NEW HOP-UPS UNVEILED FOR E-MAXX & T-MAXX

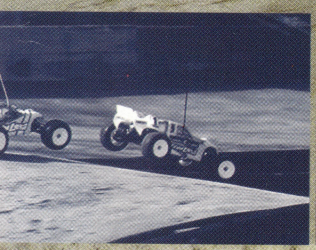
Xtreme R/C Cars

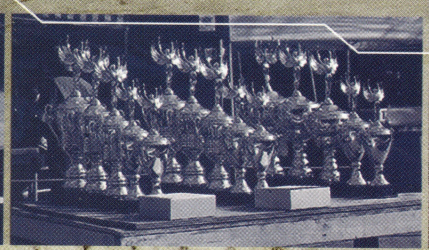
THE REAL WORLD OF R/C CARS WITH AN EDGE

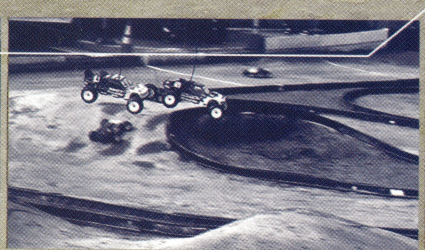


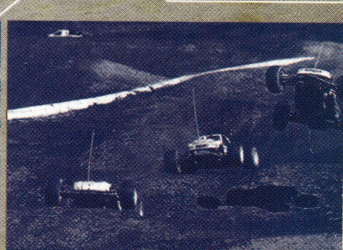
GO RACE!

The racing season starts and we've got it covered









PERFORMANCE TESTS:

SCHUMACHER



THUNDER TIGER



BOLINK



TAMIYA



UNDER THE SCOPE

- Multiplex Profi 707
- Reedy MVP

HOW-TO

- Sharpen Your Nitro Know-How
- Rebuild your worked shocks
- Paint your ride with acrylic paints

May 2001
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Issue 6.7

Magnets... Voltage... Power!

Magnets. The new Reedy "C4" high-strength magnets are at least **15% stronger** than any stock motor's magnets on the market today, providing "explosive" power!

Voltage. The MVP's stronger magnets optimize the power available from today's higher-voltage batteries... especially the new Sanyo 2400 Ni-Cd's and the Panasonic Stock Metal Hydride 3000's.

#628 RC2400H Ni-CD Cells

#629 RC2400H Ni-CD World Cells

#623 R3K High-Voltage Stock Ni-MH

#624 R3K High-Voltage Stock Ni-MH World Cells

Power. The MVP's dyno sheet tells it all... higher torque coupled with the "Rage" style 6HL armature's chart-topping RPM equals outstanding power!

NO COMPROMISES...
High torque AND high RPM!

MVP 24° STOCK

#298 MVP Stock Rebuildable

#299 MVP Stock Plus Rebuildable

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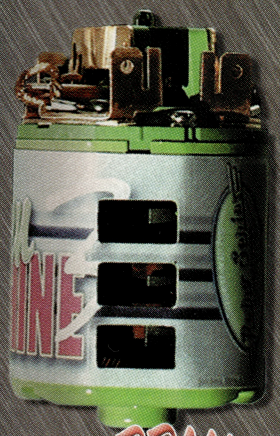
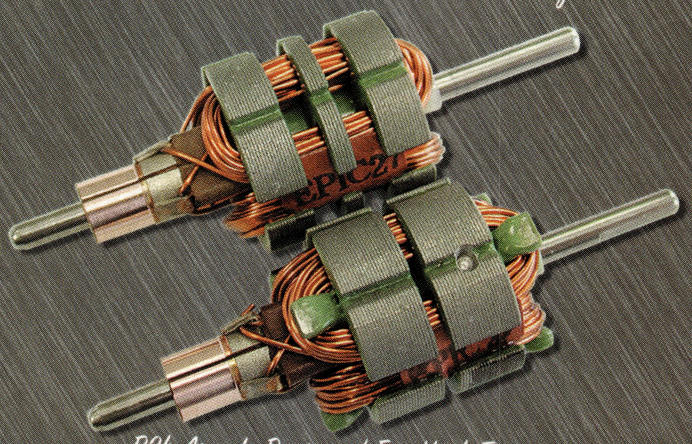


Hi-RPM!

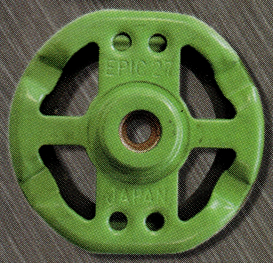
Unique Tapered Shafts Make Armatures Easy To Identify
Pure Copper Hardware For Ultra Low Resistance
Green Machine 3 Uses Tri-Rotor™ Arm For High RPM



P2k Arm Is Designed For High Torque
Armatures Tagged For Easy Identification
Flat Can Eliminates Cheaters Changing Endbell Timing



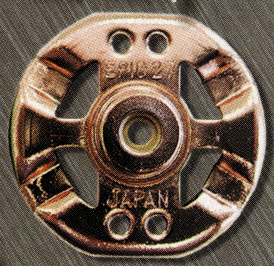
Hi-Torque!





Green MACHINE 3

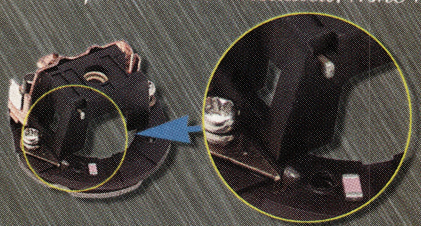
P2k™





Green 3 Can Design Promotes Higher RPM
P2k Asymmetrical Can Design Increases Timing And Torque
P2k Wet Pressed Magnets, The Strongest Available
Low Resistance Reduced Surface Bushings
All Three SMC Capacitors Pre-Installed, None To Solder







Use The Green Machine 3 On Big Fast Tracks
Use P2k On Short Tight Tracks

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Originators of the Rebuildable Stock Motor

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9427 Pro "Tweaked"
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RC2116 Standard
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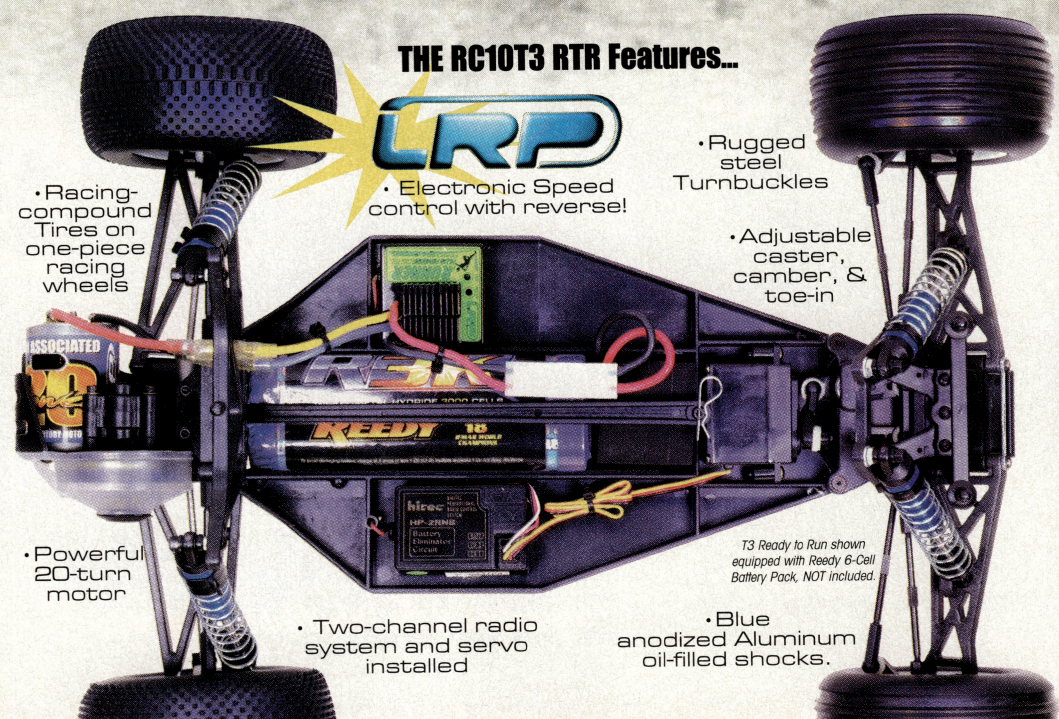
A RACE-PROVEN DESIGN...

Factory Assembled

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

THE RC10T3 RTR Features...



TRACK-READY IN MINUTES!

T3 RTR



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

• High-quality two-channel wheel radio system installed
May include Hitec (shown) or equivalent system

RC10T3: Three-Time NORRCA World Cup Champion!



RC10 T3 RTR

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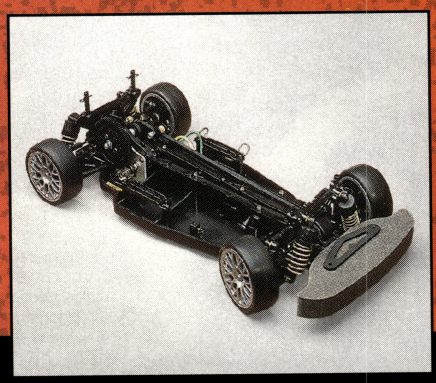
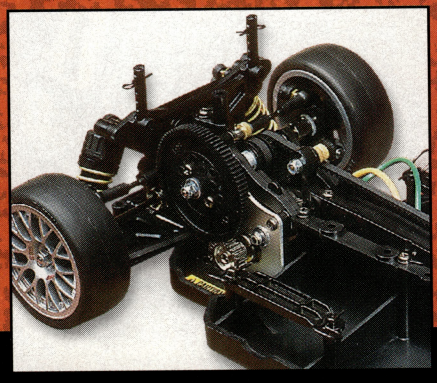
FORTE

THIS BEAUTY ISN'T ONLY SKIN DEEP.





The entirely new TA04 tub chassis is an extremely light yet rigid ABS/ polycarbonate double deck chassis.



The dual-belt 4WD system and the 4-wheel independent double wishbone suspension combine for amazing handling.



Newly designed racing wheels have the offset listed on the outside allowing for more precise tuning.



1/10 RC FERRARI 360 MODENA CHALLENGE

with TA04 tub chassis **kit number 58266**



Like the headline says, Tamiya's new Ferrari 360 Modena Challenge is a strong competitor. But don't let the lovely scale body fool you, this curvaceous machine is complete with the high performance parts necessary to compete on today's RC tracks. With a duel-belt drive system and a double deck chassis, the TA04 Modena 360 is a great platform – it even comes with six ball bearings for the front and rear gear differentials and center pulley. Also, key areas such as upper arm length, shock mounting positions and the included rear wing can be adjusted to meet whatever your racing needs may be. So get the Ferrari 360 Modena Challenge from your hobby source today. Scale racing never looked so good... or performed so well. For more information go directly to www.tamiya.com

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It Looks Like We've



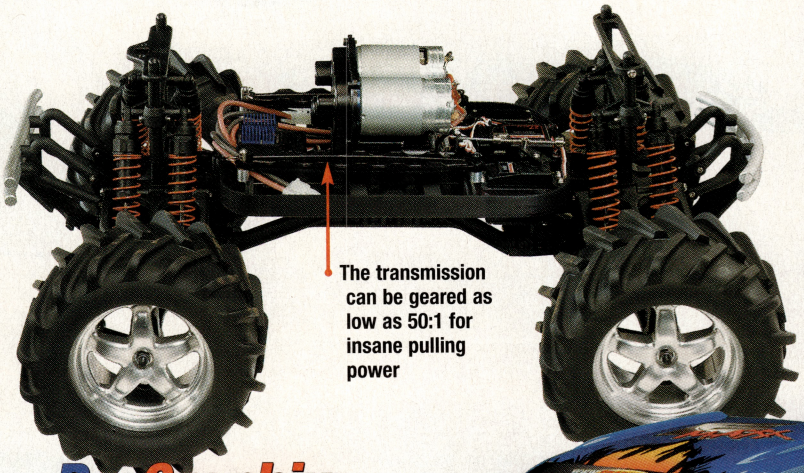
The T-Maxx started a revolution in R/C and now it's finally got some high voltage competition. Traxxas E-MAXX. The E-MAXX is everything that a T-MAXX is, but with gut-wrenching, wheelie popping, electric motor torque. Twin Titan™ 550 motors, trick 14.4 volt ESC power system, and shift-on-the-fly 2-speed transmission all put the E-Maxx in a class by itself. If you want the best, most innovative electric monster truck there is, look no further. E-Maxx breaks the rules and beats them all!



- Big Block motors: Twin Titan™ 550 fan-cooled motors have 30% longer armatures than a 540.



- More power: The all new MOSFET VX-12 forward-reverse electronic speed control delivers a whopping 14.4+ volts to the motors from dual 6-cell battery packs*. That's twice the power of ordinary R/C models! Plus, it's backed by our limited lifetime electronics warranty.



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

Shift on the Fly...

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



*Batteries not included

ProGraphix™

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



E-MAXX

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Visit www.TRAXXAS.com for tons of pictures and video of the new E-Maxx!

www.TRAXXAS.com

THE WORLD'S PREMIER MONSTER TRUCKS

Created Another Monster!



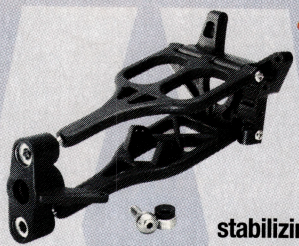
- Bellcrank Steering: The bellcrank steering geometry virtually eliminates bump-steer for precise control!



- Hardened Steel Gears: Tire-shredding power is transferred to the wheels with these efficient, hardened-steel ring and pinion and differential gears. They provide maximum strength during rigorous 4WD off-road pounding.



- High Torque Steering Servo: Turning the massive 5.75"h x 3.5"w tires is a breeze with this little torque monster.



- The double-shear mounted wishbones of the fully independent suspension minimize body roll and maintain negative camber, stabilizing the E-MAXX for exceptional traction and control. Pivot ball type axle carriers provide durability, performance, and ease of adjustment.
- Incredible T-Maxx suspension delivers 4 inches of maximum ground clearance and over 3½ inches of super plush suspension travel with 8 oil-filled shocks.
- Real quality! The E-Maxx includes 28 precision ball bearings

The Original Monster!

R/C Car Magazine Truck of the Year!

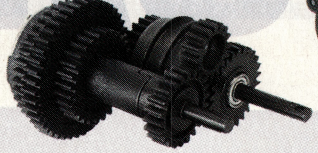
It's the big daddy of them all! When T-Maxx was unleashed, the monster truck world was turned upside down. Never before had anyone seen a Nitro truck with two speeds and reverse that shifted from a 3-channel transmitter! 3½ inches of seemingly endless suspension travel is dampened by 8 oil-filled shocks. This big, mean, drive-over-anything nitro breathing monster has become the benchmark for all others to follow. It's tough, serious R/C that's made for the way you like to play.

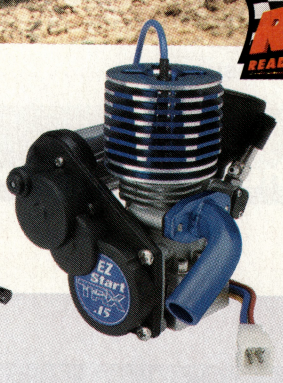


- Pro .15 nitro power with EZ-Start one button starting
- Nitro with reverse, that's shifted from the transmitter
- Autoshifting two-speed transmission works in forward and reverse. 30+ MPH in high gear!
- Fully assembled and Ready-To-Run®
- Full-time four wheel drive
- Hardened steel differential gears
- 30 precision ball bearings
- Four inches of ground clearance
- Oversized disc brake provides powerful 4-wheel braking

Nitro with Reverse!







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Other stuff in this issue:

More racing action than we know what to do with. Britney Spears, Jail babes, late breaking news and other great stuff you really need to know.

Cover Photos by: Elliot Crabtree



"Hey geek face, wanna race?" *Risky Business* 1983


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RACING TIRES
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STD Slicks
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A-7372
Taper-Pin
A-7369
X-2000
A-7285
Taper-Pin
A-7636
Step-Pin
Team Losi
Tire Glue
TREAD LOCK
A-7880
A-7284
Sprint
15 Years of World Class Performance
1999-2000 IFMAR
World Champion
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Blockhead
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IFMAR-Pin
A-7281
IFMAR-Pin
1999-2000 R.O.A.R.
National Champion
(6 classes)
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T-90 Street
A-7283
IFMAR-Stud
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Who's Cheating Who?

Cheaters never prosper, but sometimes they win races. In baseball, when a hitter is on base and a teammate is at the plate, the base runner sometimes communicates to the hitter what pitch is going to be thrown. In hockey, when two players are away from the puck, jabs get thrown, elbows go up. But, if the ref doesn't catch those actions, the offender gets away with it. For the previous two analogies the saying, "If you're not cheating, you're not trying" can easily be applied. But in R/C car racing that saying doesn't find too many sympathetic ears. Let's face it, everybody knows some guys cheat at the local club race on a Friday or Saturday night. A stock motor that's had the mounting tab cut to advance the timing, an armature that's been milled down, or even a completely illegal armature in a stock can are all illegal and would be considered cheating. Luckily rebuildable motors have made teching less of a problem, but, nevertheless, the problem still exists.

I guess the rest of this rant is for those of you who choose to cheat. What the hell? What are you doing? This isn't a radar detector on your dash to keep you from getting a ticket. This is screwing over your friends – the same guys that watch your stuff when you have to get something from the car or you have to turn marshal. The guys you're hurting are the same ones that loaned you some solder or CA when you needed it. So after an evening with your illegal motor, what have you got? Three or four more race bucks? You're not getting one over on the track owner; he's going to pay out the same amount to you or another guy that won the race fair and square. Is that worth it? Eventually you'll get caught. Can you imagine the disdain and ire you'll draw from your "friends" at the track? Sure, you'll deny it to save face. But down deep we'll all know that you schemed the night before deep in the bowels of your basement or garage and plotted your evil deed. Basically what I'm saying is stop. Before you go back to the track, pull out that cheater motor and put a legal one in. Part of this hobby/sport is finding that right spring or brush combination that gives your motor that edge - legally. You're robbing yourself of the satisfaction of winning, and that was why you originally got into racing, wasn't it?

Here's one last note, just in case you decide to keep up the charade. In my sixteen years of racing, I've seen a lot of cheaters. I've even kept a "hot" motor in when I shouldn't have. (Yes, I've cheated. It was at least twelve years ago and it only happened once. Let's get past that.) About six years ago, I ran a parking-lot track. There was one guy who I used to tech every once in a while when someone would protest. For lack of evidence (the other guy didn't want to put up the bucks for a new motor if found innocent), I only caught him once, but the word around the track was that he was as crooked as a three dollar bill. Racers constantly talked about him behind his back and he was none the wiser. So, if you decide to keep cheating, know that everybody else will know. The friends you have won't be friends for long.

You might be asking yourself why I brought this subject up? Well, it's the start of the racing season for many of you and I'd like for this year to be a good one for more of us. Also, this issue turned out to be a race coverage blowout. Rather than sit on race coverage for months, and months, and months like some of the other mags, we're giving you an overdose of current race coverage while it's still relevant. Along with this race coverage overload, we've got tests of some very unique vehicles that you'll really like. We hope. Enjoy, talk to you next time.

Mike Velez
Publisher/Editor/Recovered Cheater

I qualified with a cheater motor and realized it before the main. I cheated when I left it in.

Xtreme R/C Cars

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Take the lead

in 4WD nitro touring car action!

V-One R

PureTen Size V-ONE R™

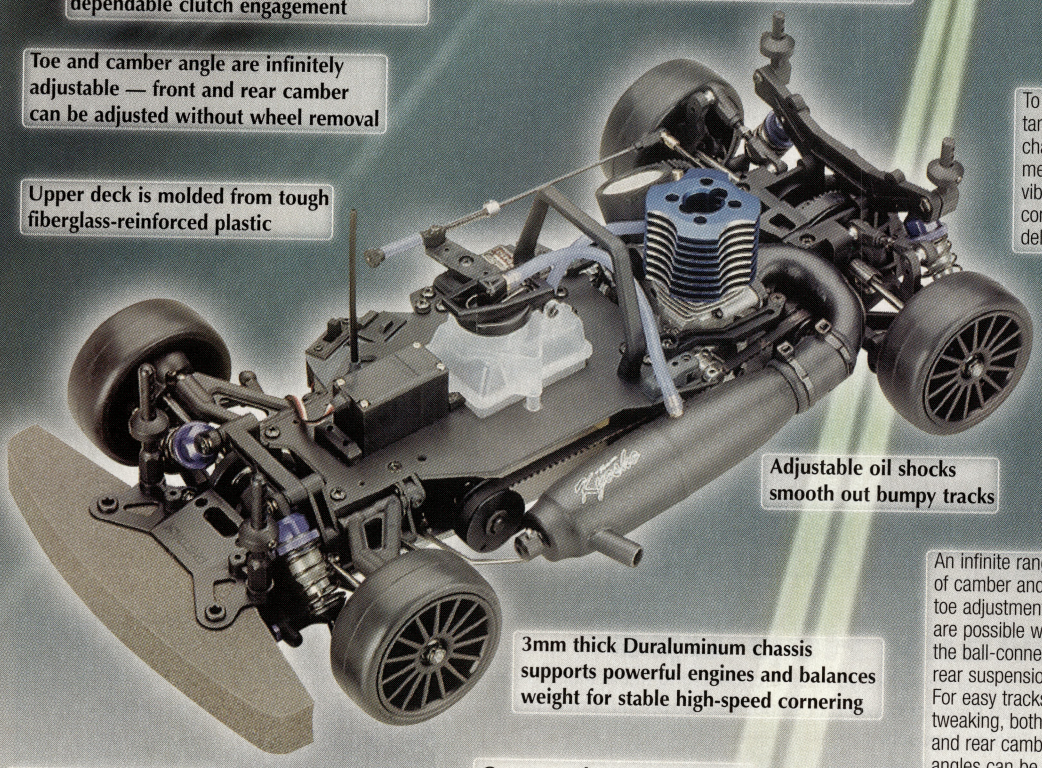
1:10 Scale GP 4WD Touring Car

Heat-resistant resin clutch shoe ensures dependable clutch engagement

Rugged 2-speed transmission with 8mm one-way bearing efficiently transfers engine power

Toe and camber angle are infinitely adjustable — front and rear camber can be adjusted without wheel removal

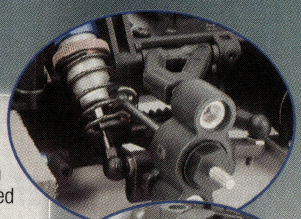
Upper deck is molded from tough fiberglass-reinforced plastic



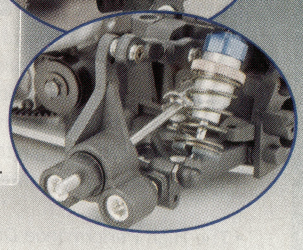
To protect on-board components, the fuel tank drains overflow to the bottom of the chassis. Inside the tank, bulkheads and mesh filters eliminate air bubbles, prevent vibration-induced foaming, and maintain consistent fuel delivery.



Adjustable oil shocks smooth out bumpy tracks



An infinite range of camber and toe adjustments are possible with the ball-connected rear suspension. For easy trackside tweaking, both front and rear camber angles can be adjusted without removing the wheels.



3mm thick Duraluminum chassis supports powerful engines and balances weight for stable high-speed cornering

Includes aerodish wheels and high-grip tires

Countersunk screw holes help to avoid hang-ups

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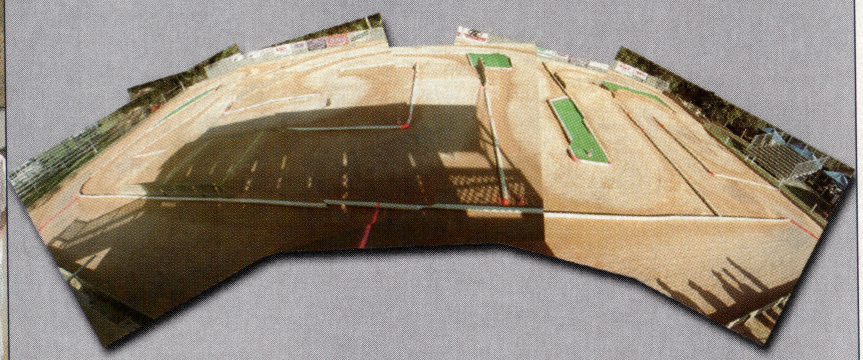
Jukka and Brian split Winter Champs

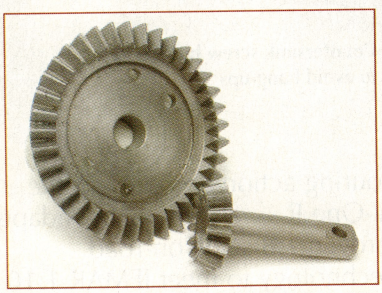
Tampa is known by many as a town that has a pirate ship stuck in the middle of the football stadium, has some of the country's more popular strip clubs, and has one of the best electric off-road races in the world. That third point (well, I guess the second one could be included also) was what sent us packing to Tampa. On February 23rd through the 24th, the West Coast R/C Club hosted the annual Winter Champs, sponsored by Team Losi. This year's race drew nearly 300 entries. Racers who made the trek weren't disappointed. Sunday's mains delivered lots of racing excitement. Check out our complete coverage of this race next month. Until then, here's the list of winners:

Stock Truck - John Walters
Stock Buggy - Dan Rodriguez
Modified Truck - Jukka Steenari
Modified Buggy - Brian Kinwald
Modified 4WD - Jukka Steenari

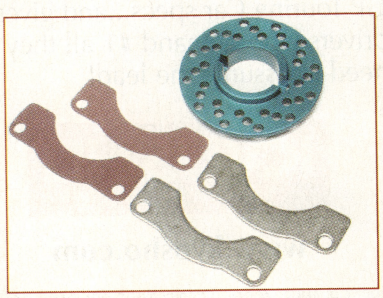


T-Maxx/E-Maxx Hop-Ups

With T-Maxx/E-Maxx craze as hot as ever, guys like yourself are looking to make their rigs as fast and as powerful as possible. That thirst for power can sometimes leave your drive train hungry for some relief. Robinson Racing Products looks to relieve that hunger with two new products designed to add strength to either your E-Maxx or T-Maxx and stopping power for your E-Maxx.



• The High Performance Diff Gear Set comes with a diff gear and counter gear. Both are cut from high-strength steel and according to RRP the new gear set can handle any hot .15 or .21 engine it comes across. Two sets are needed to complete a truck, and each set comes with lube for building.

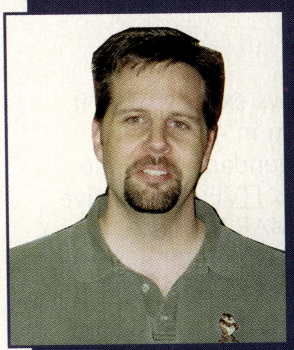


• To stop your T-Maxx, RRP has a new High Performance Brake Kit. The kit comes with new thicker brake calipers that use pads to smooth out braking action. The center running disk is anodized blue and vented.

We'll put both these items under the scope in a future issue. Until then both should be available in stores at press time.

Out of Retirement

First came George Foreman, Michael Jordan, and Mario Lemiux. Now it's Jack Johnson. Multiple-time National champion Jack Johnson hung up his transmitter a few years back. Jack's back and he'll be running for Mugen Seiki. Jack brings years of knowledge and experience to a race team that's already strong with drivers like Kris Moore and Richard Saxton. Look for Jack at the upcoming ROAR Gas Off-Road Nats in Hemet, CA.

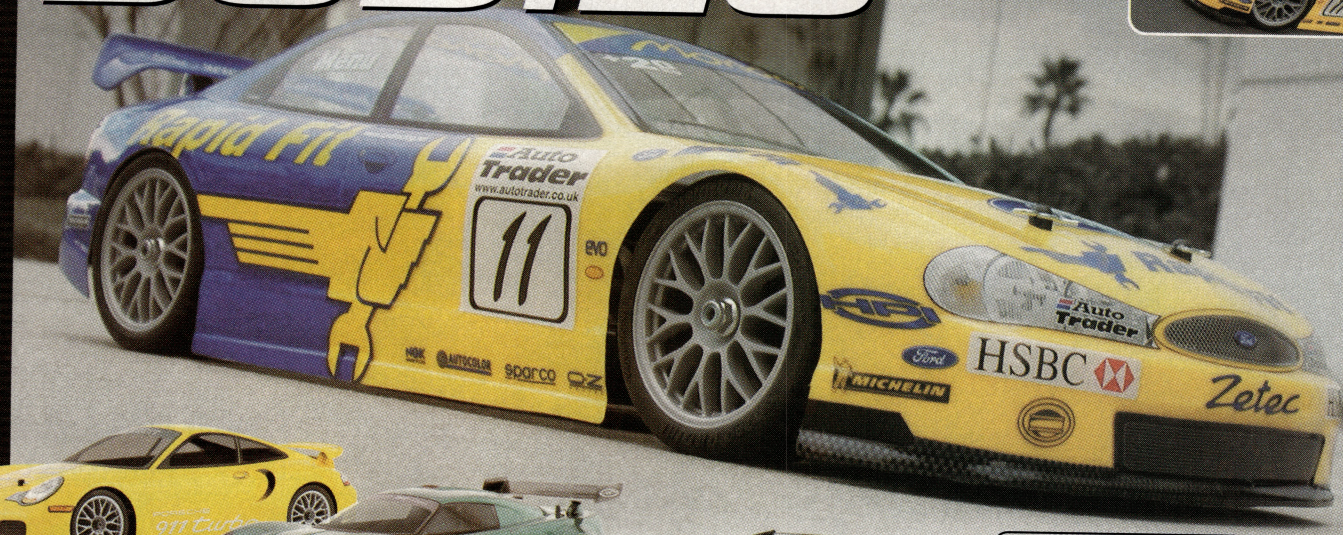


Because the trophy girl was under age, no sarcastic comments can be made at this time.

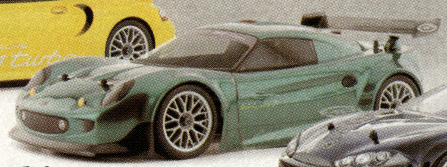
NEW BODIES







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

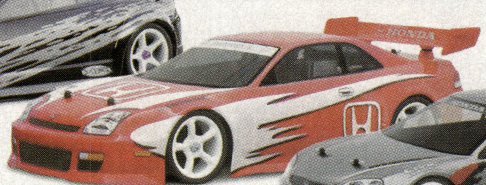


ELISE
NEW #7333 Lotus Sport Elise (190mm)
#7433 Lotus Sport Elise (200mm)



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

NEW #7356 Ford Mondeo BTCC 190mm



PRELUDE
#7449 Honda Prelude (200mm)



CIVIC COUPE Si
#7338 Honda Civic Coupe Si (190mm)
NEW #7438 Honda Civic Coupe Si (200mm)



CELICA
#7340 Toyota Celica (190mm)
#7440 Toyota Celica (200mm)



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



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



ECLIPSE
#7451 2000 Mitsubishi Eclipse (200mm)



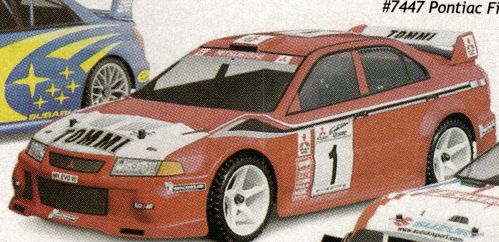
PONTIAC Firebird
#7447 Pontiac Firebird Trans Am (200mm)



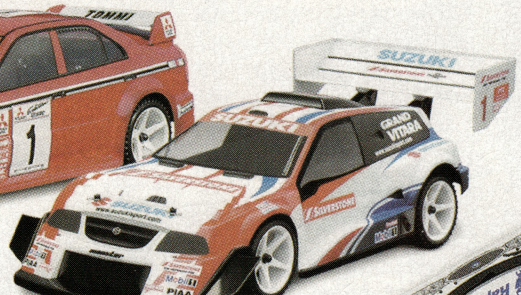
BMW M5
NEW #7450 BMW M5 (200mm)



IMPREZA
NEW #7553 Subaru Impreza (WB 300mm)



LANCER Evolution
#7348 Mitsubishi Lancer EVO VI (190mm)
#7448 Mitsubishi Lancer EVO VI (200mm)
NEW #7551 Mitsubishi Lancer EVO VI (WB 300mm)



SUZUKI ESCUDO
NEW #7552 Suzuki Escudo Pikes Peak (WB 280mm)

MX-1
NEW #7161 MX-1
(fits Nitro MT & Nitro Rush)





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



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

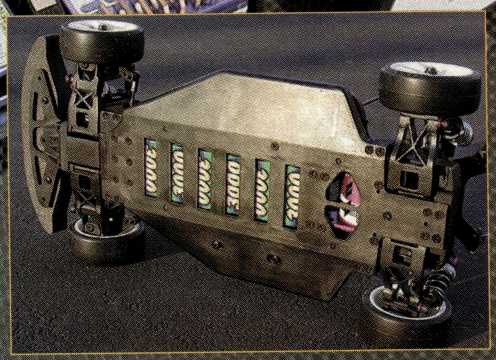
GT-one
NEW #7581 Toyota TS020 GT-One (Pre-cast Body)

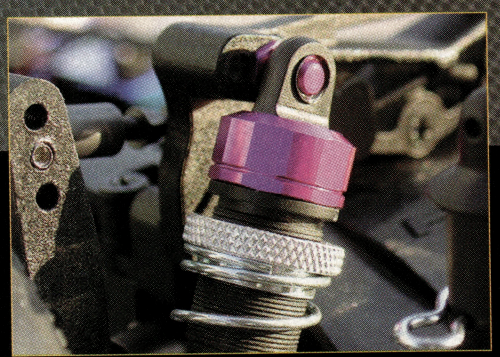
HPI

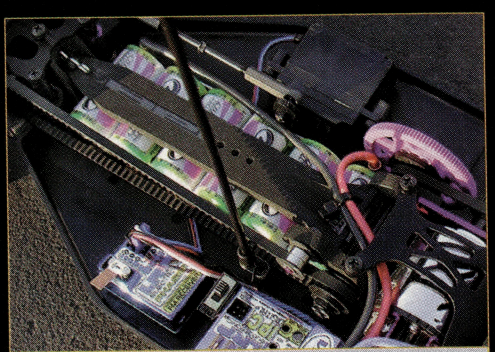
VISIT US AT WWW.HPIRACING.COM
15321 Barranca Pkwy Irvine, CA 92618 Tel: 949.753.1099 Fax: 949.753.1098

HPI Pro 3 Update!

Last month, we showed you an illustration of HPI's forthcoming RS4 Pro 3. This month we've got plenty of close-up photos and lots of information about the new kit.







Chassis

At first glance, the chassis of the Pro 3 is the greatest area of departure from the Pro 2. The new kit uses a molded chassis that places the 6-cell battery pack down the centerline of the chassis. This helps to keep chassis roll down and allows the car to transition better from left to right. Only one body clip is used to access the battery pack. The ESC mounts closely to the motor so wire length can be kept to a minimum. The receiver and servo are placed around the battery pack for optimum weight distribution.

Suspension

The suspension system on the Pro 3 is one of the most adjustable systems we've seen. There are twelve separate upper link locations along with two lower hinge pin locations for the front and rear uprights. This means that roll center is totally tunable. The new shocks use threaded composite bodies for quick and easy adjustment. Inside the shocks are Teflon pistons. The amount of friction between the plastic-on-plastic internals is less than with aluminum bodies. The new shocks use a volume compensation system to help cut down on rebuilds. On all four corners are stainless steel hinge pins held in place without e-clips.

Drive Train

The Pro 3 mounts the electric motor behind the battery pack and down the centerline of the chassis. Two belts are used to move power from the motor to all four wheels. From the belts, power goes to two balled differentials. The diffs are externally adjustable so tear down is not required. The diff halves are made from molded carbon graphite; this means they're nice and light. Also on the kit are MIP Shiny CVDs both front and rear.

We expect to have the new kit in our offices in time for a complete review next month so be sure to check it out. HPI says the new kit will be in stores in April.

Other Features

- 24 Ball bearings
- Front and rear belt tensioners.
- Purple-anodized, aluminum motor mount.
- Narrow ball bearing bell crank steering system.
- Stronger ball cups
- Pre-cut foam bumper.
- Transponder mount
- Fully adjustable turnbuckles.

RS4 PRO 3

24 ball bearings? This car's got some balls.

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)

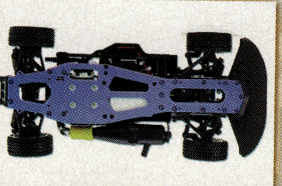
Years of development make this the best gas car available!
-Masami Hirosaka (10 Time World Champion)

PROTOTYPE SHOWN
visit our website for final version specs.

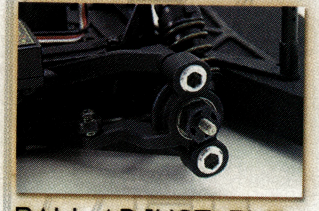
A new generation of nitro turing cars

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.

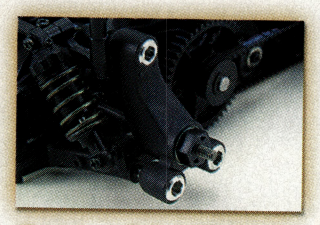
KEY FEATURES



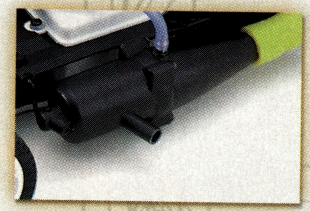
3MM DURALUMINUM CHASSIS



BALL ADJUSTABLE FRONT SUSPENSION



BALL ADJUSTABLE, REAR SUSPENSION



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On-Road Nitro Season Kicks Off

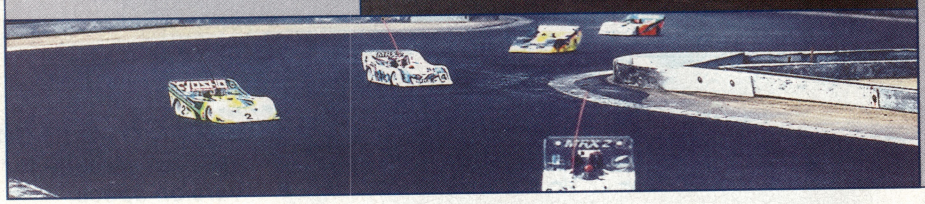
In the wide world of R/C racing, few races can muster the same prestige and tradition that the Winter Nationals does. The race consists of the worlds top 1/8-scale and 1/10-scale on-road drivers. This year was the 25th running of the event. The Ft. Myers R/C Car Club played host to a sold out crowd of 120 of the worlds best racers. Drivers from as far away as Japan, Holland, and Venezuela made the trip. After tons of qualifiers and 45-minute A-Mains, the cream rose to the top. Here's a list of the winners. Be sure to pick up next month's *Xtreme R/C Cars* magazine for complete coverage of the event.

The Winners

1/8-Scale 4WD – Michael Salven
1/10-Scale 2WD - Frank Calandra
1/10-Scale 4WD – Ralph Burch

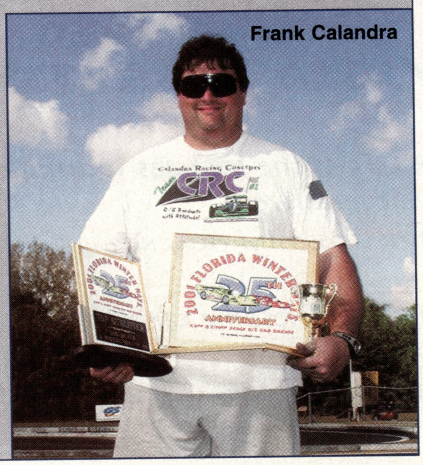


Left to right: Kenji Osaka (2nd), Michael Salven (1st), Keisuke Fukuda (3rd)





Ralph Burch



Frank Calandra

RC10-GT Steel Combo



Precision machined from solid steel, 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

www.robinsonracing.com

Hardened Steel Idler Gear



Cut from solid steel stock, this gear is lightened and hardened for super quiet precision and extra long life. Jammin' tranny grease is included. RRP 2213 RC10-GT, RRP 7505 Ultima GP-R

Associated Titanium Stealth Top Shaft



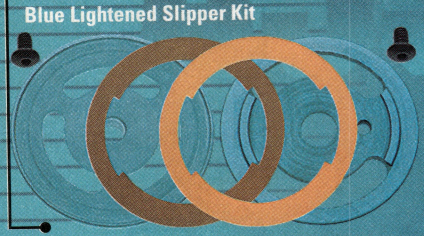
CNC Machined from solid titanium, this super hard, super light top shaft will fit any Stealth transmission. RRP 1512.

Hardened Diff Gear



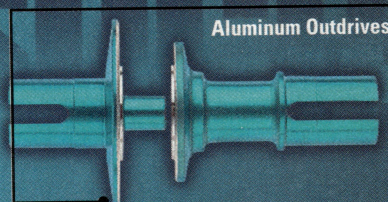
Hard anodized, precision CNC machined aluminum diff gear.
RRP 1513 RC10-GT
RRP 7500 Ultima GP/EP-R

Blue Lightened Slipper Kit



The rear plate is hard anodized and the front plate is color treated. The front plate holds the pad forcing it to slip on the rear plate. When pad wears, just flip it over for a new surface. RRP 1515 Associated, RRP 7515 Kyosho Ultima

Aluminum Outdrives



40% lighter than stock ball diff outdrives. RRP 1475 TC3, RRP 1502 B3/T3

TC3 Ultra 48 Pitch Spurs



Precision machined from heat-resistant plastic, these spurs mesh flawlessly with our pinions. Available in even numbers from 70T thru 80T, RRP 1670 - RRP 1680.

ROBINSON RACING PRODUCTS
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Nitro Quake


Maximum ST PRO

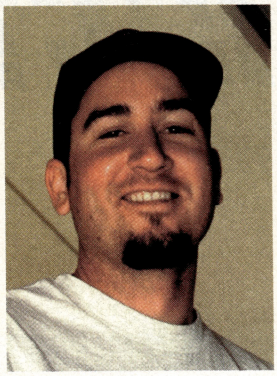


Nitro Demon


Axis


Street Force GP

Need some New Treadz?

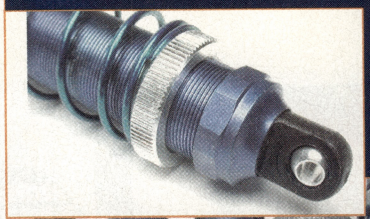


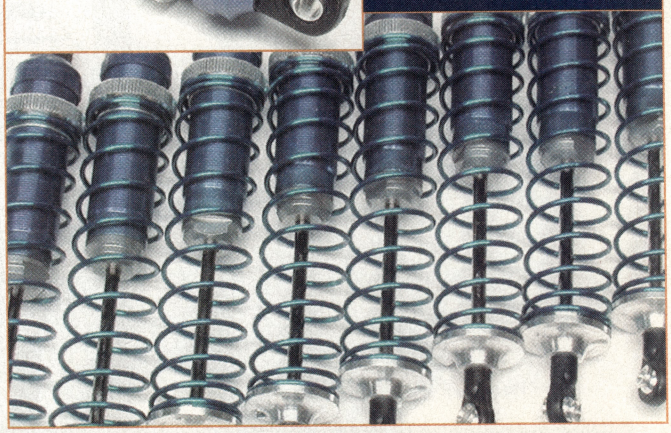
Richard Saxton, racer extraordinaire, is going where few racers dare to tread. Richard's launching his own line of tires. Produced in Italy, the new tire line will cover every scale and class of R/C vehicles. His new tires will be available for 1/10-scale buggies and trucks, 1/8-scale buggies, touring cars, and three different designs for the T-Maxx. What will these new treads be called? Treadz. The tires will be available in different compounds and designs for the hardest of hard-core racers to the beginning backyard bashers. Also, a number of popular Treadz designs will be offered pre-mounted and glued to unique looking wheel designs. Look for more information on these new tires in the month's to come. Richard looks to be just as competitive on the tire horizon as he is on the race track. We wish Richard the best of luck in his new venture.

Treadz TIRES

Threadimus Maxximus

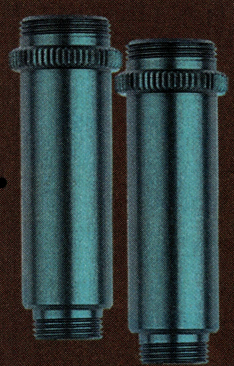
Integy is now producing big bodied shocks for the Traxxas T-Maxx and E-Maxx. What makes these shocks worth noting in the Inside Line? They're aluminum, pre-assembled (but still need oil), and feature threaded bodies. These new threaded bodies can be quickly adjusted to change your truck's ride height. They're machined from aluminum and blue anodized with some silver compliments. An eight-piece set will do your entire truck. The shock set carries a suggest price of less than $90.



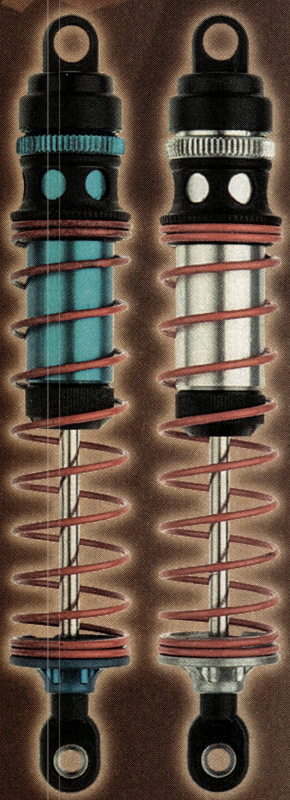


New Traxxas Aluminum Shock Components Work With Your Stock Parts!

T-Maxx Blue Shock Bodies



CNC machined, blue anodized aluminum shock bodies, sold in pairs. RRP 8511



Blue Lower Spring Retainers



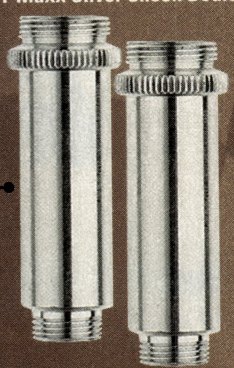
Machined, blue anodized aluminum retainers, sold in pairs. RRP 8516

Aluminum Upper Spring Retainers



Machined upper spring retainers, sold in sets of 4. RRP 8530 8mm, RRP 8520 4mm

T-Maxx Silver Shock Bodies



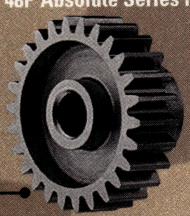
CNC machined, natural silver aluminum shock bodies, sold in pairs. RRP 8510

Silver Lower Spring Retainers



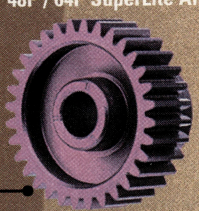
Machined, natural silver aluminum retainers, sold in pairs. RRP 8515

48P Absolute Series Pinions



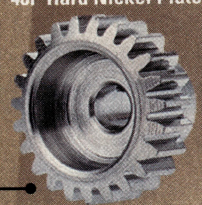
Super hard, lightened and cut with unmatched precision. Great with any spur, but with an Absolute spur, even on-off noise is gone! Available In 48P in 16T thru 28T sizes. RRP 1416 - RRP 1428.

48P / 64P SuperLite Aluminum 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

48P Hard Nickel Plated Steel Pinions



These precision cut gears have an extremely hard coating that makes them really last. Available in 12T thru 35T. RRP 1012 - RRP 1035

RRP

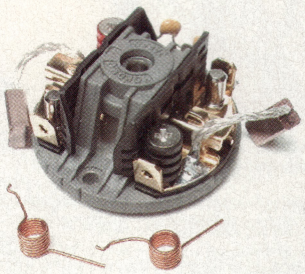
www.robinsonracing.com

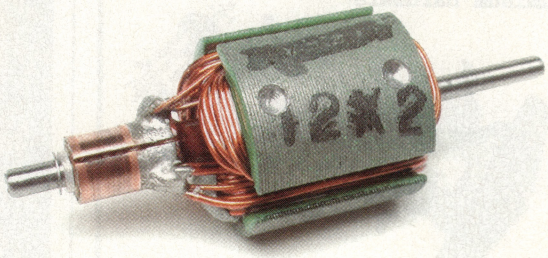
Reedy Ti Modified

After winning the IFMAR World Championships in Japan last year, the U.S. Indoor Championships in Cleveland, the Novak Midwest Touring Car Championship Reedy Modifieds has decided to let loose on the general public the explosive touring car power plants that won these races. Reedy's new Ti (the periodic table symbol for Titanium) is the first of the new Element Series of modifieds from Reedy. The Ti motors feature the MVP-style endbell with integrated heatsinks in their design. The can is 1.4mm thick and has a new vent design for better cooling. The can also features a unique raw titanium colored can that's electro-plated. ON the inside of the motor the armature is a full stack for a powerful magnetic design and quick spool-up according to Reedy. The new Ti motors feature Millennium II Double-winds that use different gauge wires depending on the wind used. The new motors will be available in eight different double winds from 7 to 14 turns. The new motors should be on the market shortly after this issue goes to press.









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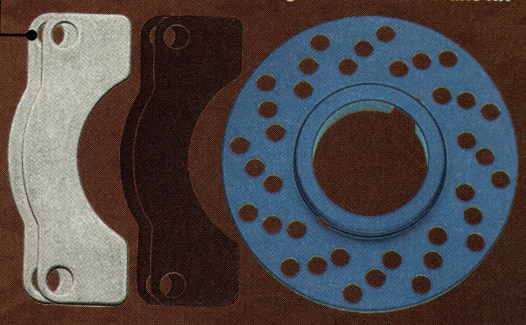
NEW T-Maxx Aluminum High Performance Brake Kit



New, lightweight aluminum high performance brake kit, includes bigger, more aggressive brake pads and steel backing plates. One piece vented rotor minimizes side-to-side wobble. RRP 8560

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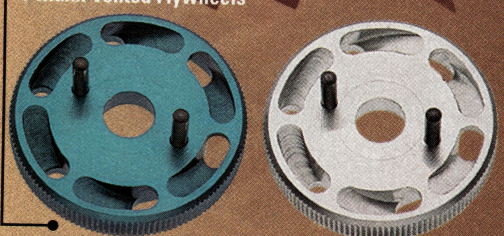

Aluminum vented flywheels move air over clutch bell, improving performance and cooling. RRP 8551 Blue, RRP 8550 Natural Silver

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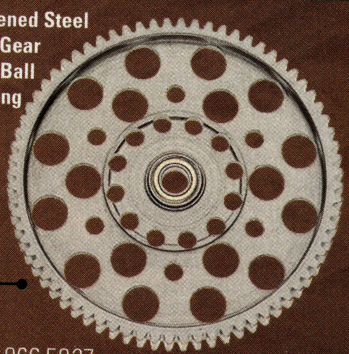

Precision CNC machined from solid steel, and then hardened, these spurs will last and last. RRP 8572 T-Maxx and Nitro Rustler, RRP 8565 Nitro Stampede

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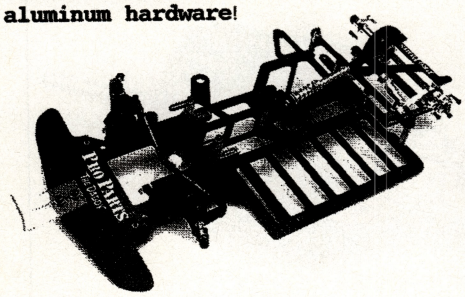

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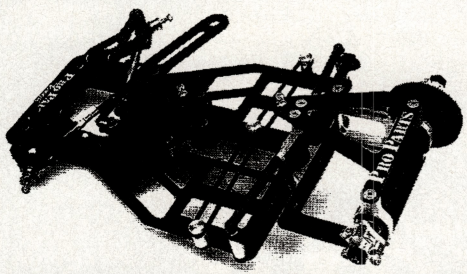

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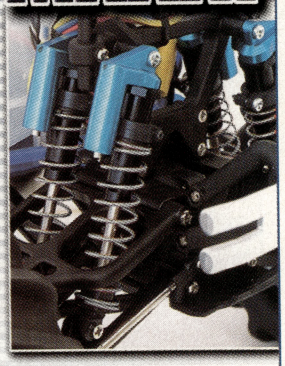

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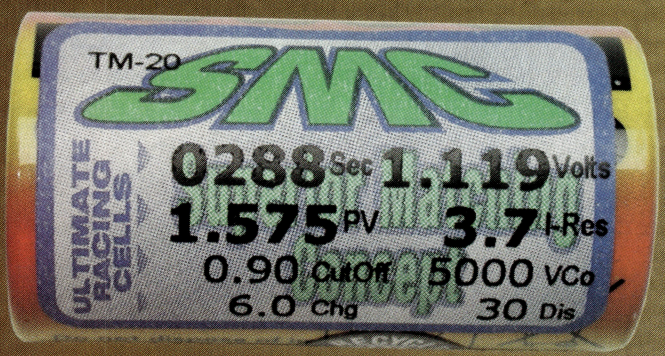
SMC2400-MSP	Matched Stick Pack w/sticker	$75







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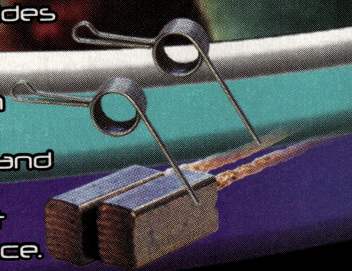
The Nebula comes equipped with Peak's new Viper stand-up motor springs. Extra material at the brush/spring contact point provides improved cooling resulting in longer spring life and more consistent performance.



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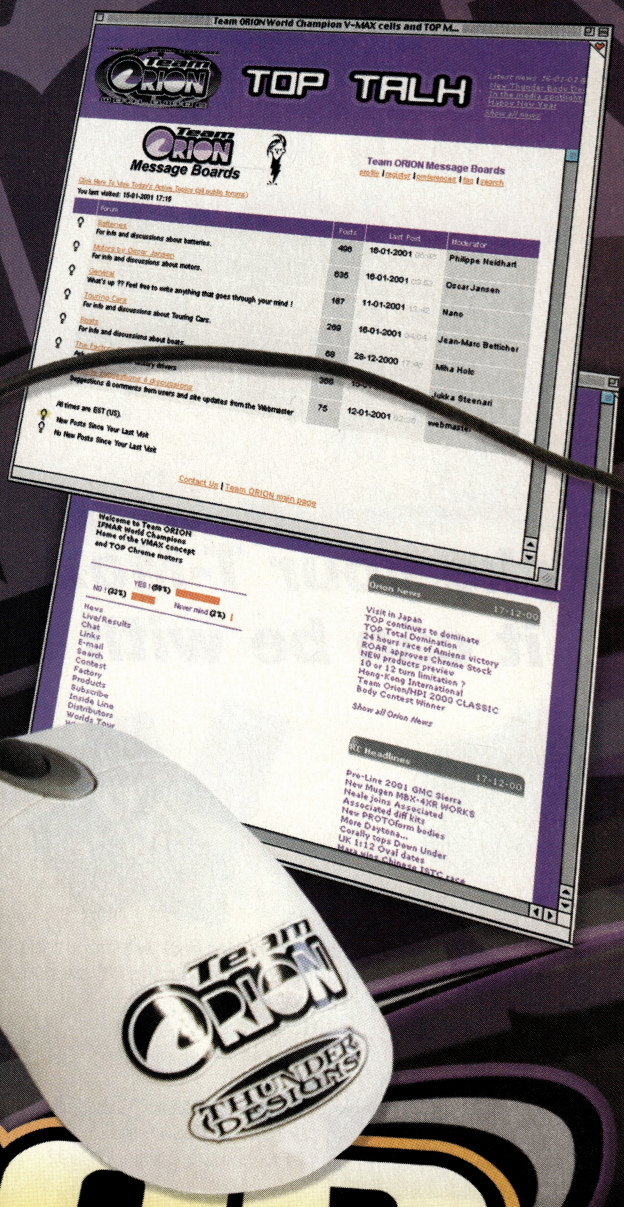

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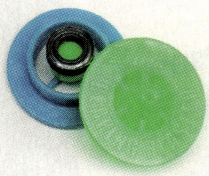

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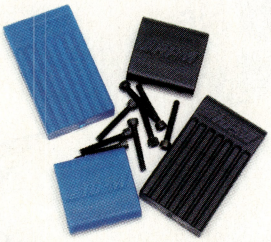

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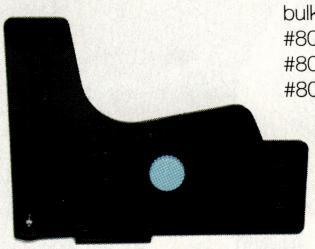

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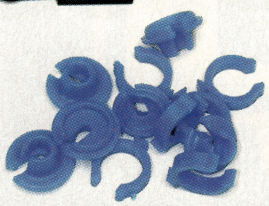

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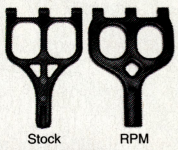
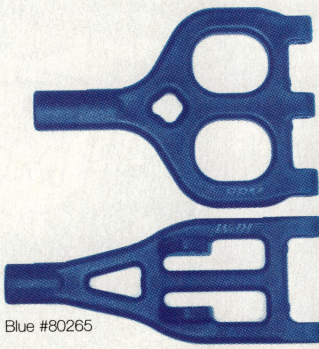
The RPM advantage is easy to see!





Purple #80268



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SOLDER THIS!

Become a soldering commando in a few easy steps

By Nathan C. Miller



It's an unavoidable fact; if you get into R/C, eventually you will have to learn how to make a joint – a solder joint that is. Even if you buy a kit that is ready-to-run, eventually you will break a motor wire or will have a pair of Tamiya-style battery connectors fuse together, and very few motors come with any type of connector installed at all. So it's time to face the facts and learn how to solder.

Getting Started

First, and most importantly, think safety. Make sure you have a clean, organized work area. Get anything flammable out of the way, and place everything you will need where it is easy to reach. You don't want to be looking all over the place for something with a hot iron on your bench. Next, be sure to put on your safety goggles. Hot solder can sizzle and fly up at you, so better safe than sorry.

Now, with all the warnings out of the way, let's get to work. For our first task, we'll solder a pair of leads to a motor. I prefer to put a small pigtail of

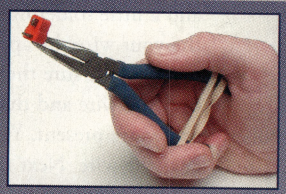
Tools of the Trade

• The first and most important item here is the soldering iron. You will need an iron with at least 40 Watts of power. Anything less will not get hot enough to handle the type of jobs you will doing. Also be sure to get a pen-style iron. Gun-style irons are heavy and clumsy to work with. Since an iron is a tool that you will have for a long time, spending a little extra money here is not a bad idea. An iron with adjustable wattage and a support base are the way to go. Don't forget to grab a few extra tips when you get your iron. A good place to start your search is your local hobby shop, electronics, or hardware store.



• Solder is another item not to skimp on. Your best bet here is to get 60/40 solder with a rosin core. This type of solder flows better than just regular solid solder, and usually doesn't require you to use paste-style flux to make a solid joint. Whatever you do, don't buy acid core solder. The name says it all.

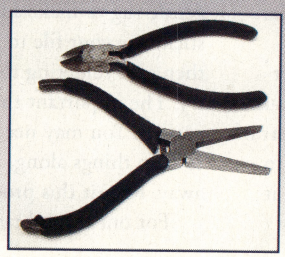




• Another item to consider is a third hand. What this item does is use small clips like alligator clips to hold items securely while you work on them. You can also wrap a rubbber band around the handle of a pair of pliers to act as your third hand. The real plus here is you save your fingers from being singed. Also, while needle-nose pliers will help you get a grip on things, you have to hold onto them while you try to work. Another thing to grab is some kind of motor stand. You can use a purpose built stand like those made by RPM or you can go the cheap route and use whatever you have laying around the shop. A large foam bumper (like those used on 1/10-scale on-road and oval cars) make great motor stands. Other things that make life easier are battery jigs that hold cells in place while you work on them.

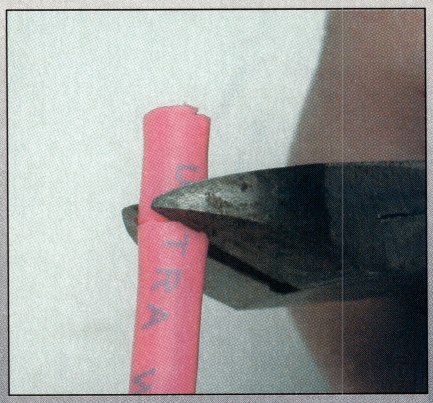


• A small file or grinding bit on a moto-tool comes in handy to rough up any shiny surface that may make soldering difficult. Chrome-type coating will not stick to solder, so scratching the surface is often required, especially on motor cans.

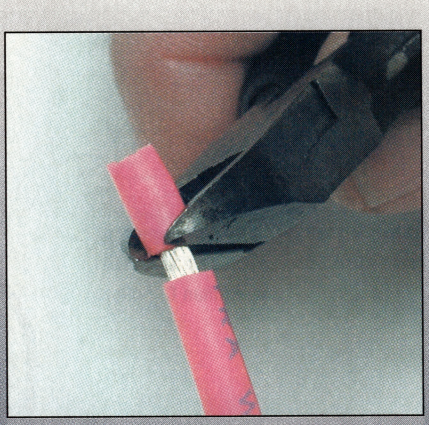


• Last, grab a set of needle-nose pliers with wire strippers on them. These are nice, as they can cleanly remove the insulation from a piece of wire without destroying the wire itself.

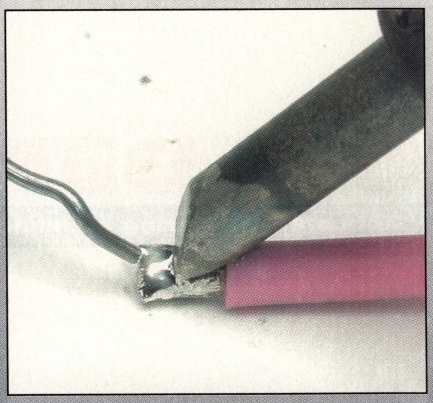
In case you don't get the connection, don't over do it with your first solder job.



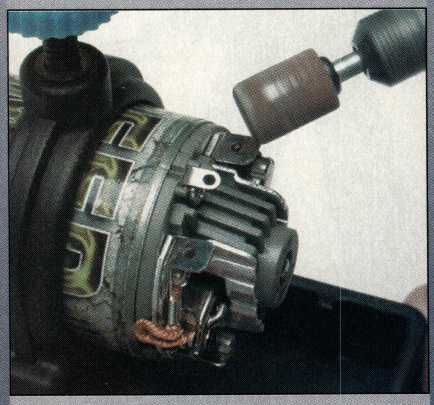
To strip wire, you only need to apply a little bit of pressure to pierce the insulator.



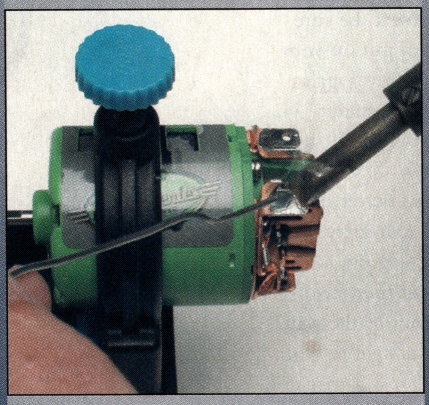
Use the wire cutters to pull the insulation off of the wire.



Freshly exposed wire braid will suck up the solder once it melts.



Only on very shiny, non-porous surfaces will you need to file or grind things down.



Wet the motor tabs before you make the connection.



Once both the wire and tabs are wet, you shouldn't need any additional solder.

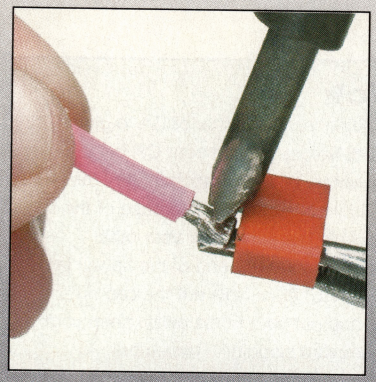
wire on my motors with a Dean's Ultra Plug. This just makes life easier when cleaning the motor, and Dean's plugs are just as efficient as wire. Cut a pair of wire leads and strip off both ends using the cutting portion of your pliers or a separate pair of wire cutters. To strip the wire, place the wire between the cutters about a quarter inch from the end of the wire that you'll be soldering. Then, gently apply enough pressure to the wire so that you see the cutters just barely cutting into the wire insulation. Then rotate the wire so that you've cut the insulation in more than one or two spots. Last, with the cutters still holding pressure on the wire, pull the insulation off by pulling the cutters off the end of the wire. Now that that's done, get your motor set up and make sure you know what tabs you will be using. Be sure you know the polarity of each motor tab.

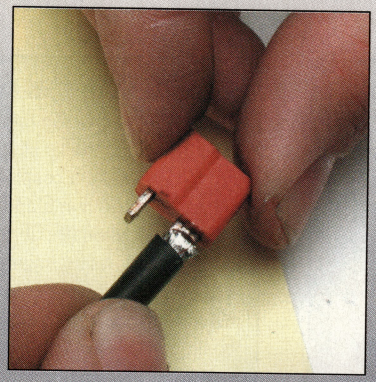
Now turn on your iron and let it get nice and hot. The tip of the iron will usually start to give off a plume of smoke, sort of like a lit cigarette. Touch a little solder to the end of the iron; if it is hot enough, it will melt the solder. With your iron hot and a little solder on the end, tin the end of the your wires by applying solder to the wires. Make sure the solder is spread evenly over the wire and that no big lumps of solder are present. You just want enough to coat the wire. Next tin the motor tabs with just a little bit of solder. You'll see the solder flow onto the motor tab once the solder's melting point is reached.

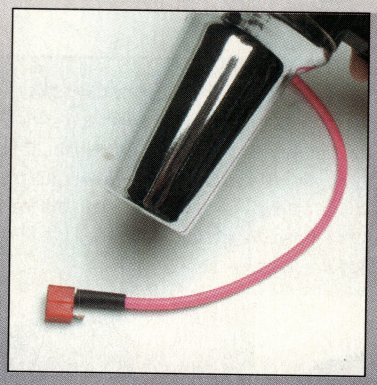
Now, using pliers or your third hand, press the wire against the motor tab. Apply the soldering iron to the connection; don't use too much force. The solder should flow onto the tab after a second or two. Remove the iron from the connection and hold the wire in place for another couple of seconds until the solder is cool and set in place. If everything went right, the wire should be held firmly in place by the solder. Give it a gentle tug to make sure. If the wire didn't stick, use your file to scratch the motor tab, then give soldering the wire to it another try. The important thing here is to be patient. You may need to add a little solder to help things along, but don't get carried away. Repeat this process for the other wire.

For our second task, let's try soldering a connector to a battery pack. You will have to snip away the existing connector. Be sure to cut one wire at a time, so you don't risk shorting the pack out. Make sure the wires are cut to even lengths, and strip away a little insulation at the end. If you are using Dean's Ultra Plugs, now is the time to slide a short length of shrink-wrap down the wire. Place your new connector in a third hand, or find some other way to keep it in one place; if possible, hold the plug by the metal piece you will be soldering. The metal of the alligator clip will help dissipate heat so that the plastic part of the plug does not get damaged. Tin the ends of the wire and apply a little solder to the lugs on the connector. Now, with the iron hot, place the wire on the lug and give the connection a quick touch with the iron. If the iron is hot enough, a joint should have formed between the lug and the wire. The trick here is to work as quickly as possible. You don't want to get the lug so hot that the heat damages the plastic insulation. With both wires in place and the joint cool, slide the insulation over the joint and shrink it with the heat from a heat gun. This

A very young Alyssa Milano was in *Commando*.







Left: Hold the plug by its metal piece to help dissipate heat. This will keep the molded portion of the plug from melting.
Center: Once the connection is made, slip the heat shrink over the joint.
Right: Last, use a heat gun or blow dryer to shrink the wrap.

PIT STOP HOW-TO

Glossary Of Soldering Terms

- **Flux:** A chemical agent that can be applied to a solder connection to aid in the flow of solder.
- **Watts:** A unit used to measure power. In the case of a soldering iron, it is indicator of how much power an iron uses. The higher wattage rating an iron has the hotter it will be.
- **Insulation:** Any material that doesn't conduct electricity is an insulator. In this article, an insulator is the silicone wrap that coats the outside of a wire.
- **Solder:** A tin/lead alloy that becomes liquid at a given melting point. Once solder is, melted it can stick to the items you are soldering, creating a electrical and mechanical bond between the two pieces.

method can also be used when putting connectors on ESCs and motors. You can hard-wire your batteries and motor to your ESC, but you shoul learn the soldering basics first.

Finishing Up

When you are done with your iron, melt a little solder on the end to keep the tip from being damaged. Make sure your iron is turned off and unplugged. When it has cooled down, it is safe to put it away. Soldering isn't that tough but like anything else to get good at it takes practice. Just always remember to be safe when you work!

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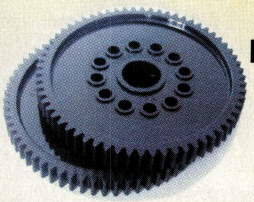

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Don't give up on your foam

After you've run a set of touring car tires to death, be sure to cut out your foam inserts that way you can use them again. Take an X-acto™ knife and slice the sidewall of the tire. Next, pull the tire off of the wheel. The tire will fold inside out to reveal the foam insert. Then remove the insert. When cutting the tire, don't cut too deep or you'll damage the foam.



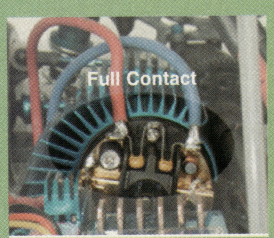


Keep Your Cool

Any easy way to go faster with your electric stock motor is to make sure it's running cool. When a motor heats up, you can damage the brushes, springs, and lose a significant amount of magnetic strength. Here a few tips you can use to make sure your electric motor is running as cool as it can.

• Don't over-gear the motor. If after a 4- or 5-minute run your motor comes off that track and the motor is hot enough to singe your fingers to the can, it's probably over-geared. Try going with a pinion gear that's one or two teeth smaller. The drop in top speed because of the gearing change could easily be offset by improvement in speed from the motor since it's not overheating.





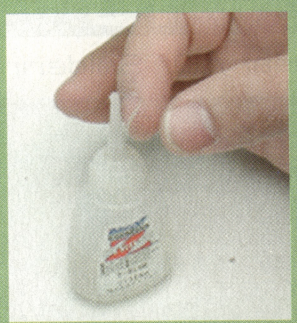


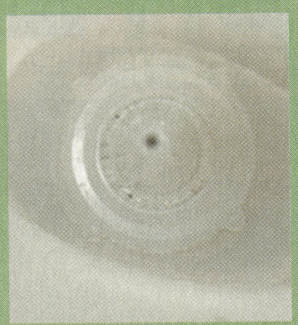
• Don't adjust the gear mesh too tight. If when you let off your car's throttle you can hear the car whine to a stop, then the motor is too tight. This extra friction between the pinion and spur will increase the mechanical drag of the connection and put additional unnecessary load on the motor, causing it to work harder.

• If you're using a clamp-on heatsink, be sure that the clamp portion of the heatsink has as much surface area contact with the motor as possible. If the clamp is on the motor, but only is contacting the motor at a few points, it's defeating the purpose of the heatsink. In order for the heatsink to work properly it must easily draw heat away from the motor through contact. Otherwise, it's only keeping valuable air flow away from the motor and causing it to run warmer.

Don't Get Stuck

There's nothing worse than going for your bottle of CA to glue a tire only to find the tip clogged. Before you put your CA bottle away, flick the tip a couple of times. With the cap still off of the bottle use your thumb and middle finger to flick the base of the tip a couple of times (Be sure to hold the bottle with your other hand.). The CA that might have been at the end of the tip will fall into the bottle leaving the tip free of glue. Now put the cap on – be sure it snaps into place – and put your bottle away. Keep your bottle standing up to further prevent clogging. Remember, whether you're gluing tires or opening a bottle of CA always wear safety goggles. Fingers can easily be unstuck; eyeballs and eyelids are a different story.





Paint Mask

Recently Mike took a weekend off to do some painting around the house. At the local hardware store, he stumbled across a cool product that can get some good use from R/C painters. 3M makes Painters' Pre-Taped Masking Film. This product is basically masking tape stuck to thin plastic mask. Sometimes when painting a body you need to cover a large area of Lexan. Rather than using tons of masking tape to cover up the area on which you don't want paint, just use the Pre-Taped Masking Film. Expose the area that you want to paint. Next do some fine detail masking. If you're using a precut mask stick this one now. Next to the fine detail mask or design apply the Pre-Taped Masking Film. Fold the film out to cover the area you want to mask. If you need to, tape down the edges of the masking film to the outside of the body. This masking film also works great on covering the outside of the body since it covers such a large area. A roll of this product will set you back about $6 or $7 and will last you for at least 25 or 30 bodies.





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SCHUMACHER AXIS 2

by Jeff Maurer

R AXIS 2 SCHUMACHER AXIS 2 SCHUMACHER AXIS

Our 300M test body worked great. And it looks good, too.

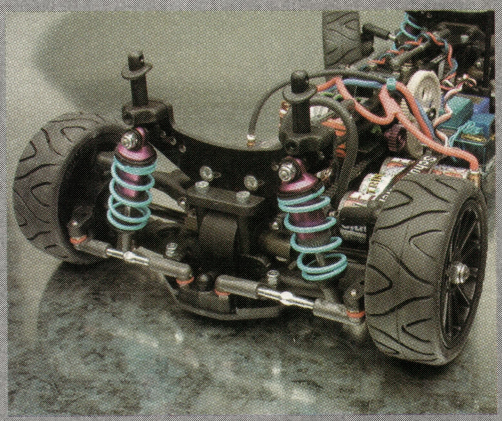
Schumacher has very quietly become one of the more successful but overlooked companies in the touring car market. Since the introduction of the SST line, Schumacher has won seven national titles as well as numerous other titles around the world. Their belief in combining last year's car with the latest innovative technology has kept them towards the front of the touring car pack. While the new Axis 2 looks unlike any other car, it is still based on its predecessor, the Axis. While the lack of a top plate is apparent, there are many other refinements making the new Axis 2 probably the most adjustable TC on the market today.

Hits:
- Innovative chassis design.
- New easy-to-use battery posts/ straps work great.
- Toxic oil has been replaced with real silicon oil.
- A foam bumper is included.
- One of (if not *the*) most tunable cars on the market.

Misses:
- Plastic motor mount does not dissipate heat.
- Fiberglass needs to be sanded.

Instructions	4
Parts Quality/Fit	4
Durability	4
Tunability	5
Overall Performance	5
Value	4

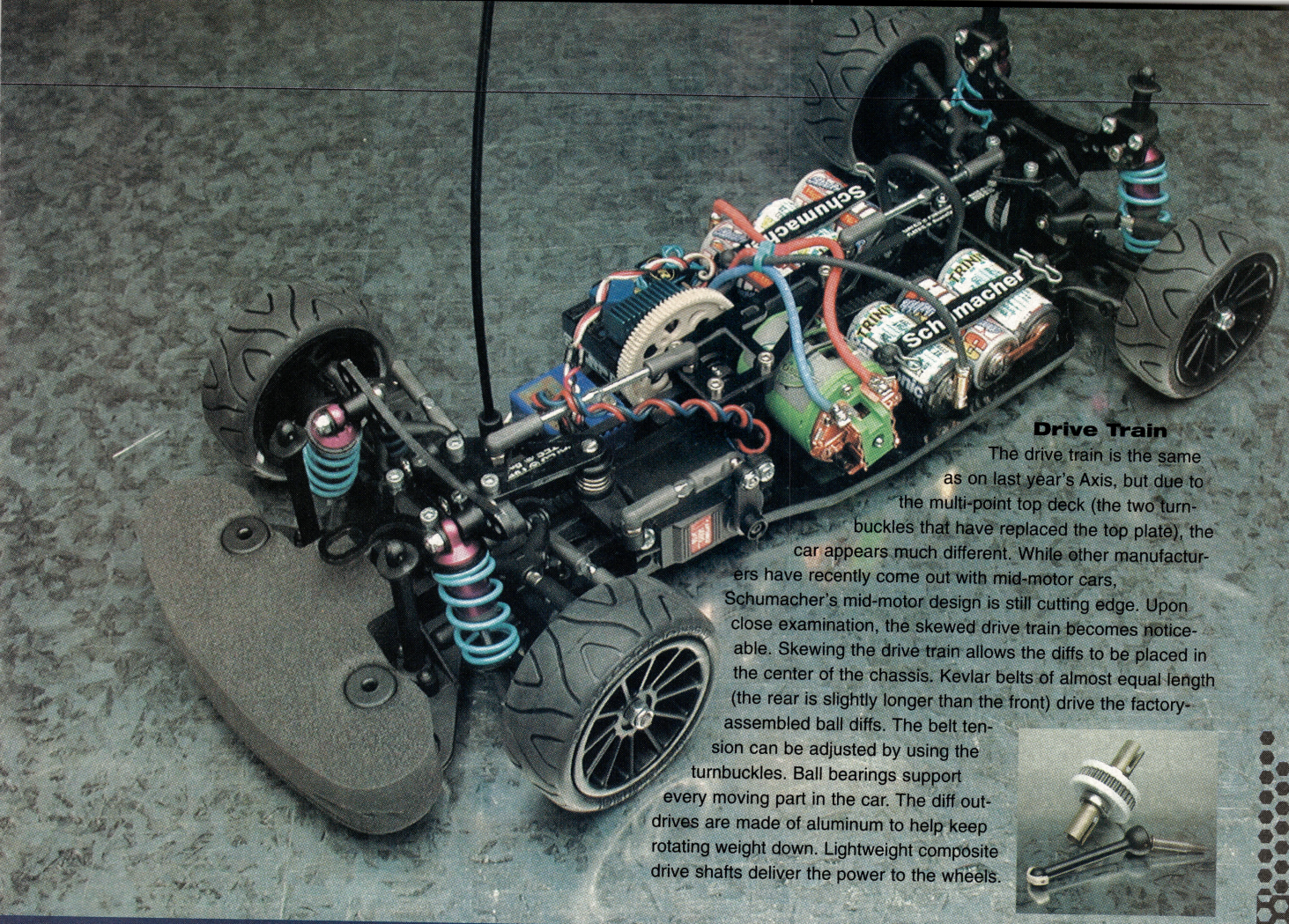
Suspension



The Axis 2's suspension remains the same as last year's car. The suspension arms, however, are now mounted higher, changing the car's roll center. Front caster is adjustable by moving spacers either in front of or behind the upper control arms. Camber is adjustable by lengthening or shorting the links on the upper control arms. The tie rods found on the rear of the car are for adjusting the rear toe. The tie rods have been changed so that a Lunsford wrench now fits perfectly for any needed adjustments.

The additional shock mounting positions on both the upper suspension mount (five holes instead of three) and the suspension arm (two holes instead of one) are new. The hub carriers also have an additional hole allowing for in line kingpin mounting.

To help dampen the bumps, the Axis 2 has purple-anodized alloy shocks with internal foam volume compensation. Schumacher continues



Drive Train

The drive train is the same as on last year's Axis, but due to the multi-point top deck (the two turnbuckles that have replaced the top plate), the car appears much different. While other manufacturers have recently come out with mid-motor cars, Schumacher's mid-motor design is still cutting edge. Upon close examination, the skewed drive train becomes noticeable. Skewing the drive train allows the diffs to be placed in the center of the chassis. Kevlar belts of almost equal length (the rear is slightly longer than the front) drive the factory-assembled ball diffs. The belt tension can be adjusted by using the turnbuckles. Ball bearings support every moving part in the car. The diff outdrives are made of aluminum to help keep rotating weight down. Lightweight composite drive shafts deliver the power to the wheels.

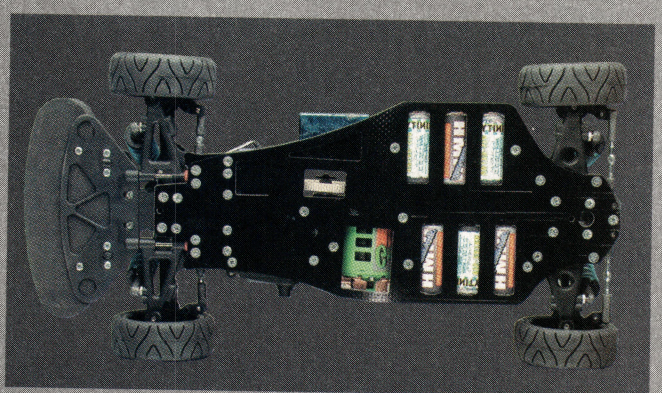
SCHUMACHER **AXIS 2** SCHUMACHER **AXIS 2** SCHUMA

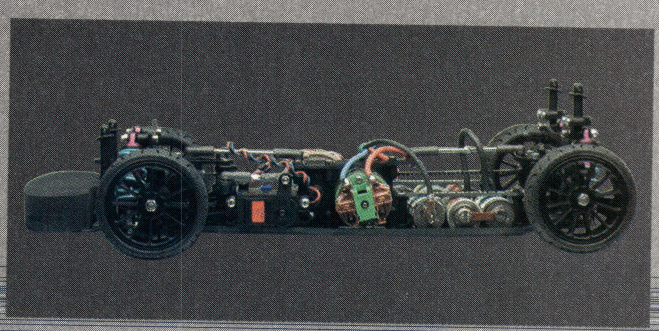
to uses their two-piece Vari-pistons inside of the shocks. Although they are not externally adjustable, with just a click they can be set from one to four holes depending on the track conditions. Forty-Five weight synthetic oil has replaced last year's toxic green mystery oil. Droop screws to limit shock down travel are molded in the lower arms. The rear arms have been changed so the droop screws are now located on the front side of the arm (instead of the rear as on the Axis) to minimize rear chassis overhang.

Chassis

The biggest change on the Axis 2 is the chassis. The main chassis is made out of the same S1 fiberglass material that Schumacher has always used in the past. However, instead of using a top plate to make the chassis rigid, a second piece of chassis material is "pro-bonded" to the perimeter of the main chassis. This new chassis is now so stiff that the top plate is no longer necessary and has been replaced with a pair of turnbuckles that are used to adjust belt tension. Since there is no top plate that can shift under a hard impact, Schumacher claims the Axis 2 to be tweak-free.

The old battery straps are finally gone. Not only do the new battery posts and retaining straps easily and securely hold the batteries in, but they also go along way towards preventing the finger divots that Schumacher drivers had become accustomed to with the old straps.





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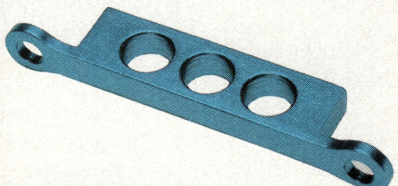

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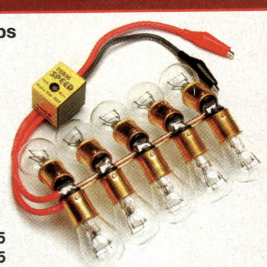

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Other Features

Steering • The Axis 2 has gone back to a standard dual bell crank and draglink setup for steering. The new center track rod is a modification that the team drivers have been using for some time, but now comes standard on the car. The increased Ackerman angles give the car much more aggressive steering. The steering assemblies rotate on four plastic bushings. The built-in servo saver can be adjusted by turning a knurled knob. There are no extra Ackerman holes on the bell cranks, but there are two options for steering mounts located on the hub carriers.

Wheels, Tires, and Body • The Axis 2 comes with new, ultra-rigid, black, 12-spoke, 24mm rims. The new Dragon tires are included in the kit. Although designed for carpet, the Dragons are also supposed to provide good grip on any surface. The Axis 2 leaves the body choice to the driver since most racers have their own body preference.

Testing

Testing was done over two weekends at SpeedWorld in Roseville, CA on their nicely-prepared asphalt track and at Ripon Raceway's temporary carpet track at the Stockton, CA Fairgrounds. At SpeedWorld, the tires of choice were the Take Off 27s. Stockton's carpet preferred the Pit Sumitzu 709s. A quick note regarding the kit-supplied Dragon tires: While they did offer reasonable grip on the carpet, the Pits had more bite without having to change the setup. The stock setup is good, but quite lazy for serious racing.

Acceleration • Due in part to all the lightweight pieces in the drive train, acceleration is very quick whether accelerating from a dead stop or out of a corner.

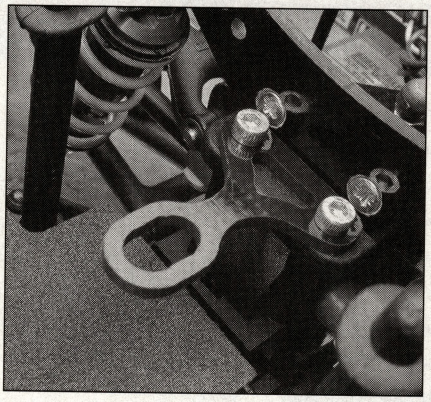
Top-End Speed • While the Axis 2 pulled hard out of the hole, it also doesn't give anything up on the top end. On the long straight, the car was able to hold its own with everything else on the track, but still maintained its great punch out of the corners. Of course, always gear for the corners and not the straight. After all, straights are for show, corners win the dough.

Braking • While most modern stock motors do most of the braking for you (thanks to strong magnets they slow down a lot off-power), if the binders are needed at all, the race is most likely over. But, when the brakes were tested, the car stopped quickly and tracked straight.

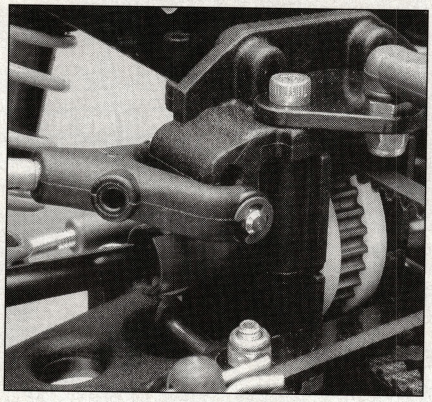
Low-Speed Turns • This is where the car really shines. Once you let off the throttle, the car turns hard and turns now. Most drivers dial in some exponential on their radio to limit how aggressively the car drives off power.

High-Speed Turns • The Axis 2 has good high-speed steering. However, with the stock setup, it has a slight on-power push allowing the car to drift wide in longer turns. While this is most likely correctable, especially with how adjustable the car is, this was still noticeable with the stock setup.

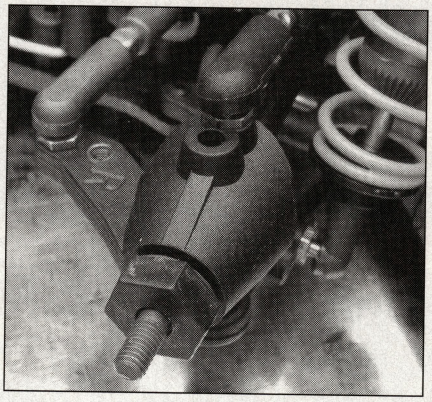
Continued on page 38



The transponder mount is located at the very front of the car, which is important for a photo finish.



Camber mounting locations are completely adjustable.



To keep the rotating mass down, even the wheel hubs are molded from lightweight material.

Building Tips

As with any kit, always look the instructions over before you start building. The manual uses mostly line drawings with text at the important or necessary items. Overall, the instructions are quite good and the kit goes together rather quickly (especially since you do not need to build the diffs). For some reason, some of the bags are numbered and some are not. Be sure to follow the directions and use the right bag. When building any kit, make sure you have the right tools available and something with which to make accurate measurements (e.g., a metric pair of calipers or a metric ruler). Here are some specific steps to look out for:

- **Step 4, page 3:** I recommend using Associated Green Slime on all shock seals to prevent any leaking. In addition, I usually prime the foam volume compensators before installing them in the shocks. This makes bleeding the shocks easier.
- **Step 8, page 4:** Make sure that you measure all the shocks and build them to be the exact same length. This is one of the most common causes of tweak
- **Step 1, page 8:** If you want to use the lower bulkhead mounting holes, a small amount of material needs to be removed from the front side of the rear bulkhead. Test fitting the arms will show you what to remove.
- **Step 8, page 9:** Although it is not shown in the directions, the rear diff and belt should be installed before attaching the rear bulkhead. The rear belt also needs to be installed under the rear chassis brace. The rear chassis brace screws should now be fully tightened.
- **Step 4, page 12:** When installing the speed control, mount it as far forward as you can. Otherwise, access to the motor mounting screws will be restricted.

A sequel that's better than the original? Looks like it.

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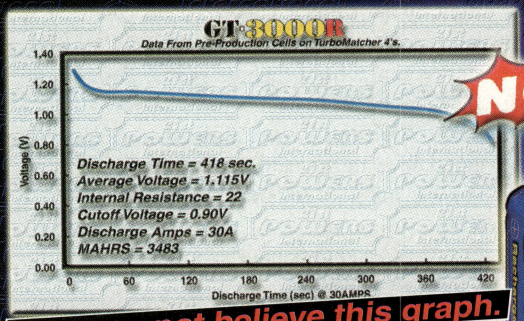
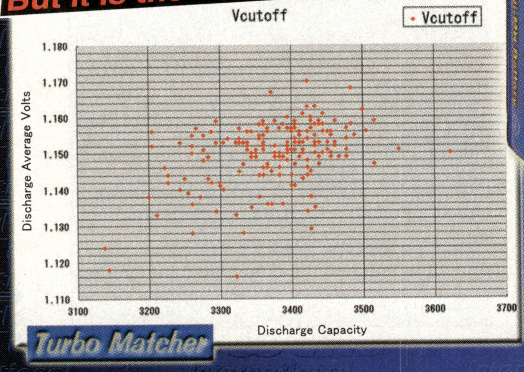
GT-3000R

NEW



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



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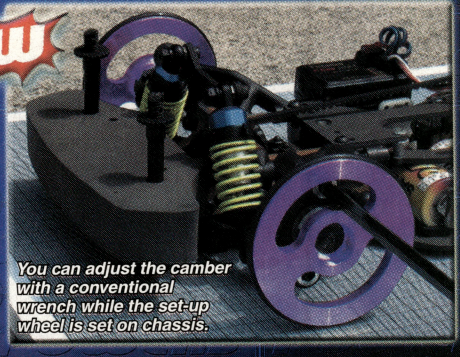
New Set Up Wheel

This New Set-up wheel enables an easy set-up with innovative Set-up Hole.

Unit: 4 pcs.
Material: Anodized aluminum

Color: TO340B Blue
TO340P Purple
TO340BK Black

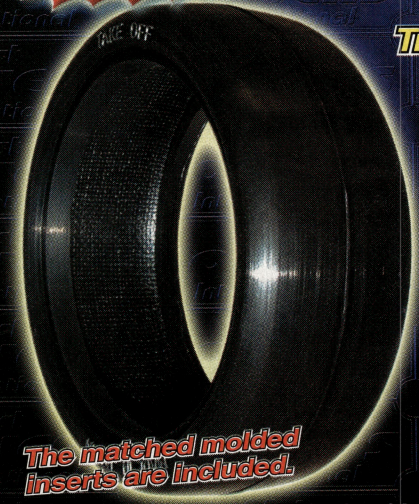


You can adjust the camber with a conventional wrench while the set-up wheel is set on chassis.

CS Tire Series

NEW

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



The matched molded inserts are included.

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.

NEW



CS Molded Insert

The hardness of the CS molded insert in each bag (4pcs) is precisely matched in Take Off Factory.

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

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

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

Unit:4 pcs.

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

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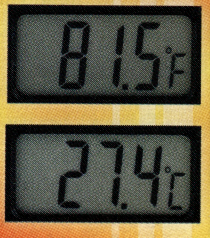

Switch on/off, and from Centigrade to Fahrenheit with just the touch of a button.

Knowing the temperature of your gas engine is vitally important to keep it well running and long living. The MIP On-Board Temp2 Gauge fastens directly onto the gas engine heat sink and delivers continuous, and incredibly accurate temperature readings. MIP's unique features include a Loop probe sensor which can be used on any engine, a large LCD screen, new on/off button for longer battery life, a Centigrade/Fahrenheit button, and our new clear lexan splash guard.

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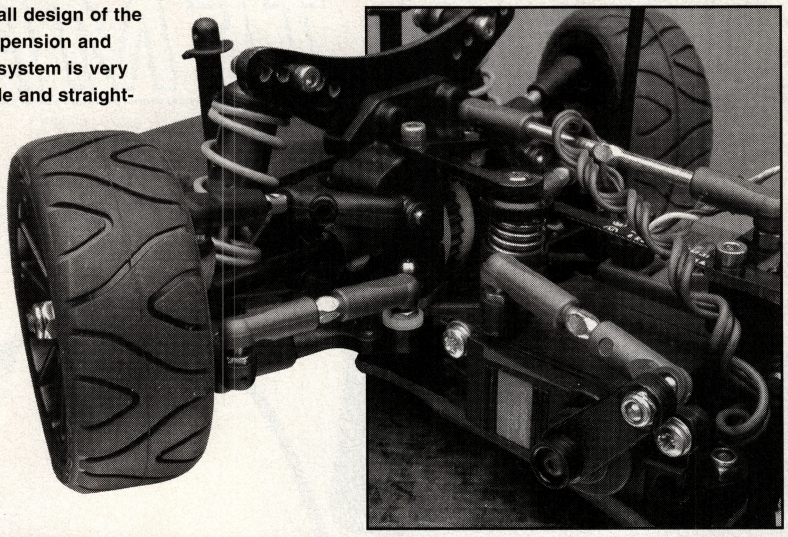
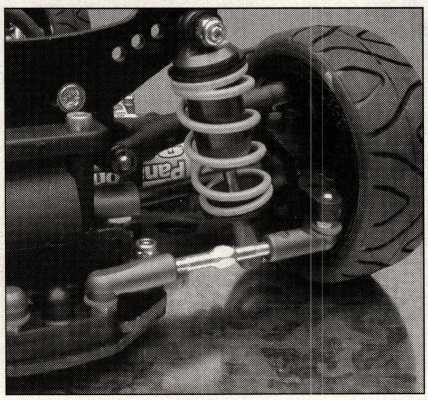


The overall design of the car's suspension and steering system is very accessible and straightforward in its design.



Rear toe is more adjustable on this car than any other car on the market.



Keeping the batteries in place is very easy.

Continued from page 35

Tight Turns • The Axis 2 turns extremely well off power, but on power, the car reacted slower than expected. Most likely this is due to the soft stock setup and can be corrected with a stiffer suspension.

Damage Control

Schumacher has finally decided to include a foam bumper with the Axis 2. This comes as a long overdue addition to an already great car, although I would prefer a wider bumper. After one particularly ugly crash (my fault), the car did seem to develop a tweak. This came as a surprise since the Axis 2 wasn't supposed to be able to tweak. After careful inspection, the problem was found to be a bent front hinge pin (a problem that I also experienced with the original Axis). Fortunately, a piece of 1/8-inch piano wire cut to the same length as the original hinge pin, repaired the problem and seemed to be more durable than the stock unit.

Trackside Tuning

The Axis 2 is most likely the most adjustable touring car available. With the addition of the new holes on the shock tower, the new hole on the suspension arm, and the optional inline kingpin, the Axis 2 is even more adjustable than last year's car. The tie rods have been changed so now a Lunsford wrench fits them perfectly. While some of the Posi screws (an English equivalent to a Phillips screw) remain on the car, more of the screws have been changed to standard 1.5 and 2mm hex screws.

Maintenance

The Axis 2 doesn't require much in the way of maintenance: shock seals, diff balls, and rings always eventually wear out. It is also a good idea to keep an eye on the front hinge pins, which can bend, and on the drive shaft blades, since a missing blade will chew up the aluminum outdrive.

The Specifics

Item Info
Part #K025, MSRP $366.
Street price $219.

Vehicle Type
Electric-powered, mid-engine 4wd 1/10-scale touring car

Chassis Type
Fiberglass Pro-bonded thermoset chassis construction with multi point top deck.

Wheels and Tires
24mm ultra rigid 12-spoke black wheels with new Dragon tires.

Suspension Design
Independent, molded lower arms, adjustable upper control links. Black fiberglass shock towers.

Suspension Dampening
Coil-over, oil-filled shocks, molded adjustable pistons, aluminum shock bodies, molded shock caps, steel shafts, O-ring seals, internal volume compensators.

Other Items You Need
Two-channel radio system with one servo, electronic speed controller, 190mm body,motor, battery, charger, Lexan paint, and CA glue.

Our Test Gear
Airtronics M-8 radio system with receiver, Airtronics 157 servo, LRP SR ESC, World Class 2400 batteries, Trinity Panasonic Stock Metal Hydride, Putnam Pro-formance Excessive Force GM3 stock motor, Trinity 70wt shock oil. Killer paint by Anthony Goyet (FourGoyets@AOL.Com).

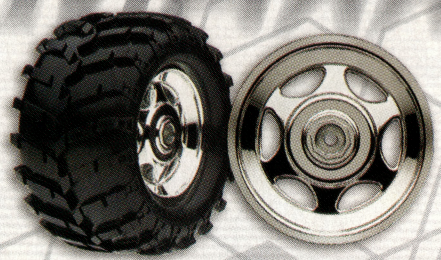
Main Competition
HPI RS4 Pro 3, Associated TC-3, Yokomo MR4-TC, Losi ITC Street Weapon, Tamiya TA-04 Pro.

Conclusion

The Axis 2 has already proven itself, taking three of the top four positions at the recent NORRCA On-Road Nationals. While this is most likely not a car for the beginner (unless there is somebody who can assist with setting up the car), in the hands of a veteran, this car is dangerous. With all of the adjustments, it should be possible to dial this car in for any track. For the driver who is willing to take the time to learn about the car, this car will return big rewards.

The large foam bumper comes in very, very handy.

MAXXimum Fun!



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#1075-00 front or rear T-Maxx tire, fits original wheels and Outback wheel

Outback MAXX Wheel
#2656-01 fits T-MAXX or E-Maxx, for use with original tire, and MAXX Masher #1075-00
**Available in Chrome only

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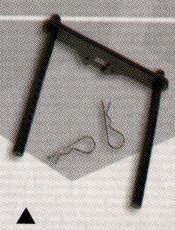
#3104-00 fits Traxxas E-Maxx and T-Maxx ▶



Chevy Silverado Crew Cab*
#3100-00 fits Traxxas E-Maxx and T-Maxx ▶



Humm-Vee Militia* ▲
#3105-00 fits Traxxas E-Maxx and T-Maxx



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#3091-00 fits Traxxas E-Maxx and T-Maxx and 190mm TC chassis



for proper mounting of the ML430 and PT use **#6003-00 Pro-Line Tall Rear Body Mounts (not included)

Chevy Silverado*
#3088-00 fits Stampede gas or electric (shown)
#3089-00 Rustler electric ▼



Chrysler PT Cruiser* ▲
#3103-00 fits Traxxas E-Maxx and T-Maxx and 190mm TC chassis

Ford F-150*
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#3083-00 Stampede gas or electric





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THUNDER TIGER EB-4 RTR

by Jeffery D. Harris

TIGER **EB-4 RTR** THUNDER TIGER **EB-4 RTR** THUNDER

If you are familiar with R/C racing and you see a kit with the words "ready to run" printed on the box, your first thought might be to ignore the kit and move on to the next one. If you happen to be looking at the Thunder Tiger EB-4 Super Combo, don't make that mistake. While a majority of ready-to-run vehicles are geared for the backyard basher, the EB-4 is most definitely race-capable. This is the same car that Richard Saxton drove to win the 1999 ROAR Nationals & 2000 NORRCA Nationals. There are plenty of adjustment options and the car is as solid as a rock, not to mention fast. While most ready-to-run kits end up on the local hobby shop "for sale" shelf, you will most likely see the EB-4 at your local track for a long time to come.

On seeing the EB-4, I was pleased to see that the car was 100% assembled, except that the tires needed to be glued to the rims. While I had always wanted to give nitro racing a try, I have never had the time to devote to building the car and tuning the engine. With the Super Combo, everything I needed to race (except nitro fuel and AA batteries) was inside the box.

Hits:
- Professionally assembled.
- Only fuel and batteries are needed.
- Race car design and performance.
- Good value.

Misses:
- Liquid thread-lock a must.
- Stock setup is too soft for rough terrain.

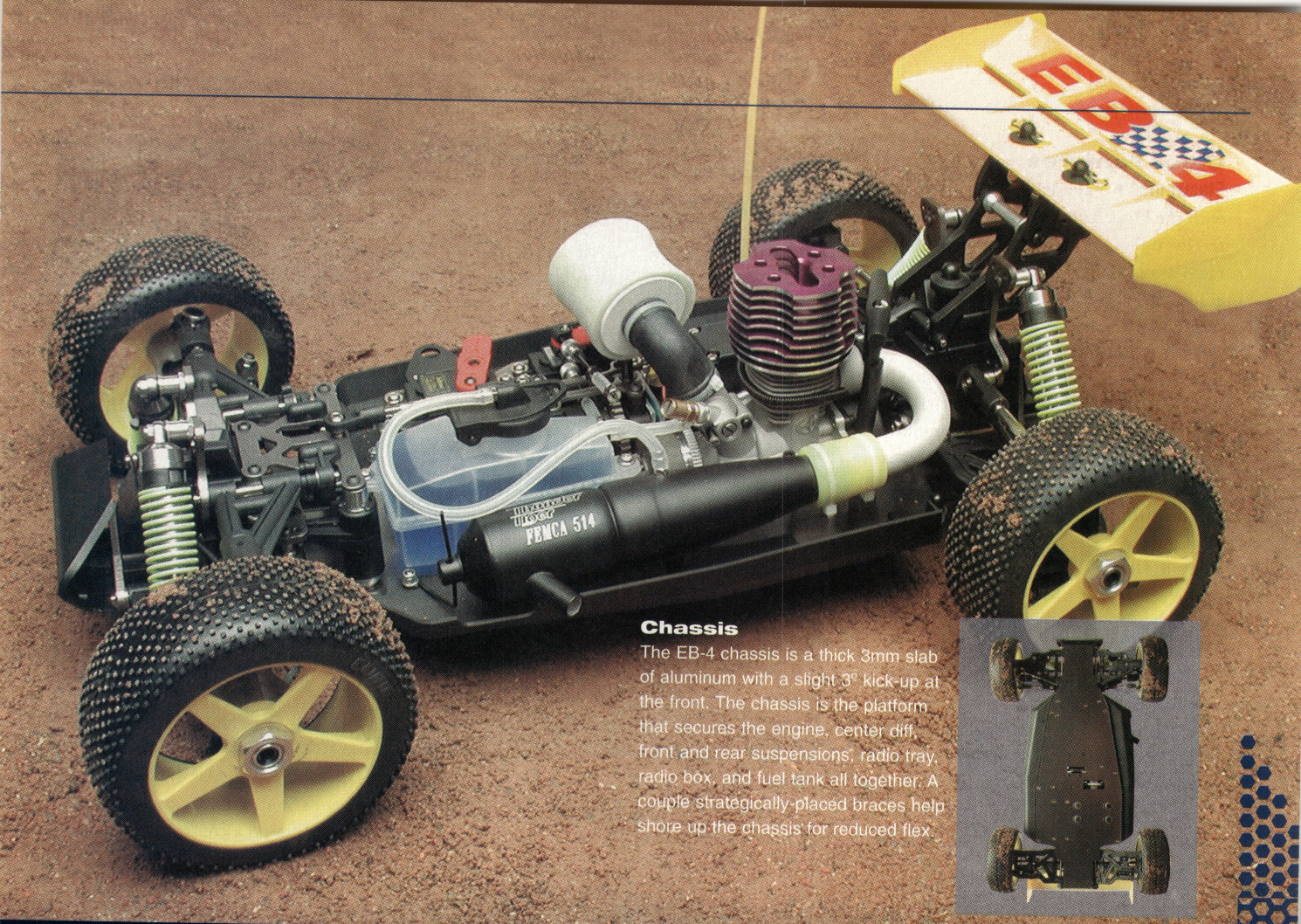
Completeness	4
Parts Quality/Fit	3
Durability	4
Tunability	4
Overall Performance	3
Value	4

Suspension

The suspension system of the EB-4 is definitely race worthy. In the front and rear, the arms are big and beefy. Both ends of the car offer plenty of adjustment points. Those tuning points include: shock placement, caster, camber, droop, Ackerman, camber rod location, sway bar, and wheelbase length. Again, this is basically the same chassis that's won multiple National titles. Large bore shocks are mounted on all four corners, and the shocks easily soak up rough terrain and jumps.



Pre-painted bodies. Got to love it.



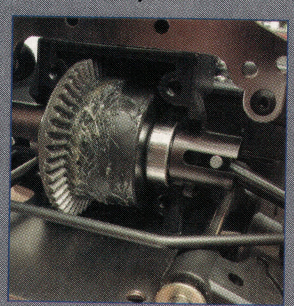
Chassis

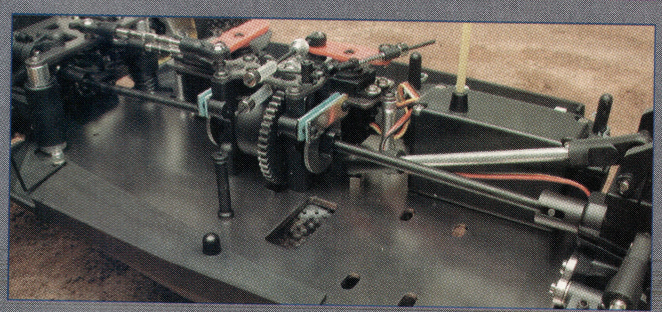
The EB-4 chassis is a thick 3mm slab of aluminum with a slight 3° kick-up at the front. The chassis is the platform that secures the engine, center diff, front and rear suspensions, radio tray, radio box, and fuel tank all together. A couple strategically-placed braces help shore up the chassis for reduced flex.

GER **EB-4 RTR** THUNDER TIGER **EB-4 RTR** THUNDER TI

Drive Train

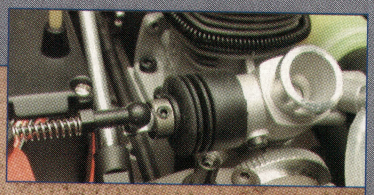
The EB-4 uses three geared differentials – one in the front, one in the rear, and one in the center. Each of the diffs is filled with gears and lube. The combination of all three provide for a drive system that should be able to tackle the most precarious terrain. All three diffs come built, but instructions are included should the user decide to tune the diffs by changing the lube viscosity later on. From the front differential to the wheels universal drive shafts are used. Universal drive shafts transfer power from the diffs to the wheels. In the rear standard dog bones are used to make the power transition.





Engine

Thunder Tiger includes a the Pro 21R engine with pull-start in the kit. The Pro 21R isn't fully raced out, but it does come with a huge heat-dispersing, purple-anodized, aluminum cooling head. The a quick response slide carb is strapped onto the engine. A Thunder Tiger tuned pipe and 180º manifold are also included. The engine comes mounted in the chassis with the entire clutch/brake/linkage assembly already adjusted.





Be honest with us. Looking at these photos, would you ever guess this is an RTR?

Other Features

Electronics • Thunder Tiger chose to go with the Hitec Lynx Sport as the transmitter. Even though it's not the most advanced radio available, it is very easy-to-use, adjustable, and it is adequate to pilot the buggy. An AM receiver in a sealed case, a throttle servo, and a high torque steering servo are also included. For a ready-to-run kit like the Thunder Tiger, the included electronics are very effective, and unlike other RTR cars, the electronics don't need to be immediately upgraded to make the car race worthy.

Body & Tires • The kit comes with five-spoke yellow star wheels. Small spike tries with foams are also included. Even though this is an RTR, tire gluing is required.

I have to admit that when it comes to painting bodies, I'm either a solid color or pre-painted kind of guy. So it is a welcome pleasure when a car comes with a nicely painted body. Thunder Tiger has also added a fuel bottle, glow plug, igniter, charger, and 4-way wrench to round out the accessories package.

The Specifics

Item Info
Part #: TTR6201-F
Estimated Street Price: $499

Vehicle Type
Nitro .21-size engine powered, 4WD, off-road competition buggy.

Chassis Type
Type: Flat pan with braces
Material: 3mm-thick Duraluminum chassis with countersunk bottom.

Wheels and Tires
Thunder Tiger 5-spoke star wheels with mini spike tires.

Transmission
Type: 3 diff 4WD system
Diff: 6-gear bevel
Drive Shafts: Universal/Dog bone
Bearings/Bushings: Bearings

Suspension Design
Type: Independent molded lower arms with upper adjustable arms.
Damping: Coil-over, oil-filled large volume shock bodies.

Other Items You'll Need:
Fuel (20% recommended), 12 AA batteries or 8 AA's and one rechargeable receiver pack.

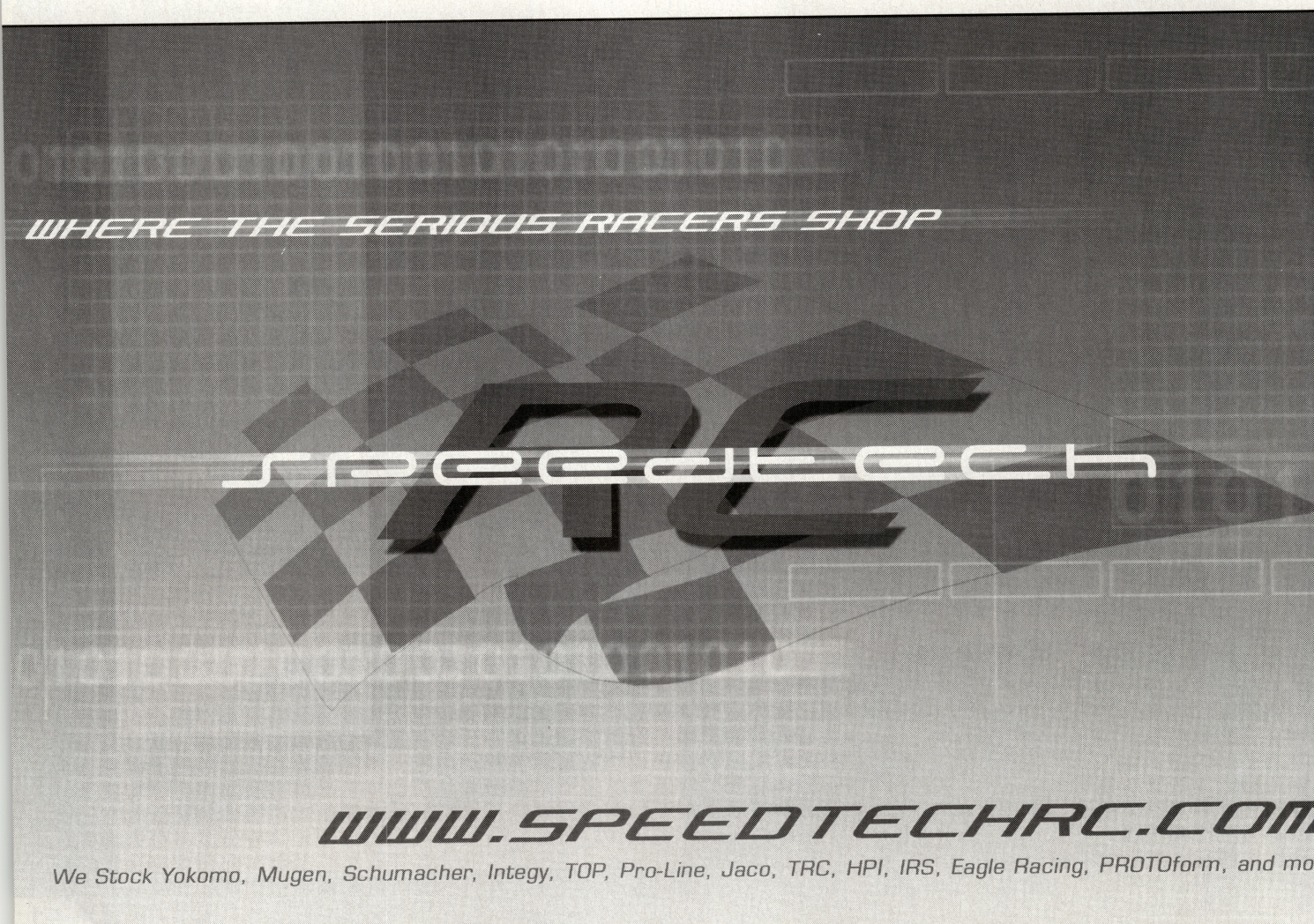
Our Test Gear
Trinity Monster Horsepower Fuel (20% Picco Blend), Orion 600Mah receiver pack.

Who It's For
Anyone looking for a first nitro or 1/8-scale buggy. This kit is also very capable of race competition.

Main Competition
Duratrax Axis, Mugen MX4 RTR, Kyosho MP 7.5

Testing

Getting Started • Finding a place to drive the EB-4 proved to be the hardest part of testing the car. It just happened that it was the one of the few weeks of the year that it was raining in Southern California. But, nevertheless, I found a construction yard that was muddy, but driveable. I was a little



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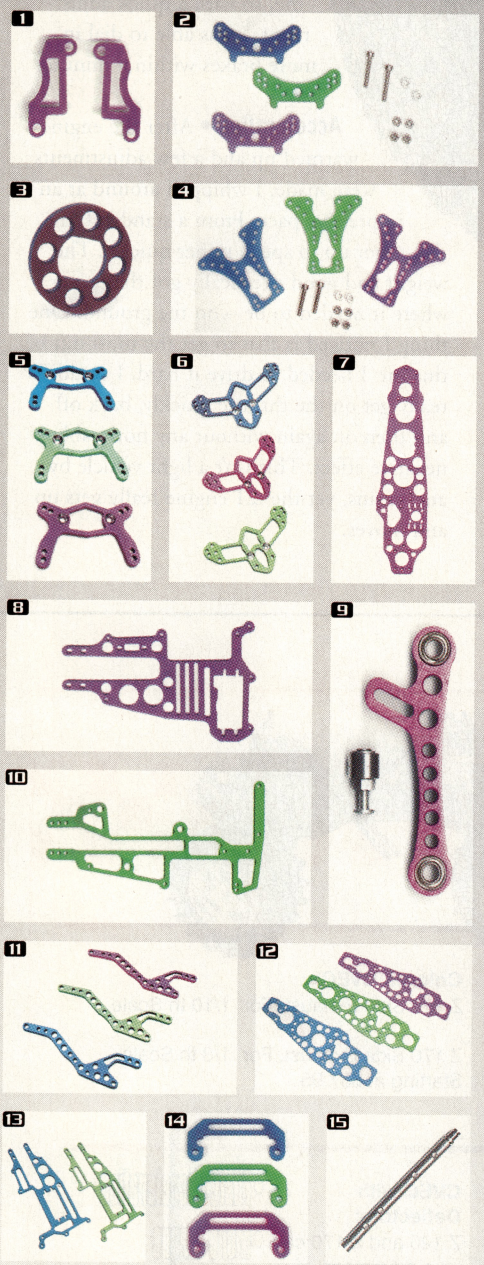

1] **Velocity Brake Kit** HCR-00110; 2] **Super Front Shock Tower** HCR-00116; 3] **Carbon Brake Disk** HCR-00109; 4] **Super Rear Shock Tower** HCR-00117; 5] **Nitro Front Shock Tower** HCR-00107; 6] **Nitro Rear Shock Tower** HCR-00108; 7] **Nitro Super Chassis** HCR-00100; 8] **STD Upper Deck 65cc Gas Tank** HCR-00103; 9] **Side Belt Brace/ Tensioner** HCR-00111; 10] **Nitro Super Upper Deck** HCR-00101; 11] **Y-Brace** HCR-00106; 12] **STD Nitro Chassis** HCR-00102; 13] **Pro Team Upper Deck 75cc Gas Tank Included** HCR-00105; 14] **Front Hinge Pin Brace** HCR-00118; 15] **Single Speed Titanium Shaft** HCR-01510

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HCR-00308

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HCR-00309

4] **T-Maxx/E-Maxx Aluminum A-Arms**
(full set includes hinge pins & e-clips)
HCR-00304

5] **T-Maxx/E-Maxx Titanium Center Skid**
HCR-00307

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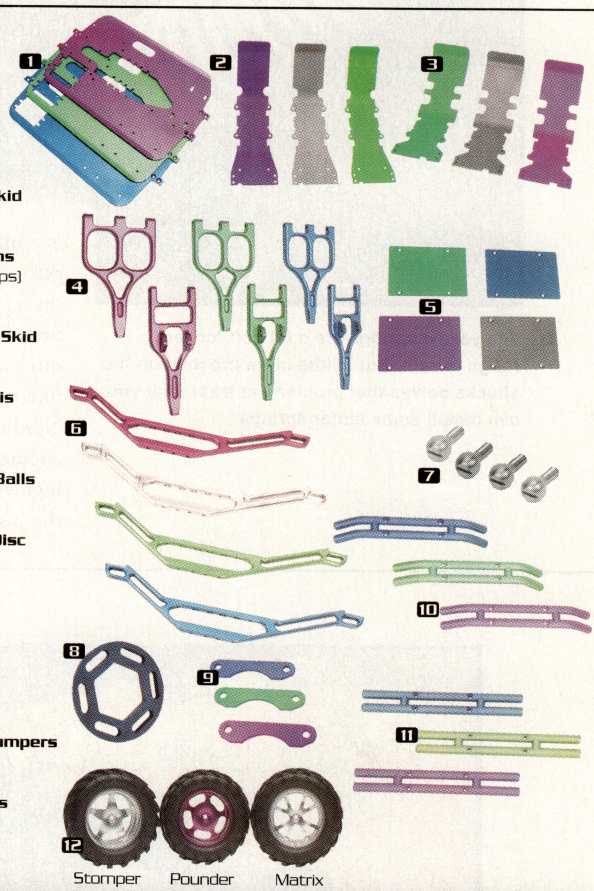
8] **T-Maxx Hyper-Laminate Brake Disc**
HCR-00301

9] **T-Maxx Titanium Calipers**
HCR-00302

10] **T-Maxx/E-Maxx Titanium Front Bumpers**
HCR-00306

11] **T-Maxx/E-Maxx Titanium Rear Bumpers**
HCR-00305

12] **T-Maxx/E-Maxx Aluminum Wheels**
Set of Four
Matrix - HCR-003111
Stomper - HCR-003112
Pounder - HCR-003113



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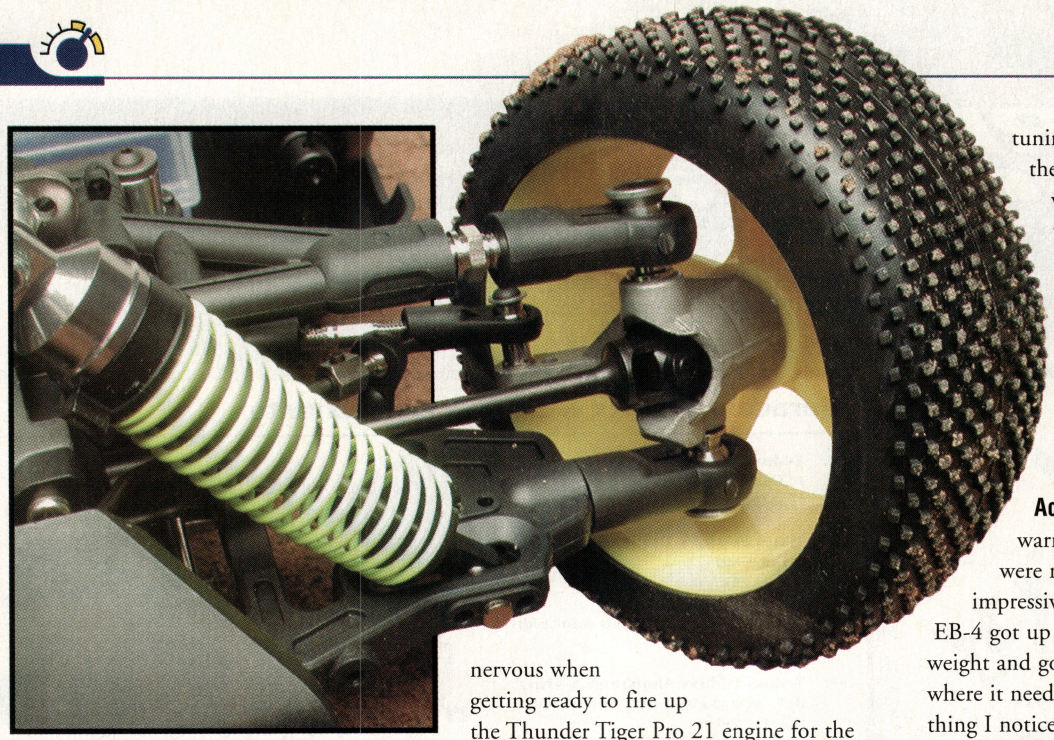
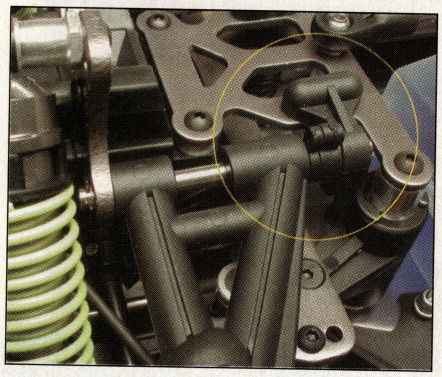


The yellow springs are a bit soft for really rough terrain. But a little more pre-load on the shocks solves that problem, at least until you can install some stiffer springs.

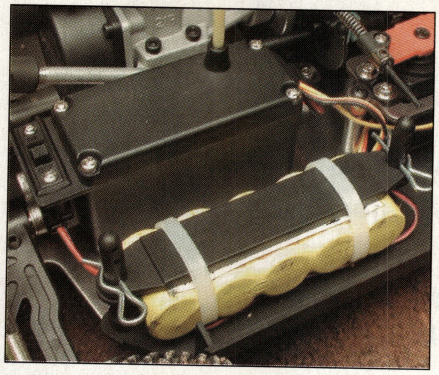
nervous when getting ready to fire up the Thunder Tiger Pro 21 engine for the first time. I have had bad experiences with nitro engines in the past, including endless fine-tuning and yanking on the pull-start. Needless to say, I was ecstatic when the engine turned over on just the third pull. I highly recommend paying close attention to the instructions included on breaking in and tuning the engine. After running the motor through its warm-up I was ready to start tearing up the landscape. Right away I noticed that there were a few things that needed to be adjusted. The brakes were not quite tight enough for me, so with a quick adjustment, I was able to dial in more brakes within a minute.

Acceleration • After the engine warmed up and a few adjustments were made, I whipped around at an impressive pace. From a standstill, the EB-4 got up to speed rather quickly. The weight and good tires really got the power where it needed to be – on the ground. One thing I noticed is that to get the most out of this car, I needed to drive it hard. I could really get on the throttle quickly, back off and then on again without any noticeable negative effect. This isn't a light vehicle by any means, yet the .21 engine really gets up and moves.

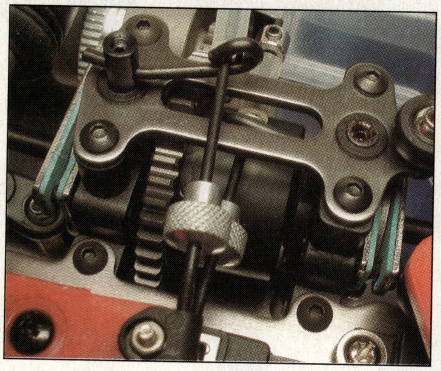


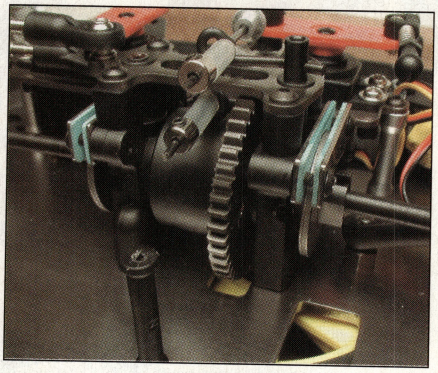


Above: Front caster is adjustable by adding or subracting spacers.
Below: The brake linkage allows for different front and rear brake bias.



Above: There's plenty of room for a receiver and wiring in the box; the battery goes outside.
Below: The center diff is the backbone of the drive train.





Low-Speed Turning • Admittedly, this was the area that gave me the most concern. Before I started driving the EB-4, I noticed the lack of turning front radius. I couldn't see how the car was going to be able to make any small turns. However, I was pleasantly surprised; with the hi-torque servo and 4-wheel-drive, the car was very agile even on low-speed turns. One thing that helped to make the tighter turns was tapping the brakes while diving into a turn to get around.

High-Speed Turning • For such a large vehicle with a limited turning radius, the EB-4 is very agile. Even at full speed, the car always felt in control and responsive to the steering adjustments. Again as with off-speed turning, if you are making a drastic change of direction, it helps to tap the breaks into a turn.

Jumping • For such a heavy vehicle and with my initial concerns about the suspension, I wasn't sure how the EB-4 was going to take to the air. The stock setting seems to be very, very soft. After some success on



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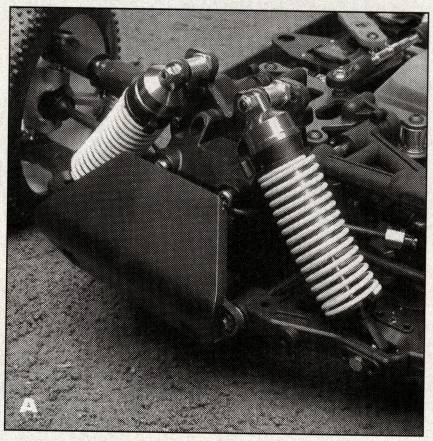
PIT STOP HOW-TO

Tire Gluing Tips

- Prep the tires before gluing by first scuffing up the mounting bead with a piece of sand paper or a file. This will make the glue stick to the rim better than a tire that is not scuffed.
- Use only a high-quality CA. Glues designed for R/C all seem to work well. We did a glue shoot out and found Losi's Tread Lock to work the best.
- Let the glue cure completely before running the vehicle or spinning the wheels.
- Don't use too much glue. Only a small amount is needed to secure the tire bead to the wheel. Too much glue will run and drip.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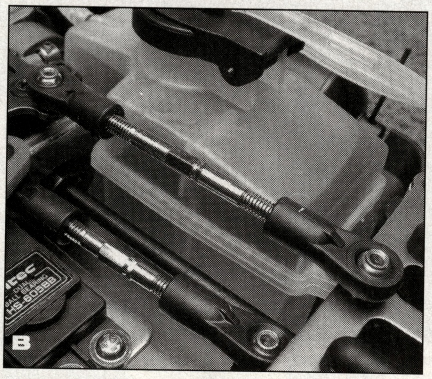
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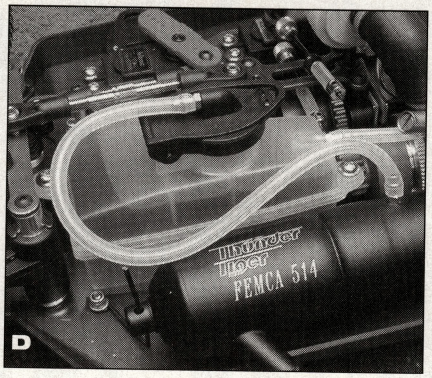

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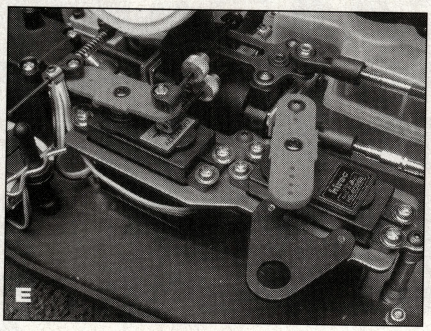
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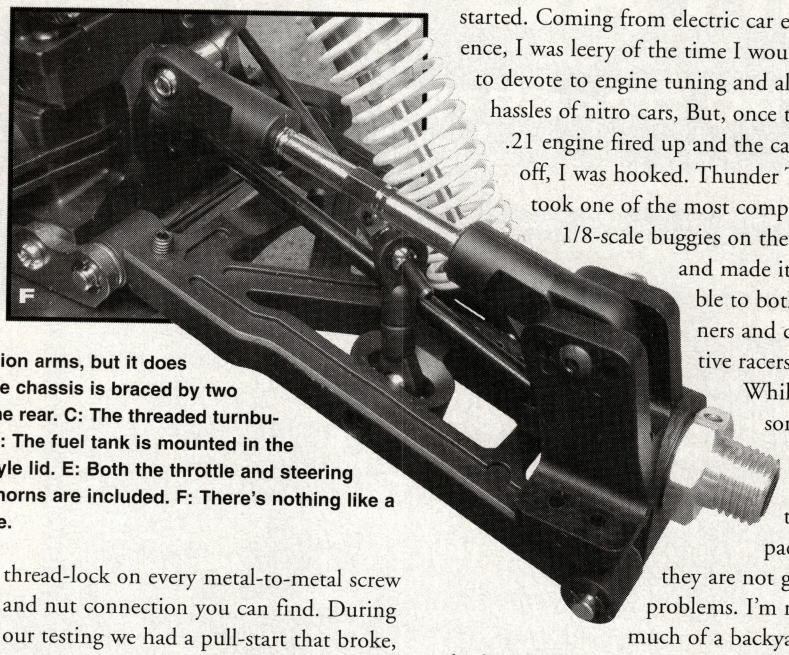

F

A: The front bumper doesn't protect the suspension arms, but it does keep the shocks and gear box in one piece. B: The chassis is braced by two large turnbuckles – one up front and another in the rear. C: The threaded turnbuckles make adjusting camber and steering easy. D: The fuel tank is mounted in the center of the chassis and comes with a racing-style lid. E: Both the throttle and steering servo mount in the same tray. Heavy-duty servo horns are included. F: There's nothing like a beefy suspension arm to keep things in one piece.

some small jumps, I tackled some more serious elevations. The car was very stable while airborne, and with a small tap of the brakes, I was able to bring the front end down to level. Jump after jump, the Thunder Tiger kept on going without getting out of control. I added a little more pre-load to the all four shocks. This raised the car's ride-height and gave me a little more confidence over the larger jumps.

Maintenance

Before the first tug of the pull-start, go through the car and put a dab of liquid thread-lock on every metal-to-metal screw and nut connection you can find. During our testing we had a pull-start that broke, and while it was very easy to fix (8 screws and 10 minutes max.), finding parts was a different story. I checked out seven hobby stores and not one carried what I needed. I finally found a place that did carry Thunder Tiger parts. Availability of parts is a concern with any 1/8-scale rig; check availability with your local hobby shop.

Conclusion

This car is a blast to drive, and easy to get started. Coming from electric car experience, I was leery of the time I would need to devote to engine tuning and all the hassles of nitro cars, But, once that big .21 engine fired up and the car took off, I was hooked. Thunder Tiger took one of the most competitive 1/8-scale buggies on the market and made it accessible to both beginners and competitive racers alike. While I had some concerns about the package, they are not glaring problems. I'm not much of a backyard basher; I like R/C for the competitive racing. I think this is one of the strongest points for the EB-4: not only is it great for the backyard basher, it is track-worthy right out of the box. If you're looking at getting into nitro, and want something with a little meat to it, do yourself a favor and take a look at the Thunder Tiger EB-4 Super Combo.

Did you start the engine? Okay, now go race it.



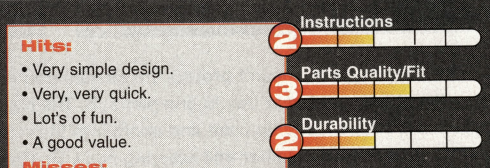
BOLINK NITRO DRAGSTER

by Mike Velez

There were some irresistible sensations that drew me into nitro R/C. First it was the sound. A nitro engine sounds cool. I could hear it rumble at idle and roar to life under acceleration. Next it was the smell. When you can smell your electric car you've got problems. But the smell of nitro exhaust can be intoxicating. No other form of motor sports can exhilarate these two senses like top-fuel dragsters. If you've been anywhere near a drag strip, you know what I'm talking about. If you haven't witnessed the earth-shattering power of a dragster than you haven't lived. Bolink has scaled down that excitement and exhilaration into a 1/10-scale package. Will what makes full-sized dragsters so appealing work on a smaller scale? Let's find out.

Hits:
- Very simple design.
- Very, very quick.
- Lot's of fun.
- A good value.

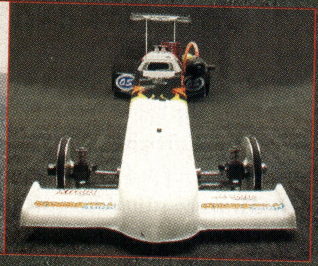
Misses:
- Building experience is a must.
- Don't hit anything.
- You'll need a shopping list to finish the kit off.





Props to Andy our Art Director on his first R/C paint job.





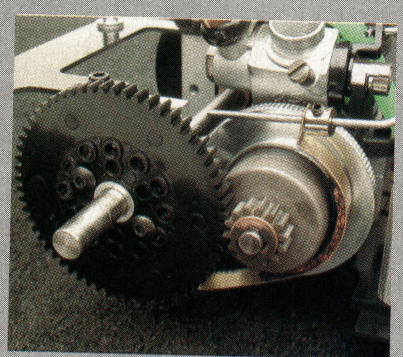
Chassis

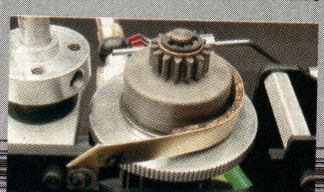
The Nitro Dragster is built on top of a very basic fiberglass chassis. The chassis measures just shy of 23 inches. The fiberglass is pretty thin, about 1/16" thick. To provide some rigidity to the chassis, a piece of fiberglass placed perpendicular to the chassis runs from the front of the car to just in front of the fuel tank. At the rear of the chassis, a thicker piece of fiberglass bolts on. This thicker piece houses the axle braces and the engine mounts. The throttle servo plate bolts onto the connection between the chassis and the thicker engine plate. This throttle servo plate holds the throttle servo and a throttle bell-crank and is dampened from the chassis via a simple rod and some fuel tubing to absorb the torque of when the engine throttles up.

NITRO DRAGSTER BOLINK NITRO DRAGSTER BOLINK

Drive Train

What drive train? This is a straightforward car with a straightforward design. The clutch bell coming off of the .12 or .15-size engine connects straight to the 32-pitch spur gear that is, in turn, attached to the rear axle – no differential, no further gear reduction, just simple, straight power from the engine to the axle. Bolted to the ends of the axle are pre-mounted Bolink foams on chrome wheels. To slow things down, a brass strap with cork tape rubs against the clutch bell when the brake is applied. The servo bell crank is very simple; it applies the brakes when the throttle is closed and releases the brakes when the throttle is open.

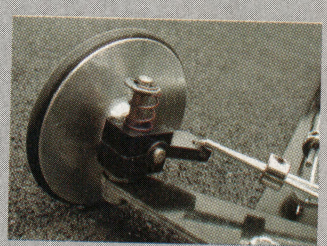


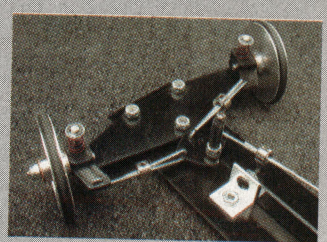




Suspension

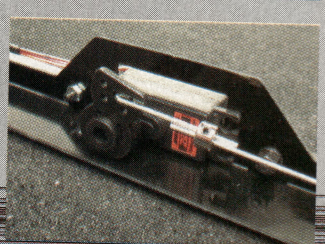
What suspension? The rear of the car uses a simple damper to absorb the torque from the engine. In the front of the car, the kingpins that support the front axles are cushioned by small pan-style coil springs. The kingpins bolt directly onto a fiberglass plate that is essentially the front end of the car. The steering blocks use standard pan car axles. The flex of the chassis also acts as part of the car's suspension, absorbing all of the imperfections of your local front yard drive strip.





Steering

What steering? Just kidding. (Okay. I guess that joke's getting old.) The car is directed by a servo that sits about a 1/3 of the way behind the front of the car. A simple bell crank moves the steering input to the two front wheels.



For extra traction you should sauce the front O-rings. Just kidding, not necessary.

Other Features

Body, Tires, and Wheels • The Nitro Dragster comes with a very basic rail body. We couldn't resist using Bolink's Streamliner body because of the front wing and wheel dams. The rear tires are standard mounted slicks; up front, machined dished wheels use rubber O-rings for tires.

What Else Is Needed • To complete the kit, you'll need to do some shopping. Along with the basic stuff (radio, servos, engine, battery, receiver) you'll need an exhaust system, flywheel, clutch, and clutchbell. Bolink recommends the Associated DS Sport Muffler (8912). This is a very standard exhaust box. Associated also makes a flywheel and clutch kit that comes with everything you need. Check out our building tips for more add-on directions.

Testing

Our test strip was the long drag behind *Xtreme* HQ. We measured off 132 feet to define our scale quarter-mile, grabbed a stop watch, and had some fun.

Acceleration • Acceleration is what it's all about when it comes to dragsters. With our engine tuned and our radio charged, it was time to knock off some times. It's amazing how quickly a direct drive nitro car can react to just a little fuel. Once the hammer was down, the Dragster tracked straight and laid down the law. Our car topped out on speed about halfway down the strip. On dry tires and dusty conditions, the Dragster means business.

Top Speed • We consistently turned 3-second scale quarter miles. Doing the math, that comes out to a top speed easily over 30 miles per hour when you factor in the acceleration. That's pretty damn fast for a single-speed nitro car.

Braking • With the stock Associated clutch, the brakes stalled out the engine. With the MIP 3-n-1 clutch installed, the engine kept running when the brakes were applied. From top speed to zero, give yourself a good 30 feet to bring the car to a stop – and that's without a parachute. After about 50 passes, the cork tape on our brake was still holding pretty strong.

Steering • When you're laying the smack down on the drag strip, the front wheels do give you plenty of correction ability. Three different drivers had a turn driving our test unit and all of them managed to keep it going straight on the strip. Once the car was crawling around, the steering radius isn't too bad. We were able to maneuver the car around without any problems.

Damage Report

Don't crash this car. We didn't. If you do you'll be sorry. This car is made to go fast and straight. Don't do anything else. No crash provisions are included on the car.

Tuning and Maintenance

Aside from tuning the engine, there really isn't much to tune in this car. You can change the gearing and that's about it. Any other changes to the car's setup won't have much effect on performance. Cleaning this car is very easy. Compressed air, a tooth brush and some nitro cleaner is all you really need. For maximum performance, clean often. Be sure not to get any chemical cleaners or fuel on the cork tape that's on the brake band.

Continued on page 54

Building Tips

The Nitro Dragster is a very basic car with few parts. If you have building experience and like to fit things, you'll have no problems building this kit. If you've never built a car before, don't let this be your first. The instructions that come with the kit are the bare essentials. Everything is accurate, but there's really not much there.

• Pick up the Associated 7622 Pull-Start Clutch kit. A pull-start engine won't work on the Dragster but you'll need the larger flywheel. Next, pick up a 3-in-1 RC10GT MIP Clutch (part #3012). This clutch is the only one you'll want to use.

• For our test sled, we found a manifold and pipe from a Duratrax MAX ST. We weren't too excited about the recommended DS muffler box.

• USE THREAD-LOCK! The jam nuts that come with the kit will litter the drag strip if you don't lock them in place with some type of bonding agent. If you're at the hobby shop, pick up a pack of RPM 4-40 lock nuts (part #70802) and replace as many of the metal jam nuts as you can.

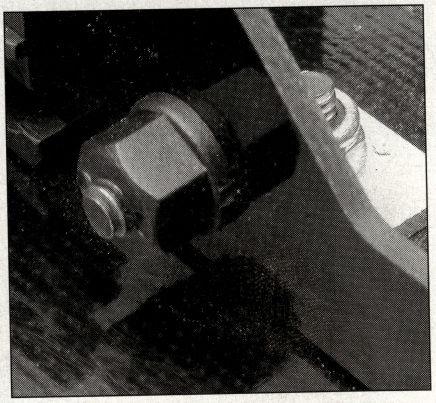
• You'll need to keep a Dremel tool or file handy for fitting some servos into the throttle servo tray. We used JR Z4750 servos and they fit without any problem.

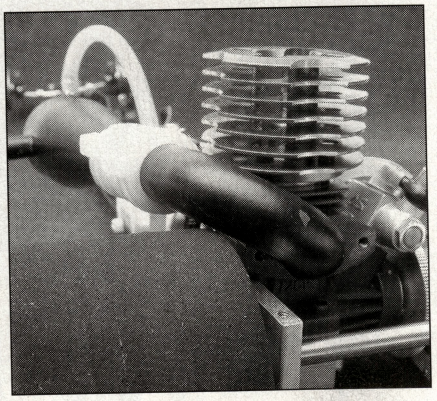
• On the fuel bottle make sure that the pressure inlet tube is not submerged into the fuel. Pick up a tube bending kit from the local hobby shop if you have any difficulties.

• You'll need to shim the spur gear out a bit on the axle.

• Place two or three small washers underneath the throttle bell crank so that the throttle rod is parallel to the chassis.

• The instructions tell you to mount the fuel bottle and the receiver pack to the chassis with servo tape. Strap them into place with some tie-straps or else the first time you get some fuel on the servo tape, your batteries and tank will go flying.





Top: If you don't replace the metal jam nuts be sure to thread-lock as much as you can. Above: Our Duratrax manifold and pipe worked great.

With a couple buddies and their dragsters, you've got yourself a pink-slip party.

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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. NORCA 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 Mototool 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.

5.5 February '00
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 '00
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 '00
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 '00
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 '00
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 '00
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 '00
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.

6.2 October/November '00
Tested:Yokomo GT-4, HPI Nitro Rush, Associated Factory Team T-3, Atlas YM-34, T-Maxx Hop-ups from HELL!, How To: Take Care of Your Airbrush, Adjust Your Ride Height, Race Coverage: Off Road Gas Nats.

6.3 December '00
Tested Kyosho MP7.5, Ultima RB Type-R, Tamiya TGR, TA-04 Pro. Features: IFMAR On-Road Worlds Coverage. How To: Glow Plug Mania, Gear Soup, Track Etiquette, Touring car foam. Race Coverage: ROAR Modified Nationals

6.4 January '01
Tested: Schumacher Big 6 Nitro, ProParts Daddy 1/10-scale oval, Yokomo MR-4TC WC, HPI Nitro MT Racer. Features: IFMAR 1/8-scale Off-Road World Championships. How-To/How It Works: Hardware 101, How Not To Win a Race, Modified Motor Timing, Nitro Fuel FAQ. Under the Scope: MIP Temp Gauge 2, TA Emerald Nitro Clean, Powers GT-3000 cells.

6.5 February '01
Tested: Traxxas E-Maxx, Associated T3 RTR, Duratrax Max ST Pro, Tamiya TB-01 Evolution. Features: Cleveland Indoor Nationals Coverage, The Dirt Girls. How-To/Ow It Works: Charge Ni-MH, Restriction Nitro Engines, Tranny Rebuilding, Hook-Up the Losi XXX-NT with Adam Drake

6.6 March/April '01
Tested: Associated FTTC3, Losi Spec XXX and XXXT, HIP Super Nitro Rally, Tamiya TA04 Ferrari. Learn How-To: Off-Road Tuning guide, Water proof your car, Route Fuel Tubing, Get the most traction. Features: Starter Box Buyers' Guide, Integy DCX 3000 Xapper tested.

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1/8 SCALE
4WD GAS POWERED
RACING BUGGY

MBX XR WORKS



Other items needed to operate this model:
2 Channel radio with servos,3.5cc R/Exhaust Engine with muffler,manifold, starter,and fuel.

- Servo Saver(with bearing) • Center Universal Joint (S)
- Al.Tension Rod • Al.Center Diff.Mount
- Turnbuckle Tie Rod

1/8 SCALE
4WD GAS POWERED
RACING BUGGY

MBX R

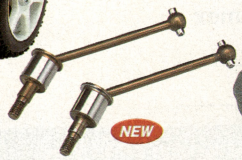


Other items needed to operate this model:
2 Channel radio with servos,3.5cc R/Exhaust Engine with muffler,manifold, starter,and fuel.

1/10 SCALE
GAS POWERED 4WD TOURING CAR

NITRO MTX-2

CHASSIS KIT
CHASSIS With MT12 ENGINE KIT



T0211
F/R Universal Joint Set



51601 Black Pipe S (12)
51602 Black Pipe L (12)

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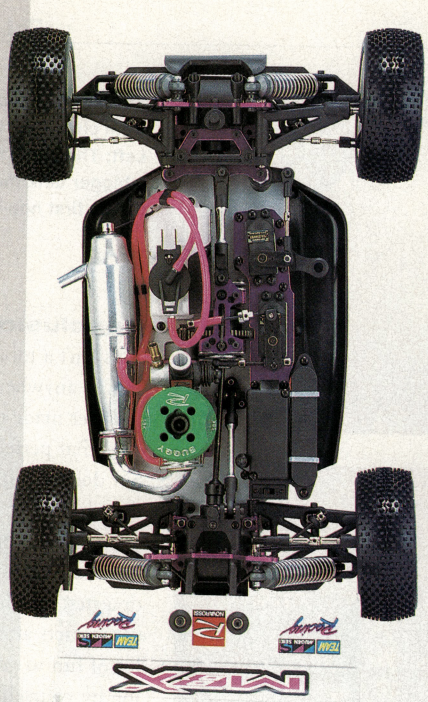
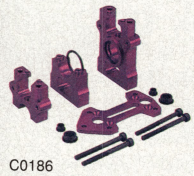


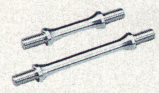
MUGEN SEIKI® Racing

New MBX-4XR is changed a layout so that a load may span it on rear side. The loads to span it by this in rear tire are increased, and it increases traction drastically, and improvement in the acceleration performance in the corner escape and stability by the jump improve greatly. It contribute to the posture stability in the corner as well more, and the change of this weight distribution realizes more easy to drive and control. This kit is equipped with the verious option parts such as following:





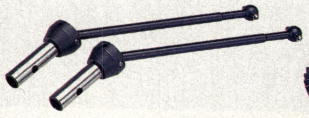
C0186
Al. Center Diff. Mount Set



C0193
Al.Tension Rod Set



C0192
Rear Upright



C0260
F/R Universal Joint Set

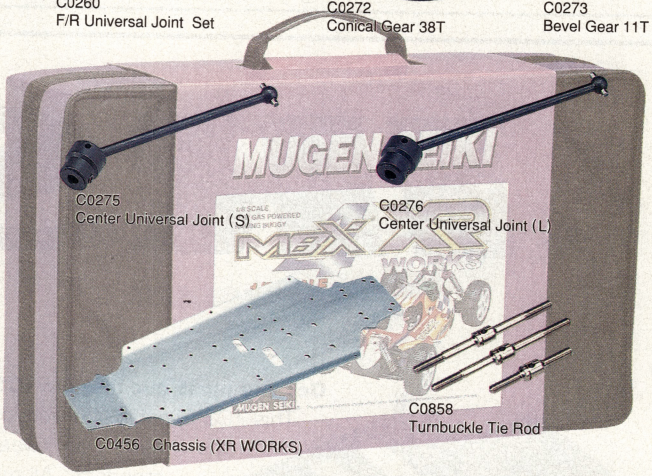


C0272
Conical Gear 38T



C0273
Bevel Gear 11T

- Center Universal Joint (L)
- Al.Tension Rod Set
- Conical Gear 38T • Bevel Gear 11T



C0275
Center Universal Joint (S)

C0276
Center Universal Joint (L)

C0858
Turnbuckle Tie Rod

C0456 Chassis (XR WORKS)

1/10 SCALE
POWERED 4WD TOURING CAR
NITRO MTX-2
Sports Package

DGE STRATUS KIT
ACCORD KIT

TX-2KIT With MT12ENGINE
OURING CAR BODY
UNED MUFFLER
ARRYING BAG



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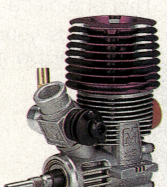
MT12S1 SG-Shaft, Slide Carb.
MT12R2 STD-Shaft, Slide Carb.
MT12S2 STD-Shaft, Slide Carb.



〈MT12 TS1 DATA〉
Cubic Capacity :2.1c.c.
Power :1.2H.P.
Rpm :37.000rpm
Bore :13.8mm
Stroke :14.0mm

1/8 SCALE ON-ROAD CAR
MRX-2



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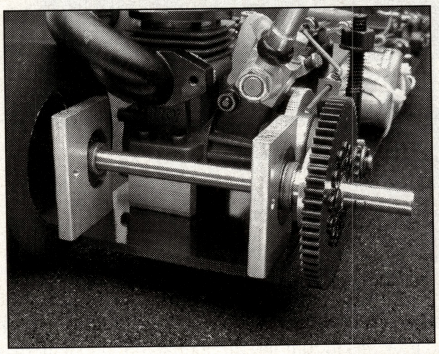
WORLD
CHAMPION
CAR





Far Left: Simplicity is beautiful. Power goes from clutchbell to spur to axle.
Left: The stock fuel tank cuts the mustard, but a bigger tank that will give you more runs will be the first hop-up we install.

The Specifics

Bolink Nitro Dragster
Part #: BL-1237
Estimated Street Price:
$120

Vehicle Type:
2WD nitro-powered top-fuel rail dragster
Scale: 1/10
Chassis type: Pan
Material: Fiberglass

Transmission
Design: Direct drive
Differential: none
Bearings/Bushings: bushings

Suspension:
Type: solid rear axle, independent front.
Damping: minimal rear pan damping, spring front.

Wheels, Tires and Body
Wheels: One-piece front and rear.
Tires: (F/R) O-ring fronts, mounted foam rear.

Who It's For
Anybody wanting to go straight and fast. Building and nitro experience is a must.

What We Used
O.S. .12 Engine, Futaba 2PCKA AM Radio, JR XXXX Servos, O'Donnell 20% fuel, Trinity Nitro Metal Hydride receiver pack.

Main Competition
Not really. Any car that can go fast and straight I guess.

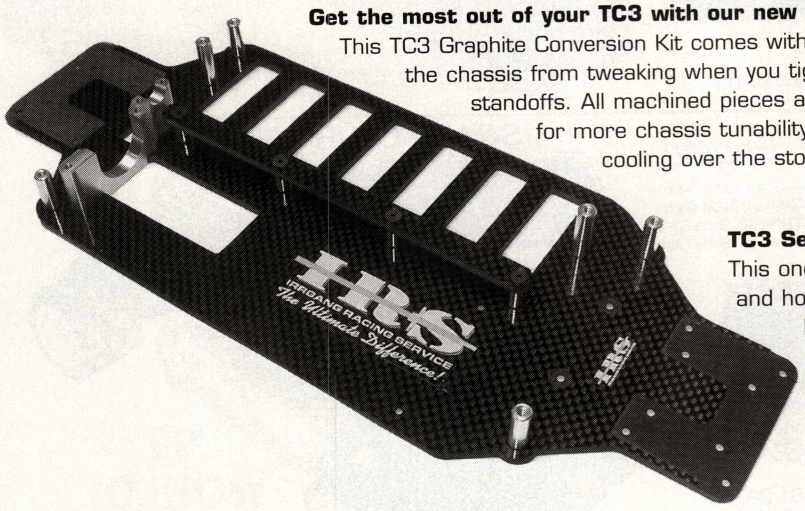
Conclusion

This isn't a monster truck or rally car that can go anywhere or do anything. This is a dragster made to go fast and straight, and it does that perfectly. The kit is inexpensive, but does require some additional hardware that drives the cost up. With a street price of about $120 plus thirty dollars worth of hardware add-ons, you're looking at a $150 dragster, which is still a very good deal. This car attracts attention and deservedly so. It's a lot of fun to go straight. Sure it can get boring by yourself after a while, but introduce a buddy to this mean machine and you've got yourself a race. I highly recommend this kit to anybody that's got all the nitro gear and wants something fun to play with. Hook up a buddy with a matching rig and you'll be betting for pink slips in no time.

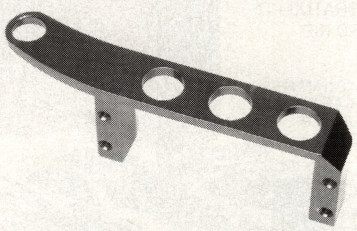
IRS

Put IRS Performance On Your Side!
NATIONAL CHAMPIONS

Get the most out of your TC3 with our new Graphite Chassis Conversion Kit (#IRS150)
This TC3 Graphite Conversion Kit comes with a machined aluminum motor mount that prevents the chassis from tweaking when you tighten the motor clamp and machined aluminum standoffs. All machined pieces are anodized blue. The center brace ads strength for more chassis tunability. Using this kit will also improve motor and battery cooling over the stock chassis. MSRP $179.95



TC3 Servo/Transponder Mount (#IRS148)
This one-piece machined aluminum mount is anodized blue and holds your servo and transponder in style.
MSRP $27.50



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GOT SPEED?

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

YO JOEY,

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

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

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

Later,
Cool Racer



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GO WATER-BASED

by Jeff Eveleigh

The hottest craze in the paint department is water-based acrylic paints for painting your sweet R/C ride, and why wouldn't it be?

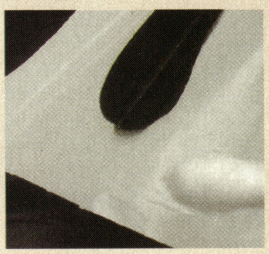
With a huge selection of cool new colors, solvent-free clean up, and a virtually odorless non-toxic formulation nobody really has an excuse not to love the stuff. With any new product comes a new process, and this holds true for acrylic paint application as well. There are some general guidelines that can make your painting days a little easier, as well as a little different. Whether you use an airbrush or a paintbrush, the proper know how will turn your bottles of color and clear Lexan body into a beautiful masterpiece.

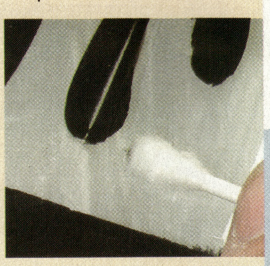
Why Would I Want To Use Acrylics?

Just like a bad first date: make it quick and make it easy!

Drying Time • The most obvious difference between acrylic paints and conventional lacquer-based paints is the time required for the paint to dry. A heavy coat of acrylic paint could take as long as an hour before it is dry to the touch, but there are tricks to speed up the process. Heat is your best friend here. A hair dryer or mini heater directed towards a freshly-painted body can decrease the drying time substantially. With thinner coats and a heat source, acrylic paints can dry in as fast as five minutes, allowing you to slap a cool paint job down in a very short time. The drying time can vary depending on many variables so experiment a bit on your own with different sources of heat. Lexan bodies can handle a high temperature range, but don't go crazy; slightly warming the body works fine. You will be able to see when all of the moisture in the paint has evaporated, so you are ready for the next coat or color. It is very important that you ensure the last coat of paint is completely dry before you make your next paint application. Another thing to keep in mind is that although the paint is dry to the touch, it has not fully cured. Acrylic paint that is dry to the touch is ready for another coat but you should allow a good 24 hours of curing time before the body and paint are completely ready for use on your vehicle.

Ease of Use • Acrylics are very user-friendly. The fact that they are water-based and non-toxic offers two major advantages. First, they don't require as much ventilation as lacquer-based paints (although it is still recommended that you open a window to allow an escape for any fumes). Second, since the paint is water-based, there is room for some error repair once the paint has hit the Lexan. Small paint bleeds or painting mistakes can be quickly fixed with water. A Q-tip works well in for this application. Wet the Q-tip with warm water and rub the area of the body where you would like some paint removed. You must do this when the paint is still wet or just starting the drying process. Remember that acrylic paints do not ever become completely waterproof. Even once the paint has fully dried, water can still break it down. This however doesn't mean that acrylic paints are not adequate for your nitro machine. Parma's Faskolor acrylic paints become completely fuelproof, withstanding up to 35% nitro after the paint has fully cured. If you do require that your body becomes waterproof as well you can hit the entire body with a coat of white lacquer to seal the Acrylic paint; this will make the paint job both fuelproof and waterproof.





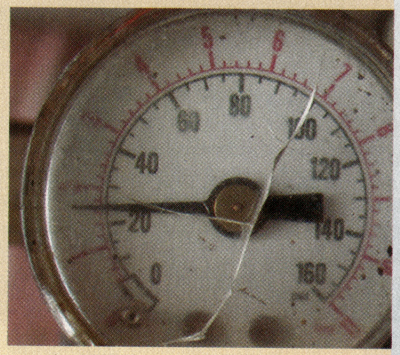
If paint begins to tear when removing mask it's not completely dry.

Whip Out That Airbrush

THE RIGHT TOOLS FOR THE JOB

Most of the really hot paint jobs that grace the racetracks and backyards of our areas are produced using an airbrush. There is no arguing the fact that an airbrush offers endless possibilities when it comes to artistic ability. Acrylic paints are an airbrush user's dream. Normally, there is no need to thin acrylics before running them through an airbrush. If the paint is getting older or is slightly thicker, you can thin the paint with water but you don't need much. A drop or two in the bottle is usually enough to lighten things up enough to pass through the airbrush cleanly. A slightly higher compressor pressure is required with acrylic paints compared to lacquer because of the acrylic's higher viscosity. Usually around 22 to 27 PSI is the best but depending on your airbrush, compressor, and the thinness of your paint, the pressure could range from 20 to 30 PSI. A little experimentation with your own equipment is necessary here for optimum results.

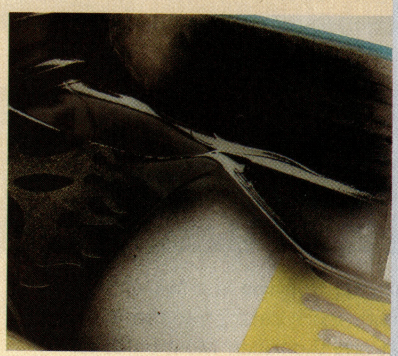




BUILD UP IS A GOOD THING

Don't go nuts and spray one thick coat of paint. Once you start spraying, it is a good idea to "dust" on the first coat, that is apply a very thin, light coat of paint to the Lexan body surface. Allow this thin coat of paint to dry before proceeding with your paint scheme. This initial light coat offers two advantages. First, it offers a rough surface to which the heavier second coat of paint can better bond, eliminating runs in the paint. Second, it provides a good seal for any window or paint masks to virtually eliminate the chance of paint bleeding. Generally speaking, the darker colors will only require a single coat of paint after the dusting, while lighter colors may require two coats of paint after the initial dusting.

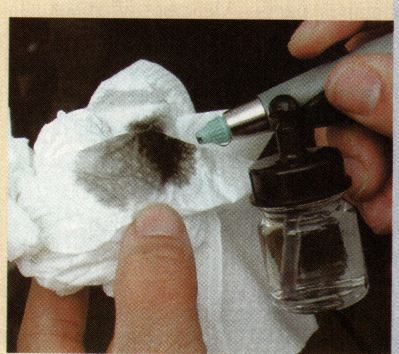




GET IT WET... WASH IT OUT

If you've ever run lacquer-based paints through your airbrush, you are going to fall in love with acrylics come clean up time. It is easy! Remove the paint jar and spray out any remaining paint from the gun. Then run some warm water through the airbrush in the same manner as you would run paint through it. Place a paper towel or rag in front of the tip of the airbrush as you are spraying the water through it. Pull the paper towel or rag away and towards the tip as you are spraying water. This will clean the tip of the airbrush as well as flush any paint from inside the airbrush out. Finally, remove the water jar and spray upside down to remove any water from the internal parts of the airbrush. You can repeat the above steps as many times as necessary until the unit is clean. Do a very thorough cleaning job when switching from dark colors to light or light colors to dark. It is very important that all of the old paint is removed before proceeding with the new color. Every once in a while, it is a good idea to disassemble the entire airbrush and give it a good thorough cleaning of each individual part.





I guess we need a new pressure gauge.

Whip Out That Paintbrush

BRUSHING MADE EASY

Acrylics don't act too differently from conventional lacquer paints when hand brushing them. There is no thinning required here. Simply squirt the amount of paint required into a small jar or container and brush onto the body. Try to keep the coats of paint as thin and even as possible. By keeping the coats thin you help to speed up the drying time as well as keep the paint flexible. The more flexible the paint, the less chance of the paint chipping off during impact. As mentioned earlier, some form of heat source will help accelerate the drying time between paint applications.

Clean up is a also breeze. Simply rinse your paintbrushes with warm water and allow them to dry. Pour any unused paint back into the original container and rinse out the paint jar or container with warm water as well. One final note when using a paintbrush to apply acrylic paints: There are some pretty funky colors available with the acrylics. You cannot use Pearl colors or Parma's Faschange colors when applying with a brush. For these colors to work as intended, they must be applied evenly and without brush streaks. If you don't have an airbrush but you like some of these crazy finishes have a look at the sidebar to see your other options.

NO AIRBRUSH, NO STREAKS, NO PROBLEM!

So you like all of the hot new colors that are available with acrylic paints, but you don't have an airbrush and you can't stand painting with a bristle brush. Don't worry, as close as your local hardware store or hobby shop you can purchase those funky little aerosol spray jars. This painting option allows you to pour the bottled paint of your choice into a sealed jar and spray to your heart's content.

The painting process is similar to that of the airbrush. You shouldn't need to thin unless the paint is getting older. When it comes time for cleanup, just pour the unused paint back into the original container and wash out the reusable aerosol jar. Fill the jar with warm water and spray the unit again to clean out any leftover paint. It's that simple.

A quick note to keep in mind with these spray jars; they spray more like an aerosol spray can and not like an airbrush in the sense of spray size. Don't expect a micro fine mist but more like a heavier spray can-size covering. The major advantage is that you can spray clean and even without the cost of an airbrush and now you can use Pearls and Faschange colors as well.



MY BODIES DONE. NOW LET'S RIDE

Regardless of what form of R/C car you drive, we all want our vehicles to look good and what better way to do it than a smokin, paint job. Whether you are brushing or spraying, these fairly new acrylic paints are the hot ticket – no smell, easy cleanup, and a bunch of fresh colors. What more could we ask for in a Lexan paint? Now leave me alone. I'm still trying to choose my colors for my next body.

Atomic Hobbies is your R/C Headquarters
We Specialize in Nitro R/C!

Atomic Hobbies is a fully equipped hobby store catering to the enthusiast and the racer. Most parts for current race cars and fun vehicles are in stock. We carry a full line of Serpent parts for Impulse, Impact and Vector including tires and performance parts. We race what we sell and our expertise reflects it.

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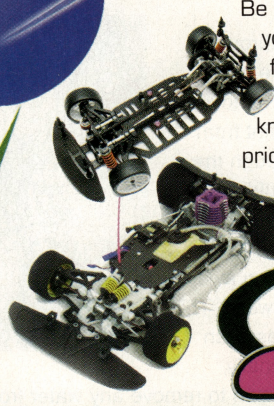

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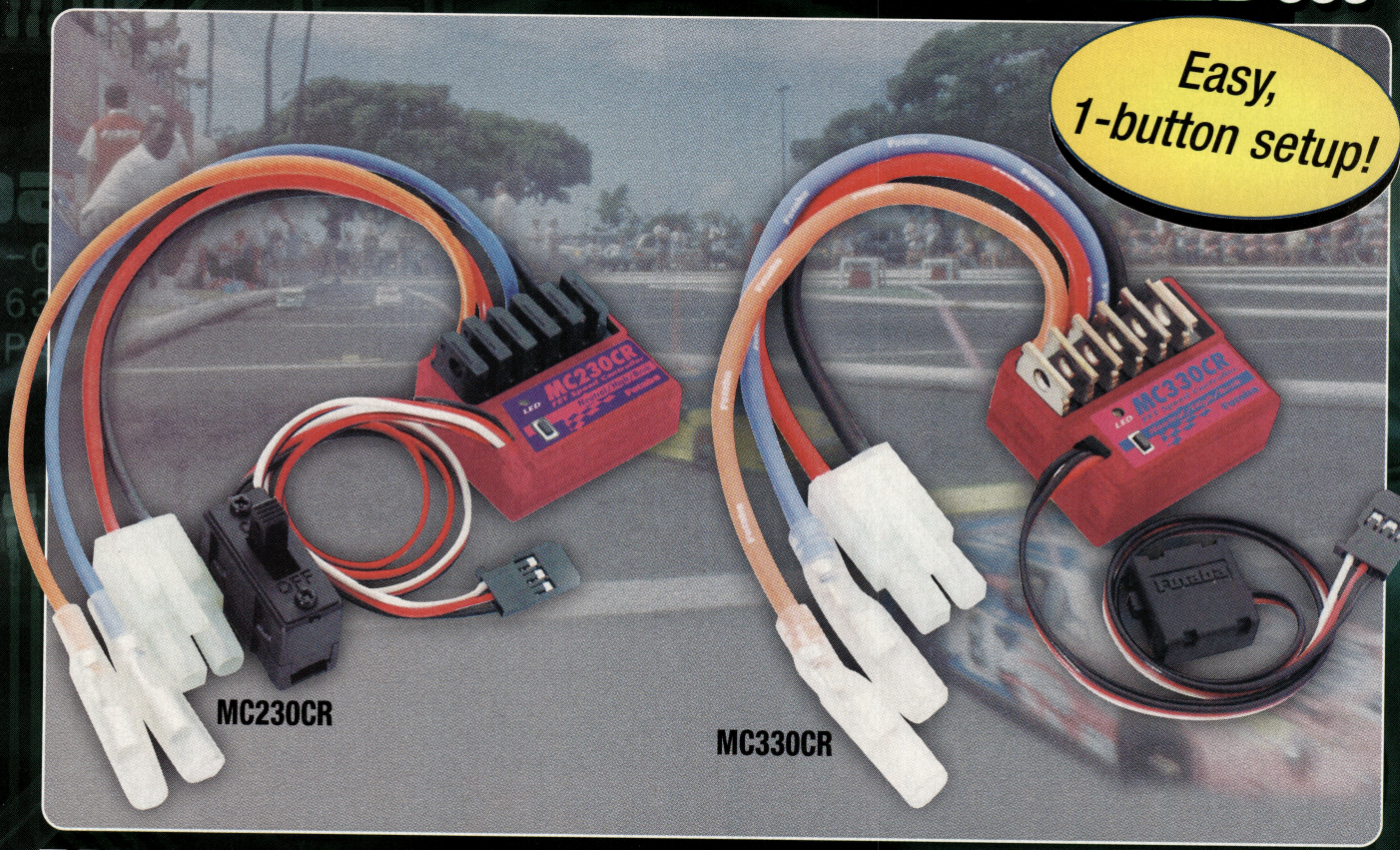

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Futaba 1 Year Warranty

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.

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TAMIYA MAMMOTH DUMP TRUCK

by James Revilla



MOTH DUMP TRUCK TAMIYA MAMMOTH DUMP TRUC

1/20-scale is smaller than 1/10-scale, just in case you aren't sure.

Take one look at Tamiya's Mammoth Dump Truck and you can't help but recall your childhood years playing around in the backyard with your own Tonka™ dump truck. You know what I'm talking about – the heavy metal chassis, the large plastic tires, and that "built rough and tough" reputation. Well times are different now, and although you can still buy one of those Tonka™ dirt movers, why settle for a plain dump truck, especially after checking out the specs of Tamiya's Mammoth Dump Truck?

The Mammoth is patterned after the very huge and intimidating two-story tall mining trucks used all around the globe. These monsters are big – so big that a fully-grown man can stand up inside one of the actual truck's wheels, so big that they need a 2700hp diesel engine to power them, so big that Tamiya had to scale it down to 1/20 just to fit the measurements of the already huge Juggernaut 2 chassis!

Hits:
- Motorized truck bed is trick.
- Mechatronic speed controller works well.
- "Plus 1-ch" unit adds an extra channel flawlessly.

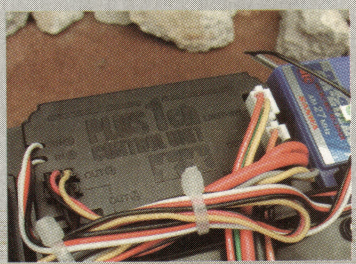
Misses:
- Metal bushings make the truck a bit noisy.
- The top speed is a little turtle-like.

Instructions	4
Parts Quality/Fit	4
Durability	4
Novelty Factor	5
Overall Performance	2
Value	4

The "Dump" in the "Truck"

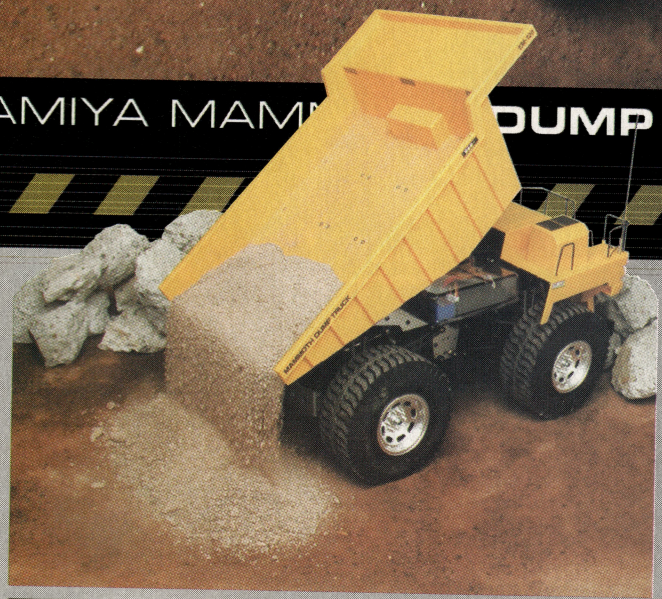
Here's the cool part. The Mammoth features an electronically-operated dump truck feature; the truck bed tilts back and forth to dump the payload. The Mammoth is rated to carry a maximum of 8.8 lbs. in the bed, so you can haul some pretty big boulders with this baby.

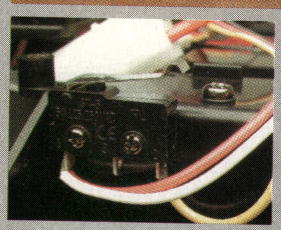
Two alloy arms are mounted in a molded assembly within the chassis confines just behind the central gearbox. These alloy arms are raised and lowered electronically by their own dedicated motor. However, the Mammoth only calls for a 2-channel radio system. But wait – how do you control the truck bed action if the two channels on your radio are already allocated to steering and forward/reverse duties? Tamiya's answer is called the "Plus 1ch Unit." This small 2.25 x 3.25" electronic device sits inline between the steer-



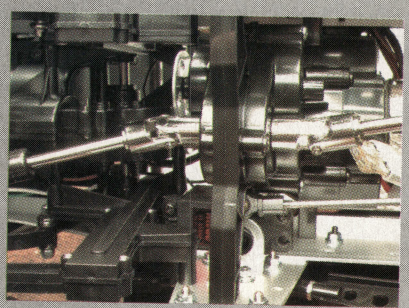


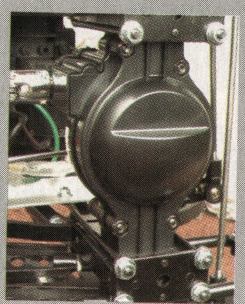
TAMIYA MAM DUMP TRUCK TAMIYA MAMMOTH





ing servo and receiver. The truck bed is raised or lowered by holding the steering wheel to the left or right for over two seconds when the Mammoth is at a stop. Basically, the steering wheel of your radio transmitter now has two purposes: steering the big yellow machine when it's moving and controlling the truck bed action when the Mammoth is at a standstill. Two included micro switches tell the Plus 1ch Unit when to stop raising or lowering the truck bed. All of the electronics mentioned come pre-assembled and pre-wired. Tamiya even shows diagrams of how to run the wires for a clean installation. It is interesting how Tamiya can get three-channel output out of a two-channel radio system.





Drive Train and Transmission

Like the Juggernaut 2, the Mammoth uses full-time four-wheel-drive. Starting with the centrally-mounted, single 540-sized motor (as opposed to the dual-motor setup in the Juggernaut 2), power runs through a beefed-up and reinforced central gearbox. The central gearbox features a redesigned gear layout with stronger, reinforced gear shafts; metal reinforcement plates both inside and outside the central gearbox; heavy-duty reduction gears; and thick universal drive shafts. From there, power runs to each axle assembly. Both the front and rear axle assemblies feature reinforced power-transfer bevel gears and a practically bulletproof (and beefy!) metal gear differential. From the diffs, thick solid one-piece axles reach outward to the Mammoth's massive 6.14" tall tires.

Believe it or not, this is the second photo we've published titled "Taking a dump."

Other Features

Suspension • Each wheel on the Mammoth is positioned using dual ladder arms and a combination shock and leaf spring configuration. A triple-bar, metal leaf spring bolts to the chassis and axle assembly holding the Mammoth up. Twin coil-over tube shocks aid in suspension dampening. Although the suspension setup isn't realistic as far as mining trucks go, you have to remember that the chassis is basically the same as a Juggernaut 2 monster truck. When you take a look at the Mammoth's suspension setup again and compare it with that of a real monster truck, you'll definitely see similarities in design and execution.

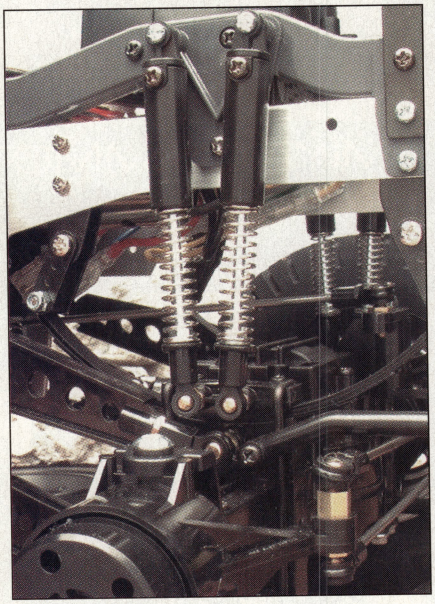
Chassis • The Mammoth is based on the Juggernaut 2 platform. A set of four aluminum alloy chassis side plates bolt to a molded ladder bar sub frame to form the box-type chassis. Two molded electronics trays mount to the sides of the chassis, and two other molded trays bolt in between the chassis plates. The Mammoth's suspension components all mount either to the outside of or directly underneath the ladder bars. Meanwhile, the transmission and electronics are mainly found centered between the chassis bars, protected from the harsh surroundings in which you would expect this behemoth to work. With the entire chassis assembly bolted together, you get a pretty rigid backbone.

The battery holder was redesigned. Now, instead of lifting the truck bed to access the battery holder, you simply remove two clips that hold a molded battery plate and you can access the battery holder from the rear of the chassis just underneath the truck bed's rear edge.

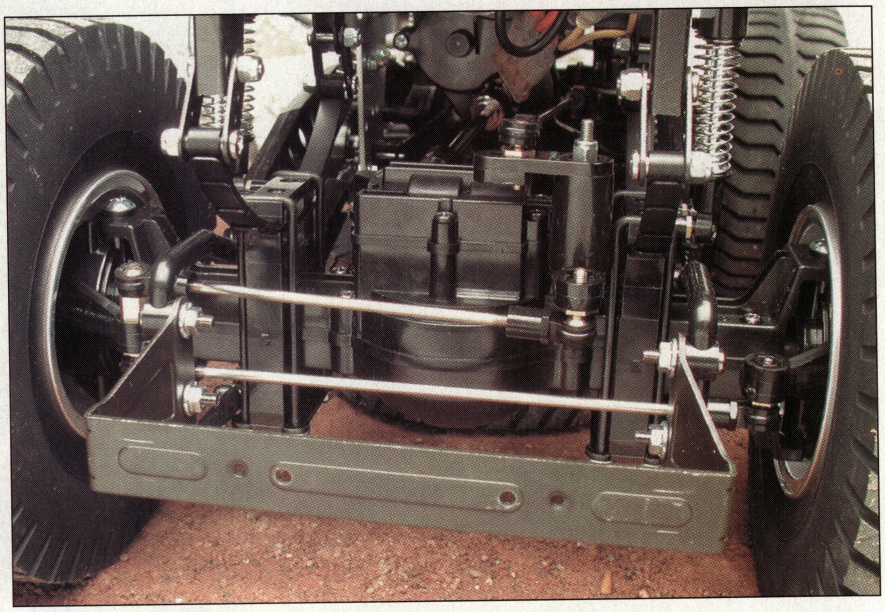
Steering • Unlike the Juggernaut 2, the Mammoth only steers the front two wheels. A centrally-mounted steering servo uses a threaded steering rod that reaches from the center of the chassis to the front axle assembly. From here, two more steering rods control the front two wheels' movements. The steering servo utilizes an aluminum servo horn brace that bolts to one of the chassis side plates to eliminate any steering fatigue that might be caused by the Mammoth's massive tires.

Electronics • In place of the standard Tamiya mechanical speed controller unit, you will find a new "mechatronic" speed controller. Like a mechanical unit, the mechatronic requires a second servo for throttle duties. However, the mechatronic doesn't use a wiper arm and a resistor to control the speed. Instead it features FETs that allow for fully proportional throttle control from a crawl to top speed.

It's All in the Details • Now, what would a Tamiya be without a trick body? Topping off the chassis is an injection-molded two-piece Mammoth body set. The bulk of the body is the massive one-piece truck bed. Up front, the cab portion features tinted plastic windows; lights that can be upgraded with Tamiya's light bulb set, and separate



It takes a total of eight dampers to keep the Mammoth nice and steady.



Unlike the Juggernaut 2, only the front wheels turn on the Mammoth.

Building Tips

There were no hang-ups when assembling the Mammoth dump truck. The instruction manual was precise and easy-to-read. Even the setup of the Plus 1ch Unit and mechatronic speed controller are covered. I do have a couple of small building recommendations:

• Tamiya includes two tubes of assembly grease and a single large tube of liquid thread-lock. USE THE THREAD-LOCK, PEOPLE! There are a lot of metal-to-metal contacts that must be thread-locked in order to both keep the hardware together and eliminate any source of glitching. The tube of liquid thread-lock should be more than large enough to cover every spot shown by the manual. Don't go overboard with the thread-lock; a single drop per screw should be perfect.

• Also, you might notice that in the instruction manual there are no labels to tell you which parts bag to open. However, each parts bag is referenced by letter, and each hardware part has a full-sized drawing of it in the back of the instruction manual. Do yourself a favor and get a multi-compartment tray. Label each compartment with a letter and empty the corresponding bag of parts into that compartment. On some steps, you have to jump between parts bags, so this method should help keep things organized.

The biggest dump the Mammoth can handle is over eight pounds.

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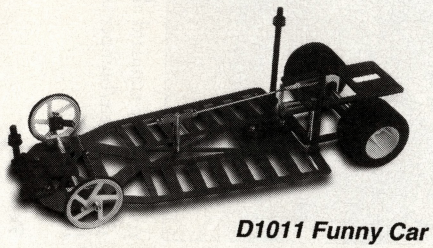
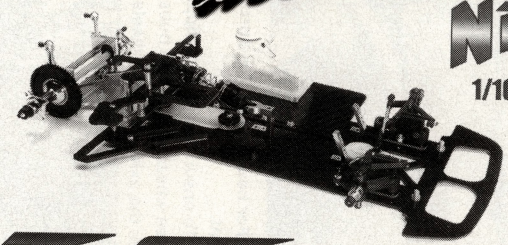


NITRO SLIDER

1/10 Scale Nitro Oval Racer

R8011



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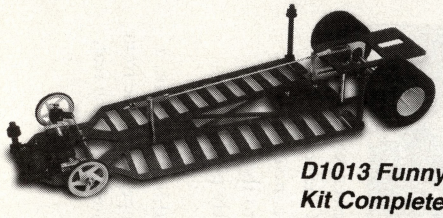
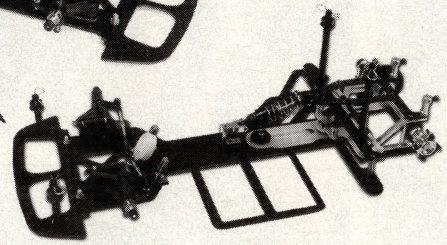


THE SLIDER

1/10 Scale Oval Racer

R8010



BL 1311 RC Cruiser Kit

BL 1312 Assembled RC Cruiser w/ Painted Body

RC CRUISER



BL 2114 2000 RC Cruiser Body

D1013 Funny Car Kit Complete Less Electronics

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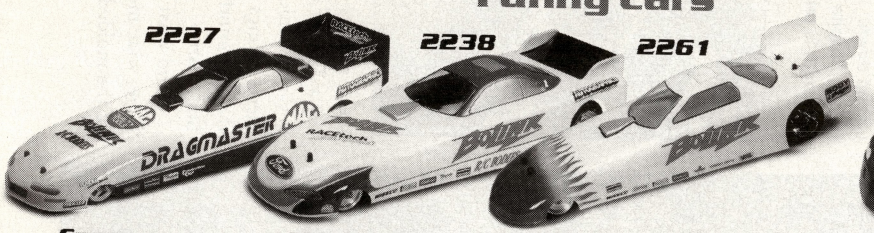
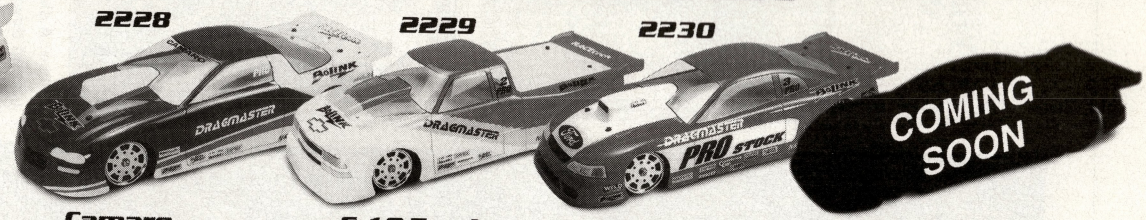


2227 Camaro

2238 Mustang

2261 Pontiac

Pro Stock Cars



2228 Camaro

2229 S-10 Truck

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2233 Chevy Silverado

2234 Ford F-150

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Building Tips

Item Info
Part# 58268 (Tamiya Mammoth Dump Truck)
Estimated street price: $420-450.
Manufactured in Japan.

Chassis Type
Molded bar and aluminum alloy plate ladder-type frame, molded electronics trays, single servo-steering with integrated servo saver.

Wheels and Tires
Tamiya one-piece chrome plated truck wheels. Tamiya 6.0-inch heavy-load dump truck tires.

Transmission Type
Central reduction-type gearbox, universal drive shafts, metal gear differentials, reinforced transmission and differential assemblies, metal bushings, solid dog bones.

Suspension Design
Live-axle suspension, with dual coil-over shocks on each wheel, three bar metal leaf spring.

Suspension Dampening
Coil-over, oil-filled shocks with molded shock bodies and caps, O-ring and bladder seals, gold springs, ball cup mounts, molded shock towers.

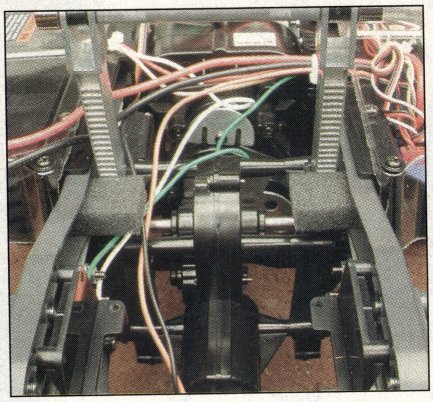
Vehicle Type
Electric motor-powered, four-wheel-drive dump truck.

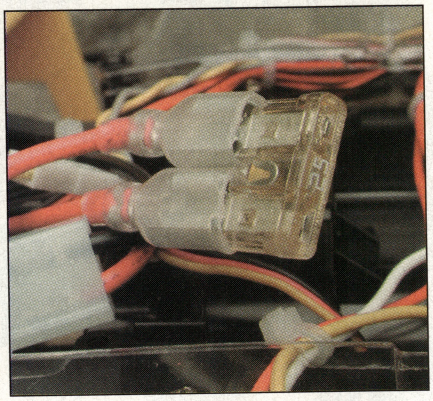
Other Items Needed
6-cell stick pack battery, 2-channel radio with two servos.

Test Gear
Airtronics Rival 2P radio system, Airtronics 94102 servo, JR Racing MG metal gear servo, and Team Orion 2000 mAh matched battery pack.

Main Competition
Tonka Trucks, Big Red Wagons, and a shovel.

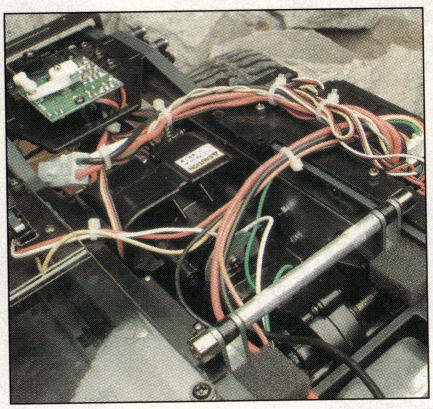






Above: A single motor moves the bed levers up and down.
Below: Despite all the wires, wiring the Mammoth is relatively easy.

Above: For heavy loads, fuse protection is important.
Below: To ensure there's no slipping because of a loose wheel, large drive hubs go between the axles and the wheels.





metal railings to keep passengers from taking a dive off the side of the truck. Detail is very technical, and the inclusion of the metal railings only add to the realism of the Mammoth's accurately produced body parts.

And what about crashing? Up front, a large, wide molded bumper keeps the front of the molded body protected. In the rear, you'll find the standard aluminum alloy skid plate/bumper used on the Juggernaut 2.

Testing

Test Gear • Since the Mammoth Dump Truck only called for a two-channel radio system, I decided to use an Airtronics Rival 2P transmitter and receiver. For steering

Okay, that's enough of the "dump" references.

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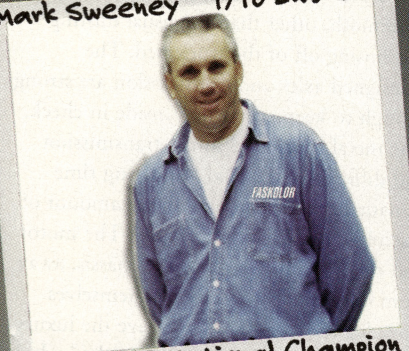
Mark Sweeney 1/10 2WD Gas



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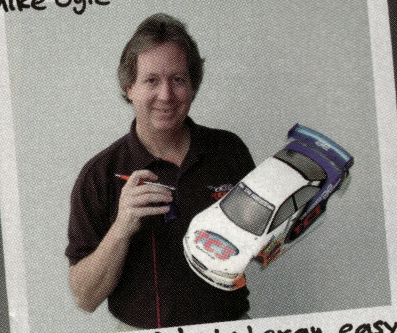

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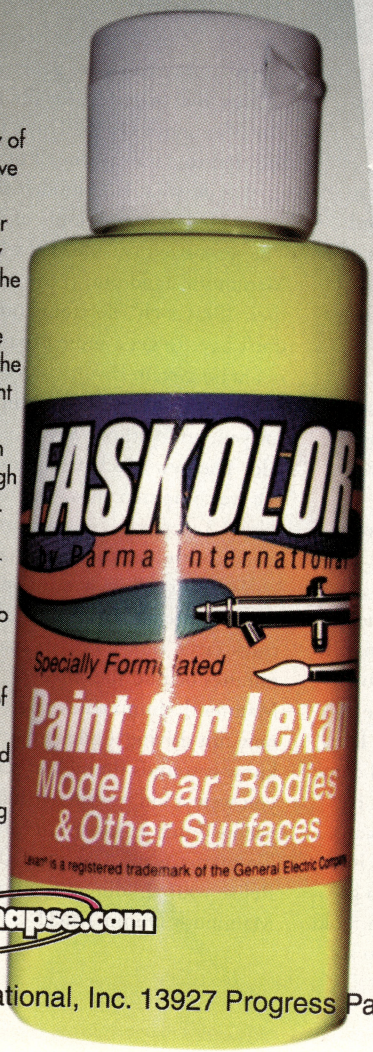

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duties, I chose a JR Racing metal gear high-torque servo. Throttle was controlled by an Airtronics 94102 servo. An Orion 2000 mAh V-Max matched battery pack provided the power to the kit-included 540-type Mabuchi motor.

Test Drive • What better place to drive a dump truck than rolling dirt hills with a touch of thick grass and gravel? I found such a place near a local park in Diamond Bar, CA. With a few matched battery packs all charged up and ready to go, I took the Mammoth out for some play time. The first thing I did was just drive. I didn't expect major speed out of the Mammoth, mainly because of the fact that a single 540-type closed end bell motor powered the massive truck. In fact, after driving all of those high-performance racing sedans and nitro trucks, the Mammoth felt slow – really SLOW. However, in scale terms, the Mammoth cruised along at a pace faster than the full-sized machine, so it was okay – I guess. The mechatronic speed controller performed very well, with fully proportionate forward and reverse speeds (a much better way to go when you can't afford a full-blown ESC and you want more throttle control that what a 3-step mechanical speed controller can give you). With its massive tires, the Mammoth didn't get stuck anywhere. Gravel, dust, and even semi-thick grass didn't get in the way of the Mammoth. Steering was acceptable for a vehicle of this size. Given the weight and height of the vehicle (about two inches of ground clearance), the Mammoth didn't seem anywhere close to tipping over when I turned at high speed. In contrast to the Juggernaut 2, the Mammoth featured 2-wheel steering, which cut down on steering sensitivity when switching back and forth from left to right turns. The drive time was fun, but regardless of scale I would have liked the truck to have been a little bit faster (24-degree stock motor, anyone?).

Of course, all of the fun comes when the motorized truck bed comes into play. It only takes two seconds at a standstill to operate the truck bed. Simply stop the truck, move the steering wheel to full left, and in two seconds the truck bed will come to life and raise, dumping anything it has in its 8.8 lb.-capacity truck bed. You can even drive around with the bed tilted in any angle. When you want the bed to go back down, stop the Mammoth again, hold the steering wheel to the right for two seconds, and the truck bed will come to life once more, this time lowering itself back to its down position. The Tamiya Plus 1ch Unit performed as stated, with no hesitation and no glitches. Man, if only I had this when I was a kid! But no, I was stuck with manually tilting the truck to get the payload out of the bed. (Note I said tilting the TRUCK, as in the whole truck. The bed didn't move on my truck back then.)

Maintenance

As far as maintenance goes, there's not much you have to worry about on the Mammoth, other than the usual dusting and hosing off of the truck bed. The redesigned axles and transmission are strong enough to keep everything inside in check. The metal gears used in the transmission and differentials should last a long time provided that you put an ample amount of assembly lube inside the casing. The motor and electronics sit high in the chassis, away from danger. The electronics themselves (save for the steering servo) have the luxury of being protected even more by the included Lexan covers.

Conclusion

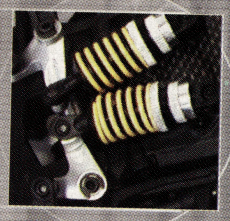
The days of pushing that heavy metal "other" dump truck are gone. Tamiya has a package that is perfect for the new school. The Mammoth Dump Truck is an nice addition to Tamiya's line of off-beat models that do what R/C models should do best – provide hours and hours of fun driving. The motorized truck bed is what makes the Mammoth stand out. Props to Tamiya for their "Plus 1-ch" electronic unit. Now you don't have to get a more expensive 3-channel radio system if you choose the Mammoth; the Plus 1-ch unit does the job for you, and without any problems I might add. The new Mechatronic speed controller is a welcome step above the really old-school 3-step wiper/resistor mechanical speed controllers found in many R/C kits.

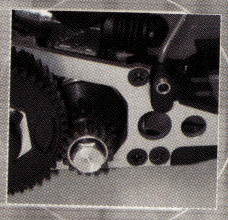
So this truck may not appeal to a hard-core nitro sedan driver or a 2WD off-road truck racer. But, it doesn't matter. Try five minutes behind the wheel of Tamiya's Mammoth dump truck and you'll see just how fun driving a dump truck can be. I know it sounds funny, but remember when you were a kid pushing around your big yellow dump truck around in the backyard? No matter what, you know that was fun. Relive your childhood again with Tamiya's Mammoth Dump Truck!

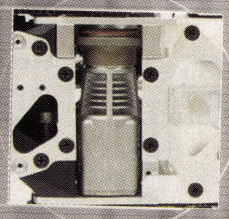
That's a sweat dumper. Okay, last one. We just had to put that in.

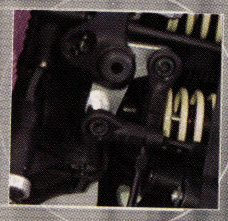
ARE YOU READY FOR THIS?

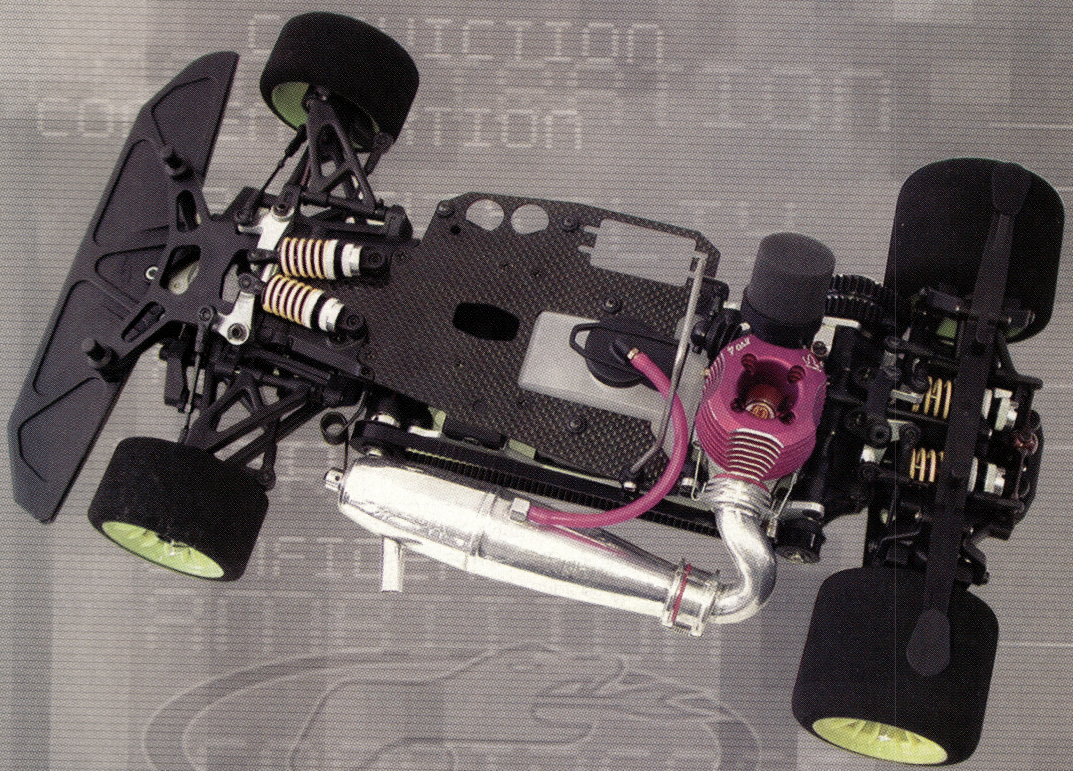
VETEQ











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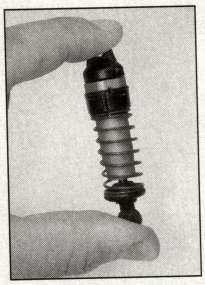
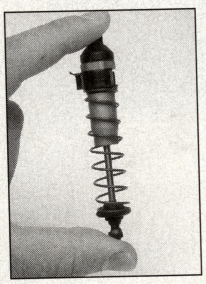
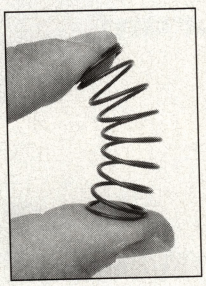
REBUILD SHOCKS



Shock absorbers (aka shocks) on an R/C vehicle, or any type of vehicle for that matter, do just what their name says – absorb shock. With out shock absorbers, your R/C car would either roll over every time you made a sharp turn, be very, very slow in rough terrain, or basically be a pain to drive. Shocks greatly effect how any R/C car performs, from how it jumps to how it corners. In an R/C car, a complete shock absorber consists of a shock body that houses a shock shaft, piston, damping fluid, and seals. On the outside of the shock body are a spring and collar that hold the spring in position. In this article, I'll go over the basic fundamentals about shocks and I'll take you step-by-step on how to rebuild and bleed three of the most popular shock types in the world of R/C.



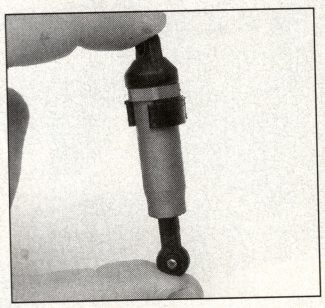


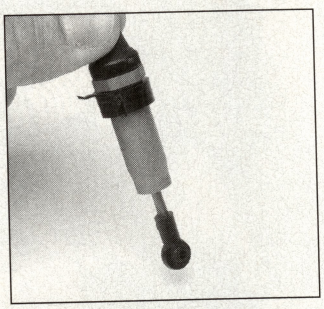


How Shocks Work

To understand the two basic principles of a shock remove one from you car. With your thumb and forefinger squeeze the shock. Now remove the spring from the shock and squeeze it again. You see that the shock compresses, but doesn't rebound. The spring is what gives the assembled shock its rebound. Now, with the spring in your hand, compress the spring and let go. Once you have enough pressure to squeeze the spring, it quickly compresses. Upon letting go, the spring quickly snaps back to its original length. The shock body and shaft provide what is called "damping" to the entire assembly.

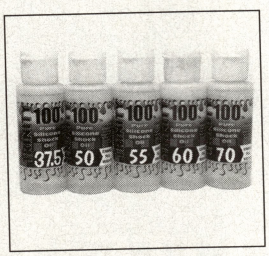
Imagine your car with only one side of the equation. Without springs your car's shocks would compress as soon as the car hit any rough terrain. The chassis would scrape the ground and not handle very well at all. Now think of your car with only springs and no damping. The car would hit a bump and start to bounce, and bounce, and bounce, and bounce. As the springs oscillate, there would be nothing to control the natural oscillation that a spring exhibits when it's compressed and released. Both springs and dampers are needed for your car's suspension system to work properly. R/C car shock absorbers are





completely adjustable. You have the ability to change the springs, oil, and pistons. They can be changed independently or all together. By setting up your car's shocks with the right combination of oil, pistons, and springs, you'll find that your car can handle just about any track surface you might come across.

Why Change Things?



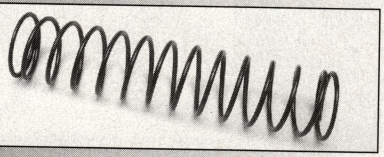
Oil • Changing oil will affect what's called static damping. Static damping is the amount of resistance when the shock is moved slowly up and down. Static damping generally affects the handling of the vehicle when entering and exiting corners and in the small "footprint"-type holes in a track's surface. Static damping can be adjusted by changing the oil in the shock independent of the piston size.

Pistons • Changing the pistons inside your shocks will affect what is called pack. Pack is a term used to describe how much resistance

The first movie Mike ever walked out on – *Shocker.*

The Components of a Shock

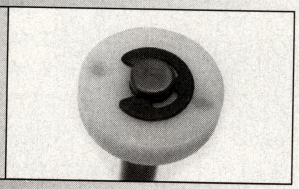
Spring • A spring sits on the outside of the shock body. The spring provides constant resistance to keep the shock from collapsing in and staying there. The spring causes the shock to extend once compressed and provides an opposing force to the force being applied when compressing. Springs can vary in their stiffness to provide more or less resistance to shock compression.





Shock shaft • This is the other half of the mechanical apparatus we call a shock. The shaft provides a point for the shock to mount to the suspensio narm. The shaft is often made from stainless steel or is coated to provide a super-smooth finish. This smooth finish is required so that a perfect seal is made between shaft and the seals inside the shock. Inside the shock body, the shaft attaches to a piston.

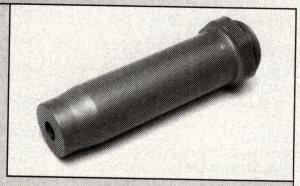
Piston • The piston is a round piece that is attached to the shock shaft. The piston has either notches or holes running through it. As a piston is moved up and down inside the shock body by way of the shock shaft, the piston provides resistance to slow down the movement of the shock shaft. The amount of resistance the piston provides is based on the amount of surface area the piston takes up and the viscosity of the fluid inside the shock body

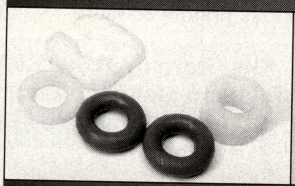


Damping Fluid • Shock fluid fills the reservoir inside of the shock body. In R/C shocks, damping fluid is typically silicone oil. Silicone shock oil comes in a number of different viscosities. Thicker or thinner shock oil will change the shock resistance to compression and rebound.



Shock body • This is the main piece to a shock. The body provides an internal reservoir for damping fluid, and provides half of the mechanical apparatus that allows a completed shock to expand and contract.

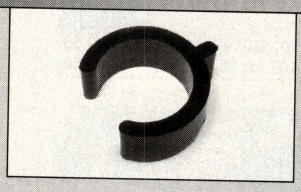




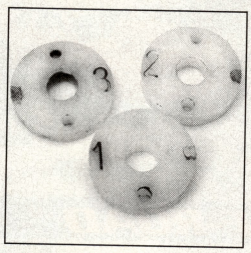
Seals • Seals keep the shock oil inside the shock body while also keeping dirt and debris out. Seals are often made from rubber or silicone. O-rings can be found beneath the shock cap and near the hole in the shock body that the shock shaft slides in and out of. Other seals could include shock bladders. Bladders are small caps that go at the top of some shock bodies and help to minimize the amount of air that might be inside of a shock. (More on bladders later.)

Spring Collars • In most on-road and off-road R/C vehicles, shocks are used in setting a vehicle's ride height. Shock collars are adjusted on the shock bodies to determine the amount of pre-load on the shock springs. The amount of pre-load on a shock can greatly affect a vehicle's ride height.

Shock Cap • A shock cap keeps shock oil inside the shock body and provides a mounting point for the shock.

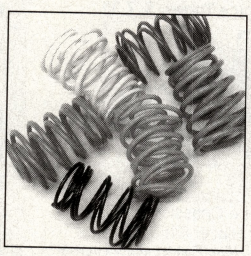






there is when a shock experiences a quick, sharp movement like landing off a jump, a large bump, or rut. When changing pistons, first start with the recommended piston size for your vehicle. If the surface that you're driving on is very, very smooth, use a piston with smaller holes. If the tack is very rough and rutted out, switch to pistons that have larger holes.

Springs • Springs affect weight transfer between the front and rear of your vehicle. Generally using a softer spring in the rear of your vehicle will increase rear traction because more of the vehicle's weight will ride



on those rear wheels. Using a softer front spring will increase front traction to a certain point. If the front springs on any vehicle are too soft, your car will plow into the ground under braking or on turns. Also, generally stiffer springs will cause your vehicle to respond quicker to driver input, but will also cause the vehicle to be sometimes unpredictable or controllable on very rough terrain. For high traction or smooth conditions, stiffer springs might work well. On very bumpy conditions or slick surfaces, try softer springs.

continued on page 72

How do you piss off a bull? Shock him in the nads.

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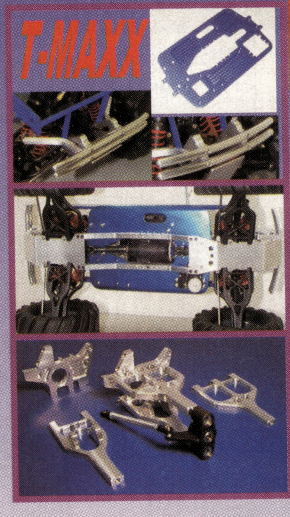



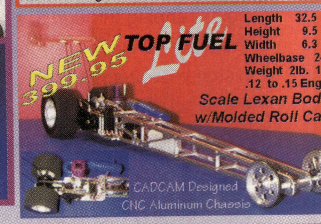



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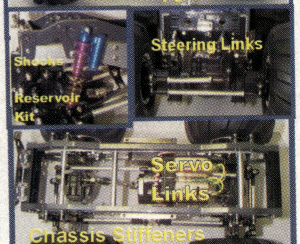

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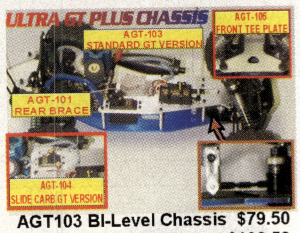

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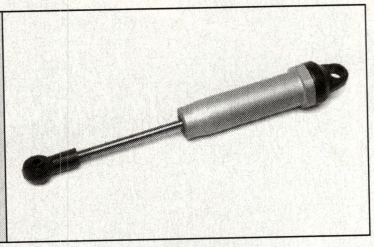
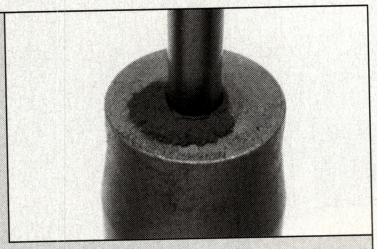
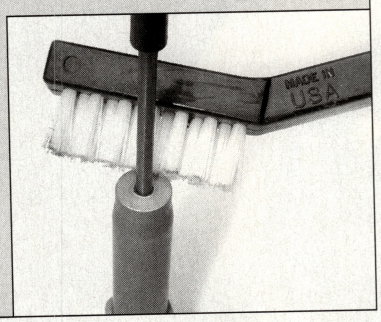
Rebuilding Your Shocks

Step 1
With any rebuild the first thing to do is to remove the shocks from your vehicle. Once off of the vehicle, remove the shock springs.

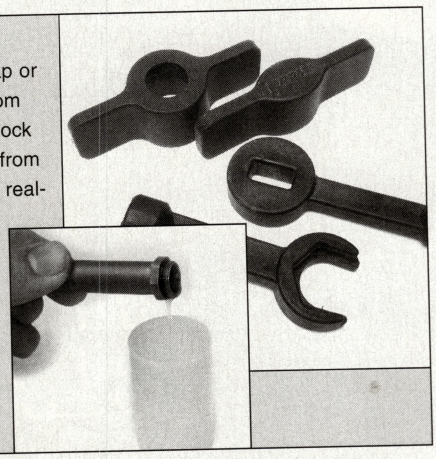


Step 2
Now that the shock spring is off of the shock, look for any excess debris built up around the shock shaft or the top of the shock body. If you see lots of dirt or dust concentrated around either of these points that's an indication that shock seals will need to be replaced. After you've taken a close look and made mental notes, brush off any dirt and debris from the shock with an old toothbrush or paint brush.

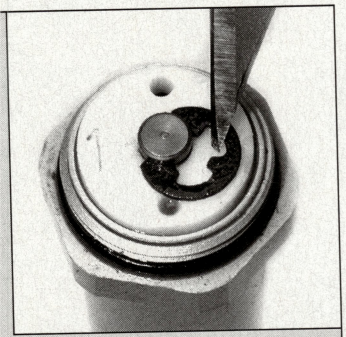


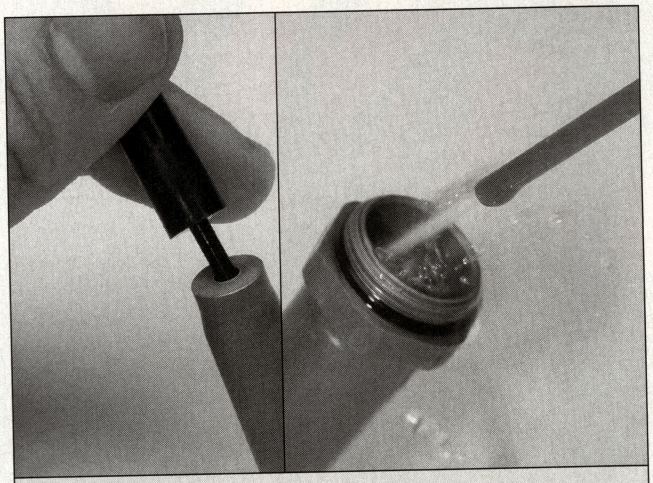


Step 3
Remove the shock cap or shock cartridge (bottom loading shocks). A shock building tool like one from RPM and Associated really comes in handy here. Once the cap or cartridge is removed, pour out the old shock oil into a container for proper disposal later.



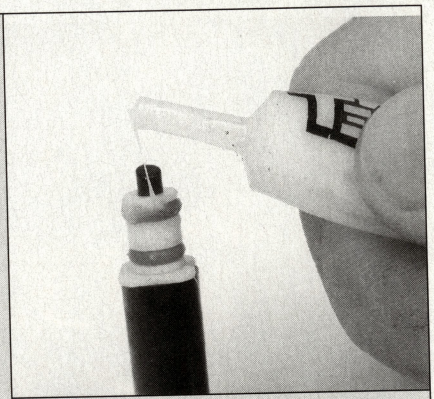
Step 4
If you'll be replacing the pistons with a different size piston, now is the time to remove the original piston. Using the side of a flat-head screwdriver or the back side of a hobby knife, snap off the E-clip on the end of the shock shaft that holds the piston in place. Once the E-clip is off, install the new piston. If the piston is numbered, place the number so it is facing the shock cap. This will make it easier to identify later on. After the new piston is in place, snap the E-clip back into position.





Step 5
It's important to consult your car's instruction manual and see what's prescribed for removing the shock's O-rings. Typically you just perform the building process backward. After consulting the manual, remove the O-rings. A building tool like the one shown is often used to pry out any reatiners holding O-rings in place. O-rings are usually inexpensive and should be replaced whenever you rebuild your shocks. Once the O-rings are removed, flush your shocks out with high-quality motor cleaner.

Step 6
With the shock components cleaned, reinstall new O-rings as prescribed by the instruction manual. Associated Green Slime or Losi white grease should be applied to the O-rings while you're installing them. Once the O-rings are in place, reassemble the piston and shock shaft just as your removed it. Place a drop or two of shock oil over the shaft before you drive it through the virgin O-rings.



Step 7
At this point you're ready to refill your shocks. Now move onto the section that is appropriate for your shocks.



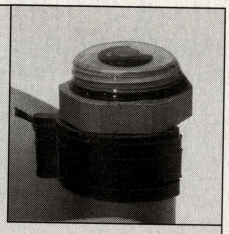
That would do the trick for us.

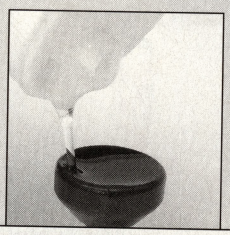
Associated Style Top Loading Shocks

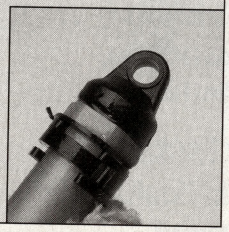
Associated shocks are top filling and do not use bladders. With the shock shaft fully extended fill the shock with oil about 1/4" from the top. Next slowly pump the shock shaft a few times to bring any air to the top. Allow the air time to dissipate. Fully compress the shock and top off the shock with oil. The oil will bulge over the piston and the shock body. Fill the shock cap with oil, then install the cap onto the shock. As soon as you begin to tighten the shock cap, lean the shock over at an angle. Tighten the shock cap until finger tight, then slowly compress the shock a couple of times to bleed out any excess oil. Last, tighten the body.

You should see the shock rebound between 1/4" to 3/8" after fully compressing the shock. If the shock does not rebound at least that much there is not enough oil in the shock. Unscrew the cap, put more oil in the shock and try it again. If the shock rebounds too far or you can't compress the shock completely, loosen the cap, pump the shock a few times (again, with the shock at an angle), then tighten the cap once again. Check the rebound until all four shocks rebound about the same distance.





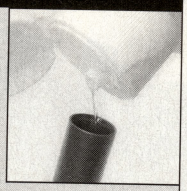


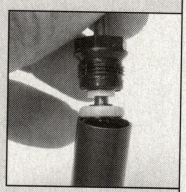


Losi Style Bottom Loading Shocks

Fill the shock body with oil to the base of the threads. With the shock shaft almost fully extended (keep a 1/16" to 1/8" gap between the shock cartridge and piston) insert the cartridge assembly about full turns into the shock body. With the cartridge still loose, slowly push the shock shaft into the body all while keeping the shock at about a 60º angle to the ground. This will properly bleed the shock. Once the shock shaft is in, tighten the shock cartridge the rest of the way. Use a tool to tighten the cartridge all the way.

Check the rebound once the cartridge is tightened. If the shock rebounds beyond 3/8" or doesn't allow you to compress it all the way, you need to loosen the shock cartridge, compress the shock again, and tighten once again. If the shock doesn't rebound at all, add more oil and re-bleed.

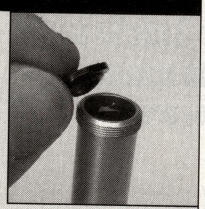






Bladder-Type Top Loading Shocks

Many companies make shocks that are much like Associated-style shocks, but use a silicone bladder between the shock body and cap. When using a bladder, fill the shock with oil then pump the shock a few times to get the air out of the oil. Once the air is gone, extend the shock shaft all the way out. Place the bladder on the top of the body so the dimple is facing inward. Tighten the shock cap halfway, then compress the shock halfway. Once you see this oil has been expended, tighten the cap. Once the shock compresses all the way, you know you don't have too much oil. If the shock doesn't compress all the way loosen the cap to release some oil. Too much rebound is typically never a problem with bladder-type shocks. Just make sure that all four are close together in terms of the amount of rebound each possesses.





PIT STOP HOW-TO

Just a Few More Shock Tips

- When filling your shocks with oil tilt the shock body at an angle. This will reduce the amount of air that gets trapped in the shock.
- Don't let your O-rings come in contact with any solvents. The o-rings can swell and hinder damping action.
- When building shocks that have some type of volume compensating system be sure to pre-soak the compensating element before building your shocks.
- When building a new set of shocks measure each shock shaft with the shock end installed so that each pair are of equal length. Otherwise you'll never get your car to tweak correctly.
- If you see that your shock shafts are worn or severely scratched go ahead and replace them. Otherwise you'll be rebuilding your shocks after every run.
- Depending on surface conditions you'll be rebuilding you shocks between once a week and once a month. After every couple of race days remove your shocks from the vehicle, compress them a few times and listen for the loud sound of air inside the shocks. Upon opening the shocks if the oil is very dirty a full rebuild is in order.

Whether you're racing or just having fun, a properly working suspension system is important. With this guide you're ready to tackle any shocking problem that might come your way.

We're not PETA freaks, but if you use an electrified fence on your dog, you suck.

TC3

The Car that ROCKED Yatabe!

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

Craig Drescher:
A-main finalist,
4th overall

Billy Easton:
A-Main Finalist,
6th overall
Fastest qualifying round: 19/5:06.97

Mike Blackstock:
A-main finalist,
10th overall

TC3 Factory Team Kit shown equipped with items NOT included in kit: 2-channel radio gear, servo, LRP Speed Control, Reedy Fury motor and Reedy batteries. Factory Team kit does not include wheels, tires or body.

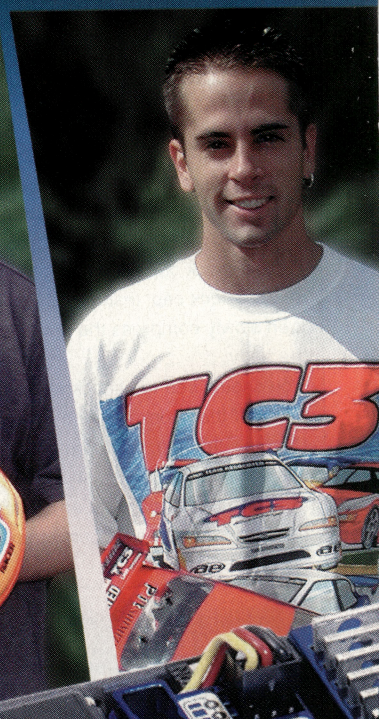
Mark Pavidis

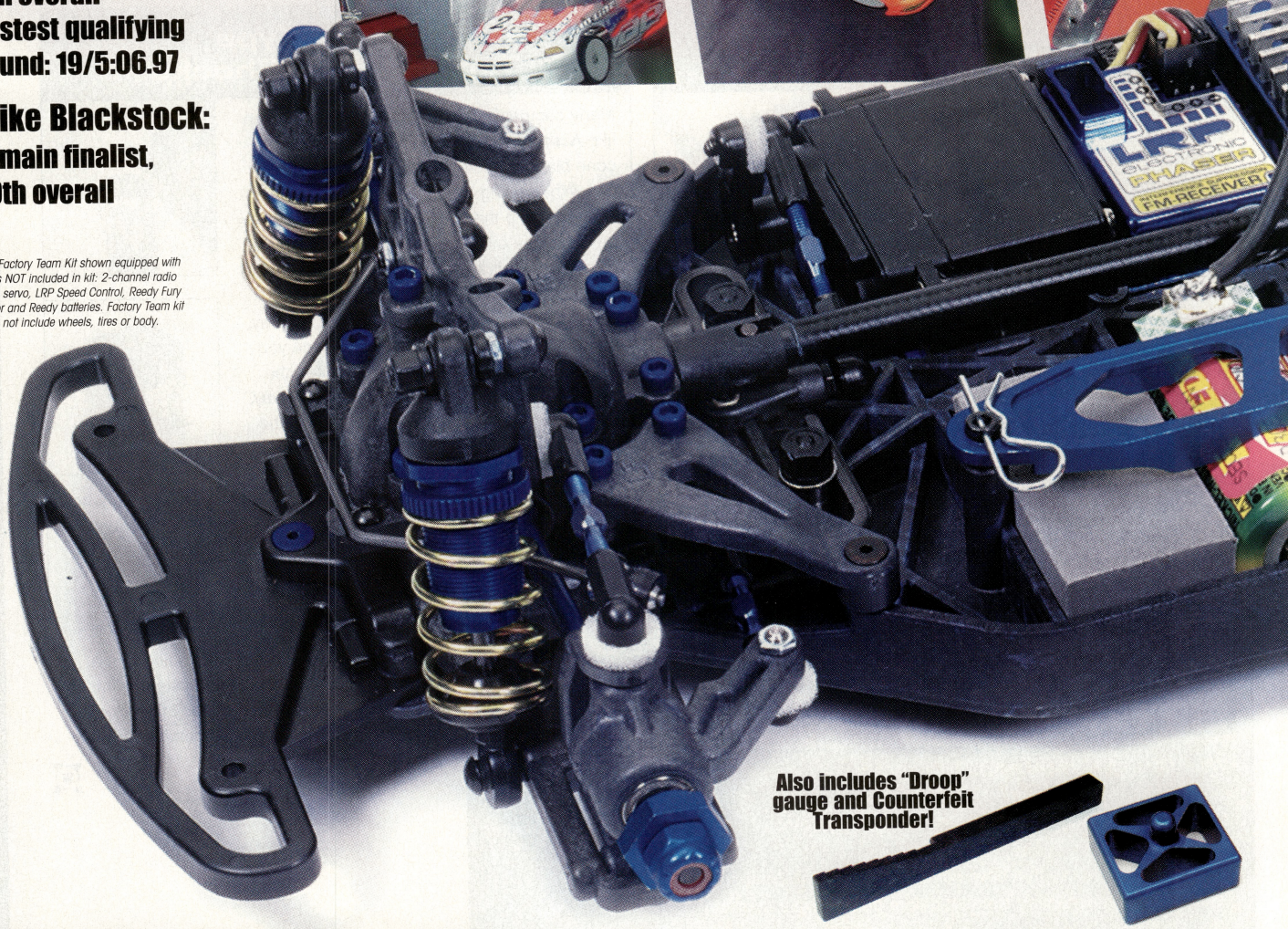


Craig Drescher



Billy Easton





Also includes "Droop" gauge and Counterfeit Transponder!

New TC3 RACER Kits...



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Chrysler 300M

#3014
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#3013
Chevy Silverado



Totally Factory.

#3035
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RC10TC3

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- Factory Team lightweight molded outdrives
- New chassis and arms with droop screw adjustments
- Factory Blue Titanium turnbuckles
- Factory Blue threaded VCS shock bodies
- Unobtanium shock shafts
- Factory Blue Heatsink, motor clamp, and motor cam
- Factory blue aluminum battery brace
- Factory blue aluminum hex drives
- Anti-sway bars front and rear

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ad #1076

Multiplex Profi Car 707 Transmitter

Multiplex first caught our eye when they introduced their 100% digital "intelligent" mc/V2 servos. What better way to control these servos than with a matching Multiplex Profi Car 707 AM/FM transmitter! From its different looks to its list of features, this radio is to be taken seriously. On paper it has features akin to world-class transmitters, but with a "euro-twist" to it.

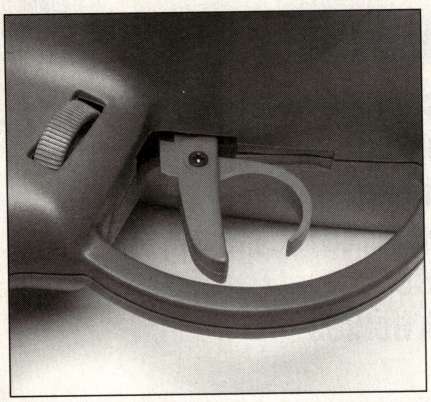


The Specifics:

Part #: 45206 (707), 45402 (403)
ESP: $275 (707), $159.95 (403)
Made in Germany

Features

At first glance you will definitely notice the Profi Car 707's unique design. Its sleek look is complemented by the color scheme Multiplex chose to adorn its top-of-the line radio. No basic black here - the 707 uses a teal and gray color combo that sets it apart from other radios. Next you'll notice its slim, lightweight design. The 707 weighs in at a feathery 21 ounces (including battery) that should contribute to less driver fatigue, especially during those endurance races. Up on top of the radio, an LCD multi-display screen is positioned at an angle, designed to be viewed by the driver as he/she is driving, without having to tilt or rotate the radio like you would with other types that have the LCD screen on the side. A simple solution that helps dramatically in checking settings quickly, I'm surprised that other manufacturers haven't followed this design. Six buttons, four rocker switches and a thumb dial are the only controls for adjustment. Five of the buttons are situated on the top of the radio with icons indicating their function. The sixth button is on the throttle handle, right about where your middle fingertip would land. The thumbwheel is above this button. Finally, the four rocker switches are on the steering wheel housing within easy reach of the steering hand. Speaking of steering, a dense foam donut surrounds a sweet looking multi-spoke steering wheel. The throttle trigger has an adjustable brake arm to fit different sized fingers. A couple of unique features of the 707 stand out from the rest. First, you can set the 707 to control five channels in standard mode, or seven channels in "truck mode." This is great for vehicles with dual servo's for steering, etc. Another trick feature is how the 707 can be switched between both AM and FM transmission frequencies! During testing I tried the 707 with both types of receivers, and it really works; the frequency module which holds the crystal is easy to remove, situated at the rear of the radio for quick change from 27 to 75mHz. You don't even have to switch radio crystals when going from AM to FM or vice versa - as long as the channel matches, the 707 will take control.



Brake trigger placement is easily adjustable with the turn of a screw.

Each adjustment button on the top of the radio features its own icon (general, throttle, steering, timer, and memory). For example, every throttle adjustment is accessible by pushing the throttle button, which saves time by not having to scroll through other setting screens. Want to mess with the steering? Same idea- hit the steering button and all of the available steering settings are there.

Steering Features • General setting adjustments include model name, radio modulation (AM, FM, or the new IPD), trim sensitivity (in three different increments), rocker switch assignment, sound on/off, text language (choose from six different languages), owners name input and battery voltage threshold. Setting changes are controlled by the thumbwheel on the throttle handle, and settings are

Vital Info:
Multiplex
560 Library St
San Fernando, CA 91340
818-838-6467
818-838-3127
www.multiplexrc.com

Hits:
- Very comfortable to use.
- AM and FM capability out of the box.
- Adjustments are easy to master.

Misses:
- No receiver
- Charge cord a bit cheesy

The Last Word
The Profi Car 707 is an excellent choice for both pro and intermediate racers due to its versatility and amount of adjustments. It can hold its own when compared to other manufacturers top-of-the-line radios. An included receiver with our test unit would have made it a little more appealing.



The Profi 707 can easily be mistaken for a Star Trek phaser or communicator.

locked into the radio by pushing the button directly below the throttle trigger (which is also used to record laps). Steering adjustments include steering exponential, steering EPA, dual rate, servo travel, servo reversing, and single/dual steering servo operation. Throttle adjustments include servo positioning for brake-on, brake-off, neutral and full-throttle points, throttle EPA, part-throttle setting, throttle exponential, servo reversing, and 1/2/3 servo throttle and brake operation.

The timer setting controls lap timer functions, and the memory setting allows you to change, upload and download vehicle setting files.

Other Features • Other nice features include a 7.2v 600mAh rechargeable battery that uses six cells (not the usual eight). A charge cable is also included, as is a pair of transmitter crystals and instruction manuals in four different languages. The radio itself can hold settings for twelve different vehicles- even more if you use the optional Multiplex Profi Car PC cable to download and upload vehicle settings from your home PC. The Profi Car 707 can be purchased as a radio only (no servos) for $275 MSRP. The 707 can be purchased with a receiver and servos for $439.95 A less expensive version (Profi 403) with five channels and six model memory is available. On the outside the 403 is identical with the exception of the model memory and channels. The Profi 403 goes for $159.95, $350.67 with servos.

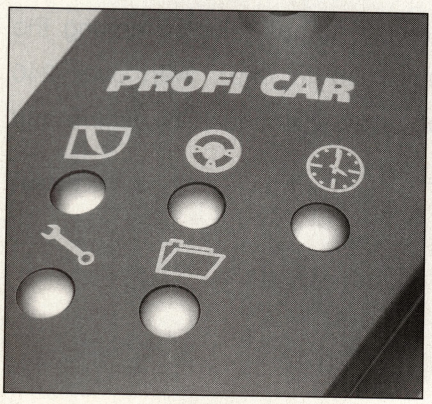
Testing

After charging the included six cell battery, I went straight to the adjustment settings first. I found the layout of the setting buttons and the setting organization to be very intuitive and easy to use. The easy to read LCD screen shows setting changes as you make them. Although the antenna sticks out right in front of the LCD screen, it didn't get in the way and I didn't even notice it when I would glance at the LCD screen. The text labels and large numbers on the LCD display made setting adjustments quick and easy.

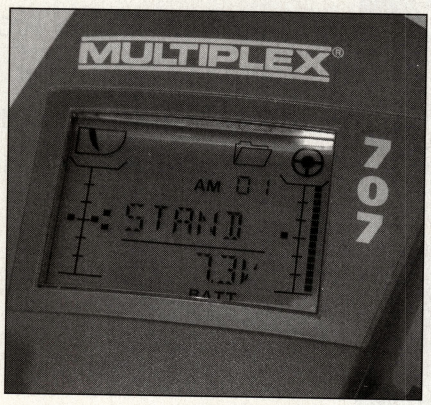
Both trigger and steering tension are non-adjustable, but they seemed to be just right; not too lose and sensitive, and not to tight. The adjustable trigger fit my throttle finger snug but not tight, and the steering wheel itself fit perfectly in my hand. The 707's lightweight and balanced body felt very comfortable to use, although I sometimes would find myself accidentally moving the throttle wheel with my thumb.

The one feature that I cannot stop talking about is how the 707 can be used with both AM and FM receivers. For those of us who started with an AM radio system but is ready to step up to a computerized, high performance FM unit, the 707 is hard to beat. You don't have to revamp every vehicle you use with new FM receivers- simply switch the 707 from AM to FM mode (or vice versa) and all those good AM receivers you still have will not be out of action. When I tried the 707 with both AM and FM receivers, I didn't experience any glitching or radio noise. Response time between transmitter to receiver was perfect, and range was more than adequate for a high-end radio.

Although the 707 uses two cells less than the competition to power it, signal strength and battery life didn't seem to be compromised. I didn't like the included charge cord; it had 4 different plugs when only one plug fits the 707 correctly, and there was no AC plug for the wall. Instead, the end of the charge cord had a molded end-piece, I figure so that you can use it with a regular AC/DC battery charger.



Simple icons make finding the right adjustment easier than deciphering some type of abbreviation.



The large display can be custom tuned to display in one of five different languages.



The Profi's sleek Euro design makes it look more like TV remote than an R/C transmitter.

Conclusion

The sleek, simple looking Multiplex 707 transmitter has a lot going for it. As a computerized high-end radio, the 707 matches its competition in the settings and features department. It stands out with the AM/FM switching ability, ultra light weight, and easy to use, intuitive adjustment controls. Driving with the 707 was also great, and I especially liked how the controls had a good feel to them. The only gripe I have is that the particular model I tested doesn't come with a receiver (Other versions include a receiver, or even servos) – you'd figure for $275 a receiver would be standard. However, the overall ability of the 707 to be used with a variety of vehicle types, ease of adjustment, and its comfortable use earn it a well-deserved thumbs up!

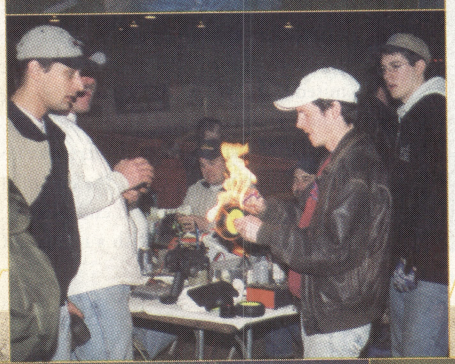
First red servos, now this radio design. Must these people be so innovative?

U.S. NITRO INDOOR

In the Midwest, the smell of burning nitro doesn't happen too often during the winter months making any hardcore racer a little antsy to get that nitro fix. Any poor sucker that walked into the 6th Annual Gas Indoor Championships in Columbus, OH at the end of January got more than his fair share of nitro fumes. Once the haze of exhaust over the CRCRC club's temporary track had lifted, it looked like more of a world class event than some small time gas race held in the back of a shack out in the middle of nowhere. Drivers such as Mark Pavidis, Matt Francis, Richard Saxton, Adam Drake, Doug Von Mosch, Jared Tebo, and many other huge R/C racing names mingled among the insanely fast locals that Ohio had to offer. With over 240 entrants, I already knew that I was surrounded by racers and racing is what we were going to do.

by Jeff Eveleigh











For my next trick, I will swallow this flaming tire while juggling snow balls.

CHAMPIONSHIPS

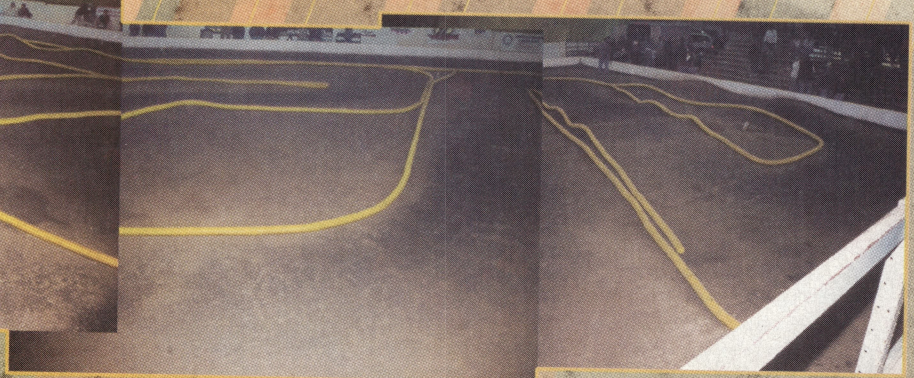


TOP THREE BUGGY
Left to right: Jason Corl (3rd), Mark Pavidis (1st), Richard Saxton (2nd).



TOP THREE TRUCK
Left to right: Matt Francis (2nd), Jesse Robbers (1st), Adam Drake (3rd).





Jesse Robbers shocked many since he's a privateer. Jesse TQ'd and won Truck.

THE TRACK

The 120 by 80 foot, silky-smooth, packed surface offered tons of traction provided the correct tires were used (see sidebar for more). This kind of terrain was foreign to many of the usually fast guys, giving the already fast locals an even greater advantage against the heavy weights. The track was fast and consistent with a relatively low lap time of around 20 seconds.

Racing on the track all started down the relatively long indoor straightaway and went into a fairly tight left-hander. A set of large doubles dropped into a 180-degree right to a sweeping chicane and around over a huge set of triples that saw a whack load of carnage. If the car stayed on its wheels, a sweeping left followed and then a right led over a small double. You had to drive past the pits over a rolling set of doubles and back onto the straightaway to start another lap.

FORMAT

Friday was a semi-controlled practice day. Nine AM to noon was open practice to anyone who woke up early enough to appreciate it. Noon until 6:00 PM was controlled practice utilizing "T" times, meaning each driver had to sign up for a 10 minute interval and couldn't sign up for a new time until that scheduled practice time was over. Most drivers got about three runs in during the controlled practice. After 6:00 PM it was a free for all as long as a frequency clip was available. This is when it got messy. With over 35 cars on the track at a time, things got silly quickly. I think I even passed out for a while from all of the fumes.

Saturday was put aside to finish all of the qualifying. Three rounds of five-minute qualifiers were set up for the drivers. IFMAR starts kept the qualifying clean, but there were no points here for consistency. Mr. Rocket Run was hanging out on this Saturday so each driver had to throw in at least one fast run to make the show.

Sunday was the big show. Ten-minute mains were run for all classes, except for 15-minute B-mains and 30-minute A- mains. The program had to run quickly because many of the California boys had plane tickets that were departing at 7:30 that night so timing was very important (unless they wanted to spend another night in the hotel with psycho RC'ers, and psycho they were).

THE BUZZ

I guess the New Year brings on many changes and this New Year certainly didn't disappoint. As I walked around on Friday I couldn't believe the number of high level racers that were around me, but my biggest surprise came when I saw the General Silicone (GS) drivers walk into the track with an actual team. GS has been racing their new 1/8-buggy chassis, the Storm, for the past few months, but this is the first race I'd seen them at with well-known drivers. Jason Corl, Steve Dunn, and Travis Amezcua took the honors of piloting the GS machines around the track and as you'll see later it surely was an honor.

More big news came from the Mugen front. Many of you already know that King Richard Saxton headed for the Mugen base for his new 1/8-scale buggy ride, but what happened to his long time pit man Regan LeBlanc? Well, he is following close behind. By the time you read this Regan will have left Thunder Tiger and be sitting comfortably in the Mugen offices alongside his favorite driver and the rest of the Mugen crew. Keep an eye on these guys; they are going to be a tough team to beat in the coming months.

QUALIFYING

Things got sorted out quickly here with all of the normal names at the top, but they weren't at the very top. The household R/C names had to take second position behind the locals at this event. Who the heck are these guys? Other than fast that is. Jesse Robbers cruised his way to a TQ position in the 1/10-Truck class while Greg Powrie held off the mega-powers in 1/8-Buggy to claim the top qualifying honors.

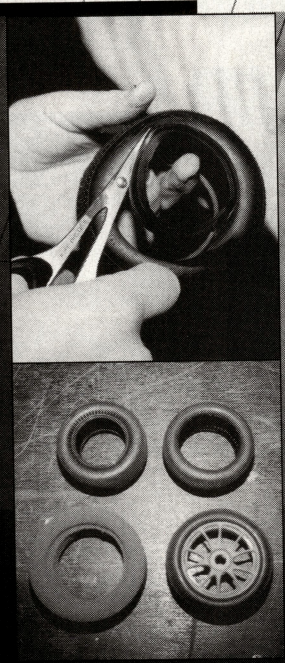
MAINS

1/10-Truck A Main • From the tone it was fast local Allen Horne out in the lead followed by Matt Francis and Jesse Robbers. A minute into the race, Adam Drake made his move and stuck his ride into third place behind Francis. These three guys would swap positions back and forth quicker than this writer to keep track. Once the dust had

LOSI MAKES 1/8-SCALE TIRES?

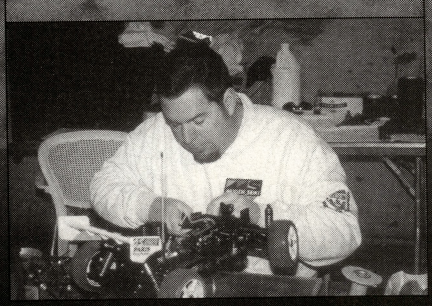
Well, not really, but the racers used Losi tires for 1/8-scale racing at this track – Pro-line and Losi truck tires that is. A local favorite past time at the CRCRC indoor racing club is to spend about 2 hours mounting up a set of nitro buggy tires and that is pretty much what everyone had to do. So many people were making their own truck tires into 1/8-tires that the organizers had to start teching them to make sure they made specs. The magic number was 4.3 inches in diameter and you could pretty much do whatever you wanted to get them there. Drivers were putting enough foam to pack a refrigerator into their tires to pass tech.

Here is how the process of getting traction occurred in Ohio. First, get a drink high in caffeine because you are going to be here for a while. Next, cut the full bead from both sides of the tire. Then cut each of the little bars that prevent the sidewall from flexing off from the inside and the outside of the tire, and on both sides of the tire. Next, jam a crap load of foam into the tire. Finally, glue the tires up like a normal set of 1/8-buggy tires. Doesn't sound too bad right? Now do it three more times. Overall you can expect to spend about an hour or two per set of tires, but hey, this is the price we pay for traction.

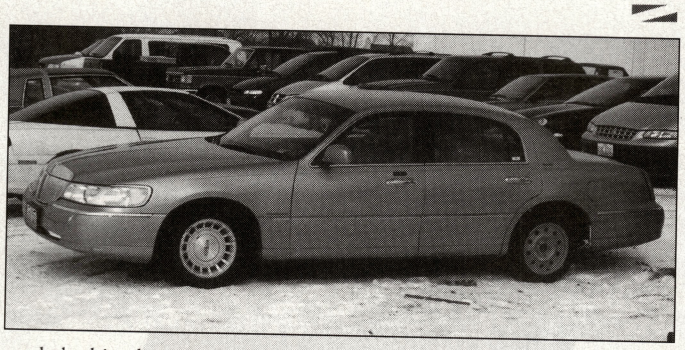




"Working on cars in a cold pit is hard work." - Fmr. President Jimmy Carter



I think we just blew Pavidis' chances at ever renting a car again.



Note the new wheel on Pavidis' rental. If you've learned anything from reading *Xtreme,* it's never ever buy a rental car, no matter how good the price.

settled a bit, the young Jared Tebo had worked his way into third position behind Horne and Francis. This was short lived for Tebo after Francis made his move on Horne for the lead and Drake slide by into second dropping Horne and Tebo down to 3rd and 4th.

Francis held his lead with Horne, Tebo, and Drake constantly switching it up in the background. By the 17-minute point TQ Jesse Robbers thought it was time to start racing; he stole the third place position away from Drake. Things got messy for the next few minutes with position swaps every other turn. By the 23-minute point, things cleared up. Robbers was out front followed by Francis and then Drake. A last minute push by Tebo drew a nice pass on Drake for third but a crash by Tebo against an infield tube on the next turn gave Drake back his position. A clean ending produced a Losi 1-2-3 sweep and crowned Jesse Robbers as the 2001 champ with Matt Francis and Adam Drake in second and third respectively.

1/8-Buggy A Main • When was the last time you saw four different manufacturer's cars in the A-main of a high-level event? Well, it happened here folks. Kyosho, Mugen, Thunder Tiger, and GS all graced us with their presence in this 30-minute free for all. Once the buzzer sounded, TQ Greg Powrie bolted for turn one followed by fourth place qualifier Mark Pavidis and then Jason Corl in the GS machine to round out the top three. The three monsters battled it out closely with lead changes every lap until the 9-minute point when Pavidis decided it was time to check out and that is what he did.

Even though Pavidis was out front, it was still anyone's game. By the 13-minute point, King Richard Saxton reminded us not to forget about him as he poked his nose up into third position behind Powrie. Saxton's window of opportunity arrived after a small bobble by Powrie, and it was now time for Saxton to set his sights on leader Mark Pavidis. After one of the most impressive displays of "out of control fast" driving I've seen in a while, Saxton was watching Pavidis. Once Pavidis heard wind of this, he upped it a level as well and kept his track lead over Saxton for the remainder of the race. They finished like that with Pavidis in his Kyosho MP 7.5 as the new 1/8-scale Gas Indoor champion followed by Saxton for second and Corl for third.

GET ME SOME FRESH AIR

Once the gas mask was stolen from my face and my grip on the "Turbo Heat 2000" heater was loosened, the racing was all over. Congratulations to Jesse Robbers and Mark Pavidis for their much-deserved wins. Thank you to the entire CRCRC crew for keeping the event running smoothly and making my job easier by taking care of my needs. (Yes, magazine guys have needs, too.) Let' s not forget that this weekend wouldn't have taken place if it wasn't for the sponsors – Kyosho, Mugen, Thunder Tiger, GS, JR, Lunsford, Progressive Suspension, Trinity, Team Associated, Team Losi, Pro-Line, Grandview Hobbies, Snickers (Mmmm, candy), Outback Steakhouse, and Capstone Hobbies.

I have to say that this event is by far the most fun I've had in a while at the races. The racing was fast and close, the organizers put on a flawless show, and the party at the hotel was smoky (NOTE: don't ever give the GS guys a fire extinguisher). Be sure that you're Ohio bound January next year for the next Gas Indoor Champs, only don't make the same mistake I did, bring your long underwear or a hot girl to keep you warm and always remember to share with whomever's there from *Xtreme.*

1/10-Scale Truck

Finish	Qual	Name	Truck	Engine	Fuel	Radio	Tires (F/R)	Body
1	1	Jesse Robbers	Losi XXX-NT	Mugen/Nova	Powermaster 20%	KO Propo	Losi/Losi	Losi
2	3	Matt Francis	Losi XXX-NT	Trinity/Picco	Trinity 20%	JR Racing	Losi/Losi	Losi
3	7	Adam Drake	Losi XXX-NT	Trinity/Picco	Trinity 20%	JR Racing	Losi/Losi	Losi
4	9	Jared Tebo	Associated GT	Mugen/O'Donnell	O'Donnell 20%	Airtronics	Pro-Line/Pro-Line	Pro-Line F150
5	10	Brian Borle	Associated GT	RB Concepts	Trinity 25%	Airtronics	Losi/Losi	Associated
6	4	Richard Saxton	Associated GT	Mugen/O'Donnell	O'Donnell 20%	JR Racing	Losi/Losi	Associated
7	2	Allen Horne	Associated GT	RB Concepts	Trinity 20%	Airtronics	Pro-Line/Pro-Line	Pro-Line
8	8	Mark Pavidis	Associated GT	Nova/O'Donnell	O'Donnell 20%	Airtronics	Pro-Line/Pro-Line	Pro-Line
9	6	Kevin Wilson	Losi XXX-NT	Mugen	O'Donnell 20%	Airtronics	Losi/Losi	Losi
10	5	Jon Ringer	Losi XXX-NT	Mugen	O'Donnell 20%	Airtronics	Losi/Losi	Losi

1/8-Scale Buggy

Finish	Qual	Name	Buggy	Engine	Fuel	Radio	Tires (F/R)	Body
1	4	Mark Pavidis	Kyosho MP7.5	Nova/O'Donnell	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Pro-Line
2	7	Richard Saxton	Mugen XRWorks	O'Donnell/RB	O'Donnell 30%	JR Racing	Losi/Losi	Mugen
3	2	Jason Corl	GS Storm	O.S.	O'Donnell 30%	Airtronics	Losi/Losi	GS
4	1	Greg Powrie	Kyosho MP7.5	O.S.	Trinity 30%	KO Racing	Losi/Losi	Kyosho
5	3	Kevin Wilson	Mugen XRWorks	RB Concepts	O'Donnell 30%	Airtronics	Losi/Losi	Mugen
6	6	Travis Amezcua	GS Strorm	O.S.	O'Donnell 30%	JR Racing	Pro-Line/Pro-Line	GS
7	10	Greg Waller	Mugen XRWorks	RB Concepts	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Mugen
8	5	Jared Tebo	TTR EB-4	RB/ O'Donnell	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Thunder Tiger
9	8	Dave Henry	Kyosho MP7.5	O.S.	O'Donnell 30%	Futaba	Pro-Line/Pro-Line	Kyosho
10	9	Doug VonMosh	Mugen XRWorks	O.S.	Dynamite 30%	JR Racing	Pro-Line/Pro-Line	Mugen

How 'bout a hot girl *in* long underwaer...too steamy?

race REPORT

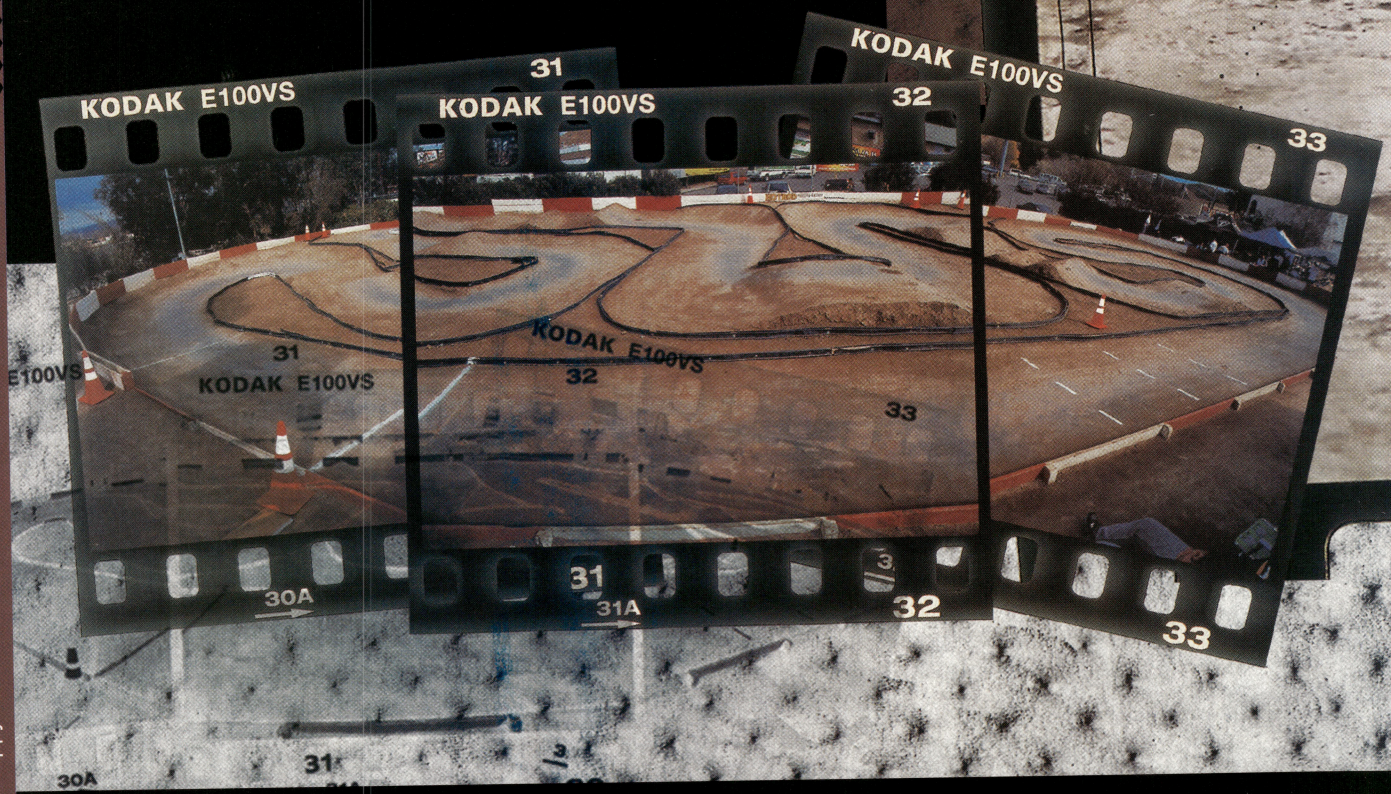
REEDY RACE

of champions

Text by Mike Velez
Photos by Elliot Crabtree

For years many of the world's top R/C drivers have gathered to pay homage to one of the leaders in our sport. Mike Reedy is a man who's had a great impact on the world of R/C. The Reedy International Race of Champions has honored Mike on his birthday for years. In recent years the international participation has dropped off a bit. So this year the 4WD class was dropped in favor of a truck class. This class change was welcomed by many and even though the "international" part of the race's name is gone, the prestige and importance is not.

This year's race was held at Hot Rod Hobbies and Raceway in Saugus, California. Hot Rod is your typical off-road track littered with plenty of jumps, bumps, tight and sweeping turns and long straight aways. Many locals participated in the event along with drivers from different parts of the country. In the invitational class, all the country's top drivers were on hand. This being the first major race of the year meant many of the factory teams and drivers wanted to start the year off with a nice big win. But, as with any race, only one driver can win. Let's take a look at the race through his point of view along with a look at how everyone else did.



We were happy Mike's race didn't fall on SuperSunday last year.















After this year's game we were sad that Mike's race didn't fall on SuperSunday.

How did the change in the race format from 4WD to truck effect you? The switch made me more competitive. We don't have an up-to-date 4WD buggy. Having truck in the event made me more competitive, but I think it helped out most of the other guys as well.

Buggy was run on Saturday and truck on Sunday. How were you situated going into Sunday? After Saturday there was a three way tie between myself, Kinwald, and Amezcua. In truck my good luck and performance came around. I ended up getting more wins than anyone else. I was very, very happy with how my truck ran on Sunday.

How would you describe the track at Hot Rod? It doesn't change very much. The track is dry, hard packed, basically your normal dry off-road track. Because the sun wasn't out all day I think the guys running the Pro-Line tires had an advantage. When the sun came out the Losi tires started working better. I think that's why those guys got better at the end when the sun was coming out. The tack was kind of tough when it came to passing there was basically just one line around the track. But thankfully there were lots of jumps, and anywhere there's a jump there's a place to pass.

How do you like the Reedy format? I think it comes down to some luck and good starts. You really need to practice your starts with the Reedy race. In every race you line up three in a row, you need to be aware of where everybody else is. You're battling for finishing position and not times, so starts are critical. It makes you smart and aggressive. There were two races where all of us fast guys were going head to head. Guys like Pavidis, Kinwald, Francis, Amezcua, and myself were in the same heats twice and I ended up winning both those races.

How important is this race to you? It's become more of a National event rather than an International event, but some of the world's best are still here. So it's a very nice win to have.

Happy Birthday Mike!



Invitational Top Ten

Driver	Chassis	Points
1. Billy Easton	Associated	16
2. Brian Kinwald	Losi	20
3. Matt Francis	Losi	21
4. Travis Amezcua	Associated	24
5. Brian Dunbar	Losi	26
6. Lloyd Dassonville	Associated	27
7. Mark Pavidis	Associated	28
8. Jason Corl	Losi	33
9. Scott Hughes	Associated	33
10. Scott Brown	Losi	38

2WD Open

Finish	Qual.	Driver	Chassis	Motor	Battery	ESC	Radio	Tires (F/R)	Body
1	2	Vince Stolo	ASC B3	Banzai (11x3)	SMC	LRP	Air 3Ps	Pro-Line	Pro-Line
2	3	Jared Tebo	ASC B3	Reedy	Reedy	LRP	Air M8	Pro-Line	Pro-Line
3	1	Jim Gard	ASC B3	Reedy (10x4)	Pro-Match	LRP	Air M8	Pro-Line	Pro-Line
4	5	Brent Thielke	ASC B3	Race Prep (11x4)	Pro-Match	LRP	Air M8	Pro-Line	Protoform
5	9	Andrew Swanson	Losi XXX	Trinity (13x3)	Trinity	Novak	Air M8	Losi/Pro-Line	Losi
6	6	Greg Monise	Losi XXX	Peak	Peak	Tekin	Air M8	Losi	Losi
7	10	Ryan Smith	ASC B3	Reedy (10x4)	Reedy	LRP	Air M8	Pro-Line	Pro-Line
8	4	Phillip Atondo	Losi XXX	Trinity (12x2)	Trinity	Novak	Air M8	Losi	Losi
9	8	Richard Lake	ASC B3	Reedy	Reedy	LRP	Air M8	Pro-Line	Pro-Line
10	7	Jeremy Kortz	Kyosho	Peak	Peak	Novak	JR R1	Pro-Line	Kyosho

Truck Open

Finish	Qual.	Driver	Chassis	Motor	Battery	ESC	Radio	Tires (F/R)	Body
1	1	Jim Gard	ASC T3	Reedy (10x2)	Pro-Match	LRP	Air M8	Pro-Line	Pro-Line
2	2	Brent Thielke	ASC T3	Race Prep (10x2)	Pro-Match	LRP	Air M8	Pro-Line	Protoform
3	4	Phillip Atondo	Losi XXXT	Trinity (11x2)	Trinity	Novak	Air M8	Losi	Losi
4	5	Vince Stolo	ASC T3	Banzai (11x3)	SMC	LRP	Air M8	Pro-Line	Pro-Line
5	9	Mark Mendenhall	ASC T3	Birdman (10x3)	Reedy	LRP	Air M8	Pro-Line	Pro-Line
6	10	Scott Renolds	Losi XXXT	Birdman	Birdman	Novak	Air M8	Losi/Pro-Line	Losi
7	8	Geoff Monise	Losi XXXT	Peak	Peak	Tekin	Air M8	Losi	Losi
8	6	Jeremy Felles	Losi XXXT	Banzai	n/a	Novak	Air M8	Losi/Pro-Line	Losi
9	7	Jeremy Kortz	Kyosho	Peak	Peak	Novak	JR R1	Pro-Line	Kyosho
10	3	Jared Tebo	ASC T3	Reedy	Reedy	LRP	Air M8	Pro-Line	Associated

No, he's not the same Billy from *Temptation Island*.

NEW GALLON SIZE!

HPI POWER FUEL

HPI Power Fuel is specially designed for R/C cars or trucks. The custom-formulated 14% synthetic/castor oil blend delivers cool running, easier re-starting, and extra engine life. And, now you can find it in both gallon and quart bottles. Choose 20% nitro for break-in and normal driving. If you want a little extra power for on-road racing events, grab some 30% Nitro and hang on! Either way, HPI Power Fuel is the official HPI factory recommended way to keep your engines running cool and smooth. Give HPI Power Fuel a try, you'll be glad you did!



GALLON SIZE

#74348 HPI Power Fuel 20% Nitro (1 Gallon)
#74350 HPI Power Fuel 30% Nitro (1 Gallon)

QUART SIZE

#74318 HPI Power Fuel 20% Nitro (1 Quart)
#74320 HPI Power Fuel 30% Nitro (1 Quart)

GLOW PLUG IGNITER SETS

#74105 Glow Plug Igniter
#74108 Pro Glow Plug Igniter
(both sets include an AC charger)



HPI now offers two new glow igniters that get you started quickly and easily. Both of them come with a rechargeable battery for the hottest spark possible, and an AC charger. The long-neck design allows you to access the glow plug without removing the car body. The Pro model (#74108) has a built-in meter to show battery level.

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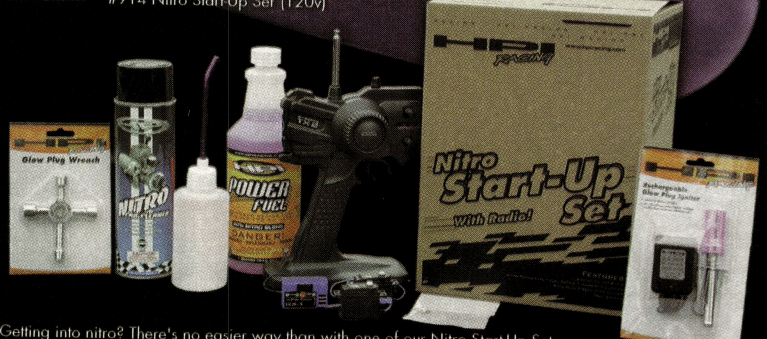
#921 Nitro Start-Up Set with Radio (120v)
#914 Nitro Start-Up Set (120v)



Getting into nitro? There's no easier way than with one of our Nitro Start-Up Sets. Available with or without radio, each set has a glow plug wrench, Nitro Car Cleaner, a fuel bottle, a quart of HPI Power Fuel, a spare glow plug and one of our excellent rechargeable glow igniters.

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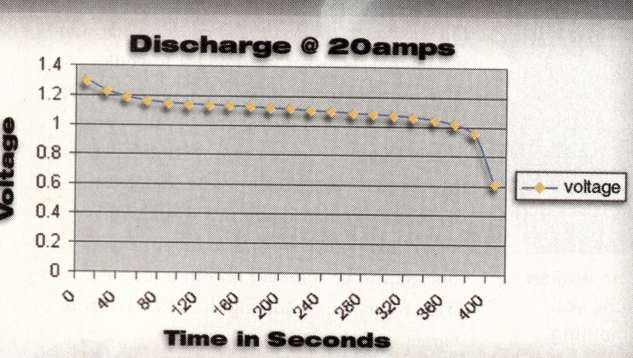

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Reedy MVP 24° Stock Motor

Stock motor technology has progressed to the point where manufacturers can build motors that conform to the rules designated by the sanctioning bodies and still customize the power-band to deliver whichever performance traits the motor makers is trying to achieve. Reedy's Rage motor has been a high-RPM power house for some time now. Due to popular demand Reedy has come up with the MVP to give the customer a more balanced line-up. The high-RPM Rage and now the MVP that features more torque. Let's give it a try.



The Specifics:

Part #: 298, #299 Stock Plus
MSRP: $40 **ESP:** $35-$40
Made in Japan

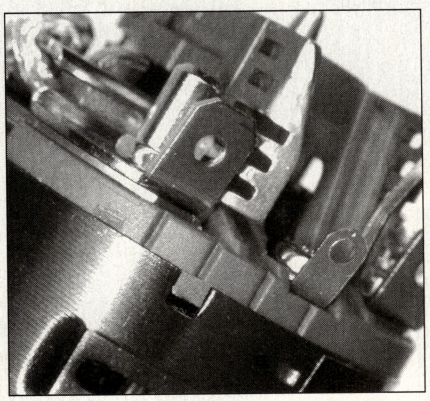
Features

The MVP conforms to all the ROAR and NORRCA rules set out to govern rebuildable stock motors. Among the features present on the MVP is a new can design that features 1.4mm thick walls. When it comes to making a strong motor every bit of can thickness helps to increase the magnetic field. Speaking of magnets the MVP features Reedy's C4 magnets. Which Reedy says are 15% stronger than other stock motor magnets. This is the key to the MVP's high-torque claims. The endbell on the MVP is also new. The endbell features new vented heatsinks and new molding design. Brush dampers help keep the laydown brushes from arcing and moving around under the brush hoods. The solder tabs on the enbell are very strong and should not bend or break during soldering. The motor can also features a new venting design at the mounting side of the can. The new vents promise to increase air flow to the magnets and armatures.

When it comes to the armature we find a split-rotor armature. For mass reduction small holes have been cut from the center of the armature stacks. The armature also features the necessary tag to ensure legality. The endbell is also slotted and the armature shaft is extended, all features needed for proper teching in case of a protest.

Testing

The first test of the MVP came on the bench. We used our Robotronics Pro Master Dyno. At 7.5V the motor dished out some impressive stats. Max Power came out at 127.7 Watts with max efficiency of 66.6% and Max RPMs 30,357. Average power came out at 83.3W and 44.4%. With a 20Amp load RPM's came down to 22,895 with 82.7W of power. Still very impressive. On the track we ran the MVP in an Associated T3. Geared with at 21 tooth pinion and an 87 tooth spur the motor was explosive out of the corners at our test track (K&M R/C Raceway in Grand Junction, CA). The motor was also very strong down the straight aways. In our test buggy, a B3, the motor showed similar power-band characteristics. Thanks to the high-toque this motor produced it seemed better suited for the truck than the buggy.



Heavy duty solder tabs mean no broken motors. And that's good because you need to solder the caps to something.

Conclusion

On the bench the MVP shined like a star. On the track it did what we thought it would. Give us more torque than the Rage and other high RPM stock motors. The MVP is completely legal. The only think we didn't like was the fact that capacitors must be soldered to the motor. Two years ago this wouldn't have been a miss, but now surface mount capacitors seem to be standard on other motors. Aside from some soldering the MVP is a true winner.

Vital Info:
Reedy Modifieds
3585 Cadillac Ave
Costa Mesa, CA 92626
714-850-9342
www.rc10.com/reedy

Hits:
- High Torque.
- Completely legal.
- Smooth powerband.
- Descent RPMs for a high-torque motor.

Misses:
- You mean I need to solder the caps on?

The Last Word
The MVP is a great motor choice when torque is what you're looking for. It's not overly torquey, but does provide more than the Rage and other high-RPM motors. This is a great motor for off-road trucks, touring cars and other high-torque demand duties.



Nikki finally married Bobcat. What a waste.

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1. Scrounge up a pen or pencil.
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The Dirt NITRO CHALLENGE

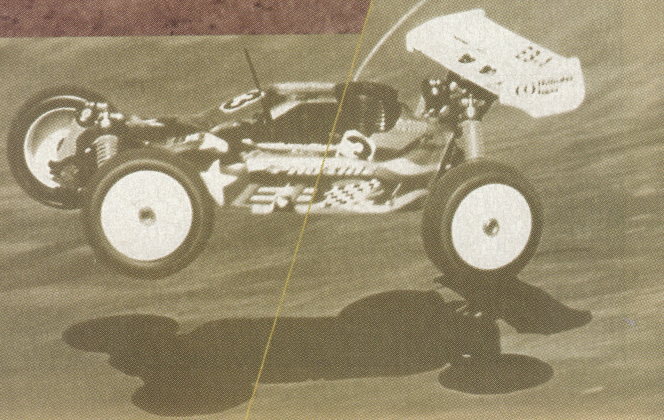
FEBRUARY 2 - 4 • 2001

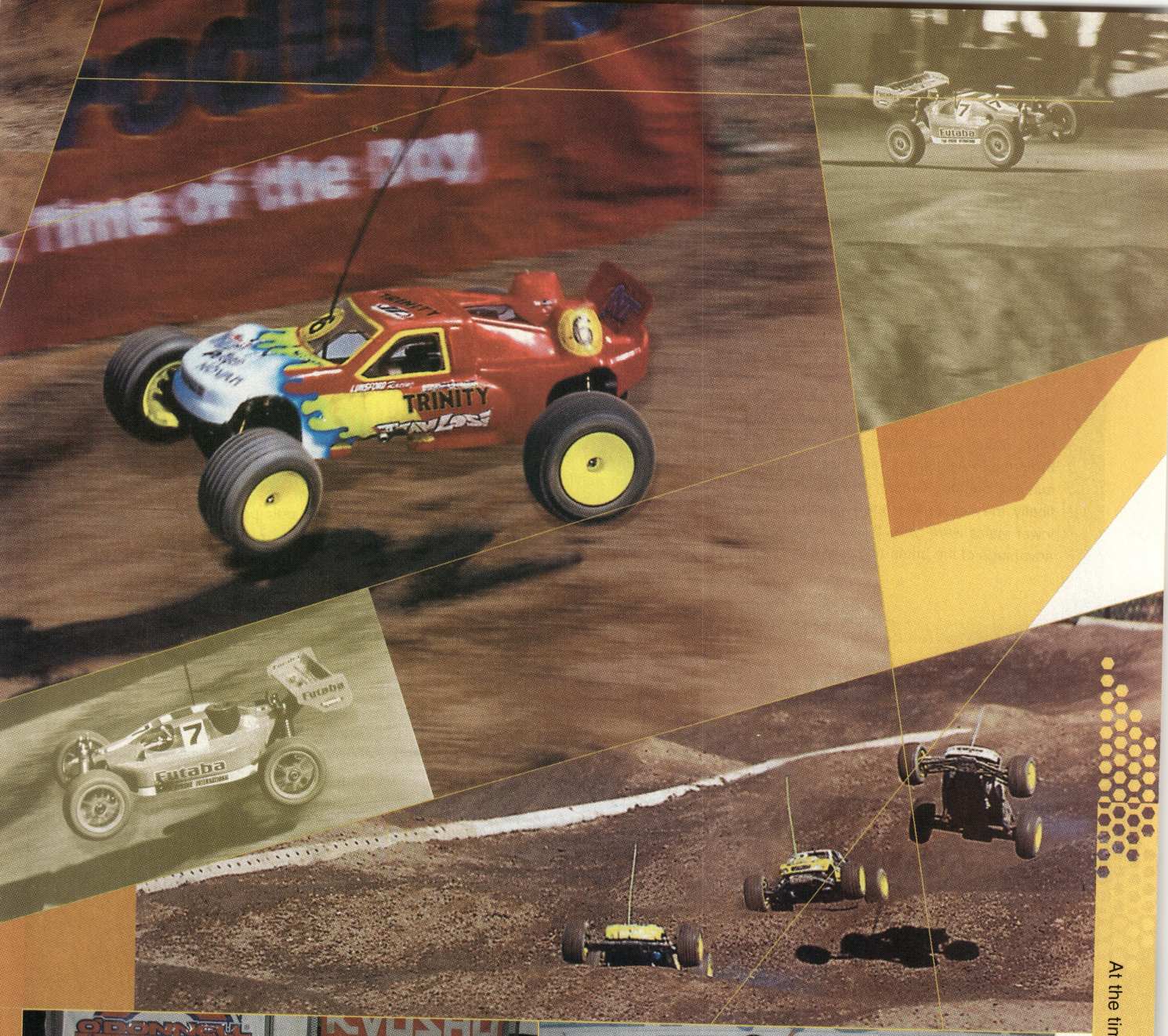
Ask any pro off-road nitro driver which track is their favorite and one track name seems to get mentioned more often than any other. That track would be The Dirt in Hemet, CA. The Dirt is a large outdoor race track that can accommodate 1/10-scale cars and trucks with no problems. It's also sized just right for the less track-friendly 1/8-scale buggies that are so powerful. The Dirt's dirt is hard-packed with plenty of fluff on top to provide that "dirt flying" feel around the track. With big jumps, technical sections, nice dirt, a friendly atmosphere, and the Dirt Girls, it's no wonder why The Dirt ranks so highly among racers.

Along with The Dirt Girls, there's one annual race that's starting to help put The Dirt on the map. This year was the second annual Nitro Challenge, sponsored by *Xtreme R/C Cars* magazine, Kyosho Racing, Pro-Line, and O'Donnell Racing Fuels. Last year this race had national flare with drivers coming from as far away as New York. This year the rung was raised thanks to current IFMAR World Champion Yuichi Kanai who was on hand. So how did it all go down? Who won? What were the Dirt Girls wearing? Let's find out.

The Dirt Girls are so hot they named a race and a track after them.











TOP THREE TRUCK
Left to right: Travis Amezcua (3rd), Adam Drake (1st), Richard Saxton (2nd).

TOP THREE BUGGY
Left to right: Jared Tebo (3rd), Chad Bradley (1st), Greg Waller (2nd).

At the time these trophy photos were taken it was very, very cold.

The Track

The Dirt is located in the small desert town of Hemet, CA, about an hour and a half east of Los Angeles. The track is big, and featured a number of large berms that were often times utilized by drivers looking for passing room and quicker times. Large table-top, stepped, double, and triple jumps were littered around the track. One of the favorite sections on the track among drivers was a short mogul section leading to a two-stepped berm that had a fast outside line and a tighter inside berm that sent the cars completely below ground level.

The Format

The Dirt will be the host track for this year's ROAR Off-Road Nitro Nationals. For that reason, a similar points system was used for the Nitro Challenge as is used for the Nationals. Drivers had four rounds of qualifying and were awarded points depending on their relative times in each round. The Friday before the mains was exclusively for 1/10-scale truck qualifying; Saturday was reserved for 1/8-scale buggy. On Sunday, it was all mains, all day. From the F-Main down, races were ten minutes in length. The E- and D-Mains were fifteen minutes long, the C-main was twenty minutes long, the B-main was thirty minutes long, and finally, the A-main was one hour long. The first and second place finishers in each of the lower mains were given the option to bump-up to the next higher main. Jason Ashton took advantage of the bump-up system by bumping from the F-Main to the B-main in 1/8-scale.



During the driver introductions, the pit wall looked more like a parade wall.

Qualifying

Check out "How they Fared" to find out how the A-Main drivers qualified.

A-Mains

1/10-Scale Truck • Todd Hodge and Travis Amezcua picked up a first and a second in the B-main to move up to the ninth and tenth positions on the grid for the truck A-main. Sitting on the pole for the A-main was Richard Saxton followed closely behind by Brian Kinwald. When the starting buzzer rang Saxton utilized his pole position by leading for most of the first lap. Just before completing the first lap, Saxton flipped over, allowing the entire field to pass. At that point Kinwald took over the lead followed by Adam Drake and Amezcua. The three juggled positions a bit but kept a close order for the first five minutes of the race. After about five minutes, Kinwald flipped it on a large berm and dropped back into the fourth spot. At six minutes, drivers began coming in for fuel. A few laps after that pit stop,

1/10-SCALE TRUCK

How they fared:

Richard Saxton - Qualified 1st
Finished the first lap in last place, but challenged the rest of the race to finish in second place.

Brian Kinwald - Qualified 2nd
Brian lead the race at times until stalling out of the race for four minutes. Shortly after restarting, he stalled once again. His pit crew motioned to the turn marshal to throw them his car. The turn marshal did, unfortunately the catch wasn't so great. A broken rear piece was the result.

Jared Tebo - Qualified 3rd
Never was at the top of the field during the main. By the 15-minute mark, his diff let go and forced him out of the race to finish 9th.

Adam Drake - Qualified 4th
Had a strong performance through the race. A good pit crew helped to keep him competitive from the first lap to the last. Finished in first place.

Scott Hughes - Qualified 5th
The Squirrel just doesn't seem to get this gas racing stuff. Scott forgot to tighten down his throttle servo. This meant he had practically no brakes throughout the race. A bad receiver pack plug knocked Scott out of the race after only five minutes.

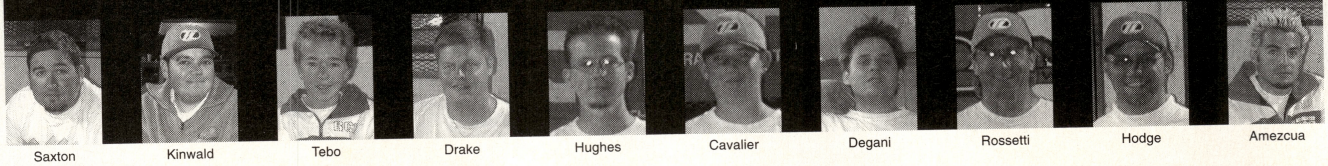
Ryan Cavalier - Qualified 6th
Ryan did a good job of hanging in there. After the swapping positions at the start of the race, he moved into the fourth spot and held on until the end.

Greg Degani - Qualified 7th
Greg remained in the middle of the pack through the race despite some flameouts Greg ended up in the sixth position.

Ron Rossetti - Qualified 8th
Ron who? I thought this guy retired when the Double-X came out? Just kidding, Ron. The original Iron Man of R/C qualified right on the bubble. A blown rear bearing kept Ron from making any big moves to the front of the pack. Ron ended up in the eighth position.

Todd Hodge - Qualified 9th
Towards the beginning of the race Todd was in the third spot but settled back into the seventh position for a while until moving up to the fifth spot where he would finish the race.

Travis Amezcua - Qualified 10th
Travis had to finish in second place in the B-main to make the show. His hard work paid off. Shortly after making the Associated GT his new rig Travis persevered and finished in third place after some tough, hard fought racing between himself, Adam Drake, and Richard Saxton.



Saxton Kinwald Tebo Drake Hughes Cavalier Degani Rossetti Hodge Amezcua



Above: Before the race Bradley was talking plenty of trash.
Below: The decible meter gets pegged once the drivers start up.



Kinwald's truck stalled. Four minutes later, Kinwald's pit crew finally managed to get him back onto the track. At this point Kinwald was effectively out of the race considering the competition. While all this was going on, Saxton was quietly working his way through the field and was in third place. For the remaining 45 plus minutes of the race, the story was the top three drivers. Drake, Saxton, and Amezcua traded positions at least three dozen times with at least a dozen lead changes. The three drivers were leapfrogging each other lap after lap. When the end of the race came near, Drake had built about a ten-second lead between himself and Saxton, with Amezcua not far behind. Tension built since Drake would have to pit one more time before the race was over. Towards the end it looked as if Saxton and Amezcua were going to catch up, but one too many mistakes allowed Drake to hold onto his lead until the final buzzer sounded.

1/8-Scale Buggy • At the start of the race, it was a repeat of the prior race with Brian Kinwald, the top qualifier, in the lead early. Early in the race, the battle for the lead was between Chad Bradley and Kinwald. Both drivers were showing off their power by tripling the first set of large jumps. While the top two were trading positions, Jared Tebo and Greg Waller weren't too far behind. At about the five-minute mark, the same gremlins that struck Kinwald in the truck race found their way onto his buggy. With ten laps on the books, Kinwald's steering servo horn broke meaning his racing day was over. From that point on, the top two, Bradley and Waller, were comfortable in their positions. But those positions couldn't have seemed too secure since the World Champ, Yuichi Kanai, wasn't far behind and gaining. Kanai's push to the a win came to a premature end halfway through the race thanks to a broken left front control arm. At this

1/8-SCALE BUGGY

How They Fared:

Brian Kinwald - Qualified 1st
Brian lead the first few laps of the race until a broken front steering horn made him call it quits for the day.

Chad Bradley - Qualified 2nd
Did what it took to get into the lead and hung onto it. Racing for sixty minutes straight is tough. Hanging onto the lead for sixty straight minutes is even tougher. Thumbs up to Chad.

Jared Tebo - Qualified 3rd
Jared is a hot prospect in the world of racing. His stock continues to rise. Jared was off the track and in tenth place at one point in the race. He worked is way through traffic to finish in third.

Greg Degani - Qualified 4th
Early in the race, Greg ran into nothing but problems. He broke a left rear shock and was off the track for about six minutes while making the repair. After making the repair, he went back out until he broke once again and was out of the race.

Jeremy Kortz - Qualified 5th
Jeremy looked really strong at the start of the race. His car had tons of power. Fifteen minutes into the race, a problem with a CVD caused Jeremy to pack it in for the day.

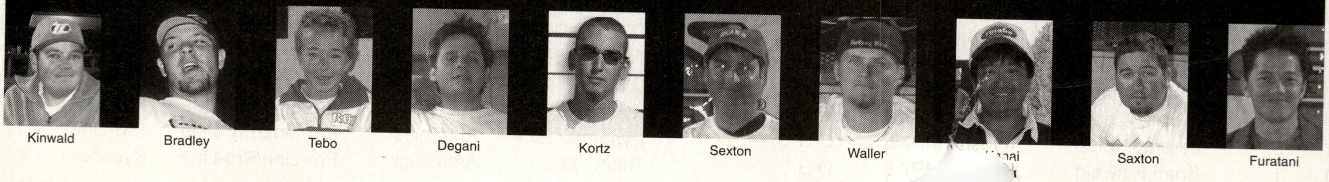
Dean Sexton - Qualified 6th
Dean kept things under control by moving into the fourth spot from tenth. Once in that fourth position, he must have liked it because he stayed there until the end of the race.

Greg Waller - Qualified 7th
Greg qualified seventh and never looked back from there. By Greg's twelfth lap, he was in second place for good.

Yuichi Kanai - Qualified 8th
Being the World Champ has its perks; it also has its drawbacks. You can't sneak up on anybody when you're the guy to beat. Yuichi bounced around the field from seventh to second until his car gave out on him 34 minutes into the race.

Richard Saxton - Qualified 9th
Richard managed to make the show with a win in the B-main. Richard's Mugen car was definitely fast, but couldn't keep it on the track. A number of small problems kept Richard in the pits periodically.

Derek Furutani - Qualified 10th
Derek was at the back of the pack for a while until his radio switch broke. His pit crew diagnosed the problem and bypassed the switch completely. This fix kept him on the track. Flameouts kept Derek from making any real push. He ended up finishing in sixth place.


Kinwald Bradley Tebo Degani Kortz Sexton Waller Saxton Furatani

The Dirt NITRO CHALLENGE

BEHIND THE SCENES



• Thanks to a computer glitch, nobody got to "party with The Dirt Girls" as advertised in the race flyers. Instead, The Dirt Girls were doing some hardcore trigonometry, figuring out the points totals for qualifying until 2am Sunday morning. Despite the lack of beauty sleep, the girls looked as beautiful as ever by the time trophy presentations were in order.

• Thanks to a loose receiver pack wire, Andy Smolnik lost his 1/8-scale buggy to a Buick. About a hundred yards from the track is a major street. Andy's car used a berm as a jump and launched over an eight-foot wall only to find a clear parking lot with no obstacles to slow it down. Once the car successfully made its way through the parking lot, it met its fate underneath the tires of a large Buick that happened to be at the right place at the wrong time.

• On Sunday, the stands were filled with spectators. Thanks to the park-like location of the track the parking lot is adjacent to a softball field. Wouldn't you know, some softball players suddenly became Sosa and Maguire by yanking a couple of homers onto the hoods and windshields of unsuspecting cars. What kind of jerks wouldn't warn somebody that their car might get smashed before doing their best Babe Ruth impressions? Softball is for guys who need some kind of excuse to get liquored up after the game at a pizza parlor.

THE PRO'S SPEAK

Here's what a few drivers thought about the track...

"I'd say this track is really technical. It's got a lot of slow 90º turns with moguls, a couple double-doubles, a huge triple, then it's got some fast sections. It's definitely an everything-and-anything-type track. Joey and the crew here are doing a really good job."
- Richard Saxton

"The track is fun, big berms, big jumps. It's pretty technical. There are lots of places to pass. My favorite place to pass seems to be wherever the biggest jumps are. I like the berms because I can go inside and guys and cut them off when they try go get back on the line."
- Chad Bradley



point Bradley had a full lap on the field. His pit crew was yelling at him to take it easy. Bradley did and put it in cruise control. Bradley ended the race with a lap on the field. Waller finished in second with Tebo in third. A lap separated each driver. During that second half of the race, all but a few drivers were off the track tending to repairs or a stalled engine at some point in time. Congratulations to Chad and the rest of the field given the tough, world class competition.

At the End of the Day

With a great track, great people running it, beautiful award presenters (that's the politically correct term for Trophy Girls), big name sponsors, the backing of the best magazine in R/C, top drivers, and now international flare, The Dirt Nitro Challenge looks to only get better and better. This year's race drew almost 200 entries. In the truck class, everyone around the track was treated to some of the best racing in years. The 1/8-scale buggy A-main showed off nerves of steel thanks to Chad Bradley putting on a clinic on how to take the lead and hold onto it. Congratulations to all those who raced, including the three guys that signed up for 1/8-scale truck. See everyone next year.

1/10-Scale Truck

Finish	Qual	Name	Truck	Engine	Fuel	Radio	Tires (F/R)	Body
1	4	Adam Drake	Losi XXX-NT	Trinity Picco	Trinity 20%	Airtronics	Losi/Losi	Losi
2	1	Richard Saxton	Associated GT	Mugen/O'Donnell	O'Donnell 20%	JR Racing	Pro-Line/Pro-Line	Associated
3	9	Travis Amezcua	Associated GT	O.S.	O'Donnell 20%	JR Racing	Pro-Line/Pro-Line	Pro-Line F150
4	6	Ryan Cavalier	Losi XXX-NT	Trinity Picco	Trinity 20%	Airtronics	Losi/Losi	Losi
5	10	Todd Hodge	Losi XXX-NT	Trinity Picco	Trinity 20%	JR Racing	Losi/Losi	Losi
6	7	Greg Degani	Kyosho Ultima	O.S.	O'Donnell 20%	Futaba 3PJ	Pro-Line/Pro-Line	Kyosho
7	8	Ron Rossetti	Losi XXX-NT	Trinity Picco	Trinity 20%	Airtronics	Losi/Losi	Losi
8	2	Brian Kinwald	Losi XXX-NT	Trinity Picco	Trinity 20%	Airtronics	Losi/Losi	Losi
9	3	Jared Tebo	Associated GT	Mugen/O'Donnell	O'Donnell 20%	Airtronics	Pro-Line/Pro-Line	Pro-Line F150
10	5	Scott Hughes	Associated GT	Mugen/O'Donnell	O'Donnell 20%	KO Propo	Pro-Line/Pro-Line	Pro-Line GMC

1/8-Scale Buggy

Finish	Qual	Name	Buggy	Engine	Fuel	Radio	Tires (F/R)	Body
1	2	Chad Bradley	Kyosho MP7.5	O.S.	O'Donnell 30%	JR Racing	Pro-Line/Pro-Line	Kyosho
2	7	Greg Waller	Mugen XRWorks	RB Concepts	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Mugen
3	3	Jared Tebo	TTR EB-4	RB/O'Donnell	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Thunder Tiger
4	6	Dean Sexton	Kyosho MP7.5	O.S.	O'Donnell 30%	Airtronics	Pro-Line/Pro-Line	Pro-Line
5	9	Richard Saxton	Mugen XRWorks	O'Donnell	O'Donnell 30%	JR Racing	Treadz/Treadz	Mugen
6	10	Derek Furutani	Kyosho MP7.5	O.S.	Trinity 30%	Airtronics	Pro-Line/Pro-Line	Pro-Line
7	4	Greg Degani	Kyosho MP7.5	O.S.	O'Donnell 30%	Futaba	Pro-Line/Pro-Line	Kyosho
8	8	Yuichi Kanai	Kyosho MP7.5	RB Concept	Kyosho 30%	Futaba	Pro-Line/Pro-Line	Kyosho
9	5	Jeremy Kortz	Kyosho MP7.5	O.S.	Dynamite 30%	Airtronics	Pro-Line/Pro-Line	Pro-Line
10	1	Brian Kinwald	K MP7.5	O.S.	Trinity 30%	Airtronics	Pro-Line/Pro-Line	Kyosho

Actually, softball sounds kind of fun.

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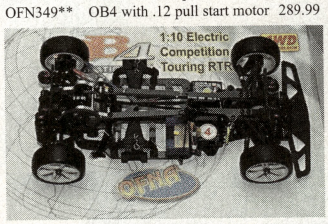

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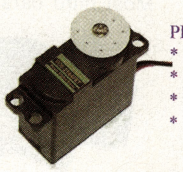

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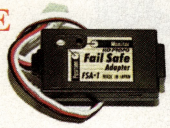

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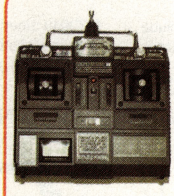

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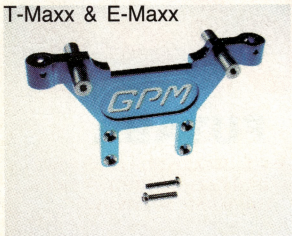

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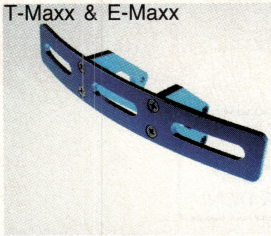

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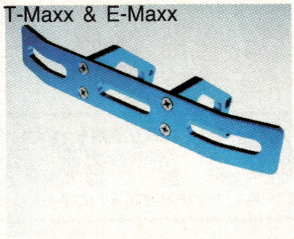

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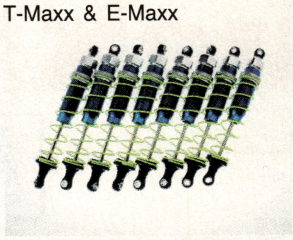
T-Maxx & E-Maxx



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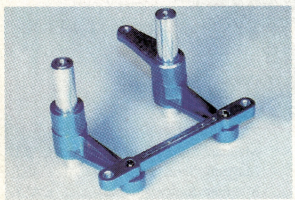

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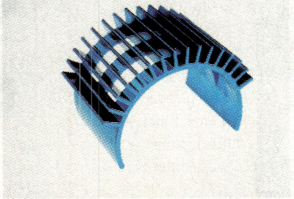

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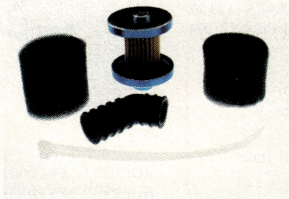

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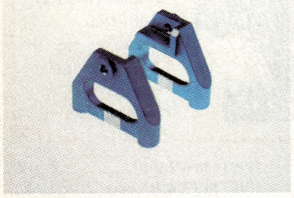
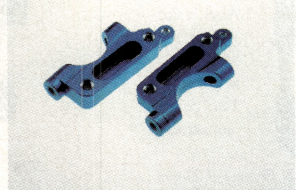


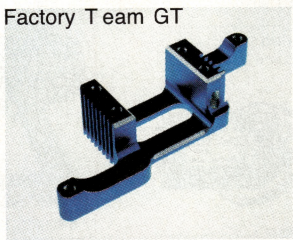
FGT11 Made for Factory Team GT. Slightly different than the RTR GT tube mounts. $20.00

Factory T eam GT



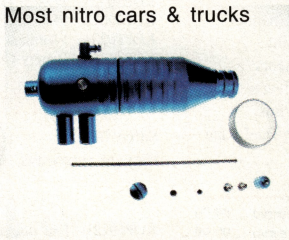
FGT10 This attaches the rear lower control arm to the chassis. It features 3 degrees toe-in and 2 degrees anti-squat. $35.00

Factory T eam GT



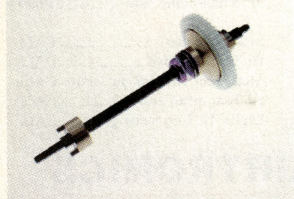
FGT1080 Replace your original mount with a low weight high strength aluminum mount. Does not include hardware. $25.00

Most nitro cars & trucks



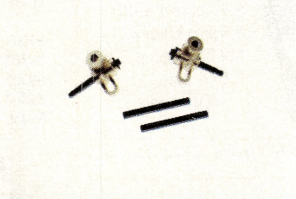
TP30006 Customize your nitro performance with this versatile pipe. $65.00

Kyosho Mini-Z



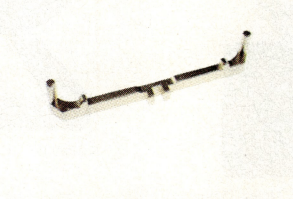
DMZ100 Improve handling with a ball diff. Ready to install. Features Delrin spur gear, aluminum hubs, and steel axle. $45.00

Kyosho Mini-Z



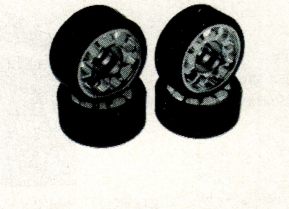
MZ021 Alloy front steering arms include steel kingpins and axles. Gold anodized only. One pair. $25.00

Kyosho Mini-Z



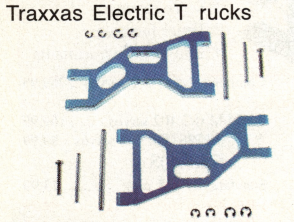
MZ2049 Steering bar connects front wheels to steering servo. Gold anodized only. Includes one piece. $20.00

Kyosho Mini-Z



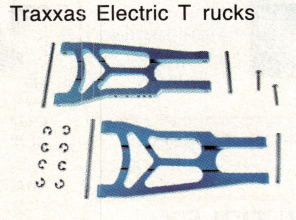
MZ011FRTW-2 All wheels are chrome silver. Set includes two 10mm front and two 11.5mm rear. Features P2 compound rubber tire. $40.00

Traxxas Electric T rucks



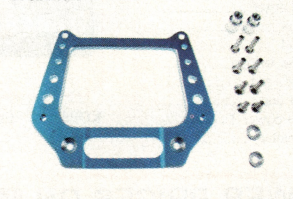
TE1055 Front lower control arm includes new pins and clips. Blue anodized aluminum only. $35.00

Traxxas Electric T rucks



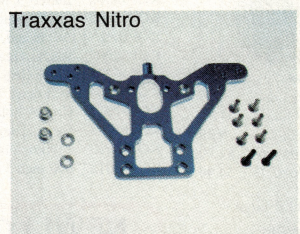
TE1056 Rear lower control arm includes new pins and clips. Blue anodized aluminum only. $35.00

Traxxas Nitro Rustler



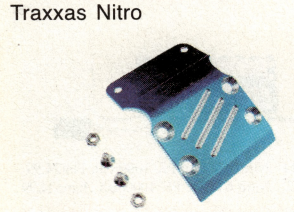
RN1028 Blue anodized alloy front shock tower for Nitro Rustler. $25.00

Traxxas Nitro



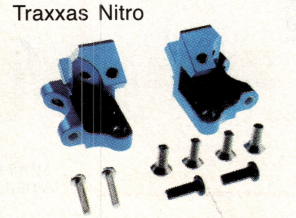
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary to install. Blue only. $25.00

Traxxas Nitro



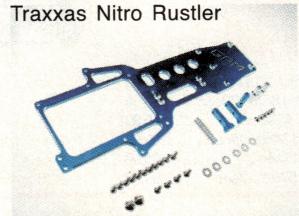
TE1003 This skid plate will allow you to install one of our RGT03 or RGT03W bumpers This part is available in blue only. $20.00

Traxxas Nitro



TN1008 Get an aluminum bulkhead and never end your day of fun because of a broken front end again' Blue only. $35.00

Traxxas Nitro Rustler



RN1014 Contains all necessary hardware for installation. This includes screws, servo mounts, antenna mount, steering bell crank mounts, and a standoff. $38.00

Traxxas Nitro



TN1021 Keep your wheels pointed where you want them with a set of aluminum knuckles.This part is available in blue only. $25.00

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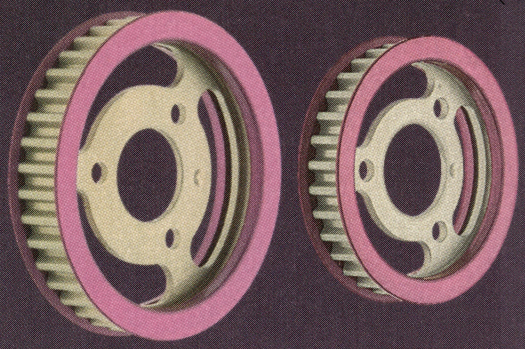
HPI RS4 Front One Way Diff Pulleys



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

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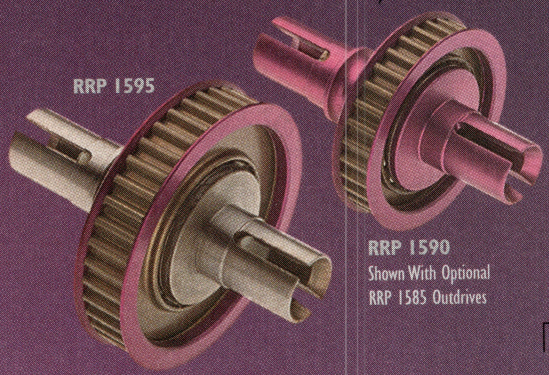
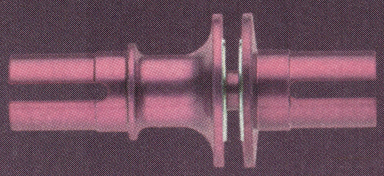


Hardened steel outdrives, ground and polished thrust washers, 2 5x8mm ball bearings, and aluminum pulley. RRP 1590 for RS4 Electric, and RRP 1595 for RS4 Nitro

HPI RS4 / Pro / Pro2 / Nitro Lite Aluminum Outdrives



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

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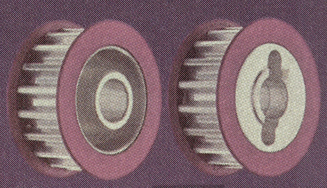
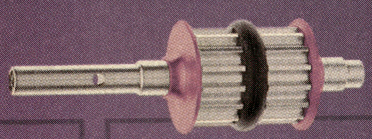
HPI RS4 Nitro Small Drive Pulleys



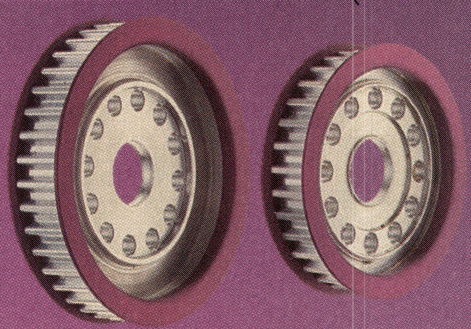
Drive pulleys sold in pairs. RRP 1538

HPI RS4 Top Shaft Pulley



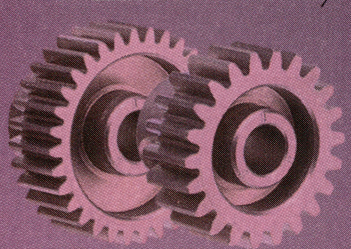
HPI RS4 Top Shaft Pulley: One piece pulley and shaft are precision cut and hard anodized. Purple anodized side flanges are pressed on. RRP 1527

HPI RS4 Diff Pulleys



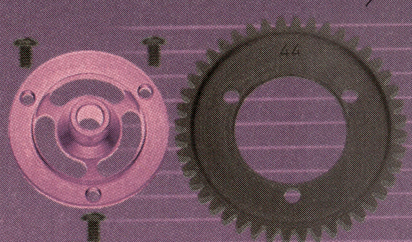
Precision machined, hard anodized aluminum diff pulleys. RRP 1539 fits HPI Nitro sedans. RRP 1528 fits HPI electric sedans.

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

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Nitro TIPS

Nitro cars and trucks are more popular and more fun than ever. Engine technology has progressed to the point where RTR kit engines are pretty much trouble-free (as long as you don't mess with them too much). Here are a compilation of some of the best nitro tips we've come across in the past few years.

New Engine Tips

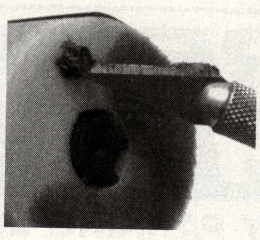
• With a brand new engine it's important to start the engine with the stock factory settings. Most engines come tuned from the factory. To get the settings right they'll hook the carburetor up to an air tubes and adjust the needle settings until they get just the right PSI coming through the carb. If after a minute of trying to start the engine and it just doesn't want to give, try leaning the high-speed needle just a little until the engine fires up. Once it fires up richen the high-speed needle during break-in. In order to run the engine as rich as you can during break-in go ahead and set the idle a little higher than normal.

• After breaking in an engine replace the glow plug. Any material that might be inside a new engine will be automatically attracted to the glow plug element. Rather than try to clean it, just replace the plug.

• Many companies offer special break-in fuel formulas. These fuels have more lubricant than standard fuel. But ask any expert engine builder and they'll tell you to break the engine in on the fuel you plan to use under normal conditions.

• Ensure that your pipe wont pull away from the exhaust manifold by taking some sand paper and roughing up the end of the pipe that will slip into the tubing holding it to the manifold. The extra roughness will provide traction for the coupler and keep the pipe and manifold together.

• If you're going to be using a three-piece sponge foam filter like those from Kyosho, ,Tamiya, Thunder Tiger, and others, try the following. When assembling the filter place a thin layer of thick petroleum-based lube between the filter and the plastic pieces that sandwich the filter element. The lube will ensure that air and debris are forced to flow through or into the foam filter itself rather than between the filter and the plastic pieces holding it in place. Be sure to repeat this tip after cleaning your filter.



• Keep your valuable engine safe. Although most fuels have enough lubricant to keep the engine safe it's not a bad idea to put a few drops of after-run or Marvel mystery oil into your glow plug hole or carb after running your car. Don't use silicone based oil as it will wear out your engine.

Tuning Tip

• Lots of people think that the ambient air temperature has a lot to do with how your engine might run or not run on any given day. In actuality what makes a difference on your engine's performance is the amount of oxygen in the air. On a hot day or at high altitude you should lean your engine slightly since there is typically less oxygen in the air. That means if you leave your carb along the engine will run as if it's too rich on a very hot day. Reducing the amount of fuel going into the engine will compensate for the lack of oxygen in the air. On cool or humid days or at sea-level, you should typically richen the engine to compensate for the increase of oxygen in the air. The engine won't feel as if it's running rich; you'll just get more fuel through the engine. More fuel means more horsepower.

• After you've got your fuel mixture set to where you like it, fine tune the mixture by reading your glow plug. This method will help you find that last bit of horsepower. This trick was taught to me by the nitro master himself, Ron Paris. Inspecting your glow plug after a few minutes of running can be a useful tuning aid when determining if your engine is too rich, too lean, or just right.

After running your engine for a few minutes remove the plug and take a good look at the element. A magnifying glass is very useful during inspection. Look for the following:

• If the plug is shiny, the engine is running on the rich side. You're not doing any damage to your engine, but you could lean the top end a bit to produce more power.

• If the plug is white or distorted, the engine is running too lean. You're burning up your engine and the glow plug. Richen the motor slightly.

• If the plug has a hazy-gray tint, the engine is set just right. Don't touch a thing.

Ron's got some really good glow plug information on his web site. Check it out at www.parisracing.com

Fuel Tips

• Always shake your fuel can vigorously for a few seconds before putting fuel into your fuel bottle or fuel tank. Some lubricants in the fuel will have a tendency to settle and separate over time.

• Store your fuel in a cool dry place. Keep your fuel somewhere where it won't be subjected to great changes in temperature or humidity changes. That means not in the garage.

•How much nitro to use depends on your needs. For backyard bashing or just cruising around the parking lot, 10% to 16% nitro is more than enough. For racing circumstances, 20% is the norm for .12 and .15 engines and 30% fuel is common in .21 size engines.

• Nitro fuel attracts water. Any amount of fuel can create condensation inside the tank. To combat this, before an important race Mark disconnects the fuel tubing that's attached to his car's fuel tanks and puts something between the fuel tank lid and the tank so that the tank is open. This allows the fuel tank to dry out completely without any condensation forming inside the tank.

Sure you've seen these before, but they're still good. Aren't they?

Cleaning Tips

• When you think of getting some dirt in your gas engine the first thing that comes to mind is that dirt worked its way through the air filter or through the fuel tank. But one of the most popular and overlooked ways of contaminating any gas engine engine with dirt and debris is through the exhaust. Let's say you ran your car and had a bad crash or ran over a very dusty patch of dirt. There's a good chance that some of that dirt and dust worked its way into the pipe. There's always an oily fuel mixture in any pipe. The newly introduced dirt blends with the oil and flows back into your engine on start up. Dow away with the risk of damaging your engine from dirty by cleaning out your pipe between runs. Remove your pipe from the exhaust manifold and wash the pipe out with either denatured alcohol in a spray bottle or a can of high-pressure motor cleaner. Once the dirt and grime is out you can reinstall the pipe and go back at it.

• Whenever you've got the time it's a good idea to clean your engine's clutch. First remove the engine from your vehicle. Remove the clutch-bell and the clutch bearings. Once you've got the bell off wipe down the inside of the clutch-bell with a Brillo or Scotch-Brite™ pad. Doing so will scrape of any glaze that has accumulated on the insides of the clutchbell. When fuel drips it works its way between the clutch shoes and clutch bell and causes this glaze to form. While you're at it go ahead and scuff the edges of the clutch shoes before you go on. Once you've scraped everything down blast off the shoes and clutchbell with denatured alcohol. Now you can go forward and reassemble the clutch.

• If you need to clean the outside of a fuel tank, run a piece of fuel tubing from the pressure fitting to the fuel outlet. Once the tubing is sealed and in place run the entire tank under some warm water in a sink. Use a towel and shake the tank dry. If you need to clean the inside of the tank plug the two outlets with fuel tubing and pour some fuel inside the tank, seal the tank, then vigorously shake the tank for a minute and dump out the fuel. If you see that dirt or oil accumulations inside the tank still, repeat the process until the tank is completely clean.

• As a brake disc is used, the brake pads will actually begin to polish the brake disc. This polishing action gives the disc a sheen that smoothes the surface the disc and causes the brake disc to slip longer before locking up when your vehicle's on the brake. Also, fuel, oil and other debris can get between the brake disc and shoes and form a glaze over the disc that will also cause the car to take longer to stop. You can decrease braking distance and make braking action more consistent by cleaning your disc regularly every time you rebuild your ride. Remove the disc completely from the car. Find a ScotchBrite® pad or some 400-grit sand paper. Run the disc over the pad or sand paper in a circular motion. Mix in a little motor cleaner on the pad or paper as your sanding off the sheen. After a few minutes on each side the disc it will be clean and ready to be reinstalled. This should be a regular step in any nitro car maintenance routine or rebuild.

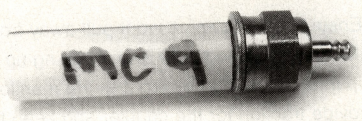


Other Tips

• Want to save your pull-start from breaking? Of course you do. If you own a nitro car with a pull-start or some type of electric starter, you need to know when to stop trying to start the engine. If you've primed the engine and can't get the engine to turn over via the pull-start or starter, you've flooded the engine. That means that there's too much fuel in the engine, and that fuel can't be compressed. What you have inside your engine is called Hydrolock. If you continue to pull the pull-start or trigger on your starter motor, you'll end up either breaking the pull-start or burning up your starter motor. To prevent engine flooding, pay attention to the change in sound when fuel enters your engine. Before you prime the engine, tug on the pull-start a couple of times. Once fuel reaches the engine you'll notice the pull start cord will pull easier and the engine will sound lubricated. If your vehicle's fuel tank has a primer button, prime the engine just until you see fuel enter the carb through the fuel tubing. If your car doesn't have a primer bottom, pull the pull-start a couple of times while placing your finger over the exhaust stinger. You'll see fuel enter the carb through the fuel tubing. Once you see and hear fuel enter the carb, remove your finger from the pipe and start the engine just as you normally would. If you've already locked or flooded the engine, stop pulling the pull-start. Loosen the glow plug a little and pull on the pull-start a couple of times. This will expel the excess fuel out of the engine. Once the engine cranks over easily, tighten the glow plug and try starting again.

• Keep new glow plugs in their original packaging. If you ever open the package, cut a small piece of a drinking straw and insert it over the plug threads. (This is the way McCoy plugs come in the package.) On the straw, write down what type of plug it is. This also comes in handy if you're going to keep a variety of plugs for tuning. It's crucial that you know which plugs do and don't perform. If a plug is replaced and it's determined that the plug was the cause of the problem, throw the bad plug away immediately.

Also keep plugs isolated from the rest of your tool box, like in their own small plastic bag or small container. You always want to make sure that the plug element and the inside of the plug are free from contaminants.



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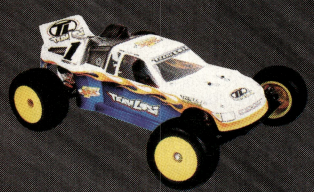

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1002-5676	Nitro Tuned Pipe and Header Set	HPI	$64.99
1004-3502	Nitro RS4 2 Speed Transmission, H.D.	HPI	$54.99
1003-0160	Gear Brace Set For Nitro RS4	HPI	$33.99
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1002-5757	Nitro Racing Clutch W/ Spring for RS4	HPI	$15.00
1002-5590	X-Pattern Belted Radials Pro Compound	HPI	$13.99
1002-5588	1/10 Truck V-Groove Tires	HPI	$13.00
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1000-1453	Nitro R/C Car Cleaner	HPI	$4.99
1003-0824	360 Stinger Exhaust Kit for RC10GT	MIP	$44.99
1004-0606	On Road Pro Starter Box	Mugen	$79.99
1003-0706	1/10 Starter Box w/2 Motors	OFNA Racing	$79.99
1004-0582	Turbo Ring Pipe, 1/10 Scale	Paris Racing	$27.99
1003-0372	Rear 2.2" Gladiator 2 M2,Truck Tires	Pro-Line	$17.99
1003-0376	Rear Bow Tie T M2 2.2" Truck Tires	Pro-Line	$17.99
1003-0436	M2 Dirt Hawg II 2.2" Truck Tires	Pro-Line	$17.95
1003-0438	STD LP Slick Tires, Narrow , S3	Pro-Line	$12.50
1004-1613	Minitemp Temp Gun w/ Laser sight	Raytek	$99.99
1002-9273	48 Pitch Pinions, Six Pack 16-26	Robinson Racing	$12.99
1002-6941	2-Speed Transmission for TG10	Tamiya	$44.99
1002-6993	TM2 U-Shaped Manifold/ Header	Tamiya	$24.50
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1004-5707	Tru-Lathe 2 Pro, with Case	Trinity	$149.99
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Site: Bowers Park off Hargrove Rd.
Coker AL 35452
205 333 - 1778

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Aurora RC Car Club
2420 E. 68th Ave.
Anchorage AK 99507
907 349 - 9944

Arkansas

Grand Slam Hobby
5300 So. Zero St.
Fort Smith AR 72901
501 648 - 1994

Hobby Town USA
356 E Joyce
Fayetteville, AR 72703
501-571-3730

California

Asphalt Burners
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La Habra CA 90631
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Race Corner of Marin
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Novato, CA 94949
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Compton CA 90220
310 604 - 8567

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Site: Kearney Mesa Park
San Diego CA 92111
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Dalton GA 30720
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Albion IL 62806
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Flossmoor IL 60422
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Radio Active Raceway
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Bolingbrook, IL 60440
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Huntington IN 46750
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Overland Park, KS 66212
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Pleasant Hill MO 64080
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732 446 - 3737

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154 Prospect Ave.
Edison NJ 08817
732 819 - 8693

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Oklahoma City OK 73149
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Franklin TN 37064
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RC/RC of San Antonio
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San Antonio TX 78209
210 930 - 2663

RCRC of North Texas
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Site: Texas Motor Speedway
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214 349 - 2847

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972 633 - 2470

Comanche Trail R/C Park
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915 263-4241

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Glen Allen VA 23059
804 261 - 7639

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Virginia Beach VA 23454
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541 367 - 7271

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425 438 - 2454

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PO Box 18601
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Spokane WA 99228
509 467 - 9149

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Site: 2 Renton Place, Renton
Bellevue WA 98004
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Marysville, WA 98271
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608 938 - 1527

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West Bend WI 53095
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Kenosha WI 53142
262 632 - 8676

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403 285 - 0170

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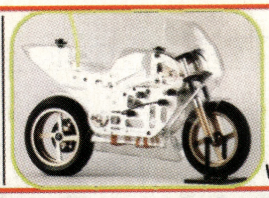

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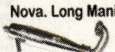

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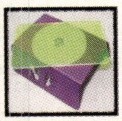

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1/10

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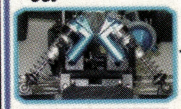

1/10



1/8

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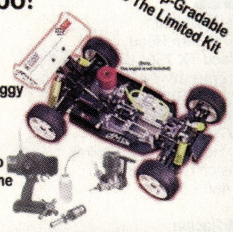

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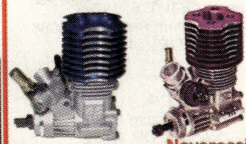

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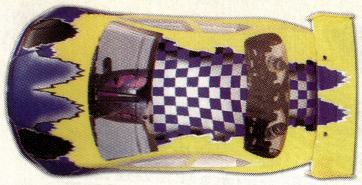

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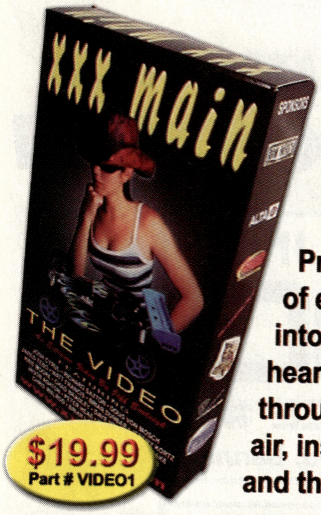



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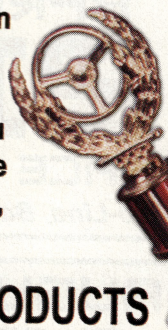



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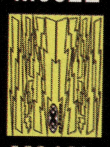


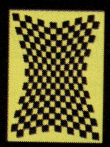
M010L



M020L



M014L



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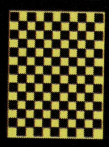
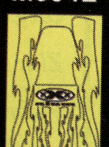


M016L



M024L



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JULY 21ST RACE #5 *Pro-Line, Banning*	**AUGUST 11TH** RACE #6 *The Dirt, Hemet*	**SEPT 8TH** RACE #7 *The Dirt, Hemet*	**SEPT 29TH** RACE #8 *Pro-Line, Banning*

Organized and Run by The Dirt

Get more info on the web @ www.thedirtracing.com or www.pro-lineracing.com

Series Rules and Concept:

- **ROAR Membership Required and ROAR Rules Apply** **Race Entry Fee: $15**
- **Eight Races with Two Throw-Outs**
- **Classes: 1:10 Nitro Truck Intermediate & Expert; 1:8 Nitro Buggy Intermediate & Expert; & 1:8 Truck Open Only**

Series Winners: Based on six best results, low point total race program

- **The top three from every class will receive prize packages:**

1:10 Scale Nitro Truck - Intermediate & Expert Classes

1st Place: Associated Team RC10GT Kit, $250 Pro-Line Gift Certificate and one year free racing at The Dirt.

2nd Place: $100 Associated Parts Pack, $100 Pro-Line Gift Certificate and two free races at The Dirt.

3rd Place: $50 Associated Parts Pack, $50 Pro-Line Gift Certificate and one free race at The Dirt.

1:8 Scale Nitro Buggy - Intermediate & Expert Classes

1st Place: Kyosho MP 7.5 1:8 Kit, $250 Pro-Line Gift Certificate and one year free racing at The Dirt.

2nd Place: $100 Kyosho MP 7.5 Parts Pack, $100 Pro-Line Gift Certificate and two free races at The Dirt.

3rd Place: $50 Kyosho MP 7.5 Parts Pack, $50 Pro-Line Gift Certificate and one free race at The Dirt.

***1:8 Scale Nitro Truck - Open class* - similar prize packages to above classes**

Top 10 finishers: *Receive those numbers for next years series season & Racer profile on The Dirt's web site.*

Driver: _____

Address: _____

City, State: _____

Zip: _____

Phone: _____

E-mail: _____

Classes (please check) - limit two per driver

_____ *1/10 Nitro Truck Intermediate* *Feq. 1st* _____ *2nd* _____

_____ *1/10 Nitro Truck Expert* *Feq. 1st* _____ *2nd* _____

_____ *1/8 Nitro Buggy Intermediate* *Feq. 1st* _____ *2nd* _____

_____ *1/8 Nitro Buggy Expert* *Feq. 1st* _____ *2nd* _____

_____ *1/8 Nitro Truck Open* *Feq. 1st* _____ *2nd* _____

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Trackside Hobbies, Wilwaukee, WI, was the Site of the Most Recent TCS Race

Super Touring GT1

1st Place	Mark Rodney
2nd Place	Marty Hageman
3rd Place	Wayne Ninneman
Best of Show	Julian Campbell
Top Qualifier	Greg Jones

Touring GT2

1st Place	Lee Passehl
2nd Place	Erik Wippler
3rd Place	Stefan Czechorski
Best of Show	Alan Buck
Top Qualifier	Lee Passehl
Top Rookie	Paul Hageman

F-1

1st Place	Marty Hageman
2nd Place	Gary Katzer
3rd Place	Hot Rod Hartley
Best of Show	Julian Campbell
Top Qualifier	Alex Kikel

M-Chassis

1st Place	Erik Wippler
2nd Place	Mike Lack
3rd Place	David Weir
Best of Show	Mike Villena
Top Qualifier	Erik Wippler
Top Rookie	JJ Streeter

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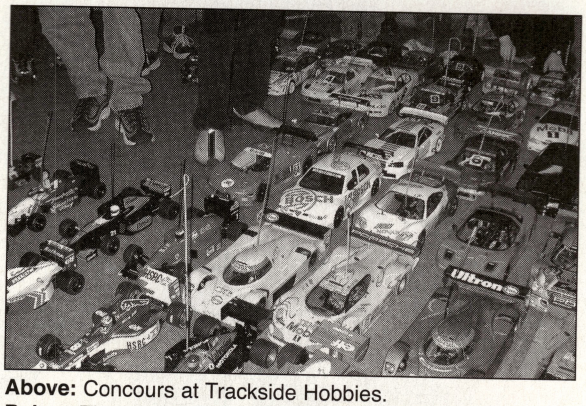
TL-01 Spec Exhibition

1st Place	JJ Streeter
2nd Place	Ben Hebel
3rd Place	David Guzlecki
Best of Show	Jay Streeter
Top Qualifier	JJ Streeter
Top Rookie	JJ Streeter

LeMans Exhibition

1st Place	Lee Passehl
2nd Place	Mark Rodney
3rd Place	Robby Wirth
Best of Show	Dan Pozel
Top Qualifier	Mark Rodney
Top Rookie	Robby Wirth



Above: Concours at Trackside Hobbies.
Below: There was a large turnout for TCS Race #77 on January 21, 2001



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Hurry! *Registration for Race #80 closes April 25, 2001, and registration for Race #81 closes May 16, 2001.*

Next Qualifier

☐ **TCS Race #80**
April 29, 2001
HobbyTown USA
Kansas City, KS

☐ **TCS Race #81**
May 20, 2001
West Valley Hobbies
Salt Lake City, UT

Name_____ Age _____

Address_____

City_____ State _____ Zip _____

Phone #( )_____

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

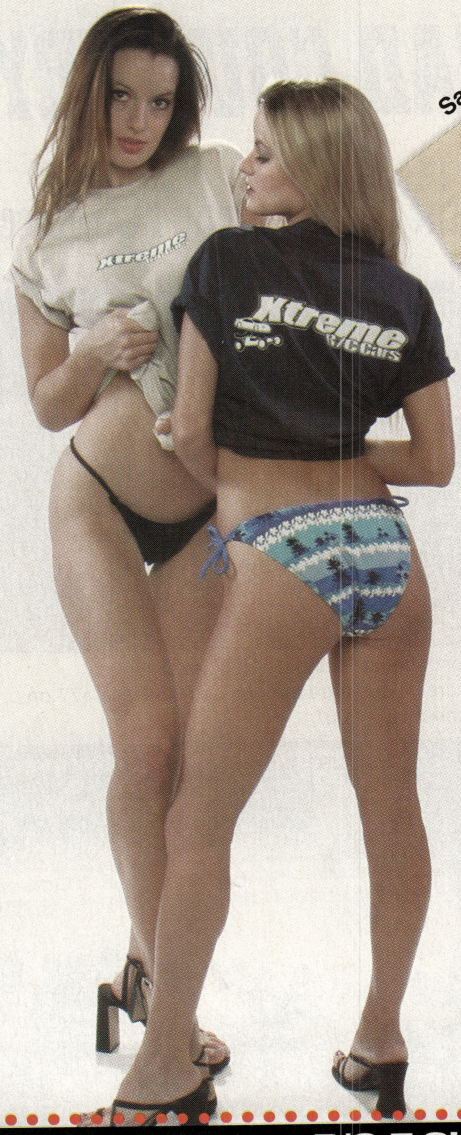
(Minimum of 2 frequencies required)

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

XTREME GEAR!





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Finally, Someone Agrees With Me!

Mike,
This letter is in response to your editorial in Issue 6.6. My opinion on having a strict factory class with a points series (for guys like Kinwald, Pavidis, Francis, etc.) is that it's a good idea. There are those however who will disagree. You have to consider the average racer or even your above average racer who makes a sacrifice to make a big race, say like the Winter Champs. You have those who specifically make this race to see how they stack up against our sport's best drivers. And some of them don't mind being thrown in a heat with the likes of Kinwald, Pavidis and so on.

It's hard to address a situation like this because, yes, I'm all for allowing the factory racers race in their own class. This gives an equal opportunity for the average racers to shine amongst their own. But let's face it, you're not going to attend a national level event and make the A-Main just like that. It takes hard work and experience and most of all, lots of practice - which is something that the average Joe does not have time to do. I know that raw talent plays a bit part as well. No one is born with a remote in their hands but if you see the A-Main at a National or World event, it looks as if these guys were destined to be born with one in their hands.

But I think a seperate class is a great idea. I feel this way from the experience I had at the U.S. Indoor Champs at Cleveland last November. I saw what goes on behind the scenes with the pro level drivers. They themselves (Pro's) expect a certain level of comfort when they attend these big races, and that can be understood. You work hard to make it to a level such as that, yeah, I could come to expect some luxuries. Especially when you have to contend with other top shelf racers who are just as fast as you are.

I wish that those involved in the industry who can make a seperate class happen are listening and not turning a deaf ear. I have been racing R/C for 11 years but only as a hobby. I've seen this topic come and go many a times over. I personally have never wanted to be a sponsored pro level driver. But it is fun to watch them go boy! Fast as fast can be.

Sincerely,
Kenneth E. Rodriguez
New York

Doctor, There's Dirt in My Diff!

Wassup!
I have a problem with my MR-4TC Pro. After a few runs I've noticed that the rear diff pulley is fully covered with debris (dust, dirt, asphalt,....). At first I didn't mind it at all, but after I've run my car for two or three batteries, the rear drive belt (the small one connected to center pulley) is snapped. Then I realized it's from the debris that gets stuck in the rear diff pulley and is making the belt skipping over and over again. I think that happens because the construction of the rear drive train that makes the debris, cannot find a way out of the case. What should I do to prevent this? I've already replaced three rear drive belts and one center drive belt and I don't want to replace them after every run.

Kris Heriana
via the internet

The first thing I would do is whip out your instruction manual and go over the assembly construction one more time. Replace the diff gear if it's damaged and check that there's nothing in the case that's inhibiting the belt from rotating. It would take a lot of debris to snap a belt. On the MR-4TC Pro you really can't seal the rear diff off any more than it is. If you were to open things up I think you would only invite more dirt and debris to make its way into the assembly. My best suggestion would be to pick up a can of compressed air and blast any dust and dirt out of the assembly after each race day.

No More Pics Under The Mattress, I Want Them On The Wall!

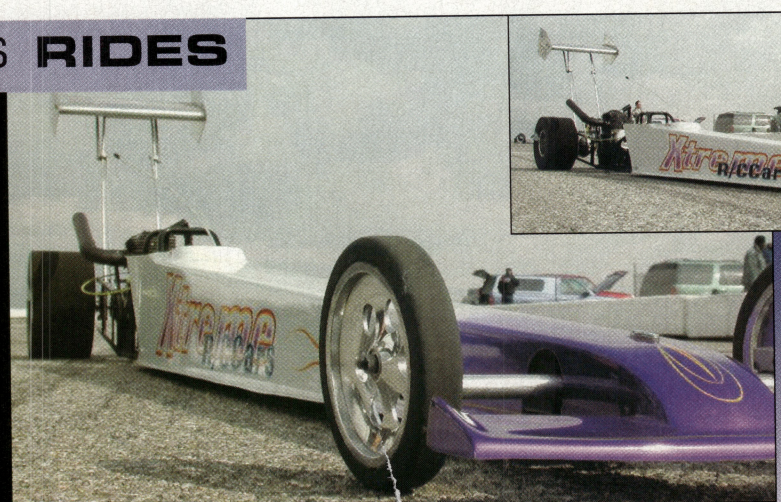
Yo Fellas,
Hey how about offering a Dirt Girls poster for sale!

Brian Sperry
via the internet

You like the Dirt Girls huh? We'll have to check on that poster thing. In the meantime, go buy an *Xtreme* t-shirt.

RACER'S RIDES

This month's Racer's Ride comes to us from Ken Jones of Rialto, CA. Ken's car is a 1/4 scale dragster that he had painted up with "Xtreme RC Cars" on the Side of it. Ken races with the Miniature Hot Rod Association (MHRA) in Rialto, CA. Way to go Ken!







Got a pic for Racer's Rides? Send it in and get an *Xtreme* T-shirt.

JAILBABES

When we ran pictures of The Dirt Girls in the February issue we got lots of mail inquiring about the ladies. Among the mail were many that made us feel sorry for some of you guys. Is the dating scene that tough these days? Well, we decided we'd help you guys out a bit by turning you on to a unique website. It's called **jailbabes.com**. You can start a pen pal relationship with one of these lovely ladies. That way when they get out, they'll be looking to hunt you down. Here's a sample of some of the ladies we found most appealing.



Angela
Age: 30
When She Gets Out: 05/02
Quote: I am sensual, spontaneous, classy, honest, and intelligent.
I'm sure prison is just filled with classy, honest, intelligent women.



Cynthia
Age: 18
When She Gets Out: 07/02
Quote: I have a tremendous sexual appetite so I will promise him total satisfaction...
Next July, that's not too long.



Elizabeth
Age:19
When She Gets Out: 12/02
Quote: I also enjoy a little art here and there.
Well even though his name isn't Art, our Andy is very artistic.



Eva
Age: 48
When She gets Out: 09/01
Quote: I'm looking for an honest hard working man who lives a clean life.
That's just what an honest, hard working man wants – an ex-con for a wife.



Jamie
Age: 21
When She Gets Out: 10/03
Quote: They call me "Diamond" because I am the rarest of all jewels.
And because I tried to smuggle some out of the store. (allegedly)



NayKima
Age: 18
When She Gets Out: 11/01
Quote: I would love to establish a mutual bond with someone out there.
She's the one for you!



She traded laundry duty for a pack of smokes.



Rena
Age: 20
When She Gets Out: 12/01
Quote: I'm looking for that special someone who can fill a void I've had for a very long time.
And she's good at crafting that double entendre as well.



Sunny
Age: 20
When She Gets Out: 12/04
Quote: I spend my time fulfilling my fantasies instead of just sitting around.
At least she always fantasized about being in the clink.

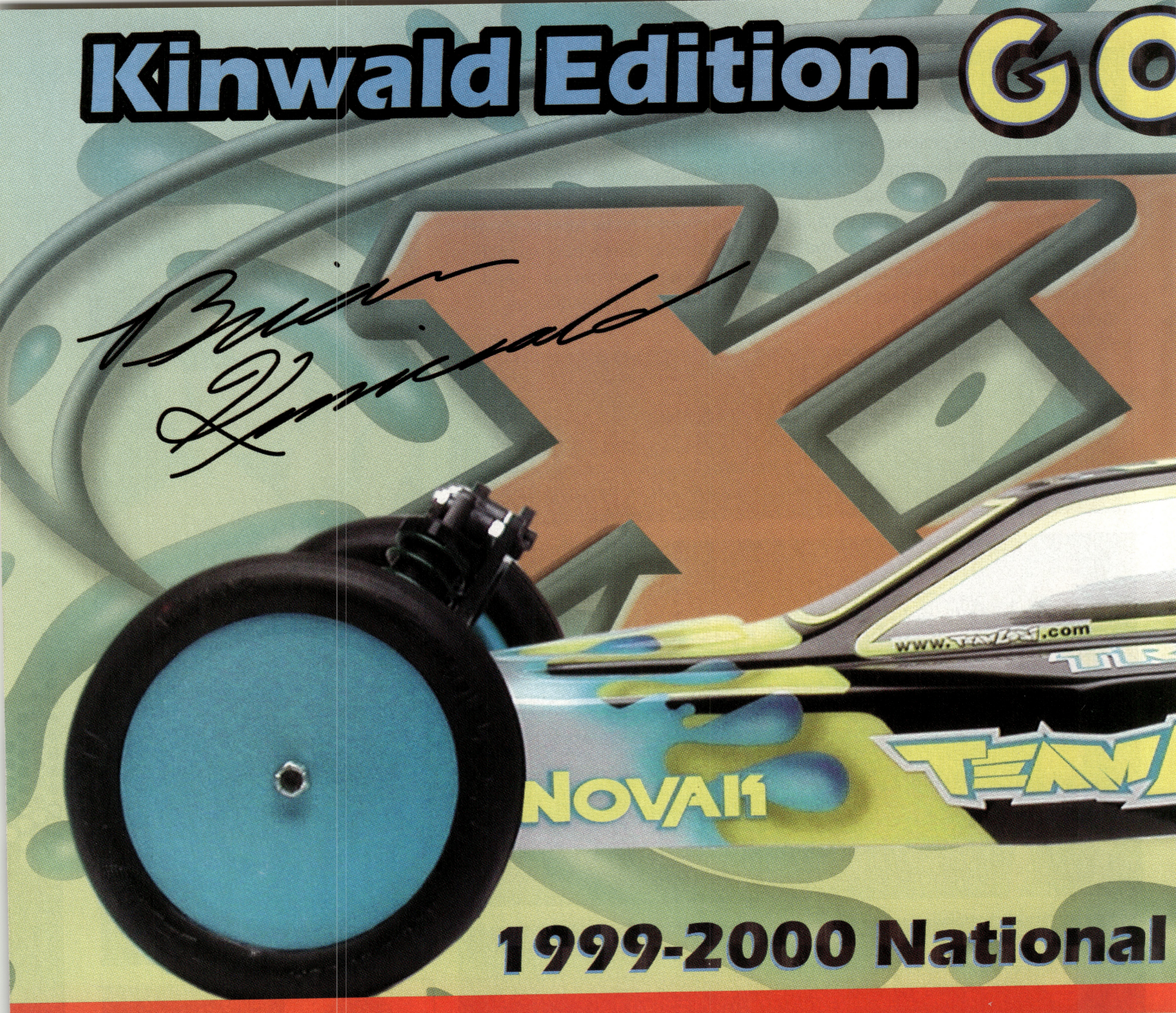


Zita
Age: 65
When She Gets Out: 01/05
Quote: I am particularly attracted to Godly men. I would like a man who is Hispanic or Italian.
Mike's a Godly hispanic. Hey Mike, I think we've found you one.

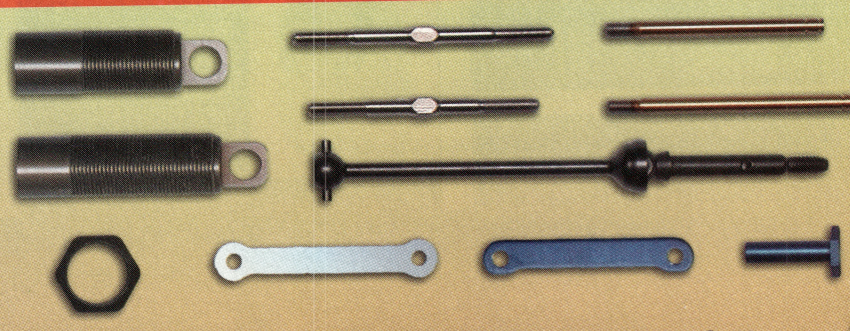
Ladies not your taste? Try Jaildudes.com

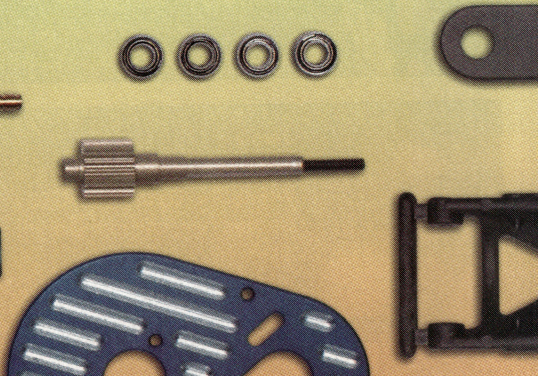
Kinwald Edition GO

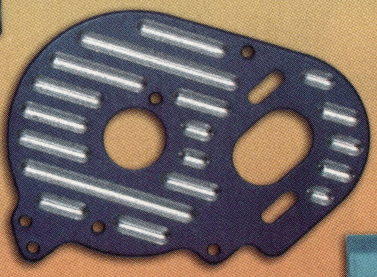
Brian Kinwald

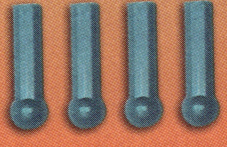


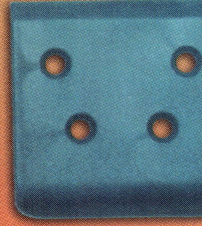
1999-2000 National











The New XXX Kinwald Edition Kit includes a full selection of Brian's favorite Team Losi performance parts. There's graphite galore (chassis not shown), titanium, machined & anodized aluminum parts, ball bearings, CVD's, plenty of cool blue plastic parts, and more. Build your own National Champion XXX with Brian's own set-up and tech tips. See the complete list of parts & features at www.TeamLosi.com.

Team Losi 13848 Magnolia Ave., Ch

GRAPHITE!



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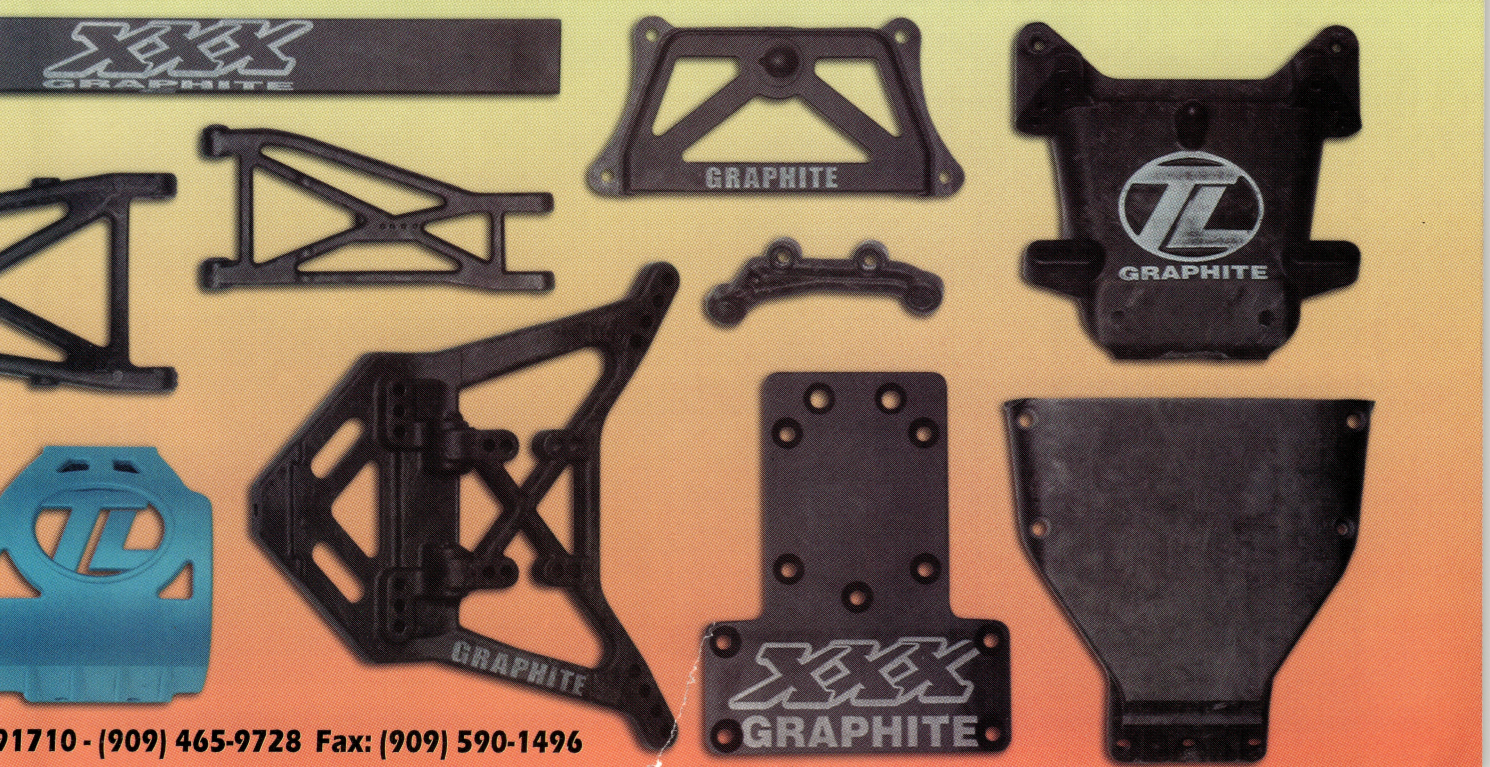
*Driver not included.



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Serious Horsepower!

Speedworks Retro Series Modifieds



HVS "split wind doubles" wound with 1 big and 1 small wire for quicker spool-up.

SMC capacitors installed. No caps to solder.

Pure copper hardware for low resistance.

Welded commutator tabs.

Designed to work well with batteries with capacity from 1500 to 3000 mAh.

9234 427, 10 Turn
9235 350, 11 Turn
9236 Pure Gold, 12 Turn
9237 Monster Mash, 13 Turn

Zip Pak 2 Now 1500 mAh



RC5922

6 cell stick configuration with Tamiya style connector. Heavy duty 1500 mAh Ni-Cd cells allow for repeated charging cycles for more runs per day. Excellent for all stock and mild machine wound modified motors like the Retro and Speed Gems series.

1900 mAh Pro Pak



RC5897

High performance without a high price. Trinity's new 1900 mAh "Extended Play" battery pack will deliver the performance of batteries costing almost twice as much. Works excellent with all but the lowest turn modified motors. This is an excellent battery pack for the modified racer on a budget.



Time Warp comes packaged in blister with backing card.

REAL! SERIOUS HORSEPOWER!

D4 Quad HVQ Modifieds



Car & Driver READERS' CHOICE AWARDS 2000

New quad HVQ winds. One large and 3 small wires. Designed especially for 3000 Ni-MH battery packs. Quicker spool-up. All motors are Quad winds on Torque Blanks

D4HVQ8 8 Turn High Variance Quad
D4HVQ9 9 Turn High Variance Quad
D4HVQ10 10 Turn High Variance Quad
D4HVQ11 11 Turn High Variance Quad
D4HVQ12 12 Turn High Variance Quad

2400 STYLE HI-VOLTAGE WITH 3000 MAH CAPACITY!

VIS EX-TRA Matched Stock Metal Hydride



RACE SPEC Matched, Un-assembled
NR3104 4 Cell VIS EX-TRA Matched Cells
NR3106 6 Cell VIS EX-TRA Matched Cells

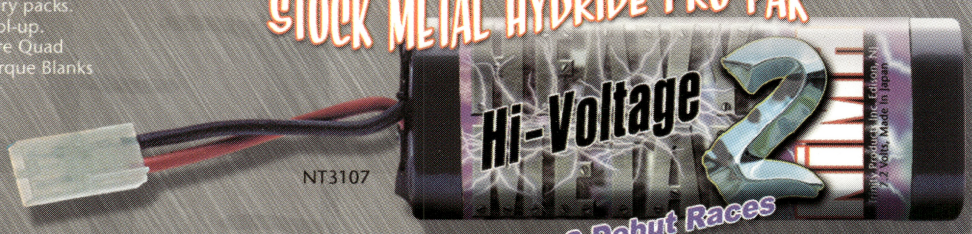
TEAM SPEC Matched, Un-assembled
NT3104 4 Cell VIS EX-TRA Matched Cells
NT3106 6 Cell VIS EX-TRA Matched Cells

RACE SPEC Matched, Assembled
NR3106A 6 Cell Stick Pack
NR3106S 6 Cell Saddle Pack
NR3106X 6 Cell Side X Side Pack

TEAM SPEC Matched, Assembled
NT3106A 6 Cell Stick Pack
NT3106S 6 Cell Saddle Pack
NT3106X 6 Cell Side X Side Pack

ROAR LEGAL

Stock Metal Hydride Pro Pak



NT3107

2 Debut Races
6 Wins
5 TQ's

Trinity Challenge, The Track, MD.
1st 1/12th Mod & TQ
1st Touring Mod & TQ

Trinity Snowbirds, Orlando, Fl.
1st 1/12th Mod On-Road, & TQ
1st 1/12th Mod Oval
1st Touring Mod & TQ
1st 19 Turn Touring & TQ

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