SPY PICS OF LOSI'S NEW XXX-S TOURING CAR
Page 16

Xtreme R/C Cars

THE REAL WORLD OF R/C CARS WITH AN EDGE

HPI RS4 PRO 3

A Revolutionary Evolution

Page 40

PLUS:

FG SPORTLINE **CLK GTR**

MUGEN **MBX XR WORX**

RACE COVERAGE

2001 WINTER **CHAMPIONSHIPS**

2001 WINTER **NATIONALS**

HOW TO

- PREVENT & REPAIR STRIPPED SCREWS
- ADJUST TOURING CAR DROOP
- SET AND ADJUST YOUR NITRO BRAKES



LOSI XXX **KINWALD EDITION**

Page 56

(Trophy not included.)

June 2001
USA $3.99 CANADA $5.99
06>
09281 01349 5
Issue 6.8

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
REEDY

#298 MVP Stock Rebuildable
#299 MVP Stock Plus Rebuildable

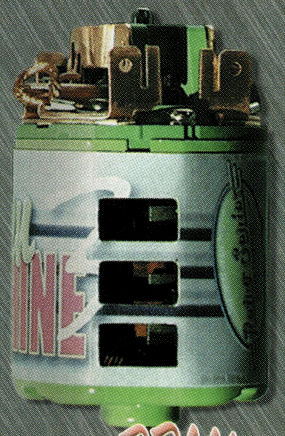
A Division of Associated Electrics, Inc.
3585 Cadillac Ave., Costa Mesa, CA 92626 • (714) 850-9342 Fax: (714) 850-1744

- Factory Blue endbell and heatsinks
- Heavy-duty solder tabs
- High-Strength "C4" Magnets
- New Max-Field 1.4mm can
- New vent design.. runs cooler
- High-RPM 6HL, Split-rotor armature
- Tapered and tagged arm for quick, easy identification
- #767 Serrated Competition brushes included with MVP Plus #299

Visit our website: **www.teamassociated.com** or **www.rc10.com/reedy**

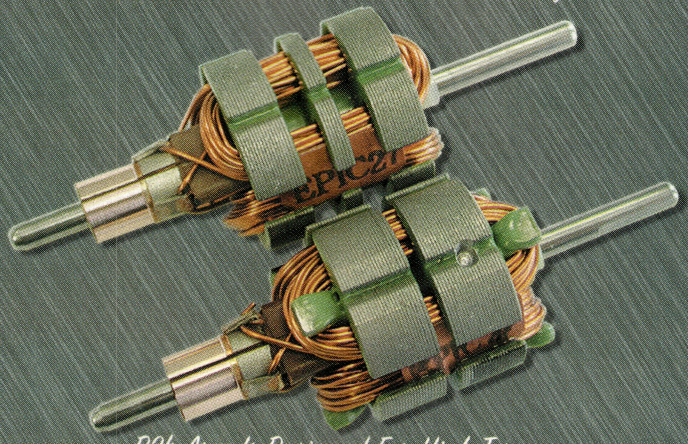
ad#107

PLAY THE STOCK MARKET AND WIN!



Hi-RPM!

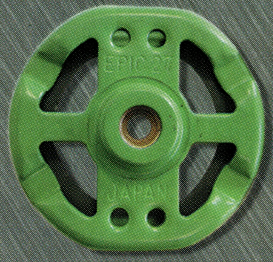
Unique Tapered Shafts Make Armatures Easy To Identify
Pure Copper Hardware For Ultra Low Resistance
Green Machine 3 Uses Tri-Rotor™ Arm For High RPM

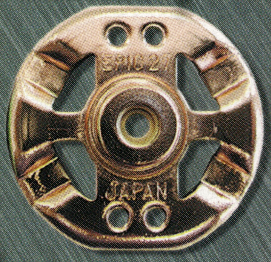


P2k Arm Is Designed For High Torque
Armatures Tagged For Easy Identification
Flat Can Eliminates Cheaters Changing Endbell Timing



Hi-Torque!





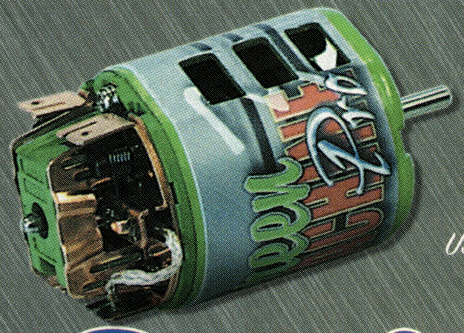
Green MACHINE 3

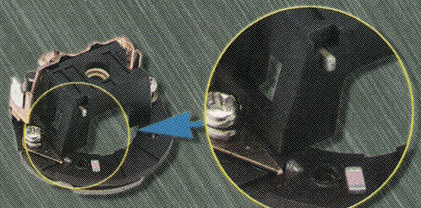
P2k™





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

Blue Chip Investments From

TRINITY

Originators of the Rebuildable Stock Motor®

9426 Standard
9427 Pro "Tweaked"
& Dyno Tuned

RC2116 Standard
RC2117 Pro "Tweaked"
& Dyno Tuned

If your *FIRST* truck was an RTR...



Team-Built™

•Available in pull-start or non-pull start versions

•Adjustable Caster, Camber and Toe-in

•High-quality sealed bearings in the wheels, outdrives, transmission, and clutch!

•Aluminum tuned pipe and exhaust header (not pictured)

•Pro-Line Stubbie "T" Rear tires

• New longer-wheelbase "Team" chassis

A Team-level 16-bearing, Pre-Painted ASSEMBLED Racing GT!

•Pro-Line Ribbed "Edge"Front tires

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

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

Here's your chance to join the *TEAM!*





Team-Built
#7009 T3

"Team-Built" T3 Features:

- **Rubber-sealed ball bearings**
- **Pre-painted and trimmed Pro-Line Body**
- **Blue-anodized Aluminum Shock bodies**
- **Rugged steel "dogbone" rear axles**

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

Assembled, "rolling chassis" competition-level trucks!

When you're ready to move up from your RTR, Team Associated has the perfect truck for you! Our new "Team-Built" trucks are the easiest way to graduate to a full-race quality vehicle without any of the building or painting hassles. Just install your own radio gear and motor and you're ready to go racing. Welcome to the Team!

Priced LESS than our T3 and GT Team Kits!



Team-Built GT

#7050 Pull Start
#7051 Non-Pull Start



•Two different body color schemes available

"Team-Built" GT Features:

- **Pre-painted and trimmed Pro-Line Body**
- **Rubber-sealed ball bearings**
- **Blue-anodized Aluminum Shock bodies**
- **Rugged steel "dogbone" rear axles**

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

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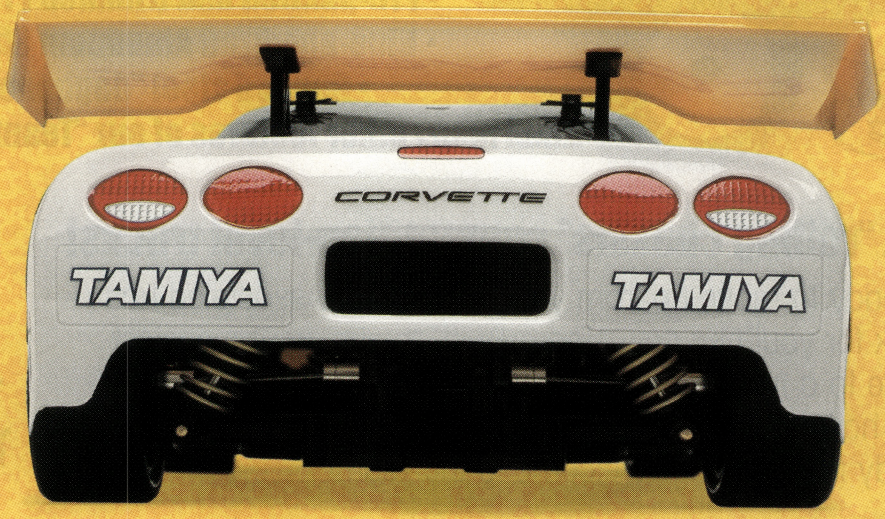
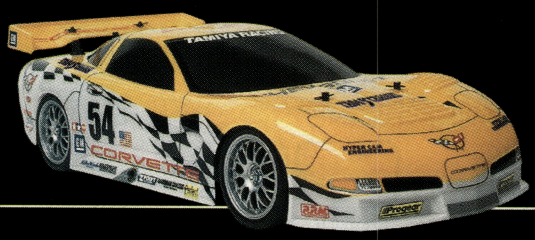
www.teamassociated.com or www.rc10.com

EXCITEMENT AT 600HP

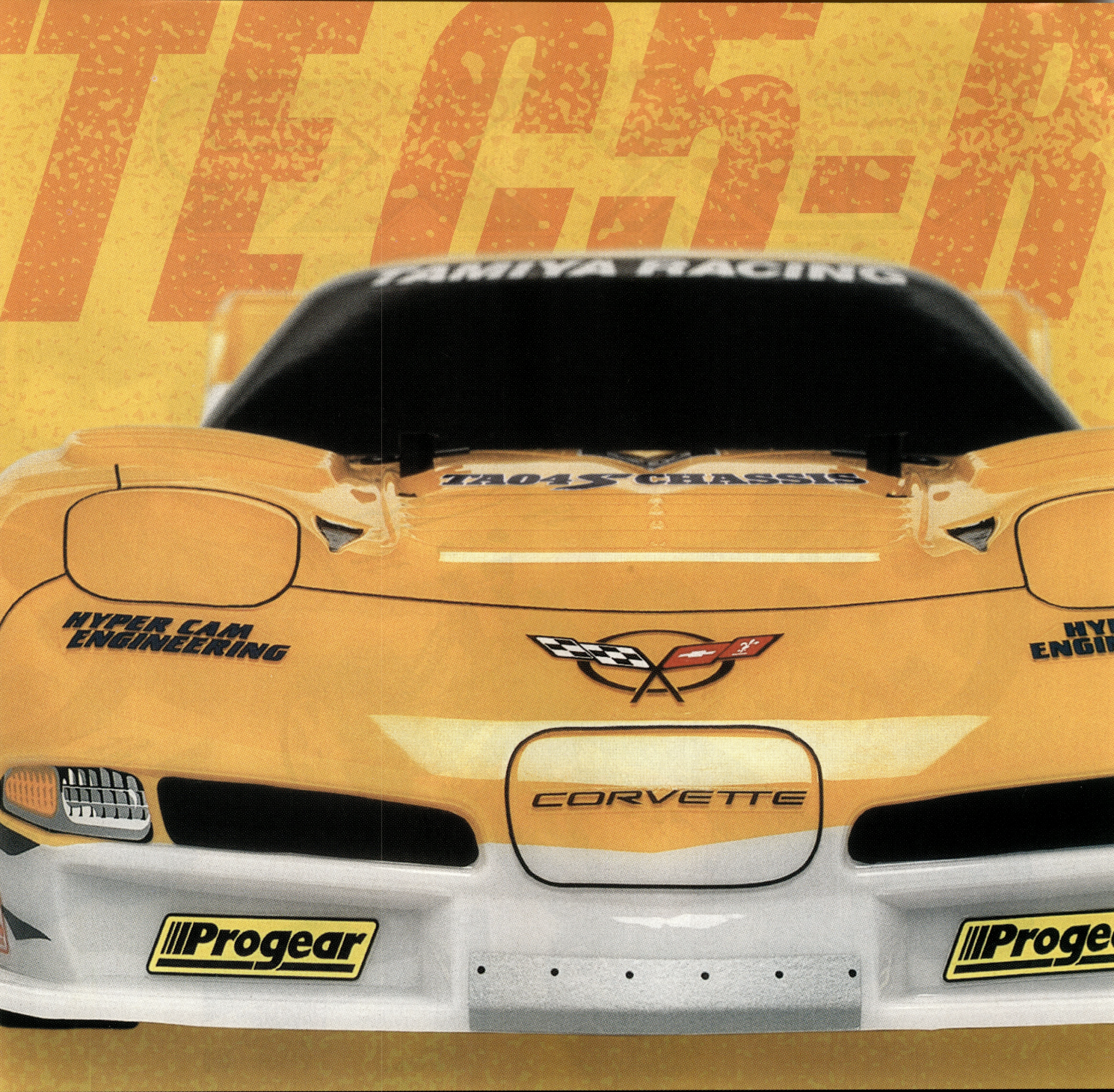






1/10 RC CORVETTE™ C5-R™

with TA04 Sport chassis **kit number 58272**



Tamiya recaptures the thrill of racing with the Chevrolet™ Corvette™ C5-R(tm), one of the most respected and awe-inspiring race cars of the last 25 years. Featuring the TA04 Sport chassis – based on the belt-driven TA04 chassis – this bad boy comes tricked out with full ball bearings, metal turn buckles, and oil-filled dampers. The front and rear drive train uses bevel gear differentials, guaranteeing outstanding performance at an entry level price. And to top it all off, the body is pre-cut, pre-stickered, and pre-painted using an innovative printing process. The aerodynamic body is set off by the stunning yellow and white color scheme, right down to the thrilling checkered flag side streamer. Bring the thrill of RC racing home with the Chevrolet™ Corvette™ C5-R(tm). Flex your muscle and buy yours today. Visit us at www.tamiya.com for more information on how you can own the road.

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

TAMIYA

1/8 SCALE
4WD GAS POWERED
RACING BUGGY

MBX-4 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-4R



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

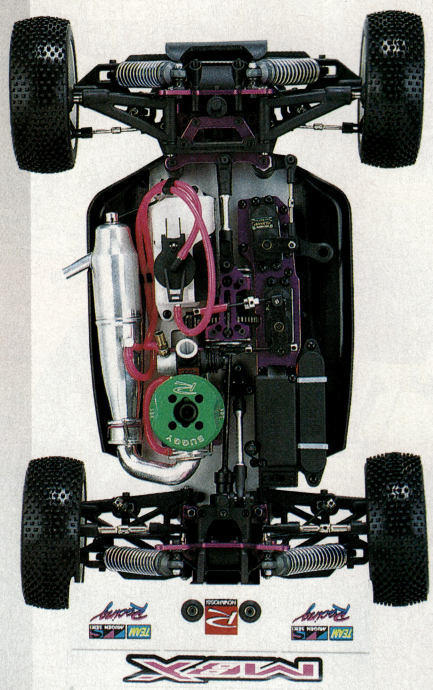


T0211
F/R Universal Joint Set



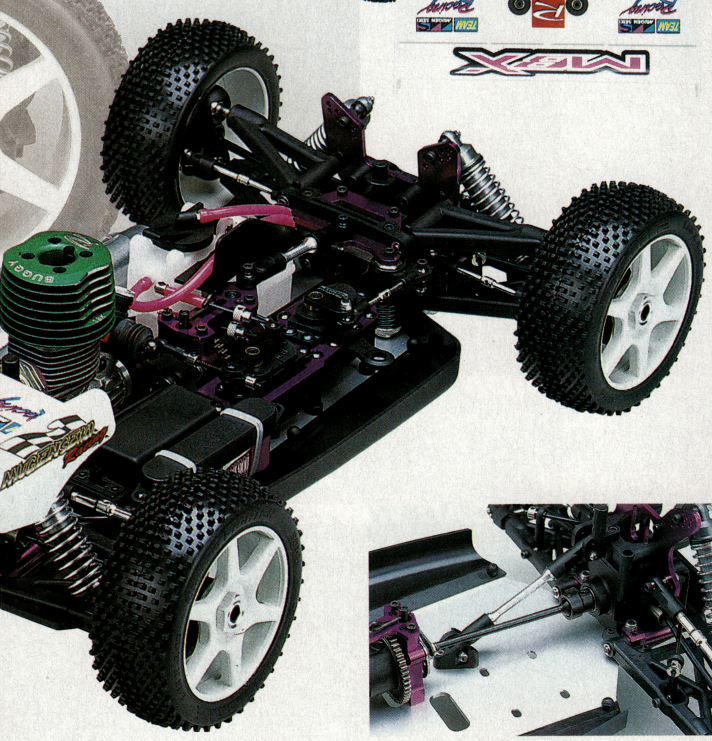
51601 Black Pipe S (12)
51602 Black Pipe L (12)

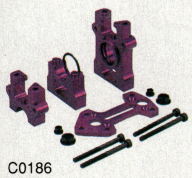
Mugen Seiki Racing Ltd. 20914 Bake Parkway, Suite 106 Lake Forest, CA 92630,U.S.A. Phone: 949-707-5607 Fax: 949-707-5614 http://www.mugenseiki.com e-mail:support@mugenracing.com



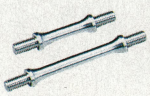
MUGEN SEIKI®
Racing

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:





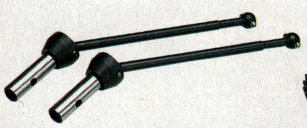
C0186
Al. Center Diff. Mount Set



C0193
Al.Tension Rod Set



C0192
Rear Upright



C0260
F/R Universal Joint Set

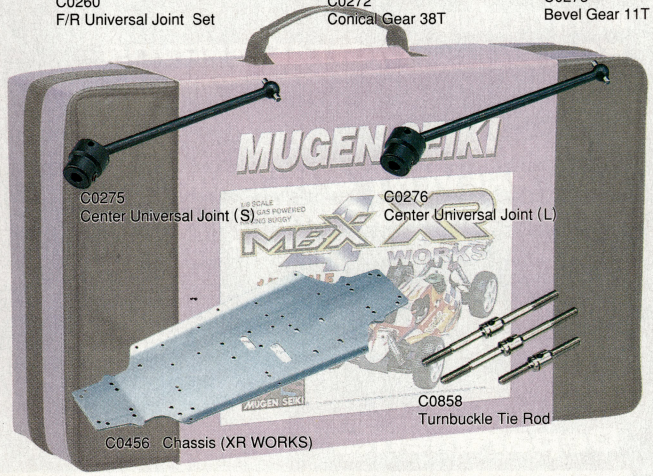


C0272
Conical Gear 38T



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
GAS POWERED 4WD TOURING CAR
NITRO
MTX-2
Sports Package

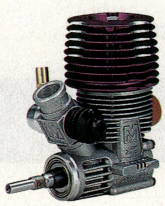
DODGE STRATUS KIT
'99 ACCORD KIT

- MTX-2KIT With MT12ENGINE
- TOURING CAR BODY
- TUNED MUFFLER
- CARRYING BAG



MT12 Engine

NEW
MT12TS1 SG-Shaft, Slide Carb.
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



'99
WORLD
CHAMPION
CAR

Xtreme R/C Cars
Issue 6.8 • June 2001
www.xtremerc.com

Performance Tests



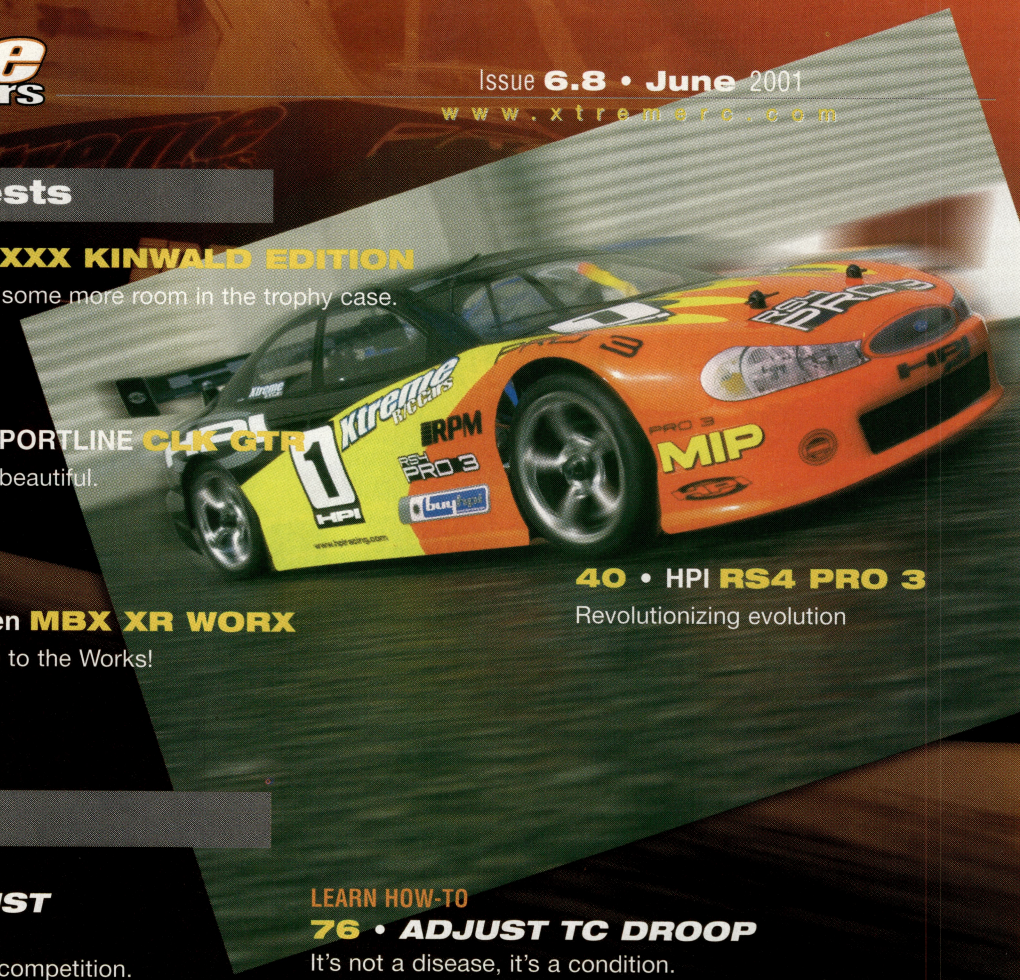
56 • Losi XXX KINWALD EDITION
Time to make some more room in the trophy case.



68 • FG SPORTLINE CLK GTR
Big, bold and beautiful.



92 • Mugen MBX XR WORX
1/8-scale nitro to the Works!



40 • HPI RS4 PRO 3
Revolutionizing evolution

Features

LEARN HOW-TO
33 • SET AND ADJUST NITRO BRAKES
Don't lock them up, lock out the competition.

UNDER THE SCOPE
50 • HITEC DIGITAL SERVOS
Do a bunch of 1's and 0's make a difference.

LEARN HOW-TO
52 • PREVENT & REPAIR STRIPPED SCREWS
For once the word "Strip" is a bad thing.

UNDER THE SCOPE
66 • XXX MAIN BODY MASKS
Want an X-rated body?

LEARN HOW-TO
76 • ADJUST TC DROOP
It's not a disease, it's a condition.

RACE COVERAGE
82 • FLORIDA WINTER NATS
Nitro on-road on the beaches of Florida.

RACE COVERAGE
102 • OFF-ROAD WINTER CHAMPS
Tampa's good for more than after race entertainment.

Departments

Insight 12
Inside Line 15
Quick Tips 26
Starting Box 29
Subscribe 115
Reader Survey 119
Ad Directory 120
Back Issues 125
XtraStuff 128

Other stuff in this issue:

You've seen Joe Dirt, Doug Flutie, Barry Melrose, Billy Ray Cyrus, now you know how to classify yourself or your neighbor.

Cover Photos by: Elliot Crabtree



Mullets are funny, come on, admit it, you know they are.

Burns nitro.
Smokes competition.



The heat is on. The **XXX-NT** is scorching tracks and racking up wins...like Jesse Robbers, Matt Francis and Adam Drake in a 1-2-3 sweep of the Nitro Truck Class at the Midwest Winter Gas Championships; and Adam Drake taking 1st at "The Dirt" Nitro Challenge (plus four more drivers in the top ten).

So, wanna play with fire?

Team Losi

Engineering wins.

www.teamlosi.com

Real Men Race

T-Maxx owners, did you know the truck you love is actually a race truck in disguise? It's true, it's true. Off-road track's around the country are now offering T-Maxx racing classes. Even some parking lot tracks are offering the classes. That means now is the perfect opportunity to get into a whole new realm of R/C you've only read about. Climbing hills and chasing cats around the neighborhood is all well and good (well, maybe not the cat chasing). Now imagine your T-Maxx along with nine other trucks on the same track, each battling for positions. Racing is the reason many of us have been involved in R/C for so many years (16 and counting for me). I hope you won't let this great opportunity pass you bye. Call your local track or hobby shop to find out when they're racing T-Maxxes. Okay, now some of you are probably wondering, "Mike, what kind of Editorial is this?" Well we're witnessing something amazing, something you don't see too often. The T-Maxx and E-Maxx are a phenomenon. There are thousands of these trucks out in the public's hands. It would be a shame if those who have been introduced to the world of R/C through the T-Maxx never see or experience the thrills of racing. So if you own an E-Maxx, T-Maxx or have a buddy that's got one, get them down to the local track, quick. Get hooked on racing, it's easy.



Staff Notes

Welcome back. Everyone here is happy to welcome back David Palacios to the *Xtreme R/C Cars* family. David was once our Art Director. After leaving us and going back to college to get his degree, David's back. He'll be our new On-Line Editor as well as an Associate Editor for this magazine. Also new to our staff is Joe Pillars. Joe is as dedicated a racer as they come. He moved out to sunny Southern California from Michigan just to be in the hot bed of racing. While he was at it he landed himself a job here at *Xtreme* as a General Assistant to everyone here (nice name for gopher). On a sad note we'd like to wish the best to Mike Henry and Nathan Miller. They've been Editor's at Large for us for the last year or so and are both in their final years of college. We wish them both the absolute best in the future and in their new careers.

Mike Velez
Publisher/Editor/Racer

Xtreme R/C Cars

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Typographer **Kaleido Graphics**

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General Assistant **Joe Pillars**

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Read Xtreme R/C Cars.
Printed in the U.S.A

Real women race as well. Wouldn't want to leave any of you ladies out.

It's a blast furnace on wheels.

Inferno MP-7.5



KYOC0560
Length: 19.5 in (496mm) • **Width:** 12.1 in (307mm) • **Height:** 7.4 in (189mm) • **Wheelbase:** 13 in (328mm)
Front/Rear Track: 10.1 in (258mm) • **Ground Clearance:** 1.1 in (28mm) • **Approx. Weight:** 7 lb (3200g)
Requires: 2-channel radio w/2 servos, .21 nitro buggy engine, manifold, tuned pipe, fuel, starting equipment
Kanai Edition (KYOC0561) also requires tires

IFMAR 1/8 BUGGY WORLD CHAMPION

Only months old, the Kyosho Inferno MP-7.5 has already won an unprecedented fifth consecutive IFMAR title in 1/8 scale nitro racing. It boasts a winning tradition that has its roots in four other IFMAR champions – and so many new performance refinements that it has already earned a chapter of its own in the history of nitro racing.

'96-'97 IFMAR CHAMPION
Inferno MP-5

'92-'93 IFMAR CHAMPION
Inferno

'98-'99 IFMAR CHAMPION
Inferno MP-6

'94-'95 IFMAR CHAMPION
Turbo Inferno

new 2000 IFMAR CHAMPION
Kanai Edition Inferno MP-7.5

Ready, willing and able to continue the Inferno legacy.

2000 ROAR National Champion

KYOSHO TOOK 7 OF THE TOP 10!

Inferno MP-7.5 advancements start with the main chassis, which is a sturdy 3mm thick, and features cut-outs front and rear that allow the diffs to be mounted lower. The diff gears are smaller, which offer two benefits: 1) you'll make sharper turns because gyro effect will be reduced, and 2) the suspension arms can be made 4mm longer — and stiffer — making the MP-7.5 more stable, and able to dive in and out of the corners harder. Plus, the more durable steel center gear is a new one-piece design.

Want more high-performance features? Check out the special large-capacity, Teflon®-coated shocks all around for exceptional dampening. Super stopping power is provided by a dependable 2mm-thick disk brake in a plastic holder that reduces disk rotor vibration. And for extra road-hugging capability, there's a newly designed engine mount included that lowers the buggy's CG by 3mm.

These are just a few of the high-tech changes you'll find on the Inferno MP-7.5. To truly appreciate how awesome this off-roader is, you'll have to see it at your local hobby shop. When you do, you'll agree that Kyosho is warming up to the challenge of repeating once again as the champion of the world.



Newly designed parts:

- Upper deck
- Front hub carrier
- Front and rear bulk head
- Servo saver
- Fuel tank
- Side chassis guard
- Receiver box
- Rear hub
- Wing stay
- Center lock nut-type wheels

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THE FINEST RADIO CONTROL MODELS

www.kyosho.com

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HPI RACING
THE EVOLUTION OF HIGH PERFORMANCE R/C TOURING

RS4 ----------> RS4 Pro ----------> RS4 Pro 2 ----------> RS4 Pro 3

DRIVE THE NEXT LEVEL

RS4 PRO 3

THIRD GENERATION PRO

The all-new RS4 Pro 3 has extremely long suspension arms to deliver improved handling and a wide variety of simple set-up options. The new composite chassis delivers improved dampening, reduced radio interference, and reduced parts count to keep the Pro 3 price low. The Pro 3 has a central battery mounting position with near-perfect weight distribution for higher corner speeds & fast changes of direction. Graphite composite diffs and new short CVD's are included for a significant reduction in rotating mass over the Pro 2. Lightweight composite low friction threaded shocks maximize wheel control under all conditions and lower overall car weight & center of gravity. Faster throttle response and improved efficiency are the welcome benefits. Everywhere you look there have been technological advances to bring you the best performance and value in the electric competition touring car class. Give the new RS4 Pro 3 a try.



Electronics & tires are not included in this kit.

New!
#178 RS4 Pro 3



THREADED COMPOSITE SHOCKS



LONG SUSPENSION ARMS



ALL-NEW SUSPENSION GEOMETRY

Included!

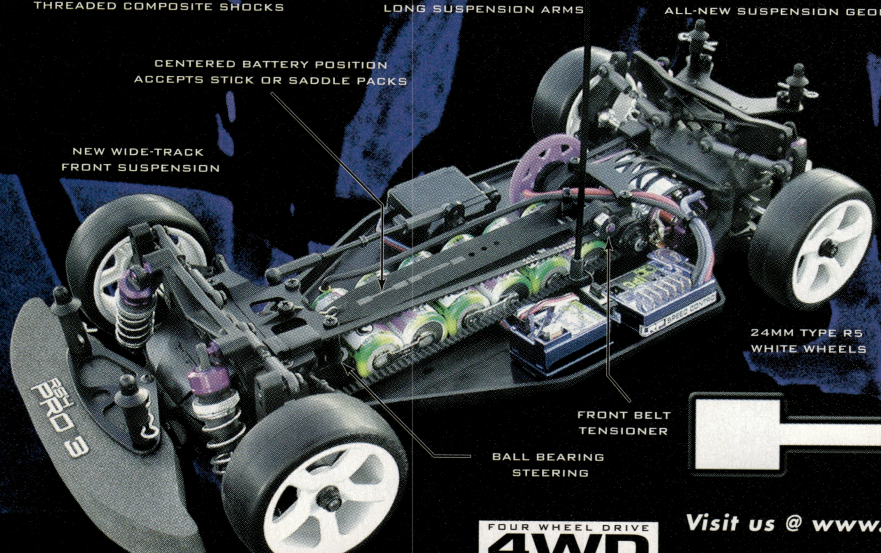
24 BALL BEARINGS

Included!

COMPOSITE DIFFERENTIALS

CENTERED BATTERY POSITION
ACCEPTS STICK OR SADDLE PACKS

NEW WIDE-TRACK
FRONT SUSPENSION



24MM TYPE R5
WHITE WHEELS

FRONT BELT
TENSIONER

BALL BEARING
STEERING



OPTION PART
190mm

New! #7356 Ford Mondeo BTCC

The RS4 Pro 3 comes with no body so racers can choose a 190mm body to suit their driving style and track conditions.



OPTION PART
190mm

New! #7357 Mercedes-Benz CLK DTM 2000

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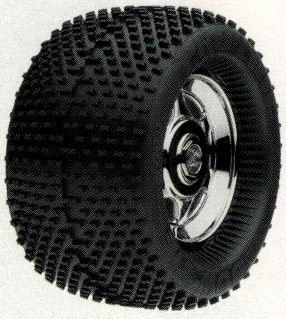
Maxximum Pro-Line

Whether it's asphalt or dirt Pro-Line's got two new tread designs to keep you covered. The new Maxx Road Rage is for street applications and fits all T-Maxx and E-Maxx wheels perfectly. The tread design is the aggresive road rage pattern you've seen before. The new tires have a low-profile and help to make your truck more stable on any smooth surface. The other new E-Maxx/T-Maxx design is the Maxx Bow-Tie. It's designed for high-performance dirt racing. The Bow-Tie design has what it takes to give the truck high-bite under most racing conditions. Both of these new tires will be in stores soon.

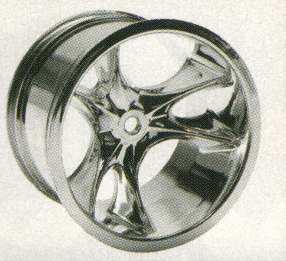


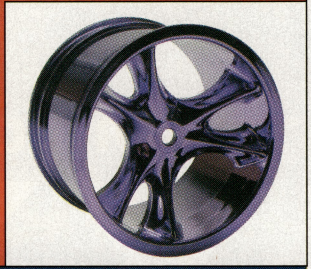


RPM Clawz Its Way into the T-Maxx Wheel Market



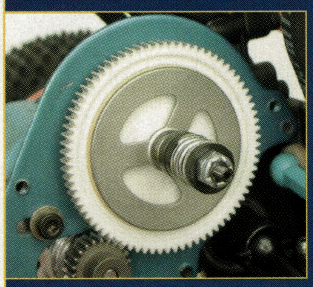
Go to any track or parking lot in the country and you're sure to find someone running with RPM wheels. Now the same will be true when you see someone running their T-Maxx or E-Maxx. RPM will soon be offering wheels for the popular Traxxas monsters. The first design out of the box is the "Clawz." The wheel comes in either a stock off-set or a wider off-set. The wide off-set makes your truck about 3/8" wider for more stability. The new wheels will be offered in three different colors – silver chrome, blue chrome, and purple chrome. The colored chrome wheels are a pretty good match to many of the anodized pieces on the market.





Trinity On A Diet?

Everybody wants a lighter drive train, right? If you own a Losi buggy or truck, Trinity can lighten you up a bit. These new lightened slipper plates weigh half as much as the stock plates. The new plates tip the scales at less than 0.1oz, as opposed to the stock ones that come in at 0.2oz. It's not much of a difference, but every bit helps. The new plates aren't cheap. A set of two will set you back $24.99; one will cost you $13.99. Look for them in stores now.



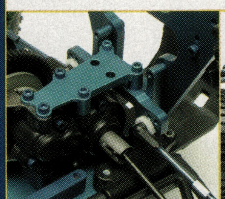


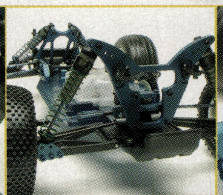
Also new from Trinity are Pro Nut Drivers that are based on the new Team Tools line of Allen drivers and other wrenches. The new nut drivers will come with hardened aluminum handles and feature hard anodized heads. Both metric and standard sizes will be available for the most popular R/C applications. Look for these new tools to range in price between $13.99 and $15.99.

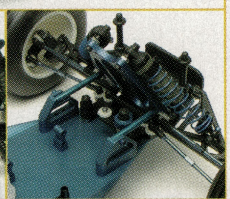
Trinity RC10GT Upgrades

Trinity will soon be coming out with a new line of Titan Tech machined aluminum accessories for the Associated RC10GT. The new items will include heavy-duty lightened chassis stand offs that support the front end of the truck; a new high-strength replacement rear bulkhead; machined rear shock mounts; an engine mount with gearbox reinforcement; and machined steering servo mounts. All of the new hardware will come anodized blue to match AE Factory Team blue. No price yet on the new items.









Ron Jeremy has been called a "Pro Nut Driver."

TOP SECRET
EYES ONLY

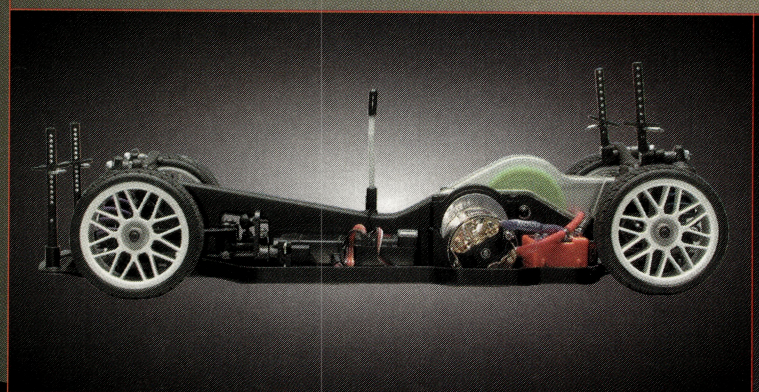
Losi XXX-S Case File

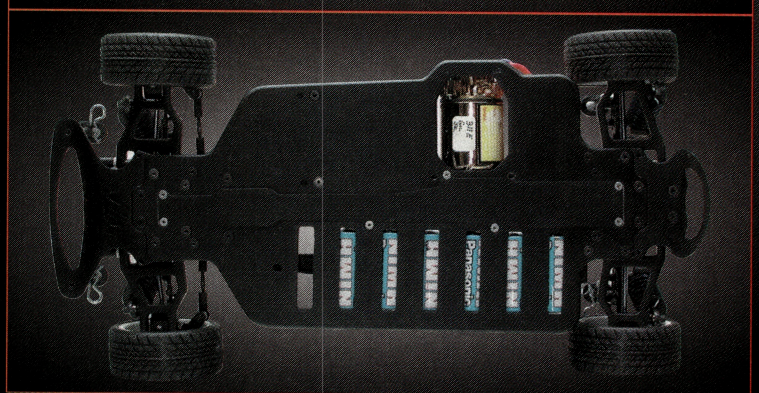
Since those guys over at Team Losi are just down the street, we staked out their offices and broke in. (You won't say anything if you know what's good for you.) Here's what we found – the new XXX-S touring car. Along with it, we found some top-secret drawings and test notes that tell the whole story.

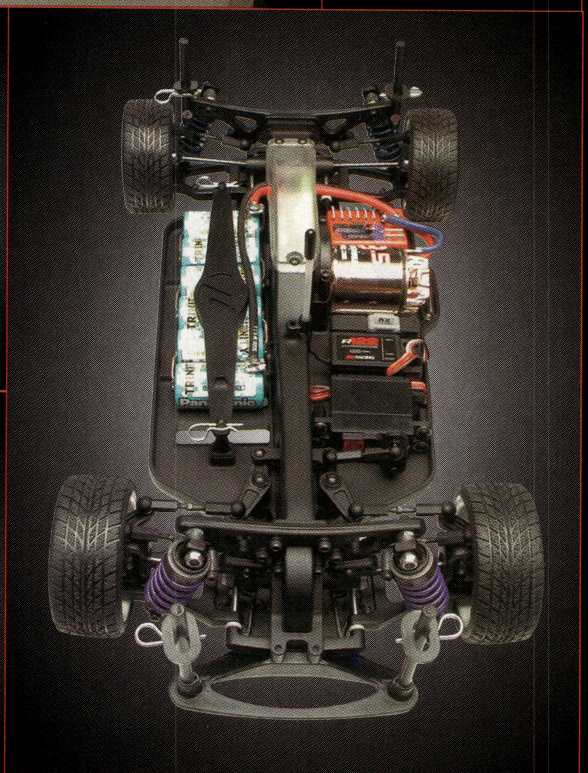
ssssshhhhhhh.

TEAM LOSI

XXX-S



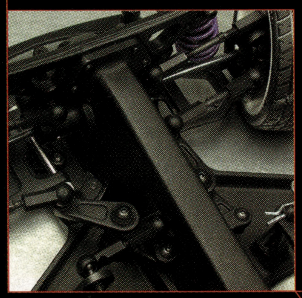


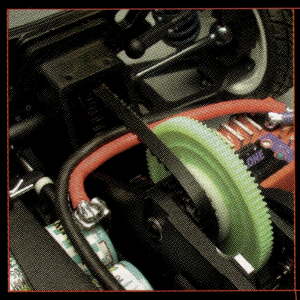


Since the fall of the Soviet Union, we've been interviewing quite a few new spies.

Sealed Single-Belt Drive Train

The single-belt drive system is very sweet; there's only one belt on the whole car. That's quite a departure from the three-belt system used on the older Street Weapon. The single belt wraps around two large pulley diffs. The large pulley diffs put less friction on the belt which means a freer spinning drive line. The entire drive system is sealed within the chassis. And don't worry about needing easy access to the diffs, it's got it. Only a few screws must be removed to get to either diff or the spur gear. Belt tension is quickly adjustable.





Freedom

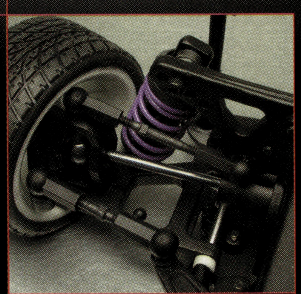
The number of different spur gears that can be outfitted on this car are practically infinite. Also adjustable is the underdrive/overdrive. Different diff pulleys will allow you to change the handling characteristics of the car without having to change tire or chassis setup. A front one-way drive will be available for those of you who are into that sort of thing.

Chassis

The chassis is a single-piece design molded of Stiffezel. Battery slots on the right side of the chassis provide mounting room for the battery pack. The radio gear and motor sit on the left side of the chassis. The motor is mounted very near the center of the chassis.

Suspension

As with almost everything on this car, the suspension system is totally new. The suspension arms and drive shaft sit nearly flat when the car is at ride height. Droop is easily adjustable with threaded down stops; a droop gauge will also be included. Anti-squat and anti-dive will be easily adjustable thanks to different adjustment plates that will allow you to change pin angles to your liking. Weight bias is also quickly adjustable by moving the battery placement. When you need a sway bar, all you need to do is pick one up. All of the mounting points are molded into the car.



Other Features

The kit will come with MIP CVDs all around, and, unlike the Street Weapon, both front and rear will share the same bones and axles. Here are a few more things to note about the new kit:

- Will use standard 0mm offset metric wheels along with Losi wheels.
- A large foam bumper is standard.
- A cool wire channel routes servo and ESC wires neatly through the chassis.
- Hard Body shocks.
- A full ball bearing kit included.
- Light weight molded diff halves.

No exact release date has been announced yet, but we expect to see the kits in production some time in the early to mid summer. No retail price has been announced, but we also expect to the XXX-S to be competitively priced with comparable equipped cars.

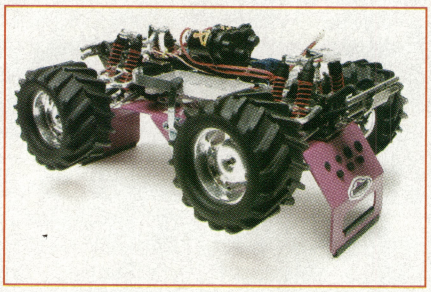
Losi had toyed with the name "XTC" early in development.

Get some ponies from your GT RTR

One of the most popular RTRs on the market these days is the Associated RC10GT RTR. The RTR isn't that far from being race-capable out of the box. To get you down that path, Team Associated is coming out with two new items for their GT RTR. The first is a new engine head developed by Associated and O'Donnell Racing. The new racing-style head allows the engine to run cooler while producing more power and allowing the engine to tune more consistently. The new heads will be available in either black, blue, or purple, and will be a direct replacement for the stock head that sits atop the .15 AE engine. Another engine upgrade is this non-pull start back plate. You'll need a starter box, a Dremel, and some skills to cut the crankshaft. Thankfully instructions are included. The backplate is a direct fit for the stock .15 engine. Making the modification will yield a higher revving engine.



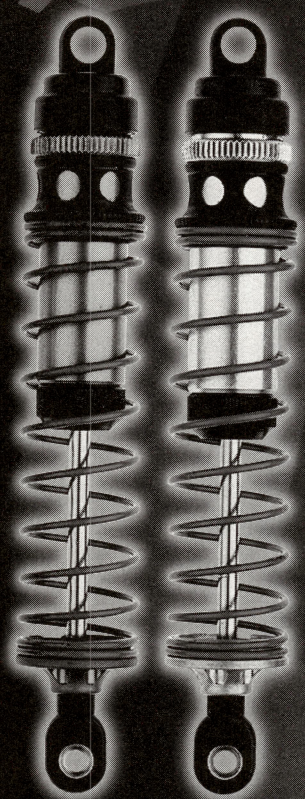
E-Maxx/ T-Maxx Work Stations



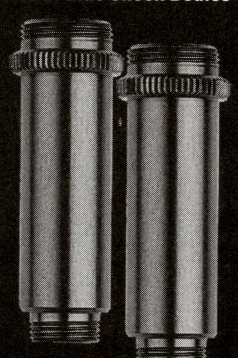
For the Maxx fan who has everything, now there's something else for you to adorn your work bench with. Hardcore Racing, the company known for titanium and aluminum works of art, has come up with a clever little idea. These new stands secure to your E-Maxx or T-Maxx so that you can easily work on the truck. The stand itself features a "tough as nails" powder coating along with cut outs that let the arms droop, magnetic strips to keep removed screws close by, and rubber-grommeted cut outs to keep your tools handy. The stand also doubles as a carrier with a handle at one end. That way you can secure the truck to the stand and transport the whole thing around so that you don't get any mud on your sheep skins. The new stands are now available and come in four different colors.



New Traxxas Aluminum Shock Components Work With Your Stock Parts!



T-Maxx Blue Shock Bodies



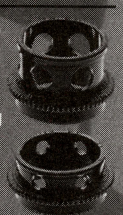
CNC machined, blue anodized aluminum shock bodies, sold in pairs. RRP 8511

Blue Lower Spring Retainers



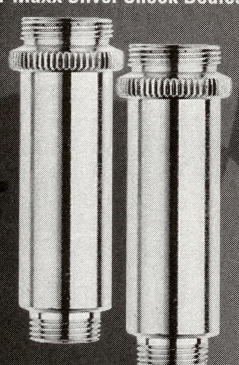
Machined, blue anodized aluminum retainers, sold in pairs. RRP 8516

Aluminum Upper Spring Retainers



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

T-Maxx Silver Shock Bodies



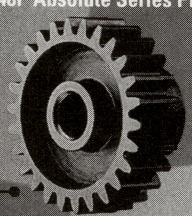
CNC machined, natural silver aluminum shock bodies, sold in pairs. RRP 8510

Silver Lower Spring Retainers



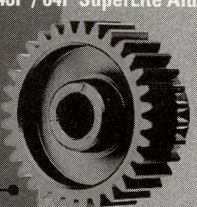
Machined, natural silver aluminum retainers, sold in pairs. RRP 8515

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

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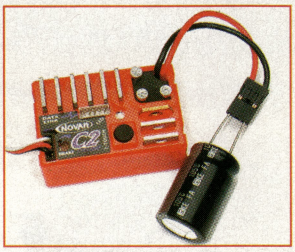
Treadz are here!

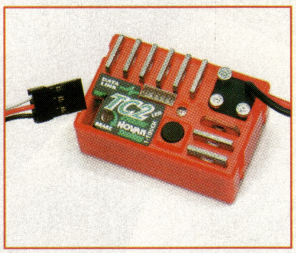
Last month we let you in on the secret about Richard Saxton's new line of Treadz tires. Well, we got our hands on some and they look and feel very nice (although we haven't tested them yet). The entire line features tires and wheels for just about every application from 1/10-scale touring to 1/8-scale buggy to the T-Maxx. Among the different tire designs are two touring car treads plus foams, five 1/8-scale buggy designs, three T-Maxx designs including a cool looking slick, and four 1/10-scale truck designs. Two compound choices are offered at this time. All of the tires are available pre-mounted on standard wheels and have the foams installed. Treadz calls this their RTS (Ready To Start) system. All of the tires are made in Italy. We'll put them to the test as soon as we can and let you know how they do.



A unique feature on the 1/10-scale truck wheels are the interchangeable disks in three different colors.

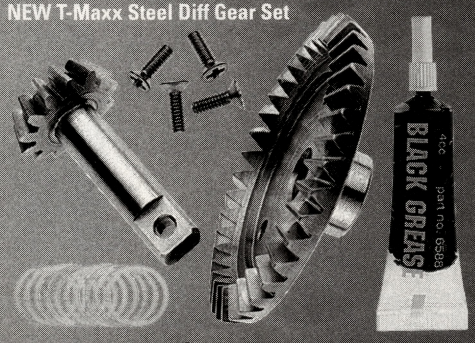
Next Generation Novaks





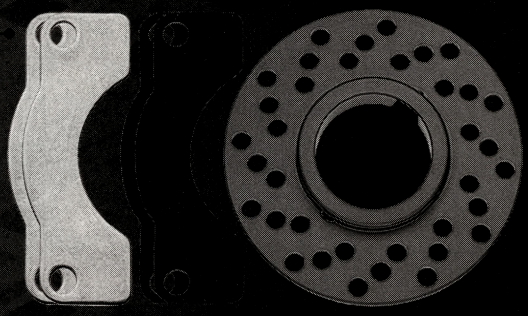
After getting a sniff of them at the Worlds in Japan nearly eight months ago, we're happy to report that Novak is finally releasing their two newest speed controllers. The Cyclone C2 and TC2 have new features and new specs. Both ESCs come with a new larger, easy-to-set, one-touch button; a new power capacitor harness that allows for greater flexibility when mounting the ESC; and a new input signal harness (receiver wire) that's replaceable. That means you don't have to send the ESC in for servicing when you accidentally damage the wire or plug. Even better is the fact that Novak will offer the wire in different lengths so that a neat wiring job that would make Uni-bomber proud isn't out of the question. The new speedos take up the same amount of space as the original Cyclones and have killer manufacturer's specs: on-resistance: 0.00049 ohm; rated drive current: 480 amps; rated braking current: 160 amps. The C2 and the TC2 differ in their pre-programmed profiles. The TC2 comes with profiles designed specifically for high-traction conditions and stock touring car. The standard C2 comes with a modified, stock, and drag brake profile. Both speeds can be programmed using a Pit Wizard or Data Link software (sold separately). The new speedos are in stores now.

NEW T-Maxx Steel Diff Gear Set



T-Maxx / E-Maxx differential gear set, includes: 1 beveled pinion gear, 1 beveled spur gear, 4 re-usable stainless steel phillips head screws, 1 tube Associated Black Grease, and a shim kit for spider gears with 10 .003" shims. 2 sets needed per truck. RRP 8590

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

TRX

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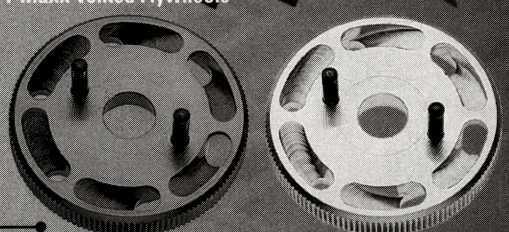
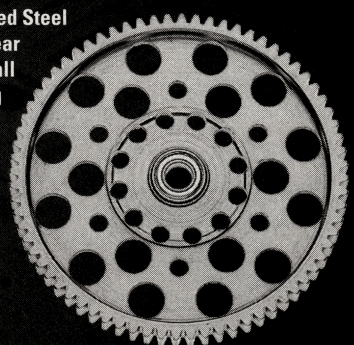
T-Maxx Vented Flywheels



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

Hardened Steel Spur Gear With Ball Bearing



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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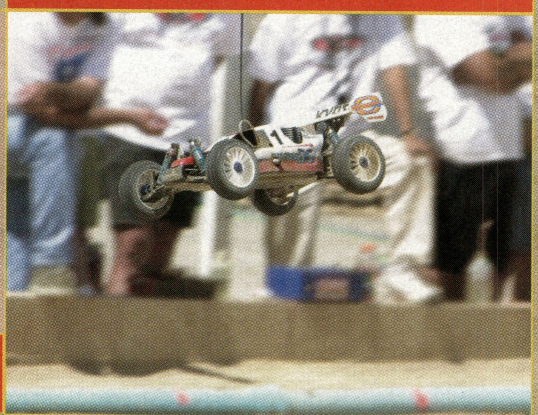
Kinwald and Degani Win Silver State

In the first weekend of April, Western R/C in Las Vegas, NV hosted the Annual Silver State Nitro Challenge. The Silver State is one of the most prestigious and well-represented nitro off-road races in the country. This year's track was especially challenging with some massive jumps, changing conditions, super rough conditions, and winds that would kick up off and on. In 1/10-scale truck it was Brian Kinwald doing the honors with a TQ and a win. Fellow Losi team driver Adam Drake finished in second and Associated ace Mark Pavidis finished in third. In 1/8-scale buggy, it was anyone's race. TQ Richard Saxton tore it up in qualifying with his new Treadz. But a radio problem forced Richard to make an early exit in the main. After a rough 45 minutes of back and forth racing, Greg Degani had the edge over Mark Pavidis and finished in 1st. Mark took second and Chad Bradley took the third spot on the rostrum.





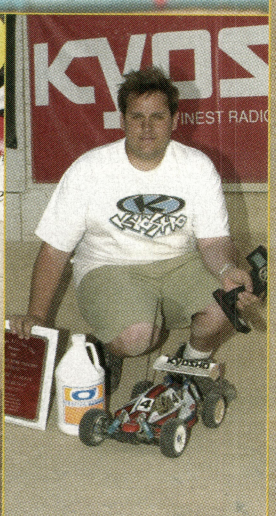
Look for full race coverage from the Silver State next month along with tons of killer photography, the whole story, and the winning setups.











No speeding tickets this time on the way to Vegas.

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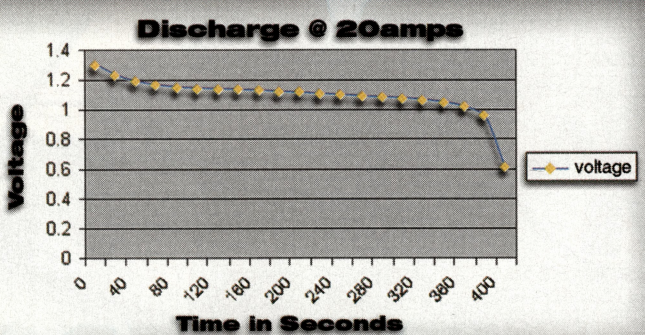

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Musical Cars

Okay, get ready to take notes. Drivers are moving from team to team like minor league baseball groupies. Richard Saxton, who was running for Mugen just a month ago at the Dirt Challenge, is now running for Kyosho in 1/8-scale nitro buggy. Jack Johnson, who recently came out of retirement, joins Richard in switching from Mugen to Kyosho in 1/8-scale nitro buggy. Travis Amezcua, who was running for Team Associated at the Florida Winter Champs (coverage in this issue), is back to running for Team Losi. It's getting tougher and tougher to keep track, but you know we'll keep you up to speed.

Rumor Mill

Before going to press we heard these rumors. They're not confirmed, but buzzing around the industry.

- Team Associated was testing a possible B4 at times during the recent Cactus Classic in Scottsdale, Arizona. Our reporter, Mike Henry tried to get a close up look at the prototype but was ushered off into a dark room by Team Associated security. If history is any indicator of the future expect to see a kit debut for the Worlds later this year in South Africa.
- Speculation is floating around that Team Losi will be coming out with some type of Ready to Run nitro truck. More than likely any RTR to come from Losi will be based on the race proven and race capable XXX-NT.

Racers Edge Line Doubles in Size With Silicone

No, not implants, silicone accessories. Racers Edge has expanded their line up of aftermarket products to include everything from exhaust tubing, diverters, antenna tubes, braces, servo linkage, screws, hardware, fuel bottles – you name it. These accessories are available now at retailers around the country.



Trinity Gets Zippy

One of the biggest selling battery packs ever was the original Zip Pack from Trinity. Well times change and so do battery cells. Trinity is coming out with a new Zip-Metal Hydride pack rated at 2500mAh. The new pack will be one of the lowest priced Ni-MH packs on the market.



SOLVING YOUR ENERGY CRISIS

Since 1986 Peak has been developing new battery testing methods with the intent to provide the most precisely matched cells on the market. Peak's Powerflo racing cells utilize the latest voltage enhancement technology and are tested using state-of-the-art Lavco computer controlled equipment coupled with a climate-controlled environment to produce consistent results. We only test the highest quality Sanyo cells.

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The Power-MAXX pair is perfect for the E-MAXX and other dual battery monster trucks with a full 2400 mah capacity on hand to deliver powerful, extra long run times. And yes the price includes 2 packs!

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Using Peak's all new Power Plant pre-assembled Sanyo RC3000 and RC2400 packs is the easiest way to improve power and run time.

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Our most economical pack! The Street Racer's 1500 mah capacity satisfies both the beginner's and hobbyist's need for speed.

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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
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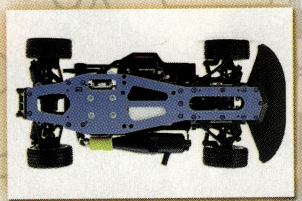
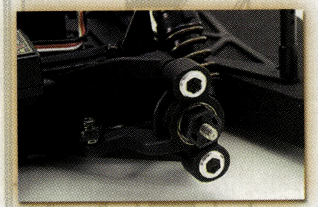
A new generation of nitro turing cars

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.

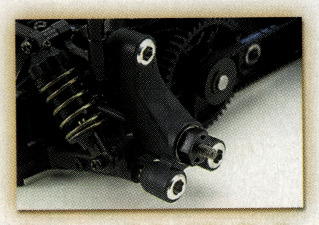
KEY FEATURES



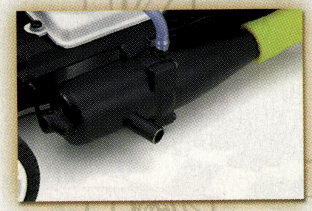
3MM DURALUMINUM CHASSIS



BALL ADJUSTABLE FRONT SUSPENSION



BALL ADJUSTABLE, REAR SUSPENSION



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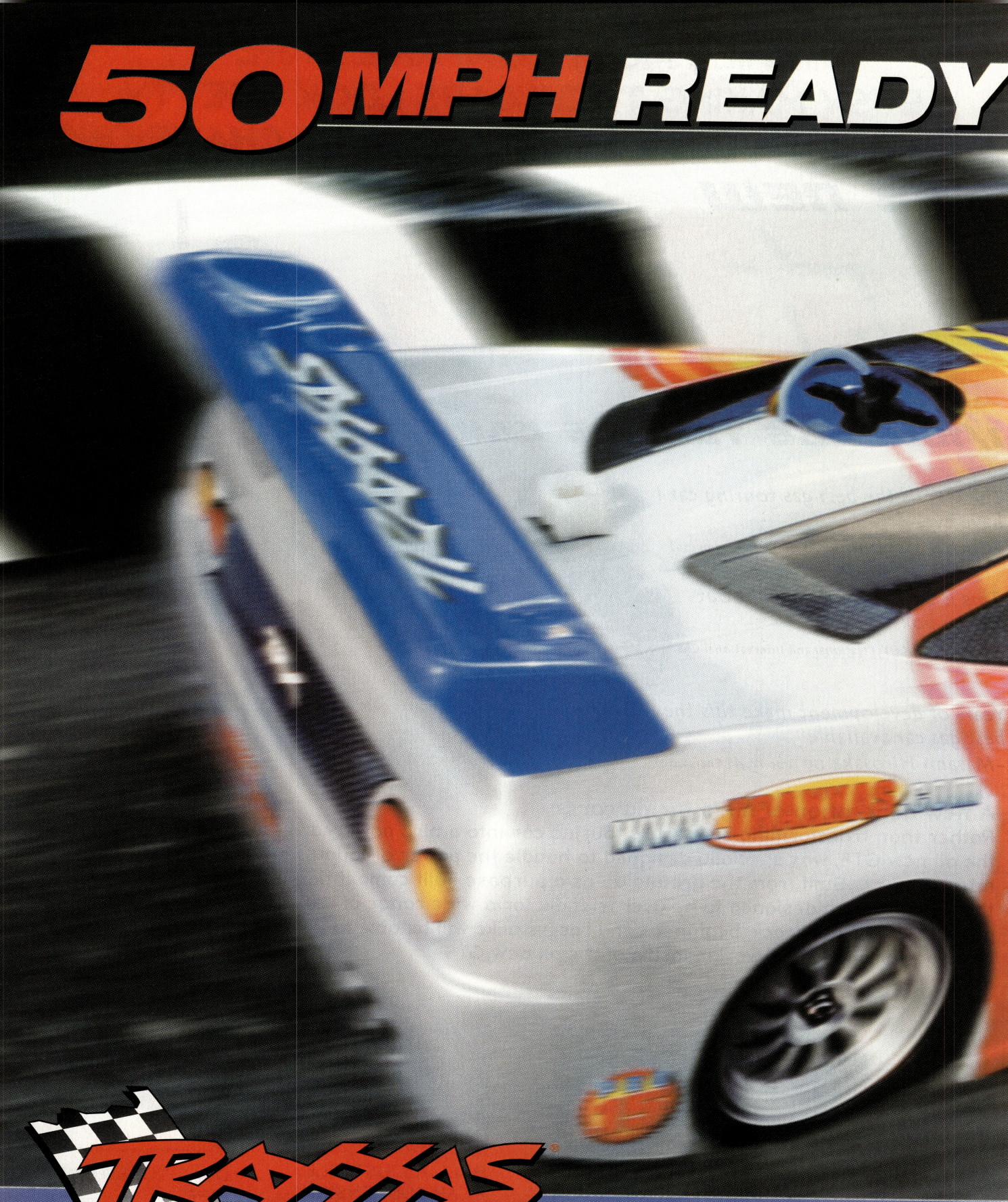
50 MPH READY



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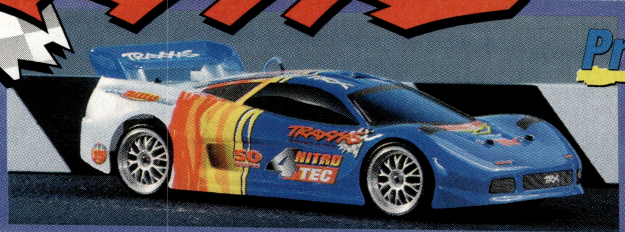

ProGraphix™

ProGraphix™ painted bodies are beautifully finished in up to 6 vibrant colors, including metallics, for a truly custom look. The bodies are completely trimmed and include the body post holes for easy installation on the Nitro 4-TEC chassis. 4 different color schemes are available.

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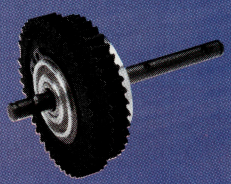
2 SPEED TRANNY



Adjustable two-speed transmission is included. Others make you buy it as an extra cost accessory.

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Included Pro-Line™ V-Rage™ tires on hot 2.0" nylon mesh wheels with a brushed aluminum finish.



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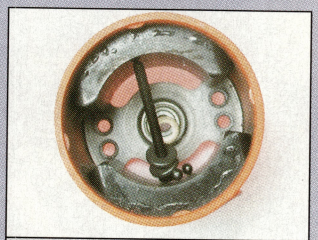
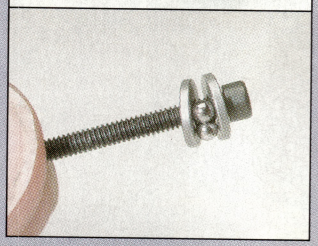
Stick with it

When building a ball differential sometimes you're required to sandwich six microscopic balls between two plates (called a thrust bearing). Getting all the balls to stay put can be a real pain even with heavy grease helping to keep the balls in place. Before you begin to build a new differential, grab the diff screw and place it on a magnet for ten minutes or so. By the time you're ready to assemble the diff, the motor screw will exhibit some magnetism to help keep the balls in place. This tip also works on diff rings. Magnetize the rings before assembling a ball differential and you won't have to worry about the diff balls popping out of the diff gear.





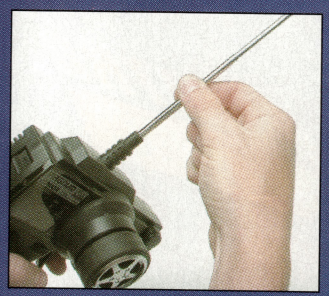
Keep it on the ground

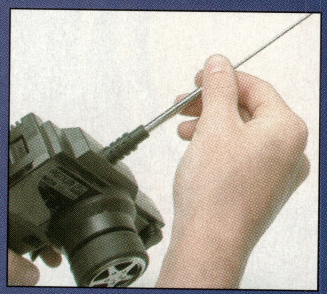
Go to any off-road track in America and you'll see guys taking the term "R/C Pilot" literally. They'll hit a jump and just try to launch their cars as far as they possibly can. Never mind that the landing jump, the second jump in a pair of doubles, was three feet behind them. As soon as your car gets off the ground, it's slowing down. Going for the massive air during a race not only slows you down but takes a toll on your chassis, and your entire car for that matter, when it comes time to land. Don't be a pilot. When faced with a double jump, land on the second jump, not ahead of it. You'll save your car and save time on the clock.



I said "more brakes" not "more breaks"

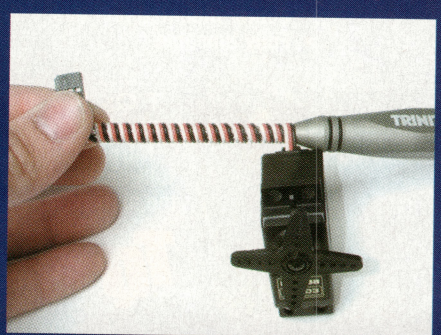
It never fails, an R/C newbie goes to collapse their antenna and what do they do? They take the palm of their hand place it over the tip of the antenna and attempt to collapse the antenna. Collapse it they do, usually with a big crease in the antenna's mid section. This is how you break transmitter antennas. Instead grab the extended antenna about six inches from the base and bring the antenna down. Once you've brought that part of the antenna all the way down, grab it again six inches from the base and bring that part down. Repeat this procedure until the antenna is completely collapsed.

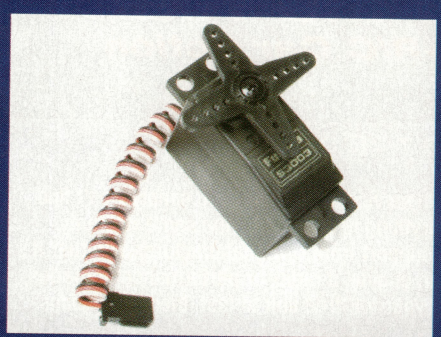




This little piggy went to the track

Servo wires can be a pain. They get in the way, they get tangled, and they get caught on things. Clean up the mess and stop the madness. Find a long thin screw driver or Allen driver – anything with a long shaft will work. Wrap the servo lead around the shaft neatly and tightly. Hold it there for about a minute. If you have a heat gun handy, run the heat gun up and down over the coiled wire for a little bit. When you let go and pull the shaft out, you'll be left with a nice, neat pig tail that will keep its shape for about a month or so. Repeat the process as necessary.





Got a Quick Tip? Send it in and win something.

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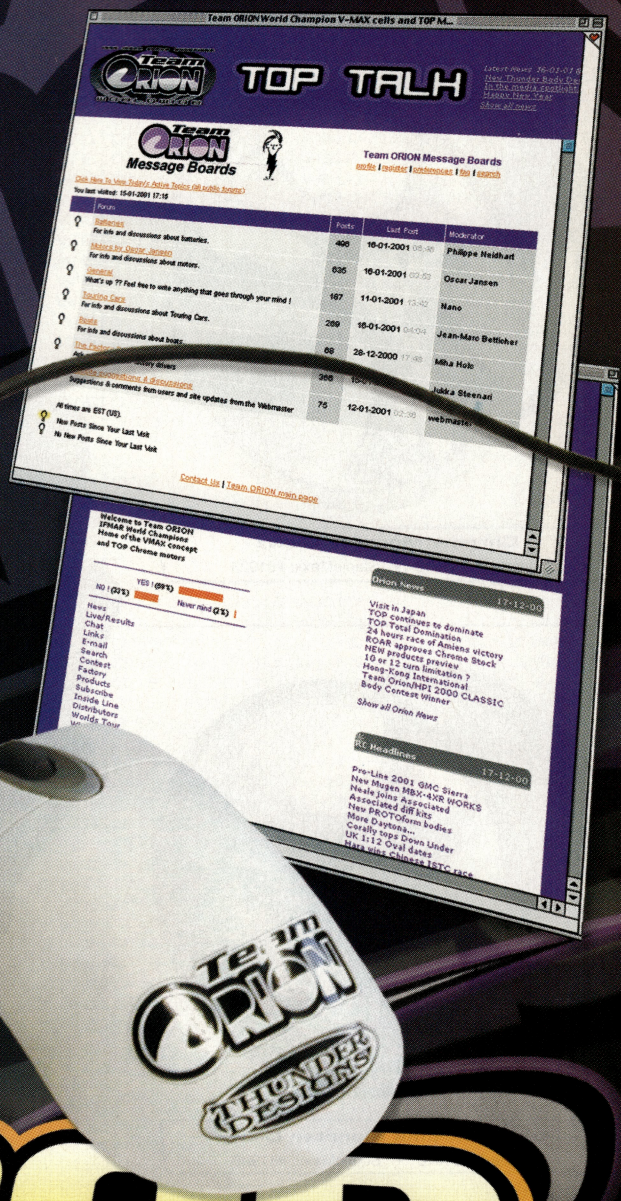
Contests, technical tips, and an informative newsletter are among many other features designed to keep you informed.

Make sure you check back daily - you would not want to miss a thing!





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Team Orion's **e-shop** is now open for business! Our most popular products as well as hard to find items are now just a few mouse clicks away. Easy navigation makes purchasing a snap and prompt delivery insures you receive your order *before* your next event.

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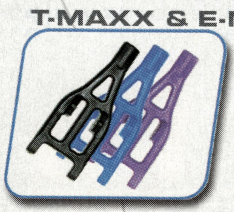
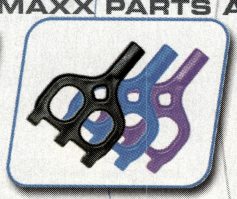
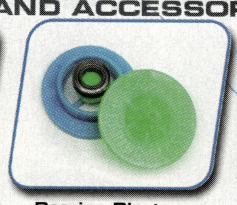
T-MAXX & E-MAXX PARTS AND ACCESSORIES

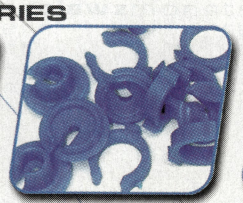


Upper & Lower Suspension Arms

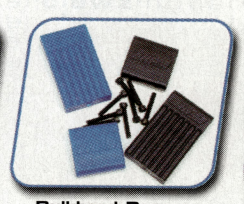




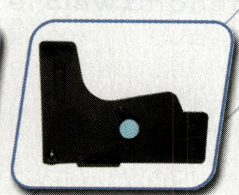
Bearing Blaster



Spring Clips & Cups



Bulkhead Braces



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Fix That GLITCH!

Keep your electonics steady with these quick remedies.



It's a day just like any. You're driving your car around the lot when all of a sudden it loses control and slams into a curb – a victim of a nasty radio glitch. Luckily nothing broke, but the next time might not turn out so well. It's important that you fix any glitch that you come across before it ends up causing you to break your car or possibly someone's ankle.

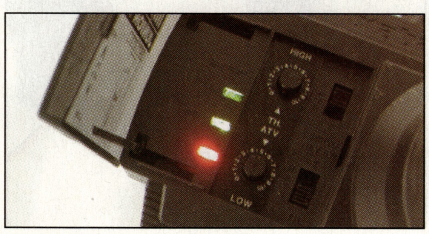
First off, we need to define the problem. A radio glitch is an interruption in the radio signal that causes your car to do something out of the ordinary that was out of your control. However, if your car is 500 feet away from you, don't blame whatever happens on a glitch; that's simply what happens to a car that's out of range. But if you're within the safe range of 150 feet and you're car suddenly freaks out, you might have a radio glitch.

But how do you to identify and fix a glitch, you ask? Follow the next ten steps in order until you find the source of the problem. Whether you're running on gas or battery, this step-by-step troubleshooting process will help eliminate your glitches.

1. Check your batteries

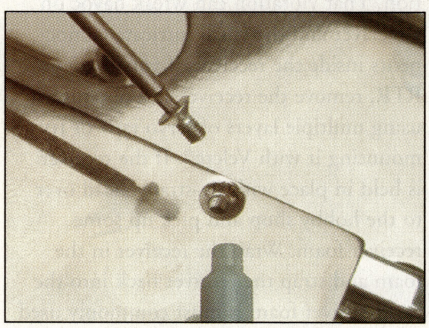
A weak transmitter signal is probably the most common cause of radio interference. A weak signal invites outside interference to mess with your car. Check the meter on your radio. If the meter or LEDs are low or indicate the batteries are getting weak, replace or recharge the radio batteries. Quality alkaline batteries like Energizer or Duracell work very well. Stay away from "Heavy Duty" non-alkaline cheapo batteries. You won't make it past a fuel tank or battery pack before your radio is going south. Ni-Cd or Ni-MH AA cells are a wise investment. With Ni-MH cells, you can simply charge your radio up between race days. Ni-Cads will require discharging between charges. If you're running a gas car or truck and you have 4 AA's powering the radio system, check the battery strength by simply turning on the transmitter and servo system, then turn the wheels, and work the throttle servo. If the servos seem slower than normal or labor to move through their range of motion, then the batteries need to be replaced.





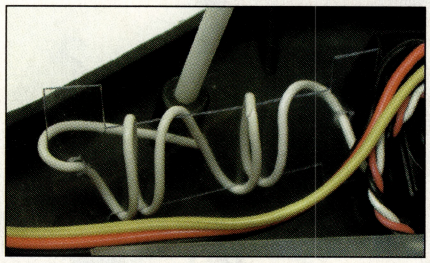
2. Check for loose screws

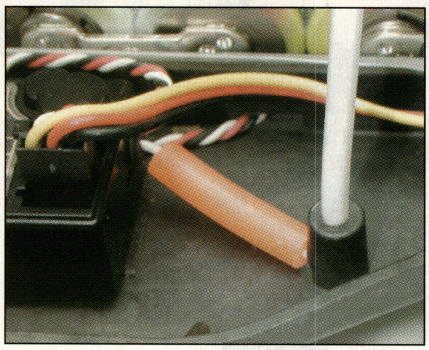
Check for any loose screws on your car that are screwed into another metal piece. Loose screws can vibrate enough to cause radio interference. To cure the problem, put a drop of liquid thread-lock on the loose screw and tighten it back up.



3. Take care of the antenna

A cardinal rule of R/C is to never, ever cut the antenna wire. Receiver antennas are tuned from the manufacturer to be a specific length. If you have extra antenna go to the hobby shop and pick up an antenna wrap or make one yourself out of Lexan. Before you thread the antenna through the antenna mast, thread the antenna through and around the antenna wrap. If the anten-

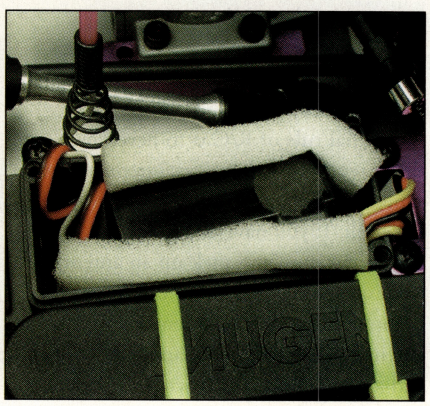




na is five inches too long, wrap five inches around the wrap then put the rest through the mast. If you're working with a metal or graphite chassis, go the extra mile and cover the wrap with some electrical tape. This will insulate the antenna from the conductive surface. If you're not using a wrap but want to insulate the antenna, thread it through some fuel tubing between the receiver and the antenna mast.

4. Insulate the receiver

A gas engine can produce a ton of vibration. That vibration can wreak havoc on a receiver and the small intricate components inside the receiver. If you've got an RTR, remove the receiver and remount it using multiple layers of servo tape or try mounting it with Velcro®. If the receiver is held in place with tie-straps, head over to the hobby shop and pick up some receiver foam. Wrap the receiver in the foam and strap the receiver back into the car. Receiver foam is most commonly used in R/C airplanes so check that section of your hobby shop.

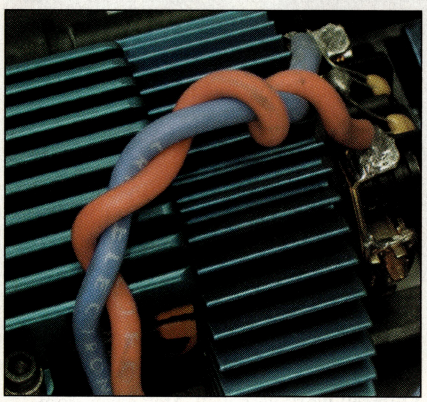


5. Move the receiver

Sometimes the cause of a glitch can be as simple as the angle of one component within a receiver to the source of the interference. To solve this problem simply move the receiver; either turn the receiver around, move it over an inch or so, or mount the receiver on its side. This is a quick change that will either provide you with fix or not.

6. Give the system a once over

Whether you're running a nitro or an electric vehicle, you need to look over your radio system. If you're running electric look for any loose plug connections between the battery pack and the ESC and the ESC and the motor. If you see that a plug is loose, replace it. Also make sure the wires from the battery and ESC don't run too close to the receiver; if they do, move them. If the wires must run near the receiver, twist the wires as shown. Twisting the wires will negate the negative and positive magnetic



fields being generated by the wires. Last, look for cracked or broken capacitors on the motor.

For your gas car, check all of the servo wires; look for kinks or breaks that might be shorting on something. Also look for excessive dust build-up that might be caused from fuel getting into either the receiver or servos.

7. Check your crystals

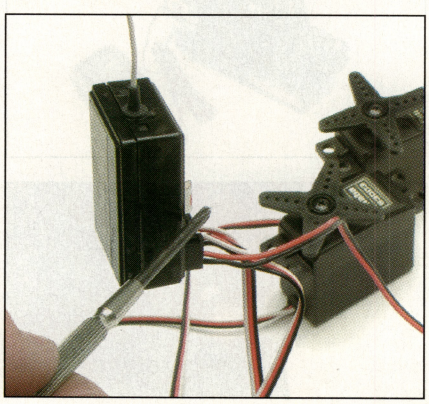
It's always a good idea to have an extra set of crystals. (Crystals are the small interchangeable items that are installed into a radio and receiver so that they can operate on the same frequency.) Replace both the receiver and transmitter crystals; each crystal is marked with its intended purpose. If the glitch clears up, the other crystals may be broken or some outside factor may be disturbing the previous frequency. Take note of when and where the first crystal set gave you problems. If the original crystals work elsewhere, then it's simply an outside factor causing the glitch and not your radio system. If the crystals give you problems when you're running your car elsewhere, then they need to be scrapped. When purchasing additional crystals, it's a good idea to stick close to the frequency to which your radio originally came tuned. For example, if your radio came with channel 76, pick up 77 or 75. You can go farther away from the original channel, but sticking close is just a way to play it safe.

8. Swap the servos

Not only will be a problem in itself, but a bad servo may affect the other servo or ESC as well. First, loosen the servo horn on the suspicious servo(s) just a bit. A servo horn that's too tight can cause feedback to the receiver. Next, pick up a spare servo and try swapping the suspicious servos, one at a time, with the new one. Standard servos are relatively inexpensive, usually between $15 and $20 – not worth the expensive of shipping them off to get serviced. If you find you've got a bad servo, clearly label the old servo as being bad and hang onto it. You never know when you might need a gear, wire, or case later on down the road.

9. Your receiver may be broken

If you've run down the list so far and you've still got a glitch the problem might be a broken receiver. Although more common with gas cars, receivers do sometimes break in electric cars. To check your receiver, remove it from its mounted position but leave the ESC or throttle servo and steering servo plugged in to the receiver. Turn the transmitter on followed by the power switch on the vehicle. Hold the receiver by its case and make sure the receiver



Tire foam also works for cushioning your receiver.

antenna wire is not touching any part of the vehicle or the transmitter antenna. Next, pick up a small screwdriver or some other metal object and gently tap the receiver. If you see either the servo(s) move or the ESC glitch (on electric vehicles), then you've got a broken receiver. Pick up a replacement or send it in for repair. The cause of this could be from not isolating the receiver or from a bad crash.

10. Time for a tune up.

If all else fails, consult your ESC and radio manufacturers. Find out their policy for troubleshooting items. You may need to send your ESC to its maker for a check up and your radio system to the radio maker for another check up. Some radio manufacturers may want to see your ESC also. Before you send anything in, run through the previous nine tips. Also try driving your car some place else. Some outside items like underground power cables or microwaves can create interference that an R/C car system just can't overcome. If you're at a race track near other drivers, try standing in a different position. If someone's running a frequency close to yours move far, far away. With all these tips you should be able to solve any radio problem that comes your way.

Innovations in Tunable Receivers and Modules

The radio crystal will soon be a thing of the past. Back in 1999, Hitec introduced the first frequency synthesizer for R/C cars. The Spectra module (reviewed Issue 5.7) is made to work with the Hitec Lynx 3D radio and even we've even found it to work on the Futaba 3PJ and 3PJS. The Spectra synthesizes the frequency modulated by the crystal it replaces. The signal is pure and dead on to the frequency you dial in. Since crystals are cut they can vary on their accuracy. The same technology is being employed by Novak in their yet-to-be-released Xxtra receiver. When using both products, no crystals are needed.





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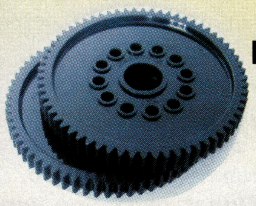

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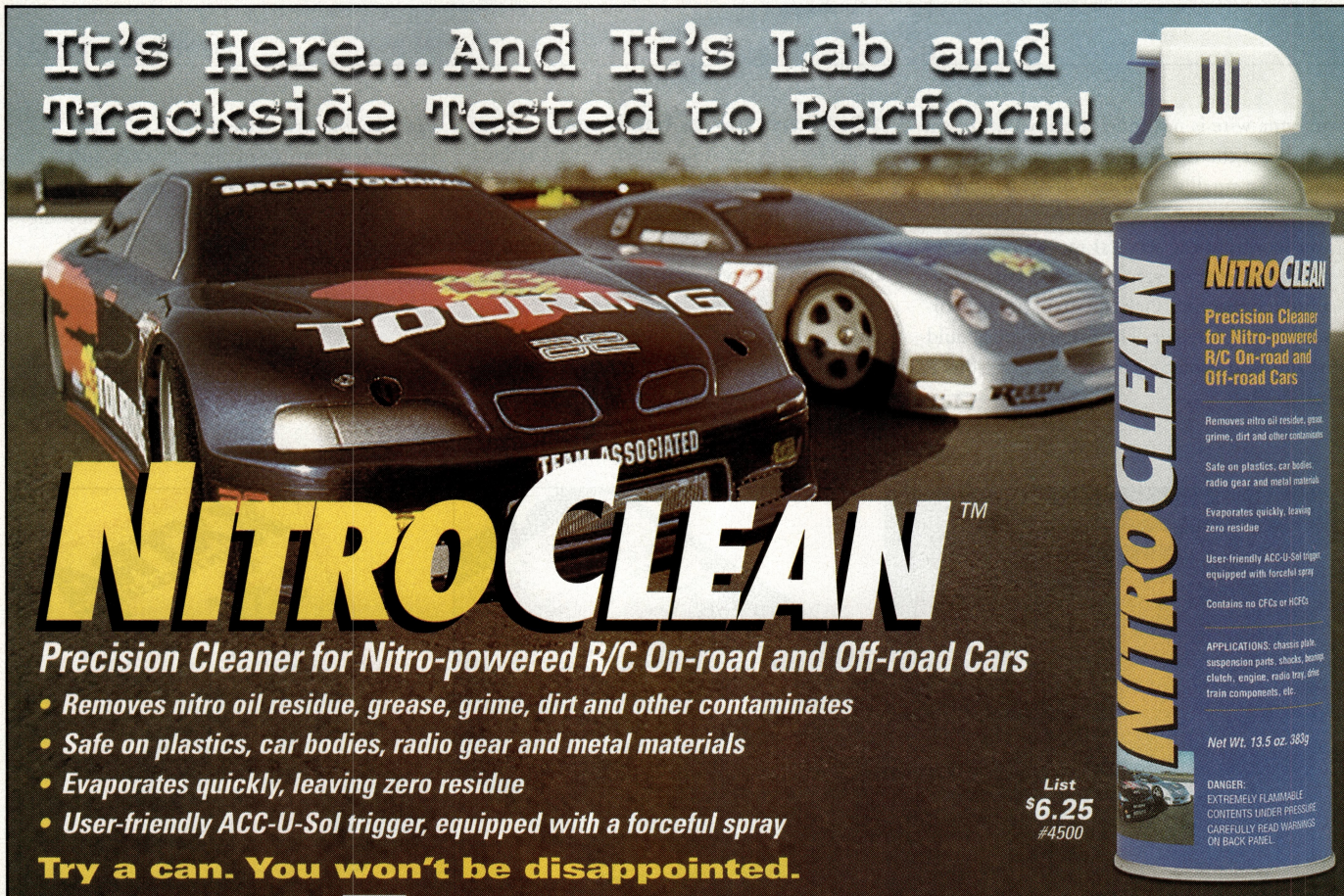

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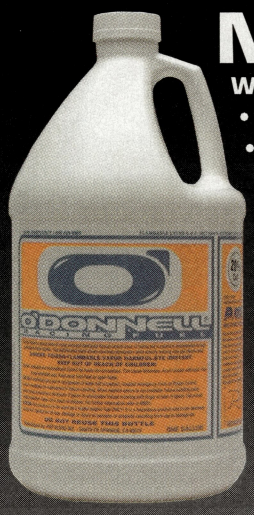

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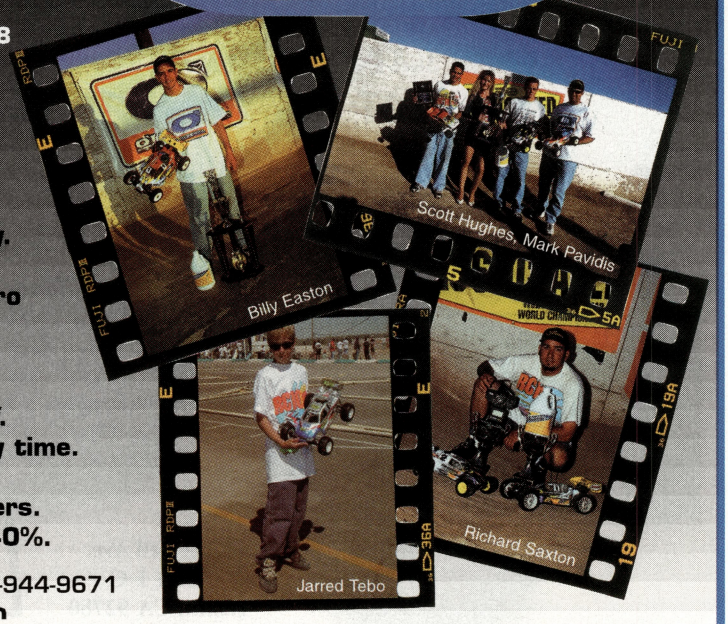

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STOP IT!

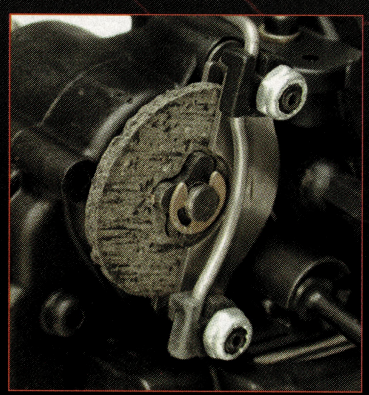
Set and adjust your cars brake linkage

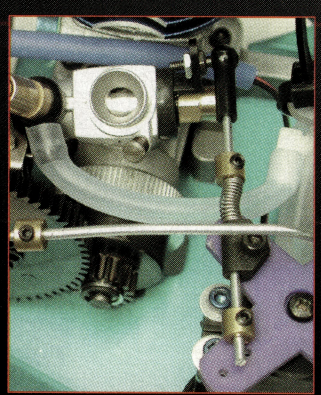
by Regan LeBlanc

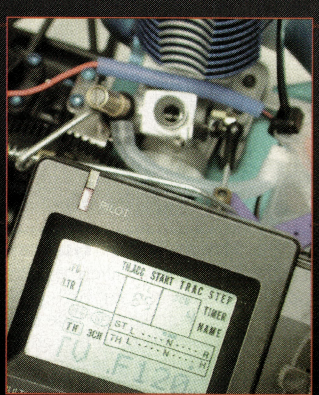
For all R/C cars braking is critical. Whether you're racing in an hour long championship race or just want to stop before slamming into a curb, being able to stop your nitro vehicle is just as important as getting it to go. In racing being able to fine tune your brake system is also critical. Too much brake on a truck and the back end will come around on the turns. Too much brake on an 1/8-scale and the car will push right off the track. Not enough brake on either and you'll be taking turnmarshalls out along with your chances at a win. In this article I'll go over basic brake linkage, how to adjust it, how to improve it, how to clean it, and how to use it.

How Brakes Work

In most nitro R/C vehicles brake systems function on the same basic principles. A brake disk is connected to the drive line. The brake disk is sandwiched by two calipers. Pressure is applied to the calipers by the throttle servo the applied pressure increases the friction between the calipers and the brake disk. As the friction increases the disk eventually comes to a stop or slows down. This in turn slows or stops the vehicle. Different companies use different variations of this setup but essentially the same basic principles are at play.







Setting Your Brakes

Always use your vehicle's instruction manual as a starting point. From there you can use the following variations depending on your vehicle. The first thing to set is the throttle linkage. Make sure all the stops are perfect, you do this by setting the end point adjustments on your radio. Full throttle on your trigger should just open the carburetor completely open, no further. After the throttle is set, set the end point adjustments on the brake linkage. At full brakes the spring on the throttle linkage should be compressed and the brake lever should be fully pulled. Both adjustments should be made independent of each other. On a truck the only thing you're setting is the drag brake.

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1/8-Scale Buggy

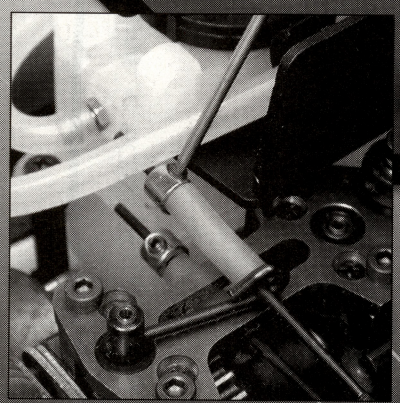
Once the throttle end points are set and the brake is assembled. Lift up the rear end of the car with the radio on and the engine off. Then apply full brakes and roll the front wheels on the ground. Adjust the brake collar on the front brake so that you get as much stopping power as possible without locking the front brakes. Once the front brakes are set repeat the same process to the rear brakes. Lift up the front wheels and roll the rear tires on the ground. Adjust the rear brake collar so that the rear wheels just lock up. Maybe they rotate a tiny bit, then lock up. Following this procedure will give your 1/8-scale buggy the maximum braking the vehicle's capable of. This setup should help you get around really tight corners with your buggy. If on the track the buggy feels like it has too much brake just adjust the brake end point on your radio. Adjust the end point so that the servo doesn't throw as far. Also, repeat this procedure whenever you replace any of the brake components.

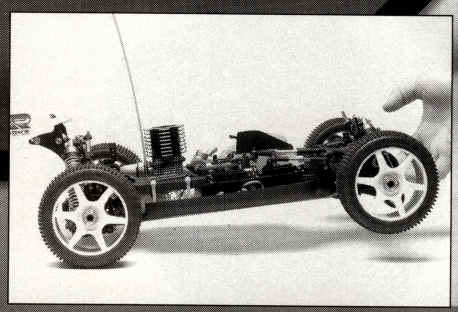
Truck

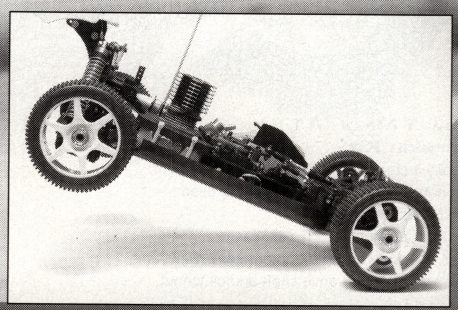
On a truck, aside from setting the brake as prescribed in the instruction manual the only brake adjustment to make is the drag brake.

Sedan

Sedan brakes are set very much like the brakes on an off-road truck. There's no bias between the front and rear brakes.



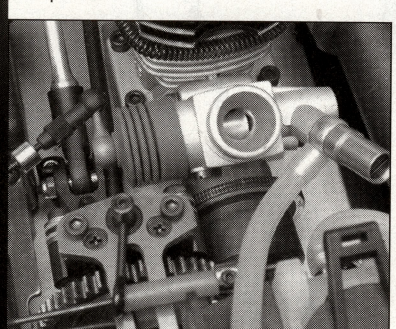




Left: Setting front and rear brake bias is as simple as placing more or less static pressure against the brake arm.

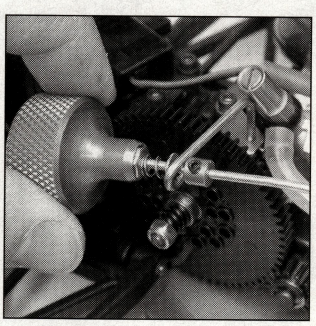
Drag Brake

Drag brake is a term used to describe how much braking power is being applied to the drive line when the engine is at idle and the throttle servo is in a neutral position. More drag brake means more braking power is being applied when the vehicle is at idle. Less drag brake means less braking power is being applied while at idle. Depending on your vehicle type different drag brake needs are required.

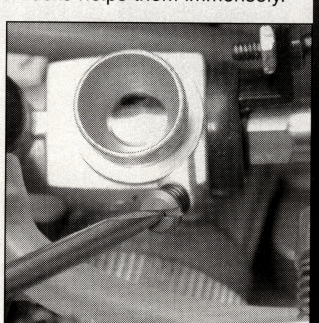


1/8-Scale • Most drivers will benefit from not running any drag brake on their 1/8-scale buggies. Some drivers do run drag brake but usually the result is worn brake systems. 1/8-Scale buggies are so heavy and there's so much mechanical drag on the drive line that simply letting off of the throttle will slow the car down enough. When your radio is on and the throttle is in the neutral position the carburetor should be closed to the idle position and there should be no braking pressure applied to the brakes, the wheels should spin freely when rotated. As soon as you apply brakes on the trigger the brakes should begin to engage without the throttle closing any further. This is possible by the spring incorporated into the throttle linkage.

Truck • Drag brake on 1/10-scale nitro trucks helps them immensely.



Before doing anything else set your drag brake as outlined.



Once the drag brake is set you can set the idle.

Drag brake on an 1/8-scale equals replacement parts, quickly.

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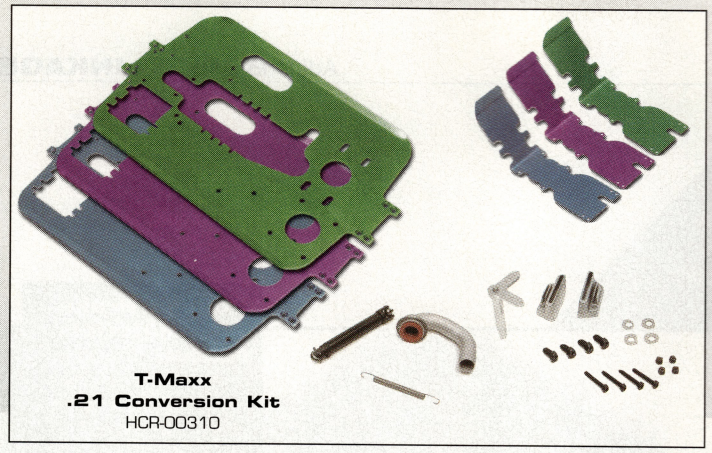

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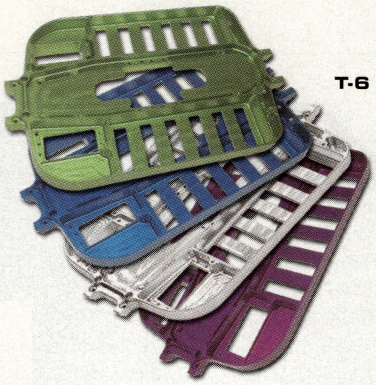

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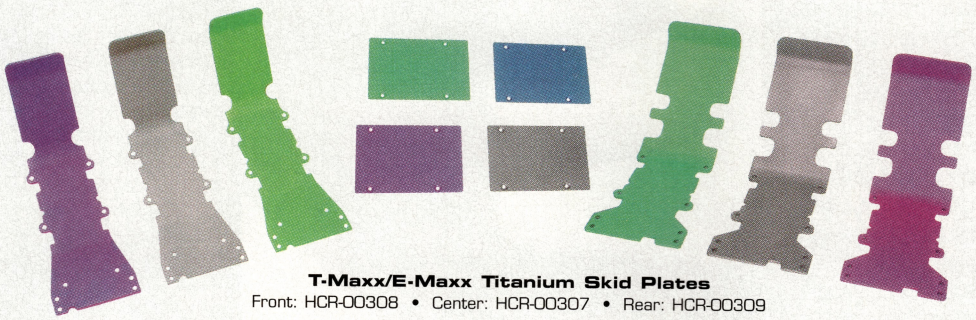

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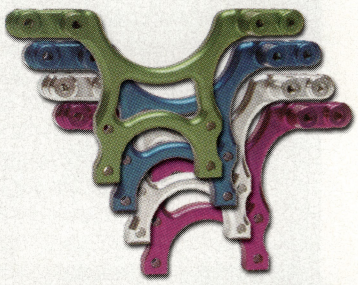

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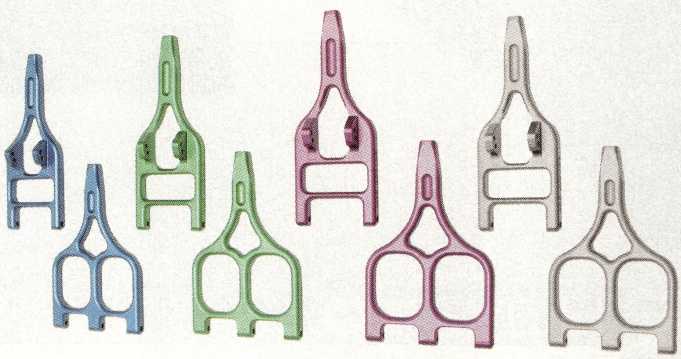

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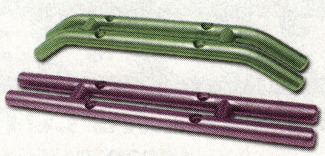

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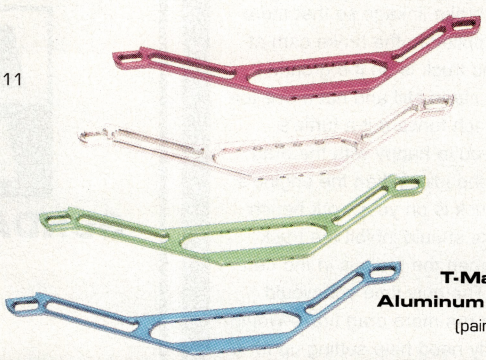

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Brake Maintenance

When to do a maintenance routine on your brakes really depends on your pit man or how neat you are when you fuel up your truck. Fuel that's splashed onto the brake assembly is what contributes the most to brakes needing to be cleaned. Anytime you see that there's fuel and dirt stuck to the brake system you should do a quick spray down with denatured alcohol or some other type of nitro car cleaner. In between race days or if your braking power has disappeared remove the brake disks completely and clean them on a Scotchbrite™ pad with some cleaner. Scuff up the surfaces of the disk until you see the glaze gone. Wipe down the calipers with a cleaner soaked towel.

When you notice that it seems to take more and more braking power to slow your vehicle down or your drag brake seems to fade it maybe time to replace some parts. On a truck if replacement of any brake component is necessary you should replace the whole assembly. For instance if your disk has worn down replace the cam/calipers at the same time. Having a worn cam/caliper, or disk will only exacerbate wear on the other items that aren't being replaced. On an 1/8-scale buggy brake disks won't need to be changed as often. If your buggy uses steel disks you'll only need to replace the pads that attach to the calipers.



Popular Brake Disc Materials

Fiberglass: Fiberglass is my favorite disk material. It has plenty of stopping power and doesn't glaze very easily.

Graphite: Graphite has tremendous stopping power when the calipers are connecting to the graphite itself. But when you wear through to the binding agent that's between the sheets of material you'll lose braking power.

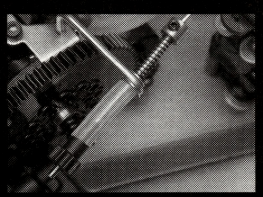
Steel: Steel works very well, it's consistent, doesn't really wear but is also very heavy compared to other materials.

Drag brake helps you set up for the corners on an off-road track. Instead of having to stab the brakes at the end of a straight away you just need to let off the throttle. To set your drag brake on your truck start the truck up and let the engine warm up for a few minutes. Let go of the throttle so that the truck is at idle. Pick the back end of the truck up and watch the rear wheels. If wheels are spinning real fast you need more drag brake. The wheels should be spinning but, very, very slowly. Just creeping along is what you want. To adjust the drag brake move the collar on the brake linkage so that more pressure is applied to the brake cam at idle. When the truck is on the ground it should either stand still and not move forward or just inch forward it a turtle's pace. Once you're happy with the drag brake adjust the idle. When the engine's off and the truck is on your work bench the drag brake should inhibit the truck from rolling when the radio is in the neutral position. The only time you would really want to run more drag brake would be if you really need help setting up for a corner. More brake will drop the front end of the truck when you let off the throttle and this might help you enter a turn a lit-

continued on page 112

PIT STOP HOW-TO

Regan's GT TIP



On the trucks like the RC10GT and the XXX-NT try running the brake linkage with some spring action on both sides of the brake arm. Running a small amount of spring before the brake arm with fuel tubing behind the brake arm will give you a smoother engaging brake and will actually give you some adjustment.

Reagan's GT tip will work on other nitro vehicles as well.

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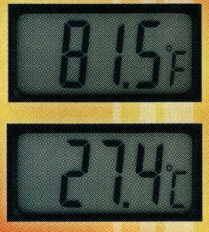

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That "Evolutionary" theme has been played to death. But in this case it works.

HPI RS4 PRO 3

by Mike Velez & Richard Dee

Years ago when HPI introduced the original RS4 touring car the anticipation was huge. When it came out I was still working with my father in our hobby shop. We had about twenty of the kits on order. So, when the call came from HPI that the cars were ready for pick-up three of us piled into a truck and raced down the freeway to get our hands on them. The kits were everything we expected. That weekend our parking lot track had nearly twenty RS4s vying for position. Six years later, the anticipation for the new HPI kit's release is still about the same around here. Every day it seems all of our contributing authors have been calling,"Is it here yet?" I didn't have the heart to tell them when "it" does get here I'll be doing the review. When the day of the Pro 3's release finally came, I was on the freeway once again speeding down to HPI to pick up my new kit. Was the six-year wait worth it? Was the speeding ticket on the way to HPI worth it? Let's find out.

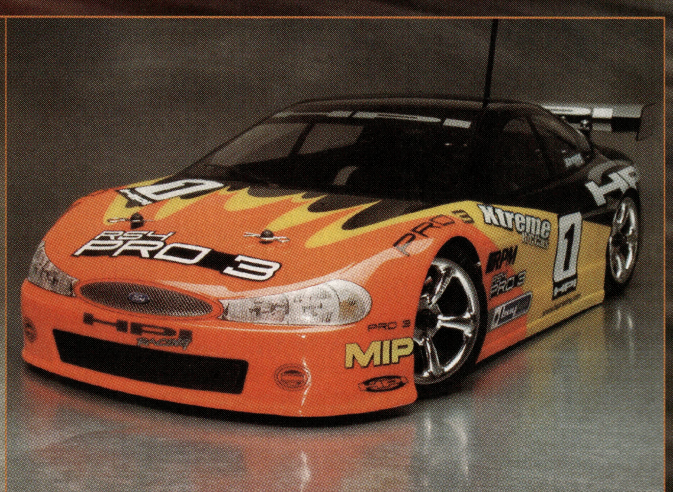
Hits:
- Handles like a champ.
- Good balance of nimble and easy to drive.
- Inovative design.
- A great value.

Misses:
- Chassis flex will slow you down on high-traction tracks.
- More setup advice needed in instructions.

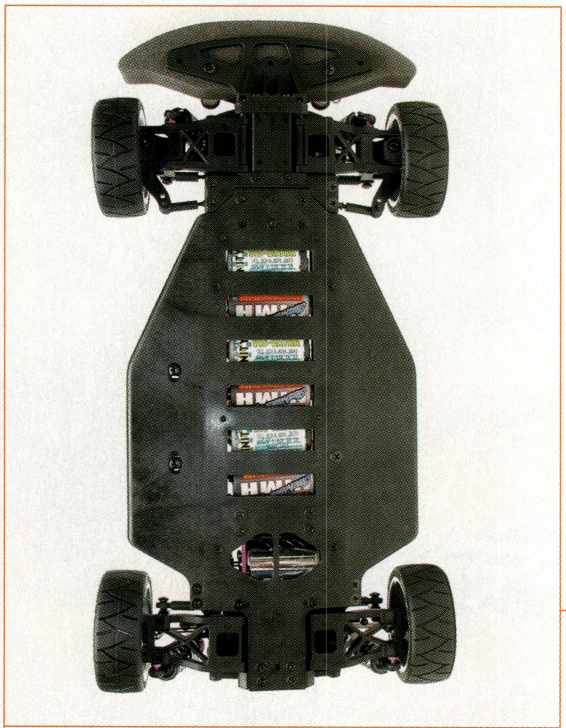
Instructions	4
Parts Quality/Fit	4
Durability	4
Tunability	5
Overall Performance	5
Value	4







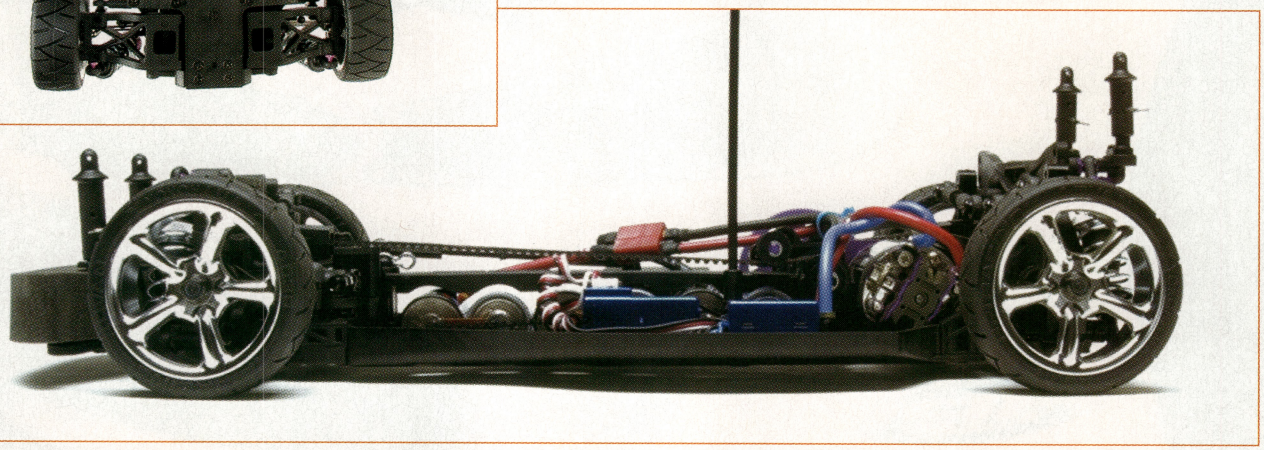
Thanks to Kent at HPI for the great paint.



Chassis

The centerpiece of the Pro 3 is the fiber-reinforced resin chassis. The sides of the chassis have a raised angle that helps to reduce or eliminate chassis scrape during hard cornering where the chassis is rolling. The chassis is fully countersunk so no screw heads protrude past the bottom of the chassis. Once the car is assembled, the lack of any top support allows the chassis to exhibit more flex than most touring cars. The car's designer says that the additional flex allows for easier driving under most conditions. HPI offers a much stiffer graphite chassis for drivers running on high-traction conditions.

Sure we've seen molded modern touring car chassis, but never before have we seen one that places the battery down the absolute center of the chassis. Since the battery pack is the heaviest single component on any electric car being able to place the battery down the centerline of the chassis does a number of things. First, it places most of the weight on the centerline, so the car should transition from left to right better than a vehicle that has a lot of weight off to the sides and away from the center of the chassis. It's all about simple physics (see Pit Stop). Second, the center of gravity is lower on this vehicle thanks to the cell cut outs and the placement of the battery pack. The chassis also places the motor very close to the center line of the chassis. To the right of the battery is the steering servo. To the left of the battery are the ESC and receiver.



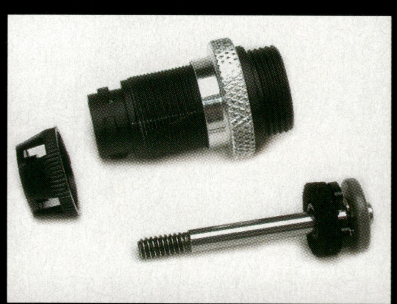
HPI made a chassis for the Tamiya TA-02 that put the batteries down the center.

RS4 PRO-3 HPI RS4 PRO-3 HPI RS4 PRO-3 HPI RS4 P

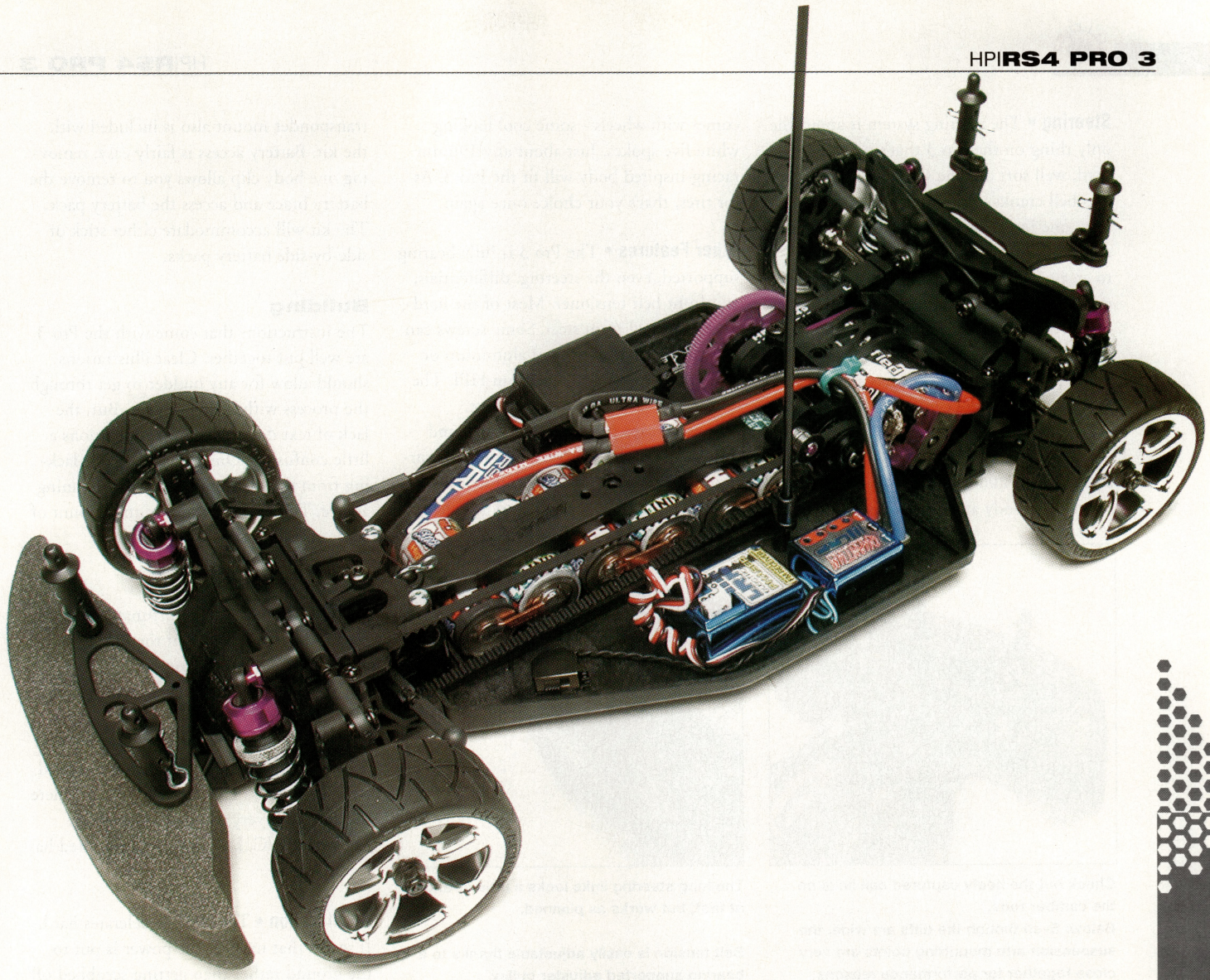
Suspension



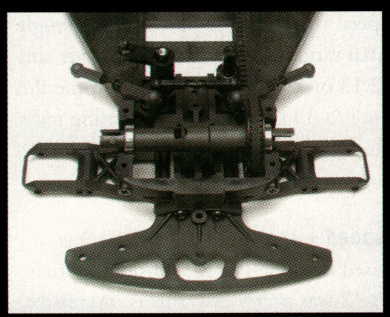
At first glance, the suspension on the Pro 3 looks like any other fully independent suspension system until you take a closer look and notice that it is completely unique. The shocks are molded and threaded - something very unique. They build very nicely and allow for easy O-ring replacement. In both the front and the rear, the hub carriers are very tall. This means the mounting points for the camber links are very high. On the bulkheads the camber mounting points lie directly above the lower suspension arms hinge pins. This means that the camber links and suspension arms are nearly parallel. What does this all mean? Both front and rear roll centers are lowered aiding in quick transition from left to right. There is also almost no camber change when the suspension goes through its range of travel. All four wheels stay very close to the set camber angle even during hard turns. In the rear, the arms take on a very unique shape. They have a hard "S" bend in them. This bend allows for the arms to not interfere with the differential. There are no E-clips on the suspension arms. They mount to the hub carriers thanks to set screws that hold the suspension pins in place, so there's no more worrying about lost E-clips.



The Pro 3 suspension is extremely adjustable. In the front and in the rear the shocks have multiple mounting points. Swaybar mounts are molded into the arms and bulkheads. Steel turnbuckles allow for easy camber angle changes. If you want to adjust roll centers all you need to do is move the camber mounting points on either the bulkhead or the hub carriers. Wheelbase is also slightly adjustable in the rear end. Rear anti-squat and toe is also adjustable along with front caster. The one thing that's not easily adjustable is droop, which happens to be the en vogue touring car adjustment these days. To adjust droop, you must remove the shocks and lengthen or shorten the shock shafts.



-3 HPI RS4 PRO-3 HPI RS4 PRO-3 HPI RS4 PRO-3 HPI





Drive Train

The Pro 3's got a unique suspension system and chassis, so what's next? The drive train, of course. In order to mount the battery pack down the center of the chassis, HPI needed to move the belts quite a bit. To do this some very wide adjustable ball-type diffs needed to be fabricated. The extra large diff pulleys produce less stress on the drive belts and improve efficiency. The width of the diffs and the bulkheads moves the diff support bearings very far apart. The long diffs means shorter universals, actually MIP Shiny CVDs. The shorter CVDs, the longer diffs, and support bearings that are farther apart mean that the drive line is very well supported. Less stress is placed on the bearings thanks to less leverage from the drive shafts. Also, the shorter drive shafts produce tighter angles on the CVD connection as the suspension goes through its range of motion. All this means a drive line that produces less mechanical stress on the moving parts.

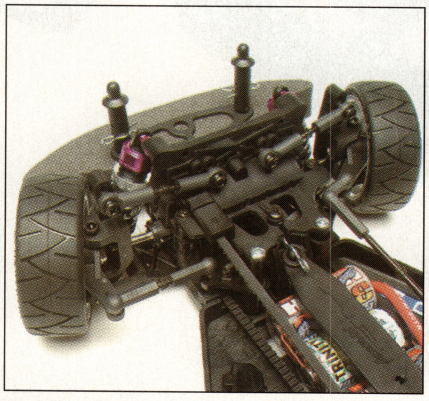
To spin both the front and rear diffs, a lay shaft sits between the battery and motor. One spindle mounts directly to the spur gear mount and turns the rear diff. The other pulley sits at the other end of the lay shaft and connects to the front differential. The kit comes with a 64-pitch pinion and spur gear. Different gear pitches can be easily swapped out for the stock gears. On the axles, standard sedan hexes mean the user can put just about any wheel on the Pro 3. The entire drive system is not sealed, nor close to being sealed, which allows for dirt and debris to make their way into the diffs easily, but also means easy clean up with some compressed air or a brush.

As nice as that chassis was, it still didn't help much.

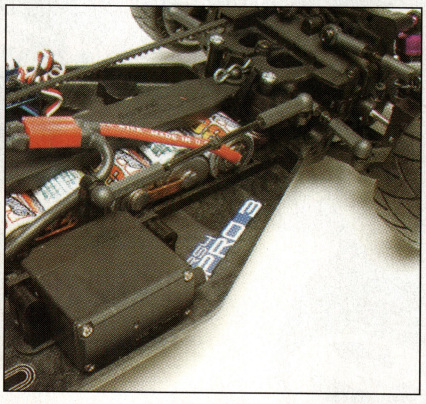
Steering • The steering system is about the only thing on the Pro 3 that's pretty standard, well sort of. The steering system uses two bell cranks, one supported by ball bearings, one integrating a built-in servo saving contraption. Ackerman is adjusted thanks to a center drag link between the two bell cranks. The two bell cranks are operated via the servo that's mounted all the way towards the center of the chassis. An adjustable steel turnbuckle gets the servo movement from the center of the chassis to the front.

Body, Tires, and Wheels • Well you can scratch the body and tires. The Pro 3 only comes with wheels - some cool looking white five spokes. Just about any 190mm racing-inspired body will fit the Pro 3. As for tires, that's your choice once again.

Other Features • The Pro 3 is fully bearing supported, even the steering, differentials, and front belt tensioner. Most of the hardware is crafted from steel. Some screws can be swapped out in favor of aluminum or titanium later on available from HPI. The body mounting system is very nice. Mounting caps provide a very clean and finished look you won't find on other touring cars. A large foam front bumper helps to keep the kit on one pieces. A Lexan transponder mount also is included with the kit. Battery access is fairly easy; removing one body clip allows you to remove the battery brace and access the battery pack. The kit will accommodate either stick or side-by-side battery packs.

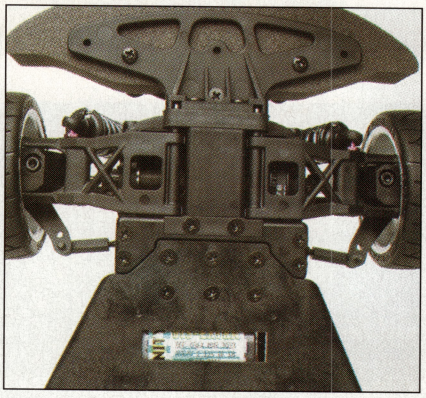


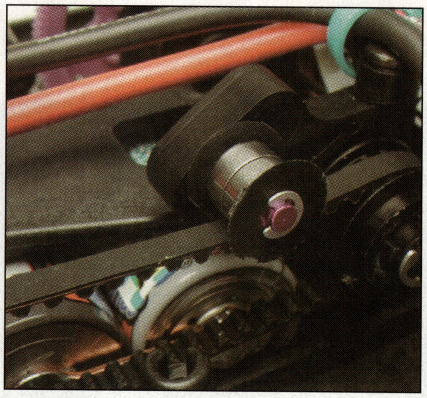
Check out the beefy captured ball links on the camber rods.
Below: Even though the diffs are wide, the suspension arm mountting points are very close together for performance reasons.



The long steering links looks a little strange at first, but works as planned.

Belt tension is easily adjustable thanks to a bearing supported adjuster pulley.





Test Gear

For testing we used the following components:

- Orion Chrome Modified 9x3 modified motor and Chrome Stock motor for stock racing.
- Trinity Panasonic Stock Metal Hydride cells.
- LRP Quantum ESC.
- LRP Phaser receiver.
- Futaba 9450 Steering Servo.
- Futaba 3PJS radio.
- HPI Pro Molded foam inserts (Red) Medium Soft 24mm.
- HPI Belted Advan A03S 27R 24mm tires.
- HPI Ford Mondeo BTCC 190mm body

(Our thanks to Kent Clausen for the great paint.)

Building

The instructions that come with the Pro 3 are well put together. Clear illustrations should allow for any builder to get through the process with little problem. But, the lack of text does make some operations a little confusing. One thing I felt was lacking from the instructions was some tuning advice. There's only a minimum amount of advice in the manual.

Testing

Testing Ground • I was fortunate enough to test the performance of the Pro 3 on two surfaces. I first headed out to California R/C. Although the regular race day was canceled, I still ran the Pro 3 on the high-traction concrete surface where the track is usually set up. I then rushed to the second track of choice - Hobbies Unlimited. There the surface is very similar to that of California R/C, but Hobbies Unlimited has less traction.

Acceleration • The Pro 3 accelerates hard. It seems that most of the power is put to the ground rather than getting scrubbed off from loss of traction or lost in the drive train. With the Pro 2, I had to compromise between top speed and acceleration by balancing the gear ratio. But, with the Pro 3 I actually geared up a couple of teeth to gain top speed without losing pickup. Although the final ratio between the two cars are similar (2.13 on the Pro 2 and 2.25 on the Pro 3), the Pro 3 has reduced the rotating mass, which has a lot to do with power performance.

Top-speed • Top speed on the Pro 3 is increased over the Pro 2. Considering that my Pro 2 was pretty fast, this is impressive. During the race at Hobbies Unlimited, I was able to gain on cars simply with top speed. I was very happy to see the increase in top speed by bumping the stock pinion choice from 35 teeth in practice to 37 teeth in the race.

Braking • When slamming on the brakes from top speed, the Pro 3 didn't break traction and tracked straight. When racing

In this review we got our first chance to try out the new Quantum ESC, very nice.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with others, I was able to stay on the gas a little longer and out brake them into the corner. Most of the time, braking is done while the car is tracking straight, but I got into the habit with the Pro 3 to carry the brakes into entering the corner. To be honest, I say braking, but it was rare that I actually slammed on the brakes. Most of the time, I just let the drag brake action of the motor speed control do all the work. The Pro 3 was surefooted enough to be stable while cornering while the drag brake was active. This was the main reason I was able to brake so late.

High-Speed Turns • At high speeds, steering was plentiful. This was very good considering that most of the weight is in the rear. However, weight transfer wasn't really much of a factor because there were occasions during the race where I had to let off the power to set up to pass another car. Usually cars lose momentum and composure during high-speed cornering when the throttle is inconsistent. For the actual race, I moved the top front shock tower location inward and increased negative camber. I did this to make the initial turn-in characteristic more aggressive. With more aggressive reactions, the rear drifted a little when I was sweeping left. To counteract this, I just added half a turn of shock pre-load to the right rear to put a little more force to the right tire.

Low-Speed Turns • I enjoyed the low-speed agility of the Pro 3. I definitely noticed more steering response in the Pro 3 as compared to other cars that I have, including my Pro 2. In fact, there was a lot of steering. I noticed that in practice the suspension was relatively soft. During the race, I was able to improve overall low-speed handling by replacing the stock shock oil with Trinity's 45wt oil. By doing this I saw that the Pro 3 was more stable though the switchback turns where the rear seemed to break loose during hard acceleration with the stock oil. The car also reacted to driving corrections very well. I lowered the ride height of the Pro 3 from 5mm from practice to about 3mm during the race. The threaded shocks made lowering the ride height easy. Although this ride height was relatively low, the raised corners of the chassis prevented the car from rubbing the road surface during cornering.

Tuning • There are many options on the Pro 3. But, just because they are there doesn't really mean you have to deal with them. The stock setup is good for the two track surfaces that I drove on. During practice, I tested the upper suspension links at various lengths according to mounting locations. I mounted the inner rear link location to the outer hole, shortening the length of the upper link. I didn't really like the effects of this because it made the Pro 3 handle tight at low speeds and loose at high speeds. Needless to say, I returned the rear setup to the factory setting. Next, I relocated the front upper shock tower link to the outer hole. I actually liked the change because it increased steering, camber increased when

Building Tips

Step 1: Don't attach the A339 piece to the motor plate just yet. Wait until you pass Step 4 and install the forward suspension block.

Step 5: The 2mm and 1mm spacers that go on the suspension pins are plastic, not the metal washers that you have at this point.

Step 6: It's very important to follow the building order as indicated in the instruction manual.

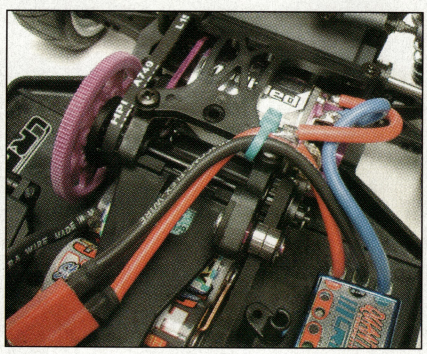
Step 13: As the instructions indicate, be sure to place the outer hinge pins into the suspension arms from the front. This allows you to place the spacers onto the pins much more easily than had you put the pin in from the back.

Step 15: The 38.5mm measurement of the center drag link is critical. You won't be able to adjust this later, so make sure you do it right the first time.

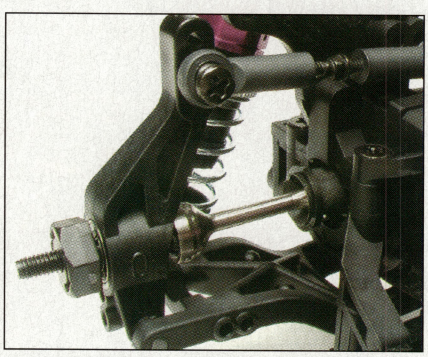
Step 21: The ball studs you're using on this step are the black steel ones, not the purple aluminum.

Step 26: When filling and bleeding the shocks, build the caps first and fill the caps with oil. Then quickly place the cap onto the shock body. It's a messy situation, but these shocks will build and bleed perfectly the first time.

The motor mounts behind the battery pack and very near the center line of the chassis.

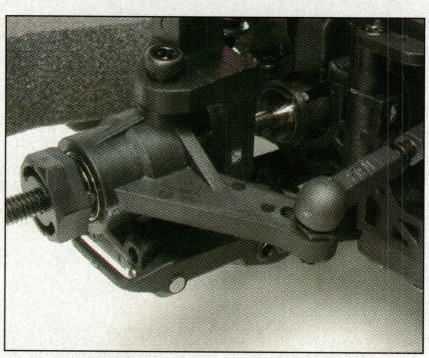


These are some of the longest hub carriers we've ever seen.





You never know when you'll need that big bumper.



The front hub carriers allow for different Ackerman angles. Standard wheel hexes accommodate most touring car wheels.



Almost any 190mm touring car body will fight right on to the Pro 3.

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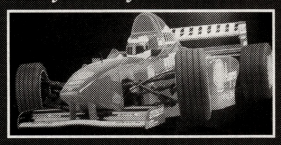

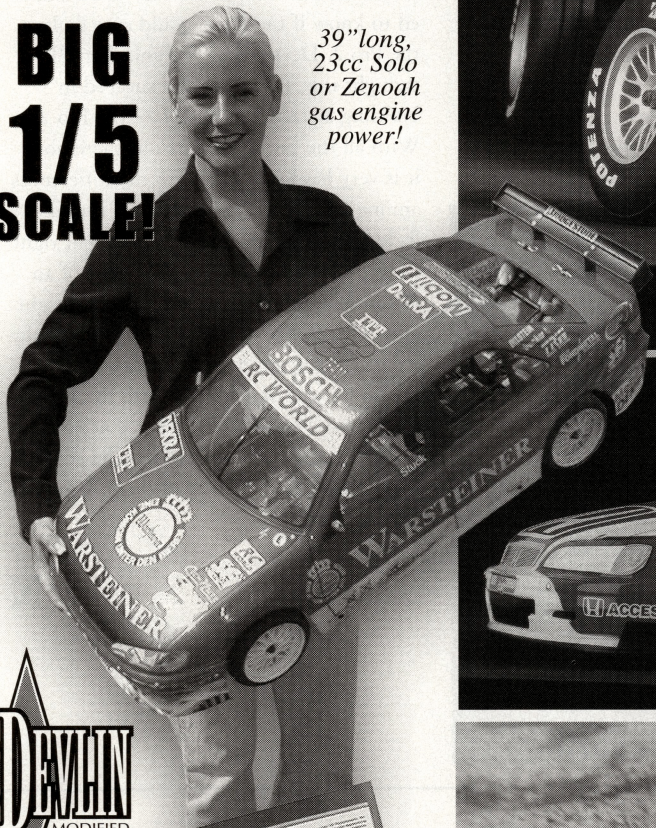

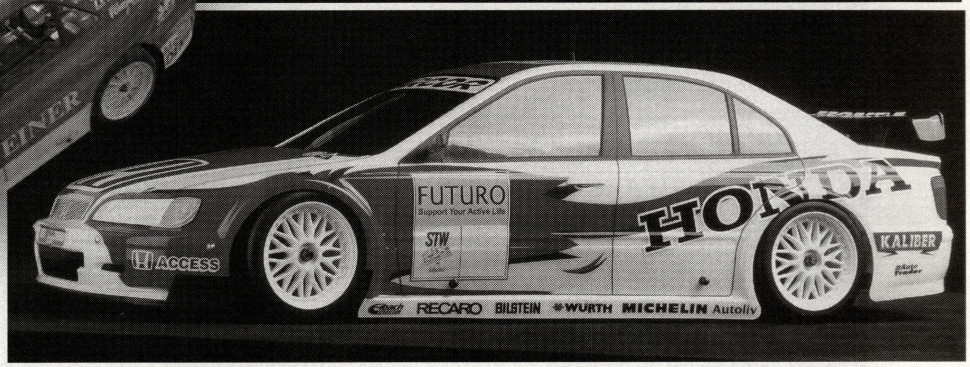

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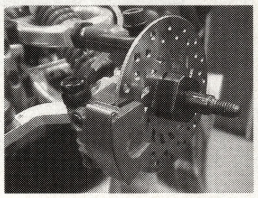

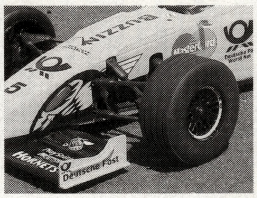



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the suspension compressed. I also returned the front setting to what they were because the stock setup work well and I noticed more tire wear with the shorter link up front.

Damage • Nothing major broke. I had to replace the 116-tooth spur gear because some stray pebbles chewed the teeth right off the original one. Another minor issue was that I had to increase tension on the belt guide after about three full runs for the belt to break itself in.

Conclusion

I was very excited to test the Pro 3. I was very successful with my Pro 2 and actually won with it at the Battle of the Manufacturers race in Reseda, CA. I wanted to know if the Pro 3 could ever replace the Pro 2. Deep inside, I think that HPI thought this, too. They did succeed in building a car that will replace the Pro 2. With all the pro sedan kits out there now, it is very hard to distinguish the differences among them. The Pro 3 changes the rules a little bit by placing most of its weight right down the center of the car like that of an off-road buggy. The car handles great right out of the box and requires very little maintenance. HPI ventured into uncharted design territory once again with the Pro 3. Their bravery paid off in a car that's easy to work on, easy to drive, and has the ability to compete with the best of them. Congrats HPI on a great job.

The Specifics

HPI RS4 PRO 3
Part #: 178
Estimated Street Price: $210

Vehicle Type:
4WD electric-powered touring car.
Scale: 1/10
Chassis type: Molded tub
Material: Fiber composite

Drive Train
Design: Belt transfer 4WD
Differential: Adjustable Ball
Bearings/Bushings: Bearings

Suspension:
Type: 4W independent with lower A-arms and adjustable camber links.
Damping: Threaded coil-over, oil-filled shocks.

Wheels, Tires and Body
Wheels: One-piece five spoke white.
Tires: Not included.

Who It's For
Anybody looking for a competitive, top-of-the-line touring car or just an easy to drive street machine.

What We Used
See sidebar.

Main Competition
Yokomo MR4-TC Pro, Associated TC3, Scuhmacher Axis 2, Tamiya TA-04 Pro, Kyosho TF-4, Losi XXX-S

Dimensions
Weight: 3lbs. 4 oz.
Wheel Base: 10.0625
Width: 7.375" 188mm
Build Time: 4-5 hours



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Billy Easton

AND HIS

TC3

SWEEPS Cleveland!

2000 U.S. Indoor Championships

The team does it again! Billy Easton takes both the Modified and Stock Touring classes with his Reedy-powered, LRP-equipped Factory Team TC3. And congratulations to the other TC3 drivers in the Modified A-main...Mike Dumas, Mike Blackstock, Walter Henderson, and Mike Lufaso... and **ALL TEN** of the Stock Touring Class A-main finalists!

And this just in... at the third Triple Crown race in Gaithersburg, MD, Associated TC3's were in 18 out of 20 A-main positions... eight in the Modified A-main and **ALL TEN** Stock Touring Class finalists!

U.S. Indoor Champs

Modified A-Main

1. **Billy Easton**	**TC3**
2. Josh Cyrul	
3. **Mike Dumas**	**TC3**
4. **Mike Blackstock**	**TC3**
5. **Walter Henderson**	**TC3**
6. David Spashett	
7. **Michael Lufaso**	**TC3**
8. Brian Kinwald	
9. Mike McMahon	
10. Jacob Pritchard	

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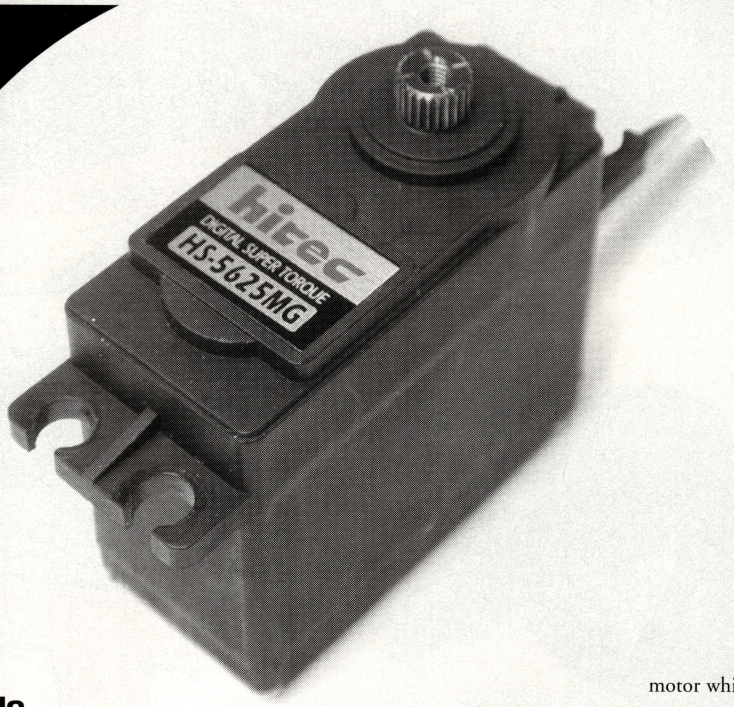
Hitec Digital Servo

It's hip to have a digital servo these days. Hitec is the latest radio manufacture to get into the digital servo dance with their latest offerings. Digital servos have some very distinct advantages to standard analog servos. In this scope we'll put a couple of Hitec's new servos to the test and see how they stack up.



The Specifics:

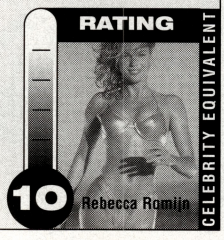
Part #: HS-5925MG, HS-5945MG, HS-5625MG, HS-5645MG
Estimated Street Prices: $60 for 5600's and $100 for 5900's

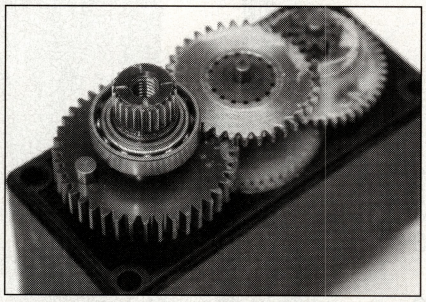
Vital Info:
Hitec RCD Inc
12115 Paine St
Poway, CA 92064
858-748-6948
www.hitecrcd.com

Hits:
- Tons of torque.
- Unbreakable gear train.
- Great speed.
- Priced right.
- 2 year warranty

Misses:
- None

The Last Word
Not very often do we hand out a ten, but to give these servos anything less would be a crime. They have tons of holding power, lots of torque, plenty of speed, are silky smooth, unbreakable, and priced below market. They're awesome!





What they do

First off let's explain the difference between a digital and an analog servo. Digital servos use a microprocessor to control the servo motor within the servo. The microprocessor can regulate the servo motor at a much higher frequency. The end result is typically a quicker reacting servo, with better deadband response and better holding power. The only apparent down side to digital servos is the fact that they use a little more power than analog servos.

What they offer

Hitec introduced their digital servos with a bang. There are four different models. First the two high-torques, the 5645MG and 5945MG, both are dual ball bearing supported with completely metal drive trains. The only difference between the two is that the 5945MG uses a coreless motor while the 5645MG uses a standard 5 pole motor.

A light coat of grease keeps all that metal quite and cool.

The coreless motor gives the 5945MG a slightly faster reaction time and a bit more torque. The other two servos have similar specs but are both made for high-speed. The 5925MG and 5625MG are virtually identical with metal gear lines and ball bearings. The only difference once again being the coreless versus 5-pole motor. For specs on all four servos check out the table.

Other Features

As mentioned all four servos use a metal gear train, there is one plastic gear in the drive train. Actually the one plastic gear has a large radius and it is molded to a smaller metal gear. The plastic gear eliminates any internal interference that had been created on earlier all metal gear servos. The entire gear train is guaranteed from Hitec to be unbreakable. All four servos have standard dimensions so mounting in just about any 1/10 or 1/8-scale vehicle should be no problem. All servos have a standard Hitec plug which can be easily manipulated to fit into any receiver. Inside the servos the connections are gold plated. Each servo is also sealed to be water and dust resistant. Lastly each servo comes with a blue anodized aluminum servo horn.

Manufacturer's specs

Servos	Description	Speed @ 6.0V	Torque @6.0V	Holding Power
HS-5925MG	High Speed Coreless	.08sec/60°	128 in/oz	384 in/oz
HS-5945MG	High Torque Coreless.	13sec/60°	180 in/oz	540 in/oz
HS-5625MG	High Speed 5 Pole	.13sec/60°	93 in/oz	279 in/oz
HS-5645MG	High Torque 5 Pole	.18sec/60°	133 in/oz	399 in/oz

continued on page 113

Mike is only 3 degrees of separation away from Rebecca.

DRAGMASTER RACING PRODUCTS

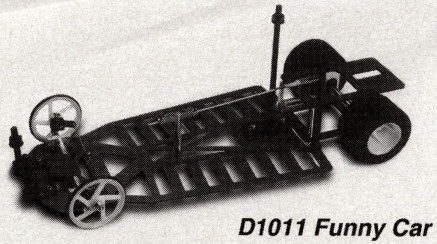
RACEtech motor sports

BOLINK

D1001 Pro Stock Chassis Kit

D1002 Pro Stock Kit Less Body

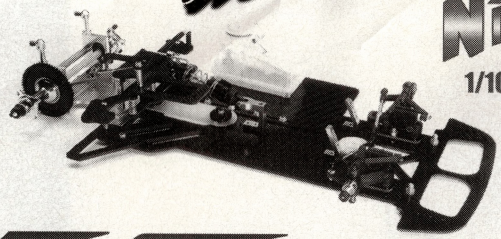
D1003 Pro Stock Kit Complete Less Electronics



NITRO SLIDER

1/10 Scale Nitro Oval Racer

R8011

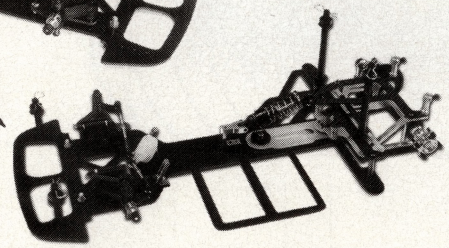


NITRO R/C LEGENDS by BOLINK POWERED BY TRINITY

THE SLIDER

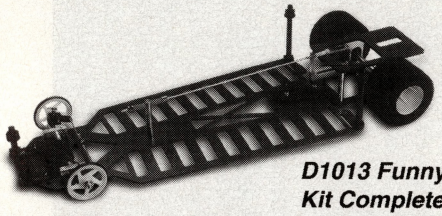
1/10 Scale Oval Racer

R8010



D1011 Funny Car Chassis Kit

D1012 Funny Car Kit Less Body

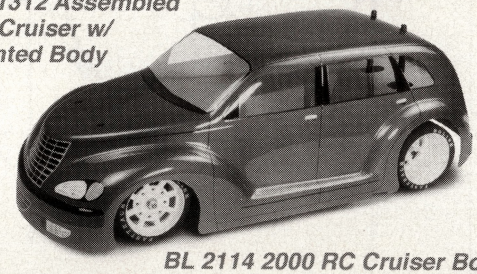


D1013 Funny Car Kit Complete Less Electronics

BL 1311 RC Cruiser Kit

BL 1312 Assembled RC Cruiser w/ Painted Body

RC CRUISER



BL 2114 2000 RC Cruiser Body

BOLINK Bodies

For Drag Racing

Funny Cars

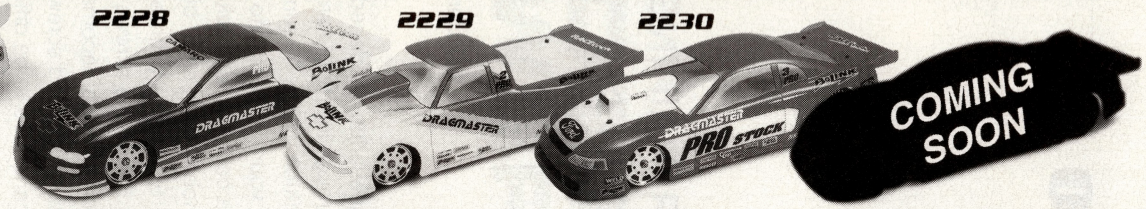


2227 Camaro

2238 Mustang

2261 Pontiac

Pro Stock Cars



2228 Camaro

2229 S-10 Truck

2230 Mustang

'63 Pro Mod

For Traxxas Trucks

Nitro Rustler



2233 Chevy Silverado

2234 Ford F-150

Stampede



2250 '98 Ford Pickup

2251 '98 Chevy Pickup

T-MAXX/ E-MAXX



2231 '56 Ford Pickup

2232 Chevy Avalanche

'53 Ford & 2001 Ford Sporttrack

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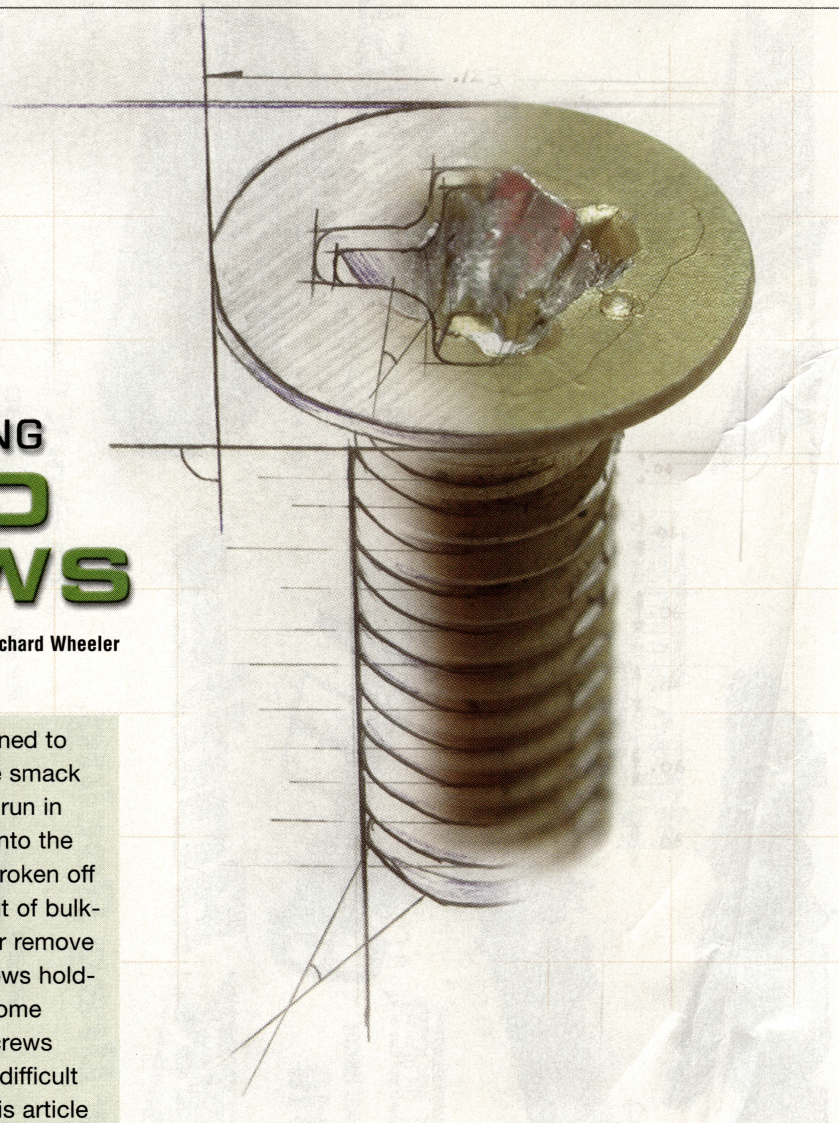


PREVENTING & REPAIRING STRIPPED SCREWS

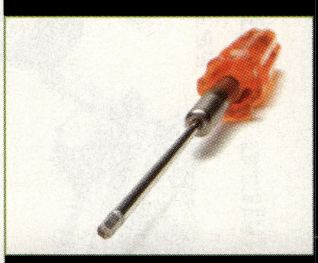
by Richard Wheeler

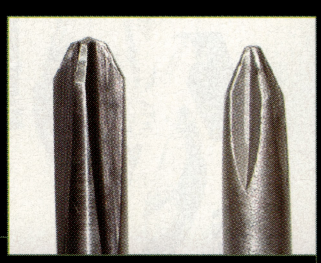
Have either of these scenarios happened to you? You just got through laying the smack down on the competition with a TQ run in your second qualifier. You take your car back into the pit and examine it only to find a ball end has broken off in your rear bulkhead and the hobby shop's out of bulkheads. Or how about this one? Every time your remove the transmission from your car, one of the screws holding the transmission in place continues to become more and more difficult to remove. Stripped screws suck. Having to remove them can prove to be difficult at best and impossible in the worst case. In this article I'll show you how to prevent stripped screws and what to do when you come across one.

Richard knows a lot about screws and strippers.

Preventing The Problem

The Right Tool • Preventing a screw from stripping is the best solution to the problem. Keep this in mind when building a new kit or replacing an item. Always make sure that you have the proper size screwdriver or Allen wrench for the screws with which you're working. While most kits come with Allen wrenches, they are often made from a softer steel and the connection between screw and wrench gets worse and worse the instant the wrench begins to lose its shape. You should consider investing in a high-quality set of Allen Drivers. These drivers are made from hardened steel and won't round off.





Left: Aftermarket Allen Drivers are ground from hardened steel. Right: You can identify a Pozi (left) screw driver and screw by the shallowness of the bit angle compared to a Phillips (right).

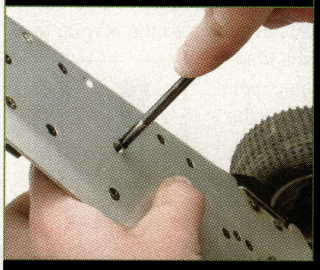
After you've got the right quality tool, make sure that you've got the right size. This is extra important with Phillips head screws. Over time, Phillips drivers tend to wear and can no longer get a good grip on screws. Also, identify a Phillips from a Pozi wrench; the head of the screw driver has more shallow angles than a Phillips driver. Companies like Traxxas, Schumacher, and others use hardware that need a Pozi driver.

Keep the Batteries at Home • When building a new kit it's awfully tempting to whip out the cordless screw driver to put things together. If you do, make sure that your driver has a clutch that will stop the driver before it begins to strip the screw head. If the driver doesn't, only use your cordless for the bulk of the operation. When you see that the screw is getting near the end of its thread stop, pull out your standard screw driver and finish the job by hand.

Tightening • Always start screws by hand. Make sure that the screw is threaded straight into the hole and be sure that you're using the correct driver. When you're finishing, never overtighten the screws. Most R/C parts only need to be snugly fit – not "Gorilla Fist" tight. If you think something might come loose later on, use a longer screw

Preventing The Problem

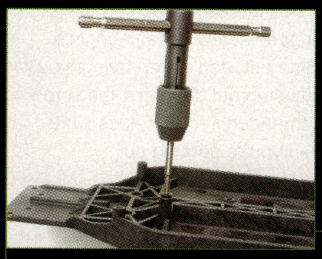
Start all screw connections by hand.

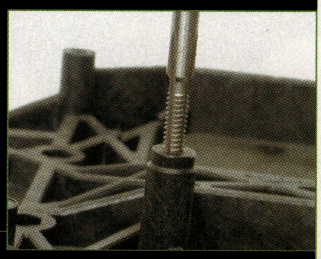


and a lock nut if this is possible. If you can't put a nut behind something place a small drop of liquid thread-lock onto the screw before you thread it in.

When screwing ball studs into plastic, I like to place a washer between the ball stud and the piece I'm screwing into. The use of washers helps to spread the stress of the screw head or nut over a larger area and makes it so that the ball end is less likely to break.

Tap That... • Many car makers are using more and more exotic materials, such as a lightweight screw and some super-strong molded material. This can sometimes spell disaster when threading into a chassis or some other piece for the first time. For this reason I like to tap all my screw holes on a new car. You can pick up a tap at the local hobby shop or hardware store. Using a tap is simple. First, make sure that it's the right size; next thread it into the hole you want to thread. Don't go too far. You only need to go the length of the screw you'll be threading into the hole later. After you've screwed the tap in, just back it out. In an extreme case where the material is especially tight, first make sure you've got the right size tap. If you do, drop oil into the whole first. If you don't have a tap or can't find one, you can also use a steel or titanium screw to thread the hole.



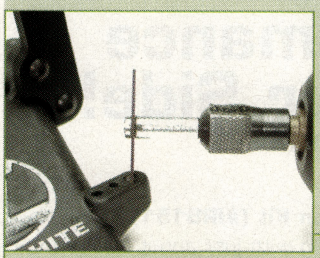


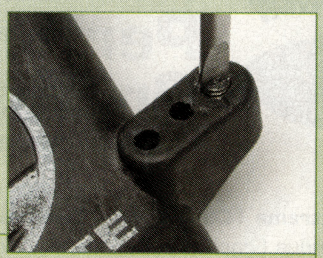
Tapping the holes on a graphite chassis is a smart move; just make sure you've got the right size tap.

Fixing The Problem

Removing a Stripped Screw

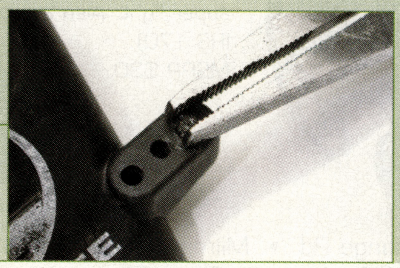
Method One: "Slot it" • If a Phillips head or large Allen head screw strips out, try cutting a slot in the head. If you have the room, a hacksaw blade might work, but your best bet will be a thin cutting wheel installed on a Dremel tool. Using the cutting wheel, hold the blade so that it's perfectly straight over the top of the screw head. Cut into the screw, trying not to damage the material around the screw. Once you've cut deep enough, use a thin flat-head screw driver to back the screw out. Be very gentle and take your time when backing the screw out. Make sure that the screw driver is placing pressure on both sides of the new slot you just cut. Of you're only applying pressure to one side you can easily break the screw further. I've used this method successfully a number of times.





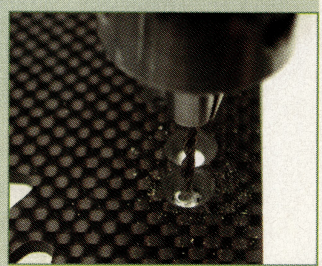
Left: Make sure that the cutting blade is perfectly centered in the diameter of the screw. Right: Use the largest screw driver you can so that you get the most amount of contact area on the screw.

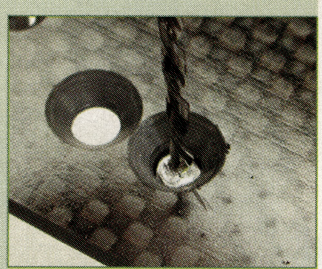
Method Two: "Grab it" • If there is a measurable amount of screw head or threads sticking out beyond the surface area of the piece that the screw is threaded into, then try this. Grab onto the part with a pair of needle-nose pliers or Vise grips. (The odds are you won't have too much room to work with so you might have to disassemble at least a portion of the car first.) When using this method, work very slowly. As you get more and more of the screw out continue to reposition the pliers to get the best possible bite on the screw.

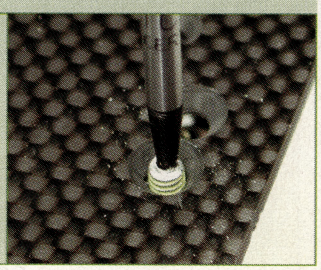


Use the largest pliers you can that will give you the most leverage on the stripped screw.

Method Three: "Drill It" • If you don't have a screw head to work with and the screw is big enough, you can try a left-handed drill bit in a reversible drill motor. Often times the drill bit will grab hold of the screw and pull it out for you. If that doesn't work, at least you'll have a hole in the center of the screw into which you can install and "Easy Out." An Easy Out looks similar to a drill bit or hole reamer; it has a slight taper to it and the flutes have a left-handed twist to them. As you thread the Easy Out counter clockwise into the hole in the screw, the flutes will dig in and grab hold of the screw. Once the Easy Out grabs a hold, use a pair of pliers to continue turning the Easy Out. If you break an Easy Out in the screw, it's game over. Head over to the hobby shop and replace the part.

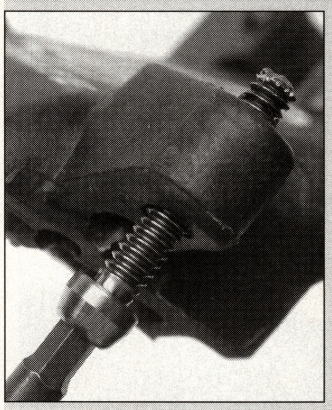




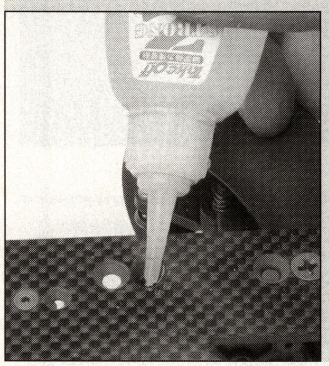


Once the screw is drilled the best you can, place the Easy Out into the hole and slowly twist counterclockwise. Once the Easy Out bites into the screw, use a pair of pliers on the Easy Out if you need to.

Fixing The Problem



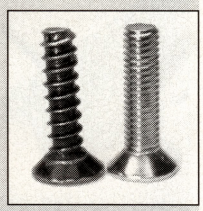
Method Four: "Push It" • If the screw is stuck in a hole that goes all the way through, try threading another screw in through the back side to push the stripped screw out. This one will either work from the start or not work at all. If you thread into the piece and the stripped screw doesn't begin to come out, don't keep trying; you'll only strip out the piece the screw is threaded into. If it does work then you're good to go.



Fixing a Stripped Hole

Method One: "Glue It" • If you need a one-time fix and don't plan on removing the screw, this fix almost always works. If the hole is stripped out pour a few drops of thick CA glue into the hole. Allow the CA time to dry then reinstall the screw. This should hold and get you through the next race until you can replace the part. I have one piece on my car that I fixed like this and it's been working for months.

Method Two : "Go Big" • This method doesn't really fix the hole, but fixes the connection. Most R/C car use 4-40 size screws throughout. The next size up is a 5-40, but you may have to go all the way up to a 6-32 screw. Depending on how badly the hole is stripped and whether you're screwing into metal or plastic you may be able to simply thread the larger screw into place or a screw with a more "self-taping" thread. If you need to drill the hole out first, use a #38 drill for a 5-40 screw and a #36 drill bit for a 6-32 screw. If it's possible, use a drill press so that you can be sure the new hole is perfectly straight.





Method Three: "Bypass It" • Another way to repair a stripped hole is to drill all the way through the piece that is stripped and use a washer and nut on the new screw. This method will often times yield a new joint that was stronger than the original. Be sure to use locking nuts or thread-lock on the screw/nut connection.

Hopefully by using the prevention tips I've pointed out you'll never need to fix a stripped screw or hole. But if you do, good luck. A broken or stripped screw doesn't always mean replacement. Give repair a chance before you give up.

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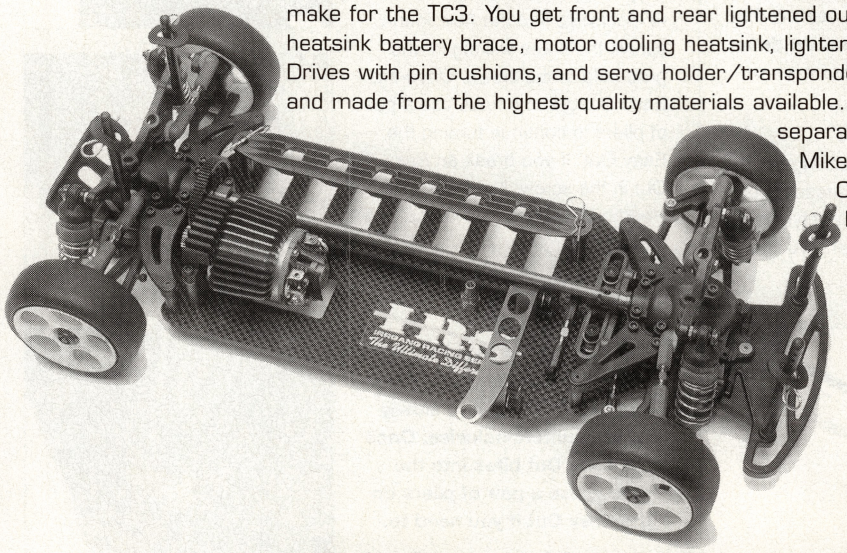

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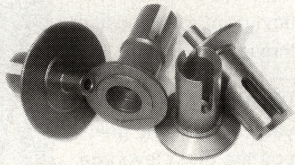

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TEAM LOSI XXX KINWALD EDITION

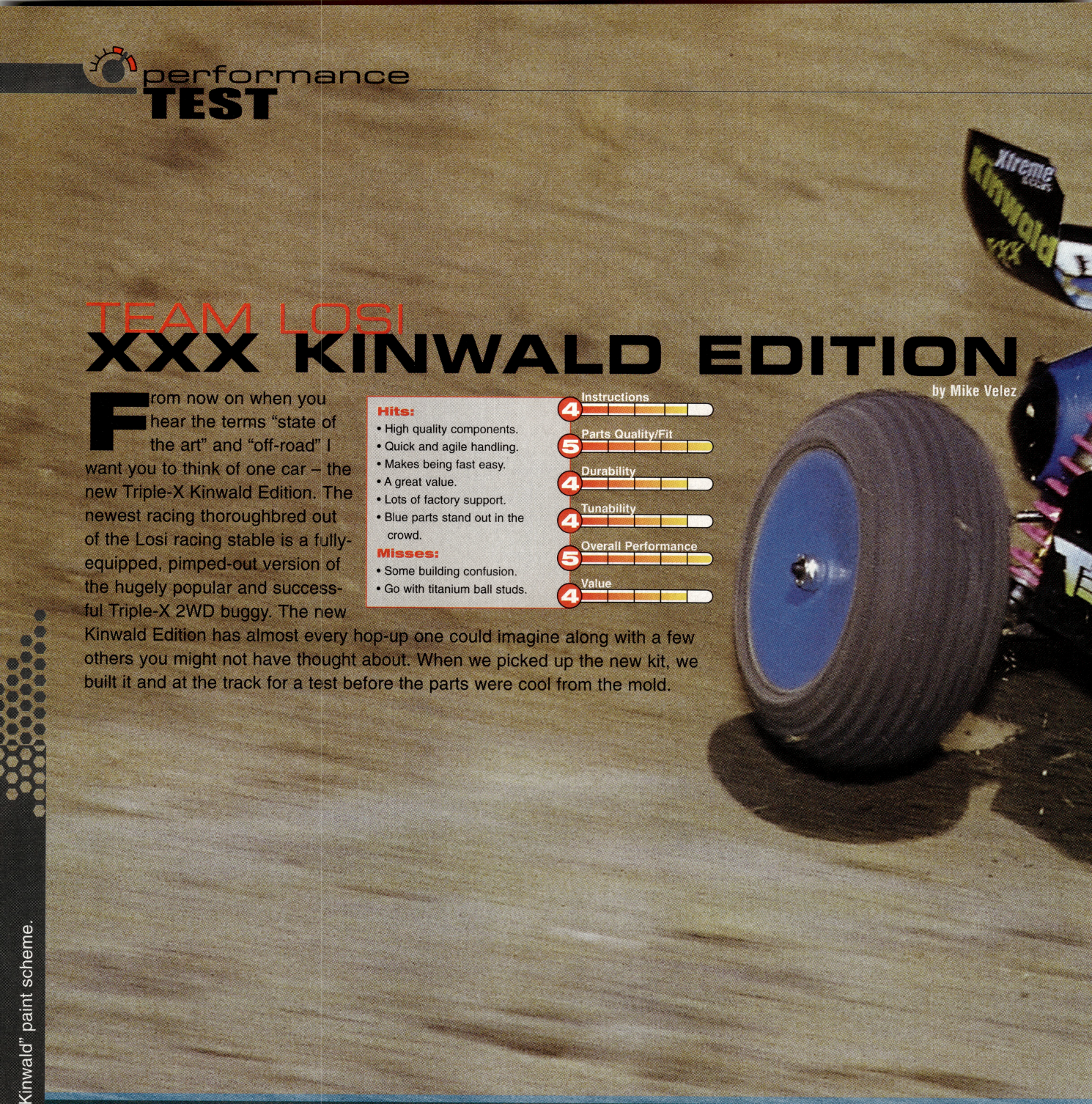
by Mike Velez

From now on when you hear the terms "state of the art" and "off-road" I want you to think of one car – the new Triple-X Kinwald Edition. The newest racing thoroughbred out of the Losi racing stable is a fully-equipped, pimped-out version of the hugely popular and successful Triple-X 2WD buggy. The new Kinwald Edition has almost every hop-up one could imagine along with a few others you might not have thought about. When we picked up the new kit, we built it and at the track for a test before the parts were cool from the mold.

Hits:
- High quality components.
- Quick and agile handling.
- Makes being fast easy.
- A great value.
- Lots of factory support.
- Blue parts stand out in the crowd.

Misses:
- Some building confusion.
- Go with titanium ball studs.

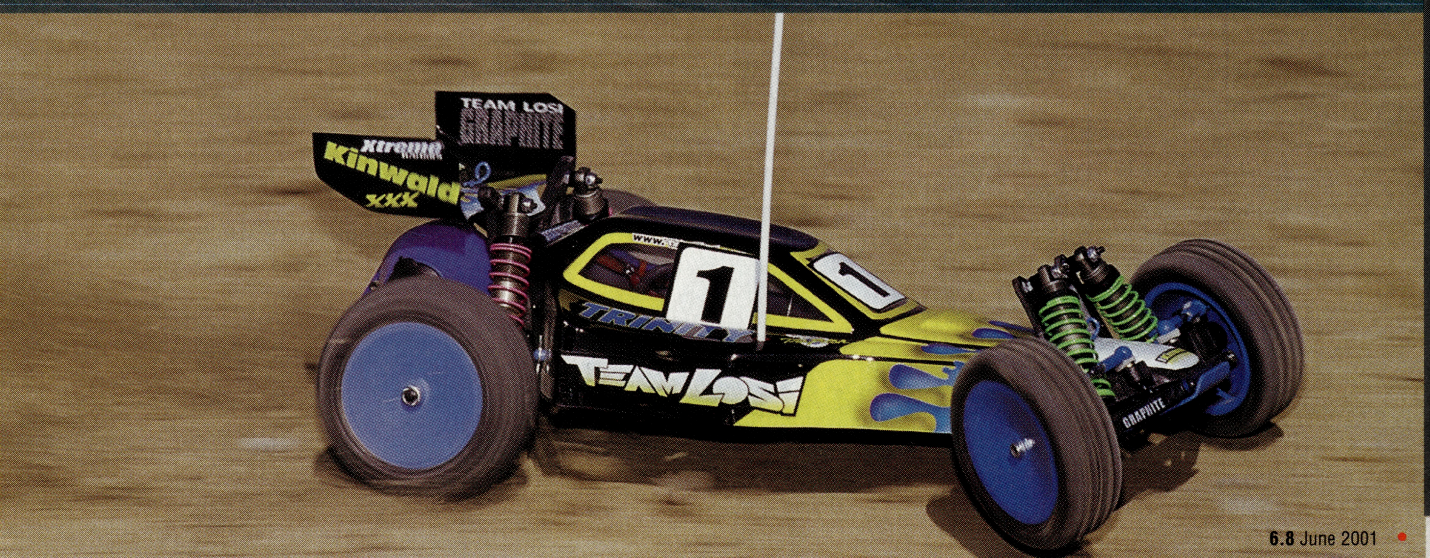
Instructions	4
Parts Quality/Fit	5
Durability	4
Tunability	4
Overall Performance	5
Value	4



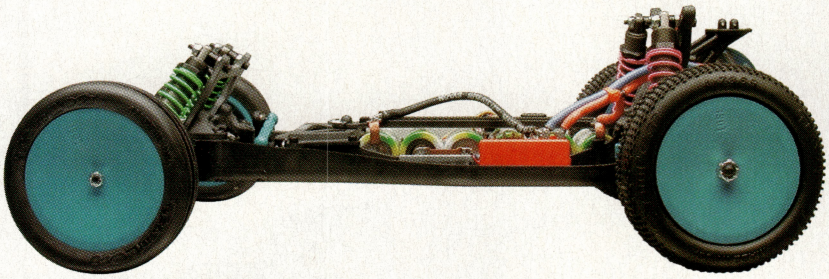


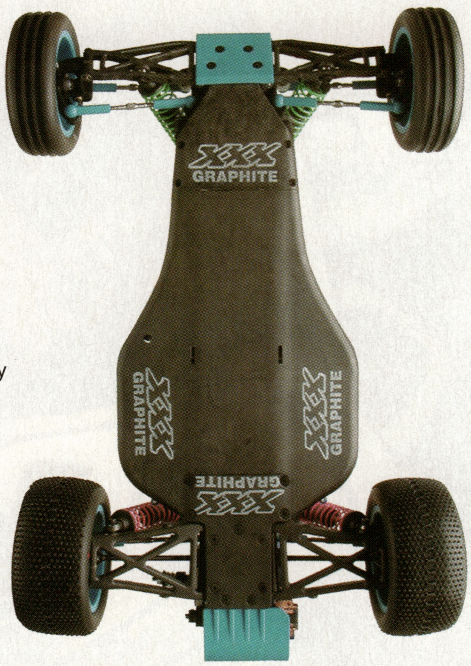
Thanks to Gary Kyes for the great "Kinwald" paint scheme.





Okay. Bring on Kinwald. I'm ready for him.





Graphite Everywhere

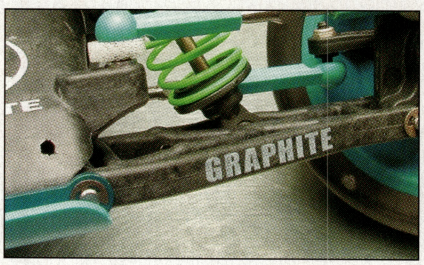
No expense was spared when it comes to graphite on this rig. The graphite component list includes chassis, rear suspension arms, front suspension arms, rear shock tower/bulkhead, front bulkhead, chassis, servo brace, and battery strap. The graphite components add rigidity throughout and allow the suspension to work as designed.

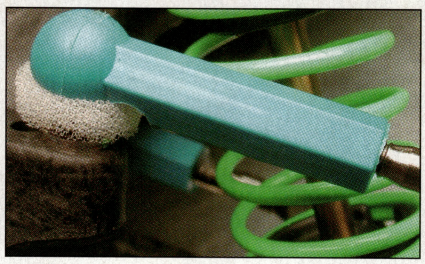
Blue Stuff

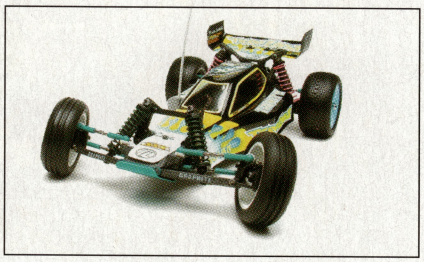
The ball cups, rear body mounts, front bumper, and rear bumper are all molded from blue material. The blue add-ons add to the blue theme of the chassis.

Body, Tires, and Wheels

Losi includes their aggressive and intimidating Phobia body in the Kinwald Edition kit. The Phobia has a low profile and fits snugly to the chassis. For tires Losi, tossed in a set of Red compound X-2000 tires in the rear and Silver compound Xtra-Wides in the front. The tires mount to blue molded wheels; the front wheels are of the extra-wide variety.







XX KINWALD EDITION LOSI XXX KINWALD EDITION L

Threads Shock Bodies

On all four corners you'll find Losi's famous "Hard Body" shocks, only these hard bodies have threads cut into the outside of the shocks. Coupled with molded collars, you can quickly, easily, and infinitely adjust the suspension pre-load. The threaded bodies are specially coated for smooth operation.



Titanium Nitride Shock Shafts

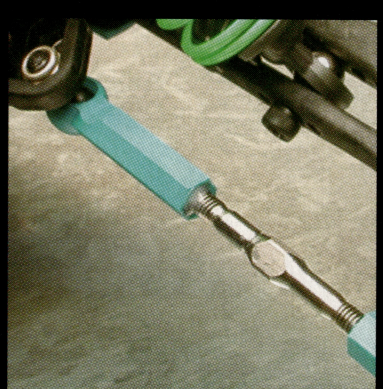
For silky smoothness and less frequent rebuilds, the standard stainless shock shafts are axed in favor of Titanium Nitride-coated shocks.

Lightweight Top Shaft

The less rotational drag the better. Quicker acceleration, higher top speed is the thinking with the lightweight aluminum top shaft that connects the differential to the outside world.

Ball Bearing Steering

Who doesn't want more balls? Losi packs four extra micro-sized ball bearings into the steering to provide the least amount of mechanical drag in the steering assembly. When paired up with a fast servo, direction changing should be lightning fast.



Lunsford Titanium

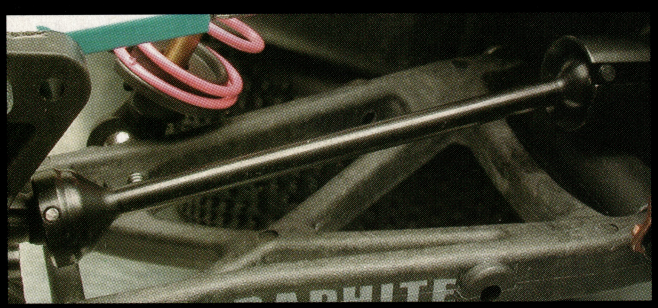
One knock always made against so-called race kits is the lack of strong turnbuckles. Can't knock Losi on that account. Lunsford Punisher turnbuckles come standard all around. Titanium turnbuckles are many times stronger and lighter than steel turnbuckles.

Threaded shock bodies are very nice. Why didn't someone think of these sooner?

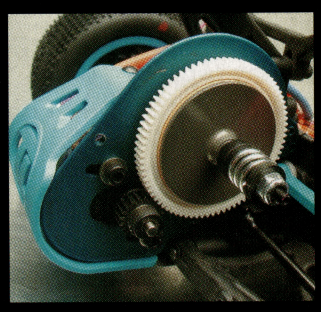


XXX KINWALD EDITION LOSI XXX KINWALD EDITION

The "Ron Rosseti" Edition XXX comes with neon flower print shorts.







MIP CVDs

When something works, it's often copied and duplicated. That's true for MIP's CVD design. We've seen more CVD knock-offs come out of China than badly dubbed martial arts films. Losi didn't skimp on some knock-off; they included the original MIP CVDs as standard equipment. CVDs provide for a smooth transfer of power between the tranny and rear wheels.

Anodized Aluminum

A lightened, blue anodized motor plate bolts onto the transmission and power plant. The cutout channels on the plate not only reduce weight but increase surface area to help cool the motor a bit better. The brace that holds the front inner hinge pins in place is also made from aluminum and anodized blue.

Other Features

As you'd expect from a world class competition kit, the XXX Kinwald Edition comes with an adjustable ball differential, dual-pad slipper clutch, high-quality sealed bearings throughout, high-quality steel hardware, and some nice small touches like the plastic liner that lines the inside of the battery box to keep your batteries from shorting on the graphite chassis.

Testing

The XXX Kinwald Edition was tested at K&M Raceway in Grand Terrace, CA. Thanks to Tyson at K&M, we've got the keys to the track. On a closed day when we had the track to ourselves, we headed out for a full day's worth of testing. When the track is completely dry, the surface is very hard packed with a light coat of sandy dust on top. We first drove the car in this ungroomed condition and then again after wetting down the track to let the loamy fluff come up. For the dry conditions, we used the stock X-2000's. For the loamy conditions, we used an pair of Silver compound IFMAR Pins. On testing day the skies were partly cloudy and it was 77° F.

Acceleration • With a P2K, 23-tooth pinion, and stock spur gear, acceleration was pretty much what I thought it would be – smooth yet brisk, kind of like a good iced tea.

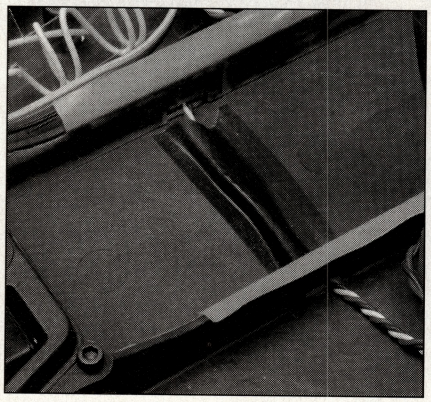
Top Speed • This track isn't really for speed demons. There are two long straightaways that have jumps running down the middle, two on the front straight and three on the back. I was able to easily clear the two jumps on the front straightaway while double-singling the jumps on the back straightaway.

Jumping • Over most jumps, the car was very stable. On one particular jump, the car seemed to always nosedive even when I was on the throttle in the air. I raised the front ride height slightly and this seemed to help the problem. When the buggy hit a jump at a strange angle and landed a little cockeyed, it would settle itself quickly and keep going straight upon landing.

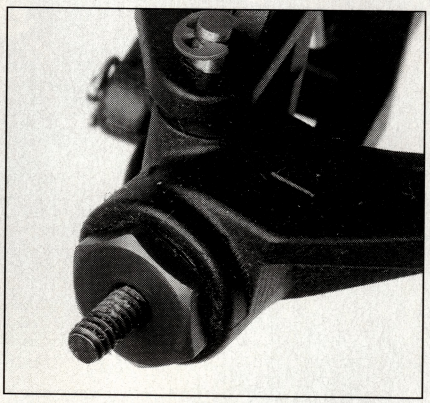
Rough Track Handling • Before the front straightaway was a short mogul section. When the buggy hit the moguls correctly, it would glide through the section. If I couldn't set up for the moguls with a good approach, the buggy would ski over the first couple bumps then teeter-totter over the last moguls. On other sections of the track where the surface was less than perfect, you couldn't really tell with the buggy thanks to the suspension soaking up the rough stuff.

High-Speed Handling • At high speeds, the buggy had too much steering. I found my self over-correcting if I got a little loose at high-speeds. I moved the front shocks inside on the tower and this appeared to diminish the problem. At medium speeds, I was able to easily negotiate the buggy through a large "S" turn. I was very impressed by how in control I felt for most of the track.

Low-Speed Handling • At low speeds, the XXX KE was very, very nice. Off-power the buggy was extremely controllable with tons of steering. There was one particular turn coming off of the back straight where you're required to do a 125° right-hand turn. I was amazed how much speed I was able to carry through this turn by just letting off of the throttle a bit and turning the



A channel in the chassis makes ESC wiring neat and easy.

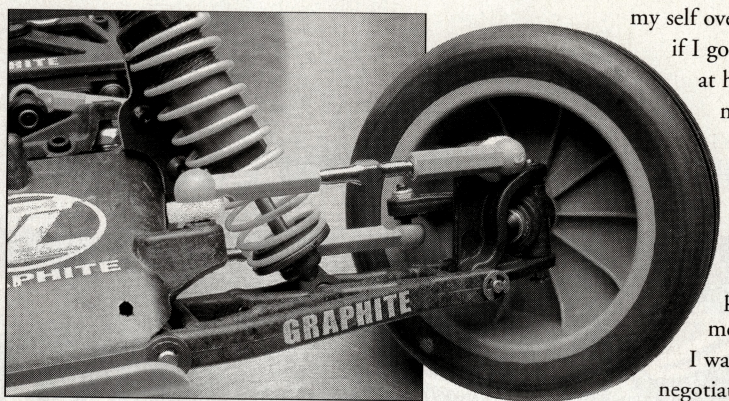


Too bad a wheel covers those pretty blue front hexes.

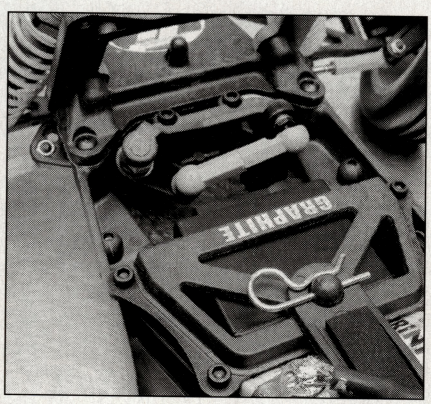
Building Tips

Building the XXX KE shouldn't be difficult to anyone with some building experience. The instructions are easy to follow and explain every step. However, I did run into some steps that were a bit confusing and could use some clarification.

- **Bag A Figure 5:** When inserting the #18 threaded inserts into the chassis if the hexes don't line up simply thread a 4-40 screw into the top side of the insert and rotate the insert until you line it up with the hex on the chassis. At that point just apply some force and push the insert into the chassis.
- **Bag B Figure 8:** Place a small amount of thread-lock on the #25 jam nuts that go onto the shock screws.
- **Bag B Figure 10:** The illustration of the king-pin is too short. The pin you'll need to use is the longer of the two that you have to choose from at this point.
- **Bag B Figure 12:** The #37 e-clips that go on the outside hinge pin are the gold ones.
- **Bag C Figure 18:** As you should with all of the steps follow the text directions here and not the illustration.



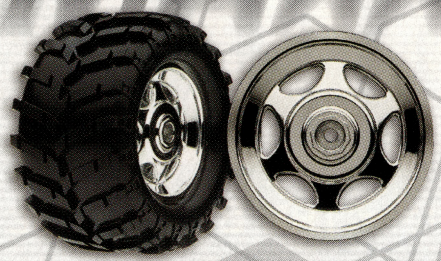
Losi broke new ground when they designed the XXX suspension system. Graphite components only help the suspension system to work as designed.



When putting the steering together, follow the directions. There's a trick to doing it right.

Team Losi was the first off-road company to make their cars all black.

MAXXimum Fun!



MAXX Masher
#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

Humm-Vee Urban*
#3104-00 fits Traxxas E-Maxx and T-Maxx ▶

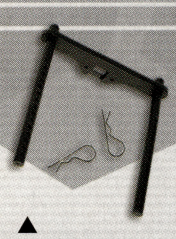


Chevy Silverado Crew Cab*
#3100-00 fits Traxxas E-Maxx and T-Maxx ▶



Ford Excursion*
#3099-00 fits Traxxas E-Maxx and T-Maxx ▶

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



▲ Pro-Line Tall Rear Body Mounts Now Included with Ford Excursion and Humm-Vee Militia Bodies! Also available separately **Part #6003-00**

◀ **Pro-Line ML430***
#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*
#3084-00 Rustler electric (shown)
#3083-00 Stampede gas or electric ▶





*All Pro-Line Bodies are made from crystal clear Lexan, are un-painted and include decal sheet and precision cut window mask.

Road Rage II #1060-00
2.2" truck front or rear tire

Road Rage T #1062-00
2.2" truck front or rear tire

Speed Hawg #1080-00
2.2" truck front or rear tire

Gladiator
#8170-01 (M2); 8170-02 (M3)
2.2" truck front or rear tire

Dirt Hawg #1070-00
2.2" truck front or rear tire

Dirt Works #1072-00
2.2" truck front or rear tire

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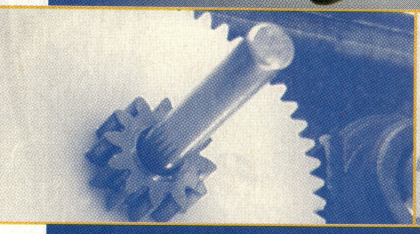
CORELESS MOTORS

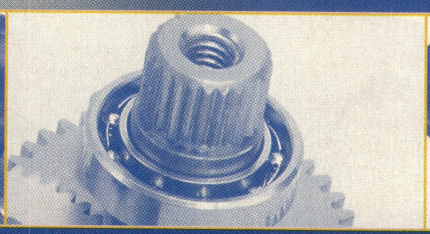
THE 925/945 AND 5925/5945 SERVOS FEATURE PRECISION CORELESS MOTORS FOR ENHANCED RESOLUTION AND HIGHER PERFORMANCE.

DIGITAL/PROGRAMMABLE

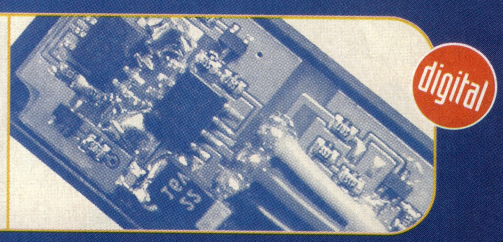
FOR THE ULTIMATE IN CENTERING, SPEED, TORQUE AND HOLDING POWER, THE 5625/5645 AND 5925/5945 USE A DIGITAL CIRCUIT. PLUS FEATURES LIKE END POINT, FAILSAFE AND MANY OTHERS ARE PROGRAMMABLE USING A HITEC HAND HELD PROGRAMMER OR PC. ALUMINUM SERVO ARM INCLUDED FREE WITH ALL DIGITAL SERVOS.



Patented combination Metal/Plastic first gear is the key to our unbreakable gear train technology.



"Alumite" coated output shaft is 5 times harder than aluminum and helps combat the development of gear slop. Dual precision ball bearings are standard for smooth operation.



Digital amplifier technology for the ultimate in accuracy and holding power is featured in the HS-5625MG/5645MG and HS-5925MG/5945MG.

HS-625MG/HS-645MG DUAL BALL BEARING | UNBREAKABLE METAL GEARS

SERVO	DESCRIPTION	SPEED	TORQUE	HOLDING POWER	WEIGHT	SIZE
HS-625MG	HIGH SPEED	0.13	93OZ/IN	—	2.1OZ	1.6"X.08"X1.5"
HS-645MG	HIGH TORQUE	0.18	133OZ/IN	—	2.1OZ	1.6"X.08"X1.5"

HS-5625MG/HS-5645MG DUAL BALL BEARING | UNBREAKABLE METAL GEARS | DIGITAL PROGRAMMABLE

HS-5625MG	HIGH SPEED, DIGITAL	0.13	93OZ/IN	279IN/OZ	2.1OZ	1.6"X.08"X1.5"
HS-5645MG	HIGH TORQUE, DIGITAL	0.18	133OZ/IN	399IN/OZ	2.1OZ	1.6"X.08"X1.5"

HS-925MG/HS-945MG DUAL BALL BEARING | CORELESS MOTOR | UNBREAKABLE METAL GEARS

HS-925MG	HIGH SPEED, CORELESS MOTOR	0.08	103OZ/IN	—	2OZ	1.5"X0.8"X1.5"
HS-945MG	HIGH TORQUE, CORELESS MOTOR	0.12	153OZ/IN	—	2OZ	1.5"X0.8"X1.5"

HS-5925MG/HS-5945MG DUAL BALL BEARING | CORELESS MOTOR | UNBREAKABLE METAL GEARS | DIGITAL PROGRAMMABLE

HS-5925MG	HIGH SPEED, CORELESS MOTOR, DIGITAL	0.08	128OZ/IN	384IN/OZ	2OZ	1.5"X0.8"X1.5"
HS-5945MG	HIGH TORQUE, CORELESS MOTOR, DIGITAL	0.13	180OZ/IN	594IN/OZ	2OZ	1.5"X0.8"X1.5"

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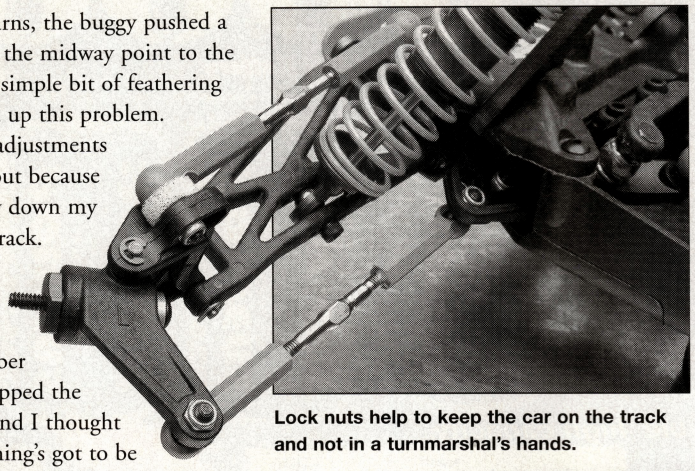
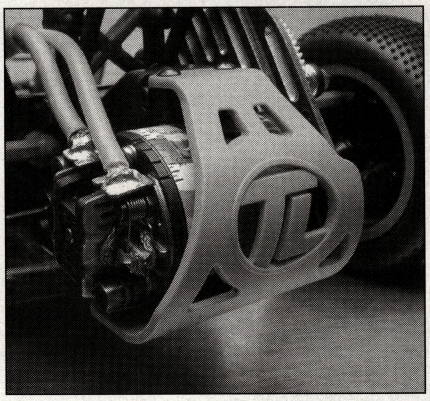
wheel. On some turns, the buggy pushed a bit on-power from the midway point to the end of the turn. A simple bit of feathering the throttle cleared up this problem. I didn't make any adjustments to try to dial this out because it really didn't slow down my times around the track.



Lock nuts help to keep the car on the track and not in a turnmarshal's hands.



The molded motor guard helps to keep over anxious tail-gaters from cutting your race short.

Damage Report

There were a number of times when I flipped the car end-over-end and I thought to myself, "Something's got to be broken." To my surprise nothing was broken; the car held up pretty well until my last pack (it's always the last pack). After some pretty terrifying tumbles, my last tumble looked relatively harmless. But it wasn't. The left front ball stud broke off inside the bulkhead. (It's a good thing we've got that how-to on stripped screws this month.) From the beginning, I would replace the stock steel ball ends with a pair made of titanium. Losi makes a nice ball end that has an Allen socket at the top (A-9947). I'm a little disappointed that two of these didn't come with the kit.

Tunability/Maintenance

This car is very, very tunable. Referring to the Hook-Up article we did back in February 2000 on the XXX, I was able to quickly find a fix for my high-speed sensitivity issue. The snug fitting body does a nice job of keeping dirt and debris out. Nothing really out of the ordinary when it comes to maintaining this car. Keep it clean and it will treat you well.

Conclusion

Losi makes race cars – great race cars – and this one keeps with that tradition. The original XXX is a solid buggy and capable of taking some names right out of the box. Add in a few hundred dollars worth of hop-ups and you have no excuses for not bringing home a trophy every time out. If you don't win it's all you. The buggy didn't surprise me at the track. Having not run the track layout before, I was comfortable and getting faster after just the second battery pack. Among the added features, I really like the titanium turnbuckles and threaded shock bodies. I made a front right height adjustment on the track with my radio in hand. If you already own a XXX and have been racing it since it came out, it's probably time for a new kit and this is it. If you're looking to get into racing, this buggy will let you grow into it as your skills get better. With a street price of $240, it's competitively priced and a strong value. Nice job, Team Losi.

The Specifics

Item Info
Part #: A-0029
MSRP: $399.95
Estimated Street Price: $240

Vehicle Type: 2WD electric compeition buggy
Scale: 1/10
Chassis Type: Molded tub chassis with rear mounted drive train.
Material: Molded graphite composite.

Transmission
Design: 3-gear reduction
Reduction Ractio: 2.43:1
Differential: Adjustable Ball
Slipper Clutch: Yes, dual pad friction
Bearings/Bushings: Sealed bearings

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

Wheels, Tires, Body
Wheels: One-piece blue molded dish wheels, extra-wide fronts.
Tires (F/R): Losi Silver Xtra-Wides, Losi Red X-2000, with foam
Body: Losi Phobia

Test Gear
Futaba 3PJS FM Radio, Hitec HS 5925MG High-Speed/Torque servo, Novak Cyclone ESC, Trinity P2K stock motor, Trinity, Reedy and SMC 2400 mAh Sanyo Ni-cads.

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

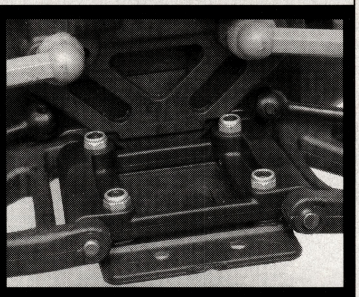
Dimensions
Weight: 3lbs. 5 oz.
Wheelbase: 10.625"
Width: 9.5"
Build time: 4-5 hours

Main Competition: Associated Factory Team RC10B3

PIT STOP HOW-TO

Team Factory Pro Racer Tip

In the instruction manual for the Kinwald Edition, the builder is told how to brace down the rear pivot support. But for the rest of you XXX owners, here it is.



On the rear pivot block that the suspension arms mount to, scrap the two shorter 3/8" screws that hold block in place. Instead go with four 1/2" 4-40 screws on all four mounting points. Once those are tightened and in place screw lock nuts over the screw threads that extended past the pivot block. Tighten these nuts down. With just the screws threaded into the blocks racing can take its toll and loosen the original screws. After time the loosened screws will allow the pivot block to move around and break if hit the wrong way.

...Will blue be the next thing?



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Powers GT-3000R is a Ni-MH battery specially made for R/C model cars. Its voltage is especially high for Ni-MH battery while having high capacity.

2001 POWERS CREATIVE

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High Quality Ni-MH Battery

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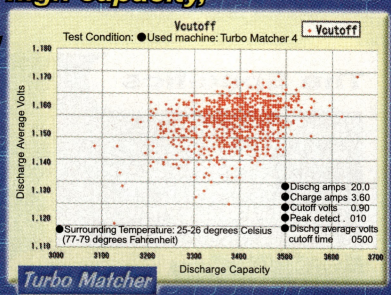
BEST OF THE BEST

Incredible high capacity, typical 3300mAh !

The Max Power, you have never experienced before!

Our recommendations for cycling conditions:

1. Never cycle in a room warmer than 26degree Celsius or use a fan.
2. It is best to cycle in a room around 20degree Celsius. Cell temperature also should be around 20 degree Celsius.
3. Charging current should be 3.6A to 4.0A.
4. Discharging current should be up to 20A.
5. Cell temperature should never exceed 55 degree Celsius.



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

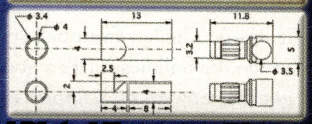
NEW

Beautifully finished and value price.



PJ-0001: Gold Plug, 3 pair

PJ-0002: Gold Plug, 20 pair



Gold Plated European Plug set.

CS Tire Series

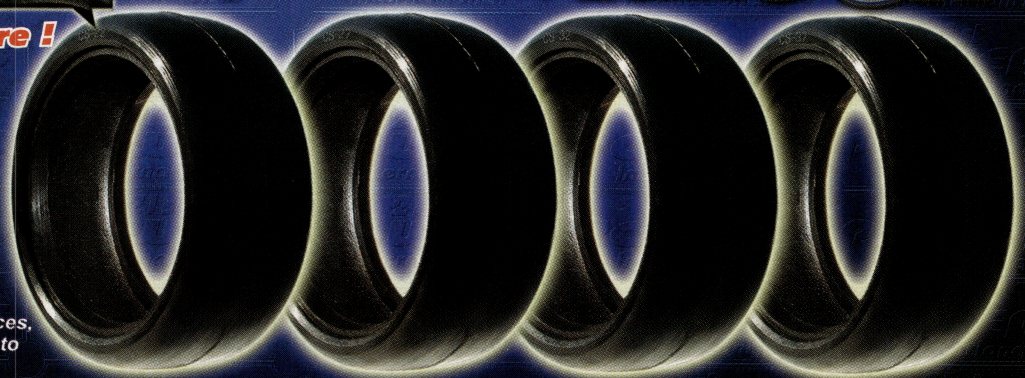


2001 Special New Items System Choice Take Off

Best for Control Tire ! The Compound is visible !

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

Transmit the power of Ni-MH to track surface.



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

The matched molded inserts are included.

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

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:4 pcs.

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

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

The New Nickel Chrome system

NEW



M3 Hex Socket Button Head Screw, 5mm-30mm. 12 items

NEW



M3 Hex Socket CSK Screw, 5mm-30mm. 12 items

Hard Nickel Chrome Grub Screw.
TS-871: M3 x 3
TS-872: M4 x 4
TS-873: M5 x 5



NEW

Hard Nickel Chrome Hex Wrench Set
TS-891: Hex Wrench Set, (1.5, 2.0 & 2.5mm)



NEW

PJ Powers U.S.A.

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LUNSFORD

NEW PUNISHER SUPERDUTY

TURNBUCKLE • BALL STUD • RPM BALLCUP

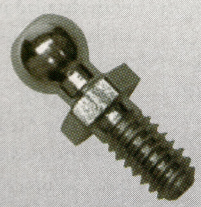
LUNSFORD
2500 Three Lakes Rd., Suite A
Albany, OR 97321
Tel: 541-928-0587
www.lunsfordracing.com

This new Super Duty Turnbuckle is bigger and stronger than the original Punisher Turnbuckle. We changed the diameter a little and punched up the thread size to 3.5mm. Primarily designed for gas trucks, we find it will fit most all 1/10th scale cars and trucks. It's the largest titanium turnbuckle for the popular T-MAXX. **This turnbuckle is BEEFY!** You will need larger plastic rod ends. RPM ballcups work well as do stock Traxxas rod ends. The hot setup is to blunt the end of a 1/8" drill bit with a grinder. This makes a neat reamer tool to oversize your ball cup. Hey don't forget to use eye protection! Of course the ultimate fit is the RPM Super Duty Ballcup with the new Super Duty Ballstud.

What individual sizes are available?
1 1/2" through 4" in 1/8" increments.
Individual sizes come in 2 piece and 4 piece kits.

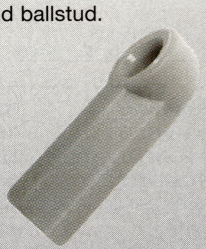
SUPER DUTY BALLSTUD

17501 SHORT Stainless Ballstud $4.00
17502 LONG Stainless Ballstud $4.50
Bigger size ball with 5-40 threads. Absolutely the strongest ballstud you can use. Your rear bulkhead is gonna love ya for it!



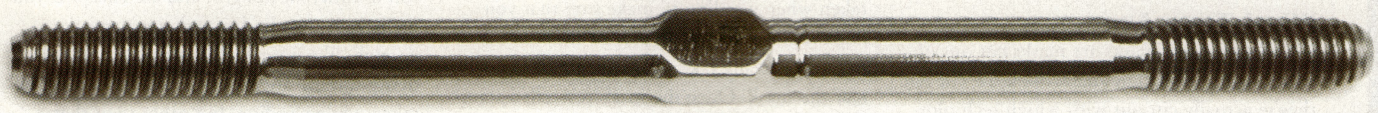
RPM SUPER DUTY BALLCUP

#73360 Gray color only
This superior ballcup is specially designed to exactly fit the Super Duty turnbuckle and ballstud.



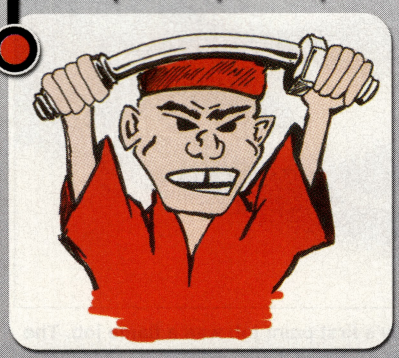
Super Duty Titanium Turnbuckle Kits:

12004	RC10B3	$35.00	12702	TRAXXAS Nitro Rustler	$42.25
12012	RC10T2/GT/T3	$42.25	12703	TRAXXAS Nitro Stampede	$42.25
12054	XXX	$35.00	12721	TRAXXAS SRT	$42.25
12067	XXXT	$42.25	12722	TRAXXAS Rustler	$42.25
12068	XXX-NT	$42.25	12723	TRAXXAS Stampede	$42.25
12181	HPI RS4 MT	$42.25	12750	T-MAXX	$28.00
12182	HPI RS4 Nitro MT	$42.25			
12701	TRAXXAS Nitro Sport	$42.25			



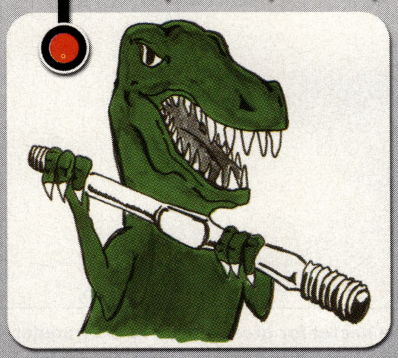
TURNBUCKLE TIMELINE

1988



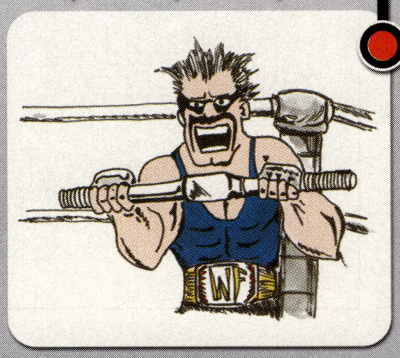
1988 Lunsford manufactures the first generation titanium turnbuckle: "KUNG FU TOUGH"

1993



1993 Pruduced a great dino movie, but the biggest news had to be the PUNISHER Titanium Turnbuckle!

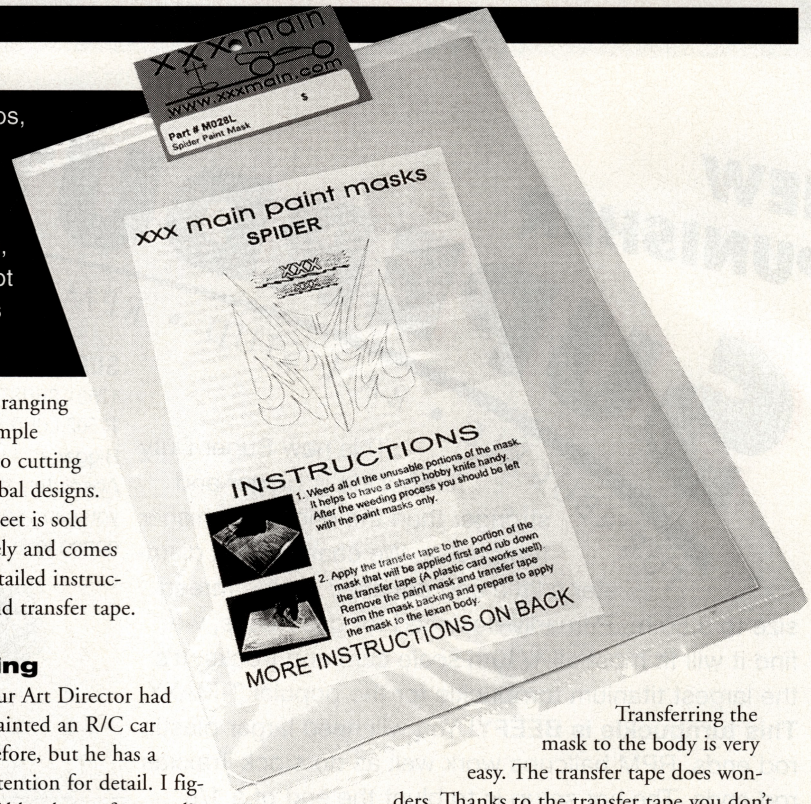
2001



2001 Born into an R/C House of Pain. the New SUPER DUTY Titanium Turnbuckle knows no equal!

XXX-Main Paint Masks

Before they started making killer videos, the guys at XXX-Main have been making paint masks and other products. Until recently XXX-Main was only well known north of the border and on the web, eh. Now they' ve hit the mainstream and we got our hands on a stack of their paint masks, let's give them a shot.



The Specifics:

Part #: Various
ESP: $3.99 each.
Made in Canada

Vital Info:
XXX Main
P.O. Box 42198
128 Queen St S
Miss. ON L5M-4Z0
Canada
www.xxxmain.com

Hits:
- Easy to use.
- Over 40 different designs.
- Inexpensive.

Misses:
- Weeding sucks.

The Last Word
These masks are pefect for anyone wanting to paint their own body with some trick designs. As long as you take your time while weeding you'll get a perfect mask job every time.



What They Are

XXX-Main paint masks are masks cut out of high quality vinyl. The masks look die cut but they're actually cut out with a high tech plotter. The masks are used for painting bodies with just about any design you can imagine. XXX-Main offers more than forty different designs ranging from simple flames to cutting edge tribal designs. Each sheet is sold separately and comes with detailed instructions and transfer tape.

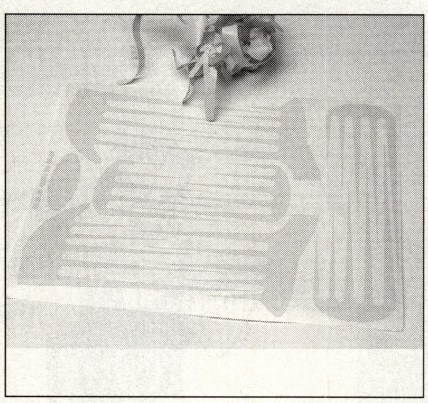
Testing

Andy our Art Director had never painted an R/C car body before, but he has a great attention for detail. I figured he'd be the perfect candidate to try out the masks. His first attempt was the Bolink Dragster we reviewed last month. In the instructions you're told to remove all the masking that you won't be using. This is called "weeding." Depending on the design you're using weeding will take a while. On the masks shown, it took about ten minutes. Great care must be taken when weeding to make sure that you don't remove the wrong part of the mask. In tight areas really take your time or else you'll tear the mask. Once the mask is weeded transfer tape is placed over the mask you want to place first. Press the transfer tape down hard over the mask you want to transfer.

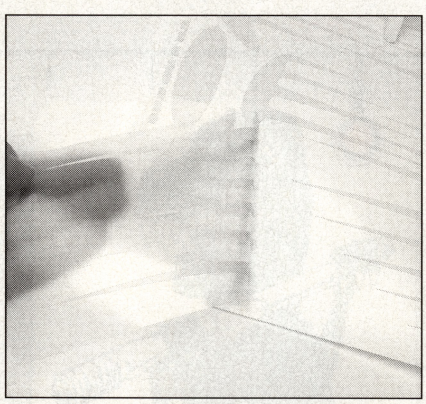
Transferring the mask to the body is very easy. The transfer tape does wonders. Thanks to the transfer tape you don't have to worry about using soapy water or anything else to place the mask. Once the mask was placed Andy painted. Once the paint was completely dry he removed the mask. Viola, perfect job.

Conclusion

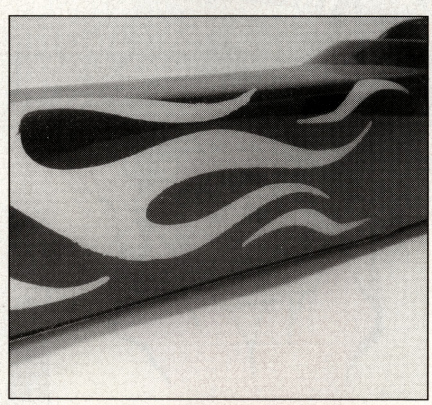
XXX-Main masks are easy to use, come in a ton of different designs, and are cheap. If you paint your own bodies and aren't artistic enough, like myself, and don't do your own designs, these are for you. Great care must be taken while weeding, but other than that these masks are very user friendly.
Good job.



Just like yardwork, weeding is a pain.



The secret for great masks is the transfer tape. Very easy to get a perfect transfer.



Andy's first paint job was a flame job. The masks worked flawlessly.

After seeing the Pepsi commercial we decided to make Britney a "9."

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

Hard Drive

Race Secrets

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

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

YO JOEY,

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

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

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

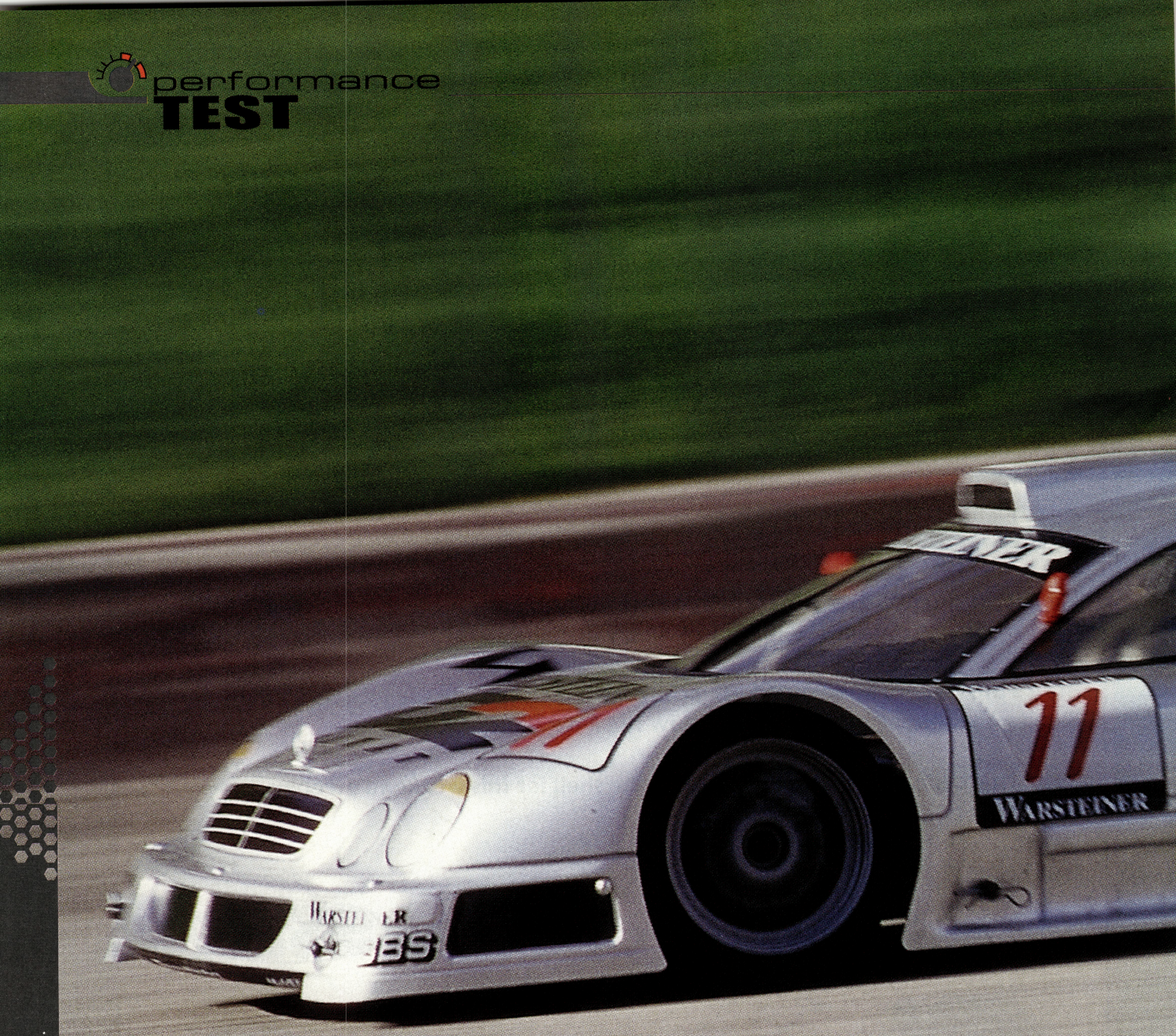
Later,
Cool Racer



Trash

deans

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



FG SPORTLINE MERCEDES CLK GTR

by Richard Dee

Everyone back in the office couldn't wait to get their hands on this one! Who can blame us? Who doesn't want to drive a car that is 1/5 the size of a real car and sounds like it ate a Honda? Besides looking great, the FG Sportline Mercedes CLK GTR sounds fierce and handles too real to be just another R/C car. SEI Racing in Pasadena, CA plans to make 1/5-scale modeling fun and affordable. This version is as close to an RTR that we will be seeing from the 1/5-scale market. This is a car for a person that has an interest in 1/5-scale cars, but doesn't want to spend the big bucks.

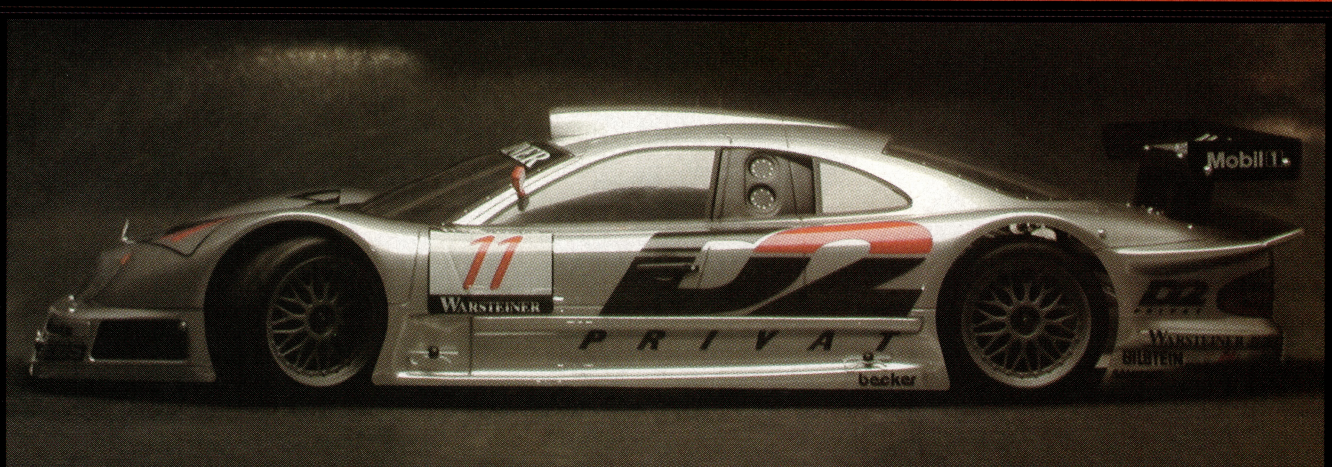
Hits:
- Looks and performs like the real thing.
- Lots of fun.
- Very powerful engine.
- 95% assembled.
- Uses pump fuel.

Misses:
- No seat to ride on.
- Fun doesn't come cheap.
- Directions need help.

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

Although this kit is somewhat geared for entry-level play, we found that it can be competitive on the track where big cars rule. It comes 95% assembled and has options on which electronic package you would like your trim to be. The general Sportline package consists of a CS2P transmitter and receiver with three 738 servos. There is also an Airtronics M8 package option that is available for more competition-based customers. Let's take a closer look.

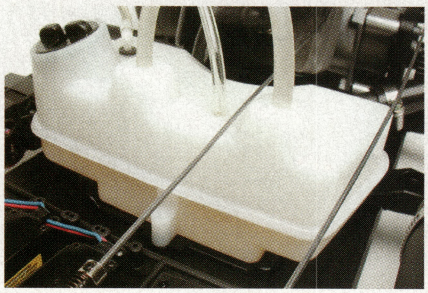
You've heard the term "Bigger is Better?" It's true.

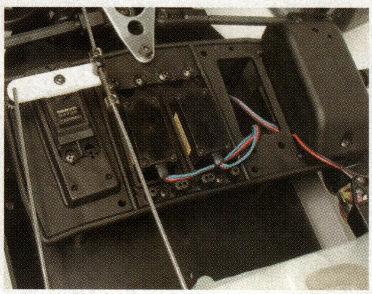


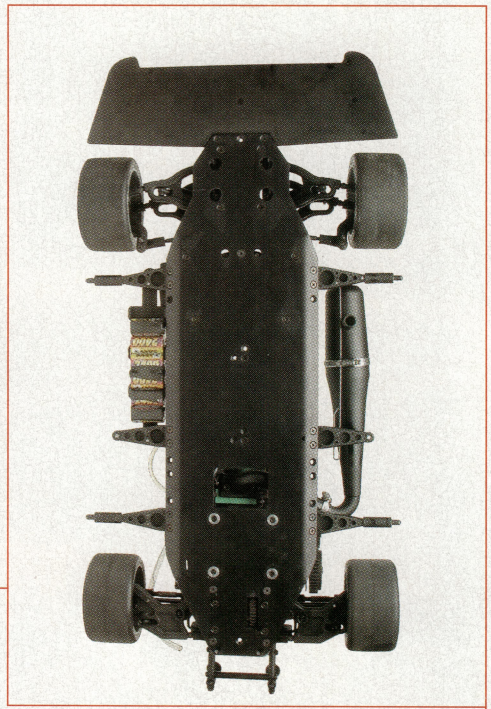
The Mercedes CLK body is a three-piece unit.

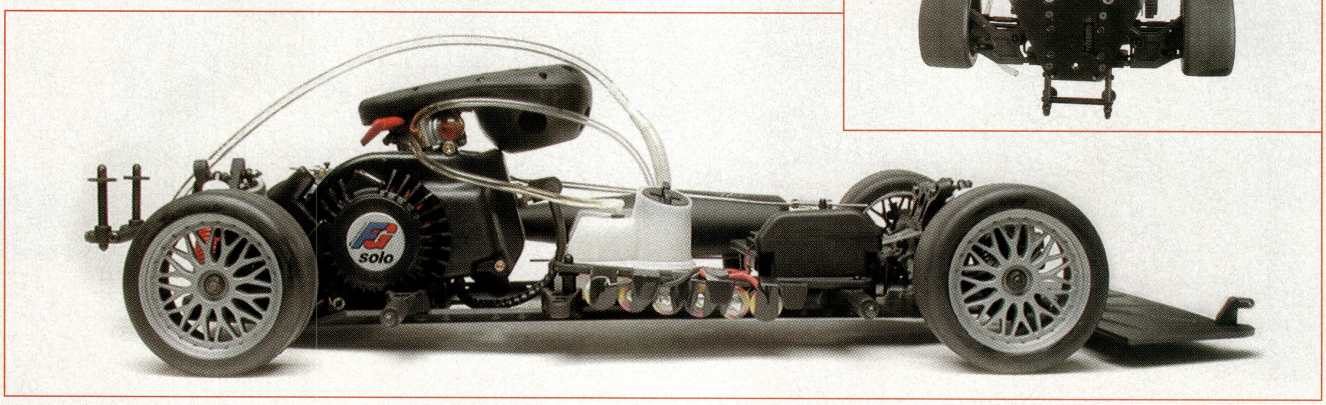
Chassis

The chassis is a 4mm thick plate aluminum with countersunk holes. Chassis length mainly depends on which body you choose. The sides of the chassis are raised for rigidity, which is needed because there is no top plate for support. With the Mercedes CLK GTR body in tow, we got the long version chassis. A 700 cc fuel tank sits just in front of the Solo engine. A battery tray is located just right of the fuel tank to balance out the chassis because the car tends to have more weight on the left side. A rectangular plate in front of the fuel tank houses all the electronics including steering servo, a throttle and brake servo, and a receiver.







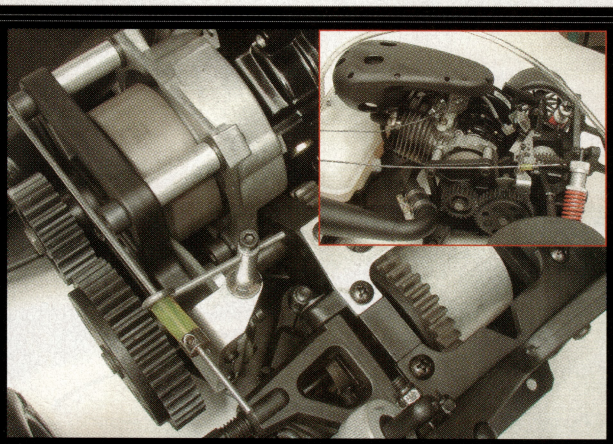


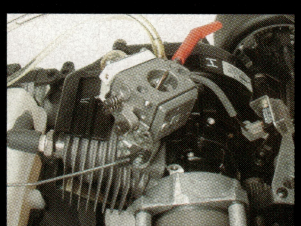
E CLK GTR FG SPORTLINE CLK GTR FG SPORTLINE CL

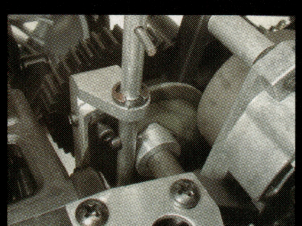
Drive Train

The kit comes with a Solo 108 Type 11 that puts out 3.4 horsepower. Considering the weight and size of the car, the motor output of Solo 3.4 horsepower motor is more than ample for this rear-wheel-drive sports car. As far as how thirsty these motors are, the Solo 108 gets about 45 minutes to one hour of continuous run time. In addition, the engine uses pump gas. Even though it requires premium fuel, it's still cheaper than model fuel and easier to get. The butterfly carb features both high-speed and low-speed mixture adjustments. The Sportline comes with a high-flow tuned exhaust.

The transmission is very basic. A large rear gear differential sits in the rear bulkhead. Power gets to the rear gear via a dual gear lay-shaft that's connected to a spur gear.





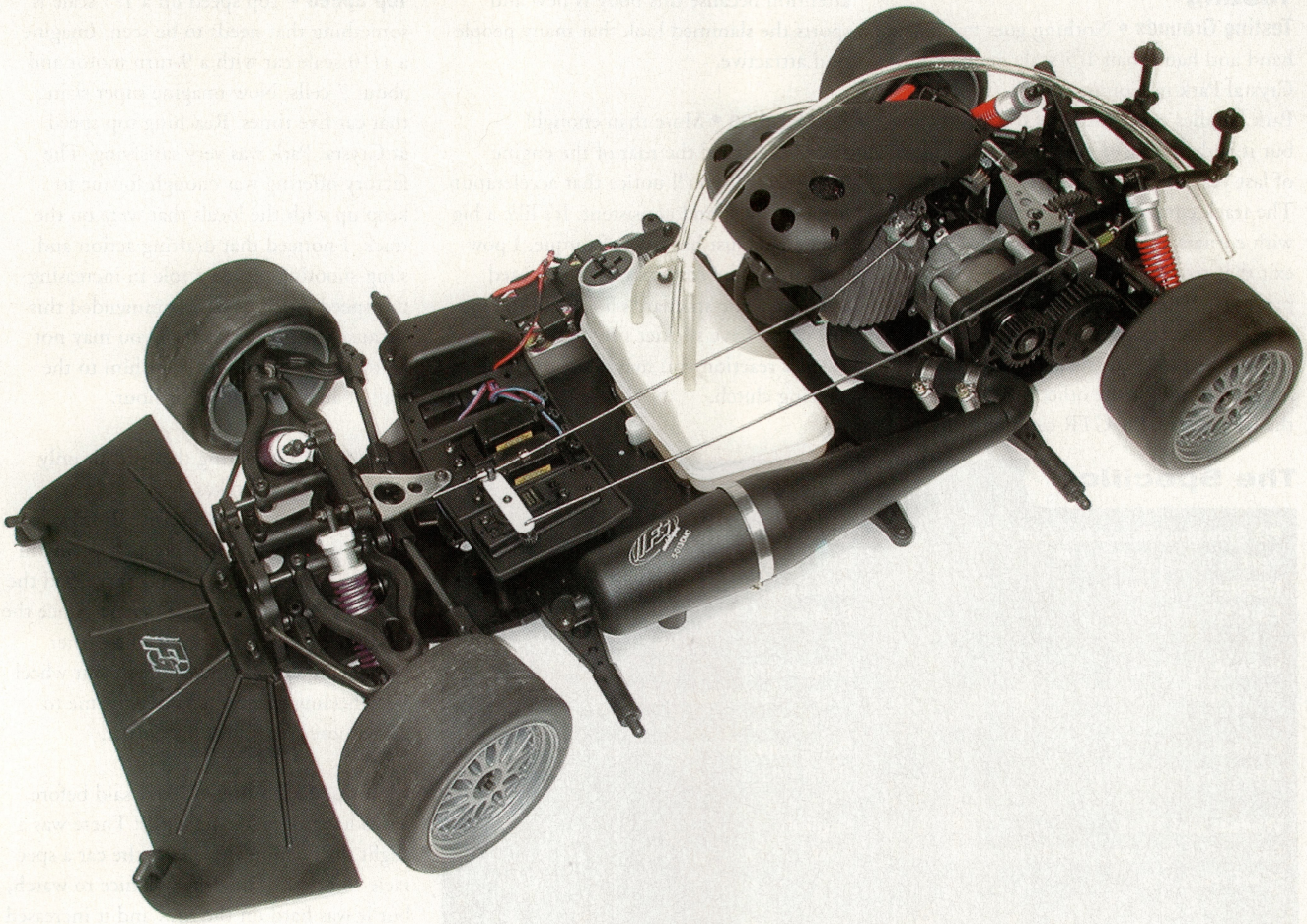


The clutch-bell uses a large pinion to get all that power from the engine to the diff. For stopping responsibilities, the car has a large diameter rear disk brake system.

Suspension

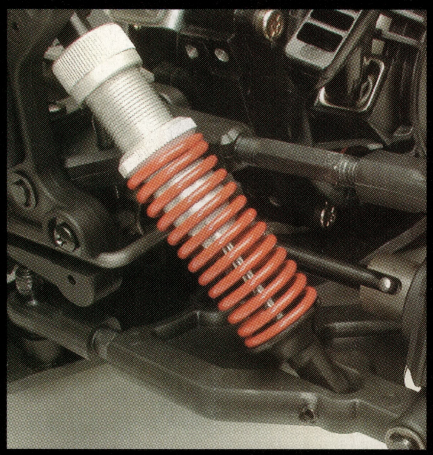
The front and rear suspensions are comprised of independent dual wishbone arms. Steel and alloy tie-rods complete the suspension linkage. In the front and rear, 4mm-thick sway bars have been installed. To soak up the abnormalities of the road, oil filled shocks with threaded shock bodies come standard. These cars use shock oil that's considerably heavier than oil you'd find on a typical 1/10-scale car. The shocks on board the car use notched pistons rather than the traditional round pistons that have one, two, or three holes; the notched pistons

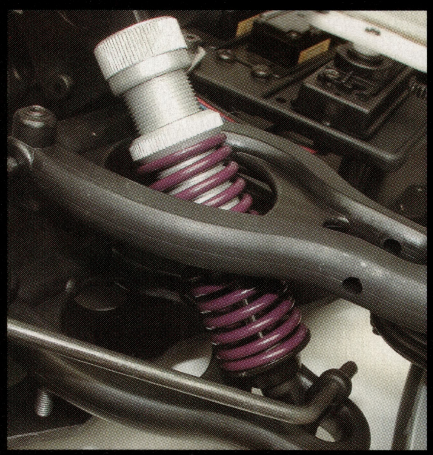
If you have engine problems, you can just bum an engine off the gardner.



GTR FG SPORTLINE CLK GTR FG SPORTLINE CLK GTR

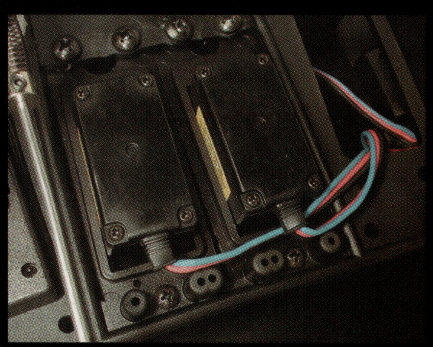
allow for more consistent dampening. The self-centering, notched pistons propel oil more efficiently. The front shocks have red springs, which are rated at 2.4 standard wind, and the rear purple springs are rated at 2.6 standard wind. Caster, camber and toe are adjustable, however the standard setup is good for most track conditions. All of the suspension components are made from top notch materials. High grade aluminum is used where metal is needed. All of the molded pieces are made from reinforced high-strength resin.





Steering

The steering system consists of an aluminum plate to which two standard size servos are mounted. Both front wheels have the attention of their own servo. By having one servo for each wheel, added torque efficiency results in better steering response versus relying on one servo to power both wheels. Both servos are linked to one center mounted spring-loaded servo saver that uses adjustable tie rods to link up to the spindles.



Hey, when you don't have a collar you improvise.

Testing

Testing Grounds • Nothing goes more hand and hand than 1/5-scale racing and Crystal Park in Compton, CA. Crystal Park handles other forms of on-road racing, but it is the home of the big cars and host of last year's 1/5-Scale ROAR Nationals. The track consists of a long back straight with corners at at the entrance and exit that required setting up from the previous corner.

There were many 1/5-scale cars practicing for the race that is usually held on Sunday. Amongst the other 1/5-scale cars, the Mercedes CLK GTR captured all the attention because this body is new and sports the slammed look that many people find attractive.

Acceleration • More than enough! If you can stand the roar of the engine long enough, you'll notice that acceleration is nice, quick, and consistent. It's like a big fat V8 that just has tons of torque. I powered out of the corners with surefooted authority. The standard clutch did the job, but if you have stickier tires and want quicker reaction you may want to consider a racing clutch.

Top Speed • Top speed on a 1/5-scale is something that needs to be seen. Imagine a 1/10-scale car with a 9-turn motor and about 7-cells. Now imagine super sizing that car five times. Reaching top speed at Crystal Park was very satisfying. The factory offering was enough for me to keep up with the locals that were on the track. I noticed that drafting action and sling-shooting played a role in increasing top speed, but I don't recommended this because the guy in front of you may not be too crazy when you punt him to the wall at about 50 miles per hour.

Braking • Considering that the kit only comes with rear brakes, I had no complaints. I saw where assistance of front brakes would come in handy, especially in nose-to-tail battles, but I felt that I had the "one-way" action working for me. Since the car didn't really wash out in the corner when I hit the rear brakes, the front wheel freewheeling made it possible for me to carry more speed into the corner.

High-Speed Turning • Like I said before, I was hanging with the locals! There was a slight drift action that made the car a spectacle to watch. The drift was nice to watch, but it was hard on the tires and it increased

The Specifics

FG Sportline Mercedes CLK GTR
Part #: 09001/0RTR
MSRP: $1949.99
ESP: $1749.99

Vehicle Type
2wd gasoline powered 5th-scale car.

Chassis
Type: Pan with raised sides.

Wheels and Tires
Grey mesh type wheels with large "M" and "GM1" slick tires.

Drive Train
Type: Gear with lay shaft transfer.
Drive Shafts: Dog bone
Diff: Gear
Bearings: Included
Brake: Disk

Suspension
Type: Independent dual wishbone, dual swing arms.
Dampening: Oil-filled shocks with threaded shock bodies.

Engine
Solo 108 Type 11 3.4hp

PIT STOP HOW-TO

FG Setup as recommended by SEI Racing's Jeff Delvin.

Miscellaneous
Pipe: 7403
Clutch: FG Adjustable
Shoes/Spring: 6000-RPM Stall
Carb: 156 Walbro
Carb Setting: H: 1.6, L: 1.25
Plug: Bosch R10085
Fuel: 100 Octane Union 76
Oil: FG venom @25:1
Track: Crystal Park
Temperature: 74 degrees
Pinion Gear: 24
Spur Gear: 40
L.S. gear: 16

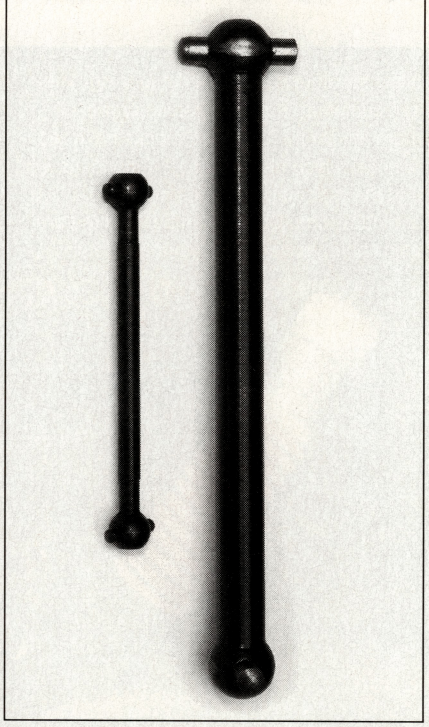
Front
Swat bar: "Ball Cup" super stiff
Shock Mount: Carbon/Outside
Ride Height: 7mm
Roll Center: 4 washers under top pivot ball
Tires: GRP 2
Caster: 2mm back from middle
Camber: 1.5
Toe: 0

Front Shocks
Oil: 15000
Piston: Standard
Spring: Cut Black (four winds cut)

Rear
Sway bar: 5mm
Shock Mount: Top-Inner/Bottom-inner
Ride Height: 6mm
Anti Squat: 4 washers under front lower pivot ball
Tires: GRP 3
Camber: -1
Toe: -3

Rear Shocks:
Oil: 8000
Piston: Standard
Spring: Short red

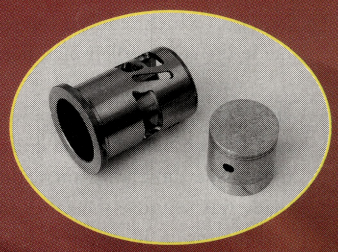
The FG Sportline isn't fat, just big boned. (1/10-scale dog bone left, 1/5-scale dog bone right.)



SEI, who imports the FG cars, offers tech support via phone and website.

Thunder Tiger TEAM
INTERNATIONAL

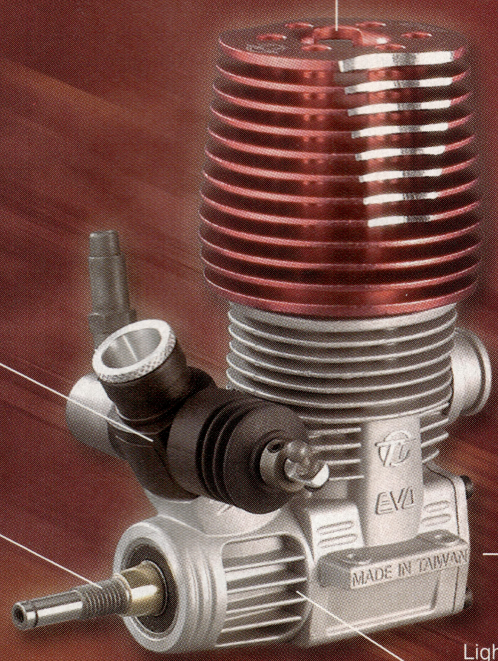
Over-size engine head
Red-orange anodized head
Separate head / combustion chamber



Composite / aluminum carburetor
O-ring carburetor throat seal
Non-slip hex needle adjust screws
Adjustable carburetor inserts
Precise carburetor arm linkage w/ ball & end

High silicone aluminum piston
Chrome plated brass sleeve
A7075-t6 connecting rod

Nickle plated crrankshaft
Over-size crankshaft, 15mm
Tear drop crankshaft end opening

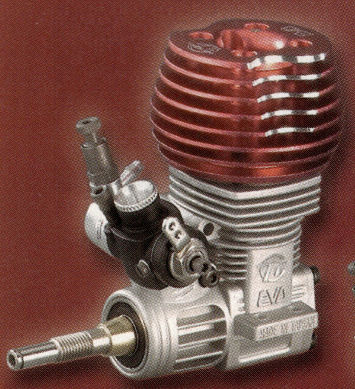


Nickle plated back plate

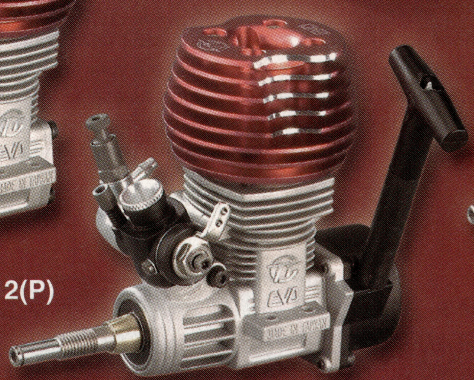
Light weight crankcase
Rigid crankcase structure with reinforcement ribs
Heat dissapating crankcase fins
Crankcase with over-size port design

EVO
COMPETITION ENGINES

No. 9470 EVO-21RL
No. 9471 EVO-21RS



No. 9460 EVO-12(P)



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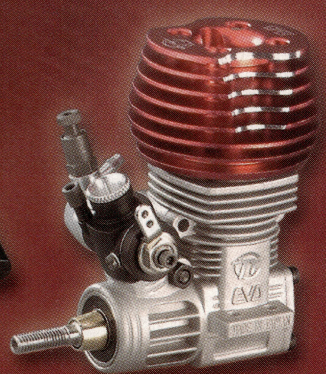
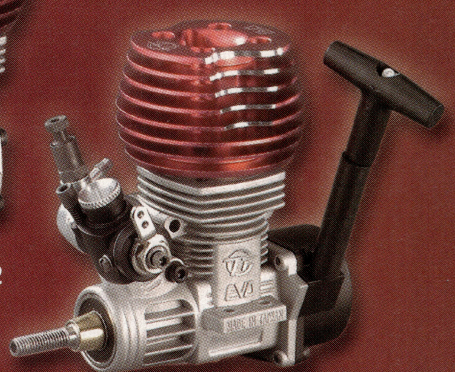


No. 9464 EVO-12



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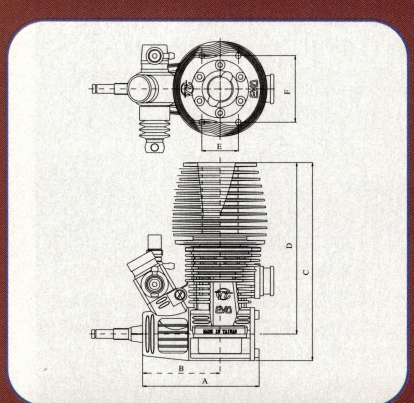

Engine	Item No.	Displacement (c.c / cu.in)	Bore (mm/in)	Stroke (mm/in)	Practical RPM	Output (BHP/RPM)
EVO-12(P)	9460	2.11/0.129	13.85 / 0.545	14 / 0.551	2,500~31,000	0.8 / 30,000
EVO-12X(P)	9461	2.11/0.129	13.85 / 0.545	14 / 0.551	2,500~31,000	0.8 / 30,000
EVO-12	9464	2.11/0.129	13.85 / 0.545	14 / 0.551	2,500~31,000	0.9 / 30,000
EVO-12X	9465	2.11/0.129	13.85 / 0.545	14 / 0.551	2,500~31,000	0.9 / 30,000
EVO-21RL	9470	3.46 / 0.216	16 / 0.63	16.8 / 0.661	2,500~31,000	2.1 / 29,000
EVO-21RS	9471	3.46 / 0.216	16.8 / 0.661	16 / 0.63	3,000~40,000	2.1 / 31,000

Engine	Item No.	A (mm/in)	B (mm/in)	C (mm/in)	D (mm/in)	E (mm/in)	F (mm/in)
EVO-12(P)	9460	54.1 / 2.130	35.2 / 1.386	83.2 / 3.276	70.7 / 2.783	11 / 0.433	31.4 / 1.236
EVO-12X(P)	9461	71.1 / 2.799	35.2 / 1.386	86.7 / 3.413	70.7 / 2.783	11 / 0.433	31.4 / 1.236
EVO-12	9464	54.1 / 2.130	35.2 / 1.386	83.2 / 3.276	70.7 / 2.783	11 / 0.433	31.4 / 1.236
EVO-12X	9465	71.1 / 2.799	35.2 / 1.386	86.7 / 3.413	70.7 / 2.783	11 / 0.433	31.4 / 1.236
EVO-21RL	9470	67 / 2.64	44.4 / 1.748	114 / 4.488	98.75 / 3.888	21 / 0.827	38 / 1.496
EVO-21RS	9471	67 / 2.64	44.4 / 1.748	114 / 4.488	98.75 / 3.888	21 / 0.827	38 / 1.496

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my lap times. For the second tank, I mounted the rear shocks to the outer upper location. This made the car more "square," which reduced the rear drift and made the car handle much better.

Tuning • For my test, there wasn't really much needed to be done. The only suspension adjustment that I made was to move the shock location and increase rear chamber. Based on the other cars on the track, I had good speed and the motor didn't need any work.

Rough Stuff

I think those were dots. Oh Yeah, they were dots! These dots were about the same size used by 1/10-scale cars and they were placed on the edges of the corner boards. I was able to kiss the dots and saw the suspension just soak it all up. The only rough part was running over the 1/8-scale cars that were on the track during practice. Just kidding.

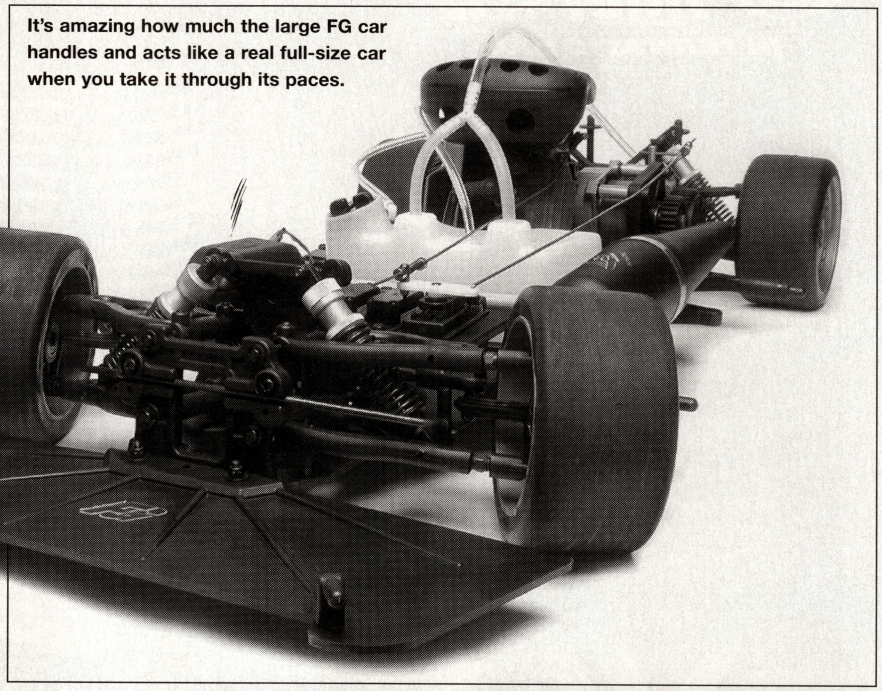
Damage

As I got used to the speed and braking, I couldn't help standing on the gas a little longer and hitting the brakes a little later with each lap. Well – I stayed on the gas a little too long and hit the brakes a little too late and traded paint with the corner barrier. It wasn't a really big smack, but it was enough to bend the side body mount. I would highly recommend getting the mount brace that is available.

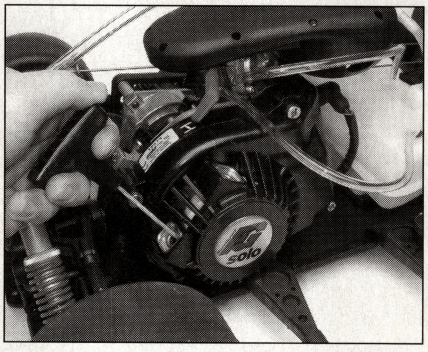
Conclusion

Whoever thought that a big push for 1/5-scale RTR would be happening any time soon? Can you imagine how the R/C world will be when 1/5- scale racing becomes the norm? I'm excited about this particular product because it has the making of another revolution that will start pumping new interest in our sport, just like Tamiya did with the sedan class and Traxxas did with monster trucks.

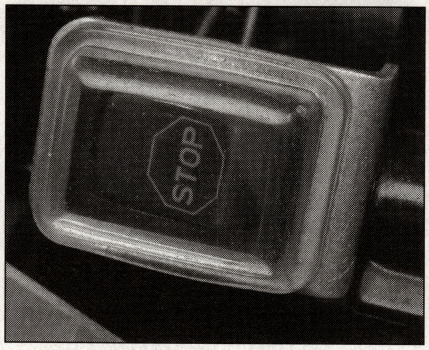
The FG Sportline Mercedes CLK GTR is an incredible car. It's big, tons of fun, powerful, and attractive. According to Jeff Delvin, owner of SEI, SEI Racing and FG set out to produce a package that is designed for anybody. With the effort that is apparent with the Sportline Mercedes CLK GTR, this goal will be achieved in no time.



It's amazing how much the large FG car handles and acts like a real full-size car when you take it through its paces.



This is one pull-start you don't have to worry about breaking any time soon. The handle is large and easy to grab and the cord is strong enough to tow a truck.



Just put your finger over the flywheel. Yeah right! An engine kill switch will keep you from losing your fingers, feet, or whatever you normally use to stop your engine.

Building Tips

• The ball joint tolerance is made tight for durability, but the ball joints can be modified to move more freely without sacrificing too much durability. All that you need to do is pop the ball from the cup and use the ball tool #8544 to clean the burrs from the clamps.

• You can cut about 1 1/2 to 1 inch slots on the air box for better intake and air circulation. The air box is sealed mainly because it is also used as a noise suppressor. However, this also kills about 15% of power.

• The tires are difficult to mount. The best lubrication to use is denatured alcohol. When the tires are on the wheel and dry, Loctite 406 is the recommended glue.

Aftermarket Products You May Want to Consider

The first thing that is recommended are the front disk brakes. As for the power performance, a racing clutch and a motor conversion kit, which includes cylinder, piston, and ring are also recommended. We found out during our rigorous testing that we needed to upgrade our pinion to an aluminum replacement because we wore the inside of the plastic pinion, which had almost the same characteristics of burning out a clutch.

The car that gets you to work didn't come unassembled, so why should your R/C?

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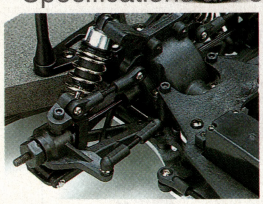
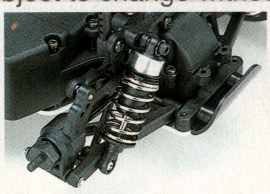
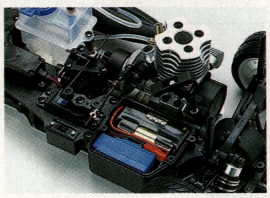
- 3mm Al. chassis
- Full Bearing

• Specifications are subject to change without notice.

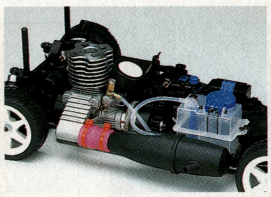


· Compact Gear Box and long span F/R Suspension.

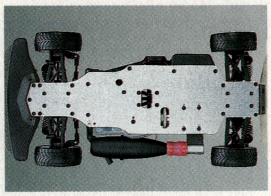




· Compact Receiver & Battery box.



· Original muffler and manifold.



· 3mm Al. Chassis.



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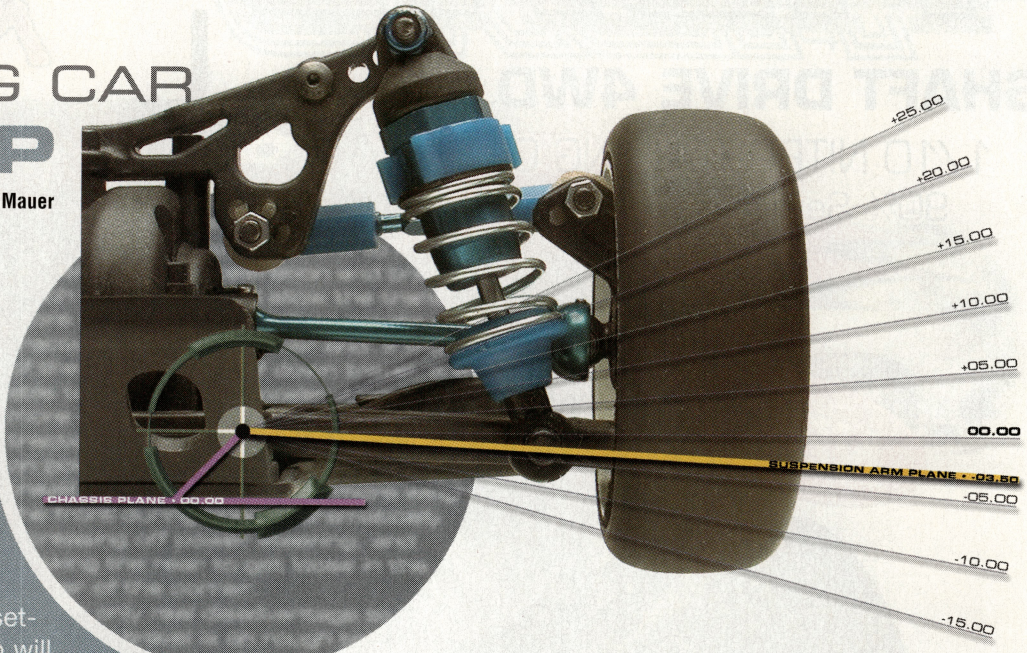
TOURING CAR DROOP

by Jeff Mauer



Droop is probably the most misunderstood adjustment on today's touring cars. While most average racers just ignore this setting, properly set droop will take a car that is lazy and slow to react and make it slice through the corners like a hot knife through butter.

Dispelling the Myths

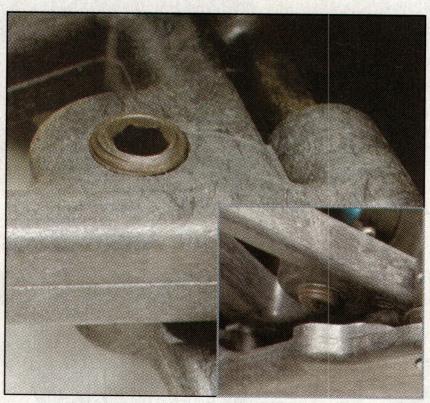
First, it is possible to adjust the "droop" on any TC. "Droop" is in reality just another term for the suspension arm down travel. In the past, this has been adjusted by placing washers inside of the shock under the shock piston. Since the adjustment required disassembly, reassembly and bleeding the shock every time the down travel was adjusted, this wasn't adjusted much, if at all. Recently, more cars are either coming with or having external droop adjustments added to the existing chassis. Droop screws allow quick adjustments to be made without the mess of rebuilding the shocks.

Second, the droop screws are not used for any other purpose other than limiting the suspension down travel. Tweak and ride height are adjusted by changing the spacers above the springs (or with the adjusting nut on threaded shock bodies), not with the droop screws.

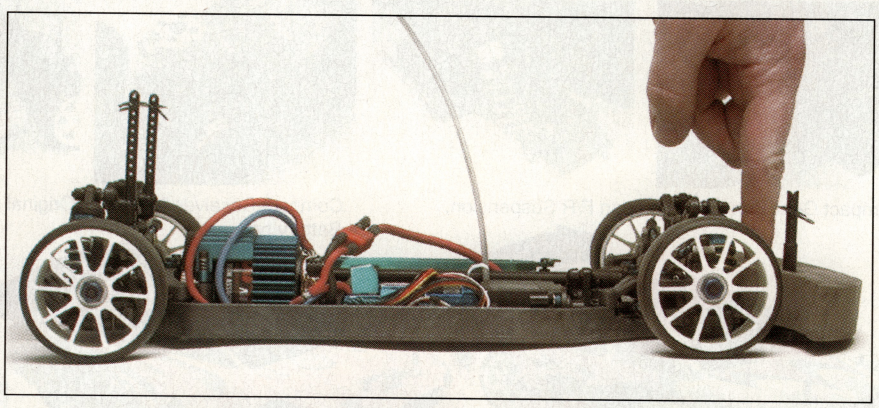
But What Does It Do?

As a car without any down travel limits enters a turn, weight transfers from the inside to the outside wheels. This weight pushes down on the outside tires, lowering the outside of the car and creating more traction. At the same time, the inside of the car RAISES as the weight is transferred to the outside wheels. Without any limits on the shocks, the car will pivot on its central (front to rear) axis. You can actually see this happening when you turn a corner in a full size car. The outside of the car lowers almost the same amount as the inside of the car raises.

If the suspension arms have the down travel limited, as the car enters a turn, the inside arms will hit the droop screws preventing the inner arm from extending any further. Since the inside arms cannot extend out any



Many kits use set screws as bump stops to allow the user to adjust the suspensions droop.



If a car has too much droop rear arms can lift during high-speed cornering under braking.

Droop, sounds like a disease. "Stay away from that guy, he's got the droop."

further, the outside of the chassis is forced further down as the car rolls through the turn, effectively lowering the center of gravity (or CG) and changing the pivot point from the center of the car towards the inside wheels of the car. Limiting the down travel in the front will give a car more steering, especially at high speeds. Limiting rear down travel will result in good, consistent rear traction in a turn.

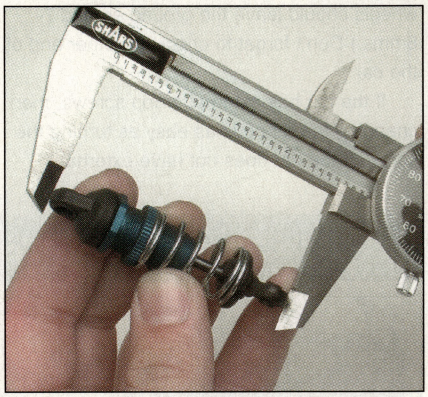
At the same time, the amount of down travel affects the longitudinal (front to rear) balance as well. Under acceleration and braking, too much down travel will allow the transfer of more weight, and therefore create more traction at the cars other end. If the front of the car has a lot of down travel, it will be able to raise during acceleration, transferring more weight to the rear creating more rear traction, but at the same time causing an on power push. If the rear has a lot of down travel, the car will transfer more weight to the front during braking dramatically increasing off power steering, and allowing the rear to get loose in the center of the corner.

The only real disadvantage to limiting the down travel is on rough tracks, where the limited suspension will impair the car's ability to absorb the bumps and can cause the car to bottom out.

Set Me Up

Before setting anything, it is recommended that the shocks be checked to make sure that they are the same length. Also, if your car has an external droop adjustment, have it adjusted so that it is not limiting the down travel. As long as the shocks are off the car, now is a good time to make sure that nothing is causing the arms to bind. With the shocks removed, the arms should drop under their own weight.

While there are devices on the market to help set the droop, the tool really needed to set or check the droop is most likely already in your pit box. That tool is a height gauge. While the special tools may be more accurate, a height gauge and some care is all that needs to be brought to the track.

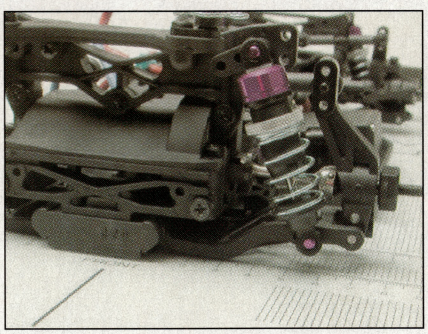


While building your car, it's important to make sure your shocks are of equal length. It's also important to adjust shock length equally when making droop adjustments.

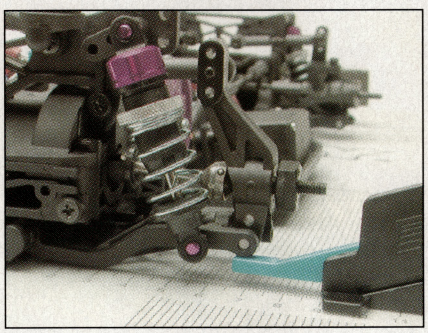
Checking the Droop

Set or check the ride height

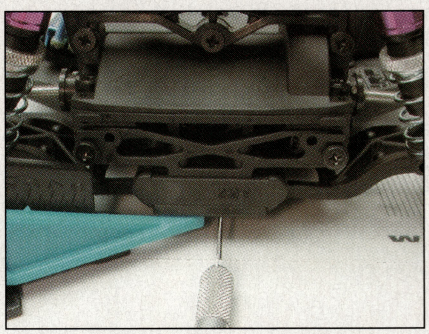
Remove the tires from the car. Place the car on a perfectly flat surface (a setup board or a large piece of glass). Using a ride height gauge, measure the distance from the outermost point of the suspension arm to the ground. This is how much droop the car currently has – the larger the measurement, the less down travel. Check the other side to make sure that the left and right sides have equal amounts of droop. Reinstall the tires. Using a hobby knife (or some other sharp object), lift one end of the car until the wheels leave the ground along the central axis of the car (the middle of the chassis). Both wheels should leave the ground at the same time. Using the height gauge, measure the height of the chassis when the wheels leave the ground. If the droop is correctly set, this should be 2-3mm higher than the ride height. (Example: if the ride height is 5mm, the



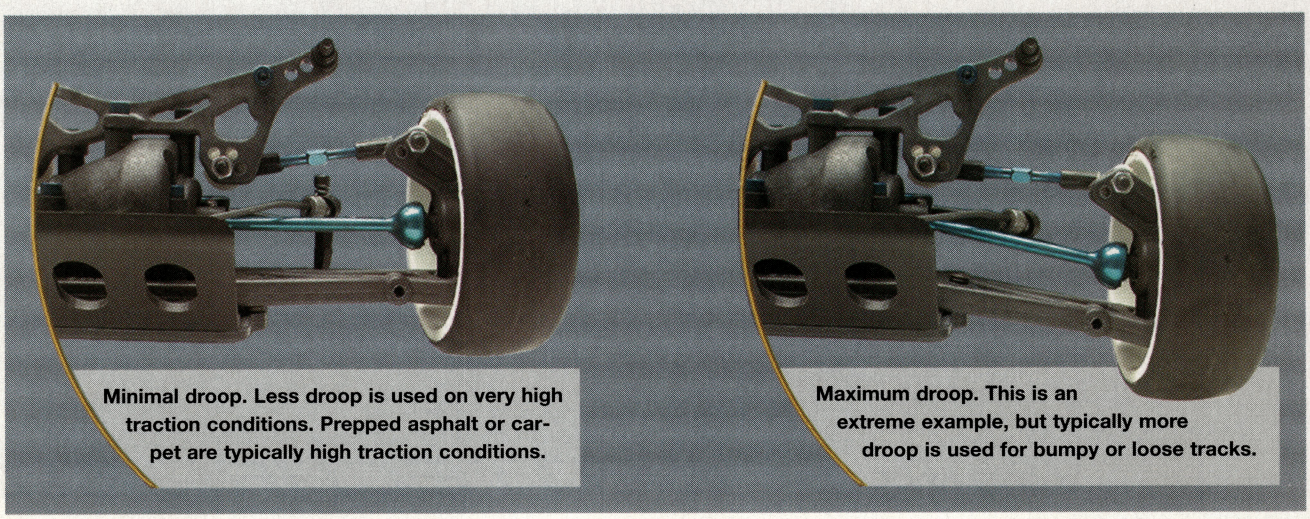
First find a nice flat surface. This setup board is perfect.



Next measure the height of the highest point of the lower suspension arm.



Next lift the chassis and measure the height when the wheels come up. Check the details in the text of this article.



Minimal droop. Less droop is used on very high traction conditions. Prepped asphalt or carpet are typically high traction conditions.

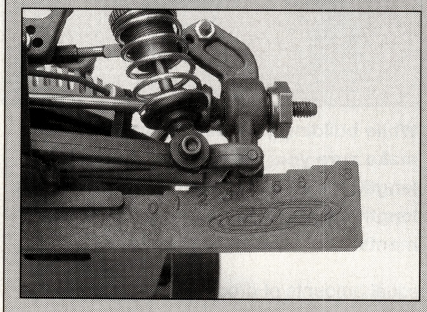
Maximum droop. This is an extreme example, but typically more droop is used for bumpy or loose tracks.

What's worse is when a "she" has got the droop.

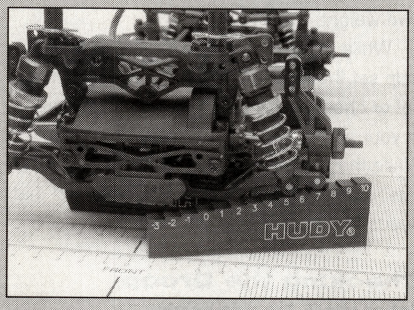
wheels should leave the ground around 7-8mms.) Don't forget to check the other end of the car.

If the car has external droop screws, then changing the droop is as easy as turning the screw. If the car does not have external adjustments, either the shock end can be screwed in or spacers can be installed under the piston inside the shock. Once the droop is set, any further adjustments should be made in small increments.

The Right Tool for The Job



Team Associated offers a neat little gauge that's used to quickly and easily measure droop. The gauge is placed against the chassis bottom and then against the end of the suspension arm. the result is a droop measurement. Although it comes with the TC3, it will work on almost any chassis.

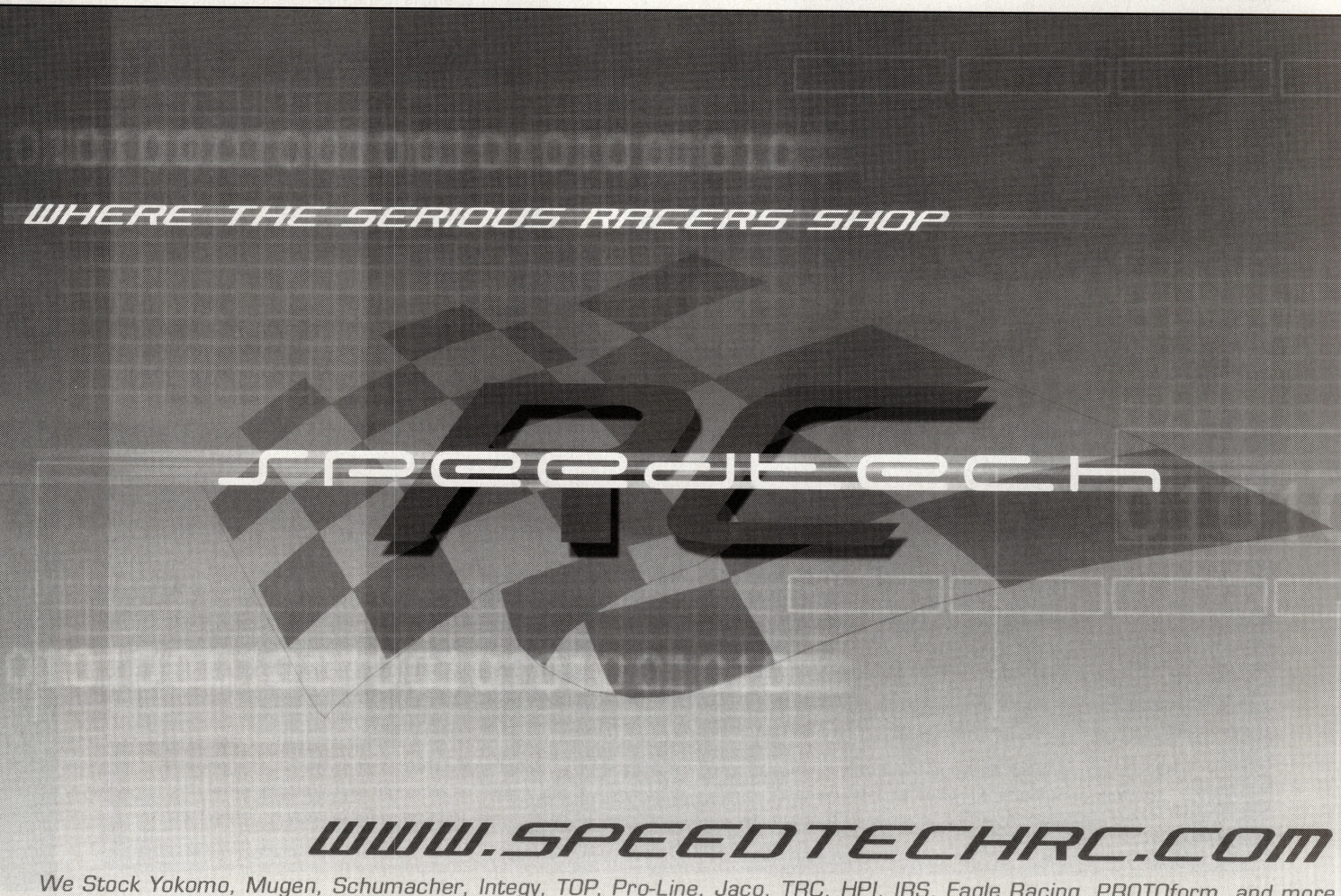


Hudy makes droop gauges that require you to remove tires and wheels, place the chassis on standers, then take the droop measurement. These gauges work with any touring car and are very easy to read.

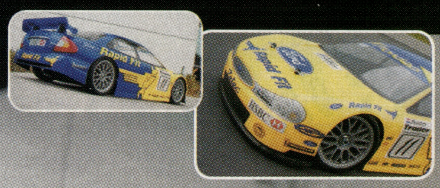
A Word of Caution

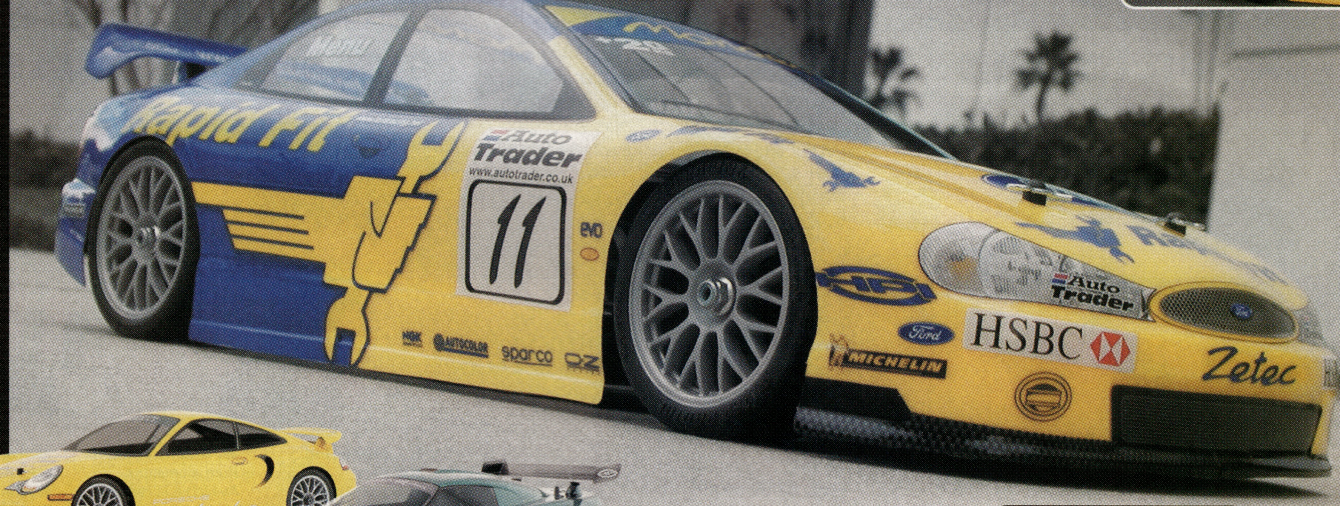
Make sure that the droop screws don't touch the chassis when the car is resting on the tires. This will pre-load the springs and cause tweak problems that can be difficult to figure out. Try sliding a piece of paper between the chassis and droop screw. If the paper cannot easily slide under the screw, back the droop screw out slightly until the paper can fit under the screw.

Once the droop is correctly set, it should only need to be checked if the ride height is changed. However, correctly adjusting the droop settings on a car can turn a middle of the pack runner into a contender for the win.



NEW BODIES





NEW #7356 Ford Mondeo BTCC 190mm

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)

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)

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

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

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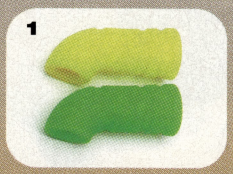
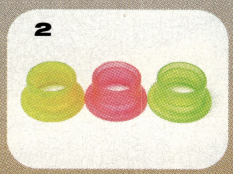
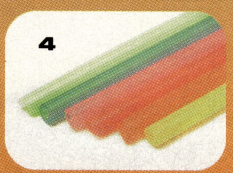
PURE **SILICONE**











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

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

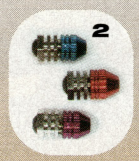
3. 1/8 & 1/10 Exhaust Deflectors
Keeps oil off of your car.
Part #:
RE10177 - 1/8
RE10178 - 1/10
Price: $2.29 & $2.39

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

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

STRONG **HARDWARE**











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

2. Antenna Mounts
Pure aluminum.
Available in red, purple, and blue.
Part #: RE1003
Pair: $5.99

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

4. Ball Joints
Strongest hold possible. Sold six to a pack; six different colors available.
Part #: RE10355
Each: $5.99

5. Ball Ends
Sold six to a pack; six different colors available.
Part #: RE10350
Each: $4.99

EVERYTHING FOR **NITRO**

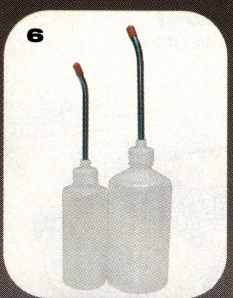


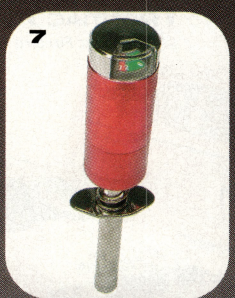












1. 1/8 & 1/10 Air Filter
Available for both large and small hole carbs.
Part #: Various part #'s
Price: $6.49 & $7.49

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

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

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

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

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

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

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

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



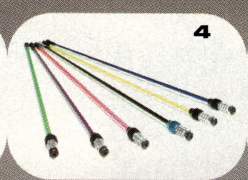
Aluminum Machined Wheels
The perfect combination of strength and beauty.
Part #: 4905
Set of four: $259.99

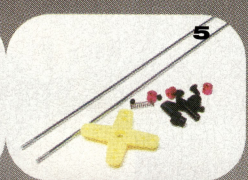
ELECTRONICS **GEAR**











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

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

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

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

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

www.racers-edge.com

CUSTOM **TOOLS**



1. Power Wrenches*
Our regular sized Power Wrenches are available in .050", 1/16", 5/64", 3/32", and 2.5mm.
Part #: RE7010-RE7014
Each: $10.29
Set of 5: $44.95

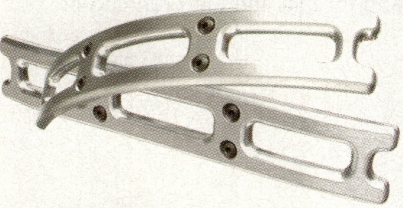
2. Tool Center
Keep your tools in order with the tool center. Works perfectly with Racers Edge or any Allen and nut drivers. Anodized in bright blue.
Part #: RE7024
Each: $12.95

3. Mini Power Wrenches*
Same features as our regular Power Wrenches Available in .050", 1/16", 5/64", 3/32", and 2.5mm.
Part #: RE7000-RE7005
Each: $7.95
Set of 5: $36.95

4. Finger Drill Bits
Finger drill bits for drilling pistons are what all of the team drivers use to get the edge. Available from #54 to #59.
Part #: RE7054-RE7060
Each: $1.75
Set of 6: $8.50

5. Channel Lock Pro Nut Drivers*
Our new Pro Nut Drivers are available in seven sizes!
Part #: RE2490-RE2499
Each: $5.99
Set of 7: $24.99

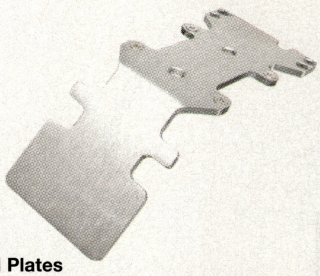
***Limited Lifetime warranty!**



Bumpers
Billet One-piece bumpers that look sharp and real. Flat rear, curved front. Comes with two bumpers.
Part #: RE4935(Silver), RE4935B(Blue)
Set: Silver - $38.99, **Blue -** $44.99

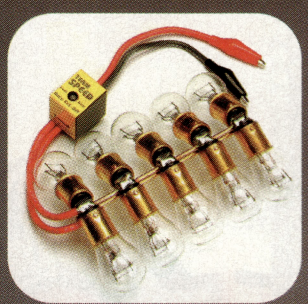


Ladder Bars
The perfect combination of strength and beauty. Available in anodized blue.
Part #: RE4900B
Set: $49.95



Skid Plates
Front and rear. Strong, thick and extra strength. Available in silver and Blue.
Part #: RE4940(Silver), RE4940B(Blue)
Set: Silver - $42.00, **Blue -** $47.00

QUALITY **ACCESSORIES**



Discharge Bulbs
2A: AA02 **$4.95**
20A: A020 **$17.95**
24A: A024 **$19.95**
Cutoff Only: 7098 **$14.95**
20A Bulbs with cutoff: 7099 **$35.99**

Front and Rear Arm Braces for Losi XXX & Losi XXXT
Front: 7028B (Blue)
7028P (Purple)...**$11.99**
Rear: 7029B (Blue)
7029P (Purple)...**$8.99**



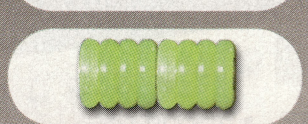
Tunnel Design Car Stands
Tunnel design car stands made to fit all cars including Losi and Associated models. Available in neon blue, neon green, neon orange, neon pink, smoke, and violet.
Part #: RE0037B - RE0037V
Each: $10.50



B3 Front Brace
Keep your B3 safe and in one piece with this high-quality machined aluminum B3 front end brace. Available in Blue or Purple.
Part #: RE9120B - RE9120P
Each: $14.99



Sure Seal Shock O-Rings
Pure Silicone o-rings fit Associated, Losi, Traxxas, and most sedan shocks.
Part #: RE1350
8 Pieces: $2.25



BUILDING **SUPPLIES**



Pro Stick II Tire Glue
Glue your tires right with the right glue. Available in thin (RE1105), medium (RE1200), and rubber enhanced (RE1701).
$6.95 for Thin & Medium
$7.95 for Rubber Enhanced



Battery Building Vise
The easiest way to solder your new battery packs. Velcro straps hold the cells in place.
Part #: RE3011
Each: $11.99

2001 WINTER NATIONALS

fort myers, florida

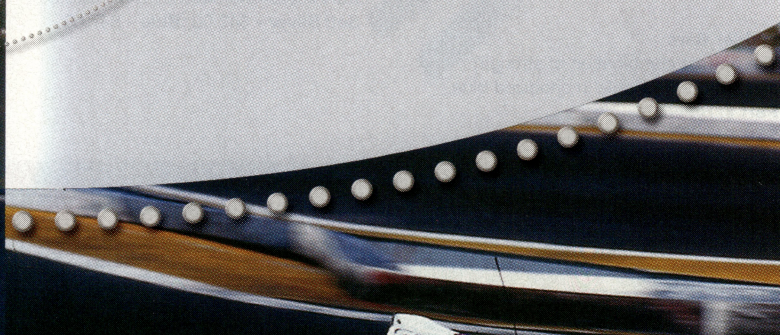
Of all the different classes of R/C cars that are raced around the world no other class is as highly regarded as 1/8-Scale On-Road – also called the "Formula One" of R/C. The endearing reference is made thanks to the outrageous horsepower, speed, tuning, engineering, and driving skill that goes into competing in the 1/8-scale class. However, due to the smaller number of racers around the country competing in 1/8- and 1/10-scale on-road racing, the two classes get less ink in the magazines than they probably should.

To give the "F1 of R/C" its due, we headed down to Ft. Myers, FL this February and witnessed many of the world's best on-road nitro racers battle for the honor of being a Winter Nationals champion. Aside from the IFMAR World Championships, the Winter Nationals is prestigious and well-represented race. Racers from over a dozen countries were on hand for this, the 25th running of the Winter Nationals.

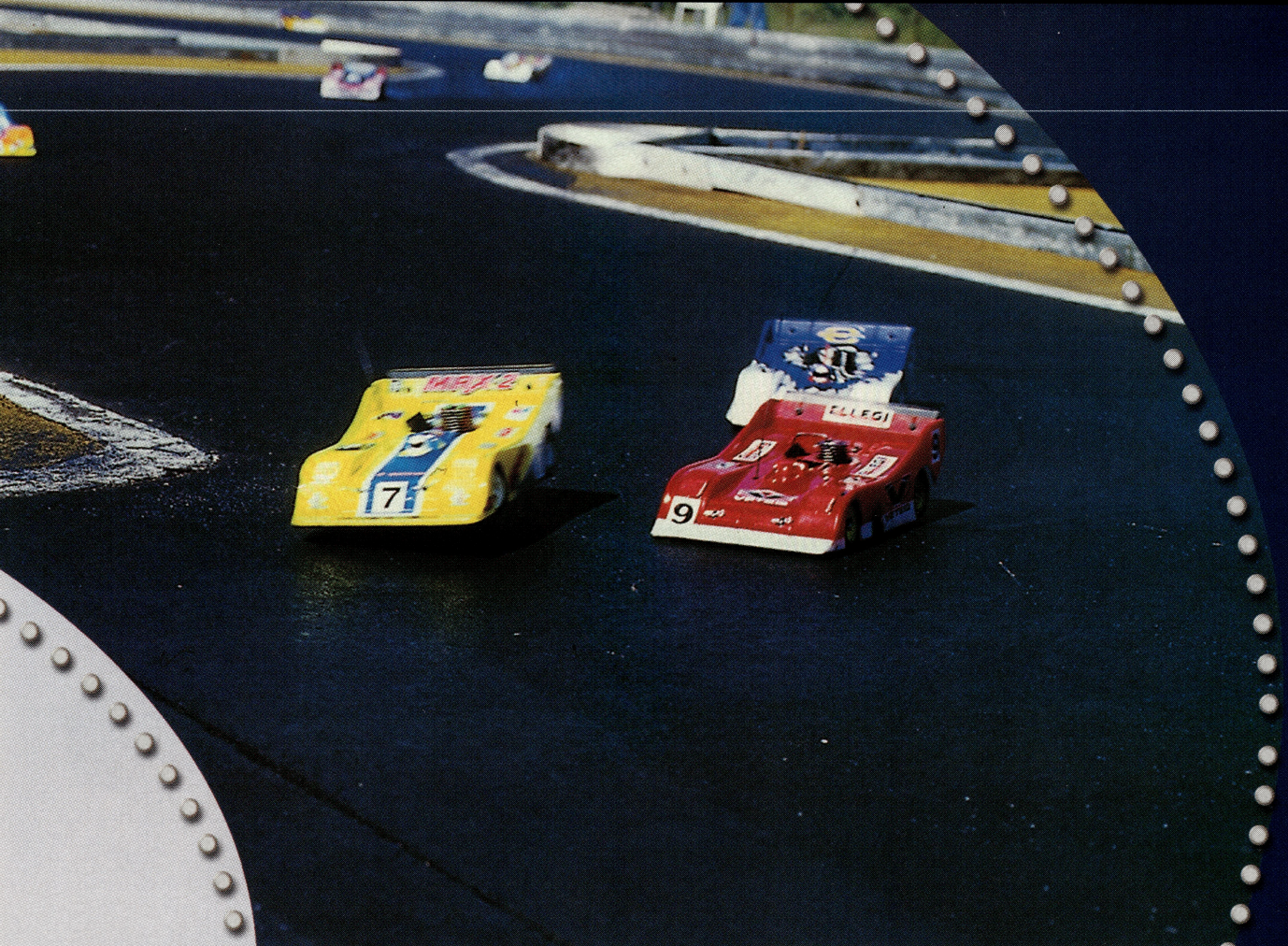
by Mike Velez

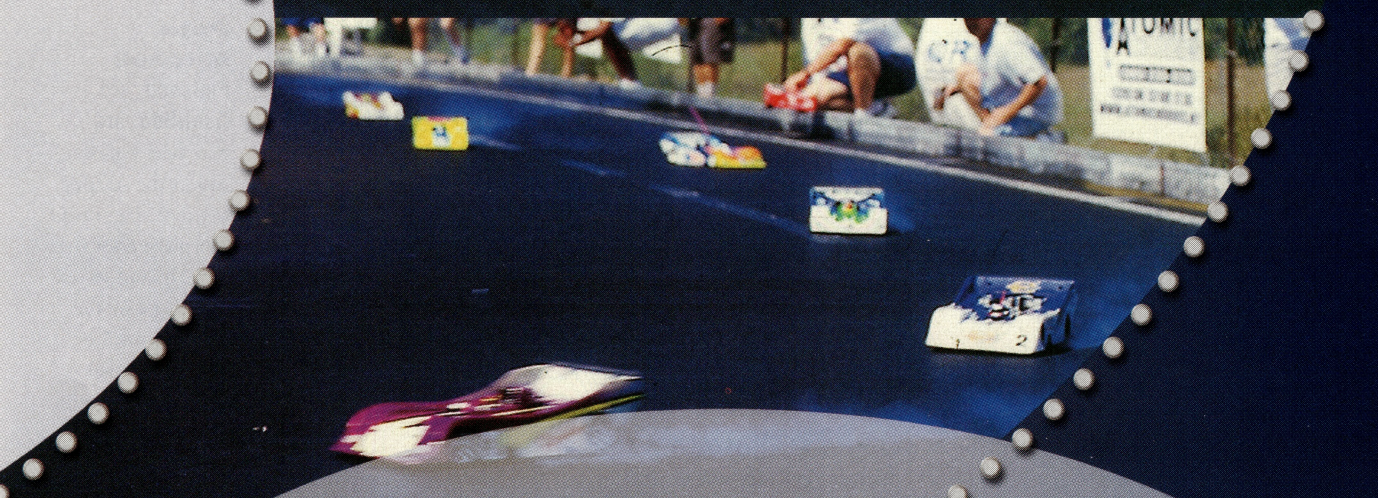
If there were a Juicy Lucy's near our office we'd eat out all the time.



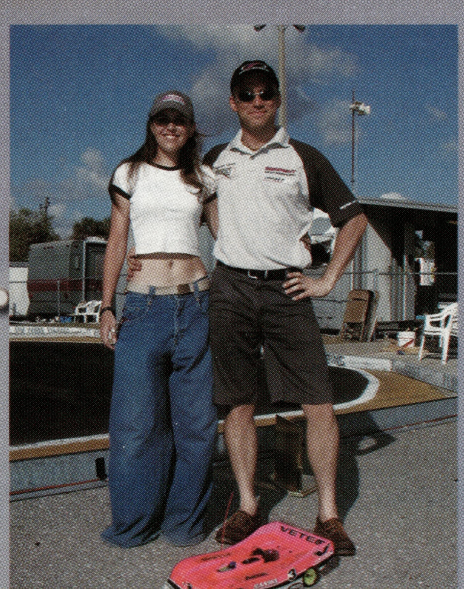


The closest thing to "Juicy Lucy's" we have back home is In-N-Out.





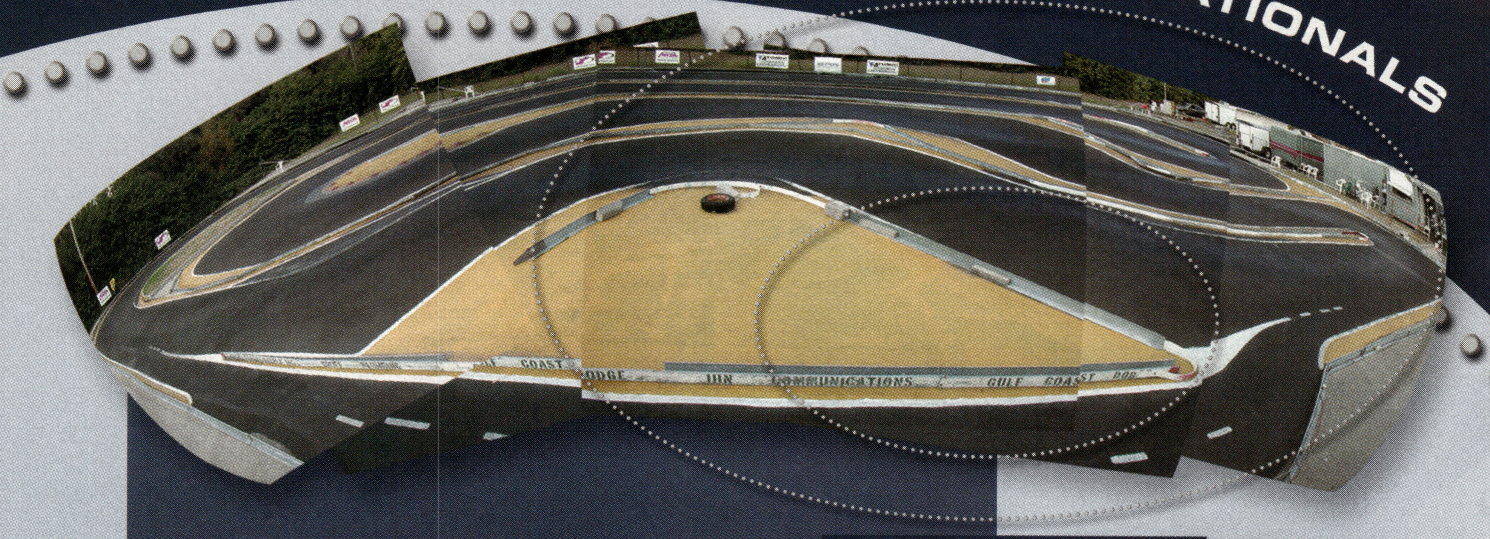






Could you imagine if the two were next to each other?

2001 WINTER NATIONALS



The Track

The Ft. Myers R/C Club hosted the event. Their world-class facility is located on the county fairgrounds. The track has 12- to 15-foot wide lanes, a long sweeping straightaway, and a variety of keyhole, carousel, and chicane turns. The sealed asphalt track surface is bordered by a metal railing. One complete lap will put 735 feet on your car's odometer. By the end of the race it was easy to see where drivers were on and off the gas thanks to the visible extra rubber that was laid down on the track.

"The track is very, very tough. Very on the edge. Very satisfying when you get it right, when you get it wrong it's a bit scary. Passing is limited to two places - along the long straightaway and the carousel in the middle. Everywhere else you must be right on the money in order to pass."

- David Spashett



The Format

The field of Winter Nationals is comprised of three different classes: 1/10-scale, 4WD, 1/10-Scale 2WD, and 1/8-Scale 4WD. Wednesday and Thursday of the race week were reserved for three rounds of qualifying for each of the race classes. Qualifying races were 5 minutes in length. No complicated points systems were used to determine who would be on the pole; instead a simple "fastest car wins" system was used. Each driver had their fastest qualifying time stacked up against the other drivers to determine the qualifying order. In the 1/8-scale class, a number of drivers had difficulty making the full five minutes on one tank of gas. Among those who did make time the fastest drivers made 25 laps in five minutes. That comes out to 12 to 13 seconds per lap. Take into account a 735-foot track and after some simple algebra and you've got an average speed about 40 MPH – average is the key word here, that means 60-65 MPH down the straight away.

The Racing Action

• 1/10-Scale 2WD

Frank Calandra

Finished: 1st Qualified: 1st

Frank used his pole position to its fullest and got away ahead of the pack from the first turn. He lead the entire race turning very quick and consistent lap times. Like Ralph in the race before him, Frank only had one lap time above twenty seconds. Frank finished the race taking the win.

Garen Hagobian

Finished: 2nd Qualified: 2nd

Garen had to be an iron man on this day. After finishing second in the 45-minute race before, Garen never came off the drivers' stand. He had a nice clean start along with the rest of the pack. But four minutes into the race Garen flamed out and was off the track for about a minute. This put him in last place when he finally came back on. "Last place. No problem," said Garen. He worked his way through the traffic to move into 2nd place with about 15 minutes to go. From there, Garen held onto second until the race was over. Two races, two 2nd place finishes for Garen

Pete Mitchell

Finished: 3rd Qualified: 3rd

Pete had a good run at the start of the race. He was in 5th place after the first lap and in second place by the twentieth lap. Pete stayed in 2nd until he stalled 18 minutes into the race. At that point his pit crew changed a glow plug and he was back on the track. After the plug change, Pete was in 7th. He worked through the traffic without any crashes or further flame-outs. Pete ended the race where he qualified – in 3rd.

Tom Baffer Jr.

Finished: 4th Qualified: 4th

Tom had a nice run through most of the race. He was as high as 2nd for a while, but fell back to 4th with ten minutes to go in the race. Tom put forth a noble effort and finished just one lap behind 2nd and 3rd. Tom placed his car in the 4th spot when the 45 minutes were up.

Tracey Grieger

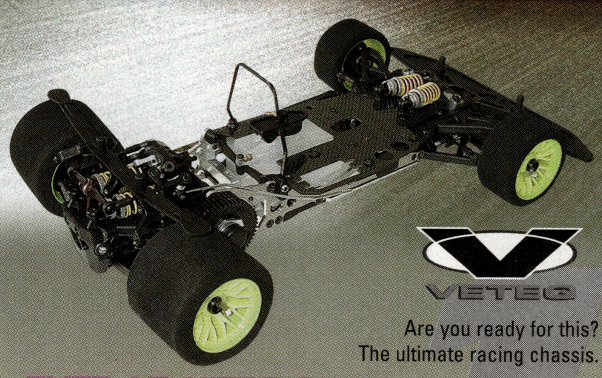
Finished: 5th Qualified: 8th

Tracey's race was relatively uneventful.

I can't believe the only bloody picture we have of David is black and white.

WORLD CHAMPIONSHIP PERFORMANCE PRODUCTS





VETEQ

Are you ready for this?
The ultimate racing chassis.

ELITE 1/8 NITRO ON-ROAD CHASSIS



As VETEQ owner you can expect extra support, with the VIP card you can rely on super membership service!



VECTOR NT

Most successful chassis over the last 4 years. Fast, reliable, well-known and now as NT even better.

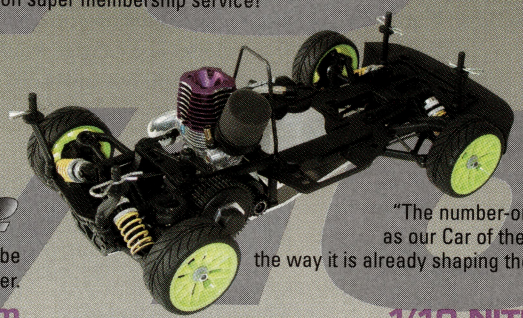
1/8 NITRO ON-ROAD CHASSIS



IMPACT M2 CHALLENGER

Multiple IFMAR World Champion, proven to be the best choice for the advanced 1/10 racer.

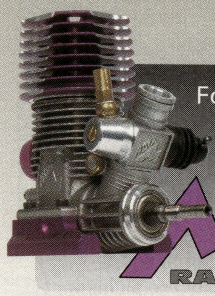
1/10 NITRO ON-ROAD CHASSIS 235mm



iMPULSE STREETSPEC

"The number-one reason we picked the IMPULSE as our Car of the Year is its evolutionary layout and the way it is already shaping the face of nitro Touring Car racing."
" RC Car Action

1/10 NITRO SEDAN 200mm

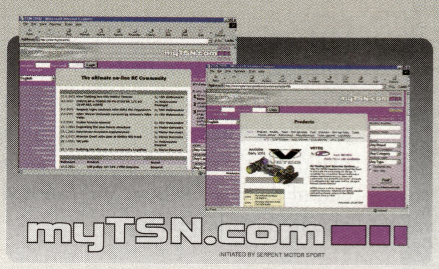


For best performance we recommend:

NOVA MEGA RACING ENGINES



POWERSTART
COMPACT STARTERBOX FOR RC CARS



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1/8 Scale 4WD

Michael Salven
Finished: 1st Qualified: 3rd
Soon after Ralph Burch broke, Michael moved into the 1st position. That was all Michael needed. Once he was in the lead he never let off. Not a single lap of Michael's was over 20 seconds. Seeing as how Michael knows his car better than anyone (he designed the Serpent VETEQ) he knew how to finesse it around the track for 45 minutes without as much as clipping a board. Michael won the race.

Kenji Osaka
Finished: 2nd Qualified: 4th
Kenji ran a very clean race. Around the halfway point, Kenji took over the 2nd spot from Danny Horta. At that point he ran flawlessly and didn't give an inch to anyone. Kenji finished the race in 2nd.

Keisuke Fukuda
Finished: 3rd Qualified: 5th
Keisuke had some rough laps early on. A few walls and traffic kept him from moving up in position any. It wasn't until the 56th lap of the race when Keisuke finally moved to the 4th then 3rd spot. Once he was in third he stayed there. Kenji Osaka had two laps on Keisuke so making a move would have required Kenji to falter. Keisuke finished the race in 3rd.

Frank Calandra
Finished: 4th Qualified: 9th
The first half of the race Frank held in there while other cars broke. At about the thirty five minute mark Frank had problems with his manifold and needed to bring it off the track more than a few times to fix it. Once fixed Frank was in 4th places with less than a few minutes to go in the race. Frank finished in 4th.

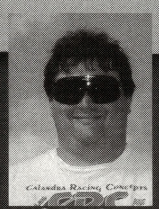
Josh Cyrul
Finished: 5th Qualified: 2nd
The start of the race looked good for Josh. He battled for position until he lost a front wheel just minutes into the race. His wheel jettisoned across the track. After doing some repair Josh was back on the track, but in dead last. He was having a bit of a problem with his fuel pickup, his crew richened the engine a bit and he was fine. Josh slowly worked his way through the field and ended up with the 5th position by the end of the race.

Dave Campbell
Finished: 6th Qualified: 10
It was a rough race for Dave. He started in the last position and hung around 5th through 7th for most of the race. He would have some very fast laps then flame-out or get bounced around. Dave ended up finishing the race in 6th place.

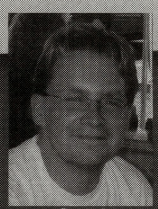

Salven


Osaka


Fukuda



Calandra


Cryul

Tracey moved around the pack a bit and was in 6th, 7th, and 8th at different times. By the time the race was done, Tracey finished in the 7th spot.

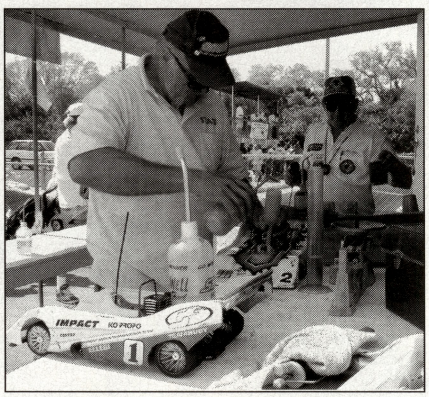
Louis Przybyla
Finished: 6th Qualified: 5th
Louis had a relatively uneventful race. He started in the 5th spot and held onto it for the first half of the race. Faster cars moved by him and 6th place was as good as it would get for Louis during the second half of the race. Louis ended the race in 6th.

Wil Jones
Finished: 7th Qualified: 7th
Wil was bouncing around the rear of the pack for a while until the thirty minute mark. That's when a bad wreck spelled the end of the race for him. Wil finished the race in the 8th spot.

Dave Berry
Finished: 8th Qualified: 6th
After being in 7th place for most of the race, Dave drove his car hard into a wall and broke his steering linkage and a left front shock. The damage would prove fatal since Dave's pit was unable to get him back on the track. Dave finished the race in 8th place.

Dan Debenedictis
Finished: 9th Qualified: 10th
Before the race started Dan's manifold came off the engine. This was a quick fix and he was able to start with the rest of the pack. That manifold coming off was kind of an omen for Dan. His race was plagued with


David Spashett was the 11th qualifier in 1/8-scale 4WD. After setting a blistering pace in the B-main David broke a steering servo and was out of the race.



When cars come in for tech, width, weight, and tank capacity are all inspected.

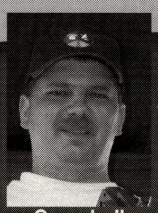
The A-Mains were 45 minutes in length.

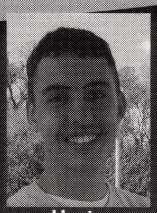
Danny Horta
Finished: 7th Qualified: 6th
Danny got a clean start and finished the first lap in 6th. From there he got aggressive and quickly moved up to the second spot. Once there he held onto 2nd for some time. Midway through the race Danny's manifold broke off. This cost him a couple minutes on the track. After coming off the track in 3rd, he went back on in 7th and stayed there until the end of the race.

Maurizio Busnardo
Finished: 8th Qualified: 8th
Maurizio was running strong after the first few minutes of the race. Nothing spectacular, but respectable. With more than half of the race run his Cyntax clutch broke causing his engine to rev but the car wouldn't go anywhere. His pit didn't diagnose the problem for a while. They thought they had it fixed until a few laps later when the problem would show up again. After ten minutes of on and off the track, his pit finally packed it in. Maurizio finished in 8th.

Milko Tenthof
Finished: 9th Qualified: 7th
Milko went through the first half of the race moving from last to 6th. On the 73rd lap Milko crashed the front of his body caught air and broke his car for good. The front end of the car was shattered. Milko had enough laps to end up with the 9th position on the podium.

Ralph Burch
Finished: 10th Qualified: 1st
Ralph would have liked nothing more than to cap off an already good race day with a TQ position turning into a 1st place win in this class. However, on the 16th lap Ralph slammed into a wall and was broken. After six minutes he was fixed and back on the track for a few short laps, his front hub carrier broke putting him off the track for another few minutes. After some repairs Ralph tried it again until he stalled just in front of traffic. Luckily no one hit him.


Campbell

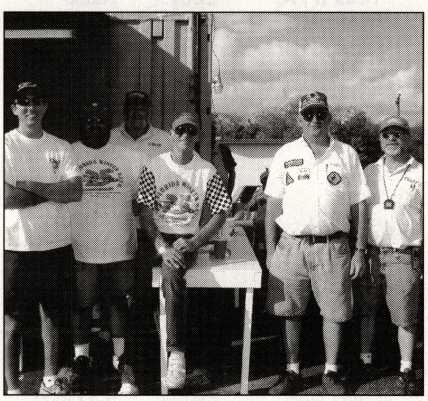

Horta


Busnardo


Tenthof


Burch

problems. At one point he lost a front pillow ball, when his car was in we noticed steering servo twitching recklessly. At about 20 minutes into the race, Dan finally brought his car off the track.


The Ft. Myers R/C Club only hosts three races per year. The track crew provided a great weekend.

John Rodriguez
Finished: 10th Qualified: 9th
John's race day would end early. He was out early after only five minutes of racing. A bad crash left his car in pieces. That meant 10th place had John's name all over it.

• 1/10-Scale 4WD

Ralph Burch
Finished: 1st Qualified: 1st
Ralph ran the perfect race. Not much can be said about this one. He used the pole position to his advantage and got a clean start away from the pack on the first turn. Once Ralph had the lead he never let go. His pit stops were super fast and only had one lap over twenty seconds (20.6). Ralph won the race with seven laps over 2nd place.

Garen Hagobian
Finished: 2nd Qualified: 5th
Garen was a stud the whole race. The first couple laps were a little rough but once he got into a groove he worked through the pack, not at a blistering pace, but a methodical, boring, pace. Garen kept is off track time limited to routine pit stops. That consistency paid off. Garen finished the race in 2nd.

Marty Barnes
Finished: 3rd Qualified: 2nd
Marty had some problems early. He chunked a rear tire along the boards and brought the car in for a tire change and was off the track for about one minute. After the tire change, Marty battled and battled his way through the pack. Marty ran most of the second half of the race in 3rd. That's where he ended up finishing and only three seconds behind 2nd place.

Joaquin Desoto
Finished: 4th Qualified: 6th
Joaquin's car was off the track early with a flame out, but once his engine was settled in Joaquin was able to move through the

One lap in 22 seconds. Divide that into 45 minutes and that's a lot of minutes.



Underneath the driver's stand became pit row for all of the pit crews.



Turnmarshals risked life and limb while aiding drivers. You don't want to get hit by a 5 lb. missile doing 60 MPH.

pack. At one time Joaquin was in sixth sport but bounced around a while until he settled into 4th position and stayed there until the race was over.

Chris Metheny
Finished: 5th Qualified: 8th

Chris started the race where he qualified and slowly worked through the traffic to move into the fifth spot after 141 laps into the race. Although Chris had some frequent pit stops it was never anything major. Chris ended the race in 5th place.

Don Jones
Finished: 6th Qualified: 3rd

Don started the race in the 3rd spot and stayed there for the first few minutes. He moved into second place by about the seven-minute mark and stayed there until he and Vince Tate battled for second. At about seventeen minutes in Don flamed out and lost a couple laps. His car continued to have problems staying lit. This meant Don would finish the race in the sixth spot.

Danny Horta
Finished 7th Qualified: 7th

Danny moved through the pack early and was in 2nd place after only two minutes of racing. After looking very good Danny's radio lost control. A broken crystal kept Danny off the track for a good five minutes. After making back onto the track he could do no better than 7th place and finished where he qualified.

Vince Tate
Finished: 8th Qualified: 4th

Vince kept his car near where he qualified for the first five minutes of the race. He moved up to 3rd and then into 2nd. But at 30 minutes into the race, Vince had to pull

The Winners

1/10-Scale 2WD

F	Q	Name	Chassis	Engine	Pipe	Fuel	Tires (F/R)	Body	Radio
1	1	Frank Calandra	Neo Attack CRC	TOP 15	TOP	Blue Thunder 30%	CRC	CRC	JR Racing
2	2	Garen Hagobian	Serpent Impact	Mega EV4 15	Nova Mega	BK 30%	Ellegi	Serpent	Multiplex
3	3	Pete Mitchell	Serpent Impact	Mega EV4 15	Serpent	BK 30%	Ellegi	Serpent	Futaba
4	4	Tom Baffer Jr	Serpent Impact	RB X-15	N/A	BK 30%	Ellegi	Serpent	KO Propo
5	8	Tracey Grieger	Serpent Impact	Mega	Nova Mega	BK 30%	Ellegi	Serpent	Airtronics
6	5	Louis Przybyla	Serpent Impact	Nova Mega	Nova Mega	O'Donnell 30%	Ellegi	Serpent	KO Propo
7	7	Wil Jones	Serpent Impact	TOP 15	Serpent	BK 30%	Ellegi	Serpent	KO Propo
8	6	Dave Berry	Serpent Impact	Mega EV4 15	Nova Mega	BK 30%	Ellegi	Serpent	Futaba
9	10	Dan Debenedictis	Serpent Impact	Mega EV4 15	Nova Mega	O'Donnell 30%	Ellegi	Serpent	KO Propo
10	9	John Rodriguez	Serpent Impact	Mega EV4 15	Nova Mega	Pro Star 20%	Ellegi	Serpent	Futaba

1/10-Scale 4WD

F	Q	Name	Chassis	Engine	Pipe	Fuel	Tires (F/R)	Body	Radio
1	1	Ralph Burch	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	KO Propo
2	5	Garen Hagobian	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	Multiplex
3	2	Marty Barnes	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	JR Racing
4	6	Joaquin Desoto	Serpent Impact	N/A	N/A	BK 30%	Ellegi	Serpent	KO Propo
5	8	Chris Metheny	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	KO Propo
6	3	Don Jones	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Parma	JR Racing
7	7	Danny Horta	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	KO Propo
8	4	Vince Tate	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	Futaba
9	10	John Wong	Serpent Impact	Mega EV4	N/A	Pro Star 20%	Ellegi	Serpent	Futaba
10	9	Julian Hope	Serpent Impact	Mega EV4	Nova Mega	BK 30%	Ellegi	Serpent	KO Propo

1/8-Scale 4WD

F	Q	Name	Chassis	Engine	Pipe	Fuel	Tires (F/R)	Body	Radio
1	3	Michael Salven	Serpent VETEQ	Nova Mega	Nova Mega	Tornado 30%	Ellegi	Serpent	Sanwa (Air)
2	4	Kenji Osaka	Mugen MRX-2	JP Racing	Nova Rossi	Byron 30%	Fast Tire	Mugen	Sanwa (Air)
3	5	Keisuke Fukuda	Mugen MRX-2	JP Racing	Nova Rossi	Byron 30%	Fast Tire	Mugen	Sanwa (Air)
4	9	Frank Calandra	Neo Saber CRC	Rody Team	Rody	Blue Thunder 30%	CRC	CRC	JR Racing
5	2	Josh Cyrul	Kyosho Fantom	JP Racing	Nova Rossi	Trinity Picco 30%	Power tires	Kyosho	KO Propo
6	10	Dave Campbell	HPI Proceed	TOP Race	Picco	BK 30%	Delta	HPI	KO Propo
7	6	Danny Horta	Serpent VETEQ	Nova Mega	Nova Mega	BK 30%	Ellegi	Serpent	N/A
8	8	Maurizio Busnardo	Serpent Vector '99	Nova Rossi	Nova Rossi	BK 30%	Arrows	Serpent	Futaba
9	7	Mike Tenthof	Serpent Vector NT	Nova Mega	Nova Mega	Tornado 30%	Ellegi	Serpent	Sanwa (Air)
10	10	Ralph Burch	Serpent VETEQ	Nova Mega	Nova Mega	BK 30%	Ellegi	Serpent	KO Propo

Track-side parts suport was furnished by Atomic Hobbies.

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- Front Universal Driveshafts
- Aluminum Heat Sink Motor Mount
- 9-Spoke Lightweight Truck Wheels
- Toyota Tundra Boby with Decals & Masking



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- Lightweight Molded Composite Chassis
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- Precision Bearings & Bushings
- Turnbuckle Tie-Rods
- Front Universal Driveshafts
- Aluminum Heat Sink Motor Mount
- Yokomo Lightweight Buggy Wheels
- Paint Scheme Decals Included



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it off thanks to broken suspension knuckle. That was a tough break for Vince. He was off the track for about two minutes and was put back into 7th place. His car stalled right at the timing line and caused a multi-car pile-up. From there Vince fell back another spot and finished the race in 8th place.

John Wong
Finished: 9th Qualified: 10th

John had some problems from the start he was the first to pit and it wasn't for gas. John was plagued with problems through the race. And missed some large chunks of time. John finished the race in 9th position.

Julian Hope
Finished 10th Qualified: 9th

Julian started the race in the back of the pack and was in the 6th position when he was rear ended and broke a rear shock. His pit crew replaced the shocks with a new one but his setup was just completely out of whack. Julian never got back onto a competitive pace and pulled it off with about 15 minutes to go. Julian finished in the 10th position.

Conclusion

Just like at a Formula One race, there wasn't too much passing on this track. Instead, spectators were treated to an exhibition of power, finesse, and amazing skill. Piloting an R/C car around a track at speeds in excess of 65 MPH is no easy task. Mix in nine other cars and it's something quite spectacular. The meticulous attention to detail and preparation that goes into this type of racing is like no other. Truly, the best of the best. When the weekend was done there was lots to talk about. Three winners and mostly smiling, yet tired, faces. Congratulations to the winners and all of those who participated.

PIT STOP RaceCoverage

1/8-Scale On-Road Facts

1/8-Scale On-Road Facts

- The .21 engines used in this class produce around 3 Horsepower.
- The average 1/8-scale 4WD car weighs about 5.75 lbs.
- Some cars use 3-speed transmissions.
- A competitive kit without engine runs between $500 and $850.
- With a 3-speed transmission some cars max out around 75 MPH.
- Team Associated's first kit was a 1/8-scale on-road car.

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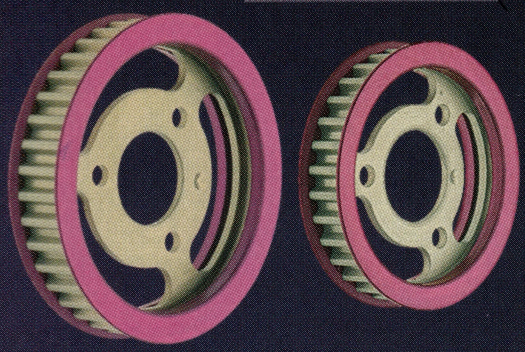
PERFORMANCE

HPI RS4 Nitro Aluminum Brake Kit



New, variable braking system. Lightweight aluminum. RRP 1575

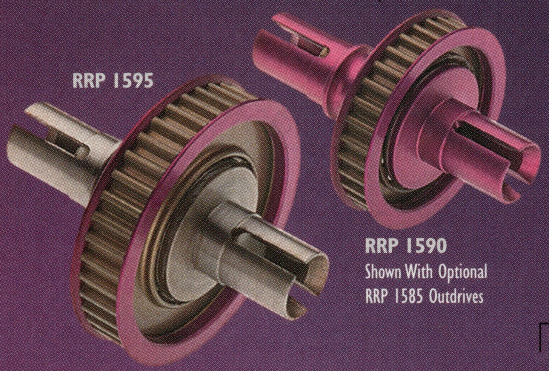
HPI RS4 Front One Way Diff Pulleys



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

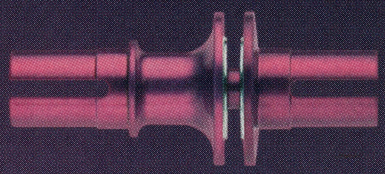
Performance from Precision

HPI RS4 Complete Ball Diff Units



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

HPI RS4 / Pro / Pro2 / Nitro Lite Aluminum Outdrives



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

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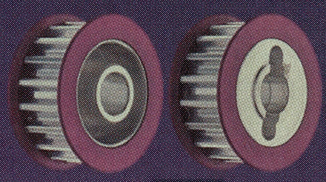
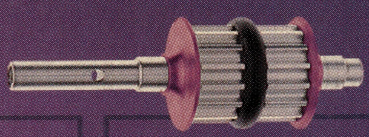
HPI RS4 Nitro Small Drive Pulleys



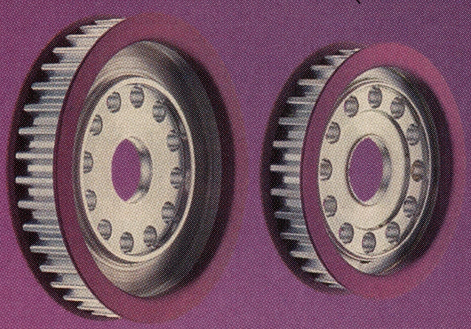
Drive pulleys sold in pairs. RRP 1538

HPI RS4 Top Shaft Pulley



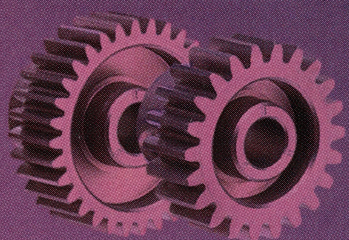
HPI RS4 Top Shaft Pulley: One piece pulley and shaft are precision cut and hard anodized. Purple anodized side flanges are pressed on. RRP 1527

HPI RS4 Diff Pulleys



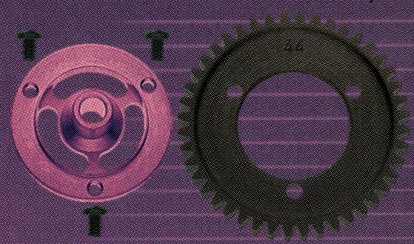
Precision machined, hard anodized aluminum diff pulleys. RRP 1539 fits HPI Nitro sedans. RRP 1528 fits HPI electric sedans.

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

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

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Mugen MBX XR WORX

by Mike Henry

What's the first thing you think of when someone says 1/8-scale buggy? It's probably not personal computer, but they actually have something very important in common. Once you take your buggy or PC out of the box, you can safely assume a better and faster model is already in the works. Take the Mugen MBX series of 1/8-scale buggies for example. Little more than one year has passed and the engineers are already on their third phase of the car! The MBX XR Works car is latest incarnation from Mugen. While Mugen didn't exactly wipe the slate clean and start over, the car does offer enough new features that 1/8-scale racers (and their credit card companies) are chomping at the bit to get their hands on one. At first glance, the XR looks like a carbon copy of the RR. But upon closer inspection, it looks like Mugen threw the kitchen sink at the MBX. The XR comes standard with almost every single option part in the Mugen catalog. But does it deliver the goods? Can it compete with the other proven kits on the market?

Hits:
- Amazing balance on the track.
- Includes almost every conceivable option.
- Responds well to tuning.
- Carrying bag and wrenches.

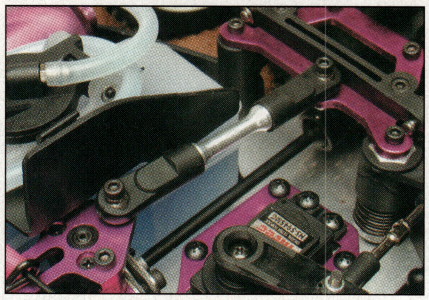
Misses:
- Still has sharp edges on chassis.
- Instructions are a little vague.
- Fuel tank problem.

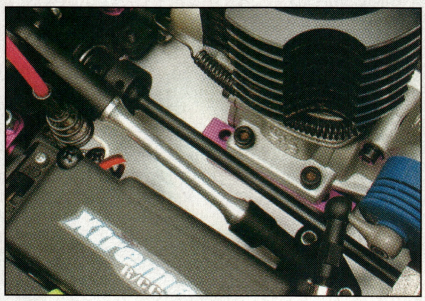
Instructions	3
Parts Quality/Fit	4
Durability	4
Tunability	4
Overall Performance	4
Value	5

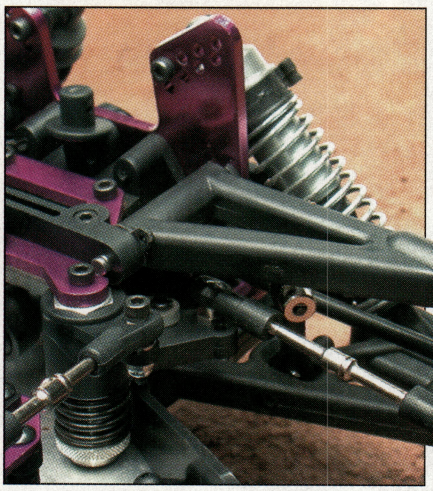


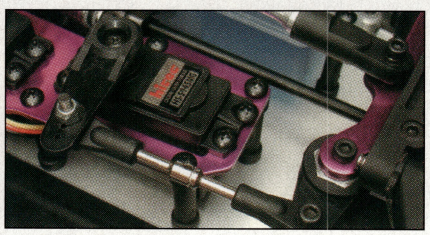
Mike Henry is not, nor has ever been sponsored by Mugen.

The "Worx" works, get it? It's a play on words, get it?



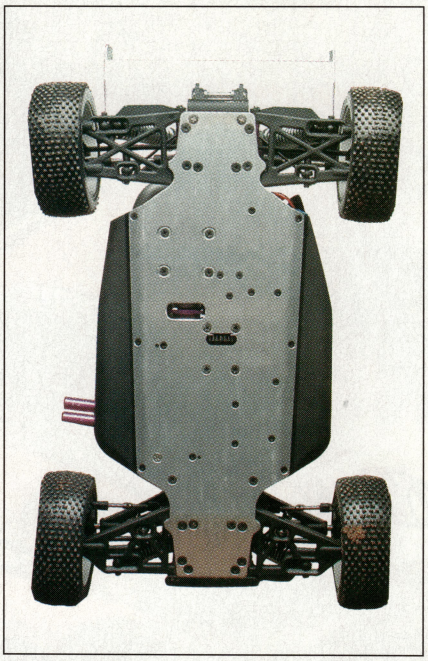






Chassis

Perhaps the single largest change to the MBX is the new longer chassis. Because it's longer, it places the engine farther toward the back of the car. This, according to Mugen, should enhance acceleration, corner-exit speed, and stability over jumps. The chassis is a hearty slab of aluminum, measuring 3.5mm in thickness. The general layout of the XR is otherwise identical to the previous RR buggy. All of the holes on the underside of the chassis are countersunk. Unfortunately, another carry over from the older car are the razor-sharp edges. The XR benefits from stronger chassis braces. The rear piece spans from the rear bulkhead to the floor of the chassis; the fore brace connects the center diff mount to the steering top plate. The location of the fuel tank, the battery mount, and the receiver box are unchanged.



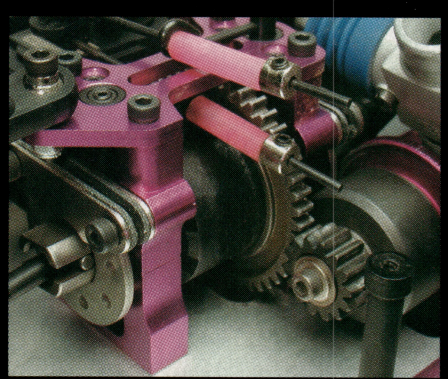
Steering

The steering geometry of the XR is unchanged, but the bellcranks now rotate on smooth ball bearings. A pair of stout turnbuckles replace the spindly pieces that looked so out-of-place on the RR. Both the steering and throttle servos bolt to a purple-anodized servo plate. This plate is attached to the chassis with no less than seven screws. The rest of the steering system, including the anodized top plate, consists of carry-over parts.

MBX XR MUGEN MBX XR MUGEN MBX XR MUGEN M

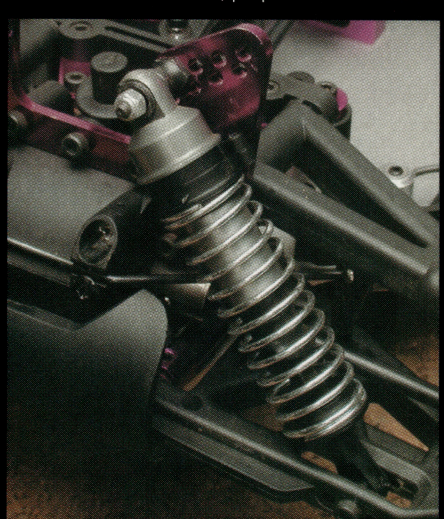
Drive Train

Mugen gave the drive train the full-tilt works treatment. Most of the three-diff system is carried over, but the rear diff features hardened gears for greater strength and better speed coming off the corners. All of the drive shafts are now CVD-style universals, including the two shafts that link the center diff with the front and rear diffs. The coolest new part on the XR has to be the purple-anodized two-piece center diff mount. Not only does it look cool, but it's stronger and its two-piece design allows for easier removal of the center differential. All of the ball bearings on the XR are sealed. The kit includes a racing-style clutch and lightweight, purple-anodized flywheel. The 14-tooth clutch bell turns a large metal spur gear.

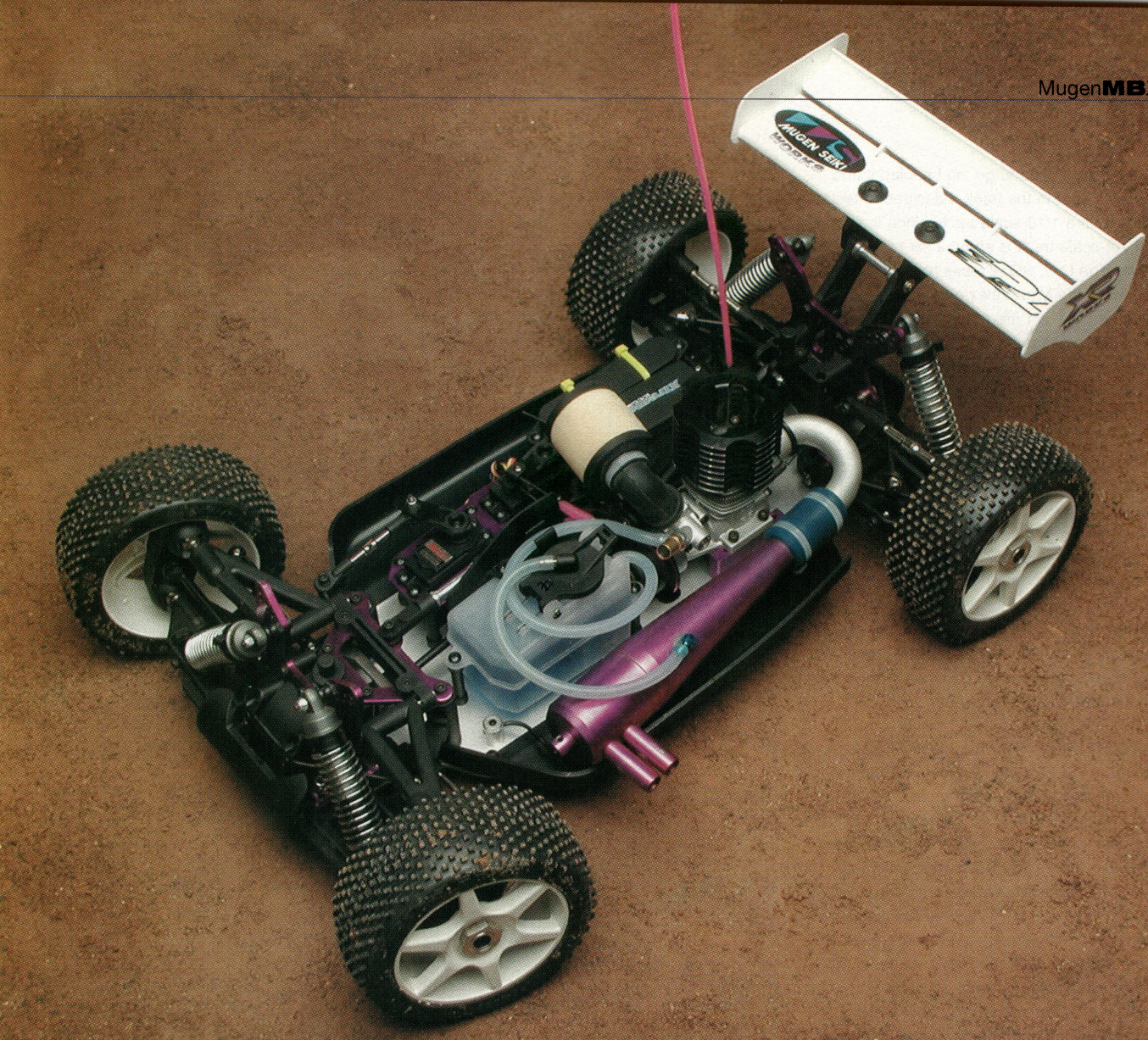


Suspension

There weren't many complaints with the RR's suspension, so Mugen didn't deviate from the previous design on the XR. Both of the shock towers are 3.5mm thick, purple-anodized aluminum. There are enough shock mounting holes on both to make tuning for all racing conditions quick and easy. The XR wears the same dampers at all four corners that its older sibling featured. They include rubber boots to help keep the shocks clean during 60-minute races. The front suspension features large pivot balls and thick upper and lower control arms,

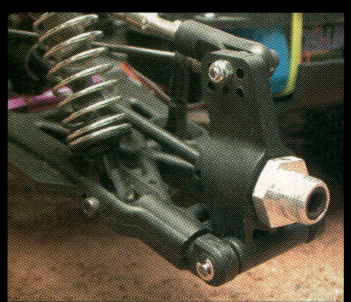


To be just a little longer. Most men dream of having a longer... chassis.



XR MUGEN MBX XR MUGEN MBX XR MUGEN MBX

Of course nobody here needs a longer chassis. Our chassis are more than adequate.



while the rear suspension utilizes conventional lower arms. Both compression and rebound are tuned by adjusting the length of setscrews located within the suspension arms. Front and rear anti-sway bars are standard on the XR. Camber and toe are adjustable at all four corners.



Wheels, Tires, and Body

The XR comes shod with a set of attractive six-spoke white hoops and Pro-Line's "Crime Fighter" tires. These tires are all the rage in 1/8-scale racing, and it's nice to see them come standard on the XR. The body is the same piece of Lexan that came in the RR kit, despite the XR's longer chassis. Mugen did draw new lines on the body to compensate for the change, but it just looks too short for the car.

Other Features

The XR kit also includes some extra items not included in other kits. The whole kit comes in a nice carrying bag. The XR comes with a set of three pro wrenches. The car also comes with a second set of rear hub carriers, although the instructions call for the standard pieces.



Testing

The XR was good to go, so I hauled it and my nitro gear to the track. I decided to test the car on a 1/10-scale track, since the closest 1/8-scale track is about a six-hour drive away. The O.S. RG .21 was already broken-in thanks to the Mike Velez nitro engine break-in program. The .21 fired to life immediately, so I set the car on the track to tool around and let it reach operating temperature. However, the engine was not responding to anything over 1/2 throttle. It really sounded like it was starving for fuel. Jay Rose busted out his screwdriver and tuned the engine full-rich, but to no avail! We took the car inside and removed the fuel tank. Blowing through the fuel line, it was clear there was a major blockage on the fuel pickup side of the tank. I called Mugen to let them know about our problem, and they sent us a new tank right away. When I got home, I cut the defective tank in half. I could see a large piece of flashing in the pickup tube once I removed the brass filter. Mugen resolved my problem promptly; thanks Tim.

Acceleration • The XR took off with authority, but it was very easy to control. Clutch take-up was smooth, but the car still accelerated violently. There was some initial tire spin, but once the XR was rolling, it just hooked up. Even though the RG is "only" rated at 1.9hp, it seemed more than ample for the big Mugen. The car really seemed to shine when coming out of medium-speed corners. When the car was accelerating hard, some squat was noticeable in the rear.

Top Speed • The track we tested on was really designed for 1/10-scale nitro trucks, so there were a few high-speed sections. The XR reach terminal velocity quickly once the engine was on the pipe. The car was very controllable at speed, but still responsive. I was able to make quick corrections even while barreling down the fast back straight. The XR's gearing seemed like a perfect compromise between acceleration and top speed. Jumping The XR was rock-solid over all of the jumps it encountered. The car exhibited a very forgiving feeling over the larger obstacles. It would simply hit the face then take to the air without nosing over. When I did manage to hit a jump with a less than perfect line, the XR still maintained its composure while in the air. As with all 4WD buggies, the XR's attitude can be tweaked in the air with a quick tap of the throttle or brake.

Low-Speed Turns • Most of the corners at the track fell into the low-speed category. (Wrestling a big 1/8-scale buggy around a 1/10-scale track can be likened to a full-size adult trying to sit in a 1st Grader's desk.) I chose to look at the glass as being half-full, and did my best to get the XR around the

Building Tips

The XR, like other 1/8-scale buggies, will take some time to assemble. Take your time and set aside a few days to complete the kit. Buy a new bottle of thread-lock before you start screwing things together, and pay close attention to the XR's supplemental instructions.

Step 1: Do not overfill the diffs with oil. Only fill them up to where the shafts cross. Also mark the diffs "Front" and "Rear" once they are assembled.

Step 4: Before you bolt anything to the chassis, remove all of the sharp edges with a rotary tool. Don't forget to smooth the edges on the flywheel hole. Wear safety glasses.

Step 5: Before you attempt to assemble the servo saver, screw the nut over the shaft without the O-ring in place. This should clean up the threads and make assembly easier.

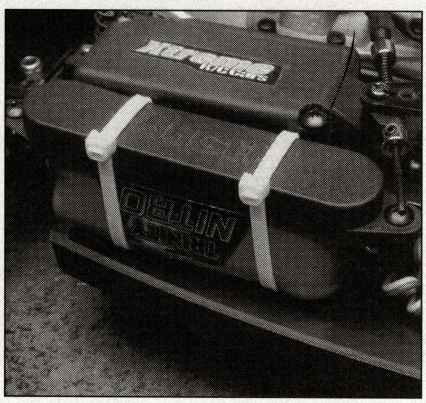
Step 14: Make sure you cut off the plastic piece on the right side stone guard, as detailed in the instructions. This will allow the proper clearance for the 5-cell battery pack.

Step 17: Before you attach the fuel tank, make sure the fuel flows freely. The tank on our kit had an obstruction inside the fuel pickup tube.

Before you attempt to start the engine for the first time, make sure your throttle and brake linkages are set properly. Turn on your radio gear and set the car on the ground. The car should roll when the radio is at neutral throttle. Make sure your brakes will stop the car. You can fine tune them later.

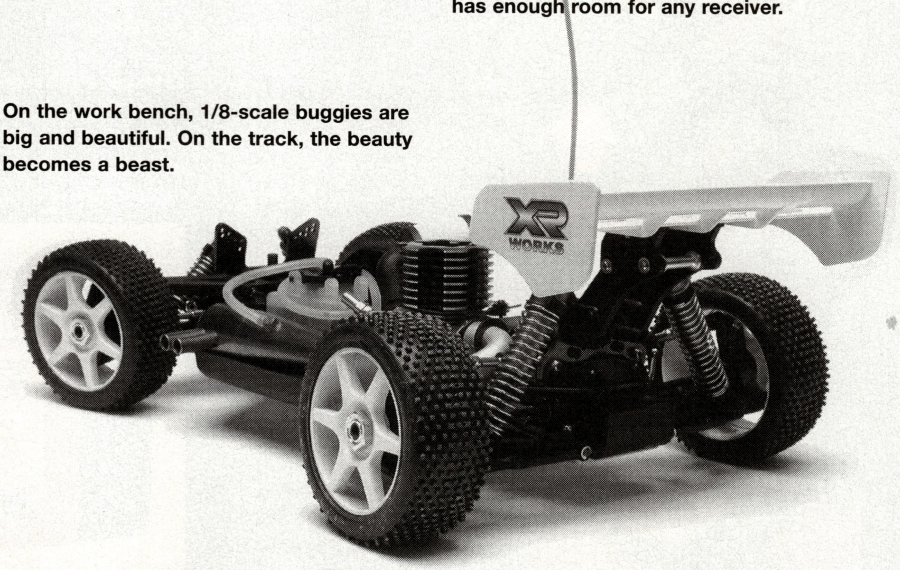


A large handle allows for quick fueling. A unique splash guard helps to keep fuel off the brake system.



Most flat 5-cell receiver packs will mount to the battery brace with just a couple of tie straps. The radio box is compact but has enough room for any receiver.

On the work bench, 1/8-scale buggies are big and beautiful. On the track, the beauty becomes a beast.



Nobody likes a sloppy pit crew. Fuel belongs in the tank.

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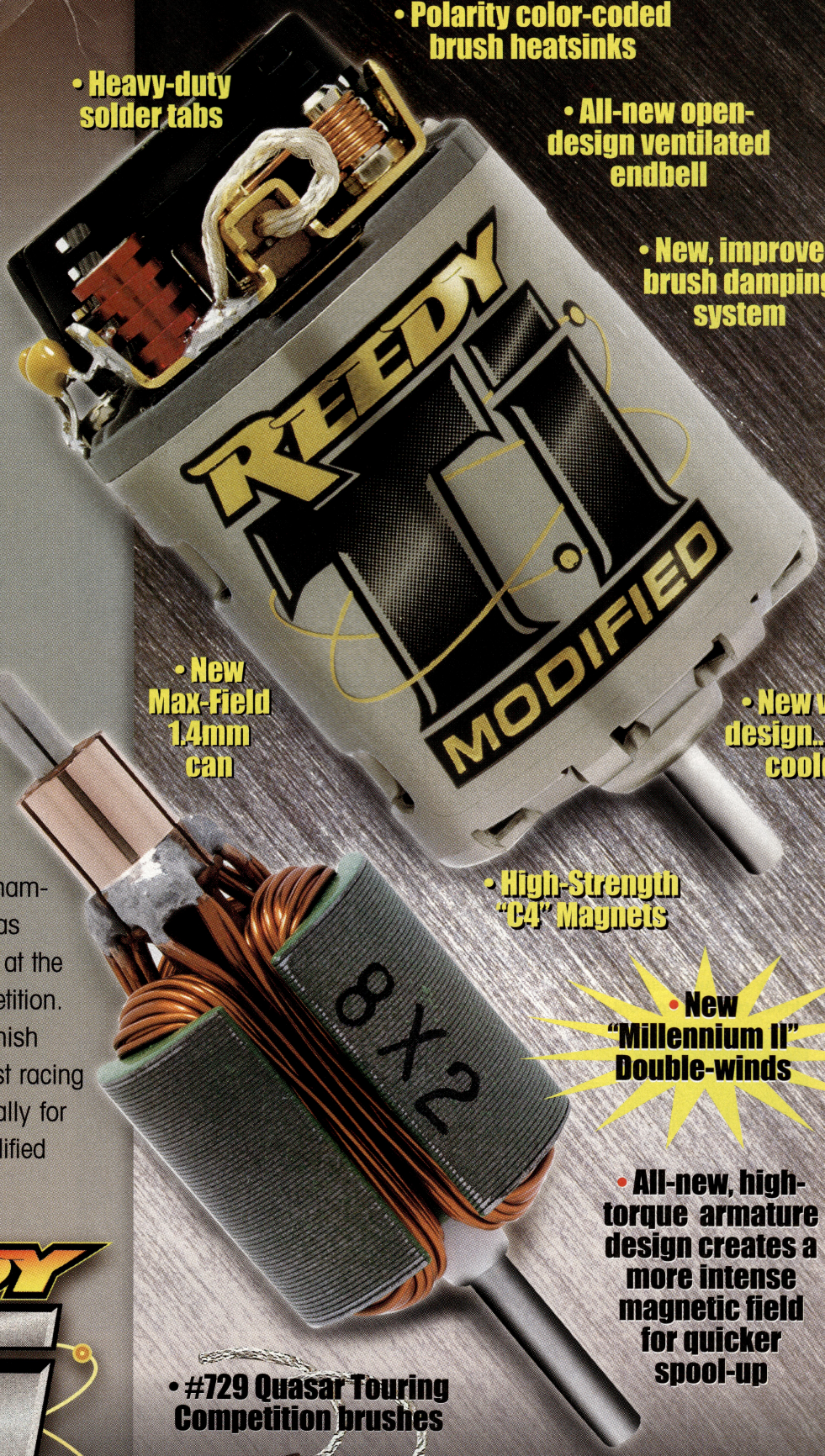

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The Specifics

Mugen MBX XR
Item Info
Part: #7800
Estimated Street Price: $530

Vehicle Type
Nitro-powered 4WD off-road competition buggy.

Chassis Type
Type: Stamped aluminum chassis with molded channels for added rigidity.
Material: 3mm thick duraluminum chassis

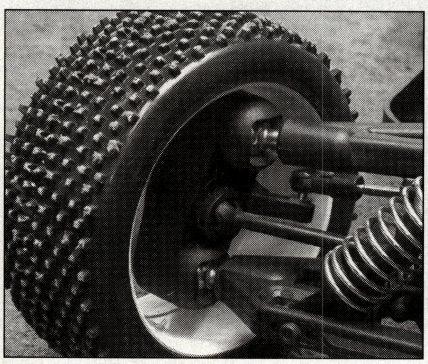
Wheels and Tires
Mugen six-spoke white wheels with Pro-Line Crime Fighter M2 tires.

Transmission
Type: Three-diff 4WD system
Diff: Six-gear bevel
Drive Shafts: Full universals
Bearings: Sealed bearings

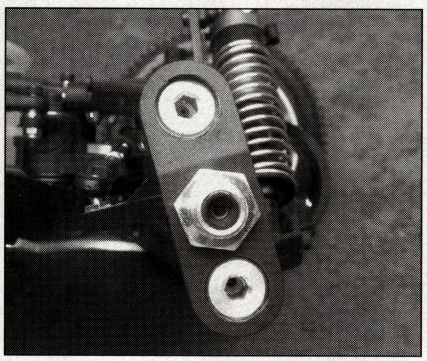
Suspension Design
Type: Independent molded lower control arms with front pivot balls.
Damping: Coil-over, oil-filled large volume Teflon-coated shock bodies.

Other Items You'll Need
2-channel radio with 2 competition servos, receiver, 5-cell battery pack, fuel, fuel bottle, .21 size engine with integrated pilot shaft, pipe, manifold, glow-plug igniter, starter box, paint, CA glue.

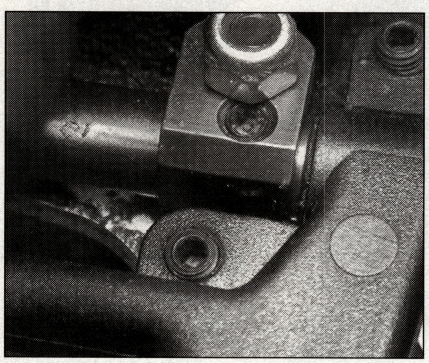
Our Test Gear
Futaba 3PDF radio with Novak XXL receiver, 2 Futaba 9402 servos, Trinity 1100mAh Nitro Metal Hydride receiver pack, O'Donnell 20% fuel, O.S. .21 RG engine, CVEC pipe, Duratrax glow igniter, O.S. A3 plug, Mugen BII Starter Box. Paint by Thunder Wessels.
Special Thanks to Bill Barr, Jay Rose for tuning help, and Tennessee for use of the pipe.



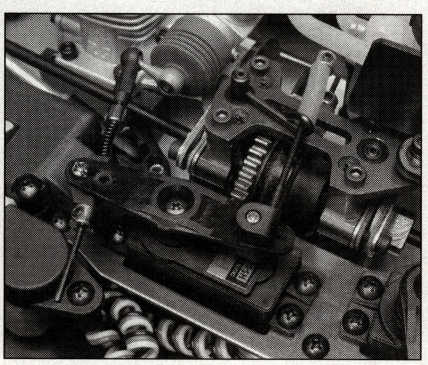
Heavy duty universals to keep the car in drive are found up front.



Camber is adjustable by moving the pivot balls in or out.



Suspension arm travel is controlled by a small setscrew located on the suspension arm.



The throttle servo is right next to the carb and brake system.

track. Low-speed turn-in was crisp, and the car didn't show any tendency to plow anywhere on the track. Some suspension lean was visible, but the XR tracked through the corners with precision. If the car came in too hot, a quick stab on the brakes would bring it back on-line. Exit steering was excellent, thanks in part to the XR's revised engine location. More weight on the rear wheels made tearing out of corners a point-and-shoot affair.

High-Speed Corners • The XR was a blast on the faster sections of the track. At the end of the long back straight is a 90-degree left-hand corner. If you want to make good time, you need to get around this turn without scrubbing off too much speed. The XR simply ate up this corner every time. I was able to ease up on the throttle, hit my apex, and head for the next section. The car carried amazing speed, but always felt stable. The other fast corner was another sweeping left-hand turn. No matter how hard I tried, I couldn't get the XR out of shape. The car showed a lot of on-power steering even at high speeds.

Damage and Tuning

I ran about a dozen tanks through the car during testing, and it showed no signs of abnormal wear. I managed to tag the wall at speed a few times, but it only scuffed the rims. The XR ended up on its lid once or twice, but this only resulted in a scraped-up wing. Make sure you set the end points on the steering servo. I neglected to do this and grenaded my $110 servo. The drive train actually loosened up after a few tanks, but this is a good thing.

Trackside Tuning • The car felt pretty close to ideal, but I did make a few tweaks while testing it. I changed the geometry on the rear anti-sway bar, hoping to dial in a little more steering. I also adjusted the brakes, as the stock settings felt a little weak for my driving style. The included wrenches made both of these adjustments quick and easy. Finally, I changed the front shock location on the tower. After a simple ride height adjustment, the car was back on the track in minutes.

Maintenance

Along with death and taxes, you can count on a nitro car getting dirty. This doesn't mean you need to rebuild the XR after every race day, but you need to keep it relatively clean. After a couple days of testing, I doused the chassis with Traxxas Nitro Wash. There's nothing out of the ordinary about maintenance on the XR. Make sure your linkages are not binding and that your receiver pack is always freshly charged.

Conclusion

The Mugen MBX XR is a Works car in the truest sense; it offers no-holds-barred performance and all of the company's cutting-edge options. The kit is perhaps the most complete on the market, adding a set of killer wrenches and a carrying bag as standard equipment. Throw in all of the purple-anodized eye candy and a set of Pro-Line rubber and you have a world class buggy. The XR is also a great value. When compared with the other high-end buggies on the market, the Mugen easily outshines its competition in the performance per dollar category. On the track, the XR is just as capable as the others. The latest evolution from Mugen is clearly the best in the series.

A bad accident prevented us from using the body painted up by Bill Barr. Sorry Bill.

NEBULA

SUPER TOURING

No form of R/C racing, past or present, has required as much power or efficiency as modern day four wheel drive touring sedans. Taking this into consideration, Peak has developed a motor that exceeds the demands of these high tech road rockets.

Peak's all-new Nebula super touring motor was designed with the serious touring car racer in mind. The TOP based Nebula's pattern wound armature features optimized wire sizes as well as a commutator sized for maximum power and efficiency. Revised timing settings, Viper 135° brush springs and 2151 high power, long wear brushes complete the equation.

Once again Peak's ingenuity and quality come together to produce a sure-fire winner.

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PEK7391	Nebula 9x1	$95.00
PEK7392	Nebula 9x2	$95.00
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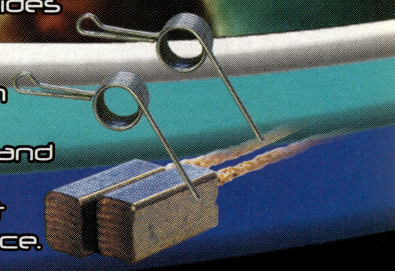
The Nebula comes equipped with Peak's new Viper stand-up motor springs. Extra material at the brush/spring contact point provides improved cooling resulting in longer spring life and more consistent performance.



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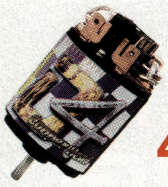

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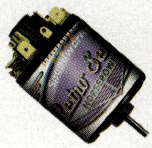

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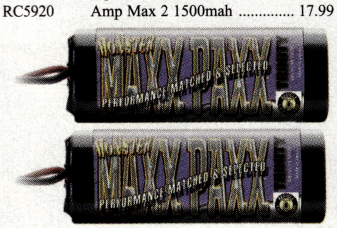

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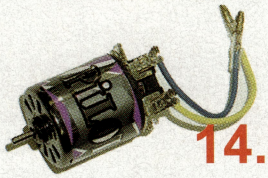

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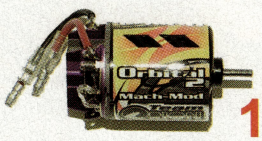

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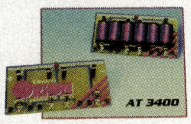

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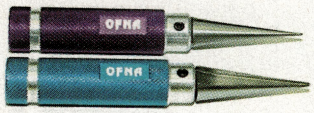

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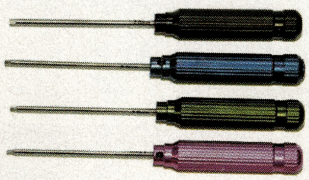

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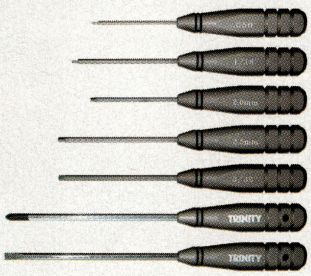

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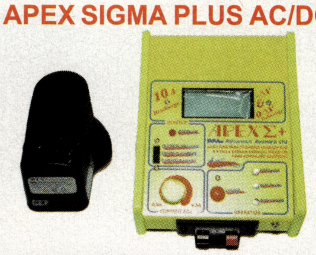

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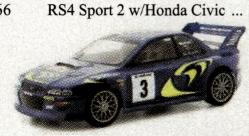

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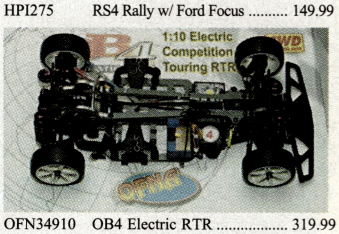

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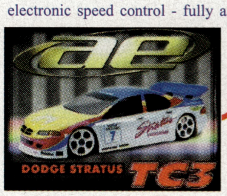

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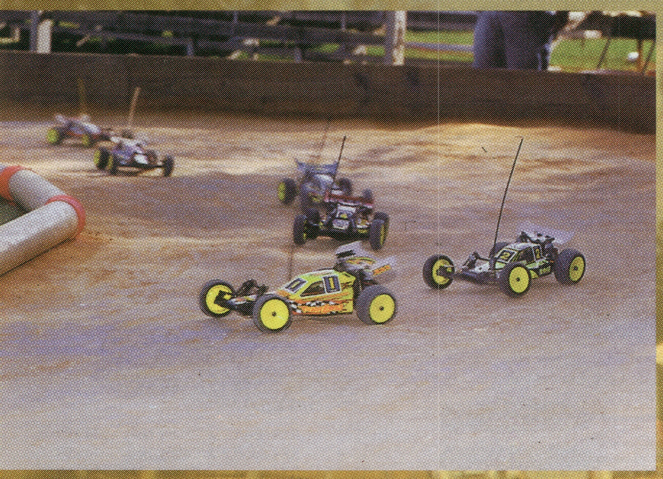

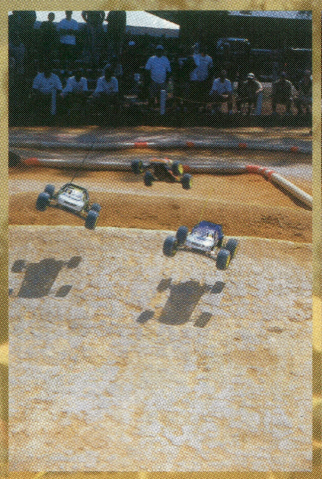



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WINTER





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CHAMPIONSHIPS

This year Tampa was host of the Super Bowl; unfortunately this year's Super Bowl blew. Fortunately, one thing that's always guaranteed not to blow in Tampa is the Winter Championships electric off-road race. The field consisted of Americans from all across the country and drivers from Europe. For the first time, this year's race instituted hand-out tires from the major race sponsor, Team Losi. How would blue tires, beautiful weather, and a hardcore track affect this year's race? Let's find out.

by Mike Velez

No Florida recounts at this race. The winners were clearly defined.

Format

As always, the classes included 2WD Stock, Truck Stock, 2WD Modified, 4WD Mod, and Truck Mod. This year, both handout motors and tires were given to the stock class participants. The handout motors were Peak Spitfire 24º rebuildable stock motors. Team Losi furnished racers with their Dirt Spec blue tires that come with that unique, inexplicable smell. Drivers were given one full set of tires with every entry and were allowed to purchase up to two full sets of additional tires.

Drivers were awarded points for their qualifying times within each round. Each driver's best two out of three points totals were added to determine qualifying order. Between each and every race, the track crew went to the trouble sweeping and blowing off the track. This helped keep times consistent throughout the weekend.

Truck Modified

Mod truck is always a very fun race to watch. Drivers can get away with a lot more in terms of door banging than they can in the other classes. The large tires absorb a lot more of the grunt of racing than the buggies do. After a false start Jukka was in the lead, but that didn't last for long. Early in the race Travis Amezcua broke and was out. Soon after that Jukka grabbed onto the lead and didn't want to let go. Ryan Eckert was having a good run until the last lap when he fell from 5th to 8th thanks to a minor crash. On the last lap, Easton and Jukka hooked up. This let Dunbar sneak by and pick up the win. Jukka and Easton finished 2nd and 3rd.

In the second leg, Jukka checked out and led wire-to-wire. The real battle was for second between Dunbar, Kinwald, Montgomery, and Hodapp. It was a pretty good race. The trucks bashed back and forth each driver getting a taste of second at one point during the race. When it was over the difference between 2nd and 5th was less than three seconds. Montgomery took 2nd, Hodapp 3rd, Dunbar 4th and Kinwald 5th.

Going into the third leg Jukka was the heavy favorite to take the win thanks to a 2nd and 1st place finish in the previous races. Like the previous race the competition was tight. Only this time there was no Jukka to been seen the second half of the race. He was in second until a crash put him in 7th for good. Kinwald was the man in this race. He got into first and stayed there. Although JR Mitch was all over Brian like bad rash – you know, the kind of rash you get when you're trying on bathing suits at the second hand store – and right behind Mitch was Billy Easton who challenged the entire race. Marcus Luebke had qualified in 4th and had high hopes after being in 3rd after the first lap. From there a mistake took him to 9th place; that was too much to overcome. When all was said and done, the top three were less than a second apart from each other. Kinwald took the win, Mitch was in 2nd, and Easton in 3rd. Even though Jukka finished in 7th, his previous race performances were enough to give him the overall win.





Mike, we send you out with the big camera and this is what you bring us back?

TOP 5 Truck Modified



Jukka Steenari

Finished: 1st; **Qual:** 1st
Car: Losi XXX-T; **Motor:** Orion 9x1; **Battery:** Orion; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

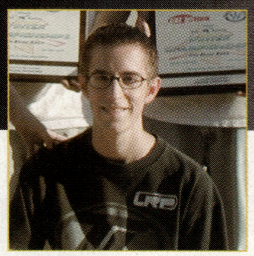
Jukka lead for most of the first leg, but finished in 2nd behind Dunbar. In the second race, Jukka led from start to finish. In the third leg, he finished in 7th, but his 1st and 2nd place finishes gave him enough points for the overall win.



Brian Kinwald

Finished: 2nd; **Qual:** 3rd
Car: Losi XXX-T; **Motor:** Trinity 9x1; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

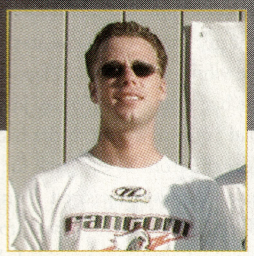
In the first leg Brian had a bad race. After the first lap he was in 9th. After the second lap he was in 1st. That's how tight the race was. But, after that second lap he slowly fell behind and ended up finishing in 9th place. In the second race things got a little better; he finished in 4th. For the final leg, Brian came through with a win after leading from the third lap on.



Dave Montgomery

Finished: 3rd; **Qual:** 7th
Car: Losi XXX-T; **Motor:** Orion 11x2; **Battery:** Orion; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

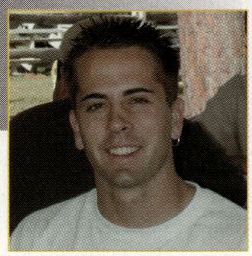
Dave's first race was wild. He bounced around for most of the race between 5th and 8th. When it was over he finished in 4th. For the second race Dave was on a tear. After being in the middle of the pack for most of the race, a few key mistakes by Dunbar and Hodapp let Dave sneak into 2nd. For the final race Dave was back in the pack and finished in 5th.



Brian Dunbar

Finished: 4th; **Qual:** 8th
Car: Losi XXX-T; **Motor:** Fantom 11x2; **Battery:** SMC; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Brian was a stud in the first race. He, Jukka, and Easton battled for most of the race. Towards the end Easton and Jukka crashed and Dunbar held on for the win. In the second race, Brian was right in there until the last couple of laps were a bobble on one of the jumps cost him. Brian finished the third race in 5th. In the third race, Brian had too much bad luck and couldn't finish better than 6th.



Billy Easton

Finished: 5th; **Qual:** 4th
Car: ASC T3; **Motor:** Reedy 10x2; **Battery:** Reedy; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** ASC; **Radio:** Airtronics

Billy was among the leaders in the first race and finished in 3rd. In the second leg Billy fell behind early in the race and couldn't catch up. He finished the second leg in 6th. In the third leg, he was back in the hunt for the lead but like the first race, could do no better than 3rd.

BACK 5 Truck Modified

Scott Brown

Finished: 6th
Qualified: 10th
Car: Losi XXX-T; **Motor:** Trinity 10x2; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** JR Racing

JR Mitch

Finished: 7th
Qualified: 8th
Car: ASC. T3; **Motor:** Reedy 10x5; **Battery:** Reedy; **Esc:** LRP; **Tire Fr/R:** Pro-Line; **Body:** Pro-Line; **Radio:** Hitec

Greg Hodapp

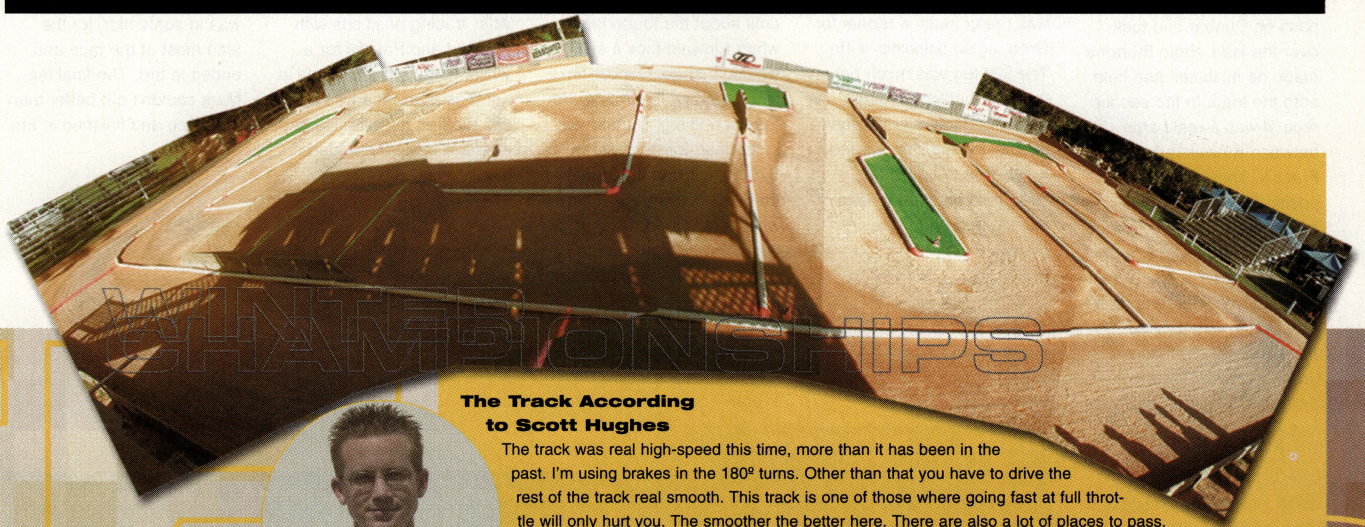
Finished: 8th
Qualified: 5th
Car: Losi XXT; **Motor:** Peak 10x2; **Battery:** Peak; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Travis Amezcua

Finished: 9th
Qualified: 9th
Car: ASC T3; **Motor:** Peak 10x2; **Battery:** Peak; **Esc:** Novak; **Tire Fr/R:** Pro-Line; **Body:** Pro-Line; **Radio:** JR Racing

Ryan Eckert

Finished: 10th
Qualified: 6th
Car: Losi XXX-T; **Motor:** Peak 10x2; **Battery:** Peak; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics



The Track According to Scott Hughes

The track was real high-speed this time, more than it has been in the past. I'm using brakes in the 180º turns. Other than that you have to drive the rest of the track real smooth. This track is one of those where going fast at full throttle will only hurt you. The smoother the better here. There are also a lot of places to pass. Since you don't have to drive the track full speed, lots of guys have the ponies to pass when they get the chance. It's a fast track and it suits everyone. There's nothing technical about it. Earlier in the week, the large triple was a problem because the wind would catch the cars and screw everybody up. One last thing that I really like about this track is the dust on the track isn't too fine so it doesn't work its way into anyone shocks. Less maintenance is needed at this race.

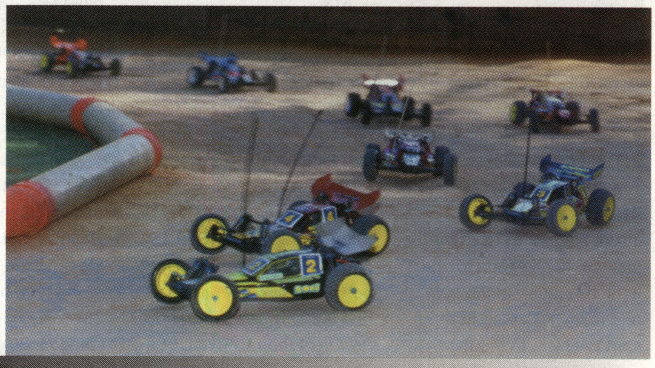
Pictures of Degani's foot? If you weren't the boss, we'd fire you.

2WD Modified

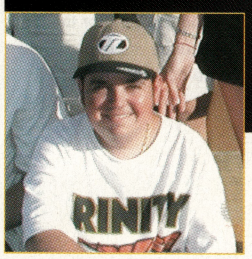
In the first leg Brian Dunbar got the edge on the start and settled in front of Kinwald for a little while. On the third lap, Kinwald took over Dunbar's position. At the beginning of the race, Jason Coral was in the thick of things but a bad crash sent him to the back of the line early. Billy Easton was also near the front of the pack for a time, but lost positions after attempting an aggressive pass on Dunbar. The real hero of this race was Dave Montgomery. Dave moved up to the 3rd spot the hard way – by starting in the 9th position and slowly passing drivers here and there.

The second leg was as tight as any race I've seen. Francis, Kinwald, Pavidis, and Hodapp vied for position from the start to the end. Coral was in 3rd on the second lap but a bad crash put him at the back of the pack quickly. The same was true for Dunbar who was in 1st at a time, but was sentenced to last on the next lap. At the back of the pack Scott Brown, Dunbar, Coral and Easton swtiched positions. When it was over Francis took over 1st on the last couple of laps with Kinwald in 2nd, Pavidis in 3rd, and Hodapp in 4th.

The third leg was a lot like the second where nobody wanted the lead. Hodapp, Kinwald, and Dunbar traded the lead a number of times, but when the buzzer rang it was Hodapp who was in possession of the coveted spot. Kinwald and Dunbar finished 2nd and 3rd.



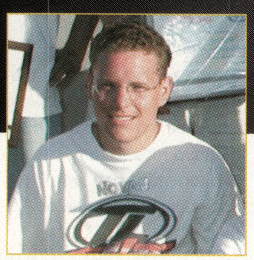
TOP 5 2WD Modified



Brian Kinwald

Finished: 1st; **Qual:** 1st
Car: Losi XXX; **Motor:** Trinity 10x2; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

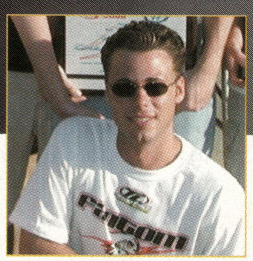
In the fist race, Brian got a great start along with TQ Brian Dunbar. On the fourth lap, Kinwald put a sweet pass on Dunbar and took over the lead. From there he made no mistakes and held onto the lead. In the second race, it was a real battle between Kinwald and Matt Francis. They exchanged positions, but when the buzzer went off Francis was in the lead. Kinwald would have to settle for 2nd. When the third leg came around it was still anyone's race. Almost the entire race was a three-way battle for the lead between Dunbar, Kinwald and Hodapp. Kinwald finished this third leg in second, but since Francis finished in 5th Brian Kinwald had enough points to give him the overall win.



Greg Hodapp

Finished: 2nd; **Qual:** 5th
Car: Losi XXX; **Motor:** Peak 11x2; **Battery:** Peak; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

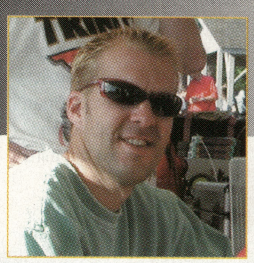
In the first leg, Greg was in the middle of the pack the whole way. He finished the race in 4th. The second leg was pretty much a repeat for Greg, again finishing in 4th. The last leg was much better. After battling through traffic, he took over the lead despite having Dunbar and Kinwald both on his tail. Greg held onto 1st to take the win and 2nd place overall.



Brian Dunbar

Finished: 3rd; **Qual:** 1st
Car: Losi XXX; **Motor:** Fantom 12x2; **Battery:** SMC; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Brain had high hopes due to his TQ. In the first leg, he and Brian Kinwald battled for the lead. Dunbar held onto it until about the fourth lap when Kinwald took it and wouldn't let go. Dunbar finished the first leg in 2nd. For the second leg, Dunbar was in the lead for the first lap but a bad crash put him at the back of the pack. That was too much for Dunbar to overcome. He finished the second leg in 7th place. The third leg was a barn-burner and Dunbar was in the thick of things. He finished that race in 3rd and took 3rd overall.



Matt Francis

Finished: 4th; **Qual:** 4th
Car: Losi XXX; **Motor:** Trinity 10x2; **Battery:** Trinity; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** JR Racing

Matt's first race was tough. He battled around the back but finished in 6th. His second race was much better. After trading positions with Kinwald and Pavidis for a while, he finished the race in 1st. The third race was much like the first for Matt. He had 4th for a while but ended in 5th.



Mark Pavidis

Finished: 5th; **Qual:** 8th
Car: ASC B3; **Motor:** Reedy 11x2; **Battery:** Reedy; **Esc:** LRP; **Tire Fr/R:** Pro-Line; **Body:** Pro-Line; **Radio:** Airtronics

The first race was middle of the pack for Mark, and he finished in 5th. The second race was a lot better. He was in contention for the lead most of the race and ended in 3rd. The final leg Mark couldn't get better than 5th place and finished in 6th.

BACK 5 2WD Modified

Dave Montgomery

Finished: 6th
Qualified: 10th
Car: Losi XXX; **Motor:** Orion 13x2; **Battery:** Orion; **Esc:** GM; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Scott Brown

Finished: 7th
Qualified: 8th
Car: Losi XXX; **Motor:** Trinity 11x2; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** JR Racing

Hubert Honigi

Finished: 8th
Qualified: 5th
Car: Losi XXX; **Motor:** LRP 11x2; **Battery:** LRP; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Billy Easton

Finished: 9th
Qualified: 9th
Car: ASC B3; **Motor:** Reedy 10x4; **Battery:** Reedy; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Pro-Line; **Radio:** Airtronics

Jason Corl

Finished: 10th
Qualified: 6th
Car: Losi XXX; **Motor:** Orion 11x3; **Battery:** Orion; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Kinwald proved once again why it's the "Kinwald Edition" XXX.

4WD Modified

At the start of the race the top two spots were as qualified, while farther back Brian Dunbar and Jimmy Babcock battled through the pack and were in the hunt for third. That lasted until Babcock fell back and Brian Dunbar moved into fourth. The top four stayed in that order for most of the race. Hubert Honigi was out early thanks to a broken suspension arm. On the very last lap, there was some excitement when Dunbar put the moves on Teemu and passed him on the last turn.

In the second leg, the leader was once again Steenari who, when in the lead, doesn't let go. At the start of the race, Leeino had a bad start and fell to the back. That let Matt Francis pull into second where he stayed until the end. Scott Brown also benefited from Leeino's mistake and settled into third. That's where they would finish the race. There wasn't really much passing in this race.

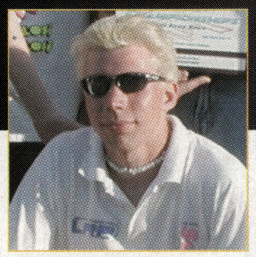
With the overall win already wrapped up Jukka sat this one out. Like the second leg there wasn't much passing in this one either. Once everybody got into their groove that was it. The only real pass was on the last lap when Kinwald moved past Brown on a jump. The top three for the last race were Leeino, Francis and Kinwald in that order.



TOP 5 4WD Modified



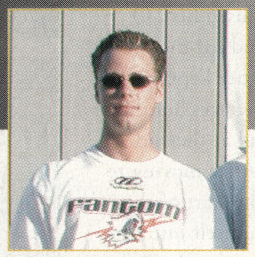
Jukka Steenari
Finished: 1st; **Qual:** 1st
Car: Losi XX4; **Motor:** Orion8x1; **Battery:** Orion; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics
Outside of Finland I can't imagine that this isn't Jukka's favorite track. Jukka knows how to lead and how to win here. In the first two legs of the A-Main, Jukka led every lap, which gave him the overall win and he sat out of the third race.



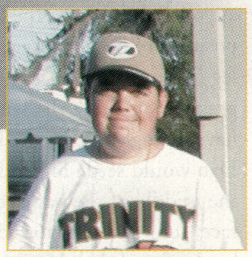
Teemu Leeino
Finished: 2nd; **Qual:** 2nd
Car: Schumacher; **Motor:** Orion 9x1; **Battery:** Orion; **Esc:** LRP; **Tire Fr/R:** Pro-Line; **Body:** Schumacher; **Radio:** Airtronics
In the first leg, Teemu was in 2nd behind countryman Steenari until the last lap when he let Brian Dunbar get by. Teemu ended up 3rd in the race. In the second leg, Teemu didn't do so well. He was in the middle of the pack at the start of the race, but fell back into 9th and stayed there. In the final leg, Teemu led every lap of the race and got the win.



Matt Francis
Finished: 3rd; **Qual:** 3rd
Car: Losi XX4; **Motor:** Trinity 10x2; **Battery:** Trinity; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** JR Racing
In the first leg of the A-Main, Matt got stuck in the middle of the pack and didn't get above 5th place; that's where he finished the first race. The second leg was much better for Matt. He settled into second place behind Jukka for most of the race and ended in 2nd. The third leg was much like the second, only it was Teemu Leeino in front of him in 1st. Matt ended up with 2nd overall with the two 2nd place legs.



Brian Dunbar
Finished: 4th; **Qual:** 7th
Car: Losi XX4; **Motor:** Fantom10x2; **Battery:** SMC; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:**Airtronics
Brian battled the entire first race for the lead. Brian, Jukka, Teemu and Brian Kinwald all were jockeying for position. On the final lap, Brian hit Teemu and showed lots of class by pulling over and waiting for Teemu to pass him. After that Brian passed Teemu cleanly and ended the race in 2nd. In the second leg, Brian was in 6th at the start of the race. He quickly moved into 4th, but couldn't go any higher. He finished the second race in 4th. For the final leg, Brian just couldn't find that fire he had in the first leg. Brian couldn't break through the pack and finished in 6th.



Brian Kinwald
Finished: 5th; **Qual:** 9th
Car: Losi XX4; **Motor:** Trinity 9x1; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Novak; **Body:** Losi; **Radio:** Airtronics
Starting in the 9th spot didn't stop Brian. By the third lap, he had already moved into the 4th spot. However, that's as high as he would go in the first race. Brian's luck wasn't so strong in the second race. Brian couldn't get through traffic and ended the race in 8th. The third leg went a little better. Brian ran most of the race in 4th until the last lap when he got by Scott Brown and finished in 3rd.

BACK 5 4WD Modified

Scott Brown
Finished: 6th
Qualified: 5th
Car: Losi XX4; **Motor:** Trinity 10x2; **Battery:** Trinity; **Esc:** Novak; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** JR Racing

Marcus Luebke
Finished: 7th
Qualified: 4th
Car: Schumacher; **Motor:** Orion 9x1; **Battery:** Orion; **Esc:** CS Racing; **Tire Fr/R:**Pro-Line; **Body:** Schu; **Radio:** Airtronics

Dave Montgomery
Finished: 8th
Qualified: 6th
Car: Losi XX4; **Motor:** Orion 10x2; **Battery:** Orion; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Jimmy Babcock
Finished: 9th
Qualified: 8th
Car: Losi XX4; **Motor:** Orion 9x1; **Battery:** Orion; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Hubert Honigi
Finished: 10th
Qualified: 10th
Car: Losi XX4; **Motor:** LRP 10x2; **Battery:** LRP; **Esc:** LRP; **Tire Fr/R:** Losi; **Body:** Losi; **Radio:** Airtronics

Just as the Russians dominated hockey for a time, the Finnish dominate 4WD.

2WD Stock

Leg One • Seeing as how Jeremy Kortz and Greg Degani normally place high in the modified ranks they were odds on favorites in 2WD Stock. In the first race, however, it was John Walters who lead from flag to flag. He finished the race with a slim 2 second lead in front of Greg Degani who finished in 2nd and Jeremy Kortz in 3rd.

Leg Two • In the second race, it was all about Dan Rodriguez who had finished in 8th in the first race. After getting a clean start, Dan managed to get into the lead on the second lap. From there he checked out and beat the buzzer, managing to get an extra lap on the field. Greg Degani couldn't beat the buzzer and had to settle for 2nd. Jeremy Kortz finished right behind in 3rd.

Leg Three • In the final leg, it was still anyone's race. Kortz finally used his TQ position to his advantage and led the third leg flag to flag. Dan Rodriguez kept the pressure on Kortz the whole race, but didn't have enough to take the lead at the end. Dan would settle for 2nd. After moving to the middle of the pack at the start of the race, John Walters slotted himself into 3rd by the fourth lap. He managed to hold that position until the end. In the end thanks to a 1st and 2nd placing Dan Rodriguez took the overall win. Jeremy Kortz finished in 2nd and John Walters took home 3rd.

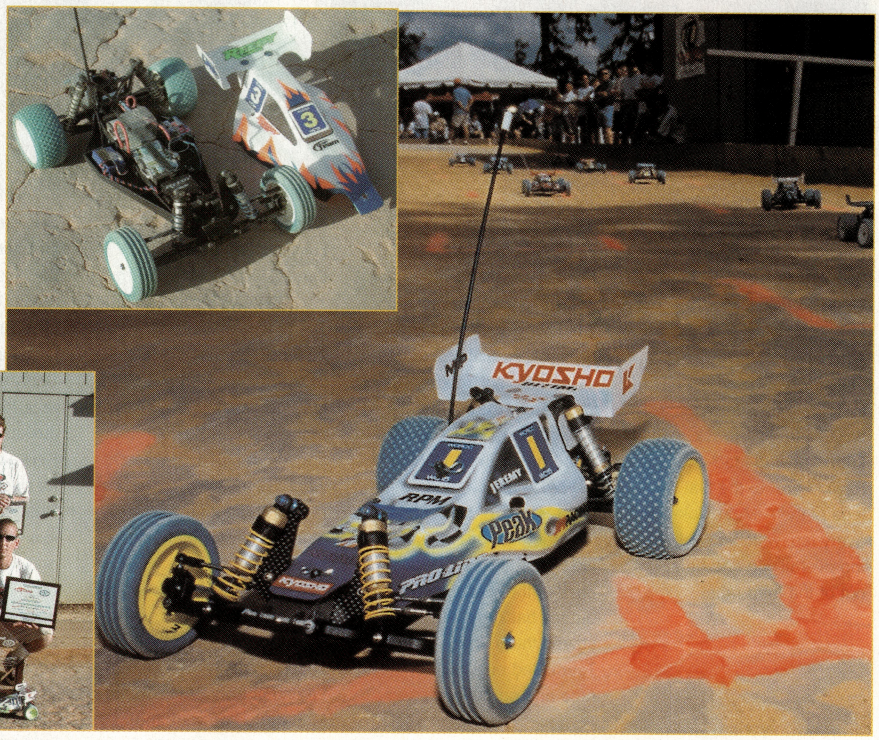
Behind The Scenes



• This year's race was pretty tame compared to those of years past. No police or park ranger intervention was required. However, there was a freak show nearby. Greg Degani made a killing off the locals by showing off his soon-to-be-amputated big toe. Racers took up a collection more than once to bribe Greg to show it off. As you can see in the photos, medical attention is sorely needed. The drivers union is rumored to be using Greg as a poster boy for their lobbying effort to provide R/C drivers with health insurance.

• From R/C racing, the sport of trash can basketball has evolved. The rules are simple. Place a trash can next to the door of a regulation-size motel room and mark off a line twenty paces away. Grab regulation-size tires and wheels with foam installed and take turns shooting baskets. Every player antes in a set amount of cash and the first one to sink ten wins the pot. Scott Hughes was the big winner on this trip taking in a cool $135 from unsuspecting racers. Rumor has it that back at Pro-Line Scott has a regulation-size trash can basketball court setup.

• Once again, my advice to you, never buy a rental car. This reporter along with a rival reporter had our vehicle's interiors nearly completely disassembled while in use. Unfortunately, CA glue was needed for repair.





2WD STOCK RESULTS

F	Q	Driver	Buggy	Motor	Battery	ESC	Tires (F/R)	Body	Radio
1	3	Dan Rodriguez	Associated B3	Peak (Handout)	Trinity	LRP	Losi (Handout)	Pro-Line	Airtronics
2	1	Jeremy Kortz	Kyosho	Peak (Handout)	Peak	Novak	Losi (Handout)	Kyosho	JR Racing
3	2	John Walters	Team Losi XXX	Peak (Handout)	Fantom	LRP	Losi (Handout)	Losi	Airtronics
4	4	Greg Degani	Kyosho	Peak (Handout)	Orion	LRP	Losi (Handout)	Kyosho	Futaba
5	9	Leon McIntosh	Associated B3	Peak (Handout)	Reedy	LRP	Losi (Handout)	Pro-Line	Airtronics
6	6	Dave Henry	Kyosho	Peak (Handout)	N/A	Novak	Losi (Handout)	Kyosho	Futaba
7	5	Alex Sturgeon	Team Losi XXX	Peak (Handout)	N/A	Novak	Losi (Handout)	Losi	Airtronics
8	7	Andy Smolnik	Kyosho	Peak (Handout)	Trinity	LRP	Losi (Handout)	Pro-Line	Futaba
9	10	Greg Pownie	Team Losi XXX	Peak (Handout)	SMC	LRP	Losi (Handout)	Losi	KO Propo
10	8	Brian Chassanoil	Team Losi XXX	Peak (Handout)	Peak	LRP	Losi (Handout)	Losi	Airtronics

When Greg goes out on dates he asks girls "Wana see my big toe?"

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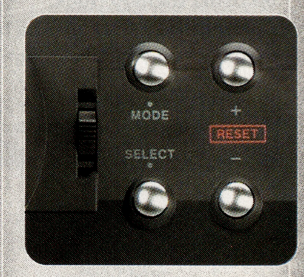

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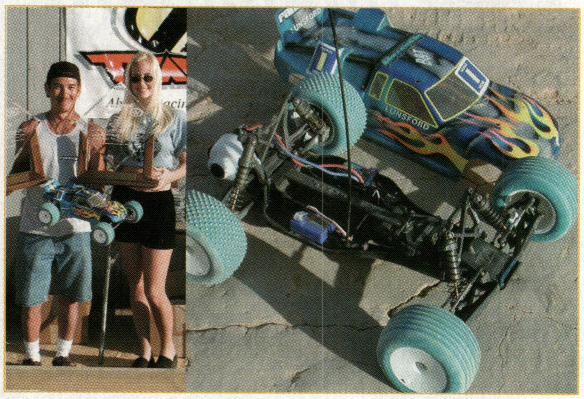
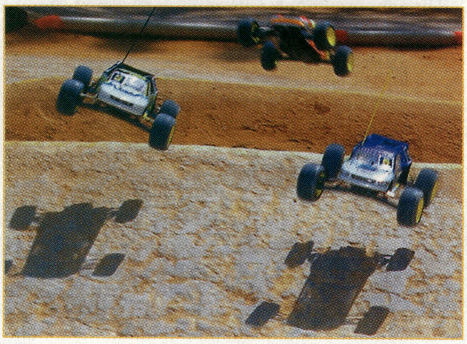




Top: Stock Truck Winners
Middle: Winner John Walters with trophy girl and a close up of his winning truck.
Bottom: "He's back and he brought a camera. Cover your mouth when you talk (cough, cough)."

Truck Stock



Leg One • At the start of the race, James Ingram didn't get to finish a single lap thanks to a broken left front tie-rod. The first race was all about John Walters. He got into the lead early and never looked back. The racing was very close however. Jim Myers and Kyle Skidmore were tight behind John and traded positions for a while. When the buzzer sounded, Walters picked up the win with Myers in 2nd and Skidmore in 3rd.

Leg Two • From the start of the race Walters and Jarred Scott were trading positions back and fourth. One jump would have Jarred in the lead, then on the following turn Walters would take the lead right back. Their lap times were nearly identical. As those two battled it out, there was a strong battle for 3rd between Skidmore, Travis Scrambling, and Andy Smolnik. Near the end of the race the race was so tight it was a drag race down the straightaway for the win. John Walters finished just 0.20 seconds ahead of Jared Scott. Transponder position on the trucks could have changed the outcome. Andy Smolnik won the battle for third.

Leg Three • With Walters winning the first two legs he sat out of the third race. The absence of Walters helped Jim Myers get a well-deserved win. Jim lead from the first lap to the last and managed to put 7 seconds between himself and second place – a wide margin considering how close the racing was all weekend long. Jarred Scott and James Ingram duked it out until the end and it was Scott getting the edge at the end. He beat Ingram in the race for second by 1 second. Overall the it was John Walters in 1st, Jim Myers in 2nd, and Jared Scott in 3rd.

In the End

Despite attendance being down slightly, this year's race didn't disappoint. Jukka Steenari showed everyone why he's a world champion by not only winning 4WD, in which he's a favorite, but also Modified Truck, a class he only races once a year. Brian Kinwald staked his dominance in the class that's made him famous. And a number of new drivers helped themselves by making a name at a big race like this. In the stock classes, John Walters and Dan Rodriguez proved that "Joe Racer" can still compete against some of the big boys. The handout tire experiment is working. Blue Dirt Spec tires kept the stock racing close and consistent. Kudos to the track crew for running a tight ship and keeping things running on time, not to mention blowing and sweeping the track between each and every run. The 15th running of this prestigious race is in the books.

TRUCK STOCK RESULTS

F	Q	Driver	Buggy	Motor	Battery	ESC	Tires (F/R)	Body	Radio
1	1	John Walters	Team Losi XXXT	Peak (Handout)	Fantom	LRP	Losi (Handout)	Losi	Airtronics
2	5	Jim Myers	Team Losi XXXT	Peak (Handout)	Trinity	Novak	Losi (Handout)	Losi	Airtronics
3	2	Jared Scott	Associated T3	Peak (Handout)	Reedy	LRP	Losi (Handout)	Pro-Line	Airtronics
4	8	Andy Smolnik	Kyosho	Peak (Handout)	Trinity	LRP	Losi (Handout)	Kyosho	Futaba
5	4	Kent Hendrick	Associated T3	Peak (Handout)	World Class	LRP	Losi (Handout)	Pro-Line	Airtronics
6	6	Travis Scrambling	Associated T3	Peak (Handout)	Reedy	LRP	Losi (Handout)	Pro-Line	Airtronics
7	3	Kyle Skidmore	Associated T3	Peak (Handout)	Reedy	LRP	Losi (Handout)	Associated	JR Racing
8	9	James Ingram	Associated T3	Peak (Handout)	World Class	LRP	Losi (Handout)	Pro-Line	Airtronics
9	10	Caleb Ohara	Associated T3	Peak (Handout)	Reedy	LRP	Losi (Handout)	Pro-Line	Airtronics
10	7	Joe Pillars	Team Losi XXXT	Peak (Handout)	Fantom	LRP	Losi (Handout)	Losi	Hitec

Joe finishes 10th in Stock Truck. Next thing you know he's working at *Xtreme*.

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MX1028 This is a light weight shock wer for the E-Maxx, you need 2 for each uck.(also fits the T-maxx) $30.00

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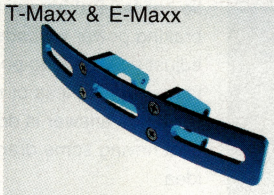
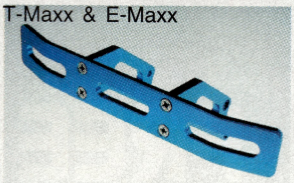


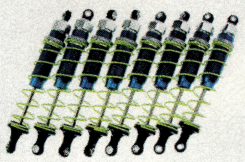
EMX1330F This bumper is light weight for the E-Maxx but it will fit the T-maxx too. $25.00

T-Maxx & E-Maxx



EMX1330R An economic solution that is also light weight. Ideal for the E-Maxx but will work well for the T-Maxx. $25.00

T-Maxx & E-Maxx



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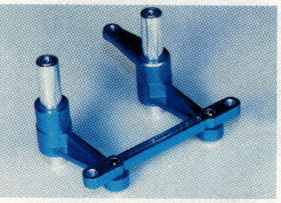

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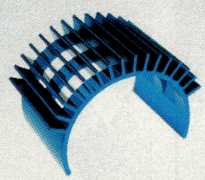

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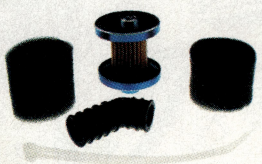

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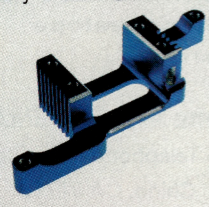

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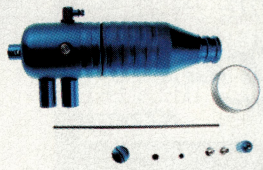

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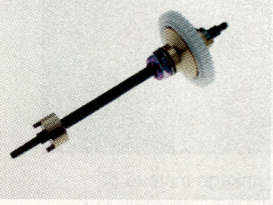

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Kyosho Mini-Z



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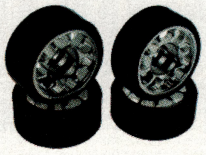
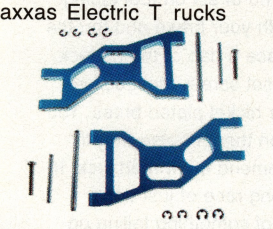
MZ2049 Steering bar connects front wheels to steering servo. Gold anodized only. Includes one piece. $20.00

Kyosho Mini-Z



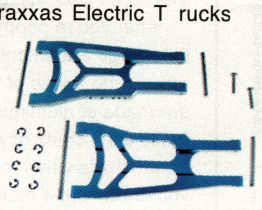
MZ011FRTW-2 All wheels are chrome silver. Set includes two 10mm front and two 11.5mm rear. Features P2 compound rubber tire. $40.00

axxas Electric T rucks



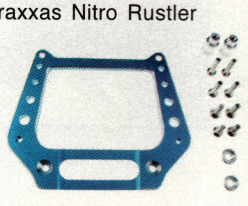
1055 Front lower control arm includes w pins and clips. Blue anodized minum only. $35.00

Traxxas Electric T rucks



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

Traxxas Nitro Rustler



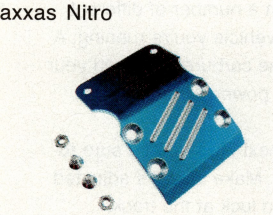
RN1028 Blue anodized alloy front shock tower for Nitro Rustler. $25.00

Traxxas Nitro



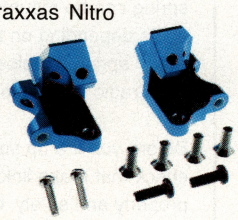
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary to install. Blue only. $25.00

axxas Nitro



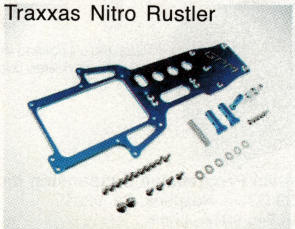
1003 This skid plate will allow you to tall one of our RGT03 or RGT03W npers This part is available in blue only. .00

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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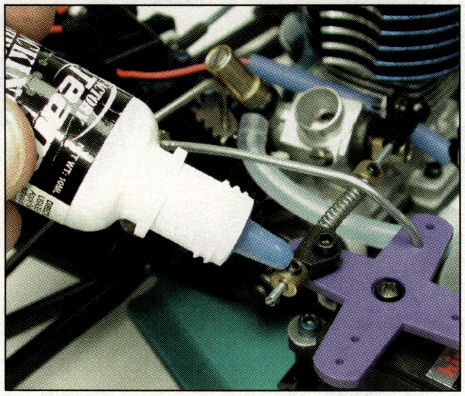
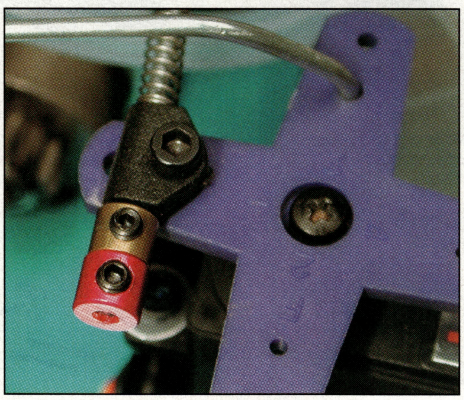
continued from page 38

tle harder. But be aware that in a long race your braking power will fade slightly and you'll need to adjust your braking point during the race. And as far as running less or no drag brake on your truck, the answer is don't. Unless you're on an oval having some drag brake is always a good idea.

Linkage

Most vehicles come with springs in their linkage. Springs work great under most conditions. In the magazines sometimes you'll see some of the pro





guys using fuel tubing for linkage instead of springs. Both do essentially the same job, but fuel tubing is fool proof. A big glob of mud can cause a spring not to work as designed, whereas that same glob will have no effect on fuel tubing.

After you're happy with your brake and throttle linkage go ahead and place a dab of thread lock around the edges of the set screw. Most collars are made of aluminum or nickel plated brass. You really can't crank down on them or else they'll brake, that's why I recommend the thread lock. If you're running a really long race of just don't want to take the chance of something failing go ahead and place another collar behind the functioning one. Lastly make sure that you're always running a return spring on your vehicle. A return spring can be mounted in a number of different spots depending on the vehicle you're running. A return spring will close the carburetor should your car's radio system loose power.

Before you fire up your next nitro ride be sure to check that brake linkage. Make sure it's adjusted properly and safely. Good luck at the track.



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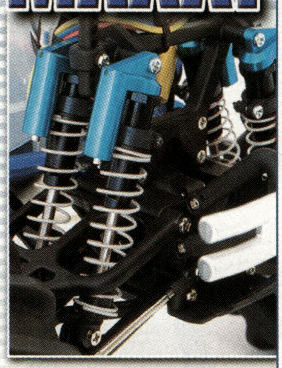
Take it to the MAXX!

New shock kit for T-MAXX and E-MAXX!.



The Ultimate T-MAXX/E-MAXX Shock Absorber Kit includes a complete set of 8 EDC-2 shocks with reservoirs and springs. These special progressive rate springs were developed specifically for the T-MAXX and E-MAXX. EDC-2 Shocks feature massive 3/16" diameter shafts, 4-position external damping adjustment and our race proven Piggyback reservoirs.

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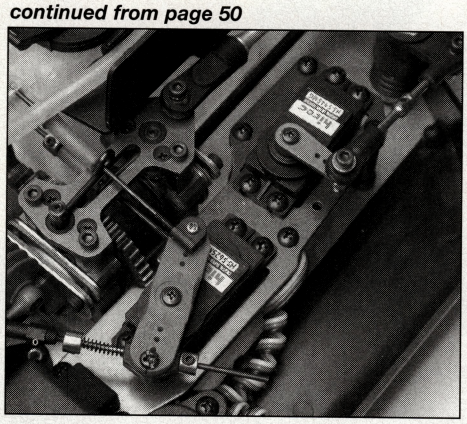

Hitec includes some usable servo horns with all of these servos.

Testing

We tested all four servos over the course of a couple weeks. With the 5645MG installed in a Losi XXX-T we went out to Hot Rod Hobbies in Saugus, CA for a night of modified and stock truck racing. On the work bench the servo's speed didn't seem spectacular, but rather average (remember, this is the high-torque one). On the track it was a different story. From center the servo felt like a bullet. On hard turns with the modified motor churning not once did we notice the wheels wanting to come back straight, until we wanted the wheels to straighten out. Unfortunately a few times our truck was up against the pipes. The servo had so much strength that we were able to wiggle the wheels enough to push the truck away from the pipes, not need a turn marshall.

After Mike Henry was done with the Mugen Worx in this issue we slapped in the 5945MG for the steering and the 5625MG for the throttle. The high-speed servo was almost too fast. Throttle response was quick when the servo speed was coupled with the slide carb. And from full speed to a stop the servo held firmly against the dual disk brakes. For steering the 5945MG was faster than the 5645MG and gave us the same results as the 5645MG did on our truck. The steering servo also came back to center consistently throughout testing.

Conclusion

Hitec did their homework. These new servos are awesome. They provide plenty of speed, tons of torque, have plenty of holding power and are very quick to react from driver input. Hitec guarantees the gear trains in all four servos to be unbreakable and the rest of each servo carries a 2 year warranty. All this at Street prices below the competition. We've got to give these servos a 10.

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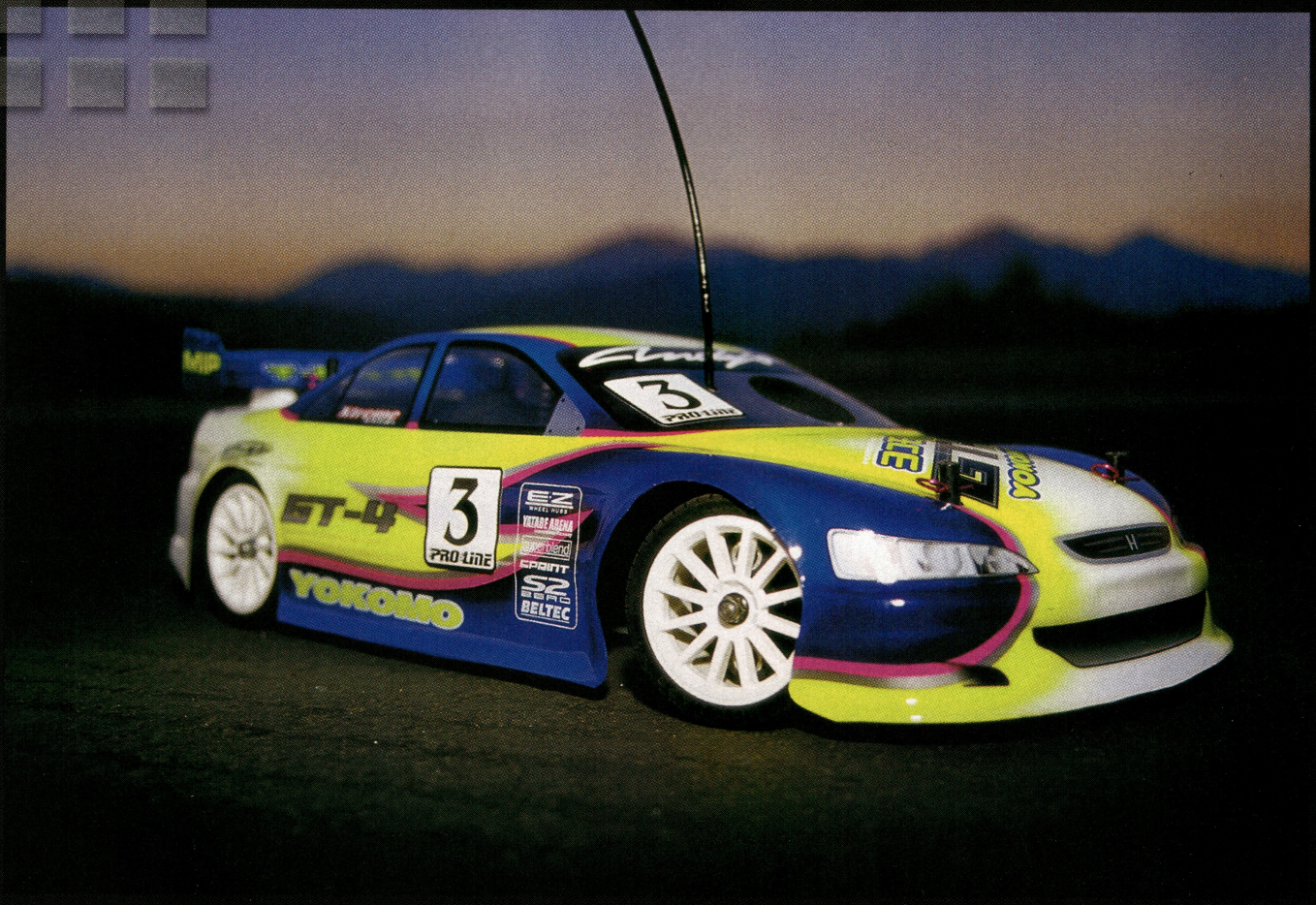

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Greg Degani ended up wining the 1/8-scale buggy class after this photo was taken.

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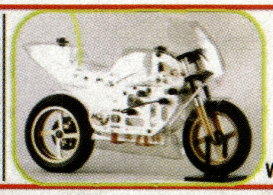

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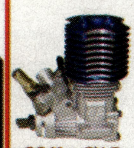

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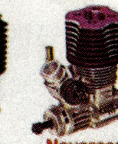

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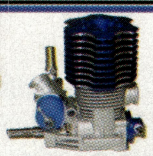

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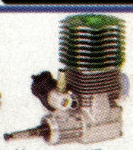

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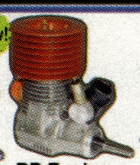

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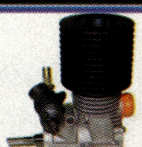

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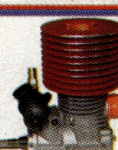
Europa S7 $209.99



RB Engines
Worlds S7 $249.99



RB Engines
Worlds C4 $289.99

*Kits may not come with everything shown in picture



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Team Associated RC10GT RTR
* Fully Assembled And Ready To Run! Just Add Fuel And Batteries
* High Quality 2-Channel Radio System Installed
* Powerful Pullstart Associated .15 Engine Installed
* Body Pre-Painted And Trimmed
* Shares Most Standard GT Replacement Parts



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"Factory Team" RC10GT
* New Blue Anodized Chassis, Tuned Pipe, Manifold & Titanium Turnbuckles
* Graphite Shock Towers
* Sealed Ball Bearings
* MIP CVD's
* Pro-Line Racing Tires & Ford Truck Body



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Team Losi XXX-NT
* New Thick Aircraft Aluminum Countersunk Chassis
* Super Low-Profile Transmission W/Disk Brake
* New "XXX" Technology Suspension
* Rugged Battery Box/Bumper
* Adjustable Engine Mounts
* New Monster Ball-Differential



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Thunder Tiger EB-4 Super Combo
EB-4 4wd 1/8 Scale Buggy
* Pre-Assembled
* Body Pre-Painted
* Hitec Radio System w/605 Steering Servo
* Pullstart Pro 21 Engine
* Fuel Bottle
* Glow Igniter
* 4-Way Wrench



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Thunder Tiger EB-4 Limited
All Features Of The EB-4 Kit Plus:
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* Universals-Front, Rear & Center
* F/R Sway Bars
* 3 Sets of Tuning Springs
Ergal Parts(7075 Alum.)
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* Ball Bearing Steering
* Shock Towers
* Lower Suspension Plates
* Front Upper Susp. Mounts



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* Steel Main Gear
* Alum. Suspension Mounts
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* Upper Alum Torque Rods
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reader SURVEY

Fill it out and win a Traxxas Nitro Rustler!

Hurry, surveys must be in before June 30 2001!

About You

First Name:_____
Last Name:_____
Address:_____
_____
City:_____
State:_____ ZIP:_____
email:_____
phone:_____
winner will be notified by phone
Age:_____ Sex:_____

1. Education:
❑ Student
❑ High-school grad
❑ Some college
❑ college grad

2. Marital status:
❑ married
❑ single

3. Total household income:
❑ Under $15k ❑ $15-30K
❑ $31-50K ❑ $51-60K
❑ $61-80K ❑ $81-100K
❑ over $100K

4. Where did you get this issue of ***Xtreme***:
❑ Hobby Store ❑ Book Store
❑ Grocery Store ❑ Newsstand
❑ Subscription

5. How long have you been reading ***Xtreme***:
❑ First time
❑ A couple of issues
❑ About six months
❑ Over a year
❑ I can't remember back that far

6. How do you like the overall look and attitude of Xtreme R/C:
❑ You guys kick-ass
❑ It's pretty cool
❑ I don't care for it too much
❑ You guys suck
❑ My mom won't let me read it.

7. When you buy a magazine what's most important to you: (pick all that apply)
❑ Quality of content ❑ Price
❑ Number of pages
❑ Amount of color pages
❑ Less ads ❑ More ads
❑ A good looking cover

8. What do you like best about ***Xtreme***: (pick all that apply)
❑ Reviews ❑ Inside Line ❑ Profiles
❑ Xtrastuffl ❑ How-To's ❑ Hook-Ups
❑ Scopes ❑ Technical articles
❑ Race coverage ❑ Buyers guides
❑ Cool little sidebars ❑ Mail Order Ads
❑ Our name ❑ The price
❑Other:_____
_____
_____

9. What do you NOT like about ***Xtreme***: (pick all that apply)
❑ Reviews ❑ Inside Line ❑ Profiles
❑ Xtrastuffl ❑ How-To's ❑ Hook-Ups
❑ Scopes ❑ Technical articles
❑ Race coverage ❑ Buyers guides
❑ Cool little sidebars ❑ Mail Order Ads
❑ Our name ❑ The price
❑ Other:_____
_____
_____

9a. Tell us exactly what you don't like about Xtreme:_____
_____
_____
_____

10. Will you purchase next month's issue?
❑ For sure ❑ Probably ❑ Not sure
❑ Probably not ❑ No way

11. Which of these other magazines do you read regularly?
❑ *R/C Car Action* ❑ *R/C Cars*

12. Do you have access to the internet?
❑ yes ❑ no

13. Have you been to ***Xtreme*** On-Line?
❑ yes ❑ no

14. Would you pay for access to a very good R/C car related website?
❑ yes ❑ no ❑ maybe

15. Indicate whether you agree or disagree with each statement.
• ***Xtreme*** is my favorite R/C magazine.
❑ agree ❑ disagree
• I read ***Xtreme*** cover to cover.
❑ agree ❑ disagree
• ***Xtreme*** influences my purchasing decisions. ❑ agree ❑ disagree
• I'm glad ***Xtreme*** does have mail order ads. ❑ agree ❑ disagree
• I wish ***Xtreme*** had more mail order ads.
❑ agree ❑ disagree
• I find the content in Xtreme offensive.
❑ agree ❑ disagree
• I enjoy Xtreme now more than before.
❑ agree ❑ disagree

16. How would you improve Xtreme?
_____
_____
_____
_____

17. If you read any R/C car magazines besides Xtreme, which one(s) and what do you like about them?
_____
_____
_____
_____
_____

18. What do you like best about *Xtreme*?_____
_____
_____
_____

19. How many people read this copy of *Xtreme:*
❑ Just me
❑ 1 other person
❑ 2 other people
❑ 3 other people
❑ 4 or more people

20. Where are your primary areas of interest? (check all that apply)
❑ Off-road buggy
❑ Off-road truck
❑ Off-road gas truck
❑ Off-road 1/8-scale buggy
❑ Mini
❑ Sedan
❑ Gas Sedan
❑ 1/10-scale oval
❑ 1/12-scale oval
❑ 1/5-scale
❑ 1/4-scale
❑ 1/10-scale gas on-road
❑ 1/8-scale gas on-road
❑ Drag

21. Are you a member of
❑ ROAR ❑ NORRCA

22. Do you race? ❑ Yes ❑ No

23. How often do you enter a race
❑ Weekly
❑ Bi-weekly
❑ Monthly
❑ Once in a while

24. How many cars do you own?
_____

26. How long have you been involved with R/C cars?
❑ less than 6 months
❑ 6 months to a year
❑ 1 to 2 years ❑ 2 to 4 years
❑ over 4 years

Electric

(answer the following questions if you own electric vehicle(s)

1. What brand of electric car(s) do you own?
_____
❑ Modified ❑ Stock ❑ Both

2. What brand of electric motor?
_____

3. What brand of batteries?
_____

4. What brand of ESC?
_____

A Nitro Rustler would be very cool.

reader SURVEY

5. What brand of charger?

6. What brand of motor cleaner?

7. What brand of dyno if you do use one?

8. What brand of connectors?

9. What brand of battery bars?

10. What brand of Pinion gears?

11. What brand of spur gear?

Nitro

(answer the following questions if you own nitro vehicle(s))

1. What brand of car or truck?

2. What scale?

3. What brand of fuel do you use?

4. What nitro percentage?

5. What brand of start box if you use one?

6. What brand of pipe?

7. What brand of glow plug?

Other Accessories?

1. What brand of radio do you use?

2. What brand of aftermarket wheels?

3. What brand of aftermarket aluminum?

4. What brand of aftermarket titanium?

5. What brand of tire glue?

6. What brand of tires?

7. What brand of aftermarket bodies?

8. What brand of bearings do you use?

9. What brand of tools do you use?

10. What brand of ball cups do you use?

11. What brand of tire sauce do you use?

12. Do you paint your own bodies If electric:
❑ Yes ❑ No

13. Do you primarily purchase from (check only one):
❑ Local Hobby Shop
❑ Mail Order Catalog
❑ On-Line
❑ All of the above

Thank you for taking the time to answer these quick questions for us. Photo copy or cut out this survey and send it in. You'll be entered to win a Traxxas Nitro Rustler. No purchase necessary. All entries must be post marked no later than June 30, 2001. Winner will be notified by telephone.

Please mail to:

Xtreme Survey
14175 Telephone Ave Suite O
Chino, CA 91710

You could win a truck!

Ad Index

Company	Page(s)
Airtronics	45
Associated Electrics	2,4,5,49,97
Atomic Hobbies	90
Bolink	51
Bruckner Hobbies	100,101
CVEC Inc.	48
Deans	67
DuraTrax	34
Ehobbbies	121
Futaba	55,109
Hardcore Racing	36,37
Hitec	62
Hobby Etc	111
HPI Racing	14,79
Integy Technologies	124
IRS Racing	54
Kimbrough	31
Kyosho	13
Lunsford	65
MIP	39
Mugen	8,9,75
National R/C	118
O'Donnell Racing	32
Parma	113
Peak	22,99
Powers Japan	64
Progressie Suspension	112
Pro-Line	29
Racers Edge	80,81
R/C Alley.com	113
Redmond Hobbies	38
Robinson Racing	18,19,91
RPM	28
SEI Racing	47
Serpent	85
SMC	21,114
Speedtechrc.com	78
TA Emerald	32
Tamiya	6,7,127
Team Losi	11,130,131
Team Orion	27
Thunder Tiger Racing	73
Traxxas	24,25
Trinity	3,132
Yokomo	23,89
XXX-Main	123

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This Month Featuring a Selection of our Gas Cars and Accessories

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- Blue Anodized
- Ball Bearing Stealth Transmission



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Item #1003-0824

▲ **CVD KIT for RC10T/GT w/1/4" AXLE**
by MIP
eHobbies price: $32.50
Item #1003-0596



◄ **Nitro RS4 RTR R/C Car W/ Dodge Viper**
by HPI
eHobbies price: $299.99
Item #1002-5772

FUEL 'EM UP



◄ **T-Maxx Nitro R/C Monster Truck**
by TRAXXAS
eHobbies price: $399.99
Item #1002-1661

NITRO RS4 ACCESSORIES

Nitro RS4 2 Speed Transmission, H.D.
by HPI
eHobbies price: $54.99
Item #1004-3502

Nitro Tuned Pipe/Header Set
by HPI
eHobbies price: $64.99
Item #1002-5676

T-MAXX ACCESSORIES

High Performance Clutch Kit, T-Maxx
by MIP
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Item #1006-0554

Steel Spur Gear 72T T-Maxx
by ROBINSON RACING
eHobbies price: $19.99
Item #1006-0546

HOP UPS, PARTS AND ACCESSORIES

Item #	Mfr./Description	Price
1004-6423	Ace Hobby - Smart Charge Fast Charger Conditioner	$74.99
1004-6295	Ace Hobby - 5 Cell, 6V. Hump Batt 1000 MAH, NiMH	$24.99
1004-6412	Ace Hobby - 5Cell, 6v. 1000Mah Flat Batt NiMH, JR	$24.99
1004-6421	Ace Hobby Glow Starter Quick Charger	$19.99
1004-3364	Associated Air Filter Oil	$2.50
1000-1369	Duratrax Nitro Starter Pack	$39.99
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1000-9155	Dynamite Blue Thunder Fuel 20%	$9.99
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1000-1520	Motor Saver Filters Super Duty Offroad Filter	$12.99
1004-0605	Mugen Pro 1/8 Off Road Starter Box	$79.99
1004-0606	Mugen On Road Pro Starter Box	$79.99
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1000-1523	OFNA Racing Car Stand Black	$14.99
1004-0650	O.S. Engines .21 RZ-V99B Buggy Engine	$279.99
1004-0991	O.S. Engines .21 RG-X (P) Engine, PS	$189.99
1006-0026	O.S. Engines - 12CV R 10A Slide Valve Carb. on road	$149.99
1000-0296	O.S. Engines - .12CV-X RC Car Engine, PS	$119.99
1000-0299	O.S. Engines .15 CV RC Car/Buggy Engine	$99.99
1004-0587	Paris Racing Products 1/8 Buggy Torque Pipe, for .21	$36.99
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BURN IT UP!



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◄ **TS-4 1/10 Nitro 4WD Mercedes w/ Engine**
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Item #1004-6172



◄ **EB-4 1/8 4WD Racing Buggy**
by THUNDER TIGER
eHobbies price: $399.99
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eHobbies price: $299.99
Item #1006-0470

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YOKOMO USA And TEAM ASSOCIATED

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COVERED BY: Xtreme R/C CARS MAGAZINE

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$ _____ TOTAL AMOUNT ENCLOSED

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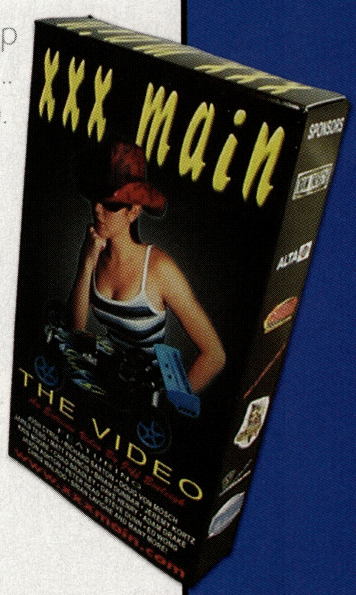

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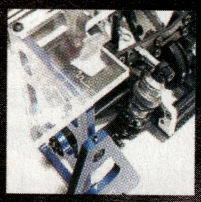
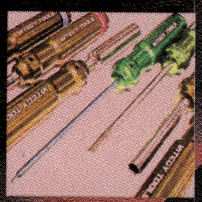


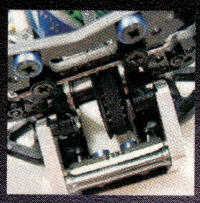
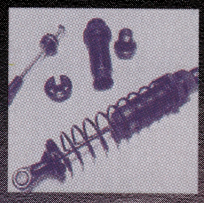
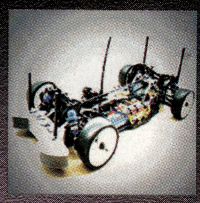
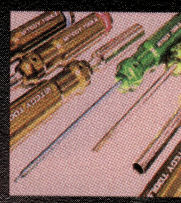
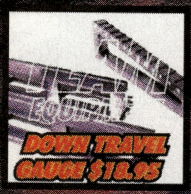

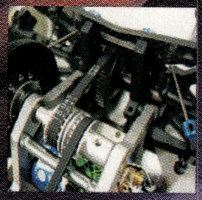


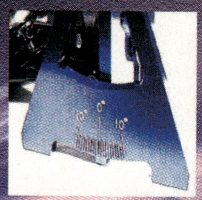


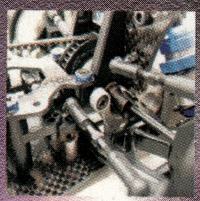
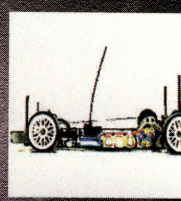


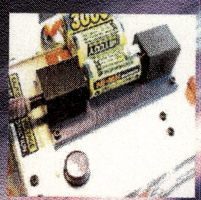
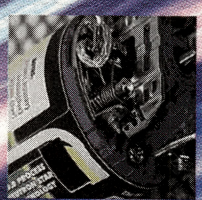


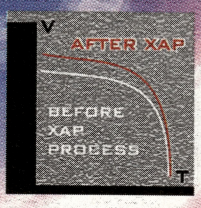

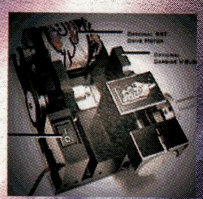







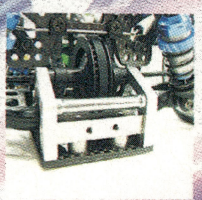


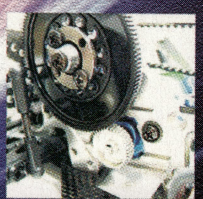












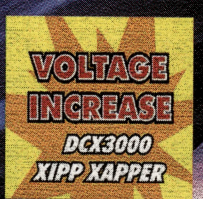

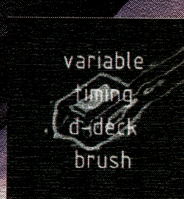

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3.3 October '97
Reviewed: Novak Pit Wizard, M.troniks Prodigi, Schumacher CAT SE, Tamiya TL01 Skyline. How-to: Use Swaybars to Tune Your Ride. Features: Motor Mysteries Revealed, They Call So Cal Home, A Close-Up Look At David Jun's Winning TA03. Also, B3 Pics, Worlds Results.

3.4 Nov-Dec '97
Reviewed: Associated T3, Trinity Switch Blade 12. How-to: Tune with Down and Up Travel, Mount Rubber Tires, Hop-up and Tune the HPI Nitro RS4. Features: All About Discharge Trays, '97 Off-Road Worlds Coverage.

3.5 January '98
50 New products for '98, Reviewed: Losi Street Weapon, Associated RC10L2. Inside Look at Kinwald's XX, Learn About Airbrushes. How-to: Rebuild Shocks, Tweak Touring Cars. 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 Motortool 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, History of Xtreme, Losi Triple-X Hook-Up, The Science of R/C, U.S. Indoor Champs. How-To: Get your Nitro Race Ready, Buy Sell 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.

6.1 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.

6.7 May '01
Tested: Schumacher Axis 2, Bolink Nitro Dragster, Tamiya Mammoth, Thunder Tiger EB-4 RTR. Learn How-To: Use acrylic paints, Rebuild and bleed shocks, Top nitro tips. Features: US Nitro Champs and The Dirt Challenge race coverage. Scopes: Reedy MVP, Multiplex Profi 707.

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- **ROAR Membership Required and ROAR Rules Apply** **Race Entry Fee: $15**
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City, State: _____

Zip: _____

Phone: _____

E-mail: _____

Classes (please check) - limit two per driver

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

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

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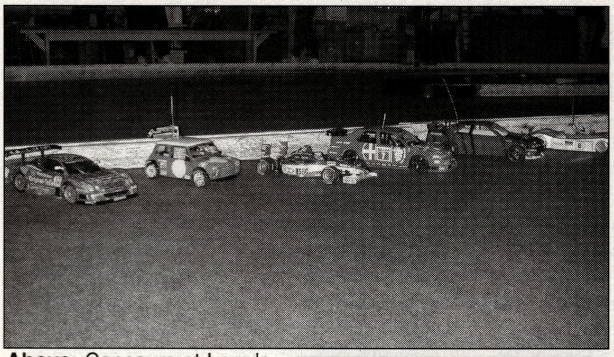



Above: Concours at Larry's Performance RC.
Right: Top Rookie honor for TL-01 Spec Exhibition went to Erica Fontanetta.

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Super Touring GT1		M-Chassis	
1st Place	Mark Rodney	1st Place	Erik Wippler
2nd Place	John Discher	2nd Place	John Drazba
3rd Place	Jeff Stevens	3rd Place	Dave Morrison
Best of Show	Julian Campbell	Best of Show	Rich Jones
Top Qualifier	Jess Albright	Top Qualifier	Erik Wippler
Touring GT2		**TL-01 Spec Exhibition**	
1st Place	Chris Warren	1st Place	Robert Leppan
2nd Place	Tom McKay	2nd Place	Sarah Streeter
3rd Place	Brian Staley	3rd Place	Jay Streeter
Best of Show	Brian Staley	Best of Show	Chuck
Top Qualifier	Chris Warren	Hartmeyer	
		Top Qualifier	Robert Leppan
F-1		Top Rookie	Erica Fontanetta
1st Place	Alex Kikel		
2nd Place	A.J. Weigley	**LeMans Exhibition**	
3rd Place	Sanford Bradby	1st Place	Jimmy Olson
Best of Show	Julian Campbell	2nd Place	Mark Rodney
Top Qualifier	Eric Wippler	3rd Place	James Freed
		Best of Show	Sanford Bradby
		Top Qualifier	Jimmy Olson

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June 24, 2001
Hobby Works
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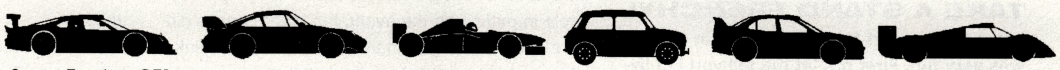

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ALOHA XTREME

First off, I just want to say that your mag is way cool. I'm writing from Honolulu, Hawaii, and we have two tracks that are loose, have a lot of turns and jumps, and are very bumpy. I have an Associated RC10GT (factory team), with an MT-12 powerplant. I've been racing this rocket right out of the box (per team specs). Its fast, but I think I could do a little more to really get this rocket tamed. The truck seems to push a lot entering corners. I don't want to waste valuable lap time by having to brake too early or late and hard (causing my rear end come flying past its head!). Any tips for suspension adjustments or anything in that matter?
I would really appreciate your help. I want to smoke the competition!!
Thank you and Aloha,
Elmer Pasaoa

Aloha Elmer,
First, make sure you're running 30º caster blocks up front. Next, try moving the front shocks in one hole on the shock tower. After that I would try dialing in a bit more drag brake then try lowering the front ride height just a bit. Last, shorten the wheelbase by moving the rear hub carriers forward. This will typically give you more steering in the middle of a turn, but might help some with your turn in. Try each of these one at a time until you find the turn in you're looking for. For more GT Tuning info, check out our Hook-Up in Issue 5.0.

TAKE A STAND FRENCHY!

I read your report from the Worlds in Japan. It was very fun. First off, let me tell you I'm living in Japan and the room you got that was more like a closet with a motor-home bathroom sounds like my own apartment. The big difference is I'm living in there! As for the bugs, yes, we've got pretty big ones here, but I try to keep my place clean. Haven't seen one for a few months!

I'm writing today to make a couple of remarks on your report from the 1/8-Scale Gas Worlds in Vegas. I think your report was not that good; it was not fair enough. Yes, that was a very good idea to host the event at a casino. However, that was not the first time. Remember the 1/12-Scale Worlds back in '86? In your report, everything looks great. What about some top European and Japanese drivers having to practice during the night under electric light? Thanks for learning the track. What about ROAR? Where was ROAR? I've heard the US drivers had to pay a few extra bucks compared with foreign racers. What about ROAR who let Saxton run the race alone? They are OK to get the cash but not OK to run the event? After that it's no wonder why Richard couldn't focus on his driving as much as he wanted.

I think not spelling out the problems does not help our small world. You should have criticized all that stuff. By the way, only those crazy Brits run on grass all the time; nobody else does...so please don't say such kind of things in your report. Brits are Brits; we can't change them. If I know that it's because I'm French. I know how we race in Europe. You may think it sounds weird that a French boy lives in Japan, but if you could see my babe you would understand. Besides having a wonderful babe, I've got a great job down here. Thanks a lot for your great mag. Keep up the good work.
Arnaud Taibi
via the Internet

Hi Arnaud,
Congrats on the hot lady friend, great job, and so on. Thanks for the compliments on my Japan race coverage. As for your complaints about Vegas, I never said that that was the first Worlds held in a casino parking lot, but more importantly *Xtreme R/C Cars* is an American magazine. Even though we're sold around the globe, we report on world events with an American perspective. That doesn't mean we don't criticize our own when it's warranted. We pull no punches. Next time we will be sure to point out that a few of the European and Japanese drivers whined about the lighting. As for ROAR, most of the dues collected by ROAR for IFMAR events go to IFMAR. ROAR does not put on the event. The host track places a bid for the event through ROAR to IFMAR and it is approved or denied. IFMAR supplied a race director and other staff with the dues collected from ROAR and the other world sanctioning bodies. Richard did play a big role in putting on the event, but by no means did it alone. Knowing Richard very well I don't think he would blame his less-than-stellar showing at the race on the fact that he had to do a lot to run the race. Being on the other side of the globe and hearing information second hand from different sources is not quite the same as being there, which we were. I would venture to guess that some of the racers that were critical of the event on the web or in conversation went to that race with a preconceived notion to be critical. I was there. I called it like I saw it. Lighten up on the Brits. They're not all that bad. They gave us the Beetles, Mini's, and English muffins, which are healthier than French toast I might add.
Thanks for reading.

DE JA VU?

Hey maybe you can answer this question. Why does it seem like all the R/C magazines have the same car reviews each month? Is it that the manufacturers are sending products for review and are requesting an issue date for the review to blitz the R/C market? Just curious.

Keep all the great information flowing to the readers.
Chris
via the Internet

Hey Chris,
Reviews come out together because for the most part because new kits are released to all the magazines at the same time. Manufacturers will try to build demand for their product through advertising, and magazines try to satisfy that demand by providing product reviews as soon as possible, which means often times we put the info out at the same time. Occasionally one magazine will get something before the others for whatever reason. The same is true for other industries like video games, full-size cars, cameras, and any other product-driven industry that has more than one publication.

LOW END, HOLES, PIPES...

I have a T-Maxx and just put an MIP Stinger pipe on it and my engine will not run right. It keeps acting like it is too rich. I have the low end at about one turn out and the high end is at about 1-1/2 to 1-3/4 out and the engine still runs rich. My local hobby shop tried to tune the engine, but it was still off. I was wondering if the exhaust hole on the pipe should face up or down. The pipe is filling the tank with tons of pressure and I don't want to run the motor too lean. The temp is still fine; it is only running about 230-240º at this setting. The weird thing is I can put my rear stinger pipe from my Rustler on the T-Maxx engine and it will run well. What do you think is the problem? Should I use a nipple on the pipe for the tubing?
Joe Peelers
via the internet

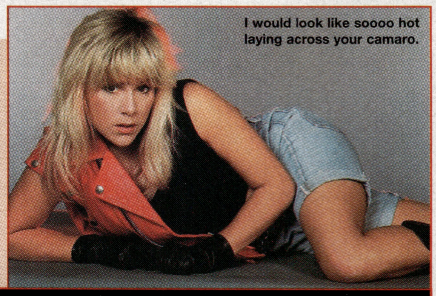
Joe,
I have not run the MIP pipe, but I may be able to help some. The exhaust stinger can point in any direction and will have no effect on performance. Lean the top end until you're happy with where the truck is shifting, and then play with the bottom end to see if it needs to be leaner or richer. Keep an eye on the temperature and you should have no problems. Use at least 11-15 inches of pressure line to calm down the pressure pulses to the tank. You can use a pressure fitting or just a plain hole like Associated pipes. Both work fine.
Regan LeBlanc

Our favorite name for the mullet – The LPGA.

MULLETS

HOCKEY HAIR schlong ape drape beaver paddle tennessee top hat SOCCER ROCKER

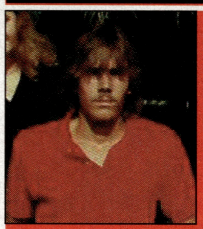
Recently we had a magazine consultant come in and look at *Xtreme* very closely. After his analyzing he told us that if we want to sell more magazines we've got to give the people what they want. Turns out you people want mullets. We realize that publishing this expose on mullets we may offend nearly half our readership, but it's a chance we've got to take. The mullet is making a return in a big way. The recent movie "Joe Dirt" staring David Spade, chronicled the life and times of a mullet wearing individual. In order to give you what you want we enlisted the help of one of the nations foremost experts on mullets, "J" at www.mulletsgalore.com. He's put years of research into this topic and here's his critical analysis.


I would look like soooo hot laying across your camaro.

mullet* (mu' lit) **1.** any of a family of edible, spiny-rayed fishes found in fresh and salt waters and having a small mouth and feeble teeth, as the striped (or gray) mullet. **2.** any haircut which the sides and top of the hair are cut significantly shorter than the back.

Other names for Mullets

- 7 (the shape of the number)
- 10-90 (changes in numbers proportion to the amount of hair on top and in the back)
- achy-breaky-bad-mistakey
- ape drape
- beaver paddle
- business in the front, party in the back
- Camaro cut
- Canadian passport
- El-Camino
- hockey hair
- IROC cut
- Kentucky waterfall
- Missouri compromise
- mudflap
- neckwarmer
- SFLB(sfelbie)=Short Front, Long Back
- STLB(stilbie)=Short Top, Long Back
- schlong (short+long)
- shorty-longback
- soccer rocker
- squirrel pelt
- Tennessee tophat
- yep-nope

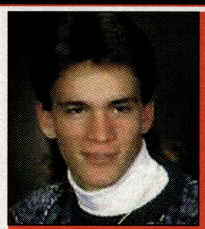


Camaro Mullet

The Camaro Mullet used to have full reign over the mullet brethren, but that was back in the 70's and 80's. This species has fallen from grace since, but can still be seen enjoying NASCAR events and shopping at Kragen, or up in the attic cooking up crank. Distinguishing features include: a molester mustache (peach fuzzy), tight-fitting acid wash jeans, and an ever present key ring hanging from the belt loop.

It is not recommended you confront the Camaro Mullet, for they are very aggressive and cannot be hurt (this might be due to the frequent use of methamphetamine, angel dust, etc.).

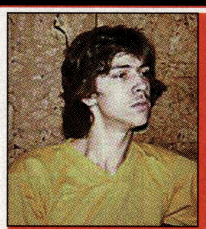
Mulletude: 10
Aggressiveness: 10
Hobbies: Primering cars, bar fights, picking scabs, losing teeth.
Sightings: Kragen, Grand Auto, working on a Camaro on their front lawn.
Favorite Band: AC DC



Minitruck Mullet

Thought to be extinct in 1994, the minitruck mullet is a rare sighting indeed, usually too wily to be caught on camera. The minitruck mullet has only the bottom part of his hairline on the base of his her neck long. The preferred attire of this species is Oakley Razorblade sunglasses, a turtleneck shirt with a gold cross and chain (hanging proudly), accompanied by tight fitting Guess? jeans. The vehicle owned by the minitruck mullet almost always has a lame slogan airbrushed on the tailgate ("U Snooz, U Looz," "Teal Dream" etc.) and a "No Fear," "Fear This," or Calvin Pissing sticker.

Mulletude: 6
Aggressiveness: 7
Hobbies: Cruising the Taco Bell parking lot at lunch time for High school chicks, bothering pedestrians.
Sightings: Performance auto parts stores, the mall.
Favorite Band: Vanilla Ice



Hesher Mullet

A hesher who chooses to rokk (as in Dokken) the mullet. Also known as "Groders," the heshers are definitely a force to be reckoned with. Note the molester mustache and mischievous look. Hesher mullets like riding their BMX bikes around town and selling oregano (disguised as pot) to Junior High students on their way to the video arcade.

Mulletude: 11
Aggressiveness: 11
Hobbies: Putting firecrackers up cats' butts, lighting fires, drawing Satanic slogans on their white Converse with no laces.
Sightings: Liquor stores, obscene acts under the bleachers.
Favorite Band: Dokken

Information published with permission from www.mulletsgalore.com



Baby Mullet

Parental negligence, child abuse: aren't there laws written to prevent this kind of thing from ever happening? I can already see the mulletude being passed on. Sad, sad, sad...

Mulletude: 2
Aggressiveness: 2
Hobbies: Goin' up in the fridge and gettin' dad a cold one. Playing with mommy's mullet.
Sightings: Slayer concerts, liquor stores, playin' in the doo doo.
Favorite Band: 311
Note: Avoid parents at all costs.



Snake Mullet

When cornered by a predator with no chance of survival nor escape, the snake mullet will whip his tightly braided mullet of death in a frenzied manner for around 5 minutes, then curl up in the fetal position and rock back and forth (a la gn'r "Don't Cry" video).

Mulletude: 6
Aggressiveness: 10
Hobbies: Green.
Sightings: Dry lakebeds, cavernous areas.
Favorite Band: Sorry to be so cheesy, but... Slash's Snakepit.

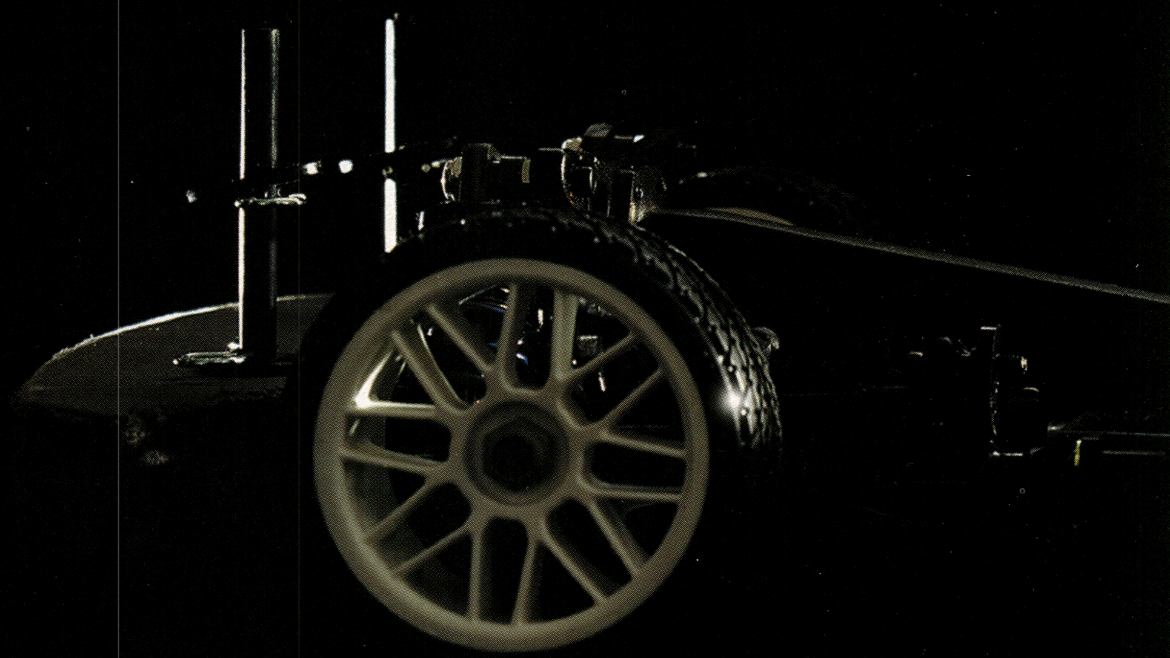
For more information on the subject check out:

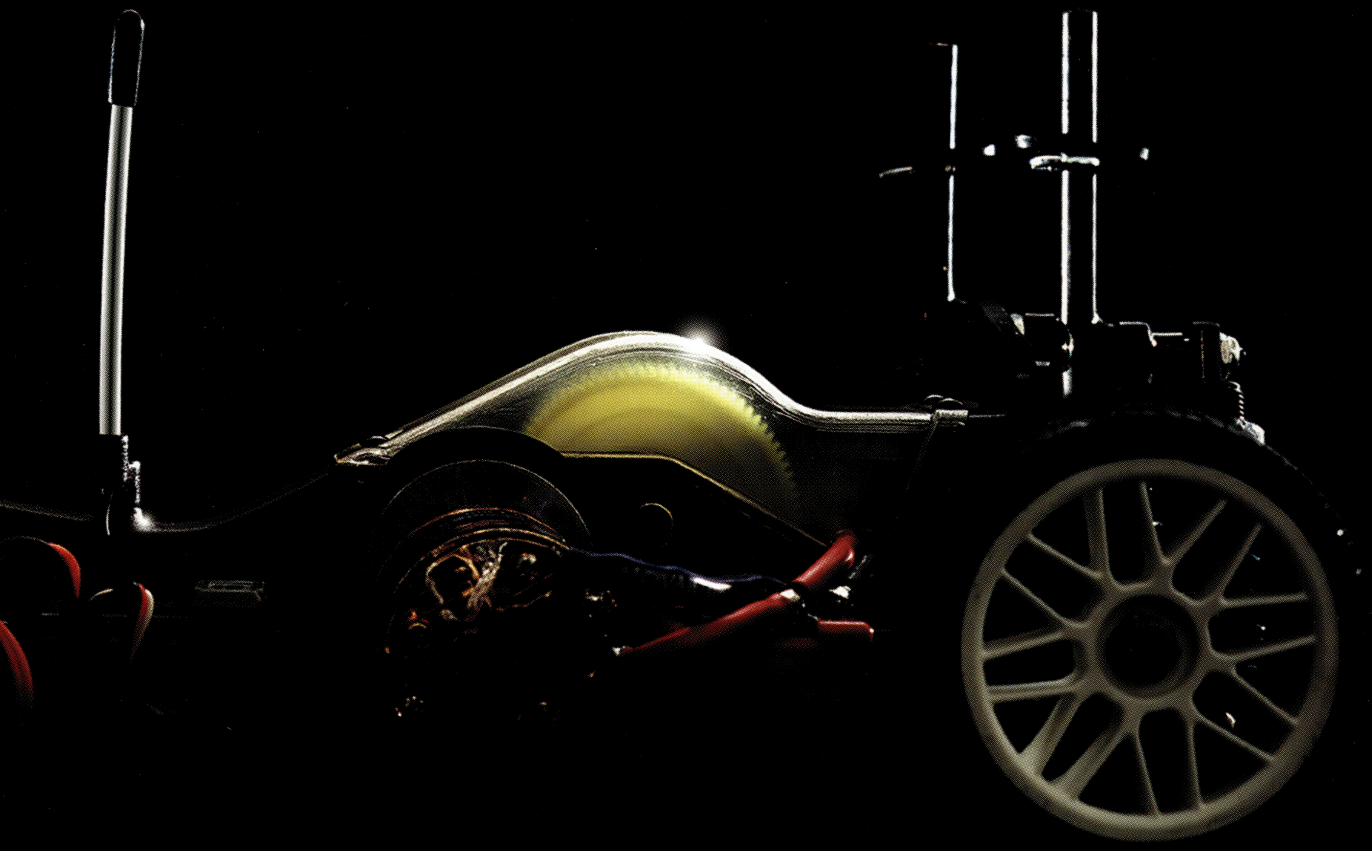
www.mulletsgalore.com



Laugh all you want, mullet head Scott Baio nabbed Nicole Eggert.

Oh Baby...





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Mike Losi JE

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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.

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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

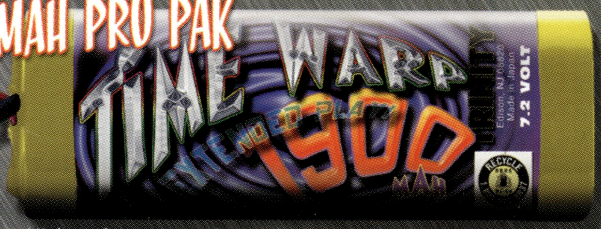
ZIP PAK 2 NOW 1500 MAH



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





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Time Warp comes packaged in blister with backing card.

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.

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TEAM SPEC Matched, Un-assembled
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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
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NT3106S 6 Cell Saddle Pack
NT3106X 6 Cell Side X Side Pack

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NT3107

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