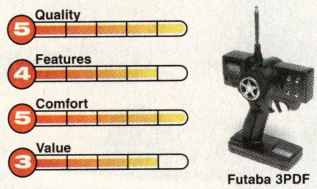


Oops!

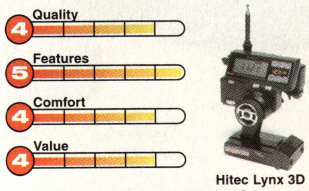
Due to a computer glitch, the type indicating what each ratings bar meant in all of the car reviews and the FM Radio Guide did not appear last month. We sincerely apologize for the mix up. We've reprinted all of the radio guide bars as they were supposed to appear. On the car reviews the ratings should read the following, starting from the top:

- Instructions
- Parts Quality/Fit
- Durability
- Tunability
- Overall Performance
- Value

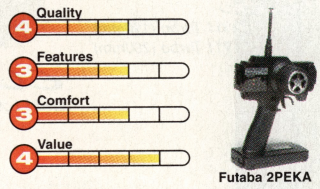
Again, we apologize for the mix up. The person responsible was forced to sit in the corner for three days straight.



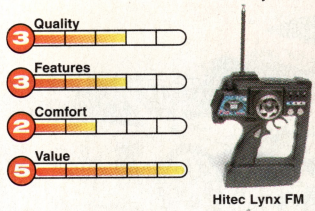
Futaba 3PDF



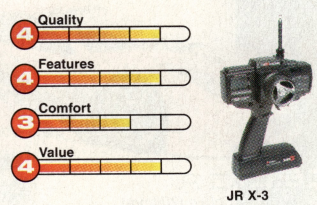
Hitec Lynx 3D



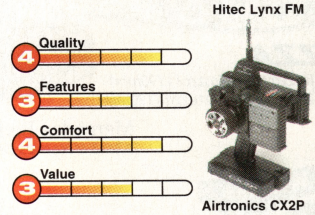
Futaba 2PEKA



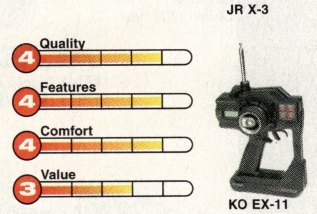
Hitec Lynx FM



JR X-3

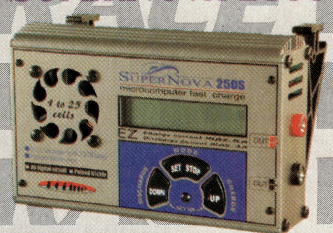


Airtronics CX2P



KO EX-11

SUPERNOVA 250S



THE BEST PEAK DETECTION DC FAST CHARGER/CYCLER AT THE BEST PRICE, PERIOD!

FULLY PROGRAMMABLE COMPUTERIZED BATTERY CYCLER
PROGRAM NICD, NIMH, LEAD ACID BATTERIES,
1 - 25 CELLS, BATTERY CAPACITY, CHARGE RATE, DISCHARGE RATE
STORE UP TO 10 BATTERY PACK CONFIGURATIONS IN MEMORY!
AUTOMATIC, ONE BUTTON CHARGING OR DISCHARGING FOR NICD

TOTAL BATTERY CONTROL! $139.95

EARTHQUAKE



100 AMP TORQUE CONTROL $49.95

TYPHOON



150 AMP TORQUE CONTROL $74.95

WARLOCK



FAILSAFE ANY FM $54.95

*MICROPROCESSOR CONTROLLED
*INSTANT SETUP
*ULTRA HI-FREQUENCY
*STANDARD OR ABS BRAKING
*AFFORDABLY PRICED

VOLCANO



30 AMP WITH REVERSE $59.95

* 75 MHZ SURFACE FREQUENCY
* 3 OR 4 CHANNEL OPERATION
* MICROPROCESSOR CONTROLLED S.M.A.R.T. FM FAILSAFE DECODER
* LOW CURRENT CONSUMPTION
* USES STANDARD FACTORY CRYSTALS

FMA Direct
9607 Dr. Perry Road - # 109
Ijamsville, MD 21754
WEB SITE: www.fmadirect.com
EMAIL: sales@fmadirect.com
SALES (800) 343 2934

CHECK OUT OUR ALL NEW WEB SITE! CALL FOR FREE 2000 CATALOG !

Mastercard, VISA, Discover, and C.O.D.s accepted
$7.00 Shipping and Handling C.O.D. Add $5.50.
Prices subject to change without notice.

TECH/SERVICE (301) 831 8985 FAX (301) 831 8987

FMA Direct
RCLine

WHILE MOST COMPANIES ARE BUSY MAKING THEIR CARS LOOK PRETTY, WE'VE BEEN BUSY BUILDING WORLD CHAMPIONS!

THE NEW GT-4

1/10th GAS TOURING CAR



The GT4 is the best gas touring car I have ever driven!
-Chris Tossolini (ROAR National Champion)

This is an awesome car right out of the box!
-Barry Baker (National and International Champion)

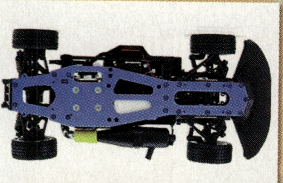
Years of development make this the best gas car available!
-Masami Hirosaka (10 Time World Champion)

PROTOTYPE SHOWN
visit our website for final version specs.

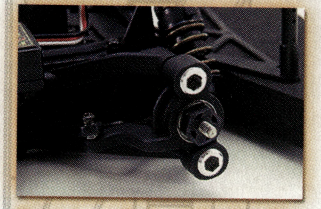
A new generation of nitro turing cars

Rather than transforming an electric touring car into a niro powered version, the all new GT4, was specially designed to handle the power of today's high output nitro engines. Built from the ground up as a purpose built competition nitro touring car, the GT4 was also designed to be user friendly for a wide range of users. Whether on a parking lot or race track, beginners and racers alike will be able to enjoy the world class performance and workmanship of the all new GT4.

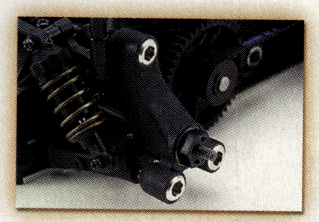
KEY FEATURES



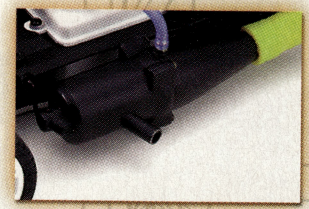
3MM DURALUMINUM CHASSIS



BALL ADJUSTABLE FRONT SUSPENSION



BALL ADJUSTABLE, REAR SUSPENSION



DUAL-TUNED MUFFLER PIPE

Yokomo USA

7 IFMAR WORLD CHAMPIONSHIPS

Yokomo USA Inc. 17951 Skypark Circle, Suite K Irvine, CA 92614
TEL 949.252.8663 FAX 949.252.8657 http://www.YokomoUSA.com

XXX-NT Diff Addendum

Team Losi has made an update to the diff rings that are included with the XXX-NT. The original diff rings that come with the kit are a bit undersized, and if not built with the with the flat, sharp sides of the diff rings facing the diff balls (If you look at any diff ring closely, you'll notice that one side has rounded edges while the other side has more squared off corners.) will loosen the diff after about ten minutes of running. On our test truck last month we built the diff with the flat sides facing eachother and didn't experience the diff loosening. Losi has fixed the problem by enlarging the size of the diff rings and offering them free of charge to anyone that has the older, smaller rings that were sent out in the first kits off the line. You can call their customer support line at (909) 465-9728 between the hours of 9:00am and 5:00 pm PST.

Babe of the Month

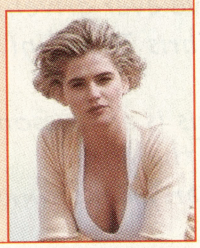
Kristy Swanson



Kristy who? Kristy Swanson, you know. The original *Buffy the Vampire Slayer*. Although Kristy's been in some flops (The Chase with Chuck Sheen and The Phantom come to mind) she's still our favorite wooden spike wielding vixen.

About Kristy: Kristy grew up not far from our office, Mission Viejo, CA to be exact. Kristy was a bit of a tom boy growing up. She loved to ride dirt bikes and throw rocks.

Our fondest memory of Kristy: I guess we're being a little hard on *The Chase*. It wasn't actually that bad of a flick. Our favorite scene had to be with Kristy and Chuck engaged in reproductive acts while screaming down the Golden State Freeway at 100+ MPH in a BMW all while being chased by Ponch and John. It just so happens that this scenario happens to be the number one rated dream date here at *Xtreme* Headquarters.



What Kristy looks for in a man: According to Kristy in an interview in *Maxim* magazine she likes guys that have a good sense of humor and a toolbox. Save your tool shed jokes. According to those criteria it looks like we should make a call to Kristy. Keep an eye on the five O'Clock news for video footage of our dream date should it happen. Or, a graphic at the corner of the screen with a copy of *Xtreme*, picture of Mike and the words "Swanson Stalker" as the headline.

Unequaled Precision

Absolute Series Spurs



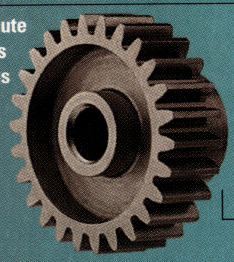
Available in 48P in 80T thru 91T, this is the quietest spur you can buy! RRP 1780 - RRP 1791

B3 / T3 Lite Aluminum Outdrives



Blue anodized and 40% lighter than stock ball diff outdrives. RRP 1502

Absolute Series Pinons



Available In 48P in 16T thru 28T sizes. Super hard, lightened and cut unmatched precision. Great with any spur, but with an Absolute spur, even on-off noise is gone! RRP 1416 - RRP 1428.

Unsurpassed Reliability

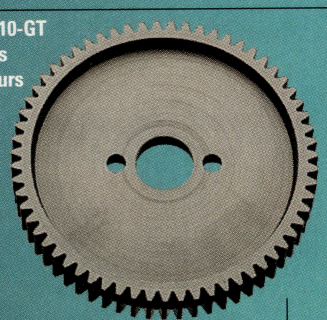
Outstanding Performance

Associated Blue Lightened Slipper Kit



The rear plate is hard anodized to reduce wear and the front plate is color treated. The front plate is designed to hold the slipper pad forcing the pad to slip on the rear plate. When pad shows sign of wear just flip it over for a new surface. Metal parts are CNC machined for a flawless fit. RRP 1515

RC10-GT Gas Spurs



Super tough and precision machined from heat-resistant plastic, these spurs mesh flawlessly with our Clutch Bells. 32P spurs in 54T thru 67T, RRP 2261 - RRP 2267, and 32P bells in 14T (New) thru 24T, RRP 2214 - RRP 2224.

www.robinsonracing.com

What A Drag!

Some of the West Coast's most "Xtreme" R/C machines meet in Rialto, CA

Want to see something really different? *Xtreme's* roving cameras recently made a trip into the Southern California desert town of Rialto, CA for the Miniature Hot Rod Association's (MHRA) July drag meet. The drag strip is at the local municipal airport on an unused runway (which also serves as a strip for the NHRA's Junior Dragster program). However, a dedicated full-time R/C facility is planned for the future.

The MHRA has classes for the big 1/4-scale cars, 1/-8 and 1/10-scale nitro cars, and 1/10-scale electric cars. Many of the cars in competition are mostly handmade, so the level of craftsmanship and ingenuity seen in the pits is pretty amazing.

The biggest cars in competition are the 1/4-scale Top Fuel cars, which are nearly seven feet long and powered by 23 to 62cc gasoline engines. The quickest 1/4-scale car in competition covered the 132-foot strip in 2.98 seconds at over 50 miles per hour. A few 1/4-scale oval racers brought their cars to the strip to get some top speed clockings. In this style racing, consistency and reaction time on the starting lights is more important than sheer speed.

For information on upcoming drag races, contact Ken Jones at (909) 350-9952 or visit www.QuarterScaleMtrSports.com for a complete schedule, rules, and a map to the track.





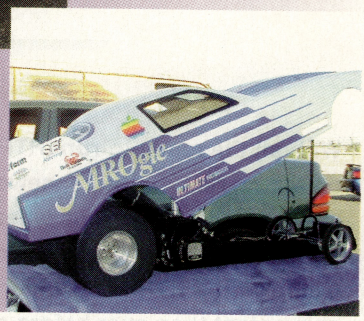


"Hey, buddy! I'll let you keep my scratch built .21 dual-engine chopper if you untie me." – Jeff Walker

Above: The big cars lineup: ProStocks, Pro-Stock trucks, rail dragsters, and funny cars.

Left: Drivers are very careful to place their cars on the starting line exactly in the staging lights for the maximum roll at the timing beams.

Below: Like we always say; the fastest machines are always Apples.



Superb Quality

RC10-GT Steel Combo



Precision machined one-at-a-time from a single piece of steel and then hardened this 65T spur and 15T bell combo will last and last. The extra-hardened clutch bell fits ALL Associated and MIP shoes. RRP 2365

Associated Titanium Stealth Top Shaft



CNC Machined from a single piece of titanium, this super hard, super light top shaft will fit any Stealth transmission. No serious racer should do without this part. RRP 1512.

Intelligent Innovation

RC10-GT Hardened Steel Idler Gear



Cut from solid steel stock, this gear is lightened and then hardened for super quiet precision and extra long life. Jamin' tranny grease is included. RRP 2213

Thoughtful Design



1999 World Cup and National Champion

"I only care about performance, and that's why I run Robinson Racing gears and slipper clutches exclusively."

— Richard Saxton

RC10-GT Hardened Diff Gear



Hard anodized, precision machined aluminum diff gear. RRP 1513

ROBINSON RACING PRODUCTS

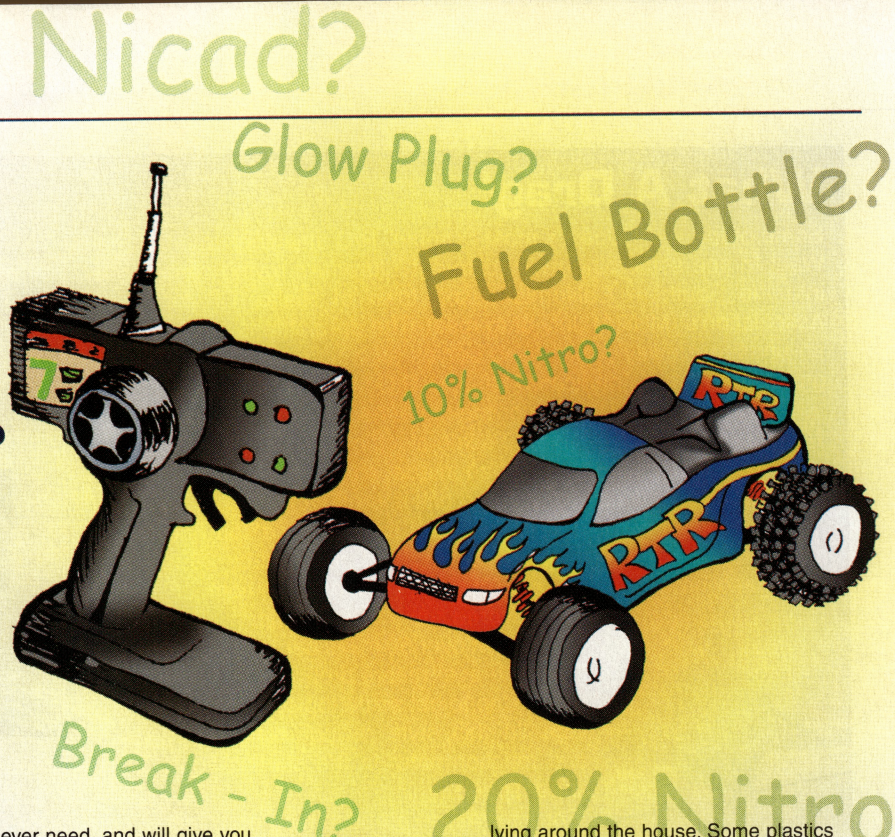
4968 Meadow View Drive · Mariposa, CA 95338 · Voice 209.966.2465 · Fax 209.966.5937

What are your

RTR OPTIONS?

You've just bought your first nitro RTR. Now gear up with the necessities.

By Nathan C. Miller



With all the ready-to-run (RTR) kits on the market out there, newcomers have a lot of options when it comes to picking their first vehicle. Going with a RTR is now more convenient than ever before as many vehicles are rolling out of the box with their bodies already trimmed and painted, tires glued, and radios already installed. But while these all-in-one packages look nice, and in many cases are, there are a few things you should keep in mind when shopping for an RTR. Just because the box may claim to include everything you need, that doesn't mean you won't need to grab a few other items while you're at the hobby shop.

Fuel

First and foremost, you'll have to have something to put in the tank to make the car run. The most important thing to look for here is that you purchase nitro fuel that is formulated specially for cars, not aircraft or boats. Not only will the proper fuel give you better performance, but it will also provide your motor with the protection it needs. Remember, nitro isn't just a fuel; it's also a lubricant. For backyard bashing, stick with fuel that has between a 10 and 20% nitro content. This will give you all the power you'll ever need, and will give you longer motor life than high nitro fuel. Save the higher percentage fuel for the racers.



Now a word about break-in fuel. This is a fuel that is made with higher lubrication content than normal. Some people swear by this stuff, believing that it leads to longer engine life. But the subject is up to debate. Others feel you'll be better off using the same fuel you'll be running the car on to break in the engine of your first nitro. By using the same fuel, you'll have less to worry about when it comes time to tune the car with regular fuel. If you keep the needle settings rich as directed by the instructions, your motor should break in properly.

A fuel bottle

You'll need a way to get fuel into the tank, and don't think a funnel will cut it. You'll need a good squeezable fuel bottle at the least. It makes life convenient, and is safer than trying to manage a larger fuel container. The most important thing that a good fuel bottle does (aside from deliver fuel to the tank) is keep fuel fresh. Make sure anything you store fuel in is airtight, and for safety's sake, kept in a well-ventilated area. Keep it in a place where the temperature is fairly constant, low in humidity, and away from sunlight. This will keep your fuel fresh. When choosing a fuel bottle go to the hobby shop. Don't just grab anything you have lying around the house. Some plastics may have a messy or dangerous reaction to car fuel.



Glow plug igniters

There are many different types of glow plug igniters to pick from, and they range in price from around 10 bucks to up around $30. This is one place where you might as well pay for quality, since this is a tool that you'll have for a while. At the low end of the price scale, you have igniters that are powered by disposable alkaline batteries. While convenient in the fact you don't have to recharge them, these igniters are more expensive in the long run. Hey, alkalines aren't cheap! You'll be better off with a more expensive, rechargeable model. Spring for an igniter that at least comes with a power cell and charger. The best models come with a nice metal casing and a battery meter at the top that lets you know how much juice you have left. Duratrax, Du-Bro, Dynamite, Thunder Tiger, and a slew of other companies all make igniters that will fit your needs.



Be sure the fuel you buy is for cars and NOT airplanes or boats!

1/10 SCALE
GAS POWERED 4WD TOURING CAR

NITRO MTX-2

The Fastest 1:10 Nitro Powered Touring Car!

NEW

CHASSIS KIT
CHASSIS With MT12 ENGINE KIT

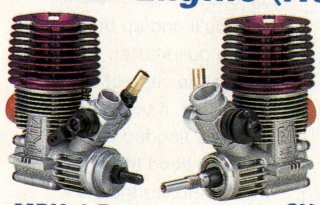
- Belt Drive 4WD・Cam Type 2-Speed Gear Housing・3PC Clutch・Disk Brake・Turn Buckle Steering Rod
- 3mm (A70-75) Chassis・Front Urethane Bumper・75c.c. Fuel Tank Filter-equipped・Resin Radio Plate
- Manifold for MT12Engine・Air Filter・Adjustable Front Bump Stop/Rebound Stop
- Adjustable Rear Bump Stop/Rebound Stop
- Adjustable the angle of Front/Rear Damper
- Adjustable Camber/Toe/Caster angle (only Front)
- Full-Bearing



■Technical Date■

• Length	380mm	• F.caster Angle	6.2°~14°
• Width	198mm	• Gear Ratio	1st 7.421:1/2nd5.717:1
• Wheel Base	260mm	• Weight	1,640g
• Tread (F/R)	172mm/172mm		

MT12 Engine (Rear Exhaust)



MT12S1 SG-Shaft, Slide Carb.

MT12R2 STD-Shaft, Rotary Carb.

MT12S2 STD-Shaft, Slide Carb.

Cubic Capacity : 2.1c.c. Bore : 13.80m/m
Power : 1.15HP Weight : 215g
Rpm : 36.500rpm Shaft : φ11m/m
Stroke : 14.00m/m

MBX-4 Parts



C0179
Al.Rear Tension Rod for Long Chassis

CX12 Engine (Side Exhaust) Parts for MTX-2



T0701Engine Shaft for CX12
T0903Manifold for Side Exhaust
51601Black Pipe (12)

MUGEN SEIKI® Racing

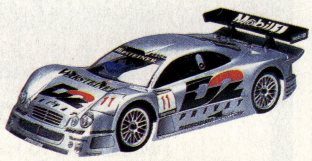
http://www.mugenseiki.com
e-mail:support@mugenracing.com

Mugen Seiki Racing Ltd.
17971 Sky Park Circle, Suite G
Irvine, CA 92614
Phone: 949-475-9505 Fax: 949-475-9511

PRIME12/MTX-2 BODY 200mm



K1001 CASTROL TOYOTA TOM'S SUPRA GT BODY



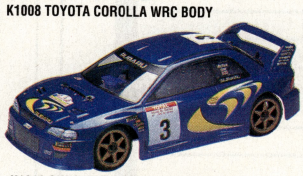
K1005 MERCEDES BENZ CLK-GTR BODY



K1008 TOYOTA COROLLA WRC BODY



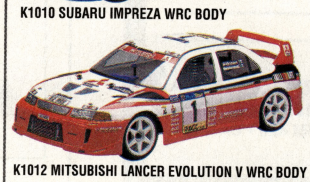
K1014 PEUGEOT 406 STW BODY



K1010 SUBARU IMPREZA WRC BODY



K1016 TAKATA DOME MUGEN NSX BODY



K1012 MITSUBISHI LANCER EVOLUTION V WRC BODY



K1018 DODGE RAM TRUCK BODY



Order this psycho video today online or with the order form provided.

WWW.XXXMAIN.COM

ORDER FORM

I WOULD LIKE TO PURCHASE "XXX MAIN THE VIDEO" FOR $19.99 PLUS $2.00 SHIPPING. TOTAL $21.99 USD.

NAME _____
ADDRESS _____
_____
PHONE _____
E-MAIL _____
PAYMENT MC ❑ VISA ❑ CHECK/MO ❑

CREDIT CARD INFO

NUMBER _____
EXPIRY DATE _____
NAME ON CARD _____
SIGNATURE _____

MAIL ORDER FORM TO:
XXX MAIN • P.O. BOX 42198 • 128 QUEEN ST. S.
MISSISSAUGA • ONTARIO • L5M 4Z0 • CANADA



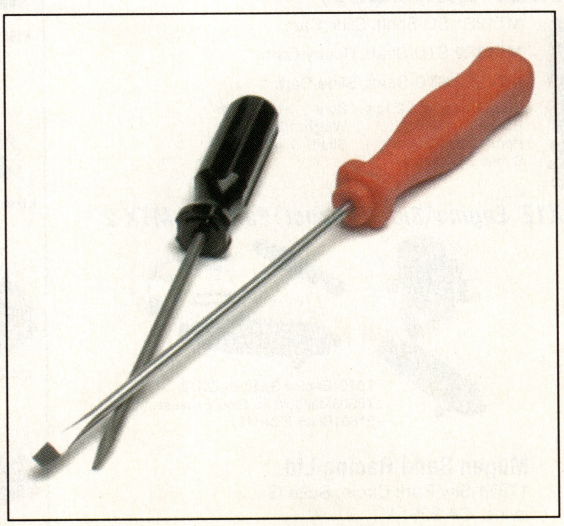
Other Stuff to Grab

There are a few more things you'll need to purchase before you're truly ready to run. First, you'll want a glow plug wrench that allows you to easily remove or install the glow plug. A fuel filter is cheap insurance against a ruined engine. Extra glow plugs are necessary, as you should use a new plug after your motor is broken in, and don't forget a little extra fuel line in case you run into problems. Also, grab some rechargeable AA's to power the car's servos. These are cheaper than alkalines over time, and much more convenient. Lastly, get some Traxxas Nitro Wash or TAE Nitro Clean. You'll thank me later.

Getting That Bad Boy Started

First and most importantly, make sure you read the manual that comes with your car, or in some cases, watch the video. The manufacturers designed the product, and they know best how to get it running. And before you try and start the vehicle, make sure the transmitter is on, and the receiver batteries are fully charged.

To get started, make sure the radio is properly trimmed out, and the carb is adjusted according to the instructions. Snap on the fully charged glow plug igniter, and give it a second to get the plug warm. Prime the engine according to the instructions, making sure you don't flood the engine. A flooded engine will make the pull-starter impossible to pull. You'll end up breaking the pull-starter, or EZ-Start in the case of a Traxxas kit, if you attempt to start a flooded engine. If you do flood the engine, loosen the glow plug and pour the fuel from the engine, retighten the plug and try again. With the engine primed, give the recoil starter a



Some other good things to pick up are some long, slim blade screwdrivers for adjusting hard-to-reach idles.

BURN YOUR COMPETITION!



HUGE 1:8 Scale 4WD

1:8 Scale Ready-To-Run R/C Nitro 4WD Stadium Truck

BIG, FAST, 4WD & Ready-To-Run!

Fastest to the starting line...fastest to the finish!

Hungry for BIG, blistering 1:8 scale gas stadium truck action that's so simple, you can start racing almost straight from the box? The Nitro Demon does it — combining furious speed, unstoppable 4WD and take-anything toughness in a single factory-assembled machine! Except for fuel, the Nitro Demon Ready-To-Run includes everything you neead to keep the competition playing catch-up.

The Stress-Tech™ Guarantee

If any Stress-Tech plastic part breaks during the first 6 months you own your Nitro Demon, DuraTrax will replace the part — **FREE!**



BONUS! Nitro Starter Pack

The Nitro Starter Pack includes an 8-oz. (250cc) bottle for refueling and a glow starter equipped with a "C"-size alkaline battery.



TORQ™ 21 Engine

The installed TORQ™ 21 ABC rear exhaust engine features ball bearings, a slide valve carb with 2-speed needle, and reliable recoil starter. You also get a FREE startup video!



- *Racing-legal tuned pipe*
- *Complete Ball Bearings (18 total)*
- *Rugged Ultra-Frame™ 3mm thick 6061 T6 aluminum chassis.*
- *Tough metal main gear, pinion and ring gears.*
- *Oil-filled Rapid-Tune™ shocks.*
- *Efficient, dependable front universals.*
- *Rear bumper that doubles as a carrying handle.*
- *Painted and trimmed body.*



FUEL IT UP AND G.O.!

Pro-Quality Radio System

Manufactured for DuraTrax by Futaba – the Nitro Demon RTR's radio offers servo reversing, LED battery status indicator, steering and throttle servo trims and more. Includes 12 "AA" batteries.



For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2335N.

DURATRAX®

THE LEADER IN AWESOME R/C™

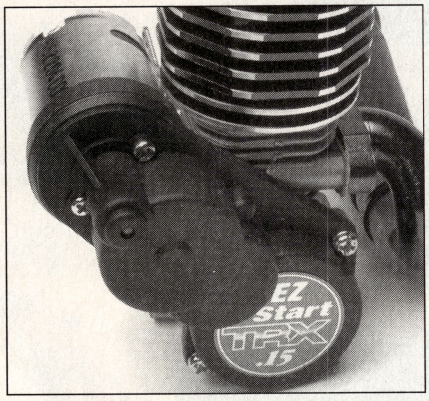
www.duratrax.com

© Copyright 2000 – 3075104 Distributed Exclusively Through GREAT PLANES MODEL DISTRIBUTORS COMPANY P.O. Box 9021, Champaign, IL 61826-9021

quick, short tug. DON'T pull the cord the whole way out, or you will break the starter! With any luck, the motor will fire. When it does, follow the instructions on how to break in the motor.

Traxxas

Traxxas includes in a lot of their RTRs something called an EZ-start. The EZ-Start is an all-in-one starter/glow igniter setup that makes pull-starts obsolete. When using an EZ-Start, you'll need to also pick up a 7.2V standard R/C battery pack and charger to charge the battery pack. Treat the EZ-Start just as you would a pull-starter. If you feel the engine is flooded, don't force the EZ-Start to start the engine. When the voltage in the battery pack decreases, you may find that the glow igniting device may not have enough juice to ignite the glow-plug. If this is the case, remove the glow-plug wire and use a standard glow igniter in conjunction with the EZ-Start motor apparatus.



If you get tired of yankin' on your rope, pick up an EZ-Start from Traxxas.

Stuff To Remember

- There should always be a trail of smoke coming from the exhaust. If there is not, richen the carb until you see some smoke.
- A cool engine is a happy engine. It should never be so hot that water dropped onto the head vaporizes. If it does, richen things up. Water or saliva should slowly sizzle away.
- Always check for loose screws between runs, and apply thread-lock to any screws that might have backed out.
- Make minor adjustments to the carb and check to see how the car reacts. Take your time. Subtle changes make it easier to find that sweet-spot in the needle's adjustment.
- If you change plugs, fuel, filters, or fuel lines, you will have to retune the engine.

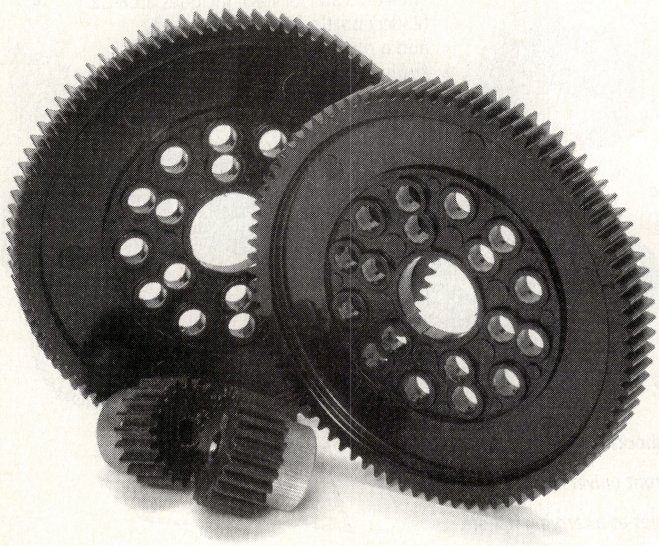
If you have trouble getting started:

- Return all the needle settings to where the manufacturer says they need to be for starting.
- Make sure that fuel is getting to the carb. In fact, make sure you have fuel in the thing!
- Check your glow plug. If it is not heating up and getting nice and red, or is visibly damaged, replace it with a recommended substitute if you can't get a stock replacement. And always be sure your igniter is fully charged.
- Make sure there are no air leaks in fuel and pressure lines. Even a pinhole can ruin performance.
- If all else fails, seek help from an experienced hobbyist.

I hope these tips help you get that RTR ready to rock in the most painless manner possible. Always remember, when in doubt, don't be afraid to ask for help!

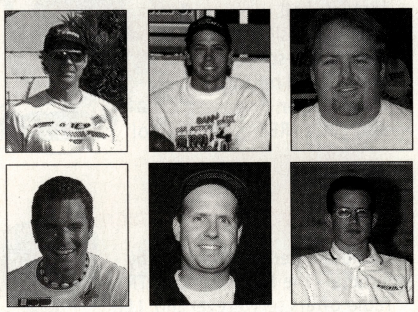
KIMBROUGH Products

The best drivers in the World use the best gears!



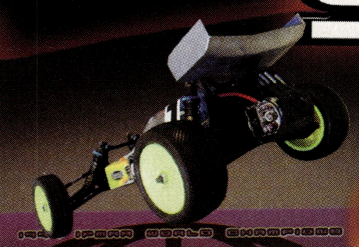
Kimbrough gears are made from the finest materials to exact tolerances for unsurpassed quality and performance. We offer a variety of pinion and spur gears available in 48-, and 64-pitch sizes.
Available in 32-pitch for gas vehicles.

Drivers like ***Tony Neisinger***, ***Chris Tossolini***, ***Billy Easton***, ***Mark Pavidis***, ***Greg Hodapp***, ***Derek Furatani***, ***Scott Hughes*** and ***Rick Hohwart*** can choose any brand of gear for their cars. They choose the best, ***Kimbrough!***



www.kimbrough-products.com
1322 Bell Ave Unit 1-C • Tustin • CA • 92780

Chrome Stock RS





Precision machined dual rotor armature





Team Orion introduces yet another powerhouse to it's arsenal of blistering fast electro magnetic motor's. The Chrome Stock RS! This "stock" motor's feature Dual Rotor armatures that are precision machined for maximum RPM & power, solder free flushmount capacitors, brush dampeners, high air flow can & endbell, extra large heat sinks, and newly redesigned race tuned brushes. This motor is anything but stock!



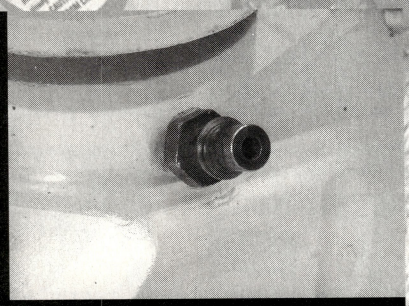
"Free Revs Pro"
Our new improved lubricants dramatically expand the life expectancy of your bearings & bushings while freeing them up at the same time. Less friction equals more power. part # 41700

"Speedy Drops Pro"
Our new comm drops are poised and ready to boost you and your motor into first place, without gumming up and dragging you down in the last portion of your race. part # 41700

Team ORION

22601 La Palma Ave, Suite 103
Yorba Linda, CA 92887
Phone:714-694-2812 Fax:714-694-2815
www.team-orion.com

Hop to it



Chicken hopper fuel tanks, like those found on Associated and Losi vehicles, sometimes have a tendency to back fuel into the exhaust pipe. This typically occurs after releasing the throttle following a long burst of power. The exhaust pipe creates a vacuum that siphons fuel into the exhaust pipe even though there's seemingly enough pressure line to prevent this effect. To eliminate the chance of this happening, completely bypass the chicken hopper pressure inlet. First, take a 1/8" 2-56 screw and screw it into the stock pressure inlet on the tank. Next, pick up a 6-32 pressure fitting inlet from Dubro (#2416-32). Drill a small 3/32" hole into the top of the tank or on the cap of the tank near the base of the tank opening. Be sure that the hole doesn't interfere with the tank top's ability to sea properly. Now, insert the pressure fitting inlet tightly into the hole you drilled. Screw the 4-40 nut that came with the fitting onto the back side of the pressure fitting. Once everything is tightened up, apply some Yama-Bond sealant (available at motorcycle shops) or other plastic safe, hard drying gasket sealant, around the base of the fitting and the fuel tank. Don't apply the sealant to the inside of the tank. Once the sealant is dry, reinstall the tank.

Straight from the Tap

Recently we've been building lots of vehicles made from molded graphite pieces. It's important that you tap every screw hole with the appropriate thread tap before installing a screw. By tapping the screw hole, you are cutting threads into the graphite piece so that screw isn't forced to cut or simply stretch the material out of the way when being installed. Tap the graphite piece wherever you'll be installing a machined, non-self-tapping, screw. It's especially important that you tap any holes that will be filled with an aluminum screw. Aluminum screws have a bad habit of sometimes breaking when being installed into graphite pieces. To tap the hole, get yourself the appropriate size tap. Check your car's instruction manual to see exactly which screw thread size you're working with. On most American cars, a 4-40 screw tap will be most commonly used. Once you have your tap in hand, slowly thread the tap into the hole that you wish to threading. Turn the tap in one half turn then back the tap out one quarter turn. Continually repeat this process until the piece is completely threaded.



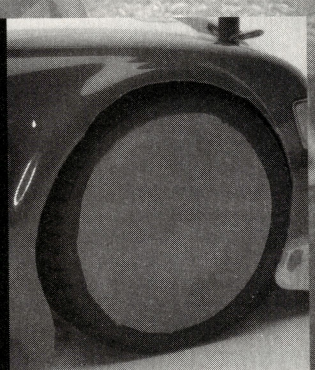


Scope Out the Competition

Pulling up to a new track can be an intimidating experience. Give yourself an advantage by scoping things out before you put your car on the ground. First, head up to the drivers' stand and see which spots on the drivers' stand give you the best lines of sight. Stand all over the drivers' stand so that no prime spot on the stand goes unnoticed. Now, look around the track and see where drivers are having difficulty. Once you think you've got things covered from this vantage point, head off to the track and walk around. Take a good look at the areas of the track giving drivers problems, and see if there's anything particular about that area of the track the track that might be the cause of drivers distress. Listen to the cars that are on the track and listen for when and where they're accelerating. Also look for ruts or obstacles that might have gone unnoticed when you were on the drivers' stand. Next, grab your vehicle and log in some track time. Take it nice and slow the first couple of laps. Get familiar with the track before you go balls out. During your practice time, make mental notes of which areas of the track are most difficult. If one section is particularly difficult, pull your car off to the side and stand somewhere else on the drivers' stand. Seeing the troubling section of the track from a different perspective may help quite a bit. If it doesn't, move back to where you were. Approaching each new track as a completely new challenge rather than just driving the track can yield amazing results. Just as Tiger Woods inspects each green before every put, track inspection can mean the difference between a frustrating first couple of qualifiers and a TQ run.

Now on Disk

When it comes to touring car racing, comparing the aerodynamics of certain bodies is often a hot topic. However, an area that for the most part that goes unnoticed is the aerodynamics of the wheels, and particularly the turbulence that's generated from open vent wheels. In oval racing and on insane speed runs, drivers frequently tape the face of the wheels so that air and turbulence doesn't interfere with each wheel's rotation, thereby allowing for the most aerodynamic vehicle possible. Touring car drivers looking for every edge possible can make simple wheel disks of their own with some regular colored duct tape and an X-acto¸ knife. With the wheel attached to the car, place a square piece of tape over the wheel so that it covers the entire wheel. Press the tape firmly against the wheel. Next, take the X-acto knife and cut out the outside diameter of the wheel so that the disk covers the wheel and not the tires. Remove the excess tape and you'll be left with a clean-looking aerodynamic wheel.



You'll go blind if you continue to choke your chicken hopper.

Sedan Titanium from Lunsford Racing

Bring your sedan up to speed with the awesome PUNISHER line of titanium turnbuckles and precision pin kits.

#4071 STREET WEAPON Turnbuckle & Pin Kit $43.25
#4173 HPI RS4 PRO Turnbuckle & Pin Kit $43.25
#4272 YR4M2 Turnbuckle & Pin Kit $41.50
#4371 SST2000 Turnbuckle & Pin Kit $47.00
(A trick billeted aluminum wrench is included in every combo kit)

HEY! Your brother plays with your car and accidentally gets it demolished by a passing street sweeper truck. Oh, what to do? Locate your injured Punisher turnbuckles, if any, and return them for guaranteed replacement.

Lunsford Racing, 2500 Three Lakes Rd., Suite "A" Albany, OR 97321 541-928-0587
Website address: www.lunsfordracing.com

PiggyBack Reservoir Kits

If you're serious about Off-Road Racing...

1/8 Scale Now Available

Piggyback Reservoirs are machined from 6061-T6 aluminum, polished and anodized in six great colors*. Featuring a unique closed cell foam insert for volume compensation, these reservoirs increase oil capacity and eliminate oil aeration. This results in more consistent performance during long races and fewer rebuilds.

1/10 scale Piggyback Reservoir Kits are available to upgrade Progressive Suspension EDC shocks and stock Associated™ Shocks.

1/10 Scale Piggyback Reservoir Kits
PBR-1001 ..... Set of 2 ..... SRP $32.50
PBR-1002 ..... Set of 4 ..... SRP $62.50

1/8 scale Piggyback Reservoir Kits are available to upgrade stock shocks for the following vehicles:
Thunder Tiger Mirage & EB-4
Kyosho MP-5 & MP-6
Mugen Super Athlete & MBX-4
OFNA Blazer
Ultra & Ultra Worlds GT

1/8 Scale Piggyback Reservoir Kits
PBR-2001 ..... Set of 2 ..... SRP $58.75
PBR-2002 ..... Set of 4 ..... SRP $114.95
(blue and black anodized only)

For use with MIP Hard Body (Shock Bodies)
PBR-2003BK Set of 2 SRP $58.75
PBR-2004BK Set of 4 SRP $114.95
(black anodized only)

*1/8 scale kits are available in Blue or Black. 1/10 scale kits are available in blue, black, gold, purple, silver, and red. Please note color when ordering.

Progressive Suspension USA, Inc.
11129 Ave. G Hesperia, CA 92345
760-948-4012 • Fax 760-948-4307
Web site: progressivesuspension.com
E mail: info@progressivesuspension.com

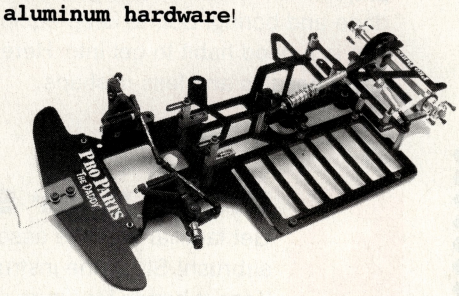
ProParts

We hold nothing back, We sell what we RACE!

"THE DADDY" 1/10-Scale Oval Competition Race Car
Dominate the circuit with the absolute best out-of-the-box oval car money can buy.

Features:
- 0.100" woven carbon fiber chassis and components.
- Adjustable battery tray.
- Adjustable Tee-bar for roll center adjustments.
- Adjustable servo mounts.
- Built-in transponder mount.
- Super strong body posts.
- Strong front bumper with adjustable body brace.
- Irrgang rear axle with Kimbrough spur gear and precision bearings.
- Associated front suspension with in-line axles.
- Lunsford titanium turnbuckles.

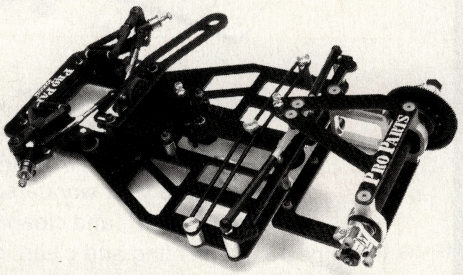
Comes completely assembled with aluminum hardware!



"JUNIOR" 1/12-Scale On-Road Competition Race Car
Or, if Road racing's your speed the Junior is biggest little car in the World!

Features:
- 0.080" woven carbon fiber chassis and components.
- Parallel battery placement for optimum weight distribution.
- Quick and easy O-ring battery holding system.
- Adjustable Tee-bar for roll center adjustments.
- Built-in transponder mount.
- Adjustable super strong body posts.
- Irrgang rear axle with Kimbrough spur gear and precision bearings.
- Associated front suspension with in-line axles.
- Lunsford titanium turnbuckles.

Comes completely assembled with aluminum hardware!



For years ProParts has been making some of the best modified motors, precision tuned stock motors, brushes, motor springs, motor accessories, team matched racing batteries, pit wrenches and more!

PROPARTS LLC
5023 West 120th Ave. PMB#143
Broomfield, CO 80020
303-460-1227 • fax 303-460-1399
bredlin@worldnet.att.net
Please support your local hobby shop.

AIRBRUSH
Care & Maintenance

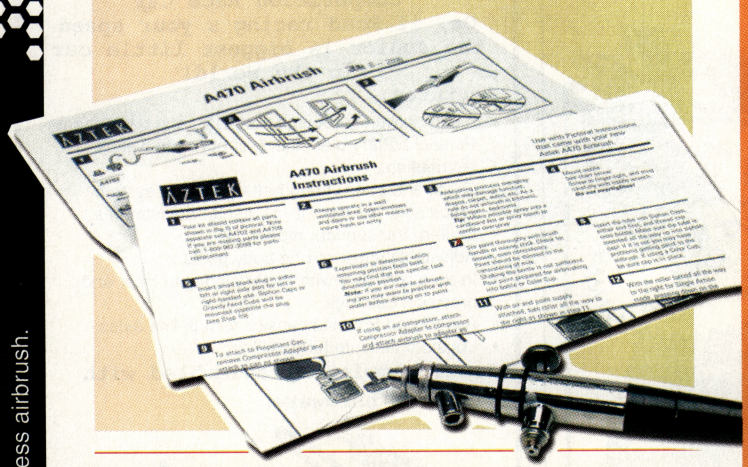
by Kevin Meyer



After you purchased your airbrush, no doubt you spent the first few hours experimenting and learning new painting techniques. But just like everything else in life, airbrush painting is not all fun and games. When using an airbrush for painting projects, a ritual of cleaning must be established. True, most maintenance jobs are mundane and boring. But, to keep equipment in tip-top shape, maintenance must be done. Religious cleaning and inspection is a good habit to get into. Here are the step-by-step instructions that will help keep your airbrush working with fewer hassles and less mishaps.

1 Know Your Stuff

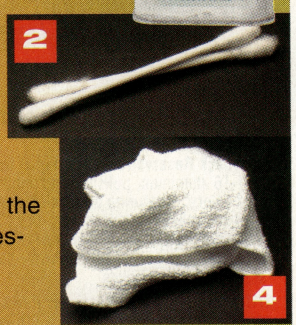
Get familiar with the assembly of your airbrush! Study the instruction manual. Keep it handy for future reference. Make a copy of it, and stash it in a safe place.



THINGS YOU'LL NEED

1. The appropriate paint thinner or cleaner for the particular paint you're using. Different paint materials require different cleaners. Acrylic and water-based paint can be cleaned with Parma's Faskleaner (#40202), Windex glass cleaner, or water. For Polycarbonate or enamel-based paint, use the same brand thinner or Easy-Lift-Off (#542143) from Polly S. Do not use gasoline, motor cleaner, lacquer thinner, or other harsh cleaners.
2. Q-tips.
3. Round toothpicks.
4. Lots of clean up rags. Cleaning the tip of the airbrush may be necessary during the painting session.
5. Extra paint jars.







2 Check Your Work-Space

Before starting your painting session, make sure your work area is large enough, level, and clean with adequate lighting. During painting and clean up, projects should always be done in a well-ventilated area. Some paint and paint thinners can give off toxic fumes. Before you spray your first coat of paint, have the cleaner, rags, and Q-tips ready. Then, when you've completed your paint job or when you're changing colors of paint, you don't have to go find your supplies.



A dirty airbrush is a useless airbrush.

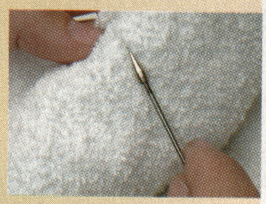
3 Blow Out & Back Flush

Once you've completed the final coats, remove the paint jar. After completing the paint job, clean your equipment as soon as possible. Start by blowing out the excess paint left in the airbrush body and siphon tube. Remove the paint jar, block the head (nozzle) with a rag, and press the trigger. This will back wash/back flush or force air back through the pickup tube and remove any leftover paint. Next, attach a jar of cleaner and flush the airbrush until the liquid coming out is clear. Once again, cover the head with a rag and back flush the cleaner into the jar. Repeat the above step until the back-flushed cleaner is clear.



4 Teardown

Disassemble the airbrush completely. Use the largest needle (usually a #3 needle) to clear any remaining paint from the inside of the airbrush's body. Inspect and clean the head to insure all air holes are clear. Clean the needle and return it to its protective case until you're ready for assembly. If there are any areas of stubborn paint, use a round toothpick to scrape out any residual paint. Clean the output and input ports with cleaner and Q-tips. Thoroughly clean the tip with a rounded toothpick and Q-tip.



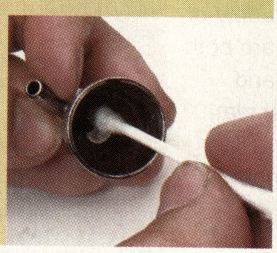




5 Soak Your Parts

Clean and rinse off the paint jar, cap, gasket, and plastic siphon tube. If dried-on paint remains a problem, soak the parts in a small dish of cleaner. To remove dried paint in the airbrush body or needles, soak the parts in a small bowl of the appropriate cleaner. Check to make sure the small air hole in the top of the cap is clear. If you use a paint cup, thoroughly clean the cup with Q-tips and cleaner. Avoid soaking parts for more than an hour as some cleaners can attack and damage the airbrush or needle's surface.





6 Dry and Inspect

Dry off all parts and assemble the airbrush. Take care when handling and cleaning the needles. The finely-machined tips can be damaged easily. The tips are sharp and can pierce the skin; handle them with caution. To check for bent needles; roll the clean tip on a clean flat surface. Visually inspect the needle for wear with a magnifying glass. When inserting the needle into the body of the brush, the needle should go in and out smoothly. If there is any resistance, check to see if there is any dried paint on the needle. Also check to see if the needle is worn or bent.



7 Test and Put Away

Finally, hook up your airline and test for leaks. Remove the air line and replace the protective cover, if your airbrush is supplied with one. If no cover is supplied, remove the needle and store the airbrush in a safe clean place. Replace damaged or bent needles. Bottle gaskets should also be replaced from time to time to ensure a good seal between the cap and bottle. Keep instruction manual, extra needles, and paint jars stored with the airbrush.

FINAL THOUGHTS

After using your new airbrush several times, assembly, disassembly, and cleaning will become second nature. The airbrush is a blast to work with. It's a unique tool that is unlike any other tool hobbyists use. Creating special effects and cool paint jobs is very rewarding. Accomplishing this requires becoming familiar with your airbrush's capabilities, practice, patience, and keeping equipment operating properly. Just like a finely tuned R/C car, airbrushes must be maintained to achieve optimum performance and long life.

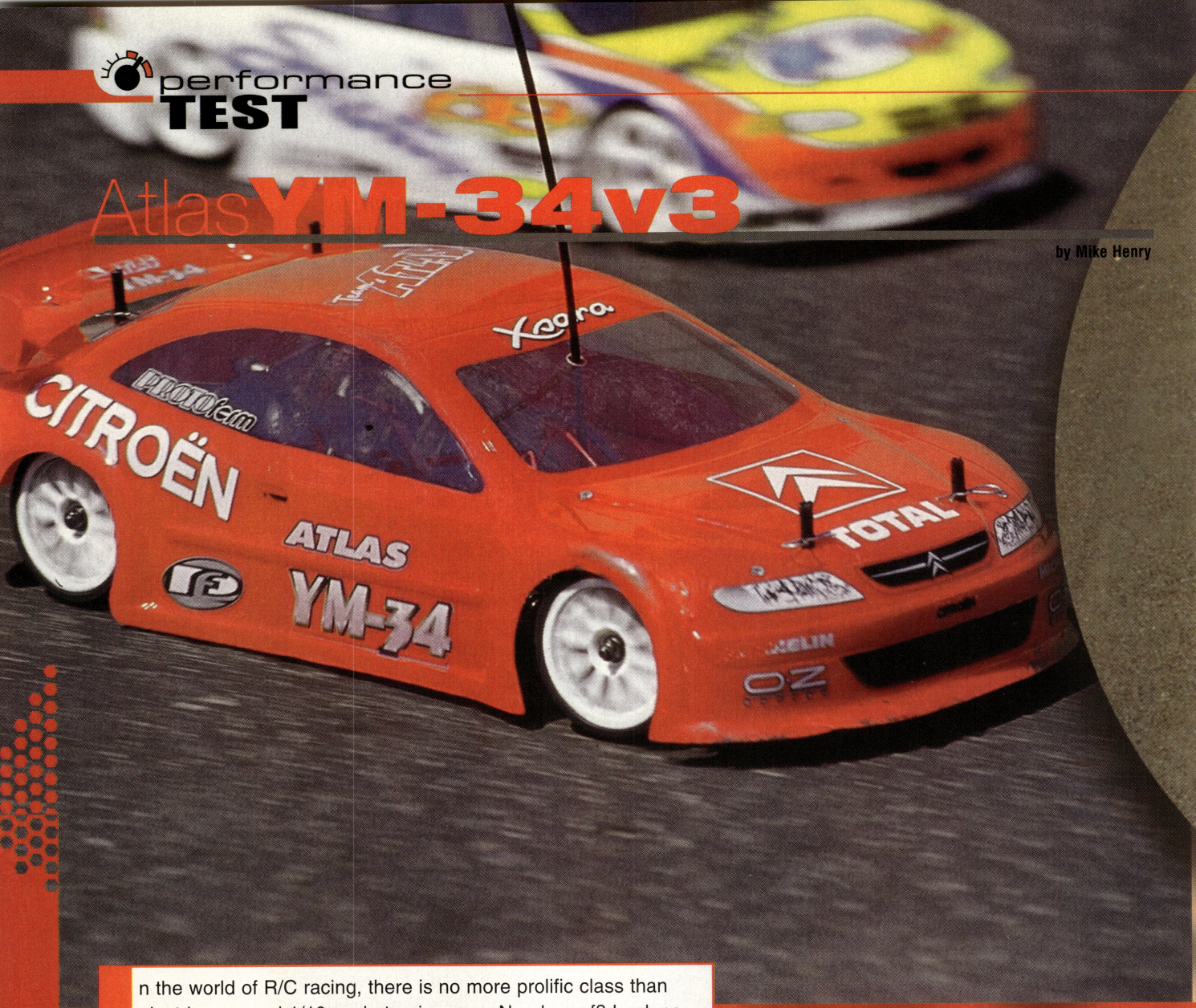


Like a turntable needle, your airbrush needles should be handled with care.

performance TEST

Atlas YM-34v3

by Mike Henry



In the world of R/C racing, there is no more prolific class than electric-powered 1/10-scale touring cars. Need proof? Look no further than the most recent Reedy Touring Car Champs in Ripon, CA (where the hell is Ripon?). No less than five different chassis made up the A-main in the Invitational class. The variety of chassis and drive train construction seems endless. There are both double-deck and tub chassis cars, as well as 2-belt, 3-belt and shaft-driven power trains. The debate over which is the best platform is one of the most heated subjects in the hobby today. The Juice is more likely to find "the real killer" before a clear winner is declared.

Enter Team Atlas. This Japanese company has made quite a name for themselves selling high-end hop-ups for touring cars such as HPI and Kyosho. Atlas has chosen the new YM-34v3 with which to stick out their collective necks and give the American market a shot. At first glance, the YM-34v3 appears to be simply another dual-deck 2-belt touring car. But upon closer inspection, the Atlas car includes enough hop ups to make most pro-level cars blush: Woven carbon fiber-graphite everything, killer threaded alloy shocks, and a very expensive-looking aluminum rear bulkhead to name just a few. Combine this with Team Atlas' knowledge of what makes touring cars tick, and you have a world-beater on your hands. Follow along as we drive the wheels off this new car in typical *Xtreme* fashion.

In Japan, the Atlas brand is well known and respected.

Hits:
- Race ready out of the box.
- Killer hardware and graphite galore.
- Incredibly smooth drive train.
- The car really works on the track.

Misses:
- No front bumper.
- You have to butcher a servo in order to clear the front belt.
- Strapping tape is tedious.

Instructions	2
Parts Quality/Fit	4
Durability	3
Tunability	4
Overall Performance	4
Value	4

Vital Info
Imported by: Integy
1140 Centre Dr #E
City of Industry, CA 91748
Ph: 909.444.2766
Fax: 909.444.2767
www.integy.com

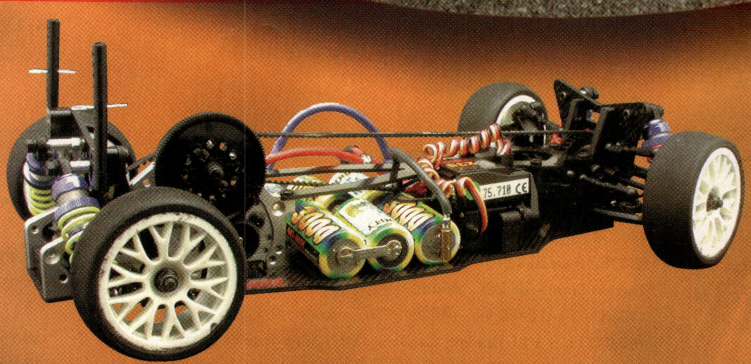
Who It's For
Competition-minded enthusiasts looking for something different in the electric TC ranks.

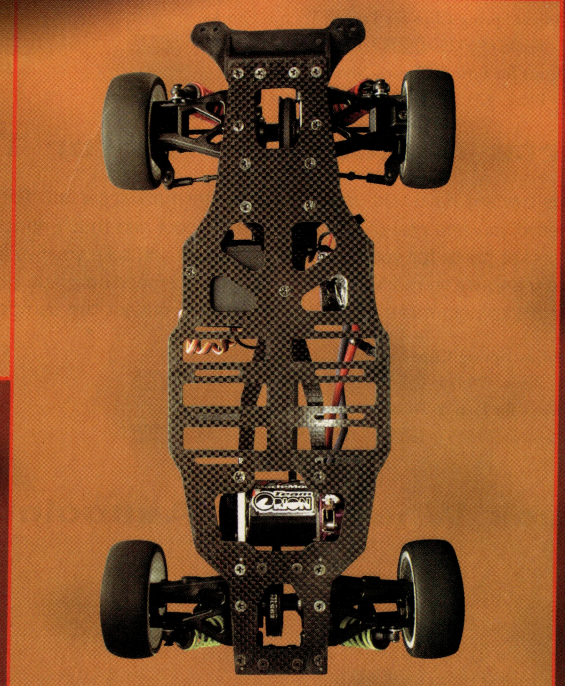
Drive Train

The YM-34v3 features one of the smoothest, most free spinning drive trains of any touring car I've ever driven. The motor bolts to the motor plate/rear bulkhead. This piece has been lightened for weight reduction and a cooler running motor. The one-piece top shaft features two 16-tooth locked pulleys. (A one-way center pulley is optional.) Power to the rear ball differential is transferred by a thin belt. An even thinner belt runs the length of the car to the standard front diff. (A one-way diff is also optional.) The front and rear pulleys are 37-tooth units, which nets the car an internal ratio of 2.31:1. Steel universal drive shafts lay down the power to all four corners. The kit does not include a spur gear, and you'll need a big one as the top shaft and motor are a great distance from one another.

Chassis

While many modern TCs utilize a tub chassis, the YM-34v3 uses a super-narrow, double-deck, carbon fiber/graphite chassis. The upper deck bridges the front and rear bulkheads in the shape of an X. The result is a lightweight chassis with almost zero side-to-side flex. The YM-34v3 places the cutouts for the batteries very close to the middle of the chassis. Saddle packs must be used, but stick-pack users can order an optional mount. Strapping tape is the recommended method for fastening batteries to the chassis.





Wheels, Tires, and Body

The kit comes with a set of four 24mm wheels, tires, and inserts. Keep the rims, and 86 everything else. The inserts are of the flat, "you-glue-them-together" variety. The tires, although better than the inserts, are too hard for serious racing. Like most racer-only kits, no body is included.

Using strapping tape becomes a huge pain in the arse quickly.

RPM

www.RPMRCPRODUCTS.com

We'll Get You to The Finish Line In One Piece!

Performance Tools

RPM tools are creatively designed for durability, strength, and to meet the demanding needs of performance minded R/C enthusiasts.

#70492	Toe-In Gauge (accurate to within 1/2 degree)	$9.95
#70732	Shock Wrenches for Losi Shocks	$4.95
#70781	Shock Wrenches for Associated Shocks	$4.95
#70915	Metric Nut Wrench (5.5mm & 7mm)	$4.95
#70932	Wheel & Shock Nut Wrench for Losi Vehicles	$4.95
#70981	Wheel & Shock Nut Wrench for Associated Vehicles	$4.95
#70992	Precision Camber Gauge (1/2 degree accuracy)	$9.95
#81150	Metric Ride Height Gauge (4mm. - 29.5mm)	$8.95
#81170	Bearing Blaster (The ultimate bearing cleaner!)	$8.95
#81270	Pro-Bond Tire Fixture for Sedan & Mini Wheels	$8.95
#81280	Pro-Bond Tire Fixture for Off-Road Vehicles	$9.95
#81292	Motor Work Station (A must have for electric motors!)	$12.95
#81300	Standard Ride Height Gauge (0.15" - 1.15")	$8.95

Parts & Accessories for Associated Vehicles

RPM has built a reputation for making the strongest, most durable, and coolest parts for most R/C vehicles. Our line of products for Associated vehicles is no exception. When you armor your vehicle with **RPM** protection, you are virtually guaranteed to cross the finish line!

Quick Adjust Spring Clips for Associated Shocks $5.95
#70222 - Black, #70225 - Blue, #70227 - Yellow, #70228 - Purple

Spring Cups for Associated Shocks $2.95
#70252 - Black, #70255 - Blue, #70257 - Yellow, #70258 - Purple

#70352 Rear Bulkhead for the Associated GT $8.95

3 Degree Rear Mounts for the Associated GT $5.95
#70532 - Black, #70535 - Blue, #70537 - Yellow

3 Degree Rear Mounts for the Associated B3 & T3 $5.95
#70572 - Black, #70575 - Blue, #70577 - Yellow

Mini Bumper / Skid Plate for Associated 10T, GT, & T2 $3.95
#70722 - Black, #70725 - Blue, #70727 - Yellow

Heavy Duty Rod Ends, 4-40, 12 pieces $4.95
#73372 - Black, #73375 - Blue, #73377 - Yellow, #73378 - Purple

Long Shank Rod Ends, 4-40, 12 pieces $4.95
#73392 - Black, #73395 - Blue, #73397 - Yellow, #73398 - Purple

Gear Cover (Slipper clutch only) for Assoc. B2, B3, & T3 $5.95
#80282 - Black, #80285 - Blue, #80287 - Yellow

Snap Tite Body Savers (Ultimate body post hole protection!) $2.95
#80302 - Black, #80311 - Dyeable

#80442 B3 Front Arms $9.95

Rear Bumper / Motor Protector for Assoc. B2, B3, & T3 $3.95
#80472 - Black, #80475 - Blue, #80477 - Yellow

Mini Bumper / Skid Plate for Assoc. B2, B3, & T3 $3.95
#80512 - Black, #80515 - Blue, #80517 - Yellow

Adjustable Width Body Mounts for Assoc. 10T, GT, & T2 $6.95
#80542 - Black, #80545 - Blue, #80547 - Yellow

#80932 Zero Degree Rear Mounts for Assoc. GT $5.95

#81182 High Impact Spindle Blocks for Assoc. B3 & T3 $5.95

Parts & Accessories for Losi Vehicles

Product durability and strength are the benchmarks of our products! Absolutely no compromises are introduced whenever **RPM** builds new parts and our products made for Losi vehicles share those same qualities. Prepare to see the checkered flag more often than ever with **RPM** parts protecting your ride!

Quick Adjust Spring Clips for Losi & Traxxas Shocks $5.95
#70322 - Black, #70325 - Blue, #70327 - Yellow, #70328 - Purple

Spring Cups for Losi & Traxxas Shocks $2.95
#73152 - Black, #73155 - Blue, #73157 - Yellow, #73158 - Purple

Gear Cover for the Losi XXX & XXX-T $5.95
#73232 - Black, #73235 - Blue, #73237 - Yellow

Long Shank Rod Ends, 4-40, 12 pieces $4.95
#73392 - Black, #73395 - Blue, #73397 - Yellow, #73398 - Purple

Snap Tite Body Savers (Ultimate body post hole protection!) $2.95
#80332 - Black, #80341 - Dyeable

#81250 Wheel Adapters for the Losi Street Weapon $12.95
(allows the use of all *RPM* 12mm. hex drive sedan wheels)

Parts & Accessories for Traxxas Vehicles

Traxxas owners have told us, "We want aftermarket parts!". **RPM** has heard you and responded with a list of cool and much needed aftermarket parts for your vehicles. We know you take your vehicles seriously and we've made these parts to our exceedingly high degree of excellence to help make your Traxxas vehicles outlast the competition!

Quick Adjust Spring Clips for Losi & Traxxas Shocks $5.95
#70322 - Black, #70325 - Blue, #70327 - Yellow, #70328 - Purple

Spring Cups for Losi & Traxxas Shocks $2.95
#73152 - Black, #73155 - Blue, #73157 - Yellow, #73158 - Purple

Traxxas Rustler ESC Mount $3.95
#80252 - Black, #80255 - Blue, #80257 - Yellow, #80258 - Purple

#80352 Rear Shock Tower for the Traxxas 4-Tec $5.95

Traxxas Stampede ESC Mount $3.95
#80362 - Black, #80365 - Blue, #80367 - Yellow, #80368 - Purple

#80372 Ft. 5 x 11 Bearing Carriers - Elec. Stampede & Rustler $8.95

#80382 Rr. 5 x 11 Bearing Carriers - Elec. Stampede & Rustler $8.95

Gear Cover for the Electric Stampede & Rustler $5.95
#80402 - Black, #80405 - Blue, #80407 - Yellow, #80408 - Purple

#81162 Wide Front Bumper for Traxxas Stampede & Rustler $6.95

#81262 Heavy Duty Camber Links - Electric Stampede & Rustler $5.95

Truck Wheels for Associated, Losi, Traxxas, & HPI



Truck Wheels for Associated, Losi, Traxxas, & HPI.
Talonz, Clawz, & Slingshot

Other Wheels for Associated & Losi Trucks Only
Starz, Typhoonz, & Torkerz



For the most up-to-date **RPM** product info, visit www.rpmrcproducts.com.

For a complete catalog & decals, send $4.00 (U.S. residents) or $5.00 (non-U.S.) to: **RPM** R/C Products, 14978 Sierra Bonita Ln., Chino, CA 91710

Other Features

Suspension • The YM-34v3 features graphite front and rear shock towers. The front tower has five shock mounting holes on each side and a total of twelve camber link holes (six on each side). You want holes? We got holes. The front suspension arms offer two shock mounting locations. The rear shock tower continues the car's Swiss cheese theme with five shock mounting holes on either side and twelve more camber link holes. The rear suspension arms offer three shock mounting holes on each side. Finally, there are four camber link positions on each hub carrier. The rear shock tower fastens to the chassis via a nice aluminum bulkhead/motor plate. Unlike early copies of the YM-34v3, the American version has a standard plastic front bulkhead. Also missing are the trick Delrin suspension arms; US-bound cars get the more pedestrian molded arms, although Integy claims they are the longest arms of any touring car. Adjustments of camber (front and rear) and toe (front only) are made through steel turnbuckles.

A full set of threaded alloy shocks did make it on the YM-34v3. They are super-smooth and feature blue-anodized accents. The shocks only come with one set of pistons and, sadly, one set of springs.

Steering • The YM-34v3 uses two bell-cranks and an adjustable drag link. A spring-loaded servo saver is housed in the left-side bell crank, and can be adjusted by turning an alloy knob near the base of the shaft. The amount of Ackerman is also adjustable by turning the short turnbuckle that makes up the drag link. The US version of the YM-34v3 features nine degrees of caster, although seven degree blocks are optional.

Testing

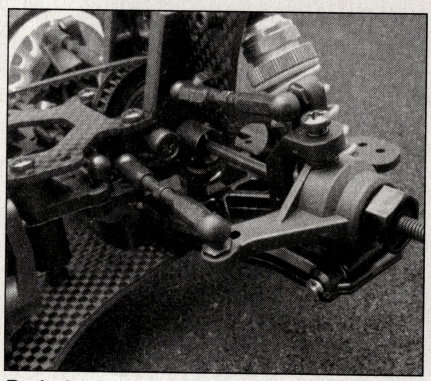
Testing the YM-34v3 once again took me to the friendly confines of Hobbytown USA in Tucson, AZ. The permanent track has a prepped asphalt surface that receives a liberal coating of sugar-water before the first heat. The layout changes weekly, ensuring a new challenge for even regular TC mavens.

Setup • A quick call to Integy, the exclusive US importer of the car, revealed the kit setup wasn't really appropriate for typical American tracks. Luckily, there are a few racers at SoCal who have already developed a good setup for the car. This team setup can be found at www.integy.com. Integy was kind enough to hook us up with a full set of their C22 springs (6 pairs!), and a set of Eagle C34 belted tires and inserts. I used these items for testing.

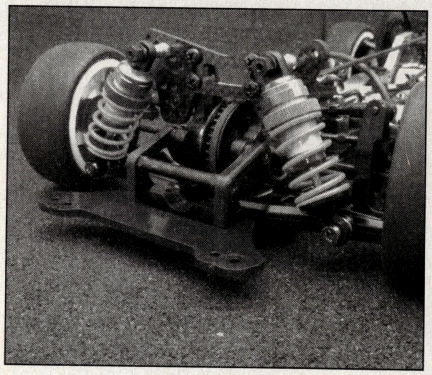
Acceleration • During testing I equipped the car with my fastest Trinity P2K stock motor, geared at 120/46. At first, this seemed a bit high for the car. But with a 2.31:1 internal transmission ratio, it proved to be right on. The YM-34v3 uses super thin belts for an amazingly free-feeling drive train. It accelerated hard, and achieved top speed quickly and quietly. During both nights of racing, I was the only non-Associated TC3 on the track. Some of my racing buddies noticed how much quicker the YM-34v3 was coming out of the corners. The car did have a tendency to pull slightly to the right when accelerating from a dead stop, but I didn't take the time to put the car on a tweak board before I hit the track.

Top Speed • Track layouts at Hobbytown tend to be very technical, but always feature at least one long straight section. Once the YM-34v3 was clear of the corner, it was literally off to the races. The super-efficient, 2-belt drive train once again gave the other

The YM-34v3v3 doesn't break any design barriers but, it does use some proven design concepts.



Both the front and rear differentials are wide open. This makes cleaning a snap, but can be inviting to dirt and debris in the first place.



Tips and help build cars for racing for?

The *Xtreme* staff is a melting pot of ethnicities. We do not discriminate and we love all people. However, while assembling the Team Atlas YM-34v3v3, we couldn't help but notice that the mostly-Japanese instructions were poorly translated. Here are some of the highlights that left us scratching our heads.

Step 3: Please identify that a pin dances in Chassis surely. Please enlarge a hole lightly when strong-minded. (Also) Wear friction belt beforehand.

Step 6: Thrust Motor Screw in O-ring and let you going through (foolishness prevention).

Step 10: Use the thing which there is of a projection thing for a joint department.

Step 13: Fit it in a ditch and am crowded (and) Draw a spring and have it.

Important Safety Tips

- As for this kit, it is designed an advanced learner to an object. I receive an advise, and please put a one of a beginner together into an advanced learner surely.
- Structure work II of a hand of an infant II when do not reach it, please go by the time.
- Besides a course prepared for radio controlled car, please do not let me run.

(FOR ACTUAL BUILDING TIPS, SEE NEXT PAGE.)

We've had our fair share of typos so I guess we shouldn't make too much fun.

cars the shaft in the fast sections. The car was very controllable at speed, and tracked straight on or off throttle. Just to remind myself why I don't race modified touring cars, I strapped my 12-triple D4 in the YM-34v3 for practice. The car was so fast it looked like Ben Johnson hopped up on steroids, just waiting to stretch its legs on the long straight. But it was still predictable, so I didn't make a complete ass of myself with the big motor.

Braking • Perhaps the ultimate test of a touring car is how well it slows down from top speed. If the chassis is tweaked, or the car's balance is off, it will definitely show up here. The YM-34v3 slowed down just as well as it accelerated. The first corner after the long straight section was a tight, 180-degree turn. Once I nailed my braking points, I almost enjoyed this part of the track. I did notice the front belt seemed as if it was skipping under hard braking when I was running the modified motor.

Building Tips

In all seriousness, the YM-34v3 goes together without too much trouble. The instructions are very sparse, but there are enough pictures and exploded diagrams to get most builders through the process. Here are a few more tips to help you:

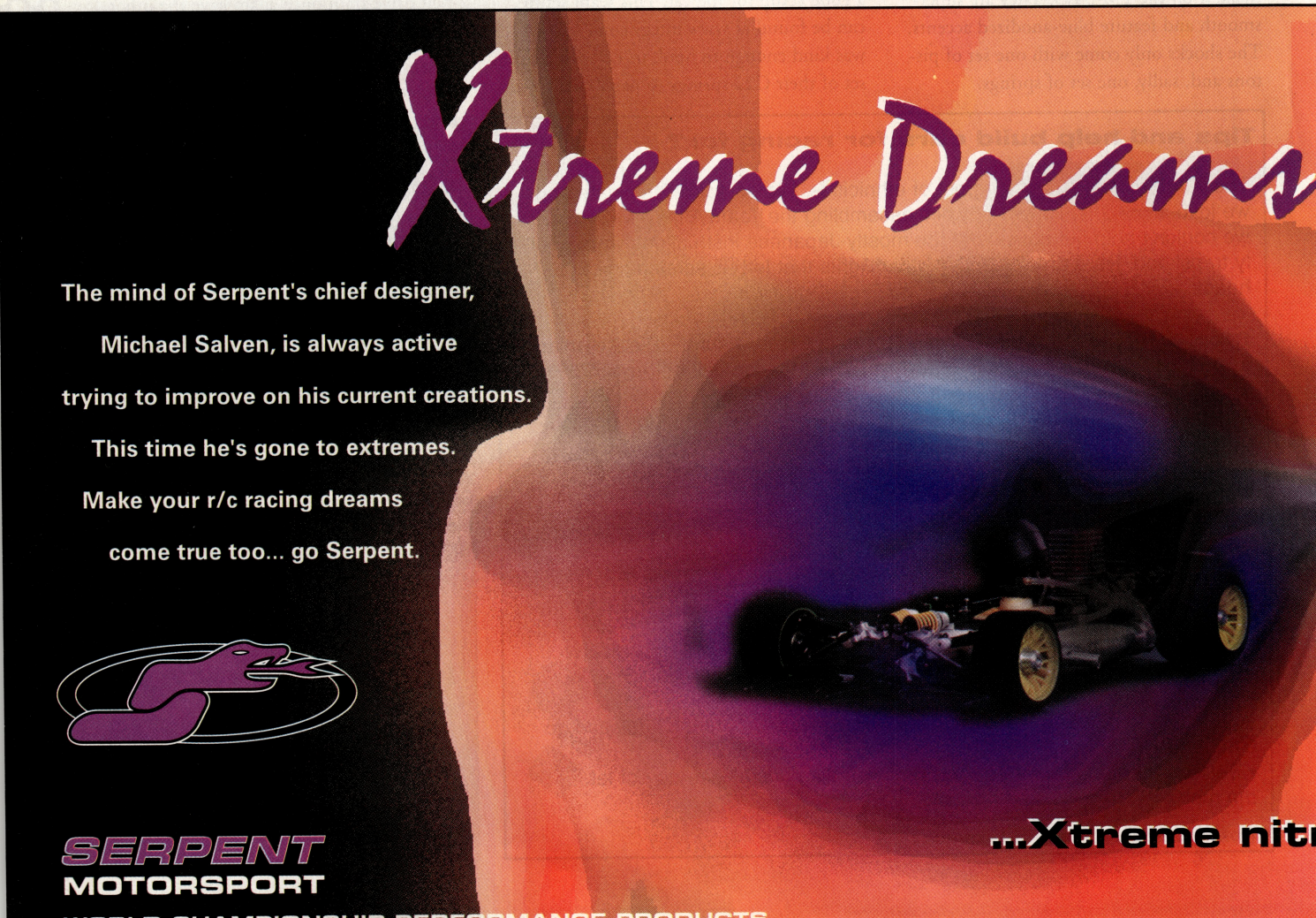
• **Step 4:** If you plan on adding any kick-up to the rear suspension, now would be a good time to do so. There are no spacers included in the kit, but any internal shock spacer will suffice. Just remember that each suspension mount already has 1mm of kick-up built in.

• **Step 11:** Sadly you will have to sacrifice one of the ears from your steering servo to clear the front belt. This can easily be done with a cut-off wheel and a Dremel tool. Just remember; measure twice, cut once.

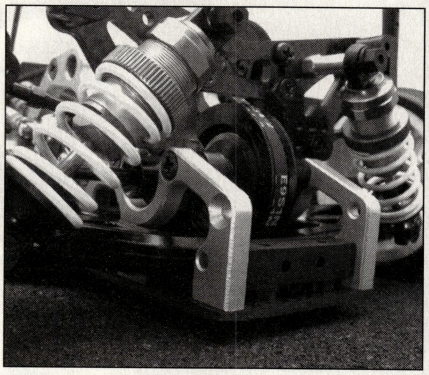
• **Step 13:** To ensure your chassis remains un-tweaked, use calipers when you're assembling the shocks. Take the time to make certain both left and right shocks are exactly the same overall length.

• **Step 14:** Much like the Xpress car, you'll need a large diameter spur gear. I fitted a 120-tooth 64-pitch Kimbrough cog to our car.

• **Step 17:** If you insist on mounting the kit wheels and tires, do yourself a favor and ditch the supplied inserts. I used a set of Yokomo firm molded inserts. Contrary to early reports, there is no front bumper in the kit. Integy will be happy to sell you one designed for the car (part no. YM8-182).

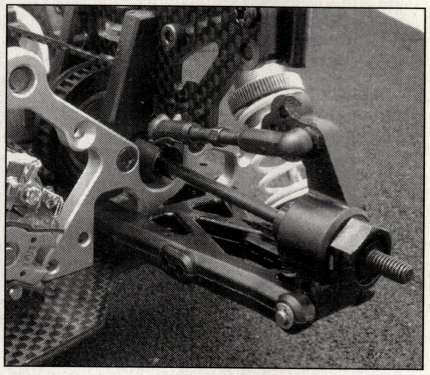


The threaded shock bodies are a very nice touch. Making quick and simple ride height adjustments takes next to no time.



High-Speed Handling • Once the stiffer springs and better rubber were in place, the car seemed very easy to drive fast. I simply gave it steering and throttle input, and it reacted predictably. The rear end of the car never stepped out of line. The belted tires gave the YM-34v3 "right now" steering, but with a safe margin for driver error. The car would quickly turn in, hold its line and track out smoothly.

The YM-34v3 uses standard hex drives. Just about any off-set sedan wheel will work on this car.



Low-Speed Handling • If there was one area where the YM-34v3 wasn't dialed, it was in the slower to mid-speed corners. The rear of the car wanted to slide out off throttle. If I let off the throttle with even a little bit of choppiness, the car would start to hook. I stiffened the front springs one setting, hoping to change the weight transfer to the rear tires. This really helped, and the car was close to perfect. Just before the main, I took some advice (thanks Joe) and lengthened the rear camber link. I can honestly say the car felt good everywhere on the track after these changes.

Overall Stability • Racing the YM-34v3 was a lot of fun. If the car was ever off-line or catching air off a dot, it was usually my own fault. I really had to try hard to upset the chassis and make the car exhibit any weird handling. I did run the car on kit tires and with the kit springs/suspension setup before race day. While the suspension was really soft and the kit tires were greasy, the car was still very capable. On how many touring cars can you put the wrong tires and still make it around the track in good fashion? Overall the car works best with the C22 yellow springs in the rear with the orange springs up front.

Damage, Inc. • The YM-34v3 escaped two nights of racing with almost no major damage. The only major gripe I have was some scuffing that occurred on the bottom of the front suspension arms. The inside of the wheels hit the arms when the steering



The Specifics

Part #. YM-34v3
MSRP: $249
ESP: $249
Manufactured in Japan.

Vehicle Type
4WD electric powered touring car

Chassis Type
Type: Double-Deck
Material: Woven Graphite.

Wheels and Tires
Standard slick tires and white mesh wheels.

Drive Train
Type: Dual-Belt
Drive Shafts: Universals
Diff: Two adjustable ball differentials
Slipper: None
Bearings: Full set

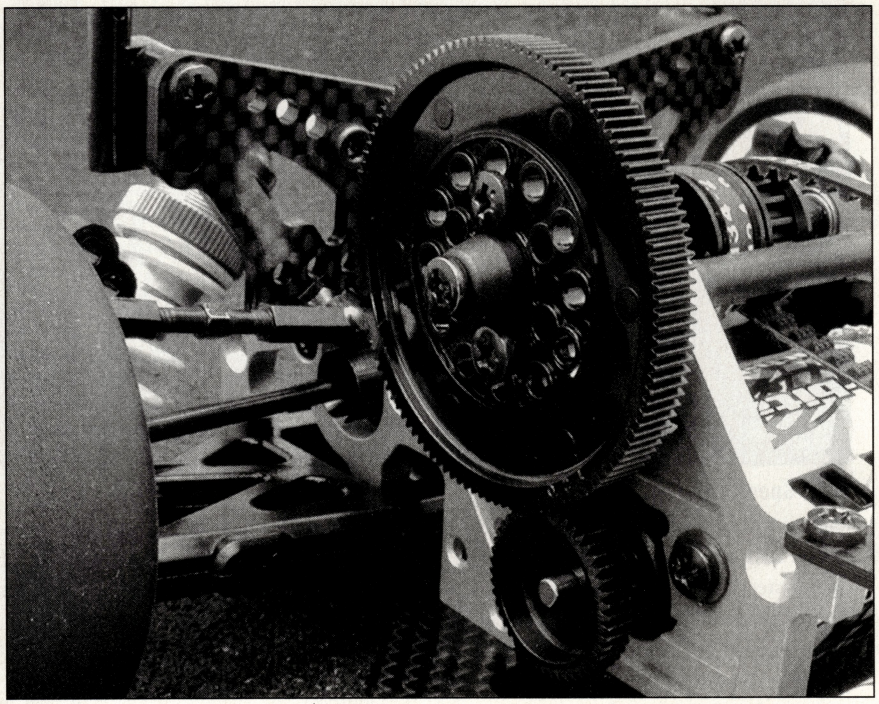
Suspension
Type: Independent lower arms with adjustable upper links.
Damping: Aluminum, threaded bodied, coil-over, oil-filled shocks with plastic pistons, steel shafts, and O-ring seals.

Other Items You'll Need
190mm body, 6-cell battery pack, ESC, motor, pinion, spur, paint, 2-channel radio, one servo.

Test Gear
PROTOform Xsera body, Trinity Sanyo 3000 batteries, GM V12, Trinity P2K motor, Orion Orbital 12T, Kimbrough Spur, RRP pinion, Hitec Lynx 3D radio, Hitec steering Servo

Main Competition
Associated TC3, Losi Street Weapon, Yokomo MR-4TC, HPI RS4 2 Pro, Tamiya TA-04, Kyosho TF-4 Type-R.

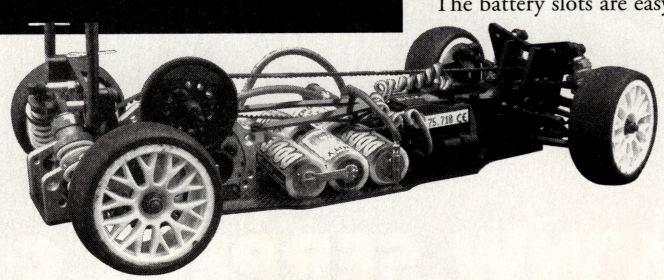
Dimensions
Weight: 3lbs., 4 oz.
Wheelbase: 259mm (10 1/8")
Width: 188mm (7 3/8")
Build Time: 5 to 6 hours



A Kimbrough 120-tooth spur gear fit the car perfectly.

was at full lock. There was also some visible carnage on the underside of the graphite chassis. Hobbytown doesn't use wood boards, but rather short metal dots to mark turns. If you hit one of these things at speed, you will find out how well your car takes to the air. I did manage to hit a couple of dots, and they put a few scrapes in the chassis.The long Phillips-head screws that fasten the shocks to the suspension arms were a little unnerving. I replaced them with Allen-head fasteners after I rounded off the heads

Trackside Tuning • Everything on the YM-34v3 is easy to get to. The rear diff can actually be pulled by removing only four fasteners. Changing pinions is a snap, thanks to a large hole in the lower deck. Ride height can be raised or lowered quickly using the trick threaded adjusters on the shocks. Changing the motor is another story. Because of the motor's orientation in the chassis, you have to solder or unsolder it before you attach it to the motor plate. The battery slots are easy enough to get to, but strapping tape sucks! A car of this caliber should have a more professional system of fastening the cells to the chassis. Finally, turnbuckles are only useful if the kit contains a wrench to turn them.



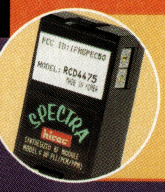
Maintenance • If you've owned a touring car before, you know the drill: Keep the car clean, make sure the drive train isn't binding, and keep an eye on the tweak. Items that will wear over time are common to the genre: Differential parts, tires, Lexan bodies, etc. The long, thin front belt that allows the car to roll so smoothly is something else to keep an eye on. Make sure you use thread-lock on any fasteners that screw into metal.

Conclusion

The Team Atlas YM-34v3 is a no holds barred racer. Everything on the car serves a purpose, and works efficiently. Thanks to Integy, parts and technical support (read: email responce was fast) are only a keystroke away. But, unfortunatly finding parts at the track might be a very difficult task.The car simply goes, turns, and stops as well as any other sedan on the market. The car has no obvious shortcomings and is race-ready out of the box. The kit is truly designed for the racer, and will probably require some tuning knowledge to extract all of its potential. The car already has a cult following. It shouldn't be long before the secret is out.

The touring car class is by far the most crowded in the R/C industry.

LYNX 3D



The Optional Spectra 75 MHz Frequency Synthesizer Module is just like having thirty perfectly tuned modules for the Lynx 3D.

- Removable Module
- Large LCD Screen
- 3-Channel FM Transmitter
- Advanced Programming
  - Ten Model Memory
  - Dual Rate Steering
  - Anti-Lock Braking
  - Exponential Rates
  - ATL Braking
  - End Point Adjustment (EPA)
- Idle-Up
  great for nitro and gas cars
- Auto Dual Rate Steering
  adjust high and low speed steering rates separately
- Digital Trims
- DSC
  (Direct Servo Control)
- Right or Left Handed Grip
- Rechargeable Nicads
  (not offered with sport version)

2 YEAR WARRANTY



Once you try the **DCX Dual Conversion, 3 Channel FM Receiver** you'll never use anything else! Absolutely the best surface receiver on the market, the DCX filters the transmitter signal TWICE for glitch free reception and extended range. And you don't have to own a Lynx 3D - it's available in a version that will work with any FM transmitter.

#24227* 27MHz Universal,
#24275* 75MHz Hitec/Fut,
#24375* 75MHz Air'T/JR/KD

*HITEC dual conversion crystal required.

TRIPLE PLAY

The powerful and affordable Lynx 3D is available in 3 different configurations to satisfy your budget and racing requirements.

Sport System
75MHz part#123754

- Lynx 3D with "dry" battery box
- HFS-03MC 3-Channel Single Conversion FM Receiver

Standard System
27MHz part#123271 – 75MHz part#123751

- Lynx 3D with Nicads and Charger
- DCX 3-Channel Dual Conversion Receiver

Pro System
75MHz part#123753

- Lynx 3D with Nicads and Charger
- DCX 3-Channel Dual Conversion Receiver with 4 Crystals
- Spectra 75 MHz Frequency Synthesizer Module *(never buy another transmitter crystal again!!)*

hitec Racing

HitecRCD, Inc.
Phone (858) 748-6948
12115 Paine St.
Poway, CA 92064

www.hitecrcd.com



YOKOMO GT4

by Richard Dee

YOKOMO GT-4 YOKOMO GT-4 YOKOMO GT-4 YOKOMO

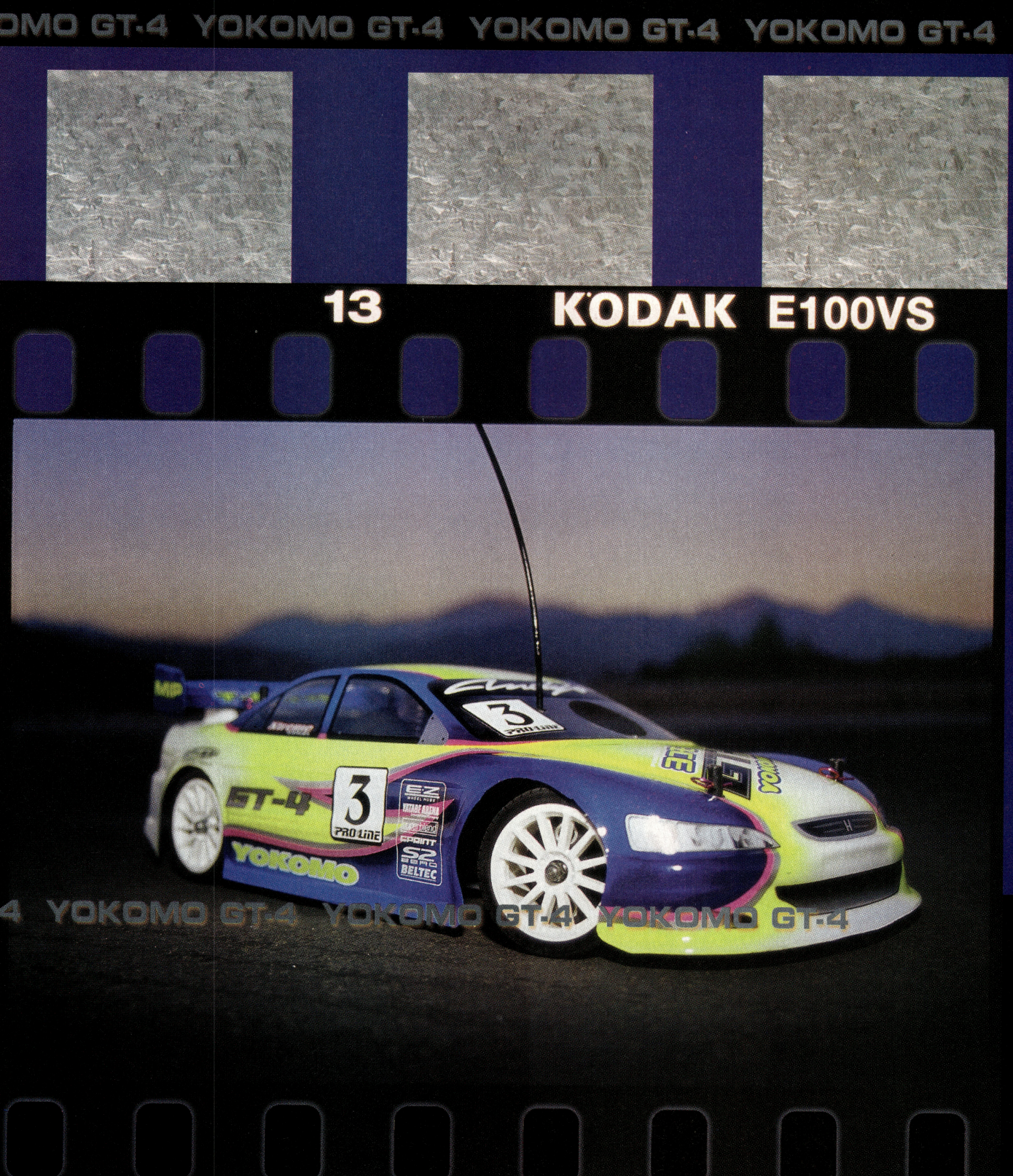
While others just show you pictures, we bring you test results.

Hits:
- High performing design.
- Reduced slop from pivot-ball suspension.
- 2-speed transmission.
- Rigid chassis.
- Competitively priced.

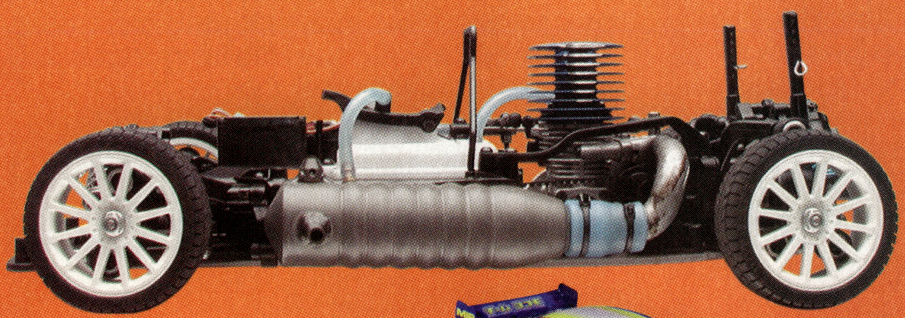
Misses:
- Doesn't accept popular manifolds.
- Needs stickier tires.
- Maintenance isn't that easy.

Instructions: 3	Tunability/Maintenance: 3
Parts Quality/Fit: 4	Overall Performance: 4
Durability: 4	Value: 4

In the world of competitive electric touring cars the name Yokomo is synonymous with terms like winner, competitive, quality, superb handling, and value. But when it comes to nitro racing, the name Yokomo is synonymous with nothing. Although we've seen a variety of prototypes over the years, Yokomo has yet to produce a competitive nitro touring car offering as we'd expect. That has changed. We've been teased for about six months now with magazine ads proclaiming "March 2000." It's a few months late, but it's here. I'm referring to Yokomo's new GT-4 nitro tourer. The GT-4 sports a number of 1/8-scale'esque design characteristics found on the latest crop of competitive nitro touring cars. How does it stack up to the rigors of racing? Was it worth the wait? Let's find out.



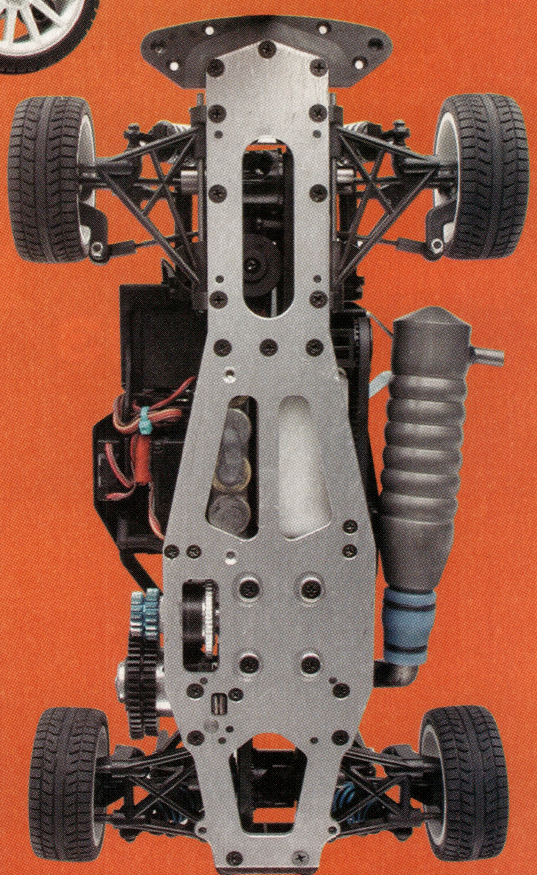
Ya, we use Kodak film. You got a problem?





Wheels, Tires, and Body

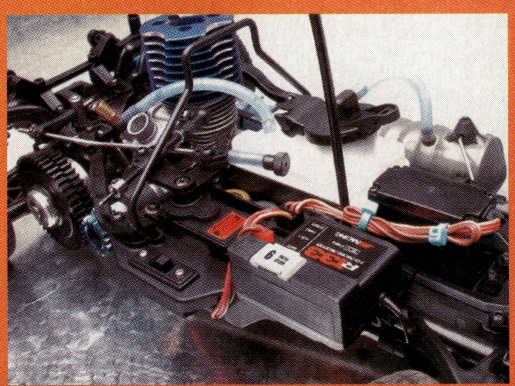
The GT-4 is fitted with Hot Laps radial tires wrapped around twelve spoke wheels that proved to be pretty rigid. Like some pro kits, the GT-4 doesn't come with a body.



Chassis

The suspension and drive train of the GT-4 is bolted on a 3mm thick aluminum countersunk chassis. The unique front and rear bulkheads that hold together the gears and arms are positioned lengthwise which adds rigidity. The bulkheads are unique due to their length; each measures over 3" long. The rear bulkhead has a clean look thanks to the fact that integrates the 2-speed transmission/brake/pulley assembly together. All the electronics and the fuel tank are mounted onto the molded top deck, which also helps to keep the entire car sturdy. Two molded chassis supports are placed from the back of the top deck to the rear assembly to act as a brace against twisting action.

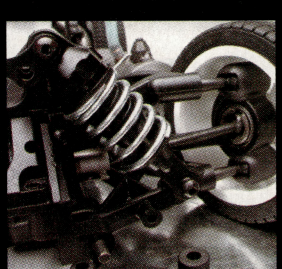
The weight distribution is well thought out. The engine, fuel tank, and batteries are located towards the center of the car. By locating most of the weight in the middle, weight transfer is not a large issue. The more balanced the car is the more even it will turn left to right and right to left.

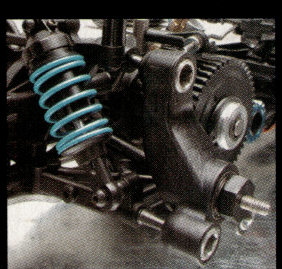


YOKOMO GT-4 YOKOMO GT-4 YOKOMO GT-4 YOK

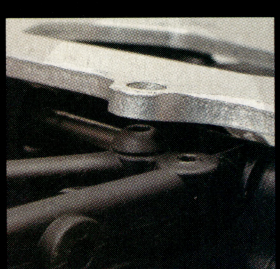
Suspension

The GT-4 uses suspension geometry similar to that found on popular 1/8-scale cars. Not until recently did 1/10-scale designers find that 1/8-scale suspension concepts would work well in the smaller scale. The front suspension consists of swept-forward upper arms that mount to large pillow ball ends. Steering spindles are captured by these pillow balls. Camber can be easily adjusted by screwing the upper ball inward or outward. Caster can also be adjusted by relocating plastic shims that rest on the upper hinge pin. The rear end is similar to the front. Adjusting the upper arm can change the camber and tweaking the lower ball mounts inward or outward can change toe. In addition, the pivot ball suspension reduced the slop, if not eliminated it. To absorb the bumps and turns, oil-filled, molded shock bodies are used. The shock caps have bleeding holes that make rebuilds consistent and easy. I wasn't too hip to the molded shock bodies. With all the high performance features that this car has, I would expect maybe aluminum shocks with threaded bodies. (But that's me.)

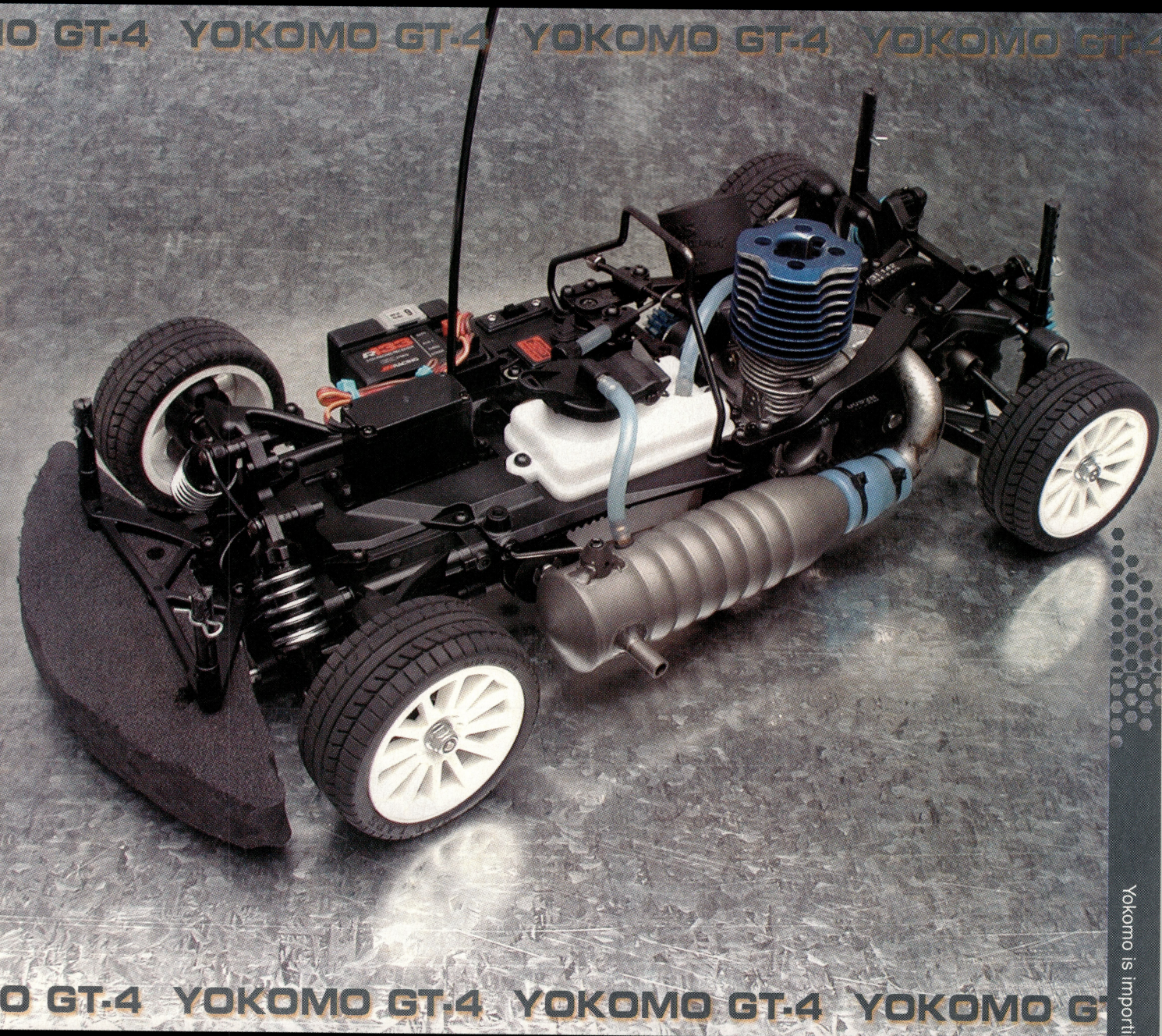




To control suspension arm droop or overhang, and even ride height, small setscrews are mounted onto the arms that can go up against the chassis. This form of limiting makes adjustments easier and more precise and is found on newer nitro cars.

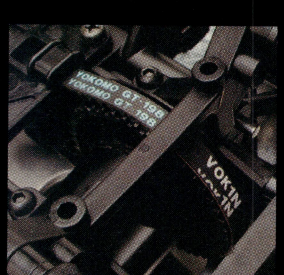


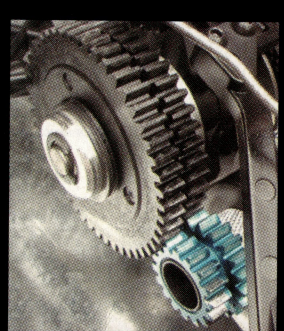
The GT-4 is like a junior 1/8-scale racer.



Drive Train

The GT-4 uses the same three-belt configuration that seems to be the most popular layout choice among nitro car designers. From one center shaft, power is transferred via a short belt to the rear differential. On the same center shaft is another pulley that uses a long belt to move power to another pulley and shaft located about a third of the way back from the front of the car. That shaft uses a second pulley that eventually transfers power to the front diff via another short belt. The front and rear differentials are planetary gears diffs. Balls diffs may be the choice of champions, but I think that gear diffs are more practical and reliable in the sense that they require less upkeep because they are sealed against the elements.

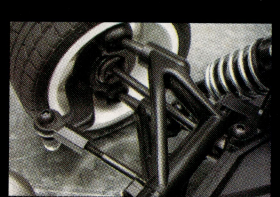




Another popular choice in the nitro touring class the 2-speed transmission. The GT-4 includes a close-ratio, 2-speed transmission that is held on by a 2-speed clutch bell. The 2-speed tunes easily thanks to a simple setscrew adjustment.

Steering

The steering servo is mounted upside down on the top deck (i.e., the servo horn faces downward). A large servo saver is used to connect two adjustable rods. These rods connect to the steering carriers. This steering assembly is simple because it doesn't use bell cranks, which can sometimes exaggerate bump-steer.



Yokomo is importing the model #GT-4W into the U.S.

Test Gear

I used a JR XR3 radio with receiver, 2 Z250 servos, Rex CR12 engine, .12 size Paris tuned pipe and Yokomo manifold, Dynamite Starter, Blue Thunder fuel, and an Andy's Accord body. (Special thanks to Andy for the Killer pigment.)

Testing

Acceleration • The Nova Rossi is just a tremendous power plant. When starting from a stop, acceleration was quick and straight. I had adjusted the 2-speed transmission to shift into second gear just before top speed was reached in first gear, which was about 30 feet. The transition from first to second gears was considerably smooth even under hard acceleration. I suggest adjusting the 2-speed once the engine has reached the racing temperature. Shift points change considerably depending on engine temperature because of the different RPMs engines produce at those different temps.

Top Speed • The long back straight of Crystal Park race track in Compton, CA was the perfect setting to test the GT-4's top speed. The car had topped out second gear soon after reaching the halfway point on the straightaway. The chassis seemed fast enough in first gear, but it's nice to know that second gear was available when I needed it. For tracks that are smaller than Crystal Park, like my other test track at Massies Hobbies in Alhambra, CA, top speed should be attained quickly by adjusting the shift points. The Mugen Rex Nova

The Specifics

ITEM INFO
Part #: GT-4W
MSRP: $499
Estimated Street Price: $275-$300
Manufactured in Japan

VEHICLE TYPE
Nitro-powered 1/10-scale touring car.
Rear-mounted .12 4WD.

CHASSIS TYPE
Type: Double Deck
Material: 3mm Duraluminum chassis

TRANSMISSION TYPE:
Type: Dual planetary gear differentials with three transfer belts.
Drive Shafts: Dog bone
Diff: Bevel Gear.
Bearings: Included

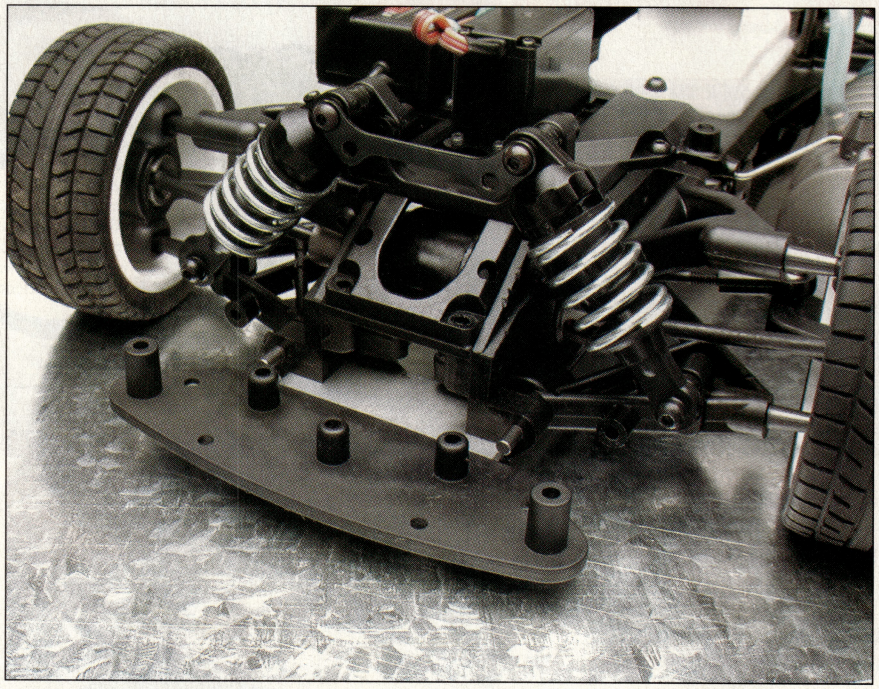
SUSPENSION
Type: Independent, molded upper and lower arms, adjustable ball upper and lower control links.
Damping: Coil-over oil-filled shocks, molded shock bodies, molded shock caps with bleed holes.

WHEELS AND TIRES
One-piece 12-spoke wheels with radial tires.

ITEMS YOU NEED
2-channel radio with 2 servos
.12 or .15 size engine, .12 size tuned pipe and compatible manifold, 200mm body, Starter box, Glow starter, fuel, receiver battery, CA, Paint

MAIN COMPETITION
HPI Nitro RS4 Racer 2, Kyosho GP Ten FW-04, Mugen MTX, Ofna OB-4 Nitro, Serpent Impulse, Traxxas Nitro 4-Tec Pro





The front of the car takes on a whole different look once the protective front foam bumper is removed. Do yourself a favor, keep the bumper on.

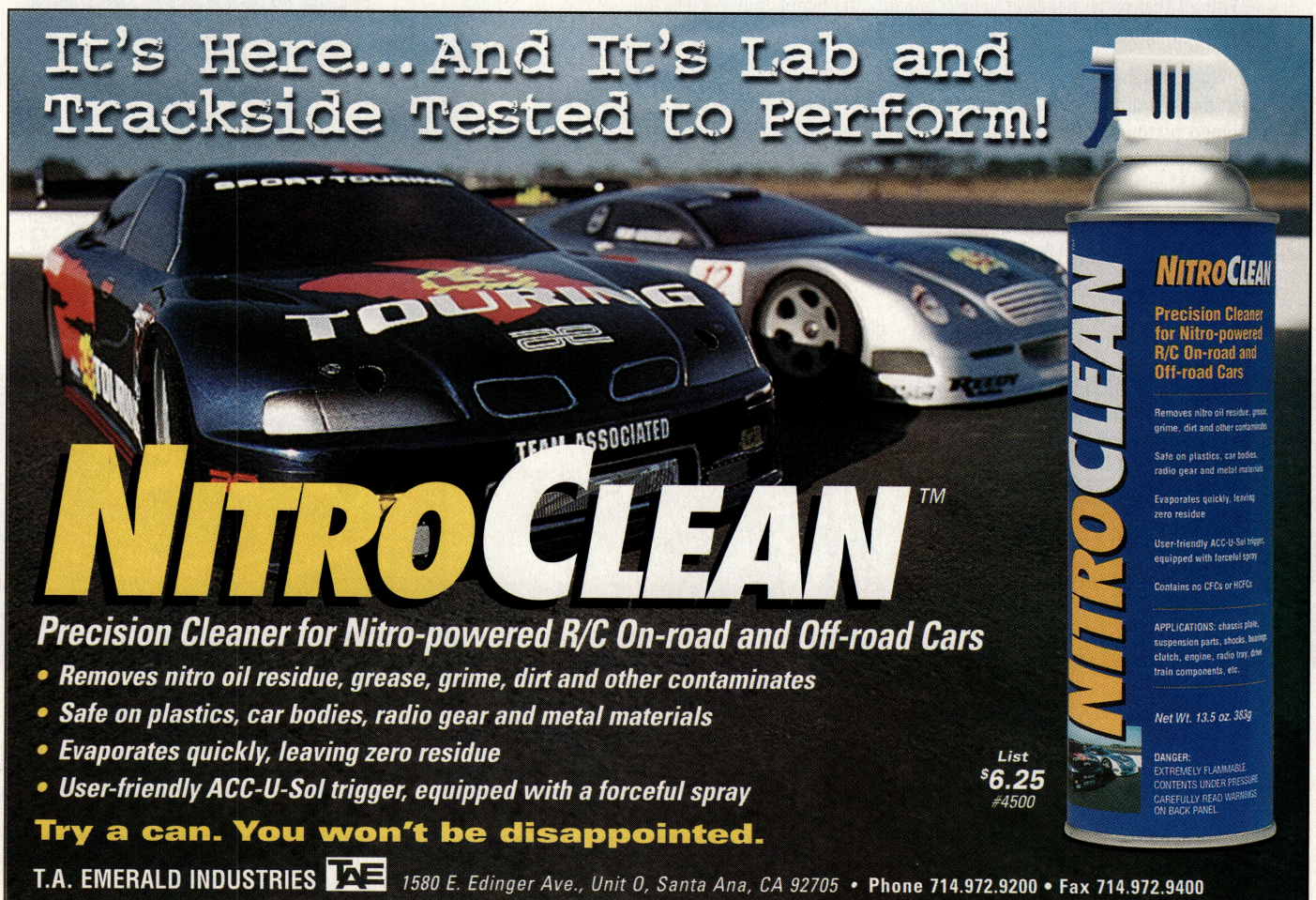
Rossi and 2-speed transmission offered plenty of top speed to say the least.

Rough Track Handling • The stock setup did a pretty good job of handling the uneven sections of the track. However, there were bumps that upset the rear of the car causing it to hop, but all I had to do was hit the gas and the GT-4 straightened itself out. Obviously the car prefers smooth surfaces. Duh? But compensating for the bumps like raising ride height or adjusting shock dampening would compromise the handling of any on-road car. Besides, the car was hooked up everywhere else!

High-Speed Handling • The stock springs and 30wt oil were responsive to high-speed steering inputs. Just to see the difference, I changed the front oil to Trinity's 40wt Pure Silicon Shock Oil to provide heavier dampening. The heavier oil gave more resistance to spring compression, which in turn put a little more force down on the front tires. This was a good adjustment because it sharpened the steering response and reduced the high-speed push.

Braking • The large steel brake disk provided consistent braking through multiple tanks of fuel. The tires didn't lock when I initially applied the brakes but the car came to a stop quickly and in a straight line. I

continued on page 82



VICTORIES 'R' ASSURED!

O.S. .12 CV-Rs. The New Standard in .12-size Racing Engine performance.

Also available in a short-shaft version ***(OSMG2047)*** *for use in Associated and Kyosho racing trucks — with no modifications!*

You drive for fun. You *race* to win. So when competition calls, you want a partner on your side with a knack for knowing how to bring home the gold — a partner like the ultimate .12-size racing powerhouse, the O.S. .12 CV-R.

With three intake ports instead of two — all enlarged for even greater volume — the .12 CV-R can draw significantly more air and fuel. More air and fuel equals more horsepower... and the port arrangement improves scavenging as well, for excellent fuel economy.

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

With all that performance at your command, the temptation to push the envelope might be irresistible.

So to withstand over-revving, the .12 CV-R has a strengthened con rod of machined aluminum, with enlarged ends and bronze bushings... a hard-chromed piston sleeve with slightly reduced outer diameter, for extra thermal efficiency... and a cylinder head with generous cooling fin area — anodized blue, to add class to any chassis.

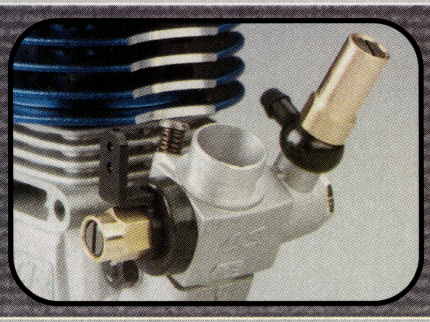
Choose your .12 CV-R with rotary or slide valve carburetor, to match your car's layout and your driving habits. Then experience the edge of O.S. engine technology at your next race.

The new sign for "Victory" is "R."

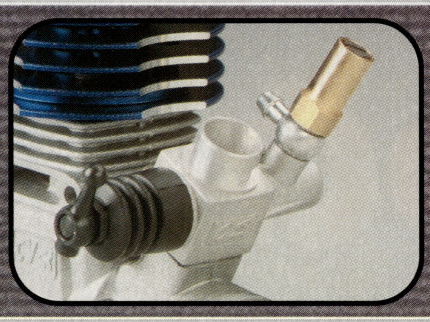


.12 CV-R w/10E-R Rotary Carb
OSMG2045

.12 CV-R w/10A Slide Valve Carb
OSMG2046



The 10E-R rotary carb delivers super hole-shot performance, especially for off-road vehicles.



The full linear action of the 10A slide valve carb offers more consistent throttle response throughout the acceleration range.

O.S.® ENGINES
www.osengines.com

For a free brochure and the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2334Z.

Displacement: 0.129 cu in (2.1cc) • **Bore:** 0.551 in (14mm) • **Stroke:** 0.539 in (13.7mm) • **Practical rpm:** 4000-36,000 • **Output:** 1.0 ps @ 31,000 rpm • **Weight:** 7.05 oz (3200g)
Includes: Heavy duty No.102 air cleaner, #8 glow plug

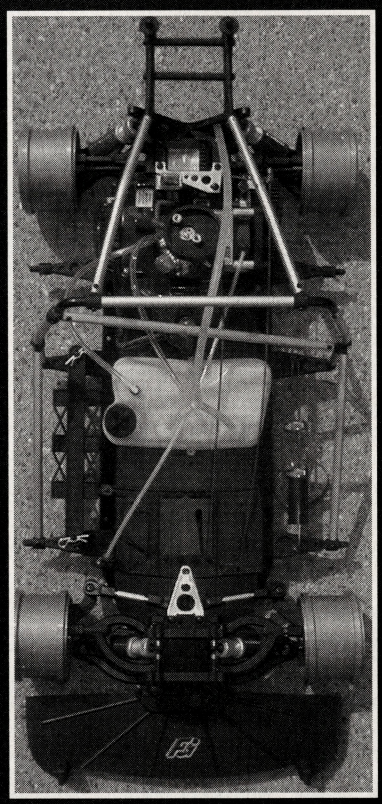
Distributed Exclusively Through GREAT PLANES MODEL DISTRIBUTORS COMPANY, P.O. Box 9021, Champaign, IL 61826-9012

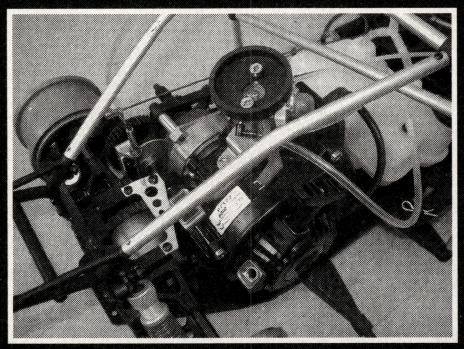
© Copyright 2000—3087759/760

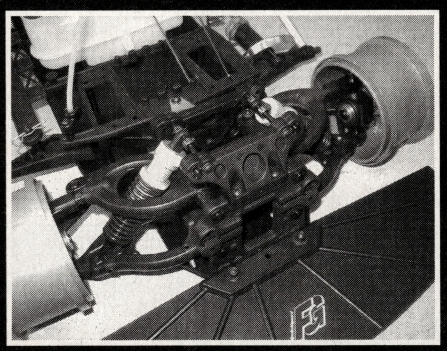
GO TOURING IN A BIG WAY!



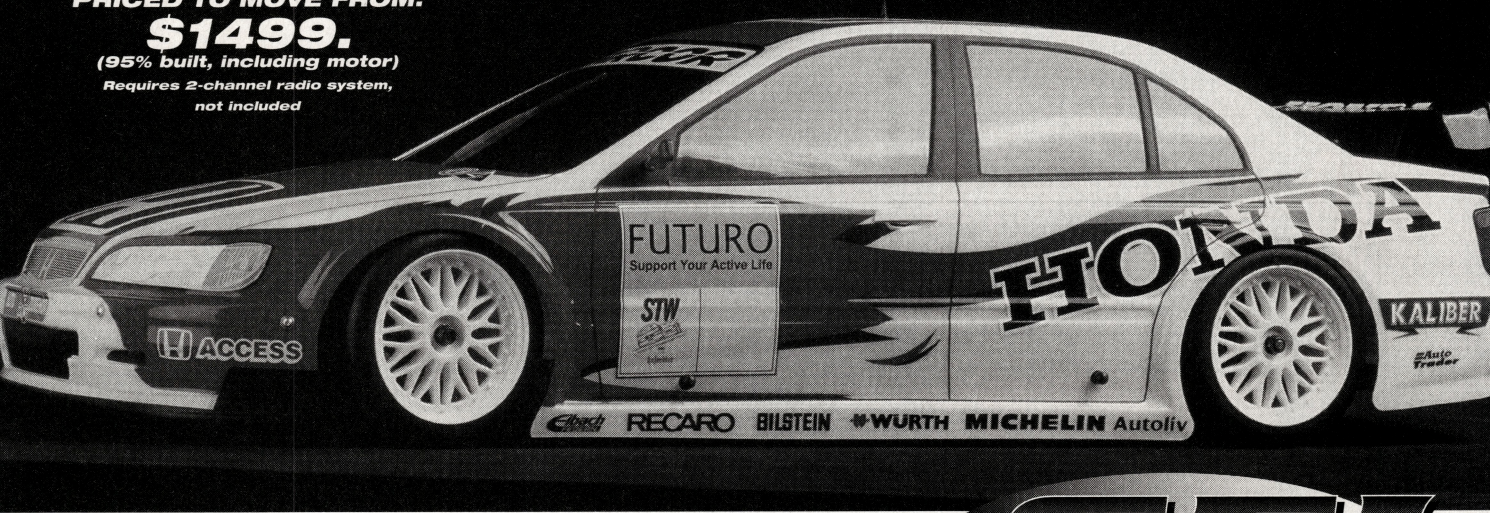
SEI Racing brings you the biggest thing going in Touring Cars! The FG SportsLine Touring Sedan is a 34-36" long, 23CC gasoline-powered touring car featuring a completely-built 4mm thick alloy chassis with double-wishbone front and rear suspension, onroad shocks, full ball bearings, and BBS or Speedline style wheels. Many tuning parts available including a wide variety of bodies, tires, tuned pipes and more! Call SEI today to order your full-color, 132-page FG Modelsport 2000 catalog, only $15.95!







PRICED TO MOVE FROM:
$1499.
(95% built, including motor)
Requires 2-channel radio system, not included



YOUR LARGE-SCALE SPECIALISTS!

145 North Sierra Madre Blvd.
Suite 10
Pasadena, CA 91107
(626) 577-8004
FAX: (626) 577-8084

SEI RACING
www.sei-racing.com

ASSOCIATED FACTORY TEAM T3

by Mike Velez



This truck is to race, not to crush.

For years Team Associated has been building competitive race cars. In recent years, the out-of-the-box Associated kit has been competitive, but not quite top-of-the-line. Recently, Team Associated took a page out of a competitor's book by introducing their most popular cars in a complete raced-out treatment. Just as Mercedes has AMG and BMW has the "M" designation, Associated has Factory Team. The T3 is the third Associated rig to make a trip to the Factory Team performance shop. Do all the mods make a difference or are they just dressing? Find out as we put this truck to the test.



Hits:

- Lots of graphite & titanium.
- Great value.
- Handles great.
- Lots of steering.

Misses:

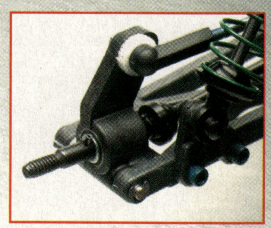
- Would have liked to have seen lightened top shaft or outdrives.
- Graphite pieces are a little less forgiving and more brittle than stock pieces.

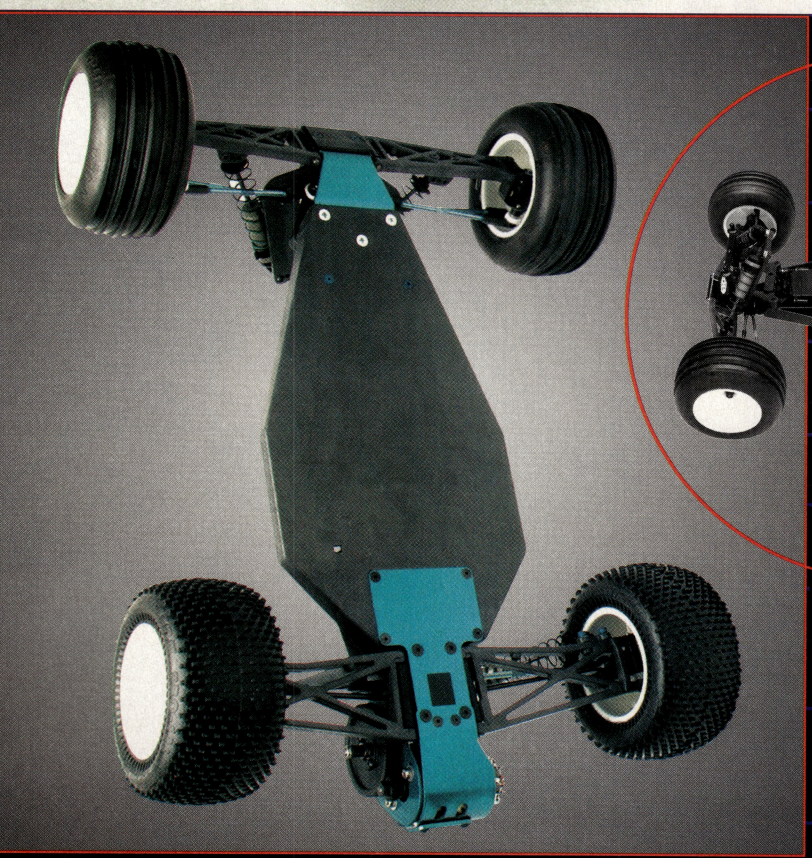
Instructions	4
Parts Quality/Fit	4
Durability	4
Tunability	4
Overall Performance	4
Value	4

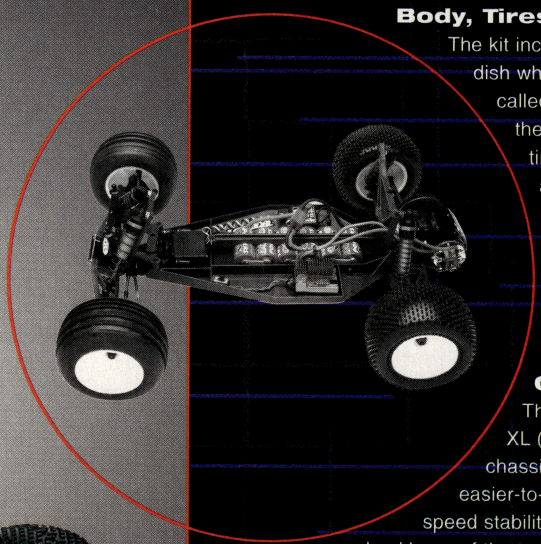
Drive Train

What would an Associated truck be without a Stealth Transmission? Not an Associated truck, I guess. The FTT3 comes with the tried-and-true Stealth transmission bolted to a blue-anodized, aluminum motor plate. I would have liked to have seen the FTT3 come with a lightweight aluminum top shaft or lightened outdrives. I guess I'll just have to put those items on the top of my wish list.

After power leaves the transmission, standard steel MIP CVDs move that power to the rear wheels. The smooth running CVDs are supported by 3/16" x 3/8" bearings in the rear hub carriers.







Body, Tires, and Wheels

The kit includes standard, white, dish wheels. Team Associated called on Pro-Line to outfit the FTT3 with body and tires. Edge M2 front tires and rear Bow-Tie M2 tires put the power to the ground. The whole thing is topped off with a Pro-Line Chevy CK truck body.

Chassis

The FTT3 comes with an XL (Extra Long) graphite chassis that gives the truck an easier-to-drive feel and high-speed stability. The chassis is the backbone of the truck, and blue anodized aluminum plates connect the front and rear suspensions to the main chassis. The center channel of the chassis holds a standard 6-cell battery pack. If your driving sucks and you want to blame it on not enough or too much steering (see my testing), move the battery pack forward or back to affect steering. The sides of the chassis are bent upwards to keep the chassis from hanging up on the ground when lots of chassis roll comes into play.

I'm sure lots of you would like to go extra long just buy picking up a new chassis.

Threatening the establishment

COOL RUNNING TOP CAN/ENDBELL DESIGN

DYNO TUNED AND TESTED WITH PRINTOUT

DUAL ROTOR, POWER MACHINED ARMATURE



RACE READY BRUSHES AND SPRINGS

SURFACE MOUNT CAPACITORS (INSTALLED)

PEK8200 SPITFIRE-BLUEPRINTED $40.00
ALSO AVAILABLE:
PEK8205 SPITFIRE-STANDARD $40.00

MEETS ROAR/NORRCA SPECIFICATIONS

SPITFIRE

Peak

THE REVOLUTION HAS BEGUN! THE WELL-ARMED SPITFIRE REBUILDABLE STOCK IS PREPARED TO OVERWHELM THE OPPOSING FORCES!

www.peakmotors.com

22601 LA PALMA AVE., SUITE 104, YORBA LINDA, CA 92887 PH: 714-692-8533 FAX: 714-692-8534

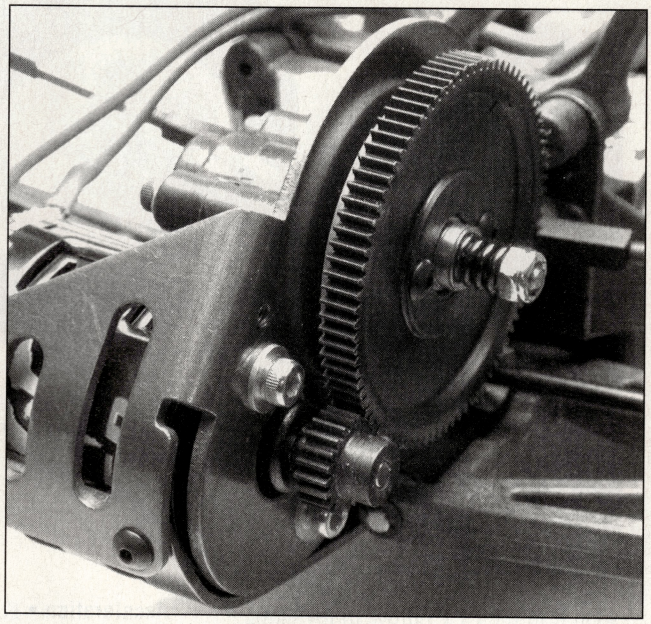
Other Features

Suspension • Just like a full-sized Formula One, the FTGT sports graphite composite all over the suspension. Associated is now equipping all T3s with a molded front shock tower instead of a milled fiberglass or graphite piece. As you'd expect, all the arms and shock towers are molded from graphite. Other distinct features are also littered around the suspension systems. Each Teflon™-coated shock body is paired with an Unobtainium shock shaft. Unobtainium is smoother and longer wearing than original steel shafts. The old screw-tightened spring clamps have been eighty-sixed in favor of RPM-style spring retainer clips. These clips come in a bunch of different thicknesses; that way, equal precision preload adjustment is easy to achieve. Nothing says "race me" like titanium. The FTT3 comes standard with blue-anodized, titanium turnbuckles. These turnbuckles allow for quick and easy camber adjustment.

As far as geometry goes, the FTT3 does not deviate from the standard T3. The entire suspension geometry is very adjustable. Camber, camber mounting, front caster, rear anti-squat, rear-toe, wheel base, shock location, and shock damping are all adjustable.

Steering • There's not much to be said about the FTT3's steering. It's very straight forward – two bell cranks, two steering turnbuckles, and a drag link. One of the bell cranks employs a spring-loaded servo saver to help keep your servo gears intact. The adjustment collar on the servo saver is blue anodized to spruce things up a bit.

Hardware • In non-critical areas of the truck, Associated outfitted the FTT3 with blue-anodized aluminum screws and nuts. The aluminum hardware reduces some weight of the kit and adds to the aesthetic appeal of the truck. The blue screws and blue nuts (they're your problem; we can't help you on that one) combine with the blue turnbuckles to give the truck a customized look. Bearings are found all over the truck, including in the steering system and differential.



The pinion-to-spur adjustment doesn't get any easier than on the T3.

Other Versions • When Team Associated launched the new Factory Team T3 a few months ago, they also revamped the entire T3 line. At the top of the line is the FTT3 being reviewed here. Down the line are three other models. Each model comes with a Stealth transmission, one-piece wheels, and Pro-Line tires. Here's a closer look at each kit.

Basic +: This T3 comes with gold shocks, rear dogbone axles, motor and bushings. MSRP: $230.

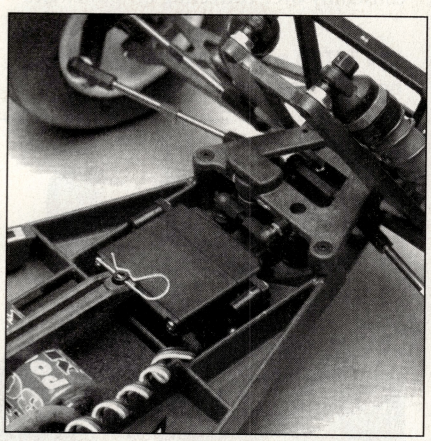
Sport: Same as the basic, but with a mechanical speed control. MSRP:$275.

Team: Hard-anodized, Teflon-coated shocks, MIP CVDs, and sealed ball bearings. MSRP: $309.

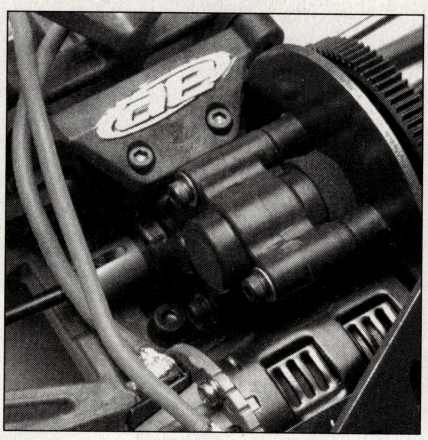
Testing

To do the FTT3 justice, it deserved real race conditions for testing, so I headed out to K&M Raceway in Grand Terrace, CA. K&M is a great track for testing, not to mention lots of fun. When the track is dry, the outdoor track is very typical of any outdoor track you'd find across the country, dusty and hard-packed with little traction. When the dirt is damp, it's loamy with a moderate amount of traction.

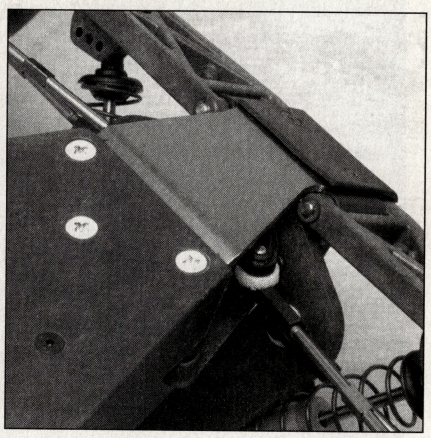
On my FTT3's maiden test session, my results were mixed. During practice, I wasn't completely satisfied with the amount of rear traction. I replaced the rear kit tires with a set of Silver Step-Pin tires. The new tires suited the track conditions perfectly. During testing I struggled to get in a decent qualifying round. But after making a few minor tweaks to the setup, I was very comfortable with the truck. As you'll



The FTT3 will accommodate just about any servo we attempted to install.

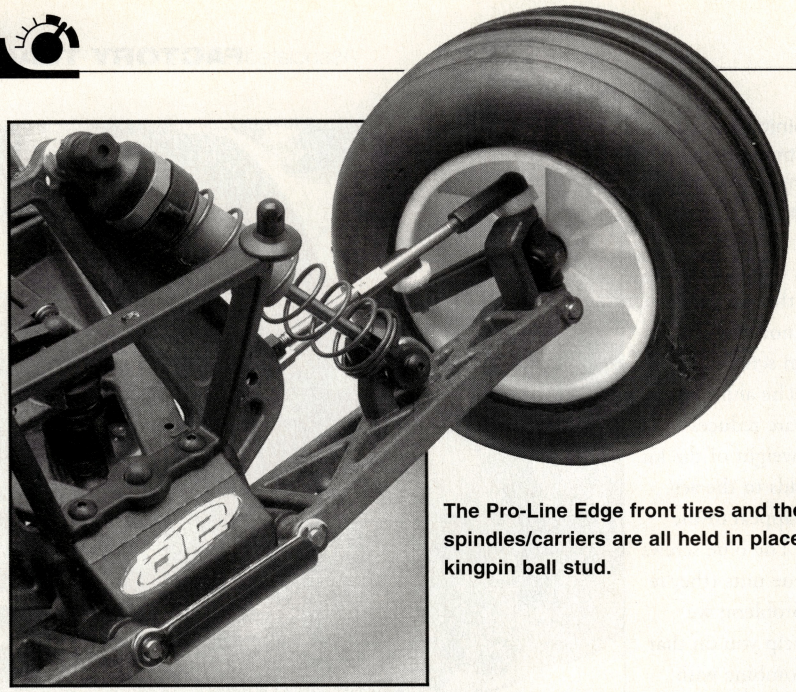


The bulkhead and transmission are secured by a molded graphite brace.



For strength, steel screws secure the front aluminum chassis plate to the main chassis.

Associated's working on a Factory Team pencil. It will feature a graphite core.



The Pro-Line Edge front tires and the front spindles/carriers are all held in place by a kingpin ball stud.

soon read the FTT3 drove to my liking in just about every performance aspect. I managed to work my way from dead last in the A-main to taking the win with fourteen seconds between me and second place. (The fact that the top two qualifiers broke helped a little.) After just my first outing with the Factory Team T3, I felt right at home and able to put it in the winner's circle.

Acceleration • For testing I used a Reedy Rage Type R rebuildable stock motor. I geared the Type-R with a 17-tooth pinion and the stock 87-tooth spur gear. Off the line, the truck accelerated quickly. Not once did another truck pull me on the start or coming out of the turns. The 2.4:1 internal transmission ratio has proven itself over the years and again during my testing. I did have problems at first keeping the truck under control under acceleration, but, as you'll read later, I dialed things in by the end of the night.

Building Tips

Team Associated puts together some of the best instructions around. Line art coupled with clear photography and lots of support text make the building experience easy. TA also throws in lots of setup and tuning information you don't find elsewhere. Despite all this sincere praise, the following tips should clear up any question marks during building.

• **Bag A, Step 1:** The thin plastic washers go on the kingpin and the thick plastic washers go under the ball ends being attached to the steering blocks.

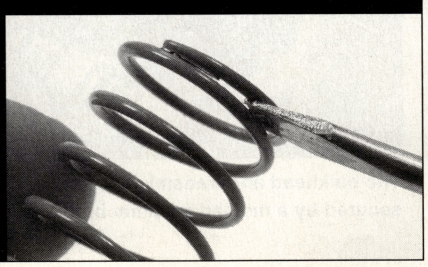
• **Bag B, Step 2:** Be sure to install the two small ball bearings in place of the black plastic flanged bushings. Also, put a small amount of black grease between the two arms that make up the servo saving bell crank.

• **Bag C:** The #6860 blue screws have a standard hex head instead of the button head shown in the illustration.

• **Bag C, Step 3:** When I installed the rear arms in the rear suspension mounts, movement wasn't very free. If this happens to you, remove the arms and slightly sand down the inside edges of the rear suspension arms that sandwich the rear suspension mounts. Just a few passes of 400 grit sand paper will do the trick.

• **Bag E, Step 1:** Under bullet #6, I found that three #7368 shims work better than just two shims. The extra shim allows for less slop and no binding.

• **Bag F, Step 5:** Be sure to break the powder coating that binds the last loops of each shock spring. You can use a small flat head screwdriver or an X-acto™ knife to just pry the coils apart.



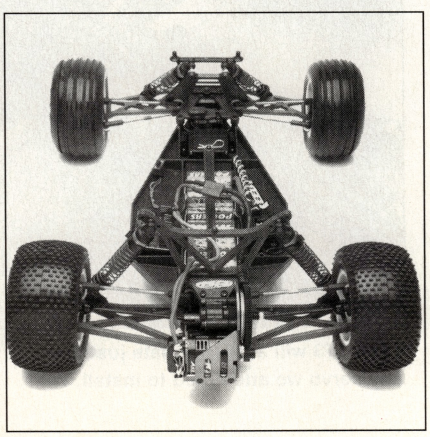
Top-End Speed • The track layout at K&M featured four long straightaways each with plenty of large jumps, double-jumps, and table tops. Due to the placement of the jumps, I was unable to really see the truck's top speed. Compared to the other trucks on the track that night, my FTT3 was just as fast as anyone.

Jumping • Over the jumps, the FTT3 was very controllable and predictable. Lap to lap, the truck's attitude didn't change much on each jump. On a large jump a few turns before the front straightaway, the approach to the jump comes after a hard left-hand turn. This meant that the truck had a tendency to land at an angle. When this occurred, I really had to battle the truck to stay in my lane and opposing traffic on the front straightaway. I would consider the FTT3 a good jumper, but it can be a bit difficult to recover at times when things get a little out of control.

Braking • The LRP V7.1 ESC worked perfectly and delivered plenty of braking power. Under braking, the truck tracked straight and controllably. Under race conditions, I only needed to brake a few times; but when I did, I had to brake hard going into a turn trying to get there before the guy behind me. The FTT3's brakes didn't let me down. I was able to brake hard without the worry of sliding out or losing control.

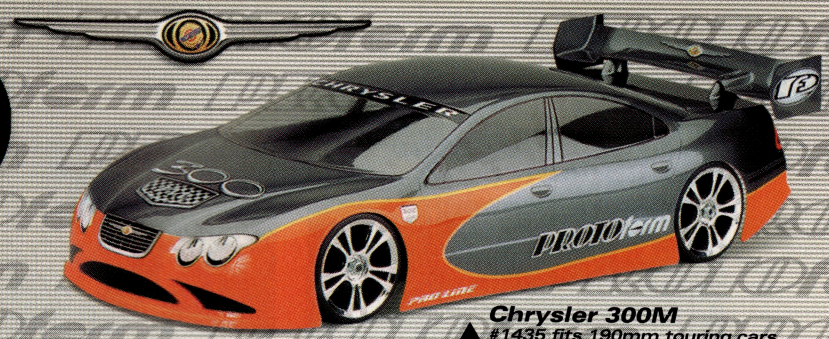
Low-Speed Turns • Through the few technical spots on the track, I had tons of steering – too much in fact. During the first two rounds of qualifying that was part of my problem. I was over-shooting and constantly over-correcting off power and

The FTT3's entire suspension system handles the driving chores.

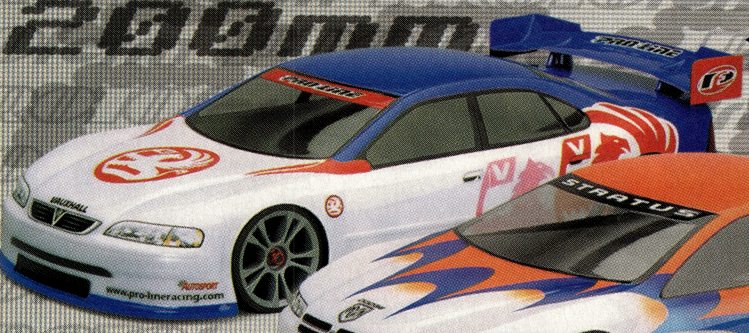


The pencil thing is a joke. Get it?

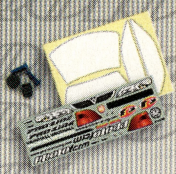
190mm



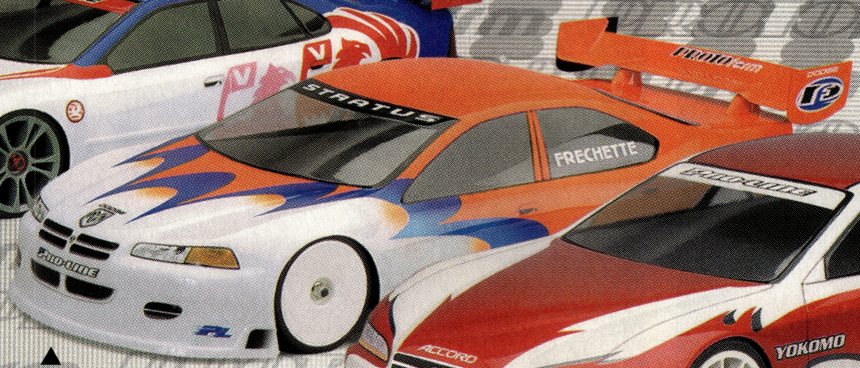
Chrysler 300M
▲ #1435 fits 190mm touring cars



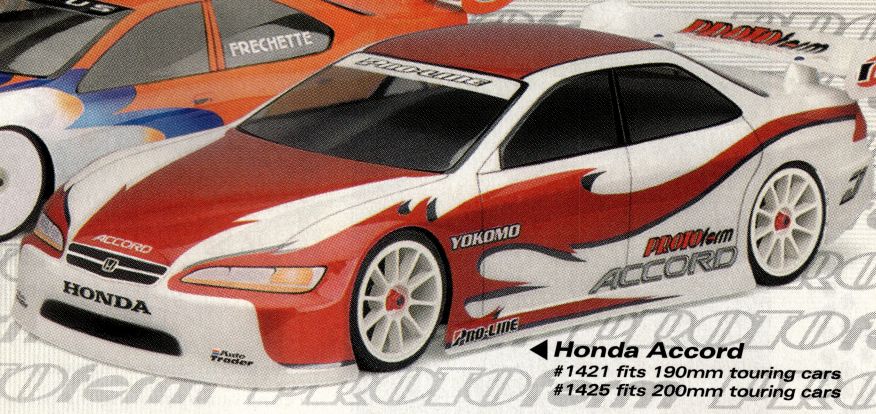
Vauxhall/Opel Vectra
◀ #1429 fits 190mm touring cars
#1432 fits 200mm touring cars



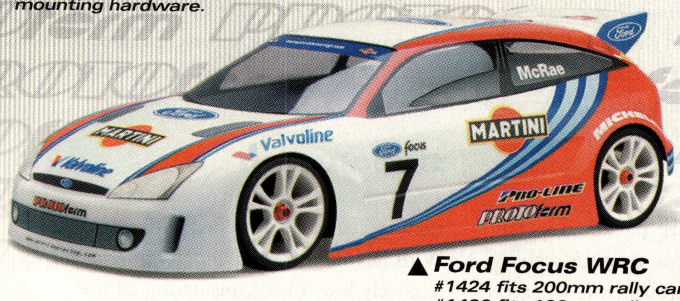
All PROTOform Race Bodies include free vinyl decals, window masks, an add-on wing, and mounting hardware.



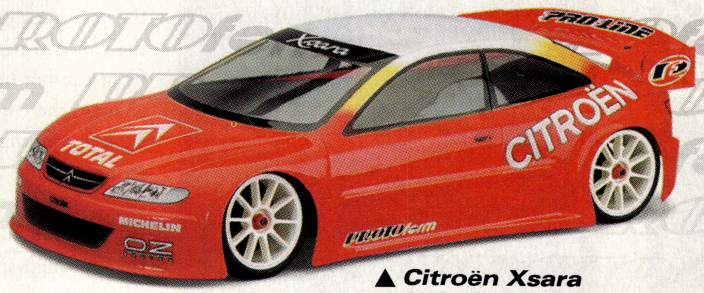
Dodge Stratus
▲ #1427 fits 190mm touring cars
#1433 fits 200mm touring cars



Honda Accord
◀ #1421 fits 190mm touring cars
#1425 fits 200mm touring cars



Ford Focus WRC
▲ #1424 fits 200mm rally cars
#1426 fits 190mm rally cars



Citroën Xsara
▲ #1431 fits 190mm rally cars

See these products and more on the web @ www.pro-lineracing.com

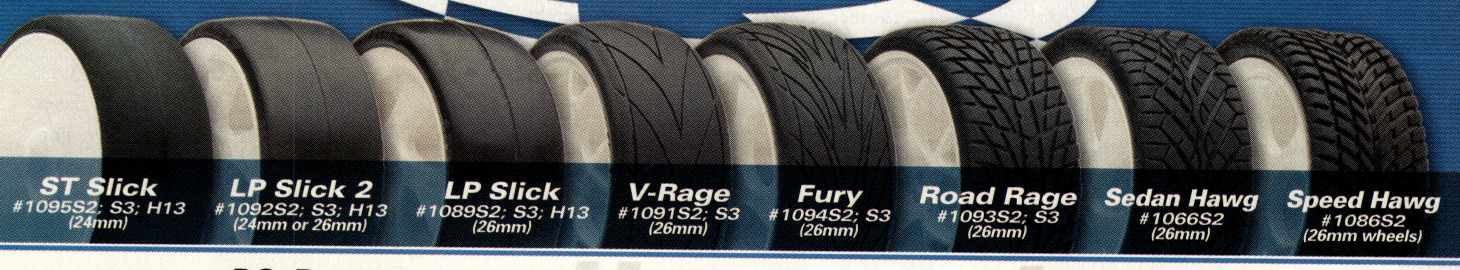
Axis
#2643 26mm
#2644 24mm

Gumby
#2645 26mm
#2646 24mm

Wabash
#2647 26mm
#2648 24mm

Velocity
#2649W 26mm
#2650W 24mm

Wheels shown available in White (W) and Chrome (C). Velocity wheel available in White only.



ST Slick	LP Slick 2	LP Slick	V-Rage	Fury	Road Rage	Sedan Hawg	Speed Hawg
#1095S2; S3; H13 (24mm)	#1092S2; S3; H13 (24mm or 26mm)	#1089S2; S3; H13 (26mm)	#1091S2; S3 (26mm)	#1094S2; S3 (26mm)	#1093S2; S3 (26mm)	#1066S2 (26mm)	#1086S2 (26mm wheels)

P.O. Box 456 Beaumont, CA 92223 909.849.9781 Fax 909.849.2968

See all these products at your local hobby dealer. Visit us on the web @ www.pro-lineracing.com

The Specifics

Item Info
Part #: 7048
MSRP: $379
Street Price: $250

Vehicle Type:
2WD electric stadium race truck.
Scale: 1/10
Chassis Type: Molded tub with center running battery tray.
Material: Molded graphite composite.

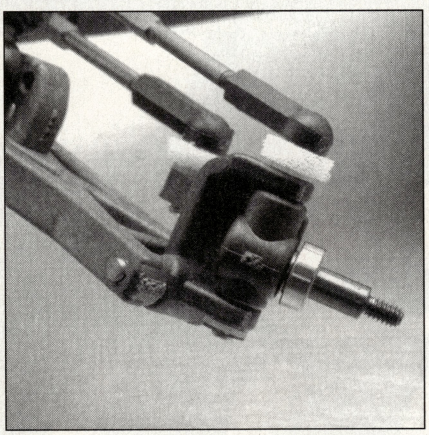
Transmission
Design: 3-gear reduction
Reduction Ratio: 2.4:1
Differential: Adjustable Ball
Slipper Clutch: Yes, friction.
Bearings/Bushing: Sealed bearings

Suspension
Type: 4W independent lower A-arm with adjustable camber link.
Damping: Oil-filled, coil-over shocks

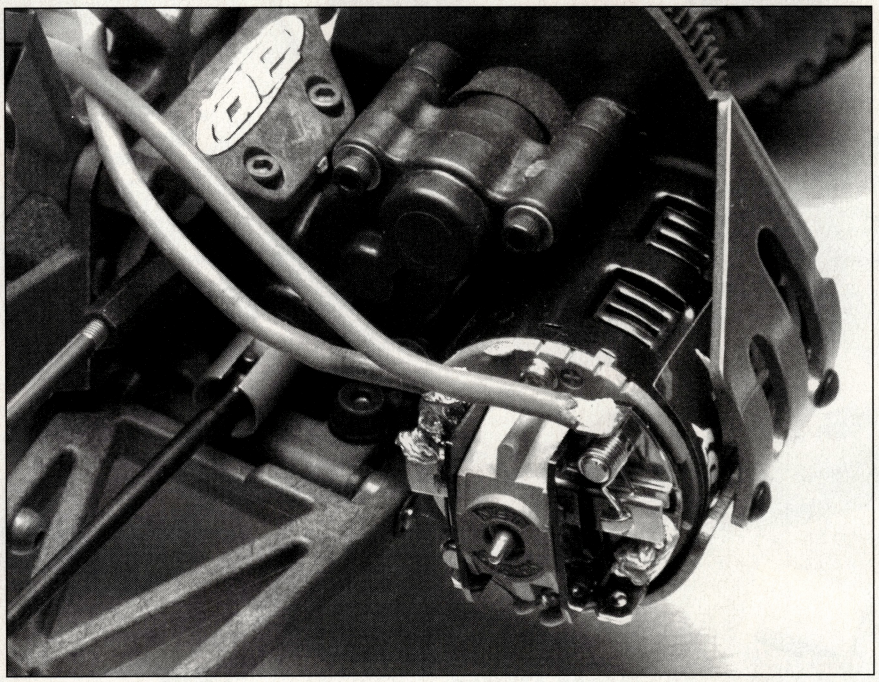
Wheels, Tires, Body
Wheels: One-piece white molded dish
Tires(F/R): Pro-Line M2 Edge, Pro-Line M2 Bow-Tie

Who It's For
Experienced or entry-level racers looking for a competitive top-of-the-line electric race truck.

Dimensions
Weight: 3lbs., 8oz.
Wheelbase: 11 5/16"
Width:12 1/2" Rear, 12 1/8" Front
Build Time: 4 to 5 hours



As with most of Associated's kits, the Factory Team T3 comes with sealed bearings all around.



The Reedy Rage Type-R engine provided lots power throughout our test session.

under acceleration. I managed to dial some steering out by moving the battery pack to the very back of the chassis. I also lowered the rear end slightly and shortened the front camber links. After making those changes the truck was dialed and gave me a shot at winning the A-Main despite my fading driving skills.

High-Speed Turns • The track had its fair share of high-speed turns, through which the truck felt very controllable. It was accelerating out of those high-speed turns that got a little hairy at times. Turn-in steering was very responsive with only a little bit of reduced throttle needed to make each turn.

Damage Control • Through testing I didn't break a thing. Although I did have some pretty gnarly tumbles, the shock towers, body mounts, and arms all remained in tact.

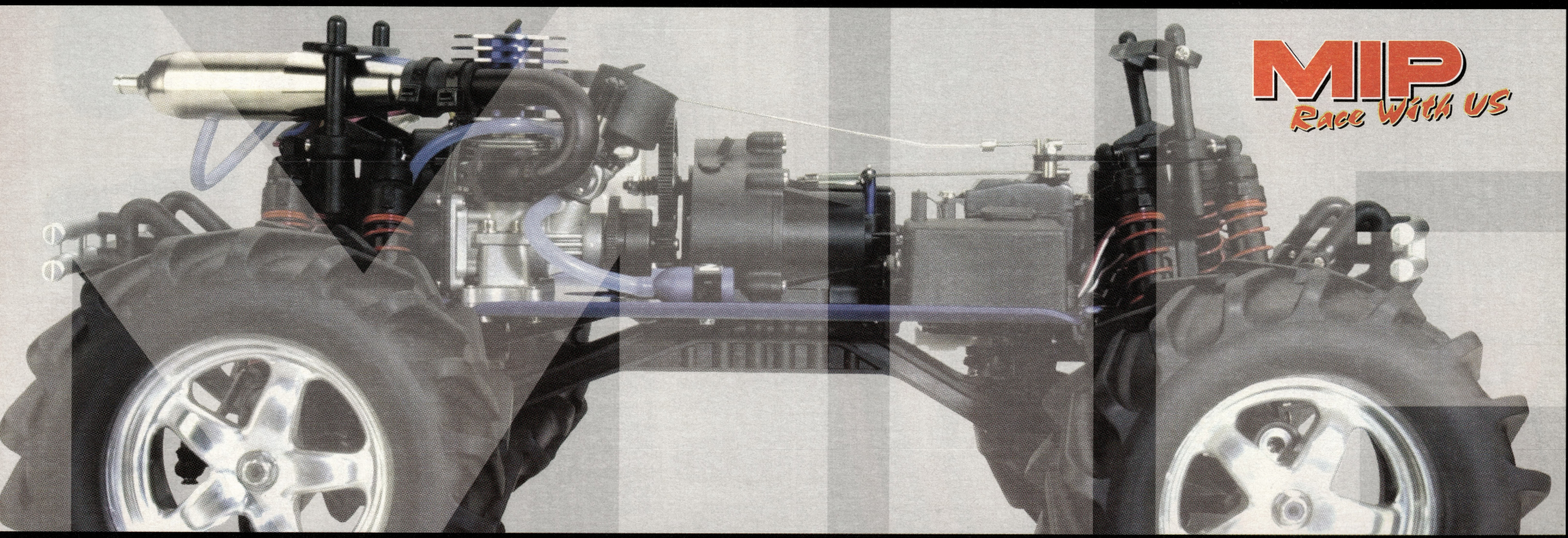
Trackside Tuning • Throughout the race night I made a number of adjustments to the truck's setup. I adjusted the slipper, camber, camber link length, ride height, gearing, differential, and battery placement. I was able to make each change independently in a reasonable amount of time.

Maintenance • The FTT3's layout is very basic and simple. Removing the transmission is a fairly easy task. The entire design of the truck allows for each major section to be disassembled and gotten to fairly quickly. During the race day I did replace the front inner hinge pin e-clips once or twice. The e-clips managed to get lost very easily.

Conclusion

There's no debating the fact that the Factory Team T3 is packed with features. With its long list of included options and relatively low price (considering all the included optional gear), the FTT3 is a great value. On the track you can't ignore the T3's proven track record – multiple ROAR and NORRCA National Championships. The FTT3 packs lots of steering and the driver has the ability to put the truck anywhere on the track with ease. The FTT3 is very precise handling for a truck and might not seam as easy to drive as some other trucks. But, in capable hands there's no race this truck can't win. If racing isn't your bag (too bad because you're really missing out), the FTT3 has all the glitz to impress your buddies along with plenty of strong hardware to keep your truck in one piece. Team Associated has come across a winning recipe. Take a proven vehicle like the T3, slap some graphite and titanium on it, keep the price low, and "Bammmm!," you've got yourself a winning dish.

The original RC10 Team Car could be considered the first Factory Team car.



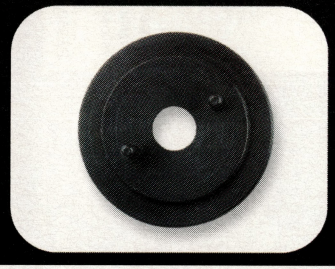
www.miponline.com



BOOST BOTTLE KIT

Increase your engine's bottom end acceleration with a more consistant power band.

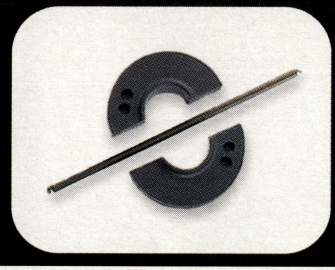
#3057



HEAVYWEIGHT FLYWHEEL

Manufactured of steel to increase traction and help the engine idle much more consistantly.

#3073



CLUTCH KIT

Manufactured of the highest grade composite material for the best transfer of power.

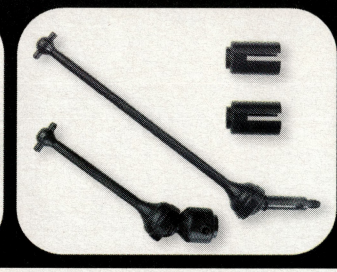
#3071



REAR EXHAUST STINGER KIT

Increases bottom end acceleration while cleanly exiting the rear of your T-Maxx truck.

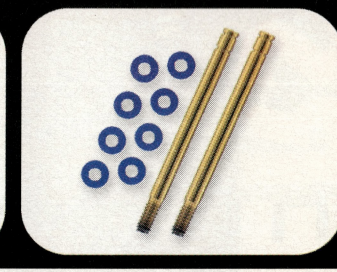
#3074



MIP CVD™ KITS

Hardened steel constant velocity drive axles for the front, rear, and center of your T-Maxx Truck.

#1485 *(front/rear)* #1486 *(center)*



GOLDEN SHOCK SHAFTS

Titanium nitride coated for smoothness and durability. MIP Blue Shock Seals are simply the best.

#1494 *(Shock Shafts)* #1044 *(Blue Seals)*

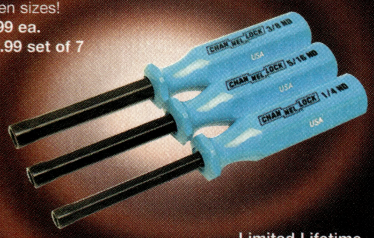
NEW MIP UPGRADES FOR THE TRAXXAS T-MAXX

RACERS EDGE

Exclusively Distributed by HRP
2535 S. Decker Lake Ln, West Valley City, UT 8411
Dealer Inquiries Welcome 1-800-622-7223
www.racers-edge.com
All prices listed are suggested retail prices
Call your local hobby shop for more information.

Get The Edge and Kill The Competition!

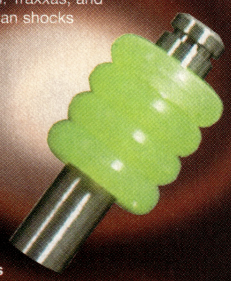
Channellock Pro Nut Drivers
Our new Pro Nut Drivers are available in seven sizes!
$5.99 ea.
$24.99 set of 7



Limited Lifetime Warranty!

RE2490-RE2499

Sure Seal Shock O-Rings
Pure silicone o-rings fits Associated, Losi, Traxxas, and most metric sedan shocks



RE1350
$2.25 / 8 pieces

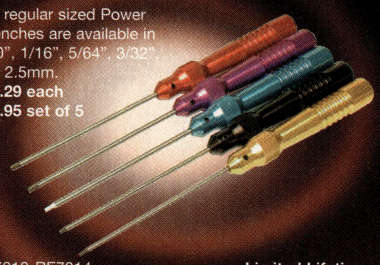
Front & Rear Arm Braces
Losi XXX
&
Losi XXXT



Front: 7028B Blue
7028P Purple....$11.99

Rear: 7029B Blue
7029P Purple....$8.99

Power Wrenches
Our regular sized Power Wrenches are available in .050", 1/16", 5/64", 3/32", and 2.5mm.
$10.29 each
$44.95 set of 5



RE7010-RE7014

Limited Lifetime Warranty!

Battery Building Vise
Easiest way to solder your new battery packs. Velcro strap holds cells in place.



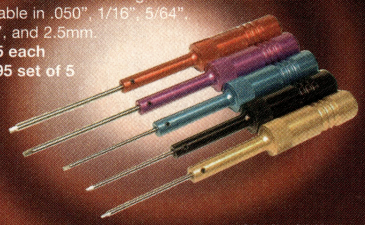
RE3011 **$11.99 retail**

Wing Mounts for the XXX and XX4
Replace your stock wing mounts with these high-quality machined aluminum wing mounts. Anodized Blue or Purple.



RE7032B or RE7032P **$37.99**

Mini Power Wrenches
Same features as our regular Power Wrenches
Available in .050", 1/16", 5/64", 3/32", and 2.5mm.
$7.95 each
$36.95 set of 5



RE7000-RE7005

Limited Lifetime Warranty!

Pro Stick II Tire Glue
Glue your tires right with the right glue. Available in thin (RE1105), medium (RE1200), and rubber enhanced (RE1701)



$6.95 for thin & medium
$7.95 for Ruber Enhanced

Tunnel Design Car Stands
Tunnel design car stands made to fit all cars including Losi and Associated models. Available in neon blue, neon green, neon orange, neon pink, smoke, and violet.



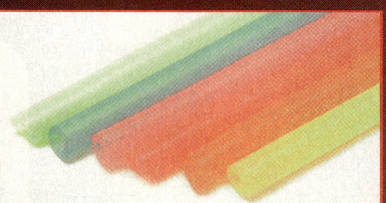
RE0037B-RE0037V **$10.50 each**

Finger Drill Bits
Finger drill bits for drilling pistons are what all of the team drivers use to get the edge. Available from #54 to #59.



RE7054-RE7060

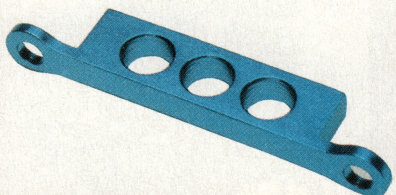
$1.75 each
$8.50 set of Six



Super Flex Silicone Fuel Tubing
Available in 2 foot packages in red, blue, yellow, orange, pink, and green.

RE3500-RE3505 **$2.00 / 2 feet**

B3 Front Brace
Keep your B3 safe and in one piece with this high-quality machined aluminum B3 front end brace. Available in Blue or Purple.



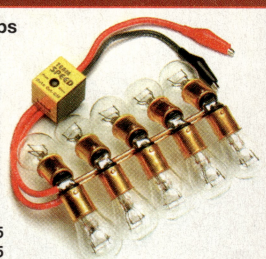
RE9120B & RE9120P **$14.99**

Raytek Temp Gun
Tune your engine right. Takes accurate temperature readings every time. Available with or without laser sight.
$99 (MT-2)
$132 (MT-4)



MT-2 (w/o laser)
MT-4 (w/ laser)

Discharge Bulbs



2A: A002 **$4.95**
20A: A020 **$17.95**
24A: A024 **$19.95**
Cutoff Only: 7098 **$17.49**
20A Bulbs w/cutoff: 7099 **$35.99**

Tool Center
Keep your tools in order with the tool center. Works perfectly with Racers Edge or any Allen and nut drivers. Anodized in bright blue.



RE7024 **$12.95**

BUILDING BATTERY PACKS

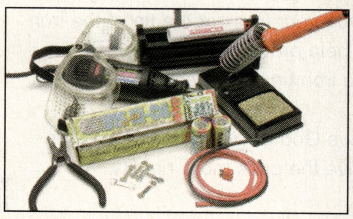
At some point in time every racer is faced with the need to build a battery pack. I've compiled this quick how-to to arm you with the information you need to successfully build your first race pack.

by Mike Velez

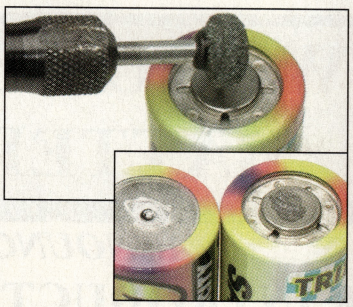
Preparation

Just like many things, preparation is essential for success. Before you plug in your soldering iron make sure that you are completely prepared and read over the following steps.

Step 1 • Clear a work space that will give you plenty of room to work with. Have all the tools necessary to complete the task.



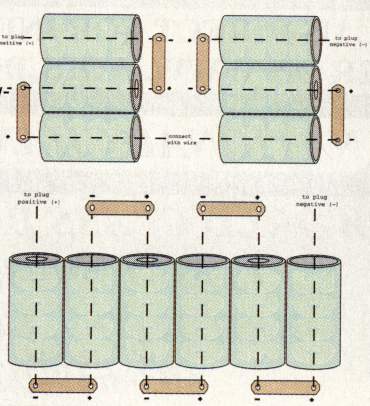
Step 2 • Bring out your Dremel and grinding tip or some type of file. It's time to rough up each end of every cell. In order to create a sound solder joint you want the solder to reach the bare metal on each cell. The nickel coating on each cell will prevent the best possible connection. With your goggles on go ahead and slightly grind both the positive and negative ends of each cell.



Step 3 • Place a clear shrink wrap over each cell. Center the cells in each wrap. Grab your heat gun or blow dryer and shrink each wrap so that the clear wrap is tight around each cell.



Step 4 • Using the following illustrations decide on the configuration you want to assemble your pack in. If you're using a battery jig go ahead and arrange the cells in the order you want.



Tools of the Trade

- **Soldering Iron:** The right soldering iron is the single most important tool in your arsenal when it comes to tackling the task of battery building. An iron that is too cold will never give you a quality solder joint. An iron that is too hot can damage the battery cell. When choosing an iron make sure you buy an iron – not a soldering gun. A soldering gun is typically used for soldering pipes together for plumbing, and not working with electronics. Once you settle on a brand of iron go with a 40W to 50W iron. Anything less will not get the job done and anything greater will be overkill.
- **Solder:** Don't be cheap when it comes to solder. Look for 60/40 Rosin core solder. Be sure that the solder you're using is intended for electronics. Using rosin core won't require the use of flux. To be safe pick up your solder at a hobby shop or electronics store. A brand that we use all the time here at *Xtreme* is Deans Silver Solder. This solder contains a small amount of silver which is less resistant than regular solder and helps to create a better bond to silver and other types of plated bars.
- **Building Jig:** Although a building jig isn't necessary for success it is great to have one. You can find jigs from a ton of companies like Trinity, Integy, Orion, Duratrax, and Deans.
- **Shrink Wrap & Washers:** Unless you are getting your batteries for free I strongly suggest wrapping your new cells with clear shrink wrap. An extra layer of shrink wrapping will protect your cells from the rigors of racing and the pit table. Some racers argue that the extra shrink wrap keeps the cells from properly cooling. This might be true to a certain degree, but for the average privateer racer the benefits of adding shrink wrap far out weighs the drawbacks.
- **Battery Bars:** Pick a strong bar that can handle the abuse of racing. Most of the bars on the market are pretty good. In theory the bars coated with the least resistant materials (i.e. gold, silver, platinum) should provide less resistance.
- **Shoe Goo:** Although it is not necessary, Shoe Goo comes in handy if you are rough on your batteries and don't want to see the bars bend and have your battery pack look like an accordion.
- **Wire:** If you are building a saddle pack, wire will be a must. If you're building a standard side-by-side pack, wire will be needed only if you use plugs. Hardwiring or bullet connectors won't require you to attach any wire to your battery pack.
- **Plugs/Connectors:** Some hardcore guys insist on hardwiring their battery packs when they are installed in their cars. I'm not a big fan of hardwiring just because it's sometimes inconvenient. I prefer using plugs like Deans Ultra Plugs or banana type plugs like Trinity R-Minus. The difference in resistance between these types of connectors and hardwiring is insignificant to most racers.
- **Needle Nose Pliers:** Pliers are needed to hold battery bars in place during soldering and battery building.
- **A grinding tool:** Either a Dremel tool with a grinding tip or a small file will work. You'll use this to prep each cell before soldering.
- **Heat Gun or Blow Dryer:** To shrink shrink-wrap you'll need a blow dryer or heat gun.
- **Safety Goggles:** Solder has been known to fly from time to time. Always wear your goggles whenever soldering.

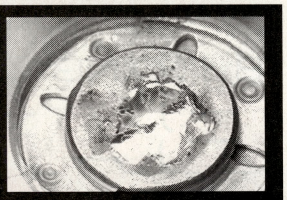
Solder and skin don't mix.

Soldering Basics

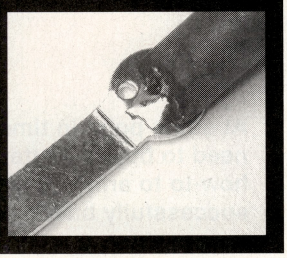
Now you're ready to plug in your iron and get the solder ready.



Step 1 • Before you put battery to bar you need to wet each cell. Wetting, also known as tinning, is when you put a small amount of solder on each cell so that the battery is ready to bond with each battery bar or wire when you're ready to build. Put your eye goggles on and place the tip of the solder on to the end of a cell, then place your hot iron over the solder. The solder should melt and flow into the ground down area of the cell. Once this happens repeat this step to both ends of each and every cell. Remember, you only need a small amount of solder on each end - about the diameter of a pencil will do.

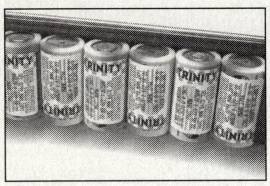


Step 2 • You now need to wet the ends of each battery bar. Wet the tips of each bar just like you did the actual battery cells. Only a small amount of solder is needed. Wet the ends of each bar. If you're going to be using wire go ahead and wet the ends of the premeasured wire also.

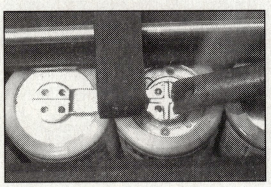


Pack Building

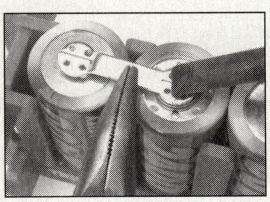
With each cell wet and every bar tinned you're ready to begin the actual building.



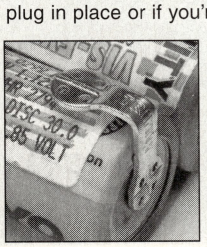
Step 1 • Place all of the cells in your battery jig. Pay attention to the cell orientation. You're going to be building your pack in series as opposed to parallel. What this means is the cells will be connected positive to negative and negative to positive.



Step 2 • Now that the cells are in place you can begin soldering the bars on. Place a bar between your first two batteries. If you're using a Dean's Speed Jig (which we highly recommend) place the bar underneath the clip. If you're using any other type of jig, use your needle nose pliers to hold the bar in place between the two cells. Once the solder reaches its melting point you'll notice the bar collapse onto the cell. Once this happens remove the iron and keep the bar firmly in place. Now repeat the step to the other end of the bar, on the other cell. (On saddle packs replace the appropriate center bar with premeasured wire using the same soldering technique.)

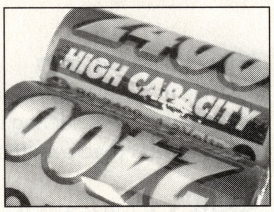


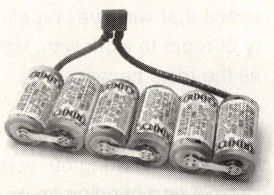
Step 4 • After you've soldered all the bars or bars and wire for saddle packs (see illustration on previous page) you can go ahead and solder your plug in place or if you're going to be hardwiring your batteries take two battery bars and bend them with a 45º angle. Now solder the bars onto the end positive and negative ends with the bar overlap providing a soldering point for your speed controller.



Pack Building Pointers

- Always make sure your iron is hot before you begin soldering.
- Always wear eye protection when grinding and soldering.
- Remove the completed pack from the jig carefully with both hands, especially if there's a tight fit.
- After you unplug your iron set the tip of the iron with solder to help protect it.
- Don't keep the iron tip on the cells longer than you need to.
- Dab some Shoe Goo between each cell after soldering to give the pack more rigidity.





WORLD CLASS BATTERIES

ANNOUNCES

THE INTRODUCTION OF THE ALL "NEW" SANYO RC-2400 HP AND RC-3000 HP!

These cells are available now in 3 different power levels to put *"you"* in the *"winner's"* circle.

CALL US DIRECT FOR INFO & PRICING OR ORDER ON WWW.WORLDCLASSBATS.COM

"34 NATIONAL CHAMPIONSHIPS"

WORLD CLASS BATTERIES
13967 UMPIRE ST.
BRIGHTON, CO 80601
303-659-0707

Don't be a moron, wear eye goggles at all times.

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

Hard Drive

Race Secrets

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

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

YO JOEY,

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

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

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

Later,
Cool Racer



Trash

deans

W. S. Deans Co. 10875 Portal Dr., Los Alamitos, CA 90720 tel 714-828-6494 fax 714-828-6252
www.wsdeans.com • deansco@earthlink.net

HPI NITRO RUSH RTR

by Nathan C. Miller





Our favorite Rush song: Tom Sawyer.

HPI has been taunting us for months with information and shots of their latest project, a ready-to-run (RTR) truck called the Nitro Rush. And like many of you out there, I was eager to get my hands on this sweet looking ride. When the big day finally arrived and the UPS truck rolled up my driveway and dropped a large box on my front porch, I tore into the box like a kid on Christmas morning. I was ready to get down to the business of putting this feature-packed little gem through its paces. I'll tell you up front that this truck was not only a rush, but also a blast. Read on to find out why!

Hits:

- Pre-built.
- Easy-to-tune engine.
- Lots of top speed.
- Good upgrade potential.
- Very durable.

Misses:

- Only comes with a yellow body.
- Instructions are a little slim in discussing rebuilding,

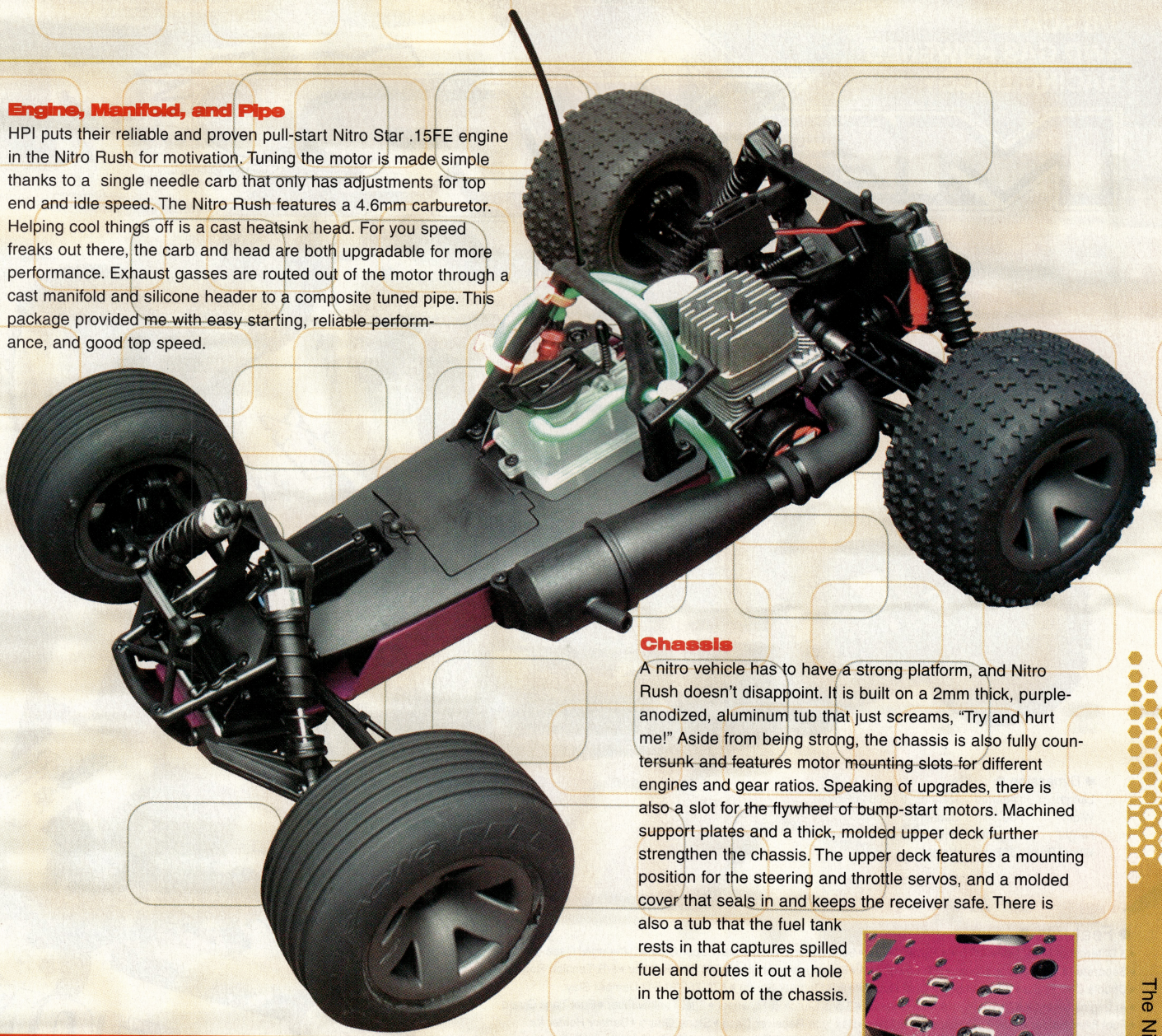
Instructions	3
Parts Quality/Fit	4
Durability	5
Completeness	3
Overall Performance	4
Value	4

Vital Info
Hobby Products International
15321 Barranca Parkway
Irvine, CA 92618
Ph: 949.753.1099
Fax: 949.753.1098
www.hpiracing.com

Who It's For
Anyone looking to get into the nitro segment of the hobby.

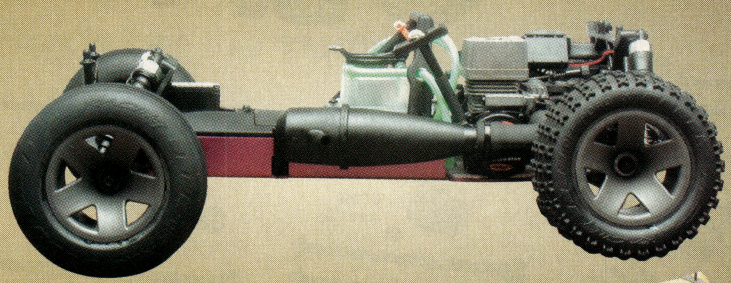
Engine, Manifold, and Pipe

HPI puts their reliable and proven pull-start Nitro Star .15FE engine in the Nitro Rush for motivation. Tuning the motor is made simple thanks to a single needle carb that only has adjustments for top end and idle speed. The Nitro Rush features a 4.6mm carburetor. Helping cool things off is a cast heatsink head. For you speed freaks out there, the carb and head are both upgradable for more performance. Exhaust gasses are routed out of the motor through a cast manifold and silicone header to a composite tuned pipe. This package provided me with easy starting, reliable performance, and good top speed.



Chassis

A nitro vehicle has to have a strong platform, and Nitro Rush doesn't disappoint. It is built on a 2mm thick, purple-anodized, aluminum tub that just screams, "Try and hurt me!" Aside from being strong, the chassis is also fully countersunk and features motor mounting slots for different engines and gear ratios. Speaking of upgrades, there is also a slot for the flywheel of bump-start motors. Machined support plates and a thick, molded upper deck further strengthen the chassis. The upper deck features a mounting position for the steering and throttle servos, and a molded cover that seals in and keeps the receiver safe. There is also a tub that the fuel tank rests in that captures spilled fuel and routes it out a hole in the bottom of the chassis.







Tires Wheels, and Body

All of this stuff is included with the kit. The body, a sharp pick-up shell, is even pre-painted and trimmed for you. HPI has even had the foresight to trim away a cooling hole in the front window, and most of the bed for easy access to the carburetor. Just add the included decals to finish it. You can only get your Rush in one color, bright yellow and purchase a clear body if you want something different. HPI designed new wheels for the Rush – five-spoke, gunmetal gray, one-piece, molded pieces. The included tires are rather firm, and come without inserts. The fronts are fairly common ribs; in the rear, X-pattern tires are fitted.

The Nitro Rush is the only R/C car to have a fuel overflow drain.

1/8 SCALE
4WD GAS POWERED
RACING BUGGY

MBX-4R

NEW

● Dimension ●

Length	: 480mm	Tread(F/R)	: 266/266mm
Width	: 307mm	Gear Ratio	: 10.95:1
Height	: 182mm	Drive	: Shaft Drive 4WD
Wheel Base	: 326mm	Weight	: 3390g

● Features ●

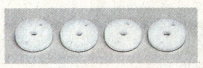
●3 Differential Shaft Drive 4WD ●4 Bevel Gears ●Steel Conical Gear ●Steel Spur Gear ●Differential Case (Nylon)
●Separate Al.Suspension Mount ●F/R Lower Arm ●Front Universal Joint ●F/R Anti-Roll Bar ●F/R Tension Rod
●Double Disk Brake ●F/R Damper w/Dust Rubber ●F/R Damper Spring ●A70-75(T6) F/R Damper Stay
●Al.Engine Mount ●A70-75(T6) 1/8 Inch Chassis ●3-pcs Clutch & Flywheel ●Fuel Tank w/Filter ●Fuel Tank Guard
●Fuel Filter Holder ●Fuel Pipe Holder ●Air Filter ●Box type Receiver Case ●Stone Guard ●Battery Holder for
6V5N-600mAh Receiver Battery ●Adjustable Wing Stay ●Nylon Wing ●Light-weight Spoke Wheel ●Ball-raced

OPTION

MBX-4RR OPTIONAL PARTS



C0184
Rear Anti-Roll Bar ϕ 2.8mm



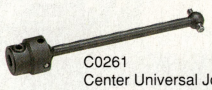
C0579
Damper Piston ϕ 1.3mm

NEW

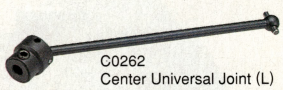
UNIVERSAL JOINT for MBX-4RR



C0260
F/R Universal Joint Set



C0261
Center Universal Joint (S)



C0262
Center Universal Joint (L)



C0568
Damper Cap



C0569
Damper Bush

C0570
Steel Damper Mount



1/10 SCALE
GAS POWERED 4WD TOURING CAR

NITRO MTX-2

CHASSIS / CHASSIS With MT12 ENGINE KIT

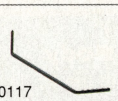
MTX-2 OPTIONAL PARTS



T0702 Al. Engine Mount



T0116 Anti-Roll Bar Link Parts

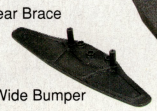


T0117
Rear Anti-Roll Bar ϕ 2.0

T0121 Al. Wheel Hub



T0120 Al. Rear Brace



T0405
Front Wide Bumper

Mugen Seiki Racing Ltd.
17971 Sky Park Circle, Suite G
Irvine, CA 92614
Phone: 949-475-9505 Fax: 949-475-9511
http://www.mugenseiki.com
e-mail:support@mugenracing.com

Other Features

HPI offers the Nitro Rush in two ways: pre-built without a radio and pre-built with an HPI-badged Airtronics radio system already installed. I tested the version with the optional TX-2 radio system.

Drive Train • Attached to the included Nitro Star .15FE motor is a two-shoed clutch and 13-tooth clutch bell. A 56-tooth spur gets power to a racing style three-gear transmission, which is equipped with a bottom-mounted bevel gear diff. Power gets from the tranny to the wheels through steel dogbone drive shafts. Everything spins smooth on ball bearings, except the clutch, which uses a needle bearing. A slipper clutch protects the driveline, while a thick molded disk brake brings things to a halt. A pair of steel brake shoes put the squeeze on the disk when it's time to stop.

Suspension • The Nitro Rush utilizes four-wheel independent suspension. Long, molded lower arms with fixed plastic upper links are featured front and back. The fixed links do limit tunability, but moving the inner pivot ball on the shock towers, or the outer link mounting location on the rear hub carriers can alter camber. If you want a more subtle change, you'll have to upgrade to turnbuckle upper links. Interestingly, the front arms feature molded in pivot balls, similar to those found on Associated's off-roaders. These balls are used when a sway bar is attached – hmmm, is there a racing version of the Rush on the horizon? It looks at least like sway bars will be offered as a hop-up. The arms are attached using screw in steel hinge pins.

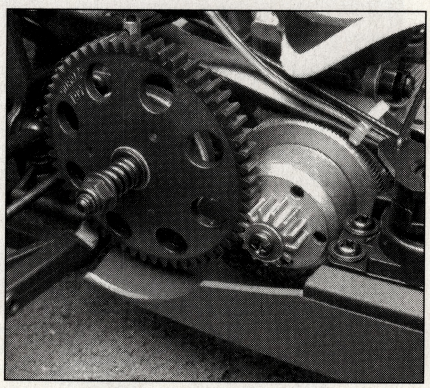
Keeping the ride smooth are HPI's molded plastic, coil-over shocks. These shocks feature O-ring seals, top and bottom, and are filled from the factory. Molded composite shock towers are featured, and as mentioned, both front and rear feature numerous camber rod mounting locations. Suspension action is nice and smooth as the truck comes from the factory.

Steering • It doesn't get any simpler than this. A servo saver is attached directly to an inverted steering servo, which gets movement to the front wheels through a pair of steel turnbuckle tie rods. This makes setup changes and maintenance a snap. A steering bellcrank setup can be added later.

Pricing and Availability • HPI is being very aggressive in their pricing. The Nitro Rush as tested will have a street price around $270. HPI has a very established distribution network which means finding or accessing replacement and hop-up parts should not pose a problem.

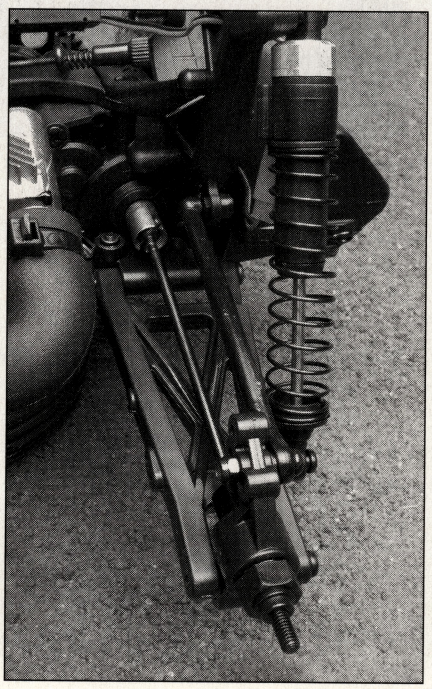
Testing

Setup • The TX2 radio system that comes with the Nitro Rush is fairly basic, but it does feature throttle and steering trims, and steering dual rate. The only thing that I would like to see would be endpoint adjustments. Still, I had no problems with glitching from this radio, so it gets my stamp of approval. I used Trinity 16% Monster Horse Power Fuel for all break-in and running, and it worked very well. I basically left the truck as it came out of the box for testing, including leaving all the factory suspension settings in place. The only adjustments I made were to the throttle linkages, setting them so the carb was open as recommended in the manual at neutral. The engine was broken in according to HPI's instructions (i.e., run two tanks through at idle, then slowly drive around through three more tanks). The slipper clutch was set fairly tight, allowing very little action from a standstill. I did all my testing in an environment where the Nitro Rush will probably see the most action –



Above: The Rush features an adjustable slipper clutch along with a two-shoe nitro clutch.

Below: Long suspension arms help the truck to handle all types of terrain.



The Specifics

Nitro Rush
Part #560 (RTR w/radio), **#564** (Pre-built w/o radio).
MSRP: $480 (RTR), $380 (Pre-built)
ESP: $270-280 (RTR), $220-230 (Pre-built)

Vehicle Type
2WD nitro-powered sport truck.

Chassis Type
Type: Tub
Material: Lower aluminum tub with composite upper deck.

Wheels and Tires
HPI five-spoke wheels with HPI M-compound ribs (front) and X pattern (rear).

Drive Train
Type: Three-gear racing-style transmission
Drive Shafts: Dogbone
Diff: Beveled gear
Slipper: Friction slipper included
Bearings: Full set

Suspension
Type: Independent lower arms with non-adjustable upper links.
Damping: Plastic-bodied, coil-over, oil-filled shocks with plastic pistons, steel shafts, and O-ring seals.

Engine
Nitro Star .15FE with 4.6mm barrel carb and tuned pipe.

Other Items You'll Need
Glow starter, fuel, 12 AA batteries, glow plug wrench, CA glue for the tires.

Main Competition
Traxxas Nitro Rustler, Duratrax Maximum ST, Associated RC10GT RTR.

Jackie Chan and Chris Tucker starred in *Rush Hour.*

Building Tips

Since the Nitro Rush comes built, I can only offer some general advice and pointers that I learned from experience.

1. All starting instructions are on pages 10 and 11. There is no page 23 as indicated on page 11.

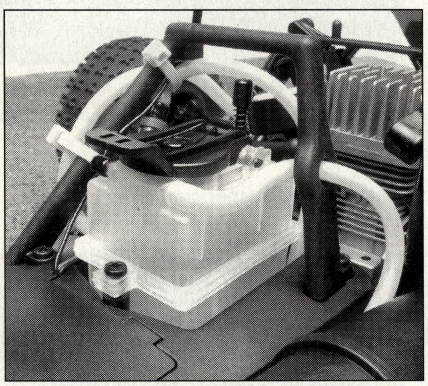
2. Pay careful attention to page 9 when getting the truck ready to run before ever even starting the vehicle. The information provided here is important to getting the thing to start!

3. Yes, while tedious, the break-in procedure is necessary. DO NOT deviate from HPI's instructions or try to take a short cut. These steps are important to having a truck that run consistently and doesn't break.

4. Remember to check the slipper setting after running the truck for a short while.

5. Don't forget to glue the tires to the rims.

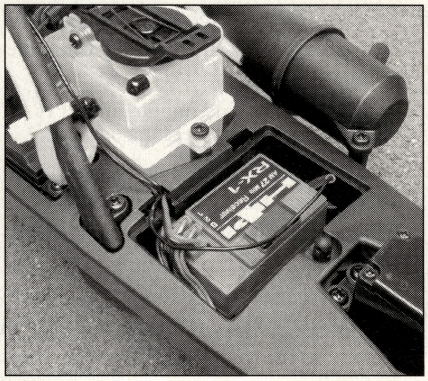
6. Be sure to grab a fuel filter before running.



The fuel tank has a large handle for quick fueling.

the backyard. I also have a few bumps and jumps set up for testing to give my machine a workout.

Acceleration • After the motor was broken in and tuned for performance, I decided to test the acceleration of the Nitro Rush. From a dead standstill, the Rush gets moving in a hurry, and accelerates smoothly to full speed. Acceleration is crisp, but not instantaneous. This seems to make the truck a little easier to handle. No matter how hard I tried, I couldn't get the Rush to spin its rear tires.



The truck's receiver sits encased in a little radio box.

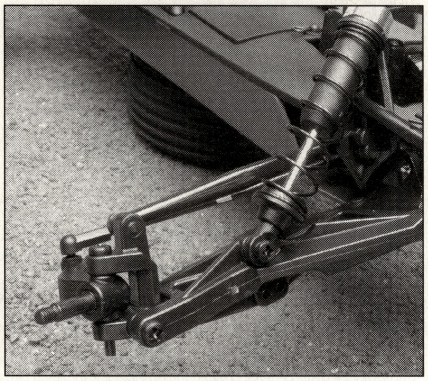
Top Speed • This is where the Rush makes up for not being a rocket off the line. Give the Rush enough room to really wind out, and it absolutely flies. Top end is impressive; the Rush easily makes a stock electric-powered vehicle look like a sloth. Even at this speed, the Nitro Star .15FE was very smooth, delivering power without a hiccup.

Braking • The molded disk brake worked better than I expected, bringing the Rush to a complete stop within a few feet when I pulled full brakes. The brakes worked well, and didn't lock up hard enough to produce a skid. A quick tap of the brakes was enough to slow the Rush down enough to make tighter turns. Brake fade was evident after several full-speed to dead jams on the brakes, but wasn't severe enough to make the truck uncontrollable.

High-Speed Handling • For as fast as the Rush moves, it handles very smoothly at high speeds. Turning at full speed with the throttle on produced a push and a wide turning radius. Tapping the brakes and cutting the wheels tightened the radius a bit, but the truck still had a lot of push. For beginners, this is much easier to handle than a truck with a loose handling trait. I'm certain that with different tires and suspension settings that this truck can be made to handle tighter.

Low-Speed Handling • The push that was so prevalent during high-speed maneuvers is still noticeable at lower speeds, but not nearly as much as when the truck is hauling. Slowing down and cutting the wheels produced a fairly tight turning radius.

Stability • The Rush is a very smooth handling truck, and I could not get it to spin or roll over when turning the wheels from



To make things simple for beginners, the camber and steering links are non-adjustable.

lock-to-lock at high speeds. Thank the built-in push for this. For a speedy nitro truck, the Rush is well-mannered, and should not be tough for even novices to handle.

Jumping/Rough-Track Handling • After setting up a jump, I was ready to see how well the Rush would fly. I hit the jump square with a good head of steam. I let off the throttle while the truck was in the air, and it flew nice and level. Landings were smooth with very little bounce. Even when I hit the jump off-center, the truck flew fairly well without dropping any corner faster than another. The Rush also handled smaller ruts and jumps in stride, staying in a nice straight line even over some really rough stuff.

Damage Report • No real damage, however, I did have problem with ball cups popping off once in a while, especially after landing rough off of a jump. The smallish kit cups are to blame; upgrading to RPM ends would cure the problem. Thankfully even after some hairy crashes nothing was broken.

Tunability • If the RTR Rush were a race truck, I'd knock it for not being very adjustable. But, for the first timer, not having too many adjustments is a great thing.

Conclusion

I really had a good time testing the Nitro Rush. It was nice to basically pull a truck out of the box, follow some simple instructions, and be running in such a short period of time. The Rush is great as a first time nitro vehicle, and features a list of impressive hop-up's that will let it be upgraded as the driver's skill advances.

If yellow isn't your taste, HPI sells a clear replacment (#7175) body.

Two HOT new Pistol grip radios

Blazer Sport
2 Channel
AM 27 and 75Mhz

2 Channel
Blazer
AM 27 and 75Mhz

AIRTRONICS®
GET THE ADVANTAGE

Airtronics Inc.
1185 Stanford Court
Anaheim, CA 92805

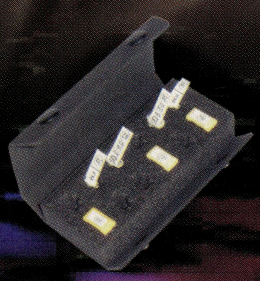
PH 714-978-1895
Fax 714-978-1540

Airtronics Accessories

www.Airtronics.Net



Contender Speed Controller
With Reverse Part # 96315



Crystal / Glow Plug Case
Part # 96730



ALB Booster
Part # 96900



Deluxe Transmitter
Wrist Strap
Part # 99104

©1998 FUTABA CORP

REAL RACING



DRIVER: RICK HOHWART

OCCUPATION: PRESIDENT, PEAK PERFORMANCE

WIFE'S LICENSE PLATE: RC WIDOW

RADIO: FUTABA 3PJ

Futaba 25 Years USA



Futaba is a proud sponsor of Kelley Racing, winner of the Dura-Lube 200.

Kyosho Ultima QuickHOOK-UP

by Mike Henry



Kyosho raised more than a few eyebrows when it entered the world of stadium truck racing last year. The Ultima Type R, available in both electric and gas-powered versions, proved early on it has what it takes to win races. Although the gas-powered Ultima has received more attention at the national level, the electric-powered truck is quite capable of competing with Losi and Associated's offerings. For this Hook-Up article, we will be focusing on the electric truck. However, because both trucks have identical suspensions, what works on the EP Ultima should also work on the GP truck.

Baseline Setup

The Ultima kit is missing a few key elements. There are no shock oil or setup tips in the instructions. A quick call to Kyosho factory hot-shoe Greg Degani got me on the right track. He suggested using 30WT oil at all four corners, as a starting point. The included black springs are a little on the stiff side for most tracks, so I swapped them with a set of Team Associated green T3 springs. With these two tweaks and the rest of the truck set up per the instructions, it has a ton of rear traction and a slight tendency to push off-throttle.

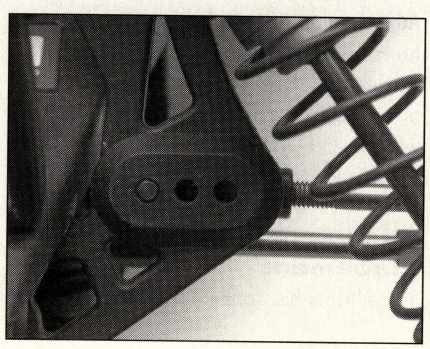
Front Shocks

Shock Oil • Greg recommends 30WT oil as a starting point. Using 35WT oil will slow down the weight transfer and increase rear traction. If you need more steering, you can try using 25WT oil, but be aware that the truck might bottom out. If the truck bottoms out, you might be better off to go back to 30WT.

Pistons • Use the kit's 2C pistons. The kit does include 3-hole pistons, but they will not provide the right amount of pack for the truck.

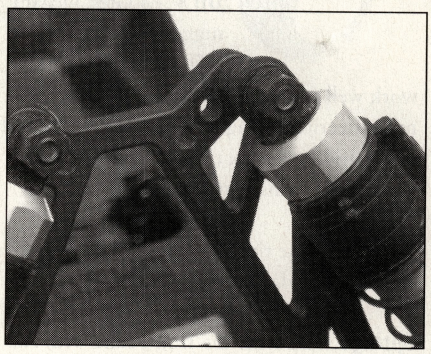
Springs • Start with Associated T3 green springs. They are a lot softer than the kit springs and allow the suspension to work more efficiently. If you need more steering, you can try black T3 springs. If the front end feels too soft, go back to the kit springs.

Front Camber Link • The Ultima uses a kingpin ball stud. Camber changes are made on the shock tower. Start with the camber link in the middle hole. If you need more low-speed steering, move the camber link to the inside hole. You'll gain the low speed steering you're looking for, but the truck might feel unstable at certain points on the track. If you have plenty of steering but need more stability, move the camber link to the outside hole.

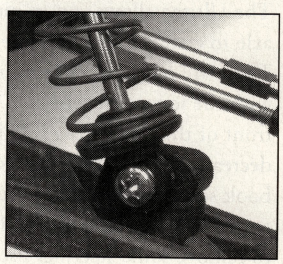


Front Shock Placement

Adjusting on the shock tower • The Ultima has three mounting holes on the shock tower. Start with the shocks mounted in the middle hole. If your truck has too much low-speed steering, move the shocks to the outside hole. If your truck is pushing at low speeds, move the shocks to the inside hole.



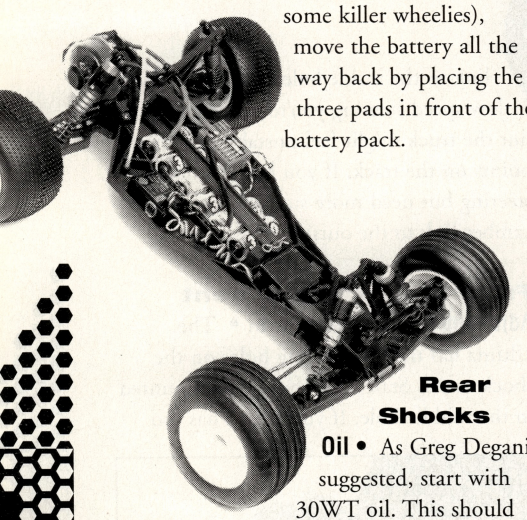
Adjusting on the arm • The suspension arms also have three mounting holes for the shocks. The baseline setup calls for the middle hole on the arm. Moving the shock to the outside hole will give your truck more high-speed steering. The inside hole is only for the adventurous; it will increase steering, but the truck will become very unstable.



You're at the track. You break a part. In a pinch, you might be able to ...

Battery Placement

The Ultima comes with three battery pads, allowing you to adjust weight bias fore and aft. Start with two pads in front of the battery and one behind it. If you need more steering, move one of the pads to the rear, behind the battery. The truck exhibits a lot of rear traction to start, so moving the battery forward shouldn't affect the rear as much as on other trucks. You don't have to worry about giving up too much rear traction on this truck. If you have too much steering, (or you want to do some killer wheelies), move the battery all the way back by placing the three pads in front of the battery pack.



Rear Shocks

Oil • As Greg Degani suggested, start with 30WT oil. This should work well in most situations. If you need more steering, using 35WT will slow things down and help to rotate the rear end and get around turns a little easier.

Pistons • Use the kit's 2B pistons. These work best under most conditions.

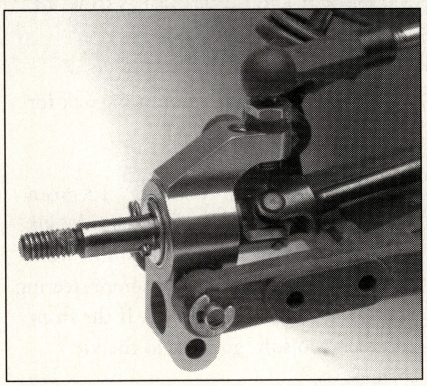
Springs • As with the front, start with AE green T3 springs. If the suspension is rolling too much, use the stiffer kit springs. If the truck is oversteering and/or the back end is coming around too quickly, try the softer AE black springs.

Axle Positioning

The Ultima allows you to move the rear axle to change the wheelbase of the truck. There are only two choices, however. Start with the longer wheelbase (i.e., spacer in front of the hub carrier). This theoretically decreases rear traction and goes against the book setup. But since the truck has a slight tendency to push, it works. If you do need to remove some steering, use the shorter wheelbase.

Rear Shock Placement

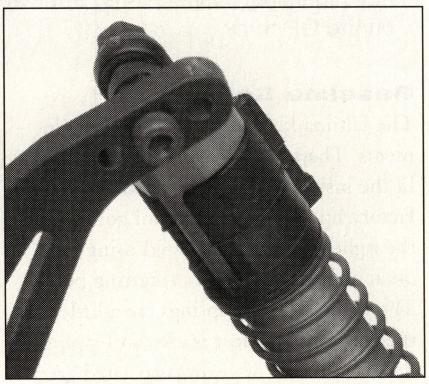
Adjusting on the shock tower • The shock tower has three mounting holes. Start with the shocks in the center hole. If you need more rear traction, move the shocks to the inside hole. If you want to increase steering, move the shocks to the outside hole on the tower.

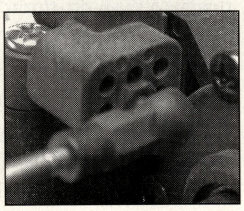


Adjusting on the arm • There are two holes on the rear suspension arms. Unfortunately, you can only use the inside hole. Moving the shock to the outside hole will cause the inside of the wheels to rub on the shocks. Mechanical drag brake maybe?

Rear Camber Rod Placement

The Ultima has six mounting locations on the bulkhead and two on each hub carrier. Start with the lower-middle hole on the bulkhead, and the inner hole on the hub carriers. For rough tracks, try a shorter camber link. Longer camber links work better on smooth tracks.





Ready To Race?

You're all set. You've got all the info needed to tune your EP Ultima ST Type-R into the winner's' circle.

TOP 6

1 • Trinity aluminum rear suspension mounts (part no. KYO023). There are two types of Ultima racers – those who have broken rear mounts and those who will. Buy these handsome gold anodized pieces, and your problems are forever solved.

2 • Aluminum rear hub carriers. Trinity (KYO024) and Eagle Racing (1312) both make these bullet-proof replacement parts. The stock plastic units are also prone to breakage. These trick alloy hub carriers look killer and will outlast your racing career.

3 • Robinson Racing Fixed Slipper. The factory slipper clutch works fine, but Robinson's piece is better. It does away with the questionable bearing system the stock clutch rides on, and uses RRP's efficient notched slipper pad. This forces the pad to slip on the rear plate.

4 • Titanium turnbuckles. Available from Lunsford (2012) or AE Factory Team. (1280), the turnbuckles designed for the T3 are a direct-fit for the Ultima trucks. They are lighter and stronger than the steel units used in the kit.

5 • JT Racing aluminum shock towers. JT Racing makes super-cool, blue-anodized, aluminum shock towers for the Ultima trucks. Both the fronts (JT109) and rears (JT110) are precision pieces created using state-of-the-art CNC machines. (The kit shock towers are extremely pliable. You can actually see the stock front shock tower bend when you compress the suspension on the work bench! I've seen at least one racer who was using two rear shock towers together on their truck.)

6 • T3 Front End conversion. That's right kids. You can transfer the entire assembly from a Associated T3 on to your Ultima. How does this improve the truck? It increases steering by changing the geometry of the steering blocks. It also allows you to use either 25- or 30-degree blocks. Funny what you can learn when you break a kingpin that's on eternal back order.

...repair your Ultima with T3 parts if the track doesn't stock the part you need.

POWERS GT-3000R

Incredible high capacity, typical 3300mAh!

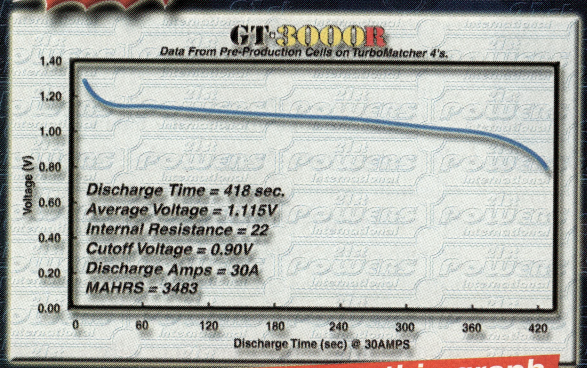
Coming Soon!

The Max Power, you have never experienced before!





NEW



You may not believe this graph. But it is the actual data!



Powers high performance stick pack battery is equipped with temperature sensor hole. With Powers recommended chargers, the Powers original temperature control system assures safe and high capacity charge.

POWERED by POWERS

2000 Special New Items System Choice Take Off

The concentration of the technology of the European Championship control tire for two consecutive years.



Transmit the power of Ni-MH to track surface.

Take Off, the winner of world major races, developed new CS-tire series in order to match high power of Ni-MH battery. You can push your car to farther limit with CS-tire. The tire is purely designed for dogfights, faster on straight and stronger on corners.

Unit: 1 pair with special molded inserts (CS-M : medium) .

CS-22	CS-27	CS-32	CS-37
under low temperature.	←———	———→	under high temperature.

NEW

CS Tire Series



Quicker and smoother on corners.

CS special molded inserts are developed based on special material for full size car. They are durable, ageing resistant and uniform quality.

Unit:1 pair

CS-MH	CS-M	CS-MS
for high-grip track.	←———	———→ for low-grip track.

PU Powers U.S.A.

POWERS WE HAVE POWERS PRODUCTS! OFFICIAL SHOP
Powers products are purchased at hobby shops with this sticker.

Distributed by

SCHUMACHER USA Inc.
Tel : 813-889-9691 Fax : 813-889-9593
6302 Benjamin Road Suite 404 Tampa Florida 33634

MAGMA INTERNATIONAL LTD.
Tel: 905-305-9753 Fax: 905-305-9755
www.magmarc.com
18 Crown Steel Dr., Unit 107 Markham, ON L3R 9X8 CANADA

Kawada TRIPMATE



Tripmate. Sounds like one of those multi-pocket duffel bags designed to fit underneath the airplane seat. That or a hot centerfold babe taking a ride with me to Las Vegas. However, this time the Tripmate I am referring to is Kawada's tiny 1/24-scale R/C model! Smaller than most R/C models you've seen in your local hobby shop, the Kawada M-24 Tripmate measures in at about 7" by 4". It is labeled as a 1/24-scale, but the proportions, wheelbase, and track width can be altered. The main selling point of this is that the Tripmate can be used with almost any 1/24-scale static model body. Yes. You are no longer confined to Lexan offerings! In fact, if you see a 1/24-scale plastic model that fits your tastes, chances are that you can turn that static, display-only vehicle into a moving, turning, R/C car.

FEATURES

The Tripmate's chassis is similar to that of a regular 1/10-scale pan car. The front end consists of a kingpin and spring suspension setup with a center mounted steering servo. On the other end, a molded bulkhead provides mounting points for the rear axle and motor. This assembly attaches to the main chassis on a pivoting "H bar" that is spring-dampened. A slot-car-type, closed end bell motor powers the Tripmate. Semi-hard rubber tires are mounted on white mesh wheels. The front wheels are held in place by e-clips, and the rear wheels use molded locknuts. A simple four-gear differential is located on the rear axle. Steering consists of a simple rod setup where the servo is attached to the left-side front hub. The right side hub is connected to the left side hub by a separate metal rod. The main chassis is where the Tripmate breaks from the similarities. The main chassis is separated into two sections. The front section consists of a molded plate to which the steering servo, steering blocks, and front body mounts attach. The rear section consists of the battery box. The rear bulkhead and spring suspension attach to this box, and the rear body mount stretches back over the bulkhead. Now here's the trick part – the two chassis sections can be positioned closer or farther from each other thereby altering the Tripmate's wheelbase. Two "rails" reach out to each other on both sides of the chassis, and are held together by four screws and nuts. This allows the Tripmate's wheelbase to be set virtually anywhere from 3 5/8" to 5" depending on which body you use (more on this later). Notches in the rails ensure even distances on both the left and the right side. Track width can be adjusted, too. The front blocks can be moved inward towards the center of the chassis. On the back half, adding or removing spacers on the rear axle alters track width.

Finally, we come to the body mounts. The molded body mounts are what Kawada calls their invisible mounting system. Two-piece threaded body mount posts are found on each corner of the chassis. The upper half of the mount can be twisted to adjust its height. At the top of the upper half is a rounded ball. This ball pops into a flat molded body bridge that you attach to the underside of the body of your choice. No drilling, no ugly body posts exposed to mar the beauty of the car (or truck) body. Even the mounts themselves can be positioned in a variety of ways to clear almost any 1/24-scale body.

How it's sold

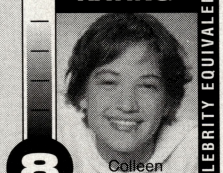
The Tripmate is available with your choice of four different Lexan bodies: The Skyline being tested, a Toyota Supra Turbo, Ferrari's F-50, or a Mercedes CLK-GTR. The Combo Package includes the M-24 Tripmate chassis, body, Sanwa Rival Sport transmitter, RX-201ES receiver, ES-01 mini-FET electronic speed controller, Kawada's own M-Pack 7.2v 110 mAh Ni-Cd battery pack, and 110v AC wall charger. The ES-01 electronic speed controller is tiny, about the size of five nickels stacked on top of each other. Kawada's M-Pack battery also has tiny proportions, a little over 2" x 1". In an hour the included AC wall charger charges up the M-Pack to 80%. Kawada says that a full and complete charge will take around three hours. You are not limited to the included wall charger – any AC or DC adjustable voltage peak charger will work, but stay at around

Vital Info:
Kawada, Imported by
Mach 5 R/C
16290 Redmond Way
Redmond, WA 98052
425-376-0880
www.mach5rc.com

Hits:
- Small size allows for driving alomost anywhere.
- Surprisingly fast for its size.
- Invisible body mount system keeps scale looks intact.

Misses:
- Large receiver in combo pack might not fit under some 1/24-scale bodies.
- No brake delay built into the ESC.

RATING

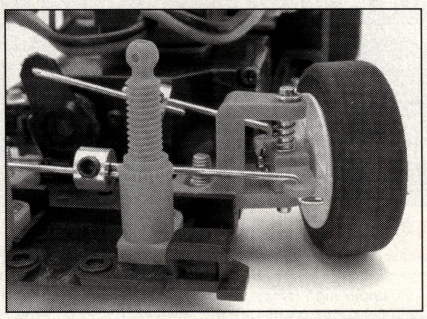


8

Colleen from Survivor

CELEBRITY EQUIVALENT

The Last Word
If small-scale fun is at the top of your list, the M-24 Tripmate should rank right at the top. It offers R/C excitement combined with 1/24-scale versatility that allows you to have your own unique ride!



Body mounts that don't use clips. Cool idea.

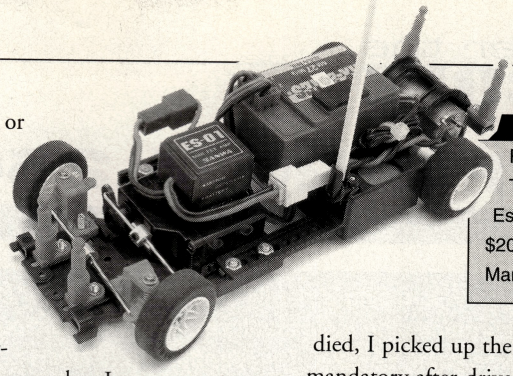
We dig Colleen from Survivor, even if she had bugs in her legs.

1 amp. However, you need to either pick up Kawada's optional adapter plug or use small alligator clips to get to the battery contacts.

TESTING

Lucky for me, I got to test the Nissan Skyline GT-R Combo Package (#TM-2411), which happens to be my favorite car! Assembly was pretty straightforward, and the instruction manual was written with both Japanese and English text. Assembly is covered in only six pages of diagrams. The Tripmate uses many small screws and nuts, so take your time or you'll lose track of the tiny hardware. Also, the gear diff assembly instructions don't tell you to apply any grease to the gears, that's because you're not supposed to. I first brought the Tripmate to the office where I work, hopefully getting in some driving time outside in the parking lot during free time. However, I noticed that one of the empty rooms looked large enough to put the Tripmate through its paces.

The surface was thin, office-style carpet, freshly vacuumed the weekend before. I switched the Tripmate on and put it on the floor. I pulled the trigger and began some spirited driving. I must say, the Tripmate surprised me with its speed! Granted, it wasn't blindingly fast; but the Tripmate' s speeds were proportional to that of your typical 1/10-scale touring car. Steering was also excellent considering its size. The Tripmate easily followed my every move of the transmitter. Its rubber tires gripped exceptionally well on the carpet, and just as I was getting the hang of driving the Tripmate, I took a turn too fast and too wide and bam! I hit a table leg head on! The rear end of the body popped up on impact. Luckily I was using the included Lexan body, and the Tripmate did not suffer any broken or tweaked parts. A quick side note: The Tripmate does come with a large, molded, spring-loaded front bumper, but I removed it for the sake of scale accuracy. (The bumper extends past the Skyline body by about 1/4 inch!) I continued my drive and discovered that the best method was to follow by the rules of the 1/10-scale pan car driving where smooth throttle application is the key. This is especially true with the Tripmate since it doesn't have the added down force provided by 1/10-scale pan car bodies.



The Specifics:
Part #: TM-2411 thru TM-2413
Estimated Street Price: $200
Manufactured in Japan

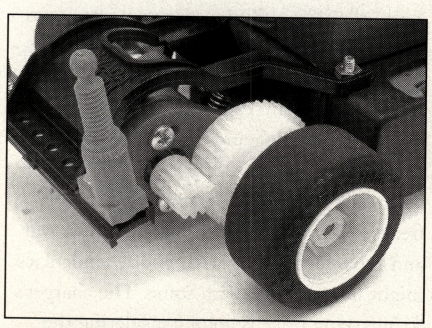
After recharging the M-pack to 80%, I took the Tripmate outside for a spin on some smooth concrete. The Tripmate faired well just like it had on the carpet, but it was here that I discovered that the ES-01 mini-FET ESC had no brakes! Specifically, if I stabbed the trigger forward, the Tripmate would immediately go into reverse gear. Hitting reverse/brakes anywhere above mid-throttle, the effect of the rear wheels spinning opposite from the direction the car was going would cause the rear tires to break loose. The result would be a quick 180-degree spin. If only Sanwa designed a small 2-3 second delay before shifting into reverse. Oh well, you can't have everything!

I have an electric R/C racing background where I live four minutes at a time (the typical length of a race), so once I hit the four-minute mark I automatically assumed that the battery was going to fade slowly until the Tripmate stopped moving. But, the Tripmate kept going strong for almost 15 minutes! When the battery died, I picked up the Tripmate and did the mandatory after-drive inspection. Tire wear was at a minimum; those hard rubber tires should last pretty long before needing replacement. Everything was still in place with no noticeably worn parts. A quick blast of compressed air cleaned the chassis quickly. The Tripmate held up well.

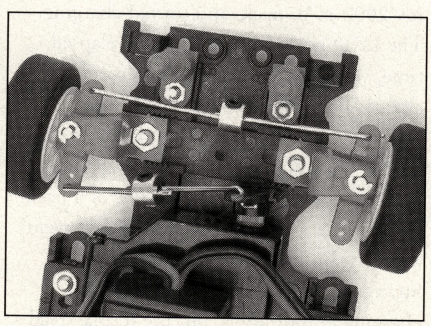
I did notice that the rear body mount was twisted a little. The plastic used in making the rear body mount is on the soft side, and I suspect it got twisted way back when I had the accident with the table leg. I simply removed the rear body mount, twisted it back into shape by hand, and then reattached it to the Tripmate chassis. Problem solved!

CONCLUSION

Kawada's Tripmate was a welcome break from the norm, mainly because of its size. It's not the most technologically advanced R/C model on the market, but that's not where its appeal lies. For all of us who moved from static 1/24-scale model building toR/C because we simply wanted our models to move, the M-24 Tripmate is the answer! Its unique invisible body mount system allows for even your most prized static model body to be used on the Tripmate's petite chassis without having to put any nasty body mount holes into its hood. Another comment about size – it doesn't need much space to drive around. You can set up a track in the space the size of a single car garage. (I should know, because I did!) Performance is more than adequate for a vehicle this size. Out of the box, the M-24 Tripmate will please even the more seasoned driver. For those who want to take the M-24 a step further, Kawada offers optional ball bearings, foam tires, and the TM-100 "R-type" conversion kit which upgrades the M-24's rear end and chassis for competition. However, unless you have a bunch of friends who can outdrive you with their Tripmates, the kit stock setup is the best value. Now, where did I put that classic 1970 Nissan Skyline R30 plastic model of mine?



The tiny little diff is meant to be run dry. Don't put any lube on the diff.



Z-connectors make front end adjustments pretty easy. To adjust, all you need is an Allen driver and a ruler.

I think we'd even like that stripper from Big Brother if *she* had bugs in *her* legs.

FMA SUPERNOVA 250S

Charging batteries for R/C racing is hardly an exact science; or is it? So much voodoo surrounds the topic that it can be overwhelming for newcomers and even some novices. The introduction of NiMH cells to the sport only further complicates matters. The bottom line - you can only get out of your batteries what you put into them; literally.

FMA Direct hopes to clear up some of the haze that surrounds the seemingly simple task of charging your batteries with the Supernova 250S.



Vital Info:
FMA Direct
9607 Dr. Perry Road #109
Ijamsville, MD 21754
800-343-2934
www.fmadirect.com

Hits:
- Charges NiCad, NiMH, or PB cells.
- Internal cooling fan.
- Perfect for charging receiver packs.

Misses:
- Limited charge rate for NiMH cells.
- Will not charge at pre set current.
- Maximum discharge rate of 3 Amps.

RATING



7

CELEBRITY EQUIVALENT

Jenna from Survivor

The Last Word
The Supernova will work fine for backyard bashers or nitro racers who want to take care of their receiver packs. Hardcore racers looking for full control and higher amp rates may be disappointed.

The Specifics:
Part #: FC700
Estimated Street Price: about $130-140.
Made in China

What it is

The Supernova is a fully-programmable battery charger and discharger. It will charge one to 25 NiCad, NiMH, or 12V Pb (lead acid) cells. With the right type of connection, you can also charge and discharge radio batteries. The Supernova has a maximum charge rate of five (5) amps and a maximum discharge rate of three (3) amps. The unit features 10 preset automatic settings and a pre-charge battery analysis function. It also has an internal cooling fan and protection against reverse-polarity. A 2x16 character LCD display allows real-time monitoring of charging and discharging. (Phew!)

Allow me to sift through the specs and give you skinny: The Supernova is a DC-only unit that allows you to use either preset or programmable settings to charge batteries. The charger also features reverse polarity protection.

Hooking up and charging

I plugged the Supernova into my Rivergate 30-amp power supply and busted out my weakest 3000 mAh NiMH 6-cell pack. I sifted through the instructions looking for a "quick start" section, but with no luck. Even though there are nine preset settings, there are none for NiMH cells. The instructions are thorough, but very difficult to make sense of. After about five minutes, I gave up and resorted to the "push-some-buttons-until-I-get-what-I want" method. The Supernova allows you to select battery type, capacity, charge rate, and discharge rate. The ability to select battery type and capacity makes the Supernova perfect for charging receiver packs.

After scrolling through a few screens, I was almost ready. In the NiMH mode, the charger will only allow a maximum charge rate of three amps. Huh? Puzzled, I called FMA hoping for an explanation. I was told it was a safeguard for ultra-sensitive NiMH cells. But this goes against the advice from manufacturer of my cells to charge at 4-4.5 Amps. I was then told by FMA that I could charge the pack in NiCad mode until I reached about 75% capacity, then switch over to NiMH mode to finish off the pack. I decided to charge the 3000s at three amps in NiMH mode anyhow. Fifty-five minutes later, they were charged.

Slightly disenchanted, I decided to give the Supernova another chance with my NiCad cells. I found a preset that matched my 2000 mAh pack, and started charging. The LCD readout displays mAh, elapsed time, voltage, charge rate and percentage of charge. Before the charge began, the Supernova went into its Battery Check mode. This function takes just over three minutes, and determines the state of a pack before the cycle begins. The unit then went about its business charging the pack. Strangely, the pack was supposed to be charging at four amps, but the display read about 3.5 Amps. Only when the pack reached 90% completion did the charge rate increase to four amps. Weird. The Supernova will also discharge your cells. It has a maximum discharge rate of three amps which isn't enough for racers, but more than enough for discharging receiver packs.

In Comparison

Despite the Supernova's quirks, it does charge batteries as well as any other unit. I put it to the test using a Turbo 35 to discharge the cells after charging them with both the Supernova and Tekin BC112A. To be fair, I used the same pack, but waited one day between cycles. The cells actually ran a few seconds longer after charging on the Supernova, but this may be contributed to the fact that the other charger maintains a steady four amps. The Supernova charged at 3.5 amps, then topped off the pack at four amps. Most people agree that charging at a lower rate can slightly enhance run-time.

Conclusion

The FMA Supernova has some really cool features that can help you charge and analyze your cells. The ability to program your own settings is nice, and the battery analysis function might help the forgetful enthusiast. The ability to program capacity and cell type is useful for charging and discharging receiver packs. If you're a hardcore racer, this charger isn't really for you. Most racers are control freaks. They like to do things their own way and the Supernova's "HAL 9000" tendencies might not mix well with some. The charger's $139 asking price is good considering the features and quality. Most R/Cers will be happy with this unit.

Unfortunately the only "Survivor" we've seen naked has been Richard.

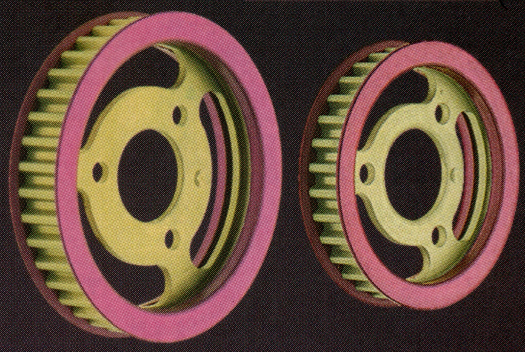
PERFORMANCE

HPI RS4 Nitro Aluminum Brake Kit



New, variable braking system. Lightweight aluminum. RRP 1575

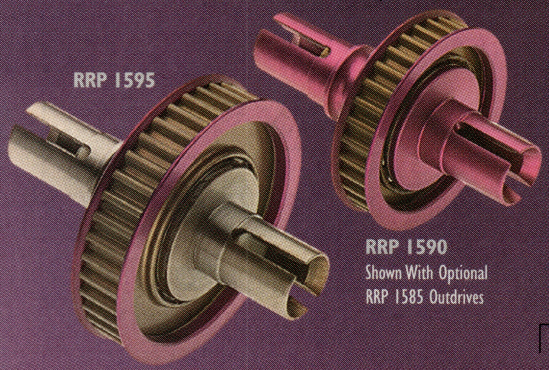
HPI RS4 Front One Way Diff Pulleys



Precision machined, hard anodized aluminum one way diff pulleys.
RRP 1540 fits HPI Nitro sedans. RRP 1529 fits HPI electric sedans.

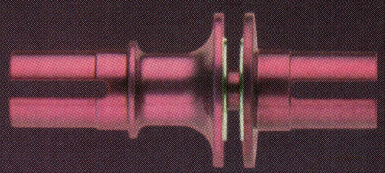
Performance from Precision

HPI RS4 Complete Ball Diff Units



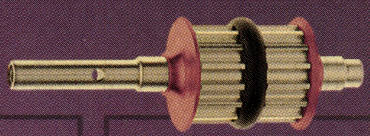
Hardened steel outdrives, ground and polished thrust washers, 2 5x8mm ball bearings, and aluminum pulley.
RRP 1590 for RS4 Electric, and RRP 1595 for RS4 Nitro

HPI RS4 / Pro / Pro2 / Nitro Lite Aluminum Outdrives



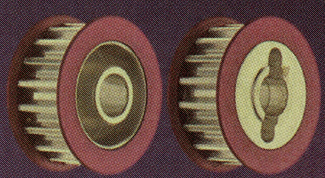
Purple anodized and 40% lighter than stock ball diff outdrives.
RRP 1585

HPI RS4 Top Shaft Pulley



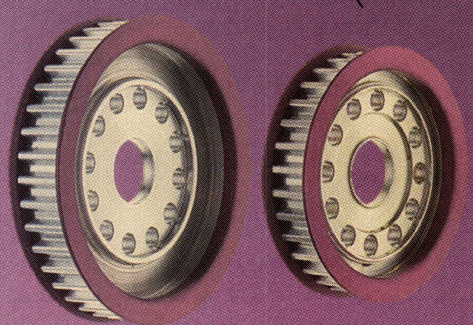
HPI RS4 Top Shaft Pulley: One piece pulley and shaft are precision cut and hard anodized. Purple anodized side flanges are pressed on.
RRP 1527

HPI RS4 Nitro Small Drive Pulleys



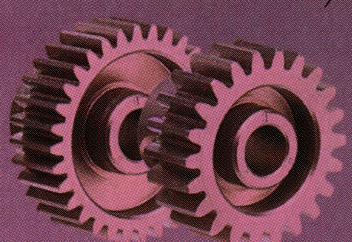
Drive pulleys sold in pairs. RRP 1538

HPI RS4 Diff Pulleys



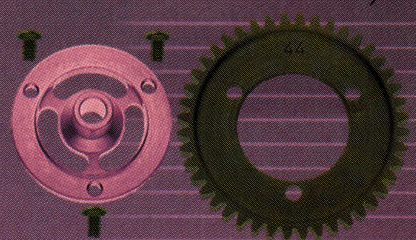
Precision machined, hard anodized aluminum diff pulleys. RRP 1539 fits HPI Nitro sedans. RRP 1528 fits HPI electric sedans.

HPI SuperLite Purple Aluminum Sedan Pinions



They're lightened, hard coated and precision cut.
Available in 48P in 16T thru 28T, and 64P in 24T thru 38T.
RRP 30XX (48P) and RRP 31XX (64P). Only $5.25

HPI RS4 Nitro Lightened Gear Adapter



This lightened gear adapter includes a machined nylon spur that is tougher than the stock gear and will last longer.
RRP 1535

An HPI RS4 Nitro 32 Pitch Conversion Kit is availble. RRP 1536

All performance accessories shown here were produced with precision CNC equipment. They're hard anodized where necessary, and color accents are added to help improve the looks of your machine. We spare no expense on the quality of the raw materials we use so that we can offer you only the finest in high performance drive train components. All RRP products are manufactured here in the USA.

ROBINSON RACING PRODUCTS
4968 Meadow View Drive · Mariposa, CA 95338 · 209.966.2465 · Fax 209.966.5937
www.robinsonracing.com

TCS
TAMIYA
Championship Series

The Kansas Clash Hobbytown USA

Results from race at Hobbytown USA, Overland Park, KS - June 25, 2000.

Super Touring GT1

1st Place	Chris Jones
2nd Place	Steve O'Neil
3rd Place	Marty Williams
Best of Show	Michael Masters
Top Qualifier	Chris Jones

Touring GT2

1st Place	Russell Johnson
2nd Place	Mark Ratilff
3rd Place	JJ Nasution
Best of Show	Michael Masters
Top Qualifier	Michael Masters

F-1

1st Place	Russell Johnson
2nd Place	Jonny Socko
3rd Place	Jim Folsom
Best of Show	Russell Johnson
Top Qualifier	Russell Johnson



M-Chassis

1st Place	Marvin Blake
2nd Place	Steve O'Neil
3rd Place	Michael Masters
Top Rookie	JJ Streeter
Best of Show	JJ Streeter
Top Qualifier	Marvin Blake

TL01 Spec Exhibition

1st Place	Chris Jones
2nd Place	JJ Streeter
3rd Place	Joe Rodger
Top Rookie	JJ Streeter
Best of Show	Tiffany Lydon
Top Qualifier	Chris Jones

LeMans Exhibition

1st Place	Jamie Leben
2nd Place	Marvin Blake
3rd Place	Jay Streeter
Best of Show	Jay Streeter
Top Qualifier	Jamie Leben

Check Out Our Website at www.tamiya.com

Mail in attached form to: Tamiya America, Inc., Attn: Customer Service, 2 Orion, Aliso Viejo CA 92656 or Phone: (800) TAMIYA-A or Fax: (949) 362-6852 Hurry! ***Registration for Race #76 closes November15, 2000.***

Next Qualifier

☐ **TCS Race #76**
November 19, 2000
Tamiya
Headquarters
Aliso Viejo, CA

Name_____ Age _____

Address_____

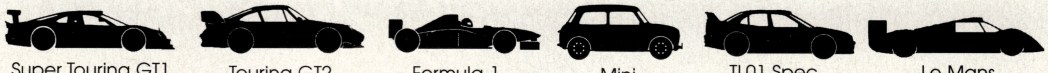
City_____ State _____ Zip _____

Phone #( )_____

Frequency (1)_____ (2)_____ (3)_____

(Minimum of 2 frequencies required)

Circle Class(es): (you can compete in a maximum of 2 classes)



Super Touring GT1 | Touring GT2 | Formula-1 | Mini | TL01 Spec Exhibition | Le Mans Exhibition

KILLER BEE Racing

PRESENTS:

www.T-MAXXX.com

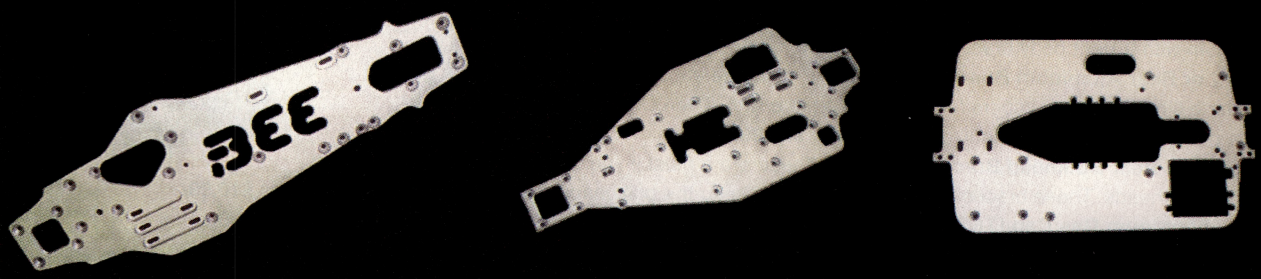
Experience Real Hardcore Accessories for your T-Maxx.
Children be advised, FOR ADULTS ONLY!

KILLER BEE Racing

Titanium and Magnesium Chassis and Accessories

Titanium Chassis' for only $89!

Magnesium Chassis' for only $55!



Chassis Available for: RC10 RTR, RC10 Team, Serpent Impact, Serpent Vector, Yokomo GT-4, HPI RS4, RS4 Pro2, RS4 MT, and Super Nitro OFNA, Losi NXT and many, many more!!!

Shock Towers and Upper Plates also Available

Starting at Only $15!

WIN AN R/C CAR!
YOU WIN YOU CHOOSE:
If you win, you get to choose from over 10 different R/C Models. No purchase necessary, for details and entry visit our web site!

www.KillerBeeRacing.com

CALL TOLL FREE: 1-877-313-3136

Outside U.S. and Canada call 1-905-850-6343 info@killerbeeracing.com ALL PRICE ARE U.S.

special
FEATURE

T-MAXX HOP-UPS from HELL



About every five years or so, an R/C vehicle comes around that shakes things up and creates a new class of vehicle. The T-Maxx is one such phenomenon. On my way home from the office, I see kids on construction sites bashing their T-Maxxs around. Two guys in our office complex run theirs at lunch time. The local track gets two full T-Maxx heats per night. There are at least a few dozen websites dedicated to the T-Maxx. If *Xtreme* crowned a truck of the year, the T-Maxx would win hands down. Awarding that type of honor to anything else would be a travesty. The T-Maxx is everywhere.

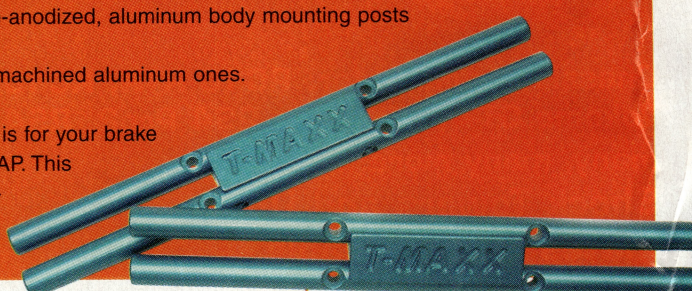
Now that you've had a chance to bash on yours for a while, it's time to pull out the wallet and slap some hop-ups onto your beast. That brings us to this feature: *T-Maxx Hop-Ups From Hell! Everything you need to turn your T-Maxx into a Hell Raiser!* We take a look at more than 60 hop-ups from the most popular companies in R/C.

TRINITY



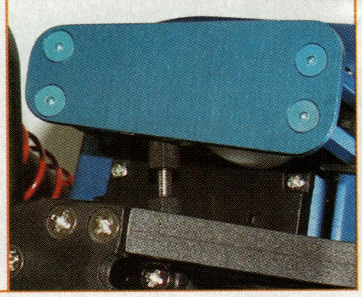
At present time Trinity produces about ten different items for the T-Maxx, but more are on the way.

- **Low Roll Foam Inserts (2 pair) (TK5113):** Under high-speed cornering, the stock foam that comes with the T-Maxx is a little too soft, which causes the sidewalls of the tires to fold over. When the tires fold over, the truck doesn't have a very sure-footed stance. This item comes with adhesive so that the 3-piece inserts can be glued together. **Price: $18.99.**
- **Steering Servo Skid Plate (TK5112):** This is a unique and very good idea. In rough terrain, you never know exactly where you might take your T-Maxx. The large servo saver horn protrudes past the bottom of the truck's chassis with no protection. This five-piece unit shields the servo saver and keeps it protected from just about anything. **Price: $17.99.**
- **Billet Aluminum Front Body Brace (TK5104):** Add the customized look of machined billet aluminum with a front body brace that replaces the stock molded one. **Price: $16.99.**
- **Front or Rear Aluminum Bumper (TK5105):** Protect the ends of your truck and look good at the same time. Trinity's bumpers feature a large plate with "T-MAXX" milled in. The bumpers come put together and are anodized blue. **Price: $21.99.**
- **Front and Rear Bulkhead Braces (TK5101):** These are a must if you plan on keeping the molded bulkheads. These braces are simple tubes that keep the bulkheads rigid by eliminating flex. **Price: $10.99.**
- **Blue Aluminum Gas Cap (TK5110):** This piece dresses up your T-Maxx and is easy to install. **Price: $20.99.**
- **Rear Body Post with Top Body Brace (TK5107):** These are blue-anodized, aluminum body mounting posts with a top body brace. **Price: $31.99.**
- **Front Body Posts (TK5108):** Replace molded stock braces with machined aluminum ones. **Price: $12.99.**
- **Throttle/ Brake Servo Mounts (TK5106)** The last thing you want is for your brake servo to move around when you're trying to slam on the brakes ASAP. This brace comes with all the hardware and is made from machined aluminum and anodized blue. **Price: $26.99.**







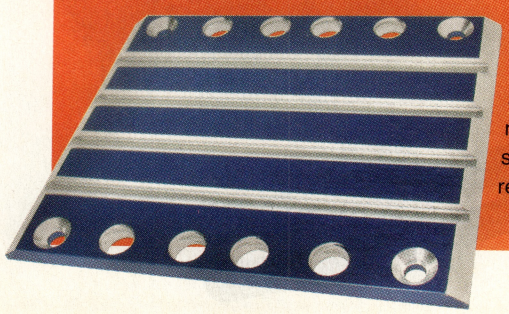


Down south, Ted Bundy and Jeffrey Dahmer have T-Maxxs, but...

TRAXXAS

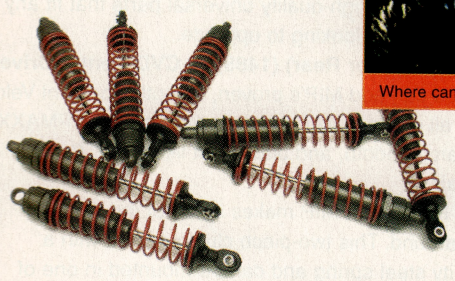
As you'd probably expect, Traxxas was the first company with after-market accessories for the T-Maxx.

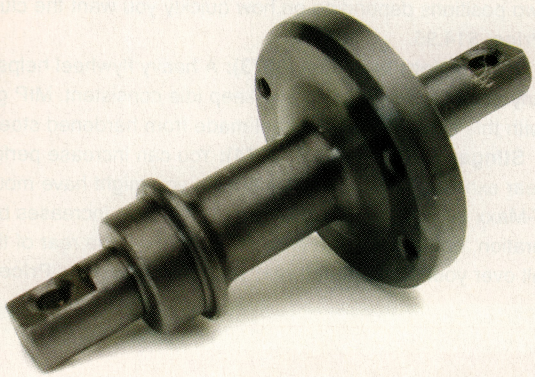
- **Aluminum Big Bore Shock Kit (4962):** These are nice. The Big Bore shock kit comes with all eight replacement shocks for the entire truck. The machined aluminum, blue-anodized shocks come completely assembled and oiled. All you have to do is screw them on. **Price: $99.**
- **Differential Spool (4981x):** If hardcore hill climbing is your idea of fun, this is a good investment.The Diff Spool locks the rear axle giving you posi traction in both rear wheels. Your truck won't turn quite as sharply and easily, but there will be no mountain you can't climb. The Spool comes with all the necessary hardware and instructions. **Price: $12.**
- **Hard Anodized Aluminum Pivot Balls (4933x):** You think you've got hard balls already, check these out. First they're machined from 7075 T-G aluminum, then they're coated with Teflon™. So not only are they lighter than the stock balls, they're also smooth as Frankie picking up dames. They're sold in packs of four; eight are needed to do the whole truck. When you install all eight, you shave more than an ounce of weight off the truck. **Price: $20.**
- **Anodized Aluminum Pivot Ball Caps (4934x):** You can add some flash to your truck with these blue anodized caps made from 7075 T-6. That means they're stronger and lighter than the stock caps. They also come with new nylon bushings. **Price: $9.**
- **Stainless Steel & Titanium Suspension Pin Sets (4939X) (SS) & (4939R) (Ti):** Make your suspension move more smoothly by replacing the stock threaded hinge pins with ones made of stainless steel. Or, if big jumps and saving weight is your cup of tea, go titanium. Both sets included eight pins to complete the truck. **Prices: $12(ss); $24.50 (Ti).**
- **Aluminum Steering/Shift Servo Mounts (4918x) and Aluminum Throttle Servo Mount (4919x):** Having your servo move around when you steer your truck, slam on the brakes, or shift gears is not a good thing. Keep those pesky servos in place with machined aluminum mounts. **Price: $20/pair.**
- **Aluminum Transmission Skid Plate (4947x):** If you drive over rough stuff, consider protecting your transmission and adding some rigidity to the molded lower braces. The skid plate is machined from 7075 T-6 aluminum, and comes with all the necessary hardware to mount it. **Price: $18.**
- **Titanium Turnbuckles (2338x) (94mm Ft) & (2339x) (105mm R):** Add strength and reduce weight by replacing the stock turnbuckles with machined titanium turnbuckles. These guys are packaged in pairs. Word on the street is that they're actually made by the most famous name in titanium – starts with an "L" ends with a "D." **Prices: $15 (Fr); $16 (R).**
- **Aluminum Hex Wheel Hubs (4954x):** Don't worry about sloppy wheel hubs after you replace the stock ones with these. They're made from 6061 T-6 and are anodized blue and sold in a set of four. **Price: $20.**
- **Machined Aluminum Bulkheads (4930x) (Fr) & (4929x) (R):** Add strength and beauty by replacing the molded bulkheads with strong, 7075 T-6 aluminum, bright blue, lightweight, machined bulkheads. **Price: $ Not yet available at press time.**
- **Aluminum Bumpers (4935x):** Machined aluminum bumpers are a popular hop-up available from more than a few companies. But these are the only ones that maintain the shape of the stock bumpers they replace. **Price: $35**





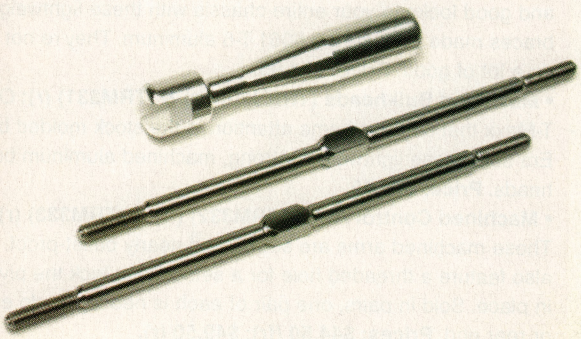
Where can I get titanium pins?!?









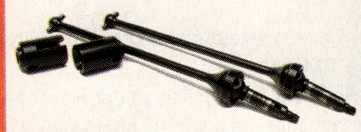


...because of where they are, their engines stall after five seconds – for eternity!



I'm a wimp compared to this stuff!

MIP

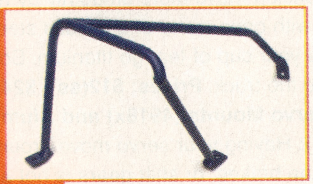


MIP attributes their success to coming up with some great ideas that translate into high-quality universal parts that fit any car or truck you might be looking to upgrade.

- **CVD Kit (Front or Rear) (1485) & CVD Center Drive Kit (1486):** You can add MIP's proven, smooth Constant Velocity Drives to all of the power transfer points on your T-MAXX. They're strong, hard, smooth, and black, just like Shaft. **Price: $55.00/pair.**
- **Clutch Kit (3071):** MIP makes some of the best clutches around. This two-piece clutch comes with a high-quality steel spring and can be mounted in one of two positions depending on how quickly you want the clutch to engage. **Price: $14.95.**
- **Heavyweight Flywheel (3073):** A heavy flywheel helps to smooth out any engine's power band and keep idle consistent. MIP gets the job done with this heavyweight flywheel made from hardened steel. **Price: $12.00.**
- **Stinger Tuned Pipe Kit (3074):** You can increase performance on any rear exhaust, .12- or .15-size engine you might have mounted in your T-Maxx by installing this Stinger kit. The pipe increases bottom end acceleration, and propels the exhaust cleanly out the rear of the truck and not all over your shoes or left rear suspension system. **Price: $51.95.**



NEW ERA



Somebody would have one hell of a worker's comp claim for carpal tunnel syndrome if we had to list and describe all of New Era's parts for the T-Maxx. Let's just say they've got a lot. Here's a list of our favorites.

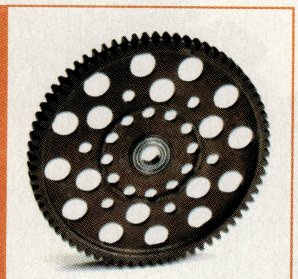
- **Steel Tube Roll Bar Brace (TRM910):** This blue, powder-coated roll bar brace protects quite a bit in case of a bad roll or tumble. Plus, the brace gives you something solid to grab onto when the body's off. **Price: $39.50.**
- **CNC Aluminum Racing Skid Plates (TRM320) (fr) & (TRM321) (r):** These medium-duty skid plates are perfect for anyone. They keep things protected and give that authentic racing look. **Prices: $21.95 (fr); $19.95 (r).**
- **CNC Aluminum Super Duty Skid Plates (TRM320SD) (fr) & (TRM321SD) (r):** If launching your T-Maxx off an 80-story building just to prove a point is your idea of fun, listen up. These Super Duty skid plates are what you want. Your truck will probably be in a million pieces, but at least these 3.2mm skid plates will be waiting for you at the bottom of the elevator in one piece. **Price: $24.95 each.**
- **CNC Bumper Supports (TRM324) (fr) & (TRM325) (r):** These supports work with either the stock plastic bumpers, New Era machined bumpers, or other replacement bumpers. The supports are sold in pairs for either the front or rear, and are machined from strong 6061 T-6. **Price: $24.95.**
- **Aluminum Lower Braces (TRM326):** Add strength and good looks to your entire chassis with these lightweight machined braces made from strong 6061 T-6 aluminum. They're not cheap, but they do a lot of good. **Price: $54.95.**
- **Machined Bulkheads (TRM330) (fr) & (TRM331) (r):** One area on the T-Maxx that can use some attention is the stock molded bulkheads. New Era sells these lightweight, strong, machined aluminum bulkheads. **Price: $79.50.**
- **Machined Control Arms (TRM332) (fr) & (TRM333) (r):** These machined arms are strong and nearly bullet-proof. They also feature a threaded hole for a setscrew to lock the pivot balls in place. Sold in pairs, one pair of each is needed to do either the front or rear end. **Prices: $44.50 (fr); $49.50 (r).**

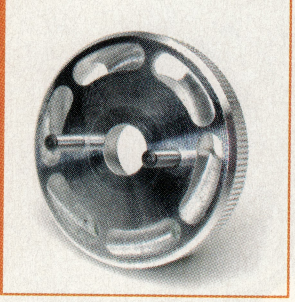


Pinhead's actually a pretty nice guy. You've just got to get past the evil thing.



RRP





- **Vented Flywheel (8550) (silver) & (8551) (blue):** If quick acceleration is what you crave, slap on this lightened flwheel wheel that features vents to help cool the area around the clutch. However, the vents don't funnel any dirt or debris into the clutch bell. Available in both natural silver or bright blue. **Prices: $22.50 (silver); $24.50 (blue).**
- **Aluminum Shock Bodies (8510) (silver) & (8511) (blue):** You don't have to spend a ton of cash on completely new shocks for your T-Maxx if all you want are aluminum bodies. These bodies are direct replacements for the stock molded bodies, and they use all the original hardware, springs, pistons, shafts, retainers, and clips. They're sold in pairs, so you can outfit your entire truck for less than $60. **Prices: $13.95 (silver); $14.95 (blue).**
- **Aluminum Lower Spring Retainers (8515) (silver) & (8516) (blue):** Add some looks to your shocks with machined-aluminum spring retainers in either silver or blue. **Prices: $13.95 (silver); $14.95 (blue).**
- **Hardened Steel Spur Gear (8572):** Never replace a stock spur gear again. This hardened, 72-tooth spur comes with a center bearing and replaces the stock gear. The hardened gear is heavier than the stock gear so there is an added flywheel effect that helps smooth out the acceleration power band a bit, but at the expense of some acceleration. **Price: $26**



KILLER BEE RACING

- **Titanium and Magnesium Chassis:** The titanium chassis are heavier than the original aluminum chassis, but they're much, much stronger. The magnesium chassis is just as strong as 6061 T-6 aluminum, but about 30% lighter. Each chassis comes with materials certification. **Price: $89 (titanium); $55 (magnesium).**

HARDCORE

Hardcore racing is a new company in the R/C world. They've been making titanium pieces for weaponry, like guns and knives, for years. Their pieces aren't cheap, but are all very high-quality.

- **Titanium Chassis (HRC00300):** Got rigidity? Hardcore's titanium chassis is only 2mm thick, but is as rigid as Hillary Clinton. The chassis comes with all the necessary countersunk holes and is available in either green, purple, or blue. **Price: $99.**
- **Aluminum A-Arm Set (HCR-00304):** Got cash? You'll need it for this one. This is a complete set of machined billet aluminum arms. These arms are very, very nice. The machine work is nearly flawless. Each set comes with four upper, four lower A-arms, and a set of eight stainless steel hinge pins with e-clips. The arms are available in blue, silver, purple, or green. **Price: $235/set.**
- **Titanium Bumpers (HRC-00306) (r) & (HRC-00305) (fr):** This dual-railed, titanium bumper set is available for either the front or rear. The rear goes on with no modification; the front needs only a little bit of trimming. **Price: $62 each.**
- **Titanium Skid Plates (HRC-00309) (r) & (HRC-00308) (fr):** These little items protect while adding strength and beauty. Both front and rear plates are countersunk and made of 2mm thick titanium. **Price: $38 each.**
- **Titanium Pillow Ball Stud Set (HRC-01504):** These balls are machined from titanium. They're 60% lighter than the stock balls, and are made to the same thread size as the stock balls so they'll fit into stock arms or most aftermarket machined arms. These ball studs come in a set of four. **Price: $35.**



If chased by killer bees, don't jump in the pool. They'll wait for you to come up.



PRO LINE

• **MAXX Masher 2000 Tires (1075-00):** Pro-Line is the first company to produce aftermarket, direct-fit, replacement tires for the T-MAXX. These are going to be huge. They increase traction thanks to a more aggressive tread design and softer M2 compound. The MAXX Mashers are also lighter than the stock tires. Look to see these new treads everywhere. **Price: $27.95/pair.**

• **FORD F-350 Body (3096-00):** Replace the original, non-descript body with this Ford replica. It's made from thick .030 Lexan for strength and durability, and it comes with detail decals. **Price: $21.95.**



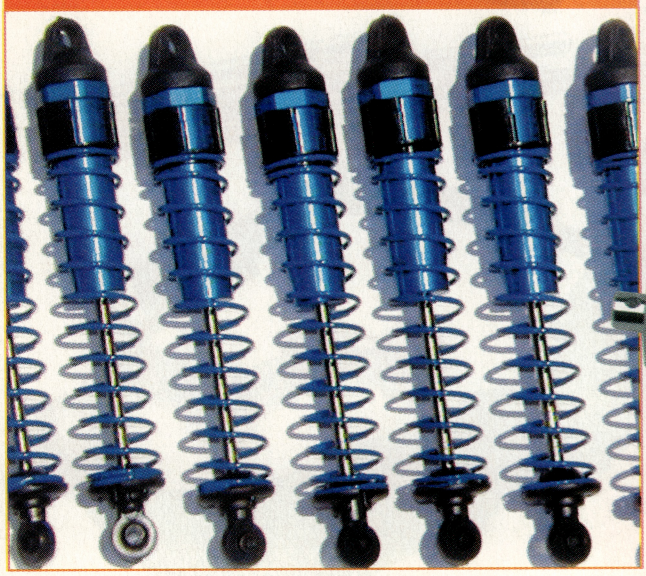


PROGRESSIVE

• **Piggy Back Reservoir Kit (PBR-1002):** Machined from 6061 T-6 aluminum and then polished and anodized in one of six colors, these reservoirs use closed-cell foam inserts and a separate reservoir to increase oil volume. The reservoirs make shock building easy and allow the shocks to work consistently for a long, long time. These reservoirs work with Associated shock bodies or Progressive Suspension's own shock bodies. **Price: $62.50/set of four.**

TEAM ASSOCIATED

• **Factory Team Shock Set (1600):** Since the beginning of time, Team Associated has been making some of the best R/C shocks in the world. So the smart marketing minds at Associated figured why not package a set of shocks for the T-Maxx? And that's just what they've done. The set comes complete with eight 1.32" blue-anodized big body shocks, springs, shafts, pre-load clips, extra pistons, oil, and everything else you need to install these shocks onto your T-Maxx. **Price: $85.99.**



CVEC INC.

• **CVEC Power System Pipe (Z120):** The inside of the pipe is an adjustable chamber plug that allows you to tune the pipe for more torque, more acceleration, longer run time, more top speed, and/or cooler running. The pipe is available in a number of different colors including black, red, purple, gold, blue, or polished aluminum. This pipe works with the stock manifold. The silicone stingers keep things safe and divert exhaust oil away from the chassis. **Price: $57.95.**



It's time for the shocking truth. Get it? Shocking. There are lots of "Shocks" on this page.



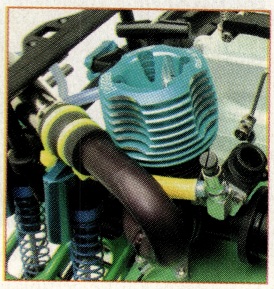
I can't compete!

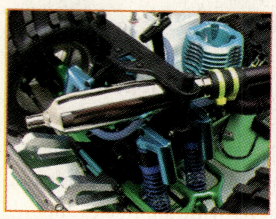
Project Hell Raiser

After we finished compiling all the hop-ups we've just listed, we started on the official *Xtreme R/C Cars T-Maxx,* code named Hell Raiser. Our little project beast will be an ongoing project that we'll update regularly as new items come out for the T-Maxx and we get our hands on them. To start, we picked out some of our favorite hop-ups and strapped them in. Here's what we've got so far.

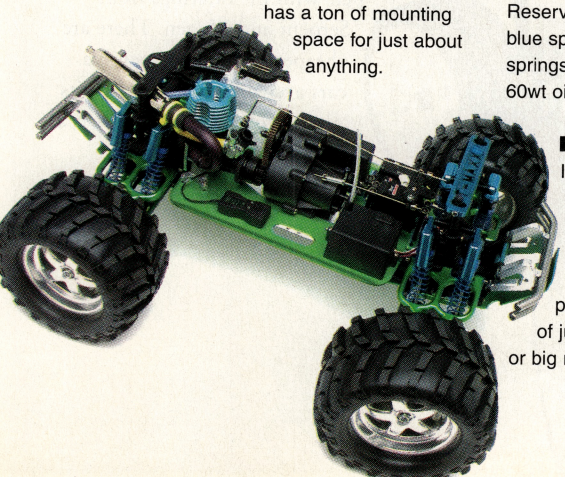
Power

Engine • Trinity's Picco .15 with pull-start is the perfect power plant. It puts out more power than the stock .15, comes with a pull-starter, and doesn't require any type of different engine mount. Having a pull-starter is a must on the T-Maxx since you're unable to use any type of bump-starter or rear-access starter. To install the engine, we did have to whip out the Dremel and cut down the crankshaft. We took the crankshaft down to about six threads from the bottom of the shaft. Two shims were placed between the flywheel and the engine bearing so that the brass collet that comes with the Picco would grab onto the flywheel. The Picco .15 comes with a standard barrel carburetor. No further adjustment or modification was needed. The stock linkage installed easily.





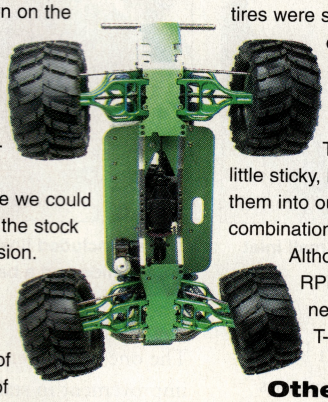
Pipe • We eighty-sixed the stock pipe and manifold in favor of the MIP Stinger. The Stinger points all the exhaust out the back of the truck. This helps to keep things clean. Once the Stinger was in place and the old pipe was gone, the chassis has a ton of mounting space for just about anything.



Drive Train

We replaced all of the slider-style drive shafts with MIP's CVDs. From the start, we didn't notice any difference in performance, but the CVDs are more bulletproof than the stock counterparts they replace. Based on past experiences, we also know they're smoother running. We also added MIP's two shoe clutch.

Although it's not shown on the truck, we received the RRP Vented Flywheel just days before going to press. We installed the flywheel with no modifications needed. Everything went together easy. Before we could strip a gear, we swapped the stock spur with RRP's steel version.



Chassis

We installed the green Hardcore chassis. Some of the holes had just a hair of flashing left inside. After destroying a few screws, we whipped out the Dremel and a carbide bit. After destroying a bit, all the holes were sized perfectly. That titanium is tough, tough stuff with which to work. We called Hardcore and they've told us they've already fixed the problem and made the holes a few thousandths of an inch bigger. Everything installed perfectly after that. We used some Trinity titanium screws in key areas. A set of New Era's chassis braces flank the center of the chassis and connect to the front and rear suspensions.

Suspension

We couldn't resist Hardcore's machined green suspension arms. The Hardcore arms come with hinge pins, but we opted for the titanium pins from Traxxas. Also from Traxxas we used the Teflon-coated pillow balls. Since we were threading aluminum into aluminum, there wasn't much resistance to hold the pillow balls in place and to keep the suspension settings. Once we set the camber on all four wheels, we backed each ball out three complete turns, dropped some thread-lock on the threads, and then screwed each ball back in three complete turns. After a complete day of bashing all the balls were held in place without moving.

Associated's eight-shock set went together quickly paired with Progressive's Piggy Back Reservoirs. The Associated shocks come with blue springs and 30wt oil. Both the oil and springs were too light for our test truck. Go with 60wt oil and Associated Gold or Red springs.

Protection

In the front and rear, we mounted New Era's bumper supports to the bulkheads. Hardcore titanium skid plates protect both the front and rear transmissions. Trinity's Servo Skid plate adds a lot of protection, especially if you're doing a lot of jumping or driving in tall brush or big rocks.

Tires, Body, and Wheels

Some of you might recognize the Pro-Line F-350 that Thunder Wessels painted for us last month. The body fit the T-Maxx perfectly with all of the cutouts perfectly indicated. Pro-Line sent us two complete sets of their new MAXX Masher tires. These tires are sweet. With the stock foam, we did notice that the tires were still rolling over. During sharp cornering we could see that the contact patch of the tires wasn't exactly beneath the center of the truck's wheels. We assembled Trinity's No-Roll inserts; they were a little sticky, but we got through it, and installed them into our second set of Mashers. Perfect combination. No aftermarket wheels yet. Although word is New Era, Pro-Line, RPM, and Hardcore are all working on new wheels for the T-Maxx

Other Stuff

For looks we put Trinity's front body brace onto our truck. With the body off, it looks good. You just need to put some masking tape on the inside of the body so that it doesn't scratch through the paint. A Futaba 9405 servo increased the amount of steering force going to the front wheels.

Project Hell Raiser Lives

Many of the items we've installed on our Hell Raiser are for looks and some serve a real purpose. So far we've got over $1000 worth of hop-ups installed. Obviously, not too many of you are going to go this gonzo on your T-Maxx. Next month, we'll rank our top ten hop-ups and tell you which mods give you the biggest bang for the buck. Also, we'll be testing new products as they come out. Here's what we've also got planned for next month and beyond:

- We'll install New Era's machined bulkheads and Traxxas' diff spool. We've got some fresh construction sites with 45-degree grades just waiting to be jumped and climbed.
- Killer Bee Racing says we can save lots of weight with their Magnesium chassis. We're anxious to give it a shot and let you know how it works.
- .21 conversion from New Era.
- Top speed Hell Raiser, Puller/Hill Climber Hell Raiser, and our favorite, Big Air Hell Raiser!

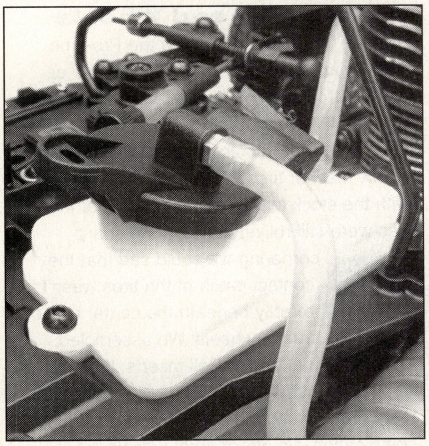
Don't miss a single installment.

For More Info:

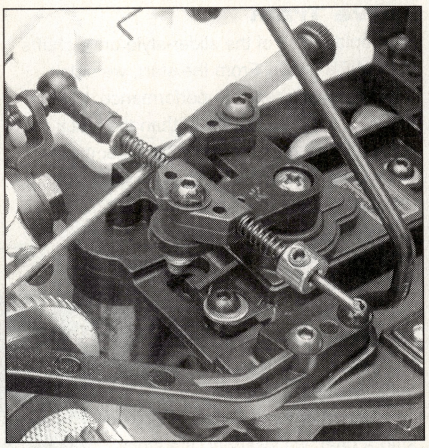
Associated	**www.rc10.com**
CVEC	**www.cvec.com**
Hardcore	**www.racinghardcore.com**
Killer Bee	**www.killerbeeracing.com**
MIP	**www.miponline.com**
New Era	**www.neweramodels.com**
Progressive Suspension	**www.progressivesuspension.com**
Pro-Line	**www.pro-lineracing.com**
Robinson	**www.robinsonracing.com**
Traxxas	**www.t-maxx.com**
Trinity	**www.teamtrinity.com**

We're looking for some Pinhead tires.

continued from page 45



The fuel tank is pressurized by a small inlet on the tank lid.



There's included linkage to accommodate both a slide and a barrel carburetor.

also noticed that the brakes didn't have the jerking effect that other touring gas cars have.

Low-Speed Handling • The GT-4 was smooth like an electric car though the tight sections. Overall, the stock setup provided a solid and predictable feel. Although exiting low-speed corners provided just the right amount of push, I felt that entering the corners could be improved upon (at least for my driving style). I tried moving the upper shock location from the innermost hole to the outermost location. This gave the car a more square feel that increased initial turn-in. I liked the improved steering. but then the rear began to break loose. I installed a set of Blue HPI progressive springs that I had handy to the rear to increase spring rate, which increased exiting traction.

Overall Drivability/Stability • The stock setup is a good platform to begin with. However, this is a car with plenty of tuning options to suit each driver's preferences.

The one adjustment that provided the most improvement in stability was running the firm Yokomo tires with firm Yokomo inserts. Tire wear was decent – well worth the added performance.

Damage Report • During a race at Massies, another car jumped the track and collided head on into my car. The motor was still running, but something was dragging. The first thought that came to my head was to call Mike to let him know that the test car was totaled. I then brought the car in and saw that it looked worse that it really was. All that had happened was that the foam bumper was rubbing against the front tires. Other than a damaged foam bumper, I was ready to fuel up and race another race. Oh yeah. My right rear tire kept coming off. I guess the REX motor was driving the wheels off this bad boy, so I clamped that wheel nut down a little tighter.

Building Tips

1 • For each step number, there is a corresponding bag number. However, I found that some smaller bags are not packaged in the same bag. So in other words, be patient and look for "missing" parts in other bags!

2 • Be careful not to overtighten self-tapping screws because they can easily strip the molded plastic.

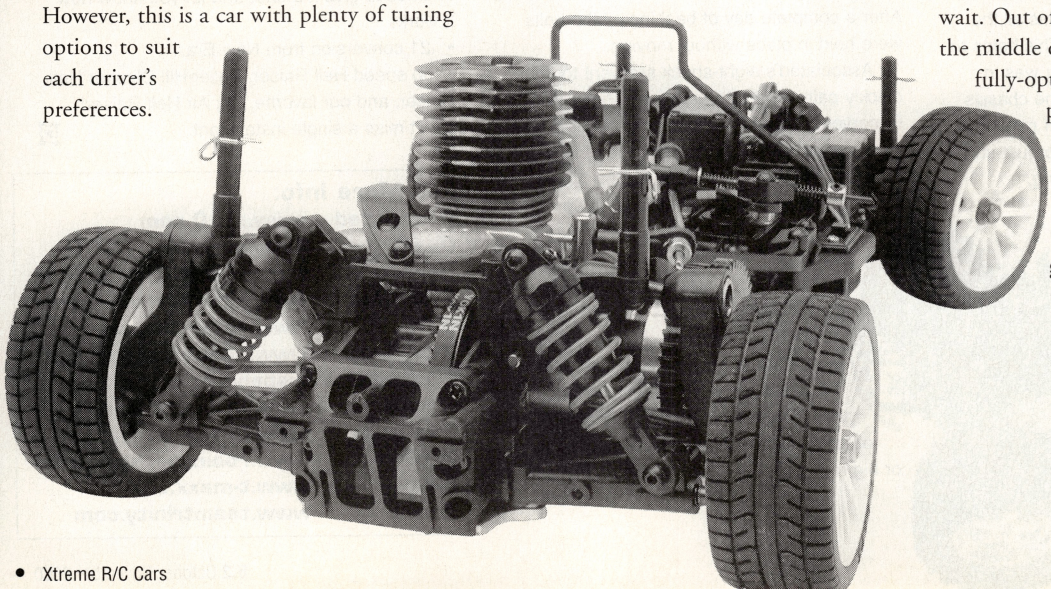
3 • In steps 1 and 2, pay attention of the direction of the pivot nut that holds the pivot ball in place. One side of the nut is cupped to provide smoother action on the ball. Failing to do this correctly will result in the nut not screwing on properly, not to mention very tight swing action.

4 • Note the different lengths of the belts and different sizes of the pulleys.

Maintenance Report • Working on the GT-4 takes a little getting used to. Accessing things like the diffs takes lots of time and effort. Keep those instructions handy at all times.

Conclusion

There are some people who prefer to drive electric cars because of their responsive and predictable handling characteristics. I'm going to go out on a limb and saying that the GT-4 runs like an electric car. The GT-4 is user-friendly as far as driving is concerned. I believe that anyone can drive the GT-4 and feel that this car is surefooted and solid in performance. It took a long time for Yokomo to come out with this car, but the R&D along with the track time before production was definitely worth the wait. Out of the box tht GT-4 is priced in the middle of the range. I'd like to see a fully-optioned version to better compete with the offerings from Serpent and Mugen. There are cheaper and more expensive cars available, but where it sits in terms of price, the GT-4 is a great value.



NITRO RUSH

2WD STADIUM TRUCK RTR

PRE-ASSEMBLED

ASSEMBLED CHASSIS WITH ENGINE INSTALLED
— ONLY REQUIRES MINOR FINAL ASSEMBLY —



Includes yellow pre-painted and trimmed Rush truck body.



NEW! #560 RTR Nitro Rush (RS2 ST) (Includes radio system)
NEW! #564 Nitro Rush (RS2 ST) (Radio system not included)



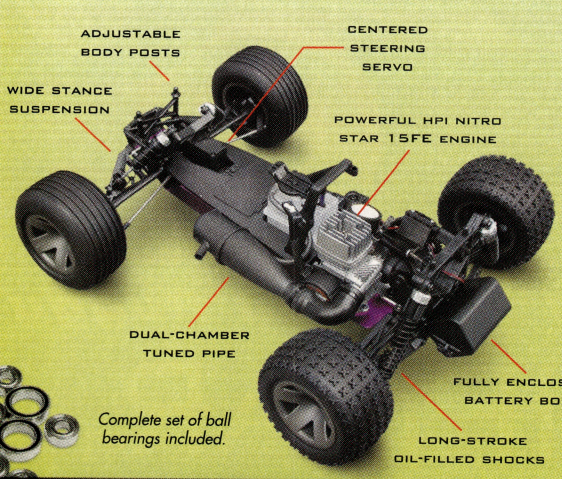
Easy to apply pre-cut decals are included.



Included in the RTR Rush kit (#560) is our new TX-2 pistol grip AM radio with dual-rate steering.

THE ALL-NEW NITRO RUSH

HPI Racing is proud to announce our all-new Nitro Rush trucks. The Nitro Rush is a 2WD nitro powered stadium truck that continues the HPI tradition of durable kits at competitive prices, excellent customer service and great aftermarket hop-up potential. The Nitro Rush is based on our all-new RS2 ST platform: tough trucks that offer high performance features, pre-assembled to get you racing quickly. The Rush is fast, yet easy to start and tune. It's simple, but uses the same suspension geometry as you'll find on competition trucks. If you've always wanted to try a quick and nimble 2WD nitro truck, try the all-new Nitro Rush. Pre-assembled with or without radio, the Nitro Rush is ready for action.



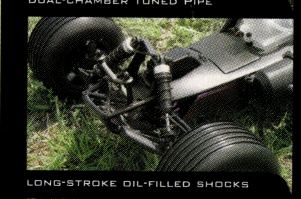
Complete set of ball bearings included.

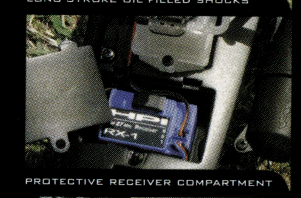
FEATURES

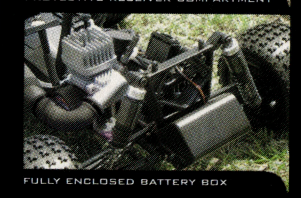
- Pre-assembled with or without radio
- Painted and trimmed body
- Decals die-cut for easy application
- Full ball bearing set
- Powerful, refined Nitro Star 15FE engine
- Dual-chamber tuned pipe
- Enclosed "laydown" gearbox
- Adjustable slipper clutch
- Sealed receiver and battery compartments
- Rear chassis upper and lower braces
- Vented disc brake


COUNTERSUNK ALUMINUM CHASSIS


DUAL-CHAMBER TUNED PIPE


LONG-STROKE OIL-FILLED SHOCKS


PROTECTIVE RECEIVER COMPARTMENT


FULLY ENCLOSED BATTERY BOX

HPI RACING

5321 Barranca Parkway, Irvine, CA 92618

VISIT US ON THE INTERNET AT
WWW.HPIRACING.COM

NITRO RS2 ST
BASED ON THE ALL-NEW RS2 ST CHASSIS

HAVE SOME FUN IN THE DIRT WITH A COMPANY WHO KNOWS A THING OR ~~TWO~~ SEVEN ABOUT OFF ROAD

MR-4MT
4WD Monster Truck

- LOW CG 2-Belt 4-Wheel-Drive System
- Front and Rear Double-Wishbone Suspension
- Lightweight Molded Composite Chassis
- Limited-Slip Front & Rear Ball Differentials
- Long Stroke Oil-Filled Shock Absorbers
- Precision Bearings & Bushings
- Turnbuckle Tie-Rods
- Front Universal Driveshafts
- Aluminum Heat Sink Motor Mount
- 9-Spoke Lightweight Truck Wheels
- Toyota Tundra Body with Decals & Masking

- LOW CG 2-Belt 4-Wheel-Drive System
- Front and Rear Double-Wishbone Suspension
- Lightweight Molded Composite Chassis
- Limited-Slip Front & Rear Ball Differentials
- Long Stroke Oil-Filled Shock Absorbers
- Precision Bearings & Bushings
- Turnbuckle Tie-Rods
- Front Universal Driveshafts
- Aluminum Heat Sink Motor Mount
- Yokomo Lightweight Buggy Wheels
- Paint Scheme Decals Included

MR-4BC
Super Dog Fighter 2
4WD Off Road Buggy

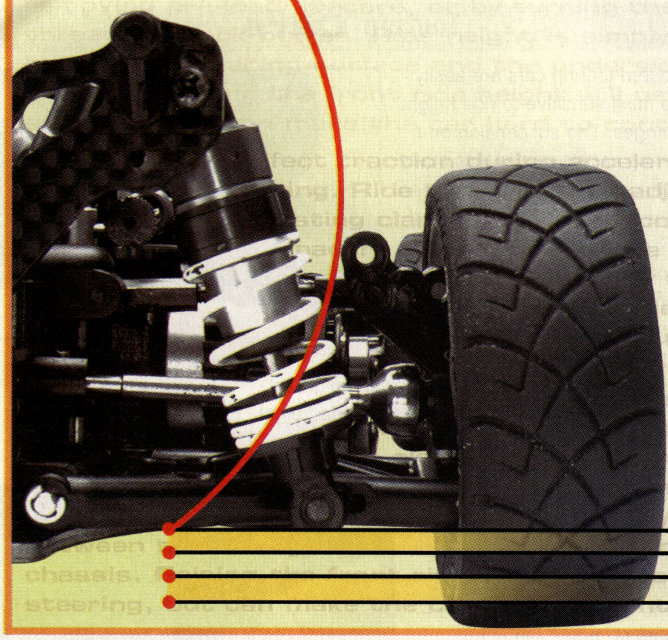
Yokomo USA

7 IFMAR WORLD CHAMPIONSHIPS

Yokomo USA Inc. 17951 Skypark Circle, Suite K Irvine, CA 92614
TEL 949.252.8663 FAX 949.252.8657 http://www.YokomoUSA.com

Understanding and Tuning With RIDE HEIGHT

by Mike Henry

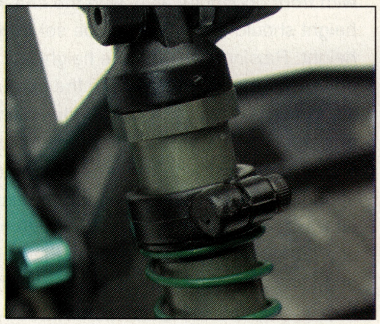


There are many facets of suspension tuning you can use to help lower your lap times and make your R/C car more enjoyable to drive. I've heard people say that loose is fast, and while that may be true to a point, nobody enjoys driving a car that's tail-happy every time you give it steering input (unless you're Bo Duke.) At the same time, we've all experienced a car that pushes and simply won't turn, no matter how far the front wheels are turned. Using ride height is probably one of the most overlooked tools that can help get your car dialed. Most racers focus on making adjustments to spring rates, shock oils, and tires, and well they should. These are the big three of suspension tuning and will usually have the most dramatic effect on your car's handling. But don't discount adjusting ride height to help you gain that last tenth you need to get around the other guy. Let's find a flat, level surface and have at it.

Ride Height Explained

Ride height is simply the distance between the racing surface and the underside of your car's chassis. But don't be fooled by this oversimplified statement; ride height can affect your car everywhere on the track. Ride height can affect traction during acceleration, braking, cornering and jumping. Ride height can be adjusted in one of three ways: by adjusting clamp-type shock collars, adding or removing pre-load spacers, or by turning the collars on threaded shock bodies. All of these methods have advantages and drawbacks. Clamp-type adjusters are easy to move. But in moving them, it's almost impossible to attain identical pre-load on both shocks. Using small plastic pre-load spacers is a better choice because you know exactly how much pre-load is on either side, but using them makes minute adjustments hopeless. Threaded shock bodies are high-dollar items and the best choice for making small (less than 1mm) adjustments, but again, you should never assume both sides are even by eyeballing them. Always use calipers or a ruler to measure the amount of pre-load on each shock being adjusted.

So how does adjusting ride height affect handling? In a perfect world, all R/C cars would have perfectly level chassis all of the time. Imagine setting a carpenter's level on top of the chassis, and the little bubble being centered. If you were to increase the pre-load on the rear suspension, the bubble will have moved back, and you will have shifted the car's weight forward slightly. The inverse is true if you raised the ride height up front. Now you can begin to understand how adjusting the ride height can change your car's handling. The key to getting your car to work is to have control of the weight transfer that occurs when you accelerate, brake, or turn. In theory, by raising the rear ride height, the vehicle will drive as if more weight was distributed to the front wheels, and this will increase the steering response. Again, if you do the opposite, more weight will shift to the rear of the car, resulting in more rear traction. Changing the amount of pre-load does not increase the spring rate on linear springs. It simply changes where your car's weight is positioned, and how quickly it shifts.



Typically ride height is adjusted by simply adding or subtracting pre-load to the car's shocks.

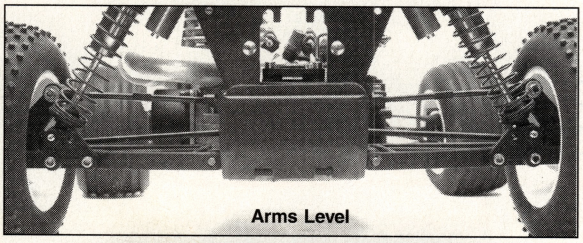
We just realized Mike has two first names. Other people with two first names...

Setting Ride Height

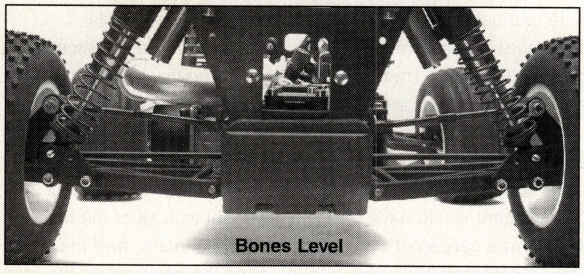
In order to accurately set your ride height, you need a perfectly flat and level surface. Most pit-tables at race tracks are less than ideal. Instead, place your car on a large piece of flat glass. For off-road cars, drop the car from about two or three inches, then work the suspension a few times, allowing the car to find its natural ride height. Using whatever method your car has for adjusting pre-load, set the ride height so both sides are exactly the same. To raise the ride height, you'll need to put more pre-load on the shock springs by lowering the collars or adding more spacers. To lower the ride height, raise the collars or remove spacers. Most instruction manuals include tuning tips, and provide a good starting point (and those kits with no tuning tips suffer the wrath of *Xtreme* staffers.)

2WD Buggies and Trucks

Almost every manufacturer suggests a similar starting point for 2WD buggies and trucks. Set the front ride height so the front suspension arms are level with the chassis. If you need more steering, lower the front end slightly. If you need to dial out some oversteer, raise the front end a bit. (Slightly and a bit mean 1mm or 2mm.) Setting the ride height in the rear usually starts by setting the driveshafts (bones) level, so the suspension arms are slightly below level. If you want more steering, try raising the rear end slightly. Or, if you've got too much steering, try lowering the rear just a bit. The key to making these adjustments work is to only raise or lower one end at a time. Don't try to raise the front AND lower the rear in one adjustment. Patience, grasshopper.



Arms Level



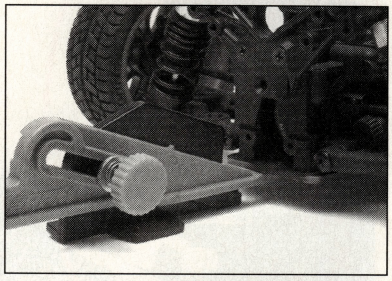
Bones Level

4WD Buggies

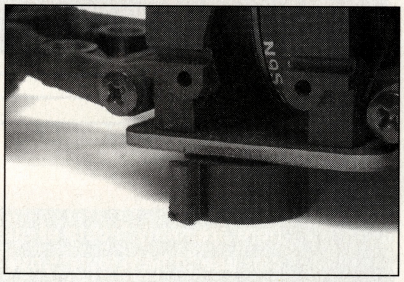
4WD buggies can be more sensitive to ride height adjustments, but weight transfer is still the name of the game. In most cases, it's suggested that the front ride height be set with front dogbones level with the chassis. The front ride height should almost always be set lower than the rear ride height. Raising the front ride height will usually increase on-power steering, but can make the car hard to control when it's sliding. Lowering the front ride height will increase off-power steering and make the car easier to drive when it's sliding. The Losi XX-4 World's Edition uses small internal springs between the shock cartridge and the piston. This allows you to set a slightly higher ride height without losing driveability and steering. Ride height in the rear of 4WD buggies is set similar to their 2WD brethren. Set the rear ride height so the dogbones are level. Lowering the rear ride height will result in more rear traction. However, if the ride height is too low, the car may push entering a corner, then suddenly swap ends (i.e., oversteer).

Touring Cars

Modern touring cars are easily the most sensitive to ride height changes. The suspension on a touring car moves far less than a typical off-roader, so you need to be meticulous when making any changes to the chassis. Typically, you want to set the front ride height slightly lower than the rear ride height. For paved tracks and smooth parking lots, start by setting the front ride height at 5mm. For carpet tracks, set the front ride height as low as possible without bottoming out on the carpet under heavy braking. For setting ride height in the rear, 5mm is a good starting point. How high is 5mm? Use a proper ride height gauge. I came up with a low-buck substitute for those without a gauge. After setting your car on a flat surface, work the suspension and let it settle. Take a 5mm pre-load spacer, and try to slide it under the chassis. While this is a bit crude, it can get the job done in a pinch. These are only starting points. Some tracks have banking in the turns. This will require a higher ride height, so the car doesn't bottom out during high-speed corners.



A gauge like this one from RPM works the best to set ride height properly.



But, if one's not handy you can always improvise with what you've got.

Somewhere in The Middle

Whether you're on- or off-road, don't go to the extreme. A vehicle that's set too low will scrape the ground during cornering and bottom out when landing jumps or going over rough terrain. Having the bottom of your chassis interacting with the ground is less than desirable. On the other side of the coin, having vehicle that's too high is not good either. A car that's too high can roll over easily during turning, exhibit poor handling traits across the board, and be slow.

Wrap Up

Now that you have a better understanding of how ride height is adjusted and its effects on R/C cars, you can better tune your own. Knowledge is power. The more you know about your car's handling and how to tune it, the better you can adapt to different situations. As with any other adjustment, remember to make only one change at a time. This way you'll know exactly what's working and what isn't. Of course, there is no substitute for practice. What better time to try new things (like adjusting ride height) than while you're practicing?

...Michael Jordan, Troy Lee, Martin Lawrence, Chris Isaac.

MEET THE NEED FOR SPEED...



WITH FUTABA quality and value.

Futaba® 1 Year Warranty

Specifications:	MC230CR (FUTM0922)	MC330CR (FUTM0932)
Dimensions (in.):	1.07 x 1.31 x 0.50	1.07 x 1.31 x 0.50
Weight (oz):	1.55	1.59
Capacity:	6-7 cells	6-7 cells
Motor Limit:	20+ turns	13+ turns
Current (fwd/rev):	90A/45A	200A/100A
Wire:	16 ga.	14 ga.
Motor High Frequency:	yes; 1,500 Hz	yes; 1,500 Hz

Both include: BEC and installed Futaba J, JST & bullet connectors.

When you've made the decision to move up to an electronic speed control, think: What is it you *really* want?

Smoother, stronger performance? Naturally. Versatility? That's always good. Setup convenience? A definite plus. And value? That's an absolute must.



Put them all together and you have the MC230CR, the ESC of choice for Futaba's 2PC and 2PCKA pistol radios. Made from vibration-resistant Surface Mount Components (SMC), the MC230CR is not only lighter and more reliable than servo-operated controls, but more compact, as well. At just 1.07" x 1.31" x 0.50", the MC230CR fits easily on a crowded chassis, with room left over for a wide range of helpful features.

High-frequency design leads the list, extending run time, and providing fully proportional control in forward *and* reverse—a big step up from the notchy, all-or-none response of most mechanical speed controls. And if you want to go stock racing, you can; there's a reverse lock-out feature that makes the MC230CR ROAR-legal in seconds.

And even if the action gets too hot to handle, the MC230CR won't. Its 1500Hz switching rate, heat sinks and new plastic FETs combine to keep it running cool. Under extreme conditions — heat, overload or short-circuit — the MC230CR will not only shut down automatically, but won't reboot until the problem is solved. That's investment protection.

So is the MC230CR's low battery feature and the new receiver switch reminder. Forget to turn off the receiver before the transmitter, and the MC230CR will beep and "pulse" your vehicle forward until you do.

You can see (and hear) it for yourself at better hobby dealers everywhere. For the location of the dealer nearest you, please call 1-800-682-8948 and mention code number 2334U.

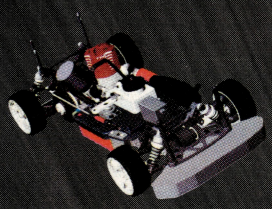
Futaba®

www.futaba-rc.com

Distributed Exclusively Through
GREAT PLANES MODEL DISTRIBUTORS COMPANY
P.O. BOX 9021, CHAMPAIGN, IL 61826-9021

© Copyright 2000 — 3137021

ON ROAD – GAS



▲ SKU# 1004-0508
MTX2 Nitro 4WD Touring Car w/ Engine
by MUGEN
eHobbies price: $479.99



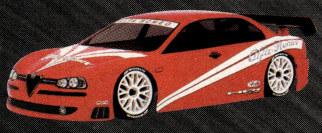
▲ SKU# 1002-6756
TG10 Nitro 1/10 R/C Car w/ CLK-GTR
by TAMIYA AMERICA
eHobbies price: $149.99



▲ SKU# 1002-5770
Nitro RS4 RTR R/C Car w/ Skyline
by HPI
eHobbies price: $299.99



▲ SKU# 1002-5761
Nitro RS4-2 w/ 911 GT3 Body R/C Car
by HPI
eHobbies price: $249.99

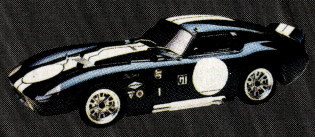


▲ SKU# 1002-5766
Super Nitro RS4 R/C Car w/Alfa Romeo
by HPI
eHobbies price: $279.99

▼ SKU# 1002-5765
Super Nitro RS4 R/C Car w/ Viper Body
by HPI
eHobbies price: $279.99



▼ SKU# 1002-8759
Cobra Daytona R/C Gas Car w/ GS11X
by KYOSHO
eHobbies price: $239.99



▼ SKU# 1002-5764
Nitro RS4-2 w/ Saleen Mustang R/C Car
by HPI
eHobbies price: $249.99



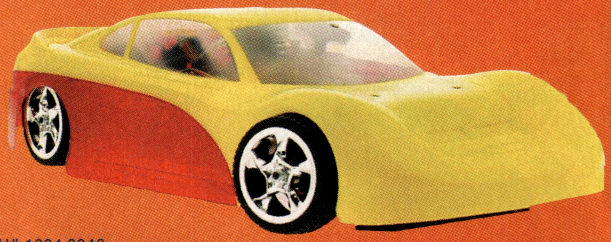
▼ SKU# 1002-5762
HPI Nitro RS4-2 R/C Car w/ Lamborghini
by HPI
eHobbies price: $249.99



▼ SKU# 1002-6757
TG10 1/8 Mini Cooper Gas R/C Car
by TAMIYA AMERICA
eHobbies price: $269.99



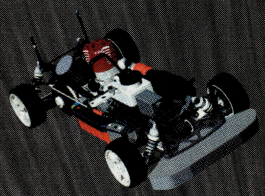
TOTAL RTR!



▲ SKU# 1004-0046
Nitro Steet Force RTR R/C Car
by DURATRAX
This Duratrax Nitro Street Force RTR R/C Car comes loaded with features that will make running great fun. This kit even comes with a fuel bottle and glow starter! Stress tech parts boast a six-month guarantee for free replacement. Truly ready to run, the body is painted, trimmed and cut out. This kit is rip, roarin' and ready to go!
eHobbies price: $279.99



▲ SKU# 1002-6986
TG10 Calsonic Nismo Nitro R/C Car
by TAMIYA AMERICA
eHobbies price: $219.99



▲ SKU# 1004-0511
MTX2 4WD Touring Car w/o Engine
by MUGEN
eHobbies price: $339.99



▲ SKU# 1000-0424
RTR Bug R/C Car
by COMPAGNUCCI
eHobbies price: $579.99

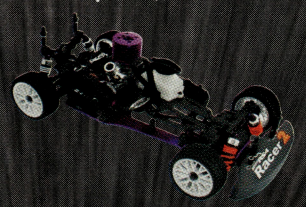
▼ SKU# 1002-5771
Nitro RS4 RTR R/C Car w/ Alfa 156
by HPI
eHobbies price: $299.99



▼ SKU# 1002-8754
'67 Corvette Stingray R/C Gas Car
by KYOSHO
eHobbies price: $239.99



▼ SKU# 1004-1596
Nitro Racer 2 R/C Car w/o Engine
by HPI
eHobbies price: $259.99



free shipping!
see our site for details

www.eHobbies.com
AOL Keyword: eHobbies

eHobbies℠
creating a new world for hobbyists℠

XRC_0003

experience the thrill

At **eHobbies** we've got all the kits, parts and accessories you crave, so you can spend less time looking for what you need and more time racing. Log on to **www.eHobbies.com** and see how we can keep you ahead of the pack.

ON ROAD – ELECTRIC



▲ SKU# 1002-8383
Lexus GS400 Electric R/C Car Kit
by TAMIYA AMERICA
eHobbies price: $119.99

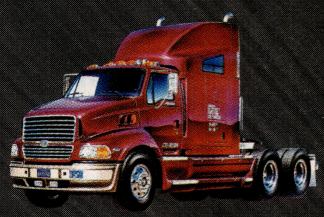
▼ SKU# 1002-7853
TC3 4WD Sedan, Team Kit
by ASSOCIATED
eHobbies price: $209.99





▲ SKU# 1002-8379
M04 R/C Car W/ Honda S2000
by TAMIYA AMERICA
eHobbies price: $129.99

▼ SKU# 1002-8354
1/14 Ford Aeromax
by TAMIYA AMERICA
eHobbies price: $399.99



COMBOS!



▲ SKU# 1003-2111
SP3 Extreme 1/12 Scale R/C Car
by MODEL RECTIFIER CORP
MRC's 1/12 scale ready-to-run SP3 Extreme R/C car runs as fast as its assembly time! 100 percent factory assembled, this electric wonder includes an RS 380 motor, an RB809 Delta Peak charger, a 72-volt battery and a speed control.
eHobbies price: $149.99



▲ SKU# 1004-2284
Yokomo MR-4TC Accord Combo
Save $30 when you buy this Yokomo MR-4TC Accord combo, featuring car, radio system, batteries, charger and Trinity motor.
eHobbies price: $329.99

▼ SKU# 1003-8847
RS4 2 Sport 1/10 R/C Car, Altezza
by HPI
eHobbies price: $144.99



▼ SKU# 1003-8843
RS4 Sport 2 1/10 w/ Stratus Body
by HPI
eHobbies price: $144.99





▲ SKU# 1002-6987
Toyota GT1 TS020 R/C Car (F103RS)
by TAMIYA AMERICA
eHobbies price: $132.99

▼ SKU# 1002-6989
Audi R8R Roadster R/C Car, (F103RS)
by TAMIYA AMERICA
eHobbies price: $149.99





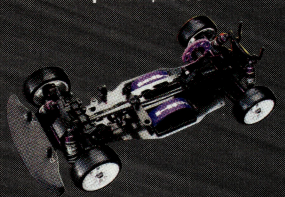
▲ SKU# 1002-6979
TL01 Calsonic Skyline R/C Car
by TAMIYA AMERICA
eHobbies price: $79.99



▲ SKU# 1002-7840
Street Weapon Championship Edition
by TEAM LOSI
eHobbies price: $279.99

▼ SKU# 1004-2295
4-Tec RTR EP w/ Painted Body
by TRAXXAS CORPORATION
eHobbies price: $169.99





▲ SKU# 1002-5759
RS4 Pro2 Racing Kit W/ No Body
by HPI
eHobbies price: $219.99

we carry products from these and other great manufacturers...

HPI, Hobbico, Nikko America, Traxxas, Compagnucci, Tamiya America, Kyosho, Yokomo USA Inc., Associated, Team Losi, Duratrax and Mugen

1-888-eHobbies

call our toll-free number – 24 hours a day, 7 days a week to order by phone

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

OFF ROAD – ELECTRIC



▲ SKU# 1000-0609
King Tiger Tank
by TAMIYA AMERICA
eHobbies price: $389.99



▲ SKU# 1003-1659
Juggernaut 2 4WD Monster Truck
by TAMIYA AMERICA
eHobbies price: $349.99

▼ SKU# 1000-1487
USA-1 4WD/4WS R/C Truck
by KYOSHO
eHobbies price: $219.99

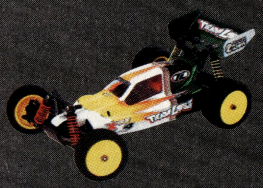


▼ SKU# 1002-6990
XXX-T 2 WD R/C Truck
by TEAM LOSI
eHobbies price: $199.99





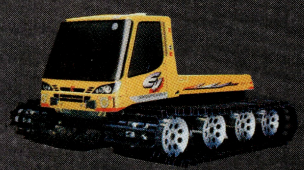
▲ SKU# 1004-0051
Ultima ST Type R Racing R/C Truck
by KYOSHO
This new Kyosho Ultima ST Type R electric racing truck has all the top features loaded and ready to go. Get this kit and get ready to win some races!
eHobbies price: $179.99



▲ SKU# 1002-7826
XX-4 4WD World's Edition
by TEAM LOSI
eHobbies price: $299.99

▼ SKU# 1002-2664
XXX Off-Road Buggy
by TEAM LOSI
eHobbies price: $199.99





▲ SKU# 1000-1488
1/12 EP Blizzard EV R/C Truck
by KYOSHO
eHobbies price: $229.99

▼ SKU# 1003-1660
MR4-MT 1/10 4WD Monster Truck
by YOKOMO
eHobbies price: $179.99





▲ SKU# 1003-1655
MR-4BC 4WD Electric Buggy
by YOKOMO USA INC.
eHobbies price: $179.99



▲ SKU# 1000-0465
RC10B3 Sport R/C Car
by ASSOCIATED
eHobbies price: $169.99



▲ SKU# 1000-1405
RC10T3 Basic R/C Car
by ASSOCIATED
eHobbies price: $139.99



▲ SKU# 1004-2303
Stampede RTR Truck w/ Painted Bdy
by TRAXXAS CORPORATION
eHobbies price: $159.99



▲ SKU# 1004-4804
Rally Weapon 4WD R/C Car
by TEAM LOSI
eHobbies price: $179.99



▲ SKU# 1000-1405
RC10T3 Basic R/C Car
by ASSOCIATED
eHobbies price: $139.99

▼ SKU# 1002-6983
Wild Dagger 4WD R/C Car, 2 Motors
by TAMIYA AMERICA
eHobbies price: $139.99



▼ SKU# 1002-6985
Wild Willy 2 R/C Truck
by TAMIYA AMERICA
eHobbies price: $114.99



▼ SKU# 1004-5375
RC10 B3 Team Buggy
by ASSOCIATED
eHobbies price: $209.99



▼ SKU#1002-5769
RS4MT Baja Bug 4-Wheel Drive R/C Car
by HPI
eHobbies price: $159.99



eHobbies content

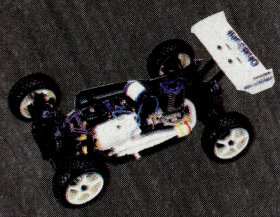
Tune in to the R/C Channel on eH TV for awesome streaming video programs including the IFMAR Off-Road World Championships or read our interviews with top racers and articles and tips written by the best in the business.

1-888-eHobbies

call our toll-free number – 24 hours a day, 7 days a week to order by phone

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

OFF ROAD – GAS



▲ SKU# 1003-9555
MP6 International 1/8 Race Buggy
by KYOSHO
eHobbies price: $699.99



▲ SKU# 1003-9549
Inferno MP6 1/8 Sports w/ Engine
by KYOSHO
eHobbies price: $449.99



▲ SKU# 1000-1492
Landmax Toyota Car w/ GS21R
by KYOSHO
eHobbies price: $429.99



▲ SKU# 1004-0052
Ultima ST Type R Nitro R/C Truck
by KYOSHO
eHobbies price: $249.99

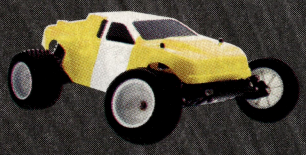
▼ SKU# 1000-1493
Dodge Ram QRC Combo
by KYOSHO
eHobbies price: $339.99



▼ SKU# 1004-2311
Nitro Stampede RTR, Purple
by TRAXXAS CORPORATION
eHobbies price: $319.99



▼ SKU# 1004-4129
Nitro Rustler RTR w/ Painted Body
by TRAXXAS CORPORATION
eHobbies price: $309.99



▼ SKU# 1002-7173
RC10GT RTR R/C Truck
by ASSOCIATED
eHobbies price: $299.99



▼ SKU# 1003-1761
Nitro MT 4WD R/C Monster Truck
by HPI
eHobbies price: $279.99





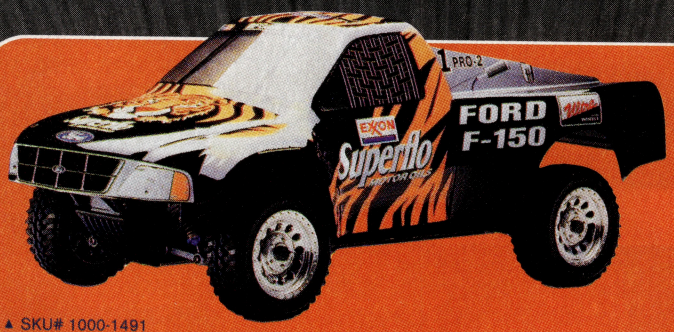
▲ SKU# 1003-9598
MBX-4 RR 4WD 1/8 R/C Racing Buggy
by MUGEN
Mugen's 1/8 scale MBX-4 RR 4WD racing buggy boasts components to suit USA-style racing: rough tracks with big jumps! The MBX-4 features sealed diffs for track tuning, new shock towers, pillow ball front suspension, aluminum hinge pin mounts, straighter inner hinge pin angle, new gas tank and steel main gear
eHobbies price: $479.99



▲ SKU# 1000-1490
Nitro Blizzard QRC Truck w/ GS11X
by KYOSHO
eHobbies price: $269.99

▼ SKU# 1002-1661
T-Maxx Nitro R/C Monster Truck
by TRAXXAS CORPORATION
eHobbies price: $379.99





▲ SKU# 1000-1491
Landmax Exxon F150 Truck GS21R
by KYOSHO
Kyosho's nitro-powered Landmax auto proves exactly how exciting 1/8 scale, 4WD power can be. Already 60-percent pre-assembled, this Landmax model runs as easily on asphalt as it does on hard dirt, showcasing the model's incredible power.
eHobbies price: $399.99

hot deals

Find amazing deals on R/C cars, trucks, tools and accessories – all the time.

free shipping!

see our site for details

www.eHobbies.com

AOL Keyword: eHobbies

eHobbies℠

creating a new world for hobbyists℠

PARTS & ACCESSORIES

1004-5707	True Lathe 2 Pro	Trinity Products	180.00
1002-1657	Real Race R/C Car Simulator	Duratrax	99.99
1004-1613	Minitemp Temp Gun w/ Laser sight	Raytek	99.99
1004-0605	Pro 1/8 Off Road Starter Box	Mugen	79.99
1004-0606	On Road Pro Starter Box	Mugen	79.99
1004-1611	Minitemp Temperature Gun	Raytek	79.99
1002-8987	Ball Differential, Pro	Traxxas Corporation	60.00
1004-3502	Nitro RS4 2 Speed Transmission, H.D.	HPI	54.99
1003-0826	360 Stinger Exhaust Nitro Stampede	Moore's Ideal Products	49.99
1002-8368	Semi-Trailer Light Set	Tamiya America	45.00
1002-6941	2-Speed Transmission for TG10	Tamiya America	44.99
1002-6996	Low Friction Dampers, Purple X4	Tamiya America	44.99
1003-0834	360 Stinger Kit ,RS4 Nitro Mini	Moore's Ideal Products	44.99
1002-9679	Monster Hauler Bag, Black	Trinity Products Inc.	39.99
1003-0512	Graphite Chassis w/Braces, for the XXX	Team Losi	39.50
1004-0587	1/8 Buggy Torque Pipe, for .21	Paris Racing Products	36.99
1003-0624	CVD Kit, All Assoc. Team Trucks	Moore's Ideal Products	35.50
1004-3220	Titanium Combo, T.buckle, pin	Associated	34.99
1003-0607	XX4 Titanium Turnbuckle Kit	Lunsford Racing	32.50
1003-0677	RS4 Nitro Titanium Turnbuckle Kit	Lunsford Racing	32.50
1003-0692	CVD Kit RS-4.Pro/Nitro Front Wide	Moore's Ideal Products	32.00
1003-0977	FACTORY BLUE Machined Motor Adj Clamp	Associated	31.00
1000-0533	Super Shock Set 45-56mm, Touring Car	HPI	30.99
1004-0582	Racing Turbo Ring Pipe, 1/10 Scale	Paris Racing Products	27.99
1003-0589	RC10B3 Titanium Turnbuckle Kit	Lunsford Racing	27.00
1003-0667	Street Weapon Titanium Turnbuckle Kit	Lunsford Racing	27.00
1002-8371	Tractor Truck Oil Shocks	Tamiya America	27.00
1002-6877	Track Corner Markers, Set of 5	Tamiya America	22.99
1004-0576	MBX-4 Exhaust Header	Mugen	21.99
1003-0594	Lite Drives for Losi XX	Moore's Ideal Products	19.99
1003-0504	.6" Threaded Shock bodies w/nuts	Team Losi	19.95
1003-0505	.9" Threaded Shock bodies w/nuts	Team Losi	19.95
1002-5667	RS4 Sway Bar Set #A209	HPI	18.99
1002-7877	Maximizer Fuel Filter	Kyosho	17.99
1003-0591	Lite Drives RC10B2/B3/T3	Moore's Ideal Products	17.99
1004-4505	Lt. Weight Alum. Screw Set,GT	Associated	16.99
1002-9076	Exhaust Header Nitro Stampede	Traxxas Corporation	15.00
1002-5719	Racing Fuel Bottle	HPI	15.00
1003-0260	Shock Tower F/R (Carbon Graphite)	HPI	15.00
1003-0839	Thorp 3/32" Hex Driver	Moore's Ideal Products	15.00
1003-0835	Thorp .050" Hex Driver	Moore's Ideal Products	14.50
1003-0836	Thorp 1/16" Hex Driver	Moore's Ideal Products	14.50
1003-0842	Thorp 1.5mm Hex Driver	Moore's Ideal Products	14.50
1003-0844	Thorp 2.5mm Hex Driver	Moore's Ideal Products	14.50
1004-0950	.21 Silicone Exhaust Couplers, X3	Mugen	13.99
1002-8529	Sway Bar Kit for Street Weapon	Team Losi	13.95
1003-0746	Six Pack Pinion Gears ODD 15-25	Robinson Racing	12.95
1002-5733	Graphite Diff Hubs, All RS4 2 sets	HPI	12.00
1000-0534	Fiber Brake Disk: NRS4, N Mini	HPI	11.99
1003-0830	4-N-1 Clutch RC10GT	Moore's Ideal Products	11.95
1004-0955	Silicone Diff Oil, 1000 Wt.	Mugen	10.99
1004-0961	Silicone Diff Oil, 7000 Wt.	Mugen	10.99
1004-0965	Silicone Diff Oil, 3000 Wt.	Mugen	10.99
1003-0723	Ground Effects Traction Compound 8oz Can	Paragon Racing Prod.	10.50
1002-9526	Lightened Motor Plate, Blue, XXX	Team Losi	10.00
1003-1012	5-Pack Battery case	Saiko	9.99
1002-9515	Titanium 188" Ball Stud w/Rod	Team Losi	9.00
1002-9517	Titanium .380" Ball Stud w/Rod	Team Losi	9.00
1002-9690	Shock Bushing, Alumium, Blue,HPI & YOK	Trinity Products Inc.	8.99
1003-0699	Alum. (Blue) Fuel Filter	OFNA Racing	8.95
1003-0929	Black Pinion Case	RPM	8.95
1002-8621	Threaded Shock Body Nuts (4)	Team Losi	8.5
1002-9686	Shock Bushing, Alumium,Blue, Team Losi	Trinity Products Inc.	7.99
1002-9688	Shock Bushing, Alumium, Blue,Associated	Trinity Products Inc.	7.99
1003-0712	3MM Red Nylock Nuts (10)	OFNA Racing	7.95
1003-0713	3MM Blue Nylock Nuts (10)	OFNA Racing	7.95
1003-0717	4MM Red Nylock Nuts (10)	OFNA Racing	7.95
1003-0718	4MM Blue Nylock Nuts (10)	OFNA Racing	7.95
1003-0928	Blue Crystal Case	RPM	7.95
1002-8626	Titanium Shock Shaft, .36"	Team Losi	7.00
1002-8628	Shock Shaft,.6 Titanium Plated	Team Losi	7.00
1004-0920	1/8 Exhaust Joint Coupler, Long	OFNA Racing	6.99
1003-0878	75 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0880	81 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0879	78 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0881	85 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0882	87 Tooth 48 Pitch Super Spur	Robinson Racing	6.95
1003-0404	Pro-CA Tire Glue, Thin	Pro-Line USA	5.95
1003-0917	RC10GT 3° Rear Mounts	RPM	5.95
1002-9614	Stick Pack Building Kit	Trinity Products Inc.	4.99
1002-9628	Royal Oil	Trinity Products Inc.	4.99
1003-0926	Heavy Duty Rod End (12 - Black)	RPM	4.95
1000-1453	Nitro R/C Car Cleaner	HPI	4.49
1003-0756	19 Tooth 48 Pitch Silencer Pinion	Robinson Racing	4.25
1003-0758	21 Tooth 48 Pitch Silencer Pinion	Robinson Racing	4.25
1003-0760	23 Tooth 48 Pitch Silencer Pinion	Robinson Racing	4.25
1003-0762	25 Tooth 48 Pitch Silencer Pinion	Robinson Racing	4.25
1002-9850	Motor Brush, Competition, Stand-up 768	Associated	3.50

BATTERIES, CHARGERS, ESC'S

1002-6096	Millenium Digital D/C Charger	Novak Electronics	134.99
1000-0563	Cyclone Programmable Speed Control	Novak Electronics	122.99
1002-6095	N-Power, Power Supply 10 amp	Novak Electronics	119.99
1000-0334	G-12C III Car Speed Control	Tekin Electronics	109.99
1000-0565	Super Rooster Speed Control	Novak Electronics	109.99
1000-0336	Rebel Reversing Car Speed Control	Tekin Electronics	74.99
1002-6092	2400 VIS Extra Batteries Team 6C	Trinity Products	69.99
1002-6088	2400 V-Max Plus Batteries TM	Team Orion	68.99
1000-0564	Rooster Reversible Speed Control	Novak Electronics	65.99
1002-6090	2400 VIS Extra Batteries Race 6C	Trinity Products	58.99
1002-6087	2400 V-Max plus Batteries RAC	Team Orion	56.99
1002-6086	2400 V-Max Plus Batteries CLB	Team Orion	48.99
1002-6094	3000 MAH NiMh Batteries Stick Pk	Trinity Products	46.99
1002-6355	Pro 1000 NiMH Receiver Batt.	Team Orion	36.99
1002-6727	Black Box2 Discharge Cutoff Device	Deans W.S. Co.	25.95
1000-0632	Discharger	Deans W.S. Co.	24.99
1000-1353	900 AC/DC Auto-Charger	Hobbico	24.99
1004-5459	Dyna-Sport 1700 6 Cell Flat Batt.	Dynamite	22.95
1004-5695	1700 MAH 6 Cell 7.2V Battery	Racers Edge	17.99
1004-5439	Dyna-Sport 1500 6 Cell Flat Pack	Dynamite	16.95
1004-5694	1500 MAH 6 cell 7.2v Battery	Racers Edge	14.99
1002-6343	Twisted Gold Connector Set	Team Orion	9.99
1002-6724	Ultra Plug Connector Female 5 pk.	Deans W.S. Co.	5.95
1002-6723	Ultra Plugs Battery Connector 1 pr	Deans W.S. Co.	3.25

advanced search

Get a complete listing of every part we carry for your R/C car or truck. Select the manufacturer and we do the rest.

1-888-eHobbies call our toll-free number – 24 hours a day, 7 days a week to order by phone

©2000 eHobbies.com, Inc. All rights reserved. The eHobbies logo and "creating a new world for hobbyists" are servicemarks of eHobbies.com, Inc.

TIRES & WHEELS

1003-0402	Front, Rear 1/8 M2 Multi-Spike	Pro-Line USA	19.95
1003-0390	Rear Pro-99 M3 Square Fuzzie T 2.2"	Pro-Line USA	18.50
1003-0395	Rear Hole Shot T M3 2.2" Truck	Pro-Line USA	18.50
1003-0398	Rear Bow Tie T M3 2.2" Truck	Pro-Line USA	18.50
1003-0400	Front, Rear 1/8 XTR Multi-Spike	Pro-Line USA	17.99
1002-9099	Front Truck, Wedge, (Silver)	Team Losi	17.95
1002-9101	Front 8 Rib Truck w/Liner, (Red)	Team Losi	17.95
1002-9111	Rear Truck, Reptile, (Silver)	Team Losi	17.95
1002-9140	Rear Truck Sprint, (Red)	Team Losi	17.95
1002-9146	T-2000 Truck Tire, (Red)	Team Losi	17.95
1002-9152	LST T-90 Street Truck Tire, (Red)	Team Losi	17.95
1003-0372	Rear 2.2" Gladiator 2 Truck Tire, M2	Pro-Line USA	17.95
1002-9167	Low Profile Sedan Slicks, (Yellow)	Team Losi	14.95
1003-0424	Rear Sand Paw S-52 2.2"	Pro-Line USA	14.50
1002-5606	Racing Slick Belted Tires 24mm (23R)	HPI	13.00
1002-5607	Racing Slick Belted Tires 24mm (27R)	HPI	13.00
1002-5608	Racing Slick Belted Tires 24mm (33R)	HPI	13.00
1003-0335	Rear Pro-89 M3 Square Fuzzie 2.15", 2.2"	Pro-Line USA	13.00
1003-0353	Rear Hole Shot M3 2.2" Buggy	Pro-Line USA	13.00
1003-0356	Rear Hole Shot low-pro M3 compound	Pro-Line USA	13.00
1003-0307	Rear Bow Tie M2, 2.2"	Pro-Line USA	12.50
1003-0362	Front Hole Shot 4WD M3 Buggy	Pro-Line USA	12.50
1003-0437	STD L. Pro Slick Low Profile, Narrow, S2	Pro-Line USA	12.50
1003-0438	STD LP Slick Low Profile, Narrow , S3	Pro-Line USA	12.50
1003-0439	Sedan Tire, Low Profile V-Rage Tread, S2	Pro-Line USA	12.50
1003-0442	Sedan Tire, Low Profile V-Rage Tread, S3	Pro-Line USA	12.50
1002-9058	Rear 2.2' X-2000 Buggy,(Silver)	Team Losi	12.00
1002-9078	Rear 2.2" Sprint, (Red) Buggy	Team Losi	12.00
1004-6060	Low Pro Sedan Slick,24 mm H13	Pro-Line USA	10.99
1004-6062	LP Slick 2, 26 mm Sedan Tires	Pro-Line USA	10.99
1004-6067	LP Slick , 26 mm Sedan Tires	Pro-Line USA	10.99
1002-5581	Mesh 1/10 Touring Wheels 26mm (chrm)	HPI	9.50
1004-6057	Sprint 24mm Tires, Firm Compound	Yokomo USA Inc.	7.75
1004-6058	Sprint 24mm Tires,Medium Compound	Yokomo USA Inc.	7.75
1003-0935	Psyclone 26mm White Sedan Wheels	RPM	6.50
1003-0938	Spartan 26mm White Sedan Wheels	RPM	6.50
1003-0940	8-Ball 26mm White Sedan Wheels	RPM	6.50
1002-5579	Mesh 1/10 Touring Wheels 26mm (wht)	HPI	6.00
1002-5580	Mesh 1/10 Touring Wheels 26mm (blk)	HPI	6.00
1004-6070	10 Spoke Wheels, 24 mm sedan	Yokomo USA Inc.	3.50
1004-6071	10 Spoke Wheels, 26 mm sedan	Yokomo USA Inc.	3.50
1002-9156	Front/Rear Truck Cloud Liners	Team Losi	2.00

ENGINES & MOTORS

1004-0650	.21 RZ-V99B Buggy Engine	O.S. Engines	279.99
1000-0302	FS-26S-C R/C Car Engine	O.S. Engines	189.99
1004-0991	.21 RG-X (P) Engine, Pilot Crank	O.S. Engines	189.99
1002-6380	Picco .12 engine, Rotary w/pull	Trinity Products Inc.	144.99
1004-5524	CX 12 Non Pull Start Engine	Nova Rossi	139.99
1002-6379	Picco .12 Engine, Rotary Carb	Trinity Products Inc.	124.99
1000-0296	.12CV-X RC Car/Buggy Engine w/ Rec	O.S. Engines	109.99
1002-6167	Chrome Modified Motor 12x2	Team Orion	49.99
1002-6143	P2K Paradox Pro 2000 Stock Motor	Trinity Products Inc.	28.99
1002-6026	Reedy Rage Type R Plus Stock Motor	Associated	27.99
1002-6275	Chrome Stock Rebld/Dyno Motor	Team Orion	26.99

BODIES

1002-6844	Calsonic Skyline Body Set	Tamiya America	29.99
1004-1599	200mm Toyata Celica Sedan Body	HPI	22.99
1004-1604	200mm Alfa Romeo GTV Sedan Body	HPI	22.99
1004-1609	200mm Cougar Sedan Body	HPI	22.99
1002-5687	1/10 Mercedes CLK-GTR Body (200mm)	HPI	22.00
1002-5699	1/10 Honda S2000 Roadster Body 190mm	HPI	20.99
1002-5686	1/10 Audi A4 Quattro Body (200mm)	HPI	20.00
1003-0272	'99 Chevy Truck Body, T3	Pro-Line USA	19.95
1003-0261	Ford F-150 Gas Body, GT,GT2	Pro-Line USA	19.95

RADIOS & SERVOS

1004-0474	3PJFS FM Surface Radio System	Futaba Corp.	299.99
1000-1401	M8 3CH FM Radio System	Airtronics	269.99
1002-9840	Lynx 3D 3 w/Spectra Module FM75MHz	Hitec RCD Inc.	264.99
1000-1270	3PD FM Radio System	Futaba Corp.	199.99
1000-1400	Airtronics CX2P FM 2 CH Radio System	Airtronics	164.99
1003-9391	2PEKA	Futaba Corp.	114.99
1004-0522	High Torque Alum. Gear Servo	Airtronics	109.99
1004-0523	High Torque Alum. Gear Servo	Airtronics	109.99
1003-1016	3 Channel FM Reciever	Futaba Corp.	89.99
1003-1021	9404 Hi tourque / HI speed Servo	Futaba Corp.	79.99
1000-1281	2PC Pistol Grip Radio System	Futaba Corp.	64.99
1004-1587	Blazer BL2PS Sport AM Radio	Airtronics	54.99
1004-1580	Blazer BL2PS AM Sport Radio	Airtronics	44.99

gift shop

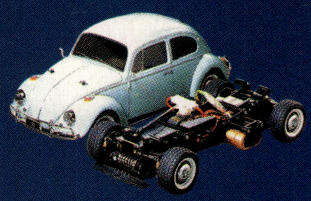
Visit our gift shop and get someone started in Radio Control. Choose from our selection of starter kits or send a gift certificate.



▲ SKU# 1002-6980
Rover Mini Cooper (M03) R/C Car
by TAMIYA AMERICA
eHobbies price: $79.99



▲ SKU# 1000-1356
M1 Abrams Tank EP RTR
by HOBBICO
eHobbies price: $99.99



▲ SKU# 1000-0599
Volkswagen Beetle R/C Car
by TAMIYA AMERICA
eHobbies price: $89.99

wish list

Let your family and friends know exactly what you want this year. Choose the items you want from our great selection and create a list which you can send by e-mail or make accessible online. Visit our Gift Shop for more details.

free shipping!

see our site for details

www.eHobbies.com

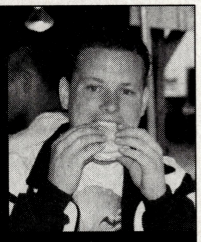
AOL Keyword: eHobbies

eHobbies℠

creating a new world for hobbyists℠

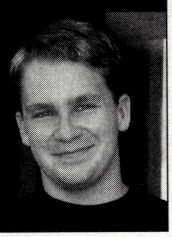
XHC_0003

Hodapp Sinks His teeth in at Losi Camp.



After being released from Associated, Greg Hodapp quickly found a home in his former sponsor's camp, Team Losi. Peak will supply his power. We'll see what this new beginning does for Greg in the months to come.

More Musical Chairs



Josh Cyrul, the subject of last month's Profile, has made a switch and no longer works for Team Losi. Josh will be running a Trinity powered Yokomo at the upcoming worlds in Japan.

Brian's en Fuego!



After doing it at the Gas Nationals Brian Kinwald has just picked up wins in both the 2WD and 4WD modified classes at the recent ROAR Off-Road Modified Nationals in Dalton, GA. Look for a complete race report from Dalton along with IFMAR On-Road Worlds coverage in next month's issue of *Xtreme R/C Cars*.

Oval Champs

One hundred and fifty five entires made it to Akron, OH for the 2000 ROAR Carpet Oval Nats. Classic Hobbies was the host track. The high-banked, ozite carpet oval track measured 215' in the racing line. The race was filled with some close racing.

Here are your new National Champs:

1/10 6-Cell Stock
1st - Rick Talbot
2nd - John Zubak
3rd - Dusty Dean

1/10 6-Cell 19-Turn Nastruck
1st - Tracy Rumschlag
2nd - Tony Destephen
3rd - Steve Bulmann

1/10 4-Cell Stock
1st - Mario Marsilo
2nd - Michael Wright
3rd - Jeff Belton

1/10 4-Cell Modified
1st - T.J. Dormork
2nd - Greg Kraios
3rd - Todd Putnam

1/10 Mod Nascar
1st - Steve Fiume
2nd - Frank Polimeda
3rd - Bob Smith

1/12 4-Cell Modified
1st - Phil Marabella
2nd - Mike Murphy
3rd - Chris Doseck

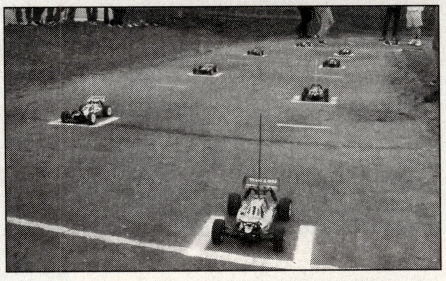
Off-Road European Championships



From July 18th to 23rd, the annual EFRA Off-Road European Championships were held in Trelleborg, which is located in the very south of Sweden around 10 miles from Malmo. (You know where that is right?) The event was hosted a little outside the town on an actual farm.

The track was clay and seemed to be quite rough. Everybody expected that the track would break during the 2wd class, but this didn't happen at all. The track stayed in good condition for the whole event, and the organizers did a great job of preparing the track after some rain showers. The track had everything that is needed for a race of this caliber – some fast sweeping corners, hairpins, jumps, a surf section (which was by far the most difficult part of the track !), and a long straightaway. The best laptimes were in the low 22's in 2wd and high 20's in 4wd.

2WD • Eighteen-year-old Hubert Hönigl took his first European title. We expect that Hubert Hönigl is going to become a household name, albeit households in Austria and Germany. Be on the lookout for Hubert at the 2001 Off-Road Worlds.



4WD • It takes a Fin to Win. Jukka Steenari took another European title in 4wd, and proved that he's the man to beat in this class at every race.

We're going to start calling him "Brian Woods."

Ad Index

Airtronics	65	Orion	27
Associated	C2,4,5	O.S. Engines	46
CVEC Inc.	44	Peak	50
Deans	59	Powers	69
Duratrax	25	Progressive Suspension	29
eHobbies	88-93	Pro-Line Racing	53
FMA Direct	18	Pro Parts llc	29
Futaba	66,87	Robinson Racing	20,21,73
Hitec RCD	39	RPM	34
HPI	17,83	SEI Racing	47
HRP	56	Serpent	36,37
Integy	101	TA Emerald	45
Kawada/Mach5	94	Tamiya America	8,9,74
Killer Bee Racing	75	Team Losi	11,106,C3
Kimbrough Products	26	Traxxas	6,7
Kyosho	13	Trinity	3 C4
MIP	55	World Class Batteries	58
Mugen Seiki	23,62	XXXmain.com	24
New Era	95	Yokomo USA	19,84
O'Donnell Fuel	99		

KAWADA
Distributed Exclusively in the USA by M5
16290 REDMOND WAY, REDMOND, WA 98052
425•376•0880
www.mach5rc.com

1/10 SCALE

www.NewEraModels.com
New Era Models P.O. Box 7378 Nashua, NH 03060 603-888-4453

Dealer Inquiries Invited

NEW Upgrades



Nitro Quake Upper Chassis & Upgrades

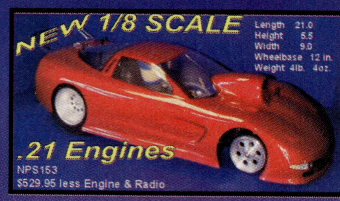
Mad Bison Upgrades

RC10GT RTR & Team Upgrades

Losi XXXNT Upgrades

Nascar Tubular Chassis

COMING SOON







"CLOD" Upgrades

MCT201 Standard 4 Llink Suspension	$69.95
MCT202 Long 4 Link Suspension	$79.95
MCT203 Upper 4 Link Mount	$19.50
MCT204 Steering Servo Adp. Up Front	$34.50
MCT205 Rear Steering Eliminator	$24.50
MCT207 Heavy Duty Steering Rods	$39.95
MCT302 Rear Sway Bar	$39.95
MCT301 Front Bumper	$39.95
MCT401R Shocks w / Reservoir (SALE)	$65.00
MCT402 Bearing Kit 20 piece (SALE)	$34.50
MCT403 Right Angle Body Mounts (pr.)	$ 3.95

"CLOD" Options

MCT420 Cantilever Kit (no Bearings)	$69.95
MCT421 Cantilever Kit w / Bearings	$89.95
MCT422 Kyosho Wheel Adp. (4)	$49.95
MCT423 New Era Masher Tires (pr.)	$26.95

HOT HOT HOT

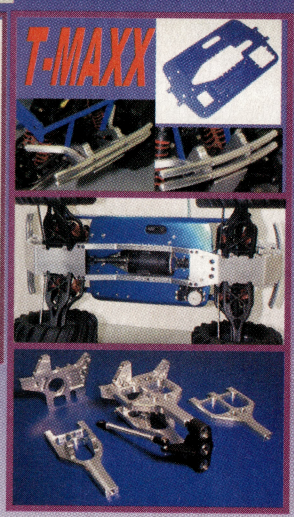
TF111 Top Fuel Lite	$399.95
RS301 Stampede Skid Plate/Bumper	$29.95
RS223 Stampede Wheele Bars	$39.95
TF151 1/8 Scale Top Fuel (for21)	$559.95
PS152 1/8 Scale Pro Stock (for21)	$529.95
RX103 Traxxas NitroRustler Chassis	$39.95
TF210 SS(steel)Brake w/Fibre Pads	$ 9.95



Upper Steel Tube Chassis for T-MAXX $169.95 Chassis only

CNC Aluminum Upgrades Silver or Blue

TRM320 Front Skid Plate	$21.95
TRM321 Rear Skid Plate	$19.95
TRM320SD 3.2mm Frt Skid	$24.50
TRM321SD 3.2mm Rear Skid	$24.50
TRM322 Front Bumper pr	$18.95
TRM323 Rear Bumper pr.	$18.95
TRM324 Front Bumper Supports pr.	$24.95
TRM325 Rear Bumper Supports pr.	$24.95
TRM102 Rear Sway Bar. (Requires TRM325)	$39.95
TRM305 Front Sway Bar. (Requires TRM324)	$39.95
TRM326 Lower Braces pr.	$54.95
TRM327 Throttle Servo Mount pr.	$18.50
TRM328 Steering/Shift Servo Mt pr.	$18.50
TRM329 Steering Drag Link	$ 9.95
TRM331 Rear Bulkhead pr	$79.50
TRM332 Upper Control Arms pr w/pivot lock	$44.50
TRM333 Lower Control Arms pr w/pivot lock	$49.50
TRM334 Center Skid Plate	$15.00
TRM336 Frt or Rear Shock Tower	$38.00
TRM910 Roll Bar W/Brace	$39.50
TRM103 4.7mm Chassis	$64.50
TRM107 3.2mm Ex. Main Chassis	$59.90
TRM321EX Rear Skid	$26.50
TRM123Engine Mount for Rear Exhaust .15 or .21Pull Start	$35.00
AGT301Hi-Torque Ripple Pipe Powder Coat Blue	$29.95
AGT301W Pipe Wire Blue	$ 5.00
TRM241 Header Blue	$19.95









NTF101 $499.95 less Engine & Radio

1/10 SCALE UPGRADES



Upper Steel Tube Chassis for OFNA Monster PIRATE $169.95

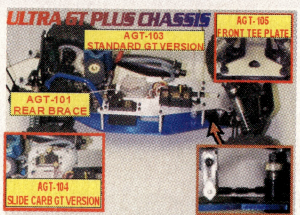


Upper Steel Tube Chassis for USA1 $169.95 Chassis only



Steel Tube Chassis Only $239.95

HPI Nitro MT & Nitro Rush Upgrades CALL



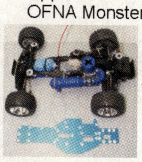
AGT103 BI-Level Chassis $79.50
AGT106 for 21 Engine $109.50



AGT101 Rear Brace $21.95
AGT102 Front Brace Tubes $ 7.95



Upper Steel Tube Chassis for OFNA Monster Blazer $169.95



Nitro Rustler and Stampede CNC Aluminum Upgrades

TRX103 3.2mm Alum.Chassis Plate (Rustler Only)	$39.95
TRS330 Front Bulkhead (Blue)	$34.00
TRS331 Rear Bulkhead (Blue)	$24.00
TRS332 Front Control Arms pr. (Blue)	$34.00
TRS333 Rear Control Arms	pr. $34.00
TRS402 Rear Arm Mounts	pr. $23.50
TRS403 Front C Shaped Hubs	pr. $24.00
TRS404 Rear Hub	pr. $24.00
TRS430 Front Shock Tower	pr. $23.50
TRS431 Rear Shock Tower	pr. $23.50

1/4 SCALE

Kits Starting at $995.00 Including Gasoline Engine

ROAD



DRAG



TRUCK & OFF-ROAD



www.NEMScaleCars.com

ROAR

GAS OFF-ROAD NATIONALS

Text and photos by Jeff Eveleigh

I arrived at the 2000 ROAR Gas Nationals on a Wednesday afternoon. I stepped out of the air conditioned rental van to get hit by what was the start of five consecutive days of 95-degree-plus weather. The host track, Real RC Raceway, is located in Pleasant Hill, Missouri, a small town populated by about 3,800 people. Track owner Steve Hales has been running the track for 12 years now. At first glance, I was surprised to discover that the ROAR Nationals were being held in some guy's backyard race track, but once I took my initial walk around I was pleased to see that the racing resources were more than adequate.

I walked through the pits not expecting a huge showing since controlled practice was not to begin until Thursday but all of the fast guys were already there. Names such as Matt Francis, Brian Kinwald, Mark Pavidis, Jeremy Kortz, Billy Easton, Richard Saxton, Greg Degani, and many more had already been working the track for the perfect setup. Some drivers arrived as early as a week before the race to get as much track time as possible.

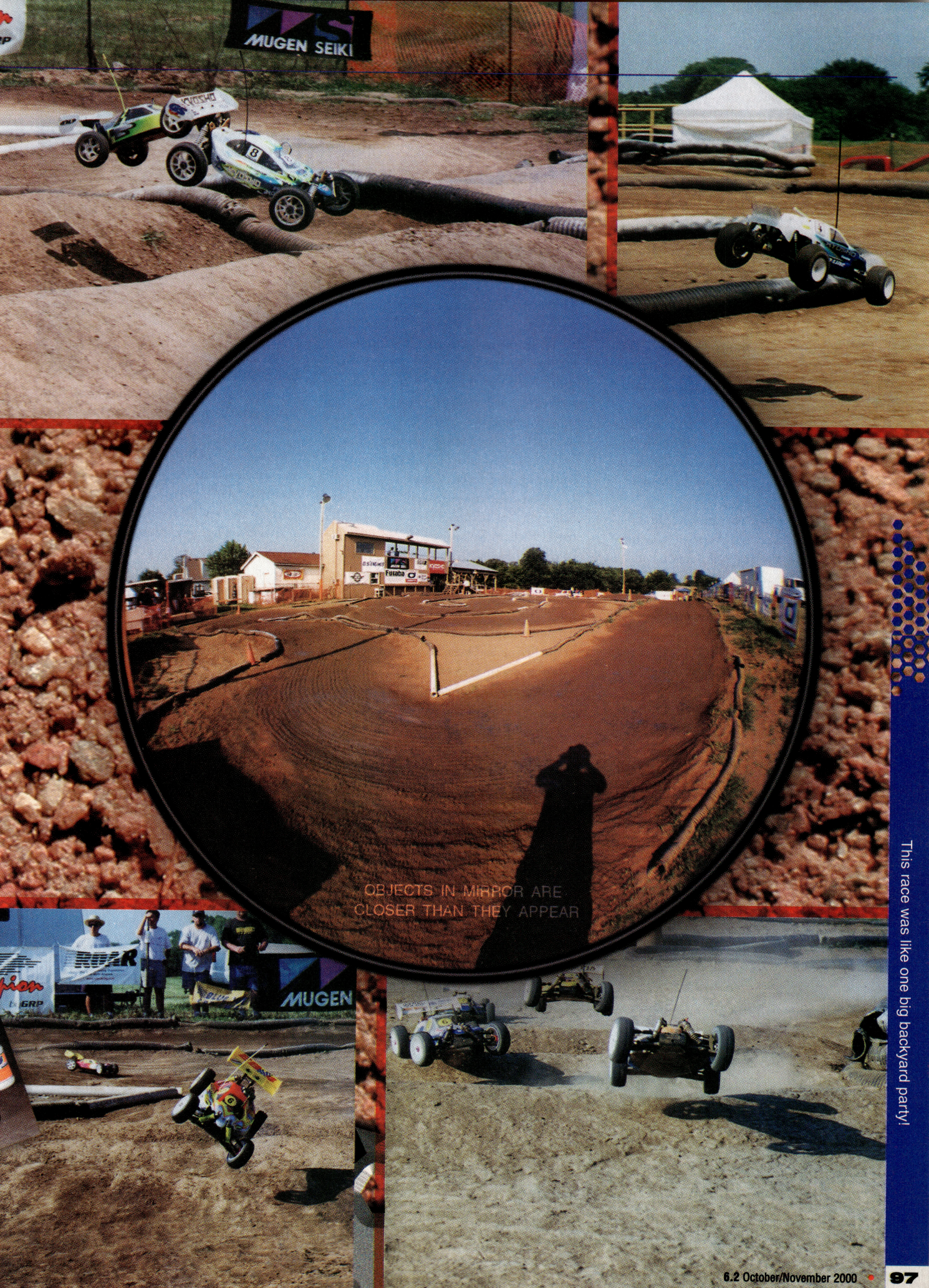
THE TRACK

The overall layout was very impressive featuring a huge covered drivers' stand that any R/C racer would die for. Since the track holds their club races on Saturday evening, high power lights are situated around the track to keep visibility to a maximum. The track was hard packed with a light dusting that would blue-groove up when not watered.

The 175-foot straightaway offered lots of room to use the ponies these nitro powered cars have. After the long straight, a sweeping left hander into a large set of doubles set the cars up for another quick left and then a right into a huge berm that most drivers used to generate more speed to power over the large doubles that followed. A small set of triples brought the drivers onto the short front straightaway just in front of pit lane. Just exiting the pits through some tight turns was another set of large doubles into a right hander followed by another double jump. A 180-degree left hander led drivers into a small step up onto a table top and back onto the long straightaway to finish the lap. This high traction layout offered a little bit of everything for the drivers. As Matt Francis put it, "The track is not overly technical but it isn't an equalizer track either. You do need some driving skill to navigate it quickly."



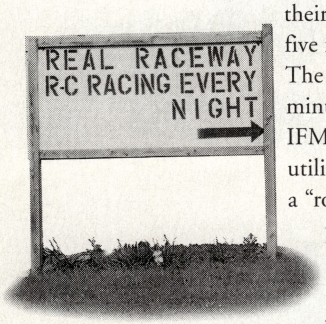
Man, machine, dirt, & nitro...the perfect combination.



This race was like one big backyard party!

FORMAT

Controlled practice for Wednesday and Thursday gave everyone a chance for equal amounts of track time. With two qualifiers scheduled for Friday, two for Saturday, and the mains on Sunday, the organizers had their hands full with five full days of racing. The qualifiers were five minutes long and IFMAR starting was utilized. Also, to avoid a "rocket run" getting you into the "big show," a qualifying points system was used. Two bump-up positions were available in the mains so 1st and 2nd place in each main had the option to bump up to the next main.



The races were run quickly and efficiently. The track was watered every three races during the qualifying rounds on Friday. The race organizers opted to avoid watering the track during the Saturday qualifying sessions to save some time. This allowed the track to groove up offering great traction for everyone as long as you stayed on the driving line.

THE BUZZ

There were a lot of interesting changes in the pits. I was expecting to see five of the prototype Kyosho MP-7.5s at the track but there were actually seven of them. Surprise drivers Brian Kinwald and Mark Pavidis had just received their cars a week before the race and were out in full force to put the Kyosho into the A main. Brian had not raced in the 1/8-scale class for some time, but Mark had just switched from Team Mugen to Team Kyosho a week before the Nationals. Other MP-7.5 drivers included Jeremy Kortz, Greg Waller, Chad Bradley, Greg Degani, and Dave Henry.

Team Losi was also out with some of their fast guys to put their new truck, the production version of the XXX-NT, into the A main. Drivers such as Matt Francis, Adam Drake, Todd Hodge, and Brian Kinwald were busy wrenching all weekend to show the Associated and Kyosho guys how it is done.

QUALIFYING

The track was watered every three rounds on Friday. Some drivers were complaining about the inconsistent track conditions as the first heat of drivers after the watering complained that the track was too wet, the second heat had a slightly moist, high traction track, and the third heat got the dried out track. The organizers planned on rotating the track watering to offer each driver a chance at equal track conditions.

After the first two rounds of qualifying Scott Hughes was the TQ in 1/10-scale truck, Richard Saxton was TQ in 1/8-scale truck, and Mark Pavidis was TQ in 1/8-scale buggy. These positions were established by using the drivers' fastest run and not the points system. The points system would be implemented after all four rounds of qualifying had been completed by Saturday evening.

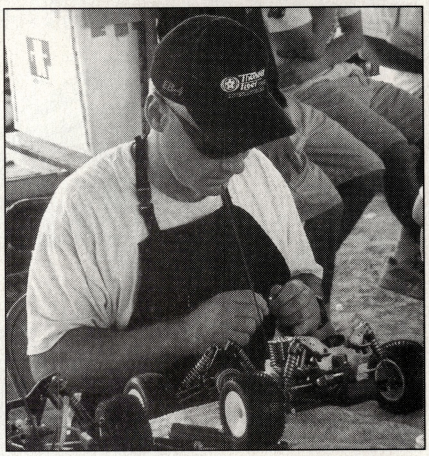
The Saturday rounds of qualifying were all run on a dry track. The consistency of the track between rounds of qualifying was not important since the qualifying points system was being used. This means that each driver is compared to the other drivers within a certain round of qualifying only.

When all was said and done on Saturday evening, the mains were posted and Richard Saxton was TQ for both 1/10-scale truck and 1/8-scale truck, and Billy Easton was on the pole for 1/8-scale buggy. There was some controversy in regards to the points system used by the race organizers causing an uproar within the pits as soon as the mains were posted (see sidebar for more details).


Getting a good clean start sometimes posed a great problem.

MAINS

1/8-Scale Truck A Main • With only seven entrants, this class was by far the least popular.


"Rich has been racing for I don't know how many years now and he still can't build his own car."

This didn't seem to hamper the entertainment factor at all. As the 30-minute main event was starting, I looked around the track to see it packed with spectators. Even many of the fast guys took a break from wrenching on their cars to have a look at the top heavy 1/8-scale machines muscle their way around the huge race track.

The actual racing action didn't offer much in the way of paint swapping passes but the trucks alone made for some funny enjoyment. Saxton drove off into the sunset from the start and never looked back. The real race was for second place between Dean Sexton and Jay Schaffer who ended up less than four seconds apart after a 30 minute race. Richard Saxton put a total of two laps on the field to win the 1/8-Truck class. It was more than just a race win for Richard; have a look at the sidebar for more details.

1/10-Scale Truck A Main • There was a nice mix of cars in the 1/10-Scale Truck A main. It was actually nice to see something other than just Associated and Losi in the main. The new Kyosho Ultima made an impressive showing by placing two of their trucks in the top race. Losi also reminded the crowd of their presence by placing three of their new trucks in the main event.

Matt Francis and Greg Degani bumped up from the B main but in the race it was all Saxton from start to stop. The action was in the back of the pack with Billy Easton, Matt Francis, and Greg Degani fighting for 2nd spot and Mark Pavidis and Adam Drake fighting for 5th spot. This is how it stayed until the 57-minute mark of the one hour race when Greg Degani broke a rear shock shaft.

Unfortunately, this party had no trophy girls.



Brian is to R/C as Tiger is to Golf. No matter what the scale, Brian Kinwald can win the race. And often does.

He tried tip toeing the car around the track to finish but one minute later the rear drive fell out of the car and he was forced to retire. When all the dust had settled it was Saxton one lap up on Easton and Francis followed by Pavidis and Drake.

1/8-Scale Buggy A Main • This was one of the best races I had ever seen. Never had I seen so many able drivers so hungry for a win. Chad Bradley and Jared Tebo bumped up from the B main to round off the 10 A main finalists. From the buzzer it was Scott Hughes with the holeshot followed by Mark Pavidis and Brian Kinwald. There was lots of bumpin' going down at the front of the pack with lead changes occurring almost every other turn. Once the pack started to spread out a bit, it was Mark Pavidis followed by Brian Kinwald. Both Mark and Brian started to pull away from the pack. Mark crashed giving up two positions to Brian and Billy Easton. These three guys swapped leads back and forth until the 12 minute mark when Mark Pavidis started to open up his lead. At the 14 minute point in the race, Mark flamed out giving the lead back to Brian and Billy. Then, at the 16-minute point, Billy flamed out giving Brian a huge lead over the rest of the pack.

The driver order was now Brian Kinwald, Chad Bradley, then Greg Degani. Kinwald was one lap up on the field. Everyone had forgotten about 13-year-old Jared Tebo who had been working his way through the field from the start of the race. While everyone was fighting for position and flaming out, Jared was driving his own race and by the 32-minute mark he was up to third place. At the 45-minute mark, Chad Bradley took a good shot of fuel into his receiver to render his radio useless forc-



Need Results?

Winner:

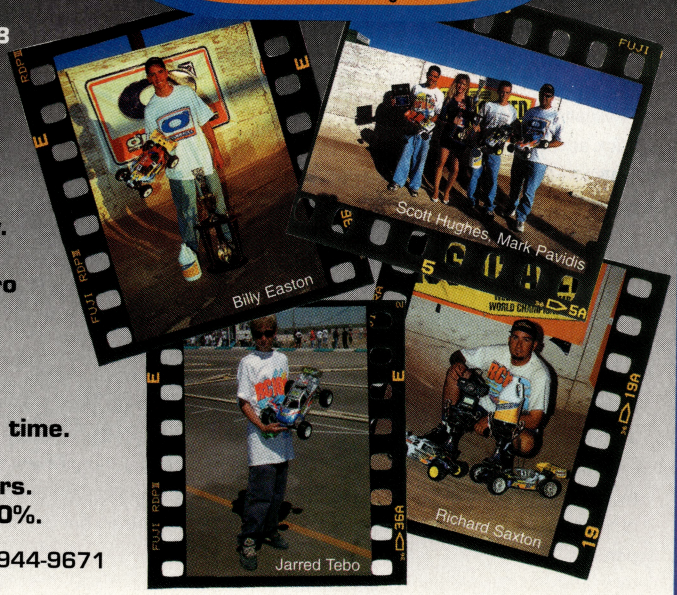
- '99 ROAR Off-Road Nats 1/10 & 1/8
- '99 Silver State Challenge 1/10 & 1/8
- '99 ROAR On-Road Nats
- '99 Manufacturers Cup 1/10 & 1/8
- '99 Reedy Truck Championship
- '99 Kyosho Challenge 1/10 & 1/8
- "00 NORRCA Nats 1/10 & 1/8
- '00 Silver State Challenge 1/10 & 1/8
- '00 ROAR Off-Road Nats 1/10 & 1/8 Truck
- '00 Kyosho Challenge 1/10 & 1/8

GOT IT!

- Blended for superior performance and reliability.
- Reduces critical heat and internal engine wear.
- Made from the highest grade methanol and nitro methane linked with an exclusive sophisticated lubricant package.
- The only fuel *exclusively* endorsed by both *Picco Micromotori* and *Nova Rossi Micromotori*.
- Precise blending means consistent quality every time.
- Over a decade of fuel blending excellence.
- Available in convenient Quart or Gallon containers.
- Available in 10%, 15%, 20%, 25%, 30%, and 40%.

ProBlend Inc., Santa Fe Springs, CA 90670 • 562-944-9671
www.odonnellracing.com

O'DONNELL® RACING FUEL
www.odonnellracing.com



ing him out of the race. This is when Jared moved into second position behind Kinwald.

Near the end of the race Brian Kinwald changed his driving style and actually started driving slowly. He would single the doubles and let the slower drivers pass without a fight. His lead was so much that in the end it was the smart thing to do to avoid the chance of damage to his car.
Consistency proved more powerful in the end as Brian Kinwald took home the hardware and a 1/8-Buggy National title, followed by Jared Tebo for second, and Greg Degani for third.

GRAB THE TROPHIES AND HEAD HOME

By the time all of the racing was finished and the trophies were presented it was 11:00 at night. It was a great racing weekend for all and time to catch up on some much needed sleep. Thanks to Real RC Raceway and all of the organizers for putting together such an event. I can't say I've witnessed a better weekend of racing with three major manufacturers duking it out in the 1/10-scale truck class and what I think is the best A main 1/8-scale buggy race I've ever seen.

Our congratulations go out to Richard Saxton and Brian Kinwald for their wins and to all the racers for making the weekend a great one. The 2000 ROAR Gas Nationals will surely set the stage for what is to come in October at the World Championships in Las Vegas. The ironic part of this event is that some of the fastest drivers in the 1/8-buggy class are not qualified to race at the World Championships. I guess well see how these events transpire in the months to come.

The Controversy

Like any national event with over 200 entrants, there is bound to be some controversy. The 2000 ROAR GAS Nationals did not disappoint in this area with minor problems with the qualifying points system and the transponder loop placement.

Qualifying Points System • A qualifying points system was utilized that set the mains by using the drivers' two best overall finishes out of four rounds of qualifying. This helps to eliminate a really fast single run from getting a driver into a higher main and puts more emphasis on consistency as well as speed.

The idea behind the points system is to order the drivers from fastest to slowest in each round of qualifying and assign points from fastest to slowest. The drivers' two best points standings are added up and the mains are set by ordering the points totals. The problem arose in that the computer did not take the drivers' two best points placements into consideration when setting the mains. The computer looked at the drivers' two best qualifier times. A drivers' best qualifier time does not necessarily mean the best points assignment. For example, if the track is very fast during a certain round of qualifying a driver may run their fastest qualifier of the weekend but, this time may still place them lower in overall standings for that round if everyone else drove faster as well.

For the points system to work as intended, the drivers' two fastest overall placements need to be taken into consideration and not their two fastest qualifying rounds. This proved to be a major problem as some drivers ended up in lower mains than they should have been in. Even some of the really fast guys were affected. Team Mugen driver Kris Moore calculated his points as being two points off of the computer calculation, a difference that would have placed him in the 1/8 scale A main. He ended up driving in the B main and missed the bump up.

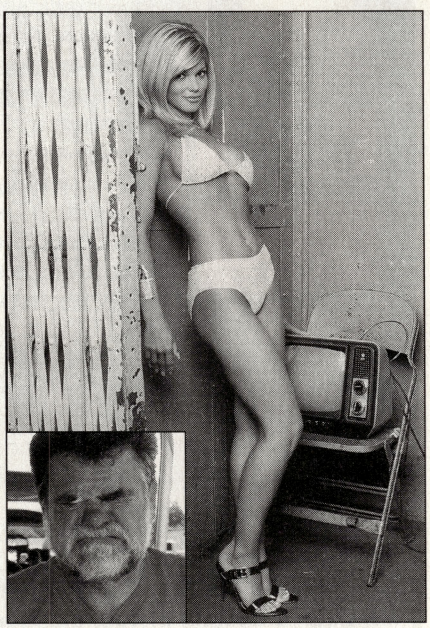
This was a very difficult problem to fix as the only solution was to manually calculate everyone's points and set the mains by hand. With over 230 entrants it was surely a difficult task that needed to be done.

Transponder Loop Placement • The track was redesigned for the nationals to limit the home track advantage that can benefit the local drivers. A simple yet crucial error was made in the transponder loop placement on the track. It was placed just past the exit of pit lane. The problem occurred when a driver's engine flamed out or any other problem occurred that brought the driver's vehicle back into pit lane. As soon as the problem is fixed and the car is back in the race, a lap is recorded upon exiting the pit area. Some drivers would pass the loop to get a lap and then their engine would stall. Upon restarting their cars and leaving pit lane they would record another lap. Sometimes the lap time of the driver with the problem was quicker than the driver's that didn't have a problem.

To fix this problem the race organizers changed the track slightly to allow for an area for the cars to be restarted if they were forced back into pit lane. This re-entry area avoided the transponder loop. They also stated that a two lap penalty would be applied to any driver that did not use the specified re-entry area to ensure that the pit crew did not place the car over the lap counting loop. Overall this method was effective, although I did see a couple of instances where the pit crew placed the car over the loop but did not receive a two-lap penalty.



The track provided a cleaning station that got more than its fair share of use.



This guy at the race track was just as upset as we were when we found out there was no trophy girl. Luckily, we found a stunt double. (I don't know what's up with that T.V.!)

- see the best handling Altas YM34 concept touring car -
- nickel metal hydride AC/DC digital charger 16X2-ProV2.5 -
- how to deadshort battery to maximize voltage and lower IR -
- new ultra high voltage Sanyo 2400 with VESC technology-
- the fastest ROAR approved stock motor V7.5.PRO -
- JETT V7.5 National Champions edition modifieds-
- new commercial grade Xipp Digital Xapper 3000 -
- high power 110VAC portable magnetizer -
- team banner, stickers & t-shirts -

TEAM INTEGY
TECHNOLOGIES, INC.
www.integy.com

2000
ROAR & NORRCA
NATIONAL CHAMPIONS

1/10-Scale Gas Truck

F	Q	Name	Truck	Engine	Fuel	Pipe	Tires (F/R)	Body	Radio/Servo
1	1	Richard Saxton	ASC RC10GT	HPI Nova Rossi	O'Donnell	O'Donnell	Losi/Losi	Associated	JR Racing
2	4	Billy Easton	ASC RC10GT	Mugen O'Donnell	O'Donnell	Associated	Pro-Line/Pro-Line	Associated	Airtronics
3	9	Matt Francis	Losi XXX-NT	Trinity Picco	Trinity	Picco	Losi/Losi	Losi	Airtronics
4	8	Mark Pavidis	ASC RC10GT	Mugen O'Donnell	O'Donnell	O'Donnell	Pro-Line/Pro-Line	Pro-Line	Airtronics
5	5	Adam Drake	Losi XXX-NT	Trinity Picco	Trinity	Picco	Losi/Losi	Losi	Airtronics
6	10	Greg Degani	Kyo GP Ultima	O.S.	O'Donnell	Kyosho	Pro-Line/Pro-Line	Kyosho	Futaba
7	7	Jeremy Kortz	Kyo GP Ultima	O.S.	Blue Thunder	Kyosho	Pro-Line/Pro-Line	Kyosho	JR Racing
8	2	Todd Hodge	Losi XXX-NT	Trinity Picco	Trinity	Losi	Losi/Losi	Losi	Airtronics
9	3	Scott Hughes	ASC RC10GT	Mugen O'Donnell	O'Donnell	Associated	Pro-Line/Pro-Line	Pro-Line	KO Propo
10	6	Jarred Tebo	ASC RC10GT	Picco O'Donnell	O'Donnell	O'Donnell	Pro-Line/Pro-Line	Pro-Line	Airtronics

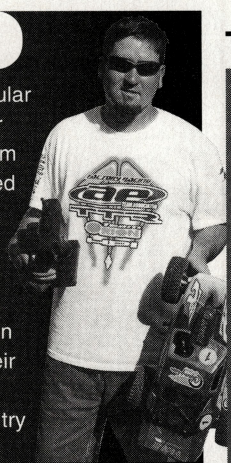
1/8-Scale Buggy

F	Q	Name	Car	Engine	Fuel	Pipe	Tires (F/R)	Body	Radio/Servo
1	8	Brian Kinwald	KYO MP 7.5	O.S.	Trinity	Paris	Pro-Line/Pro-Line	Kyosho	Airtronics
2	10	Jarred Tebo	Thunder Tig EB-4	TOP O'Donnell	O'Donnell	Nova Rossi	Champ/Champ	Pro-Line	Airtronics
3	4	Greg Degani	KYO MP 7.5	O.S.	O'Donnell	Nova Rossi	Pro-Line/Pro-Line	Kyosho	Futaba
4	2	Mark Pavidis	KYO MP 7.5	Nova Rossi O'Donnell	O'Donnell	Nova Rossi	Pro-Line/Pro-Line	Kyosho	Airtronics
5	7	Austin Dvorak	KYO MP 6	REX	O'Donnell	Nova Rossi	Pro-Line/Pro-Line	Kyosho	Airtronics
6	3	Scott Hughes	KYO MP 6	O.S.	O'Donnell	Kyosho	Pro-Line/Pro-Line	PROTOform	KO Propo
7	9	Chad Bradley	KYO MP 7.5	O.S.	O'Donnell	Kyosho	Ellegi/Ellegi	Kyosho	JR Racing
8	1	Billy Easton	Thunder Tig EB-4	REX O'Donnell	O'Donnell	O'Donnell	Champ/Champ	Thunder Tig	Airtronics
9	5	Richard Saxton	Thunder Tig EB-4	HPI Nova Rossi	O'Donnell	Nova Rossi	Champ/Champ	Thunder Tig	JR Racing
10	6	Jeremy Kortz	KYO MP 7.5	O.S.	Blue Thunder	Kyosho	Pro-Line/Pro-Line	Kyosho	JR Racing

1/8 Scale Truck

F	Q	Driver	Truck	F	Q	Driver	Truck	F	Q	Driver	Truck
1	1	Richard Saxton	Thunder Tig EB-4	4	6	Edward Wong	Kyosho MP-6	6	3	Melvin Nelson	OFNA
2	2	Dean Sexton	Kyosho MP-6	5	5	Stephen Pocs	Kyosho MP-6	7	7	Dennis Glaser	Mugen
3	4	Jay Schaffer	Kyosho MP-6								

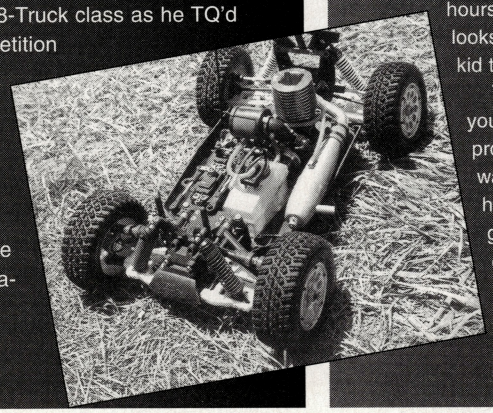
Cold, Hard CA$H



Eight-scale truck is not a popular class, but it was a big deal for winner Richard Saxton of Team Thunder Tiger. Richard entered the race of only seven participants with a mission in mind, and his mission was accomplished. With Megatech still offering a cash incentive for an A-main finish using one of their engines at a national event, Richard had all the reason to try one.

For those of you that don't know what the Megatech offer is, they advertise that they are giving away $20,000 cash to the top three A-main finishers that place using their engine at a national event: $10,000 for 1st place, $7,500 for 2nd place, and $2,500 for 3rd place. The 2nd place prize was already won in Vegas at the Silver State Nitro Challenge but 1st and 3rd prizes were still up for grabs.

It was all Saxton, Thunder Tiger, and Megatech in the 1/8-Truck class as he TQ'd and blew the competition away in the main for a 2000 ROAR National title and a claim to the $10,000. Congratulations Richard on your title and enjoy the mega-money!



The Kid's Good!



R/C racing is a competitive sport. It takes years of practice to hone one's driving skills into race-winning status. Or does it? Thirteen-year-old year old Jared Tebo has only been racing for about 1.5 years, and already he has multiple A-main finishes at highly competitive events, including two A-main finishes at the 2000 ROAR Gas Nationals.

This kid is fast! Jared's first major R/C racing event was the Silver State Nitro Challenge in Las Vegas during which he surprised the field by placing his RC10GT on the pole ahead of racing gurus such as Mark Pavidis, Matt Francis, Billy Easton, Scott Hughes, and many more. Jared currently races for Associated, Thunder Tiger, Airtronics, O'Donnell, Pro-Line and many other large manufacturers. He was actually picked up by Thunder Tiger to race their EB4 before he had ever driven an 1/8-scale nitro buggy.

Jared wouldnt be where he is today in the R/C racing scene if it weren't for his dad's help. His dad bought him his first car after watching an R/C car race in Bakersfield, just about an hour from his home in Rosamond, CA. Once the racing started for Jared, it was a long haul for dad. He would drive a total of six hours every week to ensure his son was at the track on time to race. It looks as though it has all paid off, since his son is quickly becoming the kid to beat once the buzzer sounds.

The 2000 ROAR Gas Nationals was another excellent showing for young Jared. He qualified 6th in 1/10-Scale Truck. But, due to some problems in 1/8-Scale Buggy, he ended up in the C main. This guy was hot in the 1/8-Scale Buggy C and B bump-up mains and even hotter in the A main. His determination throughout the one-hour race gained him a second place finish at one of this year's largest racing events; Jared was just behind the Dirtinator himself, Brian Kinwald. Not a bad showing against a racing crowd with dozens of years of racing experience on him. If he is this fast at 13 years old with only 1.5 years of racing, he will only get faster in the years to come.

We hope for Richard's sake, the I.R.S. doesn't read *Xtreme*.

back ISSUES

Order Now! 888-200-8299

Looking for a particular how-to or review? Or do you just want to complete your collection of *Xtreme R/C Cars*? Whatever the reason, don't delay! Issues are selling out fast, and while you're at it you can subscribe to Xtreme to make sure you don't miss an issue. Order now!

3.1 July-August '97
Reviewed: Tamiya Martini Alfa, Futaba 3PDF. How-to: Rebuild Mods, Clean Between Races, Take Jumps, Paint and Cut Bodies. IFMAR World Warm-up Coverage

3.2 September '97
Reviewed: Associated RC10GT, Yokomo YR-4 M2. How-to: Add Body Detail, Tighten Suspension. 10 Keys To Big Race Success. ROAR On-Road Nationals. T3 Pics.

3.3 October '97
Reviewed: Novak Pit Wizard, M.troniks Prodigi, Schumacher CAT SE, Tamiya TL01 Skyline. How-to: Use Swaybars to Tune Your Ride. Features: Motor Mysteries Revealed, They Call So Cal Home, A Close-Up Look At David Jun's Winning TA03. Also, B3 Pics, Worlds Results.

3.4 Nov-Dec '97
Reviewed: Associated T3, Trinity Switch Blade 12. How-to: Tune with Down and Up Travel, Mount Rubber Tires, Hop-up and Tune the HPI Nitro RS4. Features: All About Discharge Trays, '97 Off-Road Worlds Coverage.

3.5 January '98
50 New products for '98, Reviewed: Losi Street Weapon, Associated RC10L2. Inside Look at Kinwald's XX, Learn About Airbrushes. How-to: Rebuild Shocks, Tweak Touring Cars. NORRCA Off-Road Nats Results

3.6 Feb-Mar '98
Ultimate Touring Car Tire Guide, Reviewed: Associated B3, HPI Nitro Mini, Tamiya Nissan R390, Kyosho Lotus GT1. How-to: Reduce Your Cars Weight, Pack Light. Race Calendar

3.7 April '98
Reviewed: Losi XX 'CR' Kinwald Edition, Tech Voggerd T-10, Mugen Prime 12, Kyosho Super Sport 10 Learn How-to: Break-in gas engines, Turnmarshall, Convert your B2 to B3. Carpet Oval Nats coverage. Midnight 2 tested.

3.9 June-July '98
Reviewed: HPI Mini RS4, Losi XXT 'CR' Graphite Plus, Tamiya M-02L Porsches', Tekin G-10 Learn How-to: Use Caster, 24 Radio Glitch Fixes Features: '98 Winter Champs Coverage, Allen Driver Buyers' Guide. Evaluations: Xipp Power Jig, GM Discharge Box, Traxxas Free Wheel.

4.2 Sept-Oct '98
Reviewed: Associated L3 Oval, FSR Bullet Pro, TT VSpec. How-to: Cut 4WD tires, Stock Comm Cutting, Better Batteries. Features: MaxTec's Aftershock, ROAR On-Road Nats.

4.3 November '98
Tested: Schumacher Nitro 21 Xtreme, Tech Racing Voggered GT, JR Racing R-1 Radio, Tenth Tech. Streetwise Rally. How-to: Prep Stock Motors, Clean Tires. Features: ROAR Modified & Stock National Coverage.

4.4 December '98
Tested: HPI Nitro RS4 Racer, Kyosho Quad Rider ATV, Tamiya M-03 Rover Mini. Learn How-To: Start your own club, 10 Moto-tool R/C Uses. IFMAR On-Road Worlds Reports. Hook-Up: T3 & Street Weapon Guide to Pinion Gears. X-rattings: Team Cobra Probe 4000, Hitec CG-330 Charger, PSE Hood Tool

4.5 January '99
Tested: Losi NXT GP, Kawada SV-10, HPI RS4 Mini Pro, Tamiya SVT Lightning, GM GMVIS Commander. Learn How-To: Read Dyno Sheets, Build Your First Car. Tamiya TCS Nationals Coverage. What's New for '99

4.6 Feb-Mar '99
Tested: FSR Nitro Bullet V12, HPI RS4 Rally, Fox Team Losi R/C Racer. Learn How-To: 11 Tips to Better Decals, Use Camber to its Fullest Hook-UP: Associated B3 and Tamiya TA-03F Pro. First Takes: HPI Super Nitro RS4, Traxxas Nitro 4Tec, Tamiya Nitro TG-10, Losi IWC Street Weapon.

4.7 April '99
Tested: Yokomo YR4 M2 Pro, Traxxas Nitro 4-TEC, HPI Super Nitro RS4, Schumacher SST '99 Pro, Novak Millenium. Learn How-To: Choose and Use Nitro Fuel, Repair Broken Servos. Hook Up: Losi Double-XT. X-Ratings: Trinity Paradox, Take-Off Sedan Tires, INDI 16X2 Nitro, Parma Faskolor Paint. First Takes: Kyosho TF3-R Spider '99, Duratrax Maximum ST, HPI RS4 Pro 2.

4.9 June '99
Tested: Tamiya Wild Dagger, Kyosho '99 Spider, Kyosho MP-6 Int., Tamiya TA03R TRF, Lynx 3D Radio. Learn How-To: Mounting Electronics, Get a job in R/C, Anodize Titanium. Silver State Challenge race coverage. Losi Double-X and HPI RS4 RTR Hook-Ups .And More!

5.0 July-August '99
Tested: Tamiya Juggernaut, Associated 10L3 Touring, Yokomo Mr-4 Touring Car, Trinity 12SB "Spashett Edition." How-To: Rebuild and Bleed Shocks, Driving Strategies and Techniques, Engine Break-In. Hook-Up: Associated RC10GT. Reedy Truck Race Coverage and more.

5.1 September '99
Tested: Losi Triple-X, Traxxas Nitro 4-Tec Pro, Tamiya McLaren MP4/13. How-To: Charge Ni-MH, Hook-up your HPI RS4 Pro2. Race Coverage: ROAR Off-Road gas and Modified electric Nationals, Reedy Touring Car Champs. Feature: R/C and the Internet, Drag racing basics.

5.3 December '99
Tested: Kyosho F-150 Landmax, Traxxas Stampede, New Era Drag. How-To: Sedan Tuning, Using Multi-stage foam. Features: ROAR On-Road Nationals, Tire Glue Buyers' Guide.

5.4 January 'OO
Tested: Associated TC3, HPI Nitro RS4 2, Kyosho MP-6 Sports, Tamiya Wild Willy 2, Tecnago 1/5-scale. How-To: Balance wheels, do everything better, Practice like a pro. Features: New for Y2K, Hook-Up Yokomo MR4 TC.

5.5 February 'OO
Tested:Thunder Tiger EB-4, Tamiya M-04L, Traxxas T-MAXX, Schumacher SST Rally, INDI 16X2 Pro V2.5, Motor Saver Filters. Features: Budget AM Radio Buyers Guide, Histor of Xtreme, Losi Triple-X Hook-Up, The Science of R/C, U.S. Indoor Champs. How-To: Get your Nitro Race Ready, Buy Ssed on the web.

5.6 March 'OO
Tested: Losi XX-4 Worlds,Yokomo MR-4TC Pro, Associated GT RTR, DuraTrax Axis. Learn How-To: Rebuild Gas Engines, Sell Your Gear On The Net. Xtreme's Bible of R/C Terms. Industry Insider: Ernie Provetti. And More.

5.7 April 'OO
Tested: Kyosho TF-4 Type R sedan, Tamiya Mad Bison, Losi Triple-XT, Schumacher Axis. Learn How-To: Set Throttle and Brake Linkage, Dyno Tune Your Stock Motor. Features: Hook-Up Your TC3, Reedy Race Coverage, How Graphite Worx

5.8 May 'OO
Tested: HPI Nitro MT, Mugen MTX-2, Kyosho EP Ultima, Yokomo MR-4 MT. Learn How-To: Reduce Drag and Resistance, Prep a new nitro engine. Features: Florida Winter Champs coverage, Battery Bar Buyers Guide, David Katz Interview

5.9 June 'OO
Tested: HPI RS4 Sport 2, Associated FTB3, Kyosho GP Ultima, Tamiya TB-01. Learn How-To: Tune your Nitro Engine, Take your sedan from mild to wild, Pait like a pro with Thunder. How It Worx: R/C Oils. Features: Cactus Classic, Silver State Nitro Challenge.

6.0 July/August 'OO
Tested: Associated RC10FT, HPI RS4 Racer 2, Schumacher CAT 3000, Tamiya Stadium Raider. Learn How-To: Clean your Nitro, T-Maxx tips, XXXT Hook-ups, Race Coverage: Reedy TC Race.

6.1 September 'OO
Tested: Losi XXX-NT, Tamiya Juggernaut 2, Mugen MBX-4RR, Tamiya F103-LM, Buyers Guide: Budget FM Radios, How It Works: Becoming a Nitro Clutch Master, Race Coverage: On Road Nats.



Save **57%** off the cover price!

Subscribe now and get:

- In-Depth reviews of the hottest cars, trucks, & buggies on the market.
- Helpful hints for the novice to the expert car enthusiast.
- Exciting race coverage from all around the world.
- Cutting edge product reviews.
- Real advice from the pro's.

...All this and more for one low price!

Only $4 Each!

SUBSCRIPTIONS

Xtreme R/C Cars

BACK ISSUES

Sub Total: $_____

Shipping: $3.20 (except subscription)

Total: $_____

___3.1@$4.00	___3.2@$4.00	___3.3@$4.00	___3.4@$4.00
___3.5@$4.00	___3.6@$4.00	___3.7@$4.00	___3.9@$4.00
___4.2@$4.00	___4.3@$4.00	___4.4@$4.00	___4.5@$4.00
___4.6@$3.00	___4.7@$4.00	___4.8@$4.00	___4.9@$4.00
___5.0@$4.00	___5.1@$4.00	___5.2@$4.00	___5.3@$4.00
___5.4@$4.00	___5.5@$4.00	___5.6@$4.00	___5.7@$4.00
___5.8@$4.00	___5.9@$4.00	___6.0@$4.00	___6.1@$4.00

___2 yr. sub.(20 issues)@ $31.99 SAVE!

___1 yr. sub.(10 issues)@ $16.99

___Payment Enclosed

Bill My: ___Visa ___MC ___Disc.___Amex

Card #_____

Exp_____ Sig._____

Name:_____

Address:_____

City:_____ST:_____Zip:_____

To order your Back Issues & Subscription today, simply fill out this form (or photo copies) and send it in with your payment to : **Think Omnimedia, 14175 Telephone Ave., #O, Chino, CA 91710. MOST ORDERS SHIPPED WITHIN 24 HOURS.** California residents, we'll pick up the sales tax for you. Foreign orders will be charged applicable postage and subscription rates. New subscribers will automatically be entered into any current sweepstakes.

We're sick of writing; our fingers and brains are tired. Help us please. Get off your duff and write us a letter. Whether you want to tell us what great guys we are or you want to tell us how much we suck, send us a letter. You can even ask a question or two. If we know the answer, we'll probably publish your letter. If we don't know the answer, we might ridicule you for asking a stupid question.

xtrastuff@xtremerc.com
or
Xtrastuff, 14175 Telephone Ave., Ste. O, Chino, CA 91710

Who You Callin' Chicken?

I have an RC10GT. When I pull the starter, gas goes up the fuel pressure line more than the gas line to the engine. It just happened and I can't figure out the cause. Is it the amount of fuel pressure line to the pipe (I figure more than a foot is good)? or the size of the fuel pressure hole in the pipe (I had to drill it. I think I did it right, not too tight)?...or maybe the tank? Nothing looks wrong. I've gone over it at least ten times but gas fills up the tuned pipe and I have to pour it out. It bites. Any ideas? Thanks in advance.
Alex Gomes
via Internet

What's happening is when the air from the engine exhaust passes through the pipe a vacuum is created and fuel is being pulled out of the tank and into the pipe. The Associated tank employs a "Chicken Hopper" design. The design is called a Chicken Hopper because pressure comes into the tank through a tube that extends below the tank's fuel line. This design is similar to a chicken feeder and how seed (or what ever those people, err... chickens eat) is fed into a feeding bin. The Chicken Hopper design gives the fuel tank constant, consistent pressure rather the tank is full or half empty.

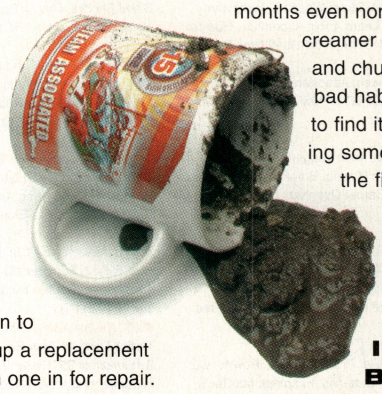
Now that you know more about your tank let's look at fixing the problem. Usually winding about a eight inches of fuel tubing in a couple loops will fix the problem. It's important that you loop the tubing and use some tie-straps to hold the loops together. If this doesn't work you can bypass the chicken hopper design. Check this month's Quick Tips for instructions on this simple conversion.

Gee, That's Strange. Usually Vibration is a Good Thing.

I have a Serpent 1/8-scale on-road car. I don't know the name or the year it was made, but it's pretty old. When the engine is not running I can move the throttle out and back with my controller. But when the engine is running, the throttle only twitches back and forth. Why is that?
Scott Canning
via the Internet

Sounds like you have a broken filter in the receiver. With all gas cars, it's very important that you "float" the receiver when you mount the receiver to the chassis. What floating does is isolate the receiver from vibrations coming from the engine. Usually you can float a receiver by placing some foam between the receiver and the mounting surface. Call Serpent (305) 639-9665 and find out about getting an instruction manual for you car. In the manual it will have specific directions on floating the receiver in your Serpent car.

Now, what do you do with the receiver you've got? First make sure that my diagnosis is correct. Find a friend that has a compatible receiver that you know is working and plug your servos into the receiver and fire up the car (make sure that all of the plug combinations are correct first). If your buddy's receiver works, send your receiver to the manufacturer for repair. A cracked or broken filter is typically not under warranty so expect a replacement or repair charge. Or, if you have the bucks, head down to the hobby shop and pick up a replacement while you send the broken one in for repair. It's always nice to have a spare.



How Much Do You Want For The Blue One?

I saw your current issue and I want to know, can I buy your RACER2? Where can I find the cheapest price? I have a Nitro Racer that recently got run-over by a friggin' oil tanker; it busted everything except my engine, an Integy modified 1.3HP. Where can I buy ball cups that will fit on my Nitro RS4 Racer (if it ever works again)? I've seen those RPM ball cups, but I can't find anywhere to buy them on the Net. I don't have a LHS. Well, I do, but they suck; they only have AE stuff.
Avi Rawana
via the internet

First off, where were you running your car that it got run over by a "friggin" oil tanker? RPM's ball cups will work. Ask the guy at your local hobby shop to order them for you. And as far as what we've got for sale, I rummaged through the office and I found the following items.

• Elliot's collection of big girl magazines. During Elliot's photographic schooling, one of his duties was to study different forms of photography. Finally he had a legitimate excuse to give to his mom when she stumbled across them.
Price: $20. We'll even throw in some toilet paper, ah, err, in case you decide they make good bathroom reading.



• Mike's Old Coffee mugs
We've found that after about two months even non-dairy coffee creamer will curdle and chunk. Mike's got a bad habit of hiding his coffee, only to find it months later after following some odd aroma coming from the filing credenza or supply cabinet.
Price: $15, but you've got to scrape them out yourself.

I've Got This Burning Feeling.

Just finished reading your September issue and the article on the Juggernaut 2. In one of the sidebars you mention to thread-lock everything that needs locking and I agree wholeheartedly. However (you knew there would be a however, didn't you?), judging from the calls that we get here at Tamiya Customer Service, some hobbyists need to know that they should be using a thread-lock that is safe for non-metallic parts, such as the thread-lock that comes in the kit. There is no surer way to ruin a kit than to slather automotive thread-lock on every screw in a kit. What happens is that the chemicals in this type of thread-lock attack and burn the plastic and composite parts making them very fragile.
Other than that caveat, great mag!
Cheers,
Eric Sands
Customer Service Manager
Tamiya America

Thanks for the kudos, Eric. That's important to mention. When choosing thread-lock be sure that it's safe to use on plastics. Aside

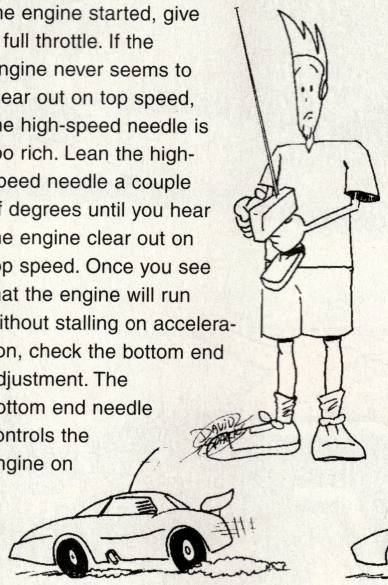
We've been pretty tasteful lately. We'll have enough of that!

from Tamiya Thread-Lock, we've also found that Loctite #24206 medium thread-lock works well on all of the plastics we've tested, including the Tamiya Juggernaut2. Thanks again for bringing up that point.

This Bloody Engine

I am in desperate need of some help with my Kyosho Landmax. It has been running great since I bought it in April. I set it up as the instructions told me to and the engine ran great for a few months. The other day, I decided to give the car a really good cleaning and took off the radio tray. To do this I had to take off the servo horns. When I put the car back together, it ran really badly. It stalled easily and wouldn't idle properly; it would stutter and die. I re-set up the servos as the instructions said and tried again, but still no joy. I have narrowed my problem down, though. When I accelerate, the car tends to stall. If I then release the throttle and try to cruise, the car loses power and dies. Also, if the car has been idling for a while (30 seconds or so) and then I accelerate away, any sort of throttle that I give the car is greeted with a stall. The car dies when I press the throttle down so often it is really annoying!!!!! I don't mean nailing the throttle, but any throttle at all!!!! What is wrong? Please help me!!
Thanks for your time,
James Bath – desperate and from England

First, go over the basics. Replace the glow plug and check the fuel lines. It sounds as if the engine is just too rich. Lean down the high speed needle until you can start the engine. Once you have the engine started, give it full throttle. If the engine never seems to clear out on top speed, the high-speed needle is too rich. Lean the high-speed needle a couple of degrees until you hear the engine clear out on top speed. Once you see that the engine will run without stalling on acceleration, check the bottom end adjustment. The bottom end needle controls the engine on idle and the engine's temperature. Once the engine's running, drive the truck around for a minute then bring it in to check the temperature. Try the spit test on the top of the head or use a temp gun if you have access to one. If the engine seems too hot, richen the bottom end. If when you accelerate there's a huge puff of smoke and it takes a while for the engine to rev up, lean the engine down. I hope this basic information helps. You should check out the article by Regan LeBlanc in the Issue 5.9. Good luck.



It's your draw.

If you like I can send more! I have been into R/C cars for five months now, and I'm starting to get into racing. It is sooooo addicting! I have read all the mags, and yours is definitely the best. So I decided you would get the exclusive on this toon! See ya at the races!
David Sparks

Thanks Dave.
Cool drawings.



Exhausting Question

I have an exhaust I want to use on my GS11x engine. The exhaust is slightly smaller than the original, but the real difference is that it has a valve/door in the header. (The door revolves because it has an axle through the center of it like a revolving door rather than having hinges on the side like a normal door.) The door/valve has a control arm/horn attached to it that can turn the door/valve180 degrees starting from slightly open to fully open then to closed and back to slightly open again at the end of travel (180 degrees from where we started). So the big question is what does this exhaust do and how do I set it up. Does it attach to the throttle servo? If it does at what setting?
Clueless
lokys_foamys@hotmail.com

The exhaust baffle you're talking about is probably an antique. Your best bet is to stick with the stock exhaust. You won't see any improvement in performance. In fact, you'll probably hinder performance by installing the exhaust you're talking about. Those baffles were used years ago to help keep the engine's operating temperature up while the engine was idling. So my best advice is to simply stick with what you've got or install an exhaust system that's post circa 1980.



Letter of the Month!

Great magazine. I thought I would share this story with you guys. This woman's name is Tiffany Lydon, and she's a good racer who's getting better. We let her race for free trying to get more females into the hobby. But most don't ever want to try. Tiffany is always out there trying and beating the guys. She also happens to be the manager of our area's largest Victoria's Secret store at the local mall.

We're very proud of her 4th place finish at the recent Tamiya TCS race at Overland Park. She also won the Best of Show TL-01 class. We are trying to get some VS models to show up at the track, but no luck yet. I though it would be nice to let other ladies know they can do R/C just as well as any guy but they have to at least try it first.

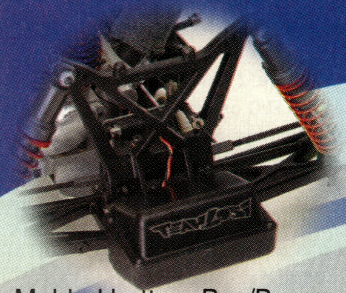
Keep up the great work. We have some more girly racing photos for you, but most are topless.
Mark Blake
Kansas City, KS

Great to see ladies having fun also. When you get the VS models there let us know. We'd gladly make the trek to KC. Tiffany, killer paint. What's it going to take to get some better shots that at least let us see under the hat? (We'll save the topless shots until we at least know each other a little better?) Mark and Tiffany, we're going to send you each a free *Xtreme R/C Cars* T-shirt. But thanks to Mark's illegible chicken scratch we couldn't make out the return address. Call us at 1-888-200-8299 and we'll hook both of you up. (And just in case any of you get any ideas and call up saying that you're Tiffany and you want a free shirt. Don't bother. We'll know you're full of crap and tell you to just go beat it.)

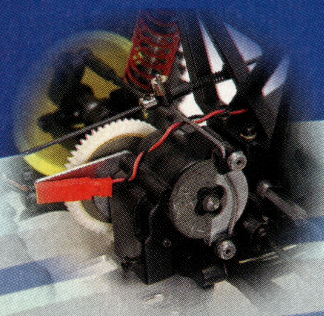


Please direct your complaints on the XL magazine to: complaints@xtremerc.com

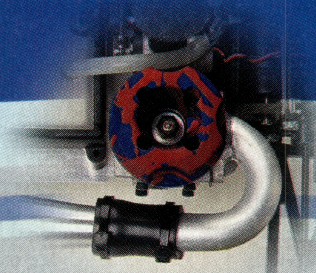
XXX TECH GOES NITRO!



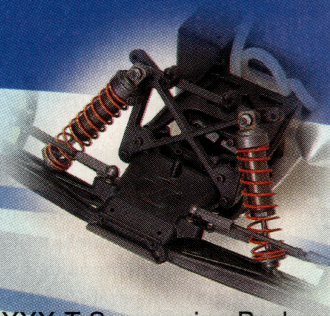
Molded battery Box/Bumper



Powerful Disc Brake



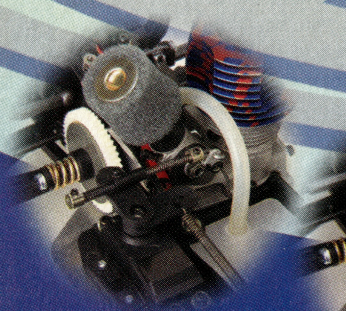
Tuned Exhaust System



XXX-T Suspension Package

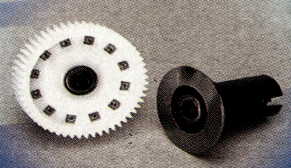


2000 NORCA NATIONAL CHAMPION

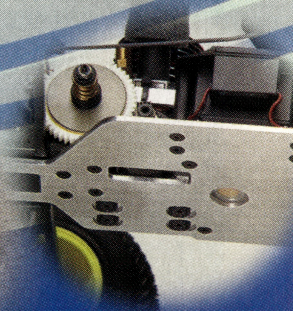


Use Rotary or Slide Carbs

Molded Reciever Box



Tough "Monster" Diff



Thick Machined Chassis

TEAMLOSI

Always Racing Towards The Future.

13845 Magnolia Ave
Chino, California 9171

www.TeamLosi.com

WWW.TEAMLOSI.COM

ROAR NATIONAL CHAMPION IN IT'S FIRST OUTTING

XXX



IFMAR WORLD CHAMPION & ROAR NATIONAL CHAMPION

WORLDS XX4 EDITION

IFMAR WORLD CHAMPION





TEAMLOSI XXX

WINS WINTER CHAMPS IN FIRST OUTTING

XXX NT



2000 NORRCA NATIONAL CHAMPION WITH PRODUCTION PROTOTYPE

TEAMLOSI

Always Racing Towards The Future.

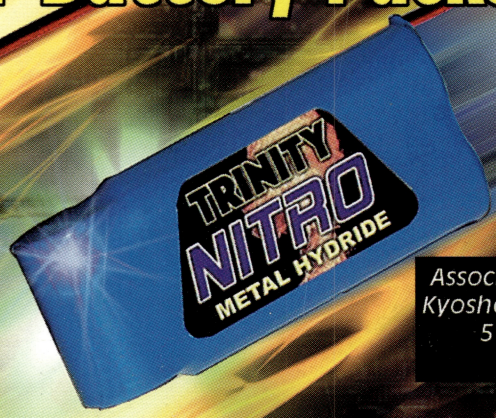
13848 Magnolia Ave., Chino, CA 91710 (909)465-9728 Fax: (909)590-1496

NITRO METAL HYDRIDE™

The Longest Running, Best Handling Gas Receiver Battery Packs!



Losi XXX-NT
5 cell hump
RC5300



Associated RC10GT
Kyosho Ultima GP10
5 cell stick
RC5301

1100+ mAh Capacity In A 600 mAh Size Ni-MH Cell!

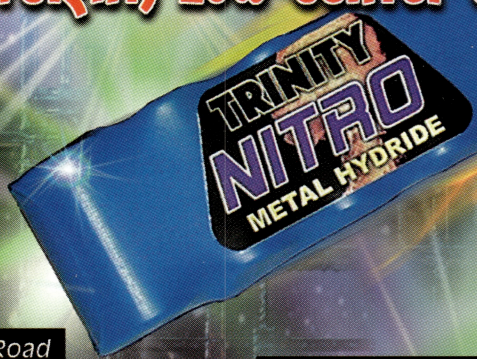


1/8th Off-Road
5 cell hump
RC5302

Trinity receiver packs are made with the latest technology highest capacity Nickel Metal Hydride cells produced.

Each pack is designed to keep the weight as low as possible for a lower center of gravity and improved handling.

Less Weight, Low Center Of Gravity, Better Handling!



1/8th On-Road
5 cell side x side
RC5303



Standard, Fits Most Cars
5 cell hump
RC5304

LCG battery technology

designed to last...built to handle

$39.99

Available At All Good R/C Shops

Trinity Products Inc.
36 Meridian Road
Edison, NJ 08820
Ph: 732.635.1600
Toll Free Tech: 877.380.0040
www.teamtrinity.com