MAJOR TRAXXAS E-MAXX ANNOUNCEMENT!
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Xtreme R/C Cars

THE REAL WORLD OF R/C CARS WITH AN EDGE

BIG BLOCK T-MAXX!

We Test Hardcore's .21 Conversion

HOW-TO

GET RID OF YOUR **SLOPPY SUSPENSION**

BLUE PRINTING YOUR **REBUILDABLE STOCK MOTOR**

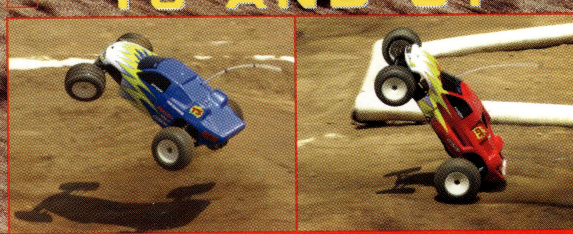
THE INS AND OUTS OF **BALL BEARINGS**

RACE COVERAGE

SILVER STATE **NITRO CHALLENGE**

ROAR **GAS OFF-ROAD NATIONALS**

Team Associated
TEAM BUILT
T3 AND GT



TWO NEW SEDAN REVIEWS

THUNDER TIGER **TS-4N SC**

KYOSHO **V-ONE R**



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July/August 2001
SA $3.99 CANADA $5.99
08>
Issue 6.9

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

#298 MVP Stock Rebuildable
#299 MVP Stock Plus Rebuildable

24° STOCK

REEDY

A Division of Associated Electrics, Inc.
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- 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**

Serious Horsepower!

SPEEDWORKS RETRO SERIES MODIFIEDS



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

SMC capacitors installed. No caps to solder.

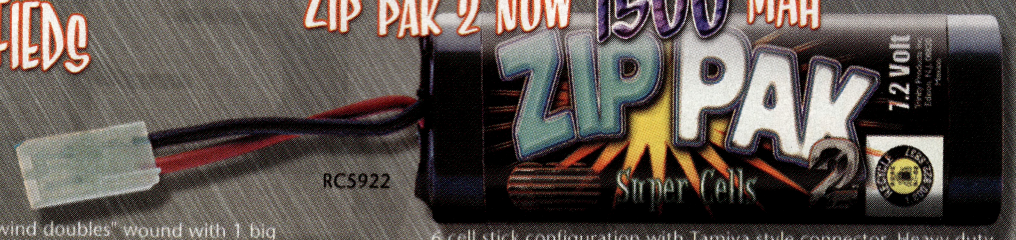
Pure copper hardware for low resistance.

Welded commutator tabs.

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

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

ZIP PAK 2 NOW 1500 MAH



RC5922

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

1900 MAH PRO PAK



RC5897

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

Time Warp comes packaged in blister with backing card.

REAL!

SERIOUS HORSEPOWER!

D4 QUAD HVQ MODIFIEDS



Checkered Flag Readers' Choice Awards 2000

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

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

VIS EX-TRA MATCHED STOCK METAL HYDRIDE

2400 STYLE HI-VOLTAGE WITH 3000 MAH CAPACITY!



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

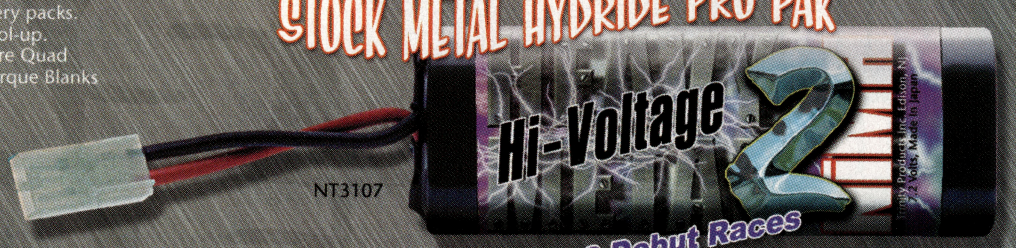
TEAM SPEC Matched, Un-assembled
NT3104 4 Cell VIS EX-TRA Matched Cells
NT3106 6 Cell VIS EX-TRA Matched Cells

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

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

ROAR LEGAL

STOCK METAL HYDRIDE PRO PAK



NT3107

2 Debut Races
6 Wins
5 TQ's

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

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

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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" 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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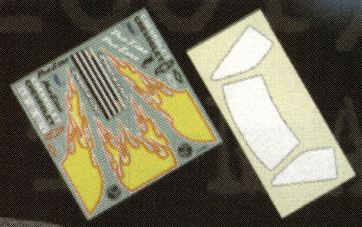
www.teamassociated.com or www.rc10.com

**The headlights shown in this ad have been generated on computer. Light kits available @ www.ramrcandramtrack.com

www.pro-lineracing.com



All Pro-Line Crystal Clear Lexan Bodies include a decal sheet and window mask.

Flame decal shown is included with #3106-00 and #3107-00 Early '50s Truck bodies.



▲ **MAXX Road Rage** (#1082-00)
Mounted on **Weld Racing Outback Chrome Wheels** (#2656-01)
Wheels and tires are sold separately.

Early '50s Chevy Panel Truck
#3107-00 fits Traxxas E-Maxx and T-Maxx



Early '50s Chevy Pickup
#3106-00 fits Traxxas T-Maxx



Ford F-350 Superduty
#3096-00 fits Traxxas T-Maxx

▲ **MAXX Bow Tie** (#1079-00)
Mounted on **Weld Racing Outback Chrome Wheels** (#2656-01)
Wheels and tires are sold separately.



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

All our featured MAXX tires are molded from durable M2 compound, fit our Outback Chrome Weld wheels (#2656-01), as well as the stock wheel, and come complete with foam inserts. Wheels and tires sold separately.

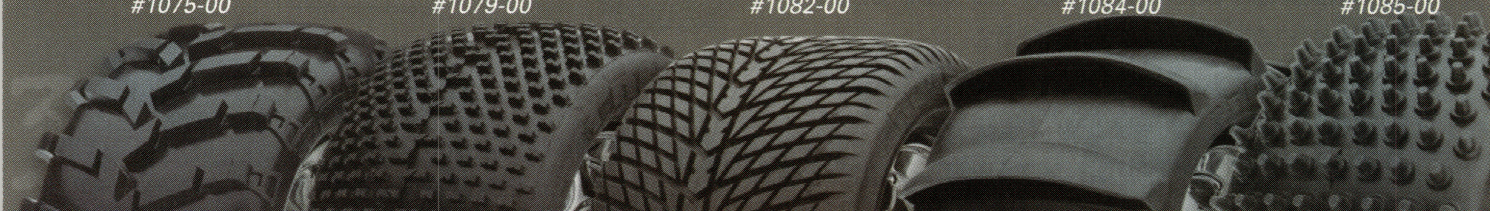
MAXX Masher
#1075-00

MAXX Bow-Tie
#1079-00

MAXX Road Rage
#1082-00

NEW!
MAXX Paddle
#1084-00

NEW!
MAXX Mulcher
#1085-00



MAXX Brake Disc Rotors
Fits T or E Maxx, comes complete with molded direct fit hexes. No drilling or cutting!
Part #6204-00

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

MAXX Masher *(#1075-00)* ▶
Mounted on **Weld Racing Outback Chrome Wheels** *(#2656-01)*
Wheels and tires are sold separately.

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

Chevy Silverado
#3100-00 fits Traxxas E-Maxx

ML430 SUV
#3091-00 fits Traxxas E-Maxx and T-Maxx and 190mm TC chassis

The PT Cruiser and ML 430 fits T-Maxx and E-Maxx with Tall Rear Body Mounts (#6003-00) ▼

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

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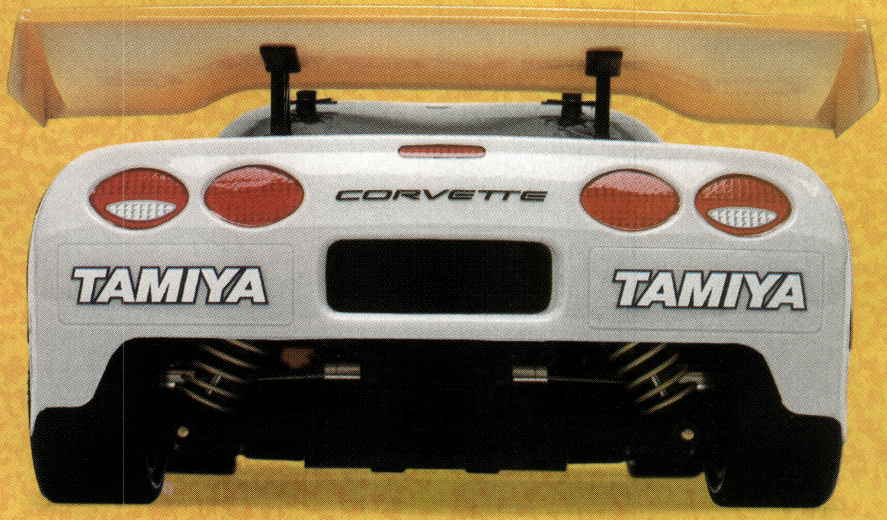
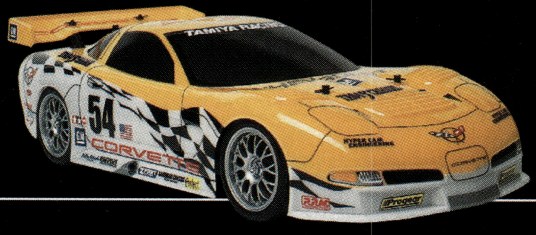
EXCITEMENT AT 600HP

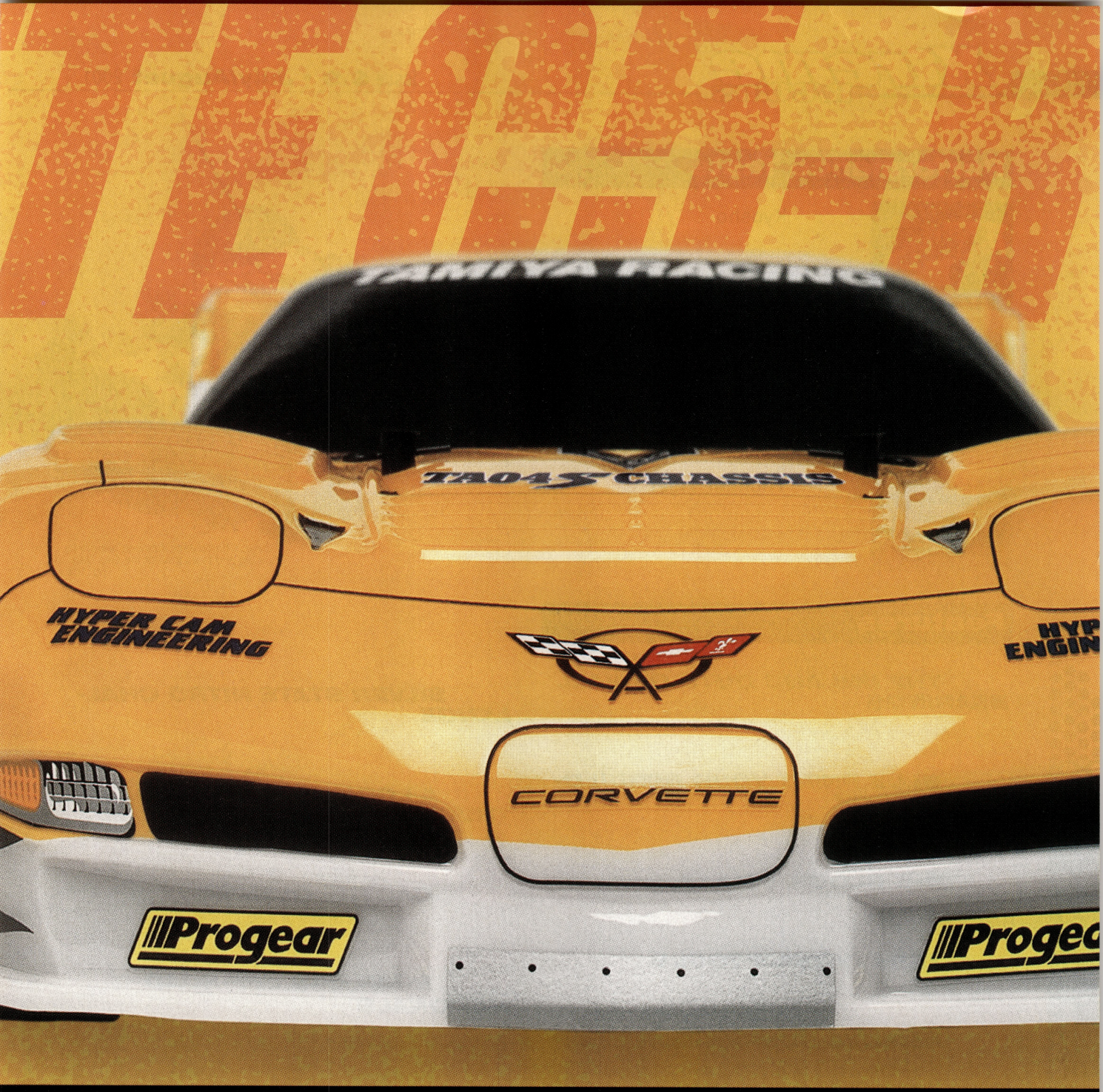






1/10 RC CORVETTE™ C5-R(tm)

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.

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TAMIYA

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"V" is for Victory!



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You could be racing tonight.



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Everything but the kitchen sink.



Former Champ Jack Johnson returns to racing and tears it up at the Gas Nats. pg. 108

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Other stuff in this issue:

Put a track in your very own back yard, cartoon characters, Dave messing with his stuff, the filter you've been looking for, and a whole lot more.

Cover Photos by: Elliot Crabtree



We think we lost a few readers last month on that whole Mullet deal.

engineering wins.

And wins...and wins...and wins...

XX-4WD
WORLD'S EDITION

XXX Graphite
KINWALD EDITION

XXX-T

XXX-NT

XXX-T
2000
- National Champion- Modified
- National Champion- Stock

2001
- Midwest Off-Road Winter Championships- Modified
- Midwest Off-Road Winter Championships- Stock
- Cactus Classic- Modified
- Cactus Classic- Expert Stock
- Rumble in the Rockies- Modified
- Rumble in the Rockies- Stock

XXX-NT
2000
- NORRCA National Champion
- ROAR Regional Champion
- Euro-Champion

2001
- Nitro Challenge
- Midwest Winter Gas Championships
- Silver State Nitro Challenge

XX-4WD World's Edition
1999-2000
- IFMAR World Champion
- ROAR National Champion
- Euro-Champion

2001
- Midwest Off-Road Winter Championships- Modified
- Cactus Classic- Modified
- Rumble in the Rockies- Modified

XXX & XXX Graphite Kinwald Edition
1999-2000
- National Champion- Modified
- National Champion- Stock

2001
- Midwest Off-Road Winter Championships- Modified
- Midwest Off-Road Winter Championships- Stock
- Cactus Classic- Modified
- Rumble in the Rockies- Modified
- Rumble in the Rockies- Stock

TeamLosi
Engineering wins.
www.teamlosi.com

Practice Wins, Not Cash

Recently I've come across a perfect example of a basic truth that I've talked about for years. The recent experience was rather funny. Not long ago I went golfing for the first time in about three years. My buddies and I hooked up one day after work. When we got to the first tee, one of my friends was showing of his new set of Callaway clubs. These things were beautiful, each club head had their own little case. The entire set set him back $2000. I'm told that Callaway makes club sets many times more expensive than your standard club. Well after my other friends and I shot, here comes Mr. Callaway (I'll have to make sure he doesn't read this). Coming down on his swing, the club whistling through the air, the club head hit the ball with a sound of something special. The strike of the ball sounded just as if Tiger Woods himself had hit the ball! At the moment of impact the ball launched off the tee and began its journey to glory. Well, not quite glory. The ball hooked to the left and landed in some poor saps rain gutter. On the next hole the ball was off and in the pond. Next hole, nice drive but he topped the ball before the green and was four over par for the hole. The moral of the story, despite his big investment in new expensive clubs, he was still the same old duffer. Lessons and time at the range would do a hell of a lot more than new clubs. This truth of life is the same for guys at the track. You know exactly what I'm talking about. Spending every last dollar on graphite this, and titanium that will not win you races. It will help you, but not until your driving skills are at least good enough to win a race. Sure those clubs might help my buddy, but not until he has his swing down will those clubs make the difference between a 200 yard drive and a 210 yard drive.



This Ain't no Cinderella story.

The next time you're contemplating over which hop-up to buy for your car, take a break. Go to the track, practice with your car for a day and see what you need help on. If after laps and laps of practice your car still pushes out of a turn, then go get those new tires or whatever you think will solve the problem. Throwing money at your car and just expecting to win has never been, and will never be the answer. At the end of the day the guy who puts in the time to work on his skills and polish his techniques will beat the guy who just opened up his wallet.

Mike Velez
Publisher/Editor/Bad Golfer

Great, good going Mike. I'm sure you'll be losing some advertisers after that little speech.

Xtreme R/C Cars

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1994 ROAR OVAL Champion

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1996 ROAR OVAL Champion

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1997 ROAR OVAL Champion

1999 F3A World Champion

1999 F3C World Champion

1998 ROAR OVAL Champion

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Since 1975, no other name in remote control has won more international, national, regional and local competitions than Futaba. So the next time you step up to the line, make sure you have Futaba on your team and make your chances of winning less remote.

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3137037

1/10 SCALE GAS POWERED 4WD TOURING CAR

MSX3

SHAFT DRIVE 4WD

MUGEN SEIKI® Racing

1/10 NITRO TOURING CAR

90% Semi-assembled Kit

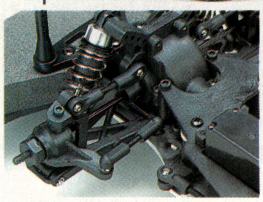
NEW



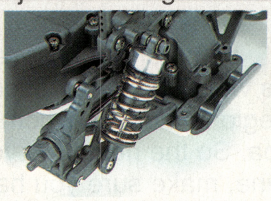
•Features •

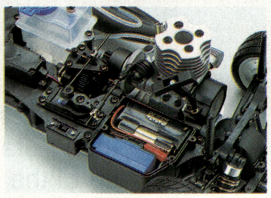
- Semi-assembled chassis
- Powerful MV-12 engine equipped w/Slide Carburetor and Pull-starter
- Original muffer and air filter
- Four wheel drive system w/Shaft drive
- Differential w/built-in F/R bevel gears
- Double wishbone suspension arms
- 3mm Al. chassis
- Full Bearing

• Specifications are subject to change without notice.

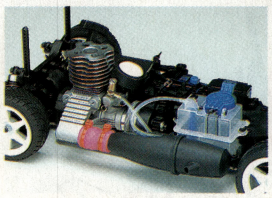


· Compact Gear Box and long span F/R Suspension.

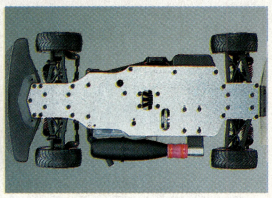




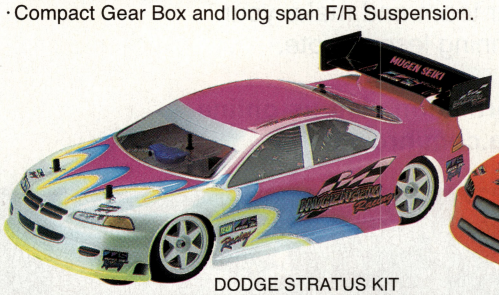
· Compact Receiver & Battery box.



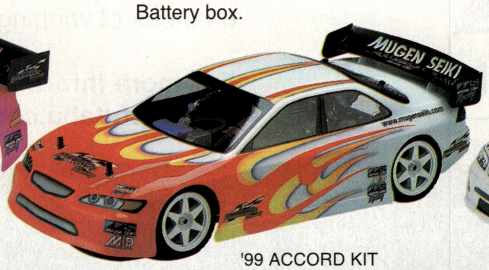
· Original muffler and manifold.



· 3mm Al. Chassis.



DODGE STRATUS KIT



'99 ACCORD KIT



OPEL VECTRA KIT

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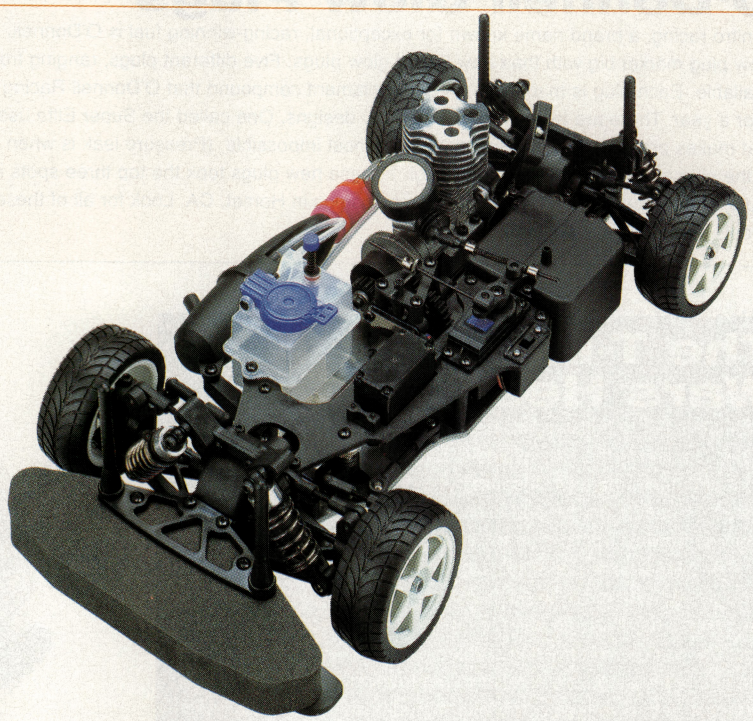
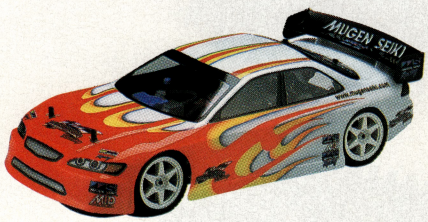
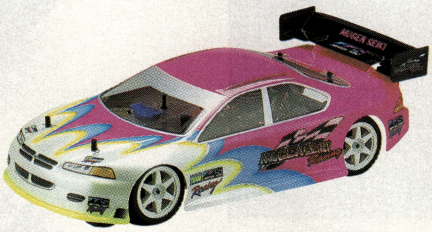
Fax: 949-707-5614
http://www.mugenracing.com
e-mail:support@mugenracing.com

Mugen MSX3

To complete the line-up Mugen is releasing the new MSX-3. It's a 90% built nitro touring car. At first glance the kit looks a lot like the older Prime-12 touring car from Mugen, but with a closer examinations you realize it's completely different. The kit will feature a 3mm aluminum chassis, molded top deck, new suspension geometry, and will come with mugen's new MV-12 engine. Unlike other pull-start engines, the MV-12 comes with a slide carburetor. The kit is fully decked out with ball bearings. All consumers will need to do to this kit to complete it is install the radio gear and put the tires together. Three different body styles will be available; a Dodge Stratus, '99 Accord, and Opel Vectra. The kit will be shipping in mid June, no exact retail price at press time.









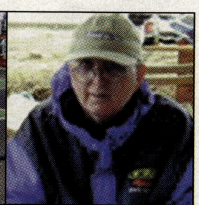
Drescher Wins Reedy International TC Race

The Reedy International Race of Champions has become International once again. Drivers from around the globe traveled to Snetterton, England. The race was packed with 120 racers and a qualifying format that required each driver to log at least three good runs. Even though the sun shined all weekend long, a cold wind kept drivers bundled up. The British sanctioning body, the BRCA rules applied and spec tires were used. Pro-Line H13 were the hand-out tire of choice.

1St	Craig Drescher	Associated	Reedy
2nd	David Spashett	Losi	Trinity
3rd	Jonas Andersen	HPI	LRP







In the Mains, the race was hotly contested between David Spashett, Chris Grainger, Barry Baker, Jonas Andersen, and Craig Drescher. Through the triple-A main format David Spashett picked up a win in the first leg, but in the second Drescher put in the best run. When it came down to the final leg, it was between Drescher and Spashett. After a clean start both drivers battled. Spashett was ahead of Drescher at first then Spashett went a little too wide around a sweeper, this gave Drescher the opportunity and he took it. Despite a last minute surge by Spashett, Drescher had enough to hold on for the victory.

A gas class was also run, but was dominated by many of the locals. Sam Barnard used her Yokomo GT to whoop the field for 15 minutes and take the win.

Thanks to Radio Controlled Car Racer for information and photos. www.rcracer.com

Check out next month's issue for complete coverage from the US Reedy TC Race.

O'Donnell Glow Plugs

In nitro racing, a brand name known for exceptional, racing-winning fuel is O'Donnell. O'Donnell is hitting the glow plug market big with their new line of glow plugs. Five different plugs, ranging from cold to hot, will be available. Each plug is made with an exotic filament compound that O'Donnell Racing has been working on for over a year. There are two different plug body designs. One called the Super Elite uses a production process that makes pressure leak through the plug almost impossible. (Pressure leak is when you look at the center of the plug and see fuel bubbling through.) These new plugs took the top three spots in 1/10-scale Nitro Truck at the recent ROAR National Championships in Hemet, CA. Look for all of these new plugs to hit the streets sometime this summer.



The T-Maxx Tire Wars Heat Up

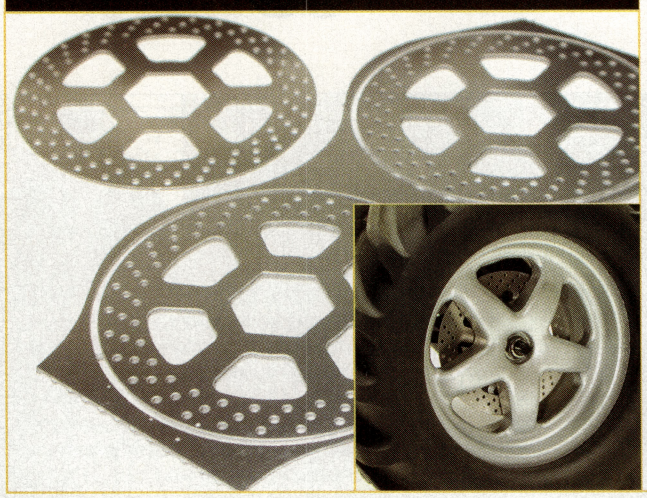
Pro-Line is set to unleash two new T-Maxx tire treads on the world. The first is the Maxx Paddle. Ever want to shoot a 7 foot roost of dirt into the air? Of course you have. The Maxx Paddle has an 11-paddle design and uses a true scoop design. You'll get plenty of forward traction on any beach or sandy terrain.

For everywhere else there's the Maxx Mulcher. The Mulcher's tread design was made to go anywhere. The studs that adorn the tire carcass have a wide base to ensure low flex and provide the most traction on high-traction surfaces like loamy dirt or grass. The tips of the studs are smaller to get traction on hard-packed surfaces. Both new tires come with high-density foam inserts and fit all T-Maxx or E-Maxx wheels perfectly.



Pro-Line Rotors

Also new from Pro-Line are these new MAXX Disc Brake Rotors. These rotors are cut from stainless steel and look just like the real thing. A set of hexes allow you to simply attach the rotors to the stock axles. The rotors will appear through you T-Maxx or E-Maxx to give them that concourse look.





E-Maxx Recall

Traxxas recently announced a recall of all VX-12 electronic speed controllers. These are the 14V ESC found in the popular E-Maxx monster truck. The units have been found to be overly sensitive to moisture. Moisture can cause the unit to short circuit and create a fire hazard. Also, improper wire routing for the BEC (battery eliminator circuit) can melt the insulation around the wires, short the BEC circuit, and cause the VX-12 to become useless. So what's the solution? Traxxas and Novak Electronics have jointly developed the new EVX ESC. The EVX adds braking power, something the VX-12 didn't, uses One-Touch Set-Up™, and offers Novak quality. The EVX will come standard with all E-Maxx kits from now on.



So what do you do with your VX-12? Send it to Traxxas. Go to www.traxxas.com for all the information. You'll find directions on how to send in your VX-12. Traxxas will send you back an EVX speed controller designed and manufactured by Novak Electronics.

We sent our old speedo in, have you?



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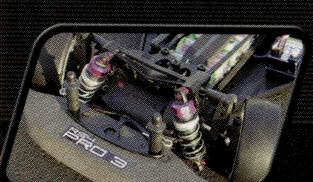
----------> RS4 ----------> RS4 Pro ----------> RS4 Pro 2 ----------> RS4 Pro 3

DRIVE THE NEXT LEVEL

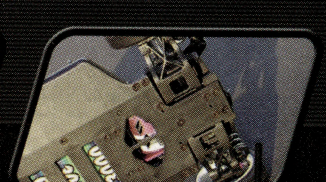
RS4 PRO 3

THIRD GENERATION PRO

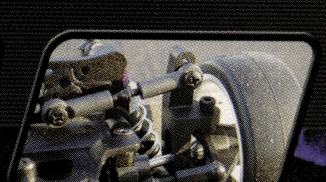
The all-new RS4 Pro 3 has extremely long suspension arms to deliver improved handling and a wide variety of simple set-up options. The new composite chassis delivers improved dampening, reduced radio interference, and reduced parts count to keep the Pro 3 price low. The Pro 3 has a central battery mounting 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.



THREADED COMPOSITE SHOCKS



LONG SUSPENSION ARMS



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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
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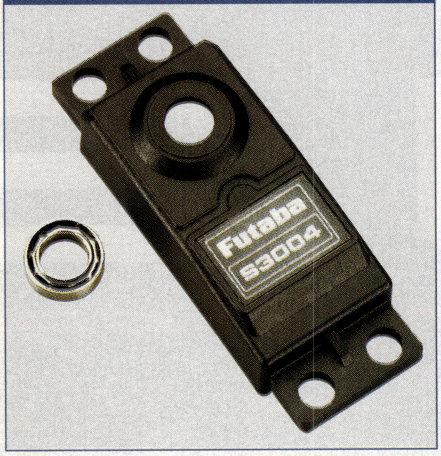
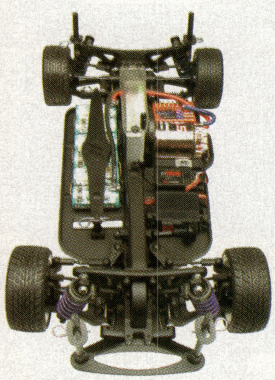
Be a Free Spirit

Want an inexpensive way to convert all your standard Futaba servos to low friction ball bearing servos. The Servo Ball Bearing Conversion Kit contains enough new case tops and ball bearings for servo output shafts to upgrade four S3003 servos to the smoother operation of Futaba's S3004 servos. With the bearings installed your servos won't just run smoother, they'll also center better. The whole kit will retail for less than $20 bones.



Losi XXX-S Update

Just prior to going to press we found out that Brian Kinwald and some of the other Losi drivers were turning some of the fastest lap times up in Ripon, CA in preparation for the upcoming Reedy Touring Car Race. Brian and the other drivers are driving pre-production XXX-S sedans. At the same race last year, the Losi drivers were at a distinct disadvantage with their older Street Weapon chassis'. This year's race should be more exciting with a new chassis in the running. Losi expects to be shipping the new XXX-S to stores towards the end of June. So be on the look out for the XXX-S at a track near you this summer.



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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.

Shocks feature precision machined aluminum bodies and Reservoirs, Teflon pistons and closed cell foam volume compensation for consistent performance. Reservoirs are polished and anodized in six different colors, Gold, Purple, Black, Blue, Red and Clear (Silver).

SRP .. $294.95 .... set of 8.

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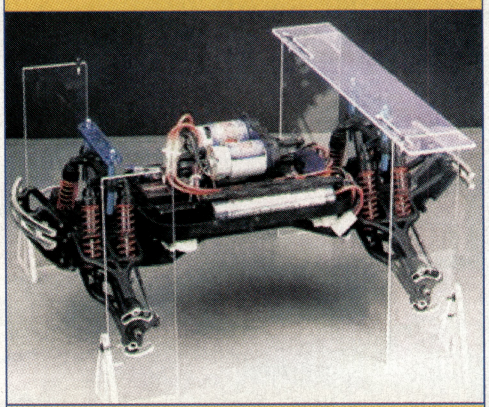
Associated Adds to the RTR Stable

Team Associated is adding to their stable of RTR vehicles. The latest edition is an RTR TC3 touring sedan. The new package will be completely assembled and will include a Hitec Lynx Sport radio system, an LRP reversing ESC; a 19-turn, open-endbell motor; a factory painted Pro-Line body in a Billy Easton paint scheme, molded CVDs; and an all ball-bearing supported drive train. We hear the kit will be on store shelves in late June. Estimated Street Price yet, but we expect the kit to be very reasonably priced.



Maxx Setup

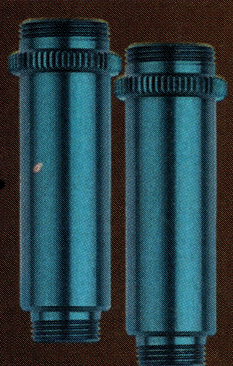
You can now set up your T-Maxx or E-Maxx with absolute precision. Hudy is offering a complete measurement system for the popular Traxxas trucks. The system allows you to accurately measure and adjust; camber, caster, toe, and steering throw symmetry. The gauge plates are



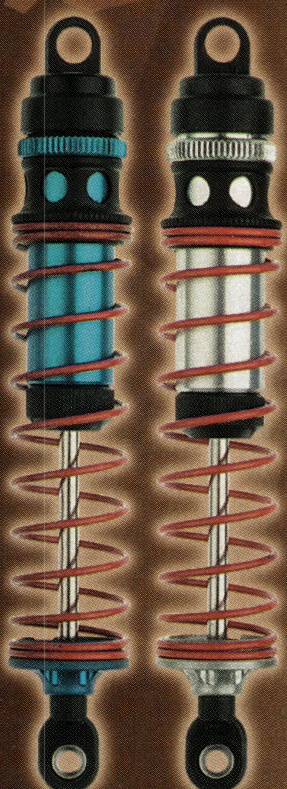
CNC machined from clear plastic and all the measurement marks are precisely etched. No pricing yet on the gauges, but we're thinking they won't come cheap.

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



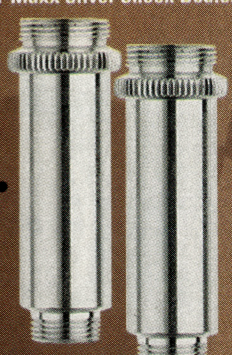
Machined, blue anodized aluminum retainers, sold in pairs. RRP 8516

Aluminum Upper Spring Retainers



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

T-Maxx Silver Shock Bodies



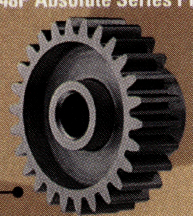
CNC machined, natural silver aluminum shock bodies, sold in pairs. RRP 8510

Silver Lower Spring Retainers



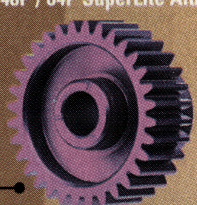
Machined, natural silver aluminum retainers, sold in pairs. RRP 8515

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

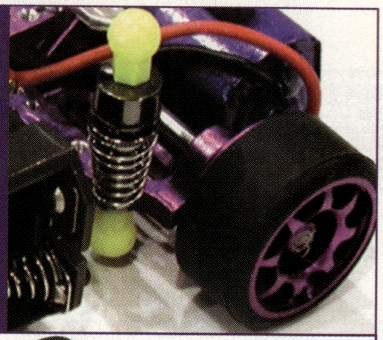


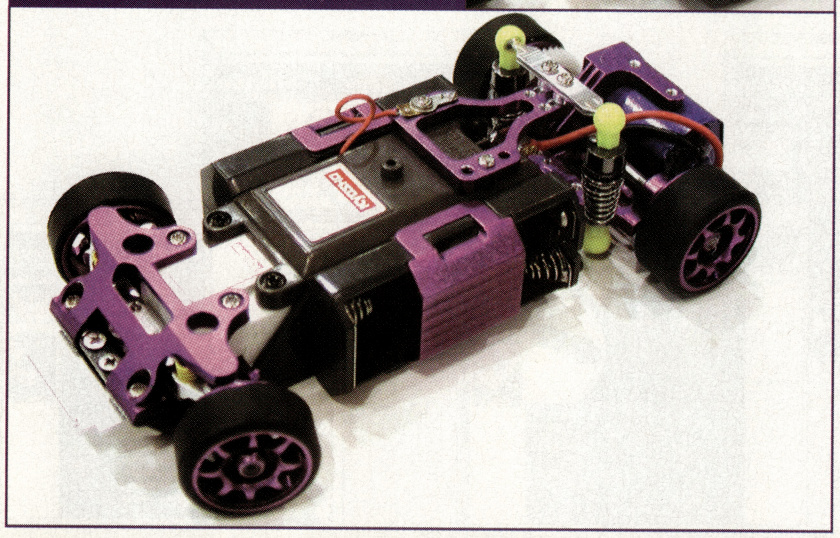
These precision cut gears have an extremely hard coating that makes them really last. Available in 12T thru 35T. RRP 1012 - RRP 1035.

www.robinsonracing.com

Mini Trinity

The Kyosho Mini-Z cars have reached a new level of popularity. Trinity is now offering a line of hop-up items for the Kyosho micro-sized cars. The hop ups include purple anodized machined aluminum wheels, chassis pieces, and suspension components. Kyosho offers almost a dozen different Mini-Z kits to date. Along with Trinity, GPM is now offering hop-ups for the pint sized road rockets.





HPI Sub

With the Subaru Imprezza being more popular than ever HPI is releasing a new WRC 2001 body in 200mm width. The body comes complete with window masks and enough decals to decal your car just like the one pictured. The body is made for nitro rally cars, but will fit just about any 200mm body. The new body also comes with an overspray film and molded wing.

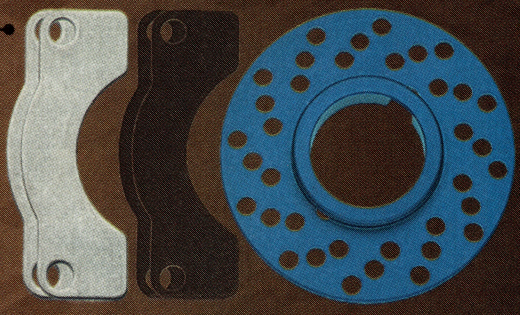


NEW T-Maxx Steel Diff Gear Set



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

TRAXXAS

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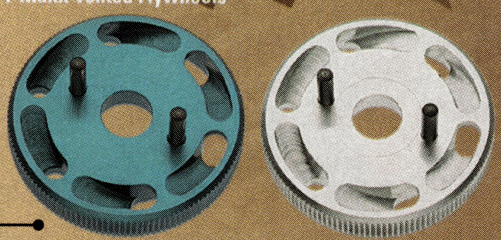
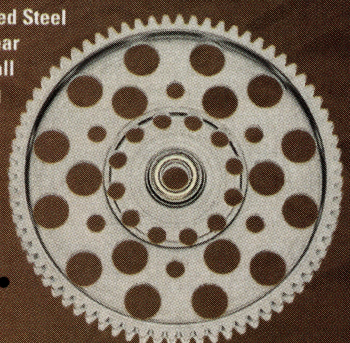
T-Maxx Vented Flywheels



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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- '99 Reedy Truck Championship
- '99 Kyosho Challenge 1/10 & 1/8
- '00 NORRCA Nats 1/10 & 1/8
- '00 Silver State Challenge 1/10 & 1/8
- '00 ROAR Off-Road Nats 1/10 & 1/8 Truck
- '00 Kyosho Challenge 1/10 & 1/8

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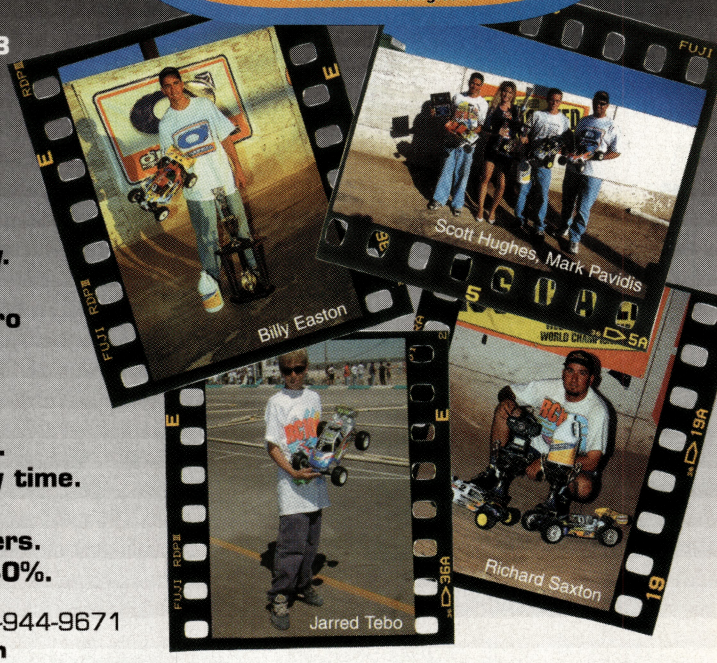

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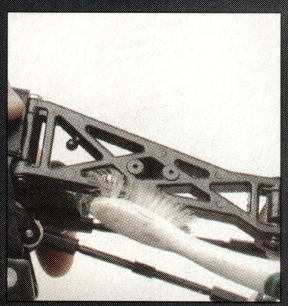
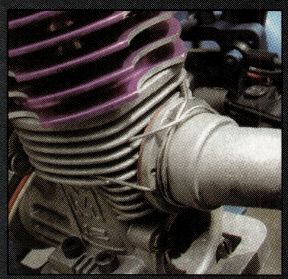


This Quick Tip comes from pro racer Jeremy Kortz. When cleaning your gas car keep a can of WD-40 handy. After you've cleaned the large chunks of dirt and mud from your suspension pieces, spray some WD-40 on a brush then brush your car. Then wipe down the suspension pieces. The suspension pieces will be a nice and shiny black and they won't attract dirt.

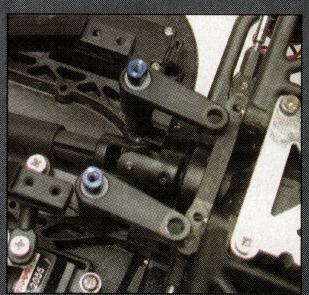
You can also use WD-40 to clean the outside of your car body.

Strapped On



Steve O'Donnell does this trick to all of his team drivers, engines. Rear exhaust engines use a spring to hold the manifold in place. During the rigors of racing, that spring can come loose causing you to lose your manifold and the race. To keep the manifold in place, use Stainless Steel Lock wire available from Earl,s Performance Products; either .025" or .032" wire will work. Thread the wire through the mounting hole on one side of the manifold and wrap the wire tightly around the engine block a few times. Then, thread the wire through the hole in the other side of the manifold. Tie both ends of the wire to the manifold. If you need to remove the manifold, simply cut the wire. You can find Earl's Performance Products on-line at www.earlsperformance.com or at select automotive stores.

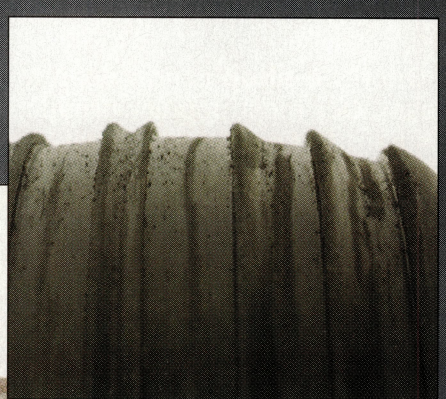
T-Maxx Steering Bearings





Check out the specs on any race ready competition R/C kit and you'll find "ball bearing steering" is standard on most. You can upgrade your E-Maxx/T-Maxx steering system by replacing the stock bushings with ball bearings that you can pick up at any hobby shop. You'll need four 5 x 8 x 2.5mm bearings to replace the stock bushings. The first step in swapping out the bushings is to remove the front skid plate. Next, unscrew the links connected to the steering bell cranks. The bell cranks and steering posts will slide right off the truck. Remove the white nylon bushings and install the bearings. Next, rebuild the portion of the truck you dissembled. Once the skid plate is back on you're ready to go. You'll find your steering to be a little quicker and a little smoother.

Need More Steering?





Need more steering on a high-bite track? If you're running new front tires on your off-road buggy or truck you can gain more steering by simply rounding down the ribs of the front tires. It might sound a little strange at first, but trust us it works. Take your new front tires and a Dremel tool with a sanding bit and gently round down the edges of the ribs on your front tires. You only want to remove the sharp edge of each rib. The reason for this is because when the ribs are brand new and the vehicle goes through a turn, the ribs will bite in at first, but then roll over. By taking their edge away, you'll gain more surface contact between the tires and the ground while cornering.

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

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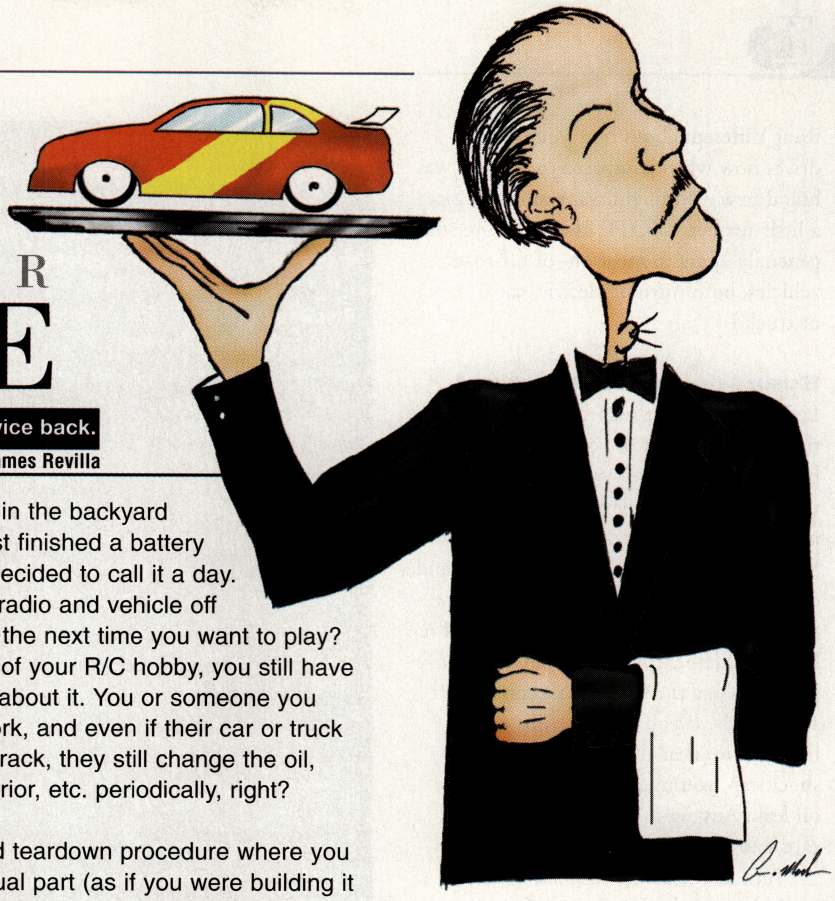


DAILY DRIVER SERVICE

Treat your car like a Rolls and get excellent service back.

by James Revilla

Playing around in front of your house or in the backyard was all about having fun. Say you'd just finished a battery pack or a few tanks of fuel and you'd decided to call it a day. What do you do next? Do you just switch the radio and vehicle off and throw the whole thing into the closet until the next time you want to play? Of course not! Even if competition isn't a part of your R/C hobby, you still have to take care of your equipment. I mean, think about it. You or someone you know drives a car everyday to school or to work, and even if their car or truck never ever sees a drag strip or off-road Baja track, they still change the oil, rotate the tires, wash the car, vacuum the interior, etc. periodically, right? The same goes for your R/C equipment.

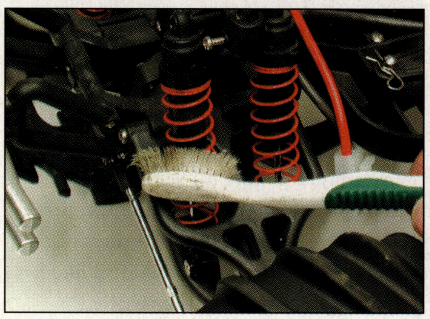
Now I'm not talking about a full rebuild and teardown procedure where you disassemble the vehicle down to each individual part (as if you were building it for the first time!). Car or truck, electric or gas, it doesn't matter. Taking care of your stuff will not only prolong the life of the various components, but it will in return give you more play and less down time. Follow along as we outline how to service your R/C equipment after a full day of play!

The Cool Down

So you just turned the vehicle off (either by unplugging the main battery pack or stopping the nitro engine) after having a blast driving. The motor/engine is still hot, and there's some dust, pebbles, etc. in the chassis. The first thing you should do is clean out any dust or debris you find lingering where it shouldn't be. The *Xtreme R/C Car* staff prefers the popular "paint brush" method; we take a suitably-sized, soft paint brush and literally brush the dust off of the chassis and related components. You can also use some sort of compressed air to blow the dust off (like those "air in a can" deals you can find at a local computer or electronics store), but in some cases air alone won't get everything off (e.g., fuel residue or leaked shock oil). If you don't have them yet, go out to your local hobby or hardware store and pick up a couple natural fiber paintbrushes. Try finding 3-inch, 1-inch, and 1/2-inch short bristle brushes. I've also found that a high quality basting brush will get into most spots of your chassis. You can find these at any home or cooking supply store.

Provided that you drive in relatively clean environments, the brush will take off about 90% of the dust that has accumulated on the chassis and related components. If you drive in mud or moist dirt, obviously a brush alone won't take off all of the mud. For this you can take a small rag moistened with motor spray and simply wipe the suspension arms, chassis, etc. Be careful around the motor/engine areas, since they may still be a little hot. No one wants a burn!

While you are brushing away the dust, you can easily give the chassis a once-over with your eyes. Look at each section you are dusting for anything obvious, like a bent tie rod or a broken suspension arm. Pay attention to some of the more important parts of the vehicle, such as the shocks, the motor/engine, and the drive belts or shafts. Your goal here is to try to identify and prevent any sort of potential problems that may arise in the future. Again, you don't have to go hardcore and look at every single part every single time you drive. This can be done once a month during the "full service" treatment, which is explained in the sidebar.



Taking a brush to your car will remove most of the dirt and debris.

Like I said, a hardcore inspection isn't necessary for daily drivers, unless you own a nitro or off-road vehicle. These two types of vehicles are subjected to more stress and therefore accelerated wear and tear over their electric counterparts. Just by visually inspecting most of the chassis, you should be able to tell if anything needs your attention. If everything looks to be okay, then you're done with the after-drive inspection. Add a drop of bearing oil on the ball bearings, check for any loose screws, and that's it. Your vehicle should be ready for its next drive session. However, if you feel a sudden change in performance, hear weird noises coming from your vehicle, or notice any-

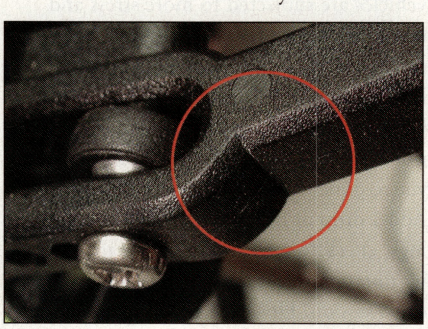
thing different about how your vehicle drives now when compared to when it was brand new, you might want to investigate a little further. (NOTE: the following steps generally apply to most on- or off-road vehicles, both nitro or electric, car or truck.)

Suspension Assessment

Let's start with the suspension. Holding the chassis in front of you with the front bumper facing up, compress each side of the suspension. While doing so, look at how the suspension components move. Start with the shocks. With your free hand, compress the suspension and watch how the shock shaft moves into the shock. If it looks a little bent, it most likely is! Next look at where the shock shaft enters the shock body. If you see some dirt all bunched up near the shock shaft or the shock cap, you might have a small shock oil leak. Any signs of oil leaks or loose caps and leaks should be corrected.

Turn to the actual suspension arms. Look for any obvious signs of fatigue or breakage. Look to see if the suspension compresses freely. If it doesn't and you've already checked out the shocks, then it most likely is a suspension arm problem. To make it easier to check the suspension arms for binding, pop or unscrew one end of the corresponding shock (at the part that attaches to the lower suspension arm) from its mounting point. This will isolate the suspension arms and allow you to move them freely, checking for signs of bent tie rods or suspension components. Use this technique to inspect all four corners of the vehicle. The suspension should feel like it did when you first built the vehicle.

Next, look over the shock towers and any other suspension mounting points on the chassis. Again, look for signs of stress or damage. If your vehicle uses threaded rods or turnbuckles for the upper arm, take a look at them and check if any seem unusually longer or shorter than the other tie rods on the rest of the suspension. If one is, then correct the length as indicated in your vehicles' assembly manual. Also, wiggle any ball cups at the suspension mounting points. If they seem loose fitting or pop off easily from the ball end, replacing them is an easy job.

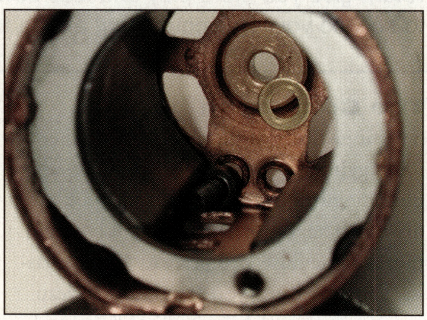


White stress marks in plastic are a sure sign of problems down the road.

Drive Train Inspection

With the suspension check complete, turn your attention to the drive system. I'm talking about the motor/engine, spur and pinion gears, the belts or shafts (for AWD chassis), differentials, axles and dogbones. If you heard some weird noises coming from your vehicle when it was moving and if the sound got louder as you went faster or slower, the drive train would be the first place to look for a problem. If not, it's always a good idea to check over the drive system after every run so that you can ensure proper operation.

Electric • If you run an electric motor-powered vehicle, pop the motor out every so often for inspection. Check for any signs of foreign debris (e.g., staples, etc.) on or near the motor can. Clean off any grime that has accumulated on the motor shaft ends. Check for any burnt odors. A quick blast of motor spray to cleanse the insides of the can is usually all you need to do in between battery packs to keep your play motor in working condition.



Thankfully, with rebuildable stock motors, having a screw stuck in your motor isn't a death sentence.

Nitro • If you have a nitro-powered vehicle, take a look at the engine every once in awhile. The first thing you should look for is any excess oil or fuel on or around the engine block. Verify that the mounting screws, manifold screws, and cooling head screws are tightened. Check the fuel lines for any signs of tears, punctures, or cracks. Take off the air cleaner assembly and inspect it for any excessive dirt build up. Most of the time all you need to do is wipe down the engine components with a small towel sprayed with nitro cleaner.

continued on page 51

FULL SERVICE CLEANING

Just like full-sized vehicles, every once in awhile you have to give your car or truck the full-service treatment. In addition to the inspection tips outlined in the article, you might want to do the following:

Ball Bearing Cleaning: This may be a time consuming task, but keeping your ball bearings clean and lubed can be the difference between a nice, quiet, smooth driving machine and a dishwasher from hell. You're also going to have to disassemble most of the vehicle to get to all of the ball bearings, so plan on setting aside some time when you decide to clean them. Ideally, clean your bearings at least once a month. For off-road or harsh condition driving, try every three weeks. (Check out the article in this issue.)

Rebuild Shocks: Shock oil, although housed in a relatively sealed shock body, will get contaminated over time. Your shocks happen to be one of the most constantly moving parts of the chassis! Over time they'll need freshening-up. A quick shock oil change is usually all that's needed. (Don't forget to flush out the old shock oil with motor spray!) When you have the shock disassembled, you might want to replace the O-ring seals also. These seals keep the oil inside, preventing leaks and, in turn, preventing erratic handling. Do this about once a month, unless you immediately feel a drastic change in your vehicle's handling.

Ball Diff Rebuild/Adjusment: If your vehicle has a ball differential, this applies to you. For regular, non-competitive driving you might want to rebuild the ball differentials in your car about once every 6 weeks or so. When properly assembled and adjusted, these can last that long between inspections! Racers check their ball diffs more frequently, of course, but for you weekend fun drivers you don't need to be that meticulous. When it is time to rebuild, get some new differential balls and springs from your local hobby store. Disassemble the dirty differential, clean the gears and components with motor spray, allow to dry, then reassemble as per the instruction manual. That's all? Yes, that's all!

Mr. Belvedere was a little creepy – the way he looked at Kevin.

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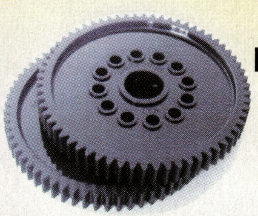

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KYOSHO V-ONE R

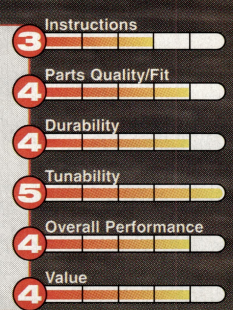
by David Palacios

Any body that knows me will tell you I don't like to leave things alone. I like to build and modify my stuff, make it faster, make it my own. It's not because I just can't keep my hands off my stuff; it's either because it doesn't handle the way I want it to or I just want something to do. Fortunately, or unfortunately, depending on how you look at it.

As an avid nitro touring car racer, I've long awaited the coming of a highly-adjustable car I could race with out of the box. That car is here. The V-one R from Kyosho is a highly versatile car that has almost every adjustment imaginable — not to the point where they become overwhelming, but there are enough that you can set the car up to your specific driving style. Are so many adjustments necessary? Does this car have what it takes to get you to the winner's circle? That all depends on how serious you are about racing.

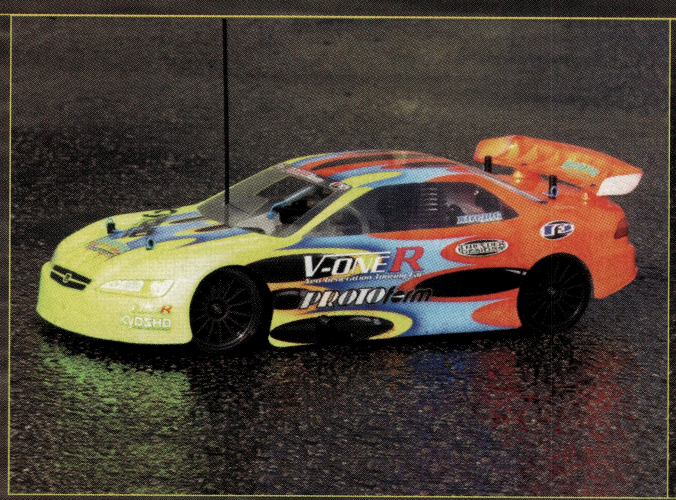
Hits:
- Excellent handling out of the box.
- Included two-speed.
- True racing inspired design.
- Great parts quality.

Misses:
- Setup advice needed in manual.
- Stock tires, work, but need to be replaced.



Thanks to Thunder Designs for providing the *unique* paint job.



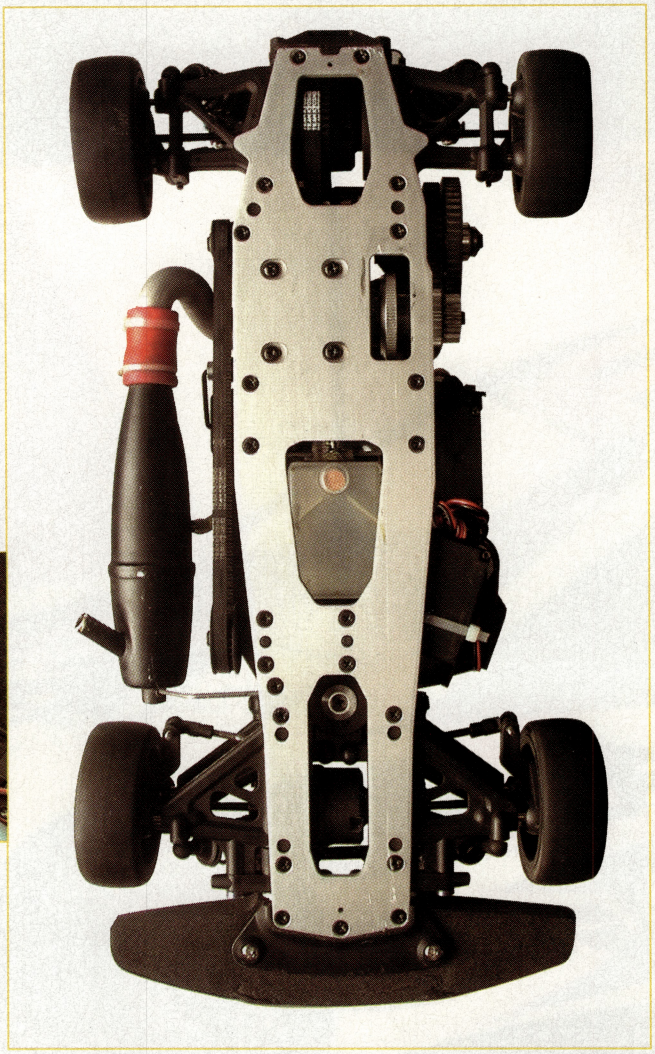




Dave wanted the car to have that *raked* look for these photos.

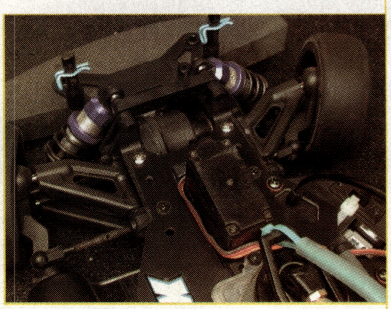
CHASSIS

At a glance the chassis has a low profile and clean appearance. All the radio gear is neatly mounted and all wires are kept clear of any moving parts to ensure nothing gets caught. The chassis is comprised of a lower 3mm-thick hardened Duraluminum deck with a 2mm fiberglass upper deck to mount the radio gear and fuel tank. The chassis of the V-one R is very well laid out. The fuel tank, steering servo, radio battery, and engine are all mounted inline along the center of the chassis. Lighter weight components, such as the throttle servo and receiver, are mounted on the right side of the car and the tuned exhaust extends along the left side of the car. This puts most of the weight in the very center of the car and provides better weight distribution and handling. The V-one R possesses many of the same adjustments found on high-end 1/8-scale on-road cars to make tuning even more flexible. Things like camber, caster, droop, and other adjustments are all easily accessible. All of the adjustment screws are easily accessible without having to disassemble any parts of the car, making the car quick and easy to tune the car at the track side.



Steering

The steering system on the V-one R is very simple. It consist of the two turnbuckles connected directly to the servo saver. The servo is then mounted upside down in the center of the upper deck. It's a direct and simple set up; it doesn't have a lot of slop and it works great.



Body, Wheels, and Tires

Keeping in mind that this is a full on nitro racer, you shouldn't expect to find a body in the small box. Kyosho decided to let you pick the body that works best for your driving style. Kyosho provided black, 15-spoke hex mounted rims wrapped with Kyosho standard compound slicks. Right out of the box, these tires are all over the place. But, once they are broken in you will be pretty satisfied with the way they handle on most surfaces. For racing, stickier tires would be the better way to go.

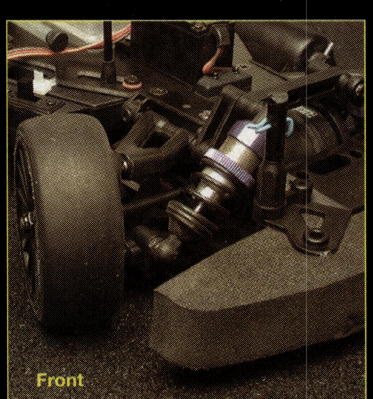
Even with the barrel carburetor, the Mugen engine was a rocket.

ONE R KYOSHO V-ONE R KYOSHO V-ONE R KYOSHO

SUSPENSION

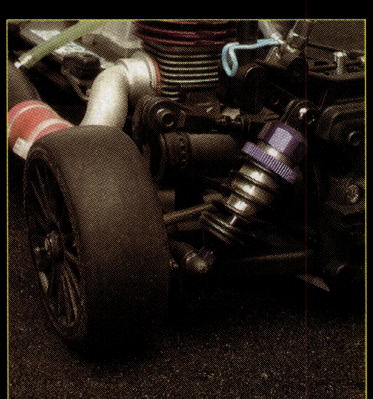
To address racers' needs, the V-one R comes equipped with threaded aluminum shock bodies. With external, bottom-loading seals held in place by a C-clip, the shock assembly was fairly easy to build and work on.

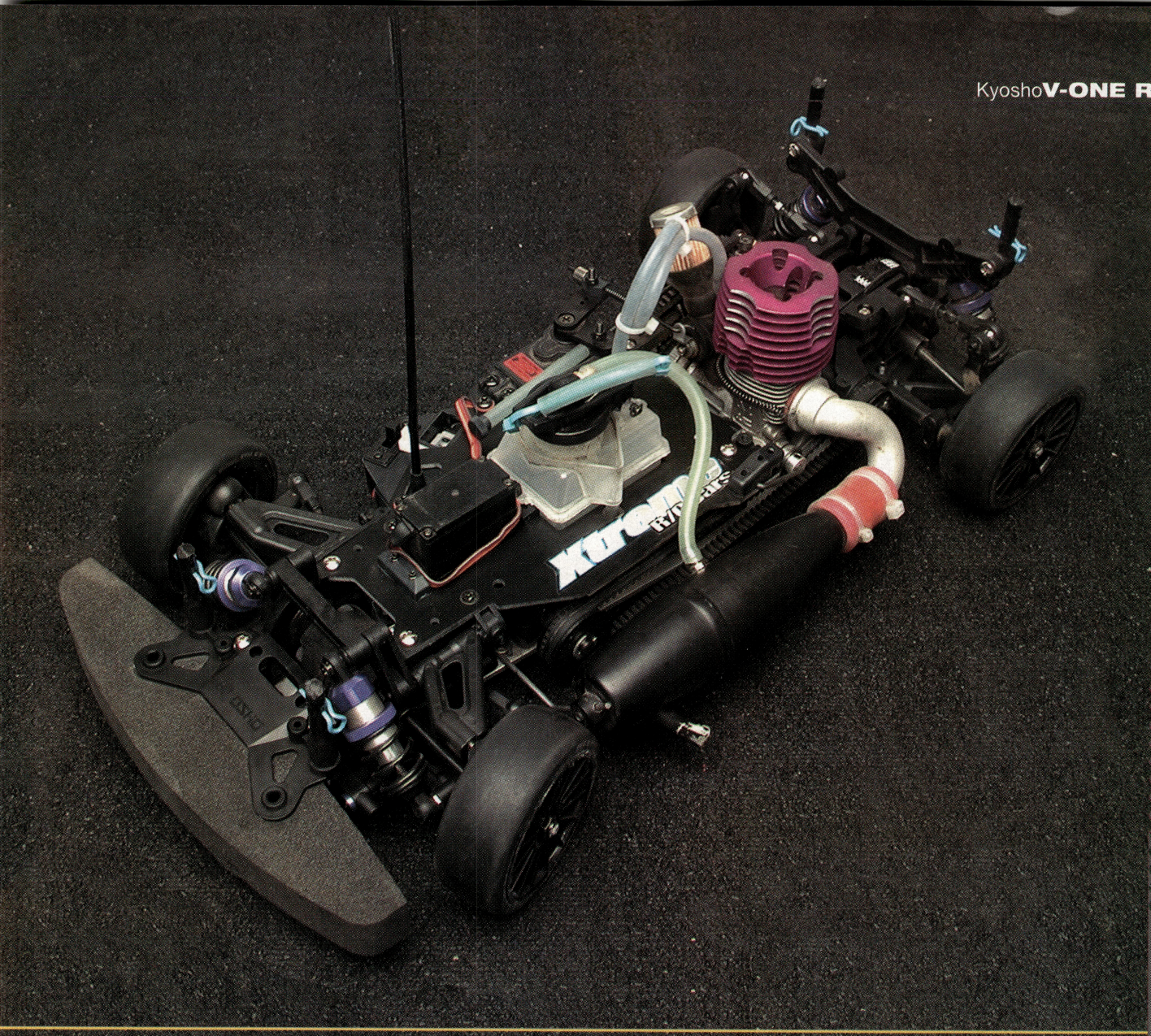
The rest of the V-one R's suspension is also highly adjustable. Camber, caster, toe and travel can all be tuned with a turn of a screw. As surprising as it sounds, the entire suspension is held in place without the single use of an e-clip. The majority of the hinge pins are held in place by the bulkheads and braces while in other areas setscrews keep things in place. There is no need to worry about losing an e-clip and having your suspension come loose during a race with this set up.



FRONT SUSPENSION • The lower and upper arms are exactly the same length and keep the front camber consistent through the turns. The upper arms are swept back and are spaced on the hinge pin with the use of removable spacers. This allows you to slide the arm either forward or back, in turn, changing the degree of caster on the front wheels. Setscrews are mounted on the lower arms and limit the amount of up travel, while mounted on the bulkheads set screws can be used to limit the amount of down travel. Both sets of setscrews are easily accessible from the top of the car and can be adjusted without having to disassemble any part of the car.

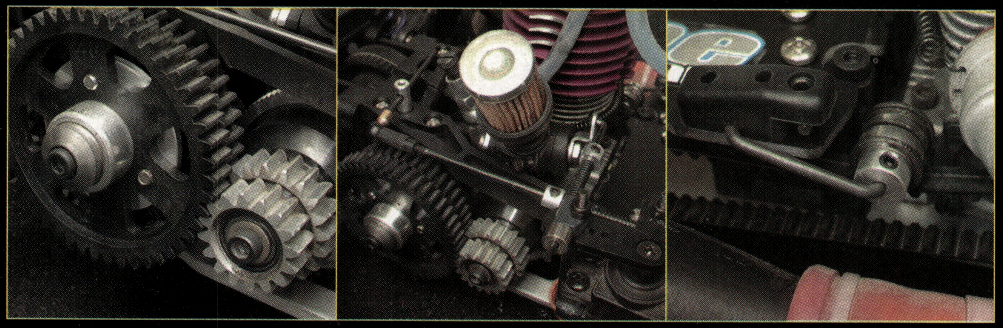
REAR SUSPENSION • The lower arm and upper camber link are nearly the same length, again keeping the rear camber consistent through the turns. Just like the front, setscrews are also easily accessible to limit the suspension travel, but are a lot more visible.





ONE R KYOSHO V-ONE R KYOSHO V-ONE R KYOSHO

DRIVE TRAIN



As with all nitro cars, a bullet-proof drive train is ideal, but we all know that's nearly impossible. The V-one R's drive train, however, comes pretty damn close. The V-one R has a very durable clutch assembly. The large shoes provide plenty of surface area to grab the clutch bell and get the car moving quickly. The large diameter bearings are perfect for distributing heat produced from the engine and the friction in the clutch.

The V-one R comes equipped with a 2-speed transmission to get up and go on larger tracks. The 2-speed has a unique design. It uses a system similar to that found on the clutch in the engine. There are two shoes held together by springs, the springs prevent the shoes from engaging until a certain RPM is reached. When the proper RPM is reached, the shoes begin to expand and drag on the outside bell housing thus engaging second gear. This is a much better and smoother transition between first and second gear than other two-speed designs — no more sudden bursts of speed causing you to lose control. This method will also prevent shredding second gear or the shifting mechanism with more powerful engines. Continuing on, the steel disk brake is mounted to a rear lay shaft which extends behind the engine and drives the rear differential. The side belt then runs the length of the car to the front lay shaft that drives the front differential. The front and rear differentials consist of metal planetary gears with steal out-drives. I have to say I was a little disappointed to see regular dog-bones transferring the power from the diffs to the wheels. I would have rather seen universals instead, but the dog-bones serve their purpose and help keep the total cost of the kit down.

To feel the full power of the V-One R you really need a big stretch of asphalt.

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Pro System

75MHz part#123753

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

hitec Racing

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Other Features

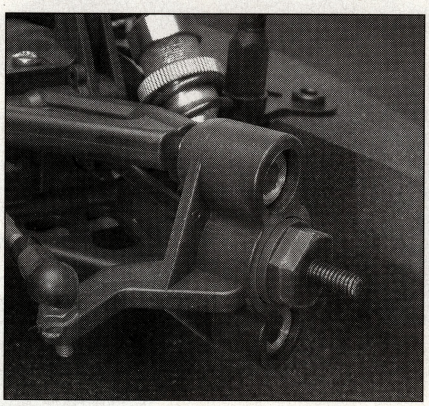
Performance wise the V-one R comes complete with full ball bearings, including in the side belt tensioner. The included clutch can be adapted to either a pilot or a standard shaft-type engine. This added feature allows a larger variety of engines to be used in the car. Once you've decided on the engine and tuned pipe, the prefabricated muffler wire that comes with the kit will hold the exhaust in place.

To tame this beast, a steel cross-drilled brake disk with Rulon pads provide more than enough braking power. The brakes are also adjustable. The screws that determine how close the pads are to the disk can be easily accessed and adjusted, allowing you to easily set drag brake and overall braking.

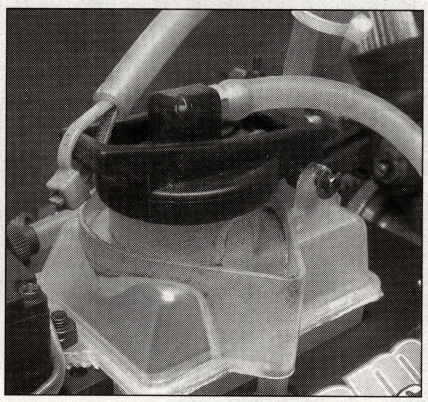
Last, let's not forget protection. A large foam bumper keeps those boards and any other obstacles from doing very much damage to the front of the car. A molded plastic roll bar/handle protects the engine head if you ever do get the car on its lid. The fuel tank has a built-in fuel catch to drain any overflow down and way from expensive radio gear.

Building

Building time took approximately 6 hours from start to finish. This was partly due to all the adjustments possible on the car. Measuring and remeasuring to make sure both left and right sides are identical can be time consuming. This is not an easy kit to build, but at the same time it shouldn't be extremely difficult either. Just follow the directions carefully and be sure to note any symbols located on each step.



The captured ball design of the suspension is much like those found on 1/8-scale racers.



Don't worry about an over aggressive pitman, the fuel reservoir will catch the excess fuel.

Building Tips

Basic tip #1: When opening the bags with the oils, take a permanent marker and label the bottles themselves so you don't get them confused.

Step 1: It's a good idea to seat the gaskets on Parts #31 and #28 before filling the diffs with oil. Also, I would suggest wetting the gaskets with a little oil first. This will help hold them in place while assembling the diff halves and to ensure that you don't damage the gaskets.
The instructions don't tell you how much oil to put into the diffs, but you are supposed to fill them completely.

Basic tip #2: When filling the diffs with oil, be very patient with the #50000 (heavy) oil. The nipple will pop off if you apply too much pressure.

Step 5: Take note on the left and right markers on Parts #13 and #14.

Step 7: After completing this step, I noticed the front suspension was catching on the aluminum brace that goes across the bulkheads. To fix the problem I bent the brace just a tiny bit. I did this by inserting a Phillips screwdriver through the slot on the front bumper and applied a little pressure using a lever motion until the suspension freed up.

Step 14: Pay special attention to the direction of the spur gear. The one-way goes through the side of the spur gear where the holes have a slight lip on them. The two pieces are supposed to lock together. Make sure to put Part #115 in the groove of parts #118. Make sure the inner gear on the 2-speed rolls freely when assembled.

Basic tip #3: Glue the rings on the pullies so they won't fly off during racing.

Basic tip #4: When building the shocks, put a little grease on the O-rings to protect them when inserting the shock shaft.

Looking at the kit before I started to build it, I noticed that the plastic parts were molded nicely. They fit perfectly and had no problems whatsoever. The V-one R comes with a setting data sheet, but unless you can read Japanese it is almost completely useless. However, if you can get someone to translate it for you by all means do. By the looks of it, it would be very useful in keeping track of your setups if you knew what to fill in. The lack of translated text in the manual makes the task of assembling this kit a little harder than it should be. Some guidance would be helpful.

Testing

Testing ground • I packed up my gear and headed for Adam's Raceway in Riverside, CA. There wasn't any racing going on, but I did get to run the course for the entire day. The surface is made up of concrete and provides very little traction at first. I then asked to borrow their blower and dusted off the track. Then, I was ready for action with the car set up exactly as the instructions suggested, in other words bone stock, I began testing.

Acceleration • After lighting up the engine and doing some bench tuning, I set the car on the track and warmed up the engine. After a few passes, I tuned the engine and headed down the back straight. This car has a lot of punch with the lower first gear. There did seem to be a little power loss due to wheel spin, but after all I did have the stock tires on. As the day progressed I noticed the traction on the car improved as the tires broke in. This was a huge help. In the infield, the car had no problem rocketing out of the turns all while under control.

Top Speed •During the first tank, I kept the 2-speed in check by adjusting the clutches the way the instructions suggested. This kept the car in first gear the whole time. Even in first gear the car didn't wind out until it approached the end of the straightaway. This was perfect for this track and I had plenty of speed to carry me though.

I then decided to let it kick into second gear. This was not a wise choice. I never got the car to peak out on the track; it just wasn't big enough. As a matter of fact, I rarely got the car to shift gears and when it did it wasn't until the last five feet of the straightaway. The way the course was laid out, if I allowed the car to shift any sooner I would

The fuel reservoir doesn't give you license to drench the tank when fueling.

1/8 SCALE
4WD GAS POWERED
RACING BUGGY

MBX4 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

MBX4 R



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

1/10 SCALE
GAS POWERED 4WD TOURING CAR

NITRO MTX-2

CHASSIS KIT
CHASSIS With MT12 ENGINE KIT



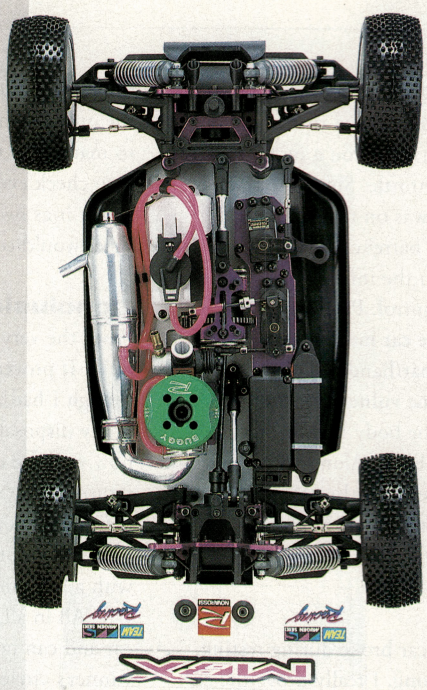
T0211
F/R Universal Joint Set



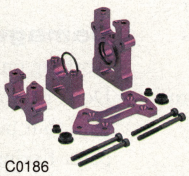
51601 Black Pipe S (12)
51602 Black Pipe L (12)

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.co

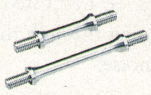
MUGEN SEIKI®
Racing



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:



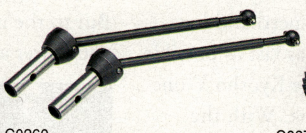
C0186
Al. Center Diff. Mount Set



C0193
Al.Tension Rod Set



C0192
Rear Upright



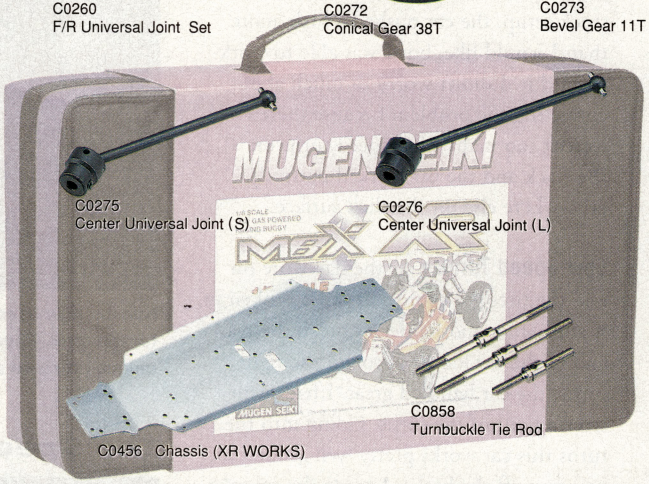
C0260
F/R Universal Joint Set



C0272
Conical Gear 38T



C0273
Bevel Gear 11T

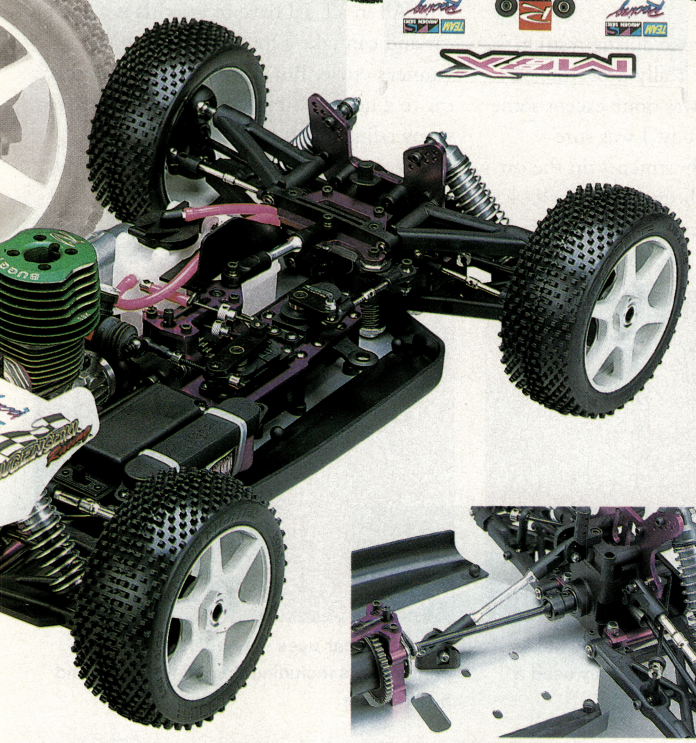


C0275
Center Universal Joint (S)

C0276
Center Universal Joint (L)

C0858
Turnbuckle Tie Rod

C0456 Chassis (XR WORKS)



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

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

NEW

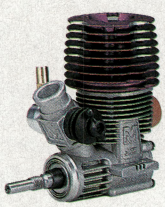
MT12 Engine

MT12TS1 SG-Shaft, Slide Carb.
MT12S1 SG-Shaft, Slide Carb.
MT12R2 STD-Shaft, Slide Carb.
MT12S2 STD-Shaft, Slide Carb.

DGE STRATUS KIT
ACCORD KIT

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





〈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

have been shifting in the infield – not a good idea unless you want to end up in the wall. So I locked down second gear and kept it all under control in first and was very pleased with the speed and power the car had.

Braking • This car has just as much braking as it does horsepower. I adjusted the brakes the way the instructions suggested, but it wasn't enough. So I turned a few screws and, viola, I had all the brakes I could desire. Under braking the car was still under perfect control. With the stock tires there was a little tire screeching, which meant I was locking up the tires. In turn, this means I'd experience more tire wear than is necessary and add some precious seconds on lap times. So I adjusted the brakes until I was going through the turns with very little tire noise.

High-speed turns • This is where tuning this car comes into play. Finding that perfect balance between high-speed and low-speed steering while going as fast as possible is key. And that is where the Kyosho V-one R proved it had what it took. With the stock setup, the car pushed a little more than I would like, but I was able to work around it. I didn't worry to much about correcting the problem because there weren't too many high-speed turns on the track and the car worked perfectly everywhere else on the slick surface.

Low-Speed Turns • As the day wore on and the tires got more and more broken in, it got harder and harder to break the rear end of the car loose. Through the tight turns, the car handled great. I had plenty steering out of the turns. Going into the turns this car works pretty well as long as you stay off the brake. I made the mistake of staying on the brake too long which caused me to drift to the outside of the turn. After adjusting the brakes so they didn't lock up, taking the turns became much easier. The car exhibited good turn-in and turn-exit feel.

Tuning • There are very few things I would suggest to add to this car. It is nearly perfect right out of the box. Of course, I would suggest upgrading to universals instead of the dog bones. This is just because during a race I wouldn't want to lose a dog bone and have to pull the car off the track. Also as the dog bones wear out, the outdrives and axles become more sloppy. The kit is designed to run a slide carburetor which gives you a more punchy and responsive throttle. Since the track I was running on was on the slick side, I decided to run a barrel carb. This made driving the car in the infield easier and kept it more under control. Putting the barrel carburetor on the car meant having to remove the roll bar/handle. This left the head of the engine vulnerable to damage. However, with the body I was running it didn't pose a problem. Along with the barrel carburetor the stock throttle linkage can be used with a one minor modification and one additional collar.

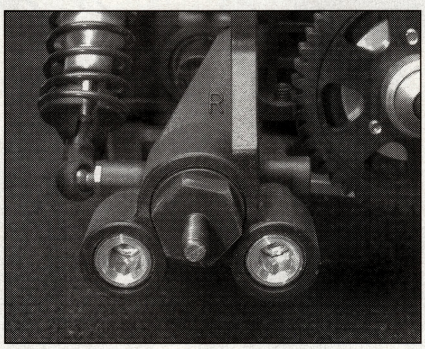
Damage

Nothing on the car broke during testing. Don't get me wrong. I really drove the car hard, but no damage was done except some paint flaking off the body. I was sure though with all the adjustments on the car something would be thrown out of whack. But to the naked eye everything looked good after a long day. That uncertainty that something might be out of whack is the only downside to having a car with so many fine adjustments. All I can suggest is to check everything after each run and adjust it as needed. This is where the setup sheet would come in handy.

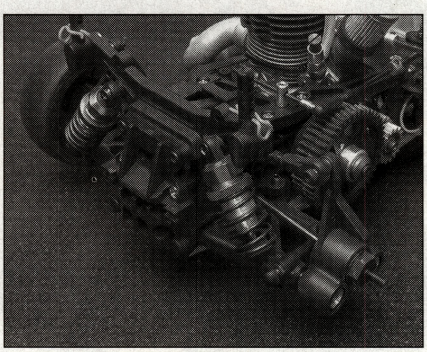
Conclusion

From the very start, I liked the way car was built. It proved to be a true racer's car. Even though I had a ton of possible adjustments at my disposal I was extremely pleased at how well the car worked with the box stock setup. The next time out to the track I will definitely make some adjustments and throw on another set of tires, something with a little more bite.

All in all, I'd have to say this is a great car and can take a lot of racers into the winner's circle. But, I wouldn't suggest this car to a novice. Simply because there are so many adjustments of which to be cognizant. Unless you know what changes to make, setting up this car can be a real nightmare, especially without a setup sheet.



Kyosho now uses standard pins and hexes for the drive wheels. For years they used a unique pressure setup.



The entire car uses very beefy suspension components including the camber links and hub carriers.

The Specifics

KYOSHO V-ONE R
Part #: 31011
Estimated Street Price: $330

Vehicle Type:
4WD nitro-powered touring car.
Scale: 1/10
Chassis type: Double-Deck
Material: Aluminum and Fiberglass

Drive Train
Design: Belt transfer 4WD
Differential: Planetary Gear

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 15-spoke white.
Tires: Standard Slicks.

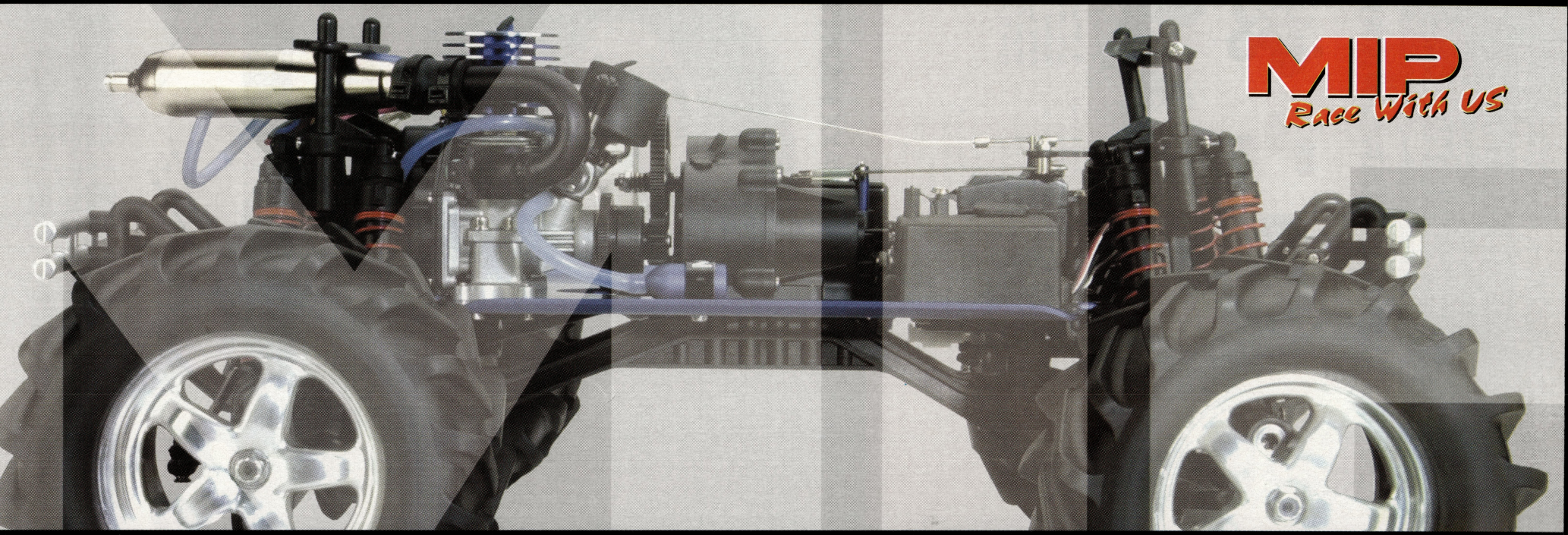
Who It's For
Anybody looking for a competitive, top-of-the-line nitro touring car.

What We Used
Mugen rear exhaust MT12 engine, JR Racing XR-2 radio with standard servos, Trinity Monster Horsepower Fuel, McCoy MC-59 glow plug, Orion 1100 mAh battery pack.

Main Competition
Yokomo GT-4, Mugen MTX-2, HPI RS-4 Nitro Racer 2, Serpent Impulse.

Dimensions
Weight: 4lbs.
Wheel Base: 10.2
Width: 7.9" 200mm
Build Time: 5-6 hours

Next time we will adjust stuff. Can't wait.



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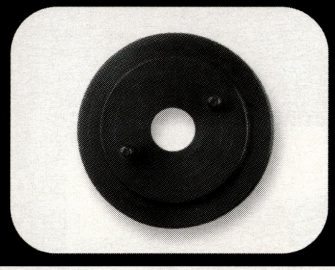
BOOST BOTTLE KIT

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

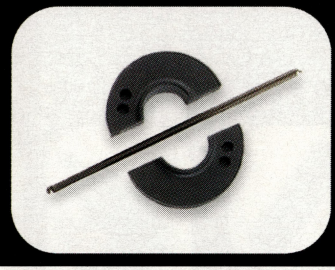
#3057



HEAVYWEIGHT FLYWHEEL

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

#3073



CLUTCH KIT

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

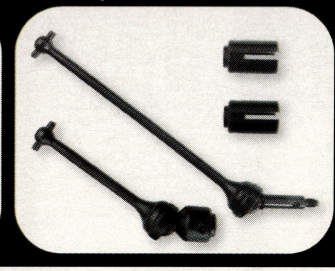
#3071



REAR EXHAUST STINGER KIT

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

#3074



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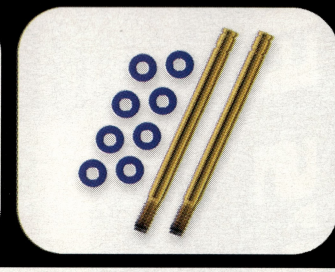
Hardened steel constant velocity drive axles for the front, rear, and center of your T-Maxx Truck.

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



GOLDEN SHOCK SHAFTS

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

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

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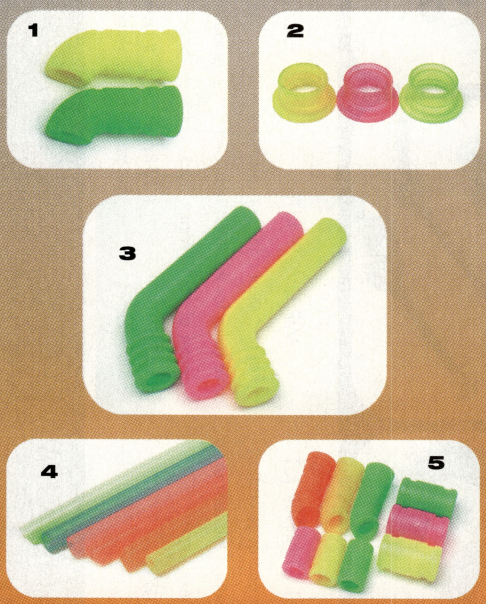
PURE **SILICONE**



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

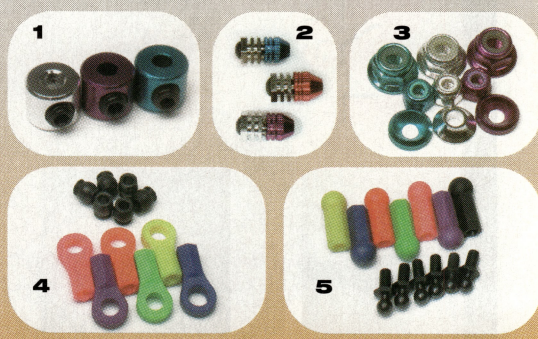
2. Manifold Seals
Comes two per pack.
Available in 2.1cc, 2.5cc, and 3.5cc.
Part #:
RE10170-2.1cc
RE10171-2.5cc
RE10172-3.5cc
Pair: $3.99-$5.49

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

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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

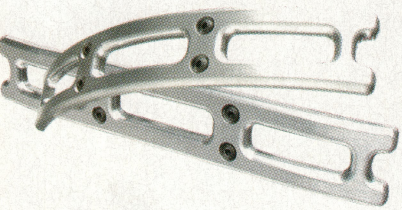
2. Tool Center
Keep your tools in order with the tool center. Works perfectly with Racers Edge or any Allen and nut drivers. Anodized in bright blue.
Part #: RE7024
Each: $12.95

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

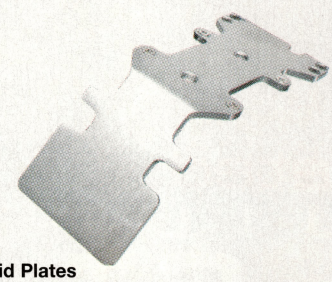
***Limited Lifetime warranty!**



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

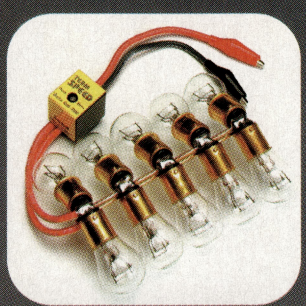


Ladder Bars
The perfect combination of strength and beauty. Available in anodized blue.
Part #: RE4900B
Set: $49.95



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**



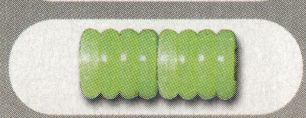
Tunnel Design Car Stands
Tunnel design car stands made to fit all cars including Losi and Associated models. Available in neon blue, neon green, neon orange, neon pink, smoke, and violet.
Part #: RE0037B - RE0037V
Each: $10.50



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

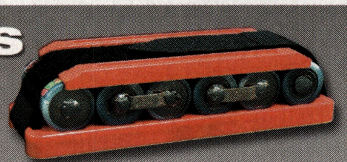


Sure Seal Shock O-Rings
Pure Silicone o-rings fit Associated, Losi, Traxxas, and most sedan shocks.
Part #: RE1350
8 Pieces: $2.25



BUILDING **SUPPLIES**





Diff Building Board
The new Racer's Edge Diff Building Board makes diff assembly and adjustment easy!
Part #: RE7030
Price: $9.95

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



Team Associated TEAM BUILT T3 AND GT

by Mike Velez

The R/C industry has changed dramatically over the last few years. The explosion of RTR kits has changed the entire landscape of R/C. A guy that buys an RTR either doesn't know how to build a car or just doesn't want to. In the past, entering the racing arena would have been difficult if not impossible for this guy. So what does somebody wanting to get into racing do if their knowledge of building is limited or they don't want the hassles of building a car? Team Associated has recognized this dilemma and come up with an answer. Introducing the Team Built line of trucks. The Team Built lineup includes the electric T3 and the nitro-powered GT. Both trucks, you guessed it, come built from the team. All someone has to do is install the radio gear and motor or engine and they're ready to race. Are these trucks truly race-capable? What must be done once the box is torn into? What else will someone need? All your questions will soon be answered.

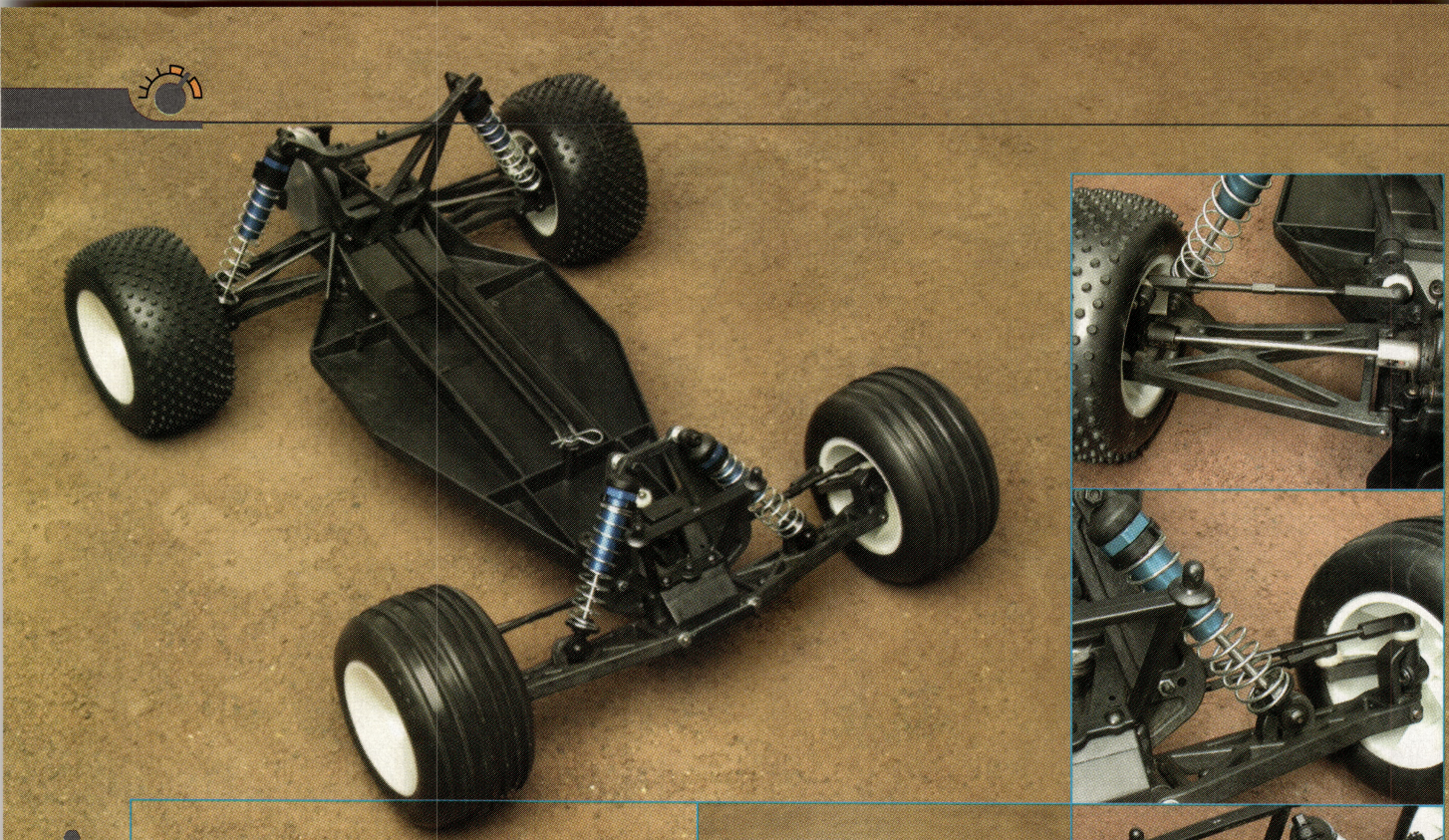
Hits:
- Great attention was paid to all the racer building tips.
- Proven kit designs.
- A great value.
- Good handling out of the box.

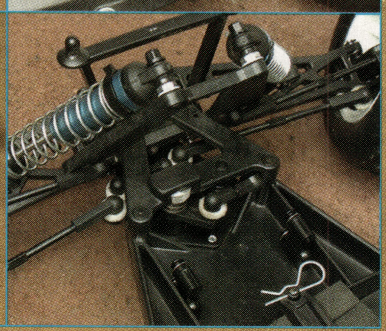
Misses:
- Racing will require some new treads.
- Dogbones? What happened to CVDs?

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

Wouldn't it be cool to show up at the track at 5:00, buy new truck, and race at 7:00?

Both these trucks are pre-prepped and trimmed from the factory.





Team Associated

TEAM BUILT

T3



UILT T3 & GT TEAM ASSOCIATED TEAM BUILT T3 &

The Team Built Concept

Both kits are nearly identical to Associated's "Team" versions of each kit. I'll go into the differences in detail later. Each kit comes assembled and adjusted. The camber is set, the diffs are adjusted, the steering tie-rods are set. All that is needed is for the purchaser to install their radio system. That could be a receiver and servos from an RTR or a new aftermarket radio. From there, owners will have a race-capable kit, built and ready to race.

T3 • Chassis

The T3 chassis is the same molded chassis found on Associated's other T3 models. It's long for smooth handling and features channels and braces for added rigidity. The engine and transmission are located behind the rear axles. The battery pack mounts down the center of the chassis and the steering servo and front end flank the front end of the chassis.

T3 • Suspension

The suspension is standard Associated. All four aluminum shocks are blue anodized and built with 30wt silicone shock oil. The ride height is already set from the factory.However, we added a little more pre-load to the front shocks.

T3 • Drive Train

The transmission is already completely built and adjusted. All you need to do is install a motor and the included pinion gear. Even the gear cover comes cut out. Like the Team Built GT, the Team Built T3 uses conventional dog bones with 3/16" axles. This means that both trucks use the common T3 and GT rear wheels found in hobby shops and tracks across the country.

T3 • Steering

The steering is a simple bell-crank setup with a spring loaded servo saver. Different servo horns come along with the truck so that any standard Hitec, Futaba, JR, KO, Multiplex, or Airtronics servo will fit right in.

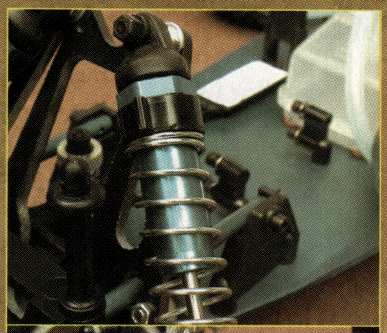
T3 • Body, Tires, and Wheels

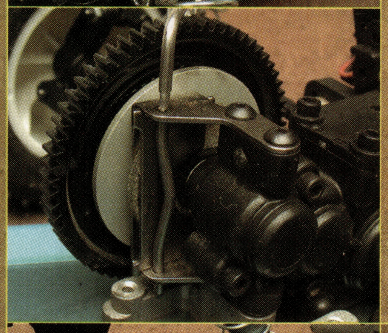
The Team Built T3 comes with a pre-screened Pro-Line 2000 Chevy truck body. The body comes mounted and requires no additional cutting. The color scheme is Billy Easton's, but with blue instead of red. The tires and wheels are just like those on the Team Built GT.

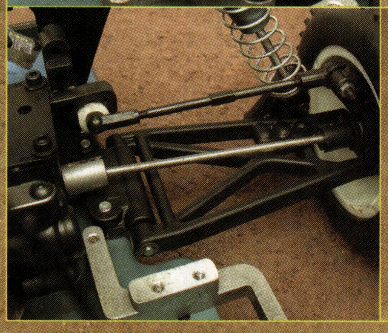
T3 • Other Features

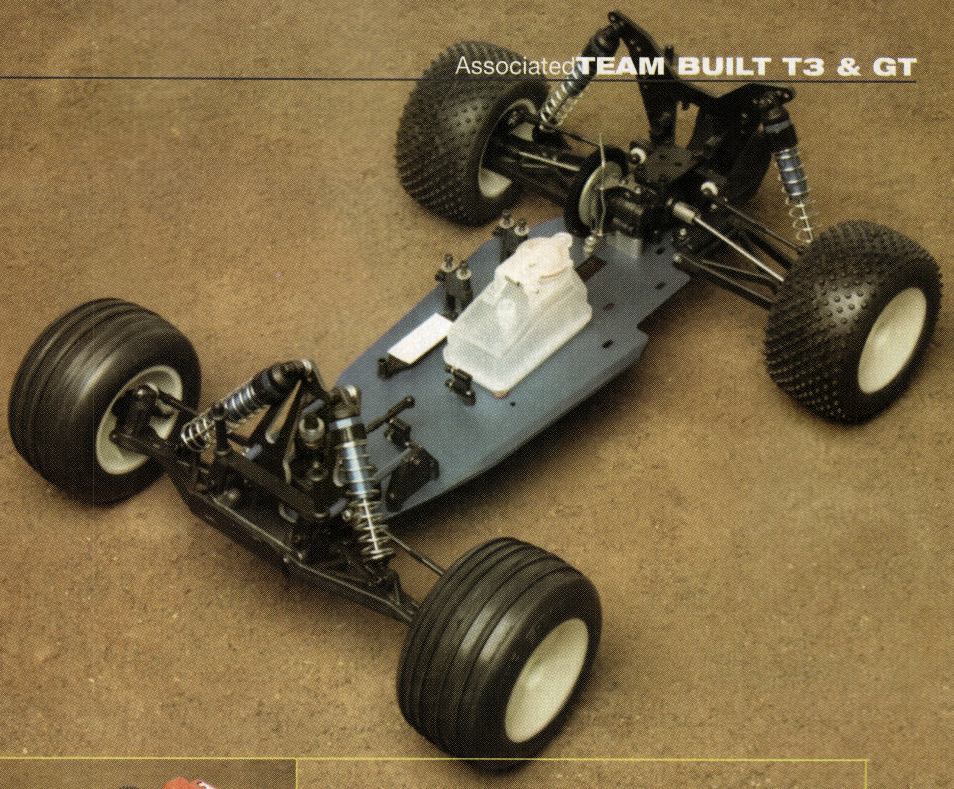
The T3 comes with a complete set of ball bearings that help to keep the truck running smooth and fast. The T3 only needs the servo, ESC, receiver, and motor to be installed.

We're told Billy Easton's been working a triple shift to build all these trucks.











Team Associated
TEAM BUILT
GT

EAM ASSOCIATED **TEAM BUILT T3 & GT** TEAM ASSO

GT • Chassis

An 2.5mm thick blue anodized aluminum chassis with countersunk holes is the foundation for the kit. This is the same chassis that comes with the top of the line Factory Team kit. The chassis places the engine and transmission at the back of the chassis. The fuel tank rides in the center just behind the steering servo and front suspension. The chassis uses raised edges to provide plenty of stiffness.

GT • Suspension

The suspension system is just as you'd expect it, proven and bullet-proof. Up front all of the steel turnbuckles are adjusted so that the truck has -1° of camber and neutral toe. The shock arms are standard Associated molded material. Foam things are installed between the ball studs and ball cups. All of the ball ends have nuts fastened to keep the ball ends from backing out. To reduce bump-steer, two washers sit between the steering ball studs and the steering spindles.

The rear suspension blocks offer 3° of toe-in and 2° of anti-squat. Both the front and rear shock towers are cut from fiberglass. One difference on the Team Built trucks versus the Team kits is the shocks. The Team Built trucks come with blue-anodized aluminum shock bodies versus the hard-coated shock bodies on the racer. The truck comes built with 30wt silicone shock oil in all four shocks.

GT • Drive Train

The transmission on the GT is stocked with bearings. The only exception are two bushings that are inside the differential. From the factory the diff is built and adjusted as is the slipper clutch. Instead of CVDs, the Team Built GT comes with conventional dog bones. A single disk brake is mounted to the output shaft on the transmission is standard.

GT • Steering

The steering turnbuckles come pre-adjusted. All that's needed to be done is install the servo. Even the mounting hardware comes bolted to the chassis.

GT • Body, Tires, and Wheels

The GT comes with a pre-painted (actually it's pre-silk screened) Pro-Line F150 body. The body comes in a four color design modeled after Billy Easton's rig. The body comes mounted. All you'll need to do is cut out come cooling holes for the engine and add decals. The tires that come with the GT are Pro-Line rear Stubbie T's and Edge front tires. All four are in a hard compound. This harder compound doesn't need foam inserts for support. The wheels are standard white dish wheels. All four tires are pre-glued to the rims.

GT • Other Features

Aside from being built and ready to go out of the box, the kit also comes with a exhaust manifold, tuned pipe, throttle linkage, and clutch assembly. Two kits are available depending on whether or not you'll be using a pull-start. The non-pull-start version comes with a slightly different manifold and smaller flywheel. The entire kit is bearing supported, with the exception of the inside differential.

Billy doesn't actually build the kits; they're assembled overseas.

In the spring 2001,
"64 MAX Project"
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BEST OF THE BEST GT-3000R

High Quality Ni-MH Battery



Incredible high capacity,
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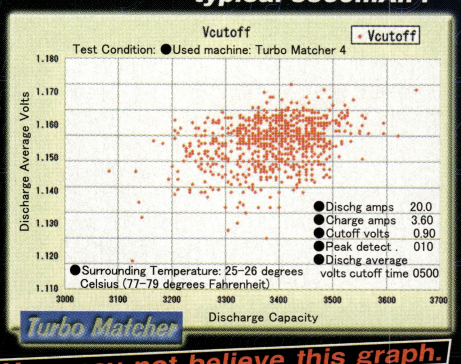


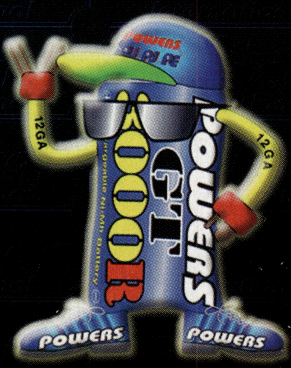
You may not believe this graph.
But it is the actual data!

The Max Power, you have never experienced before!

Our recommendations for cycling conditions:

1. *Never cycle in a room warmer than 26 degree 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.*

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.



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Testing

Our test track for both of these trucks was K&M Raceway in Grand Terrace, CA. The track is a typical outdoor off-road track with lots of jumps and a challenging course. Air temperature was about 75° F with hazy sun.

Setup

GT • Setup takes about an hour. Installing the throttle linkage will take the bulk of that time. Depending on the engine you're using you may have to cut the engine crank. If this is the case you'll need to use a Dremel tool. Directions for this procedure come with the kit. The servo linkage comes bolted to the truck out of the box and is easy to finish off.

T3 • Installing the radio and ESC will take you less than an hour, probably 30 minutes. The included instructions will get you through the process.

Acceleration

GT • The truck accelerated briskly from a standstill. The stock clutch shoes, which I'm usually not a fan of, worked as designed. As soon as I heard the engine accelerate the truck did the same. The hard compound tires actually worked pretty good on the hard-packed, but damp surface.

T3 • With a stock motor, you're not going to turn too many heads when you gun the throttle, but the T3 tracked straight and took off strong. When setting up for a large jump I was able to clear the jump easily with just about ten feet of acceleration.

Top Speed

GT • To test the truck I installed the O.S. Engine I had in my regular racing FTGT. The engine was already broken in and ready to go. After making some minor adjustments to the throttle linkage my drag brake was and I was ready to go. This truck was just as fast as my Team Team truck. I saw no difference in top end. Basically, the truck is a rocket.

T3 • I installed a Reedy Rage Type-R motor in the truck and top speed was very good. I was surprised at how easy the truck was to drive at full throttle down the straightaway which has some large jumps

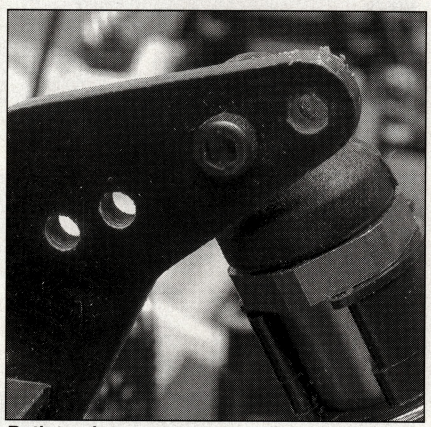
Jumping

GT • I had the idle set a little high and didn't have enough drag brake. For those two reasons the truck hand a tendency to nose up on the jumps. After making some adjustments I had this problem solved. The truck remained very level. On the back straightaway of the track were three huge jumps. The truck easily cleared the first two and singled the final jump.

T3 • On the big jumps I only had the ponies to clear a couple of them. There was one large double jump in front of the drivers stand that I had to take full speed to clear. After a couple crashes I took it easy on this jump and had much more success. Overall, the truck was a good jumper.

Rough Track Handling

GT • At the end of the straightaway is a



Both trucks come pre-set to Associated's base race setting.

The suspension pieces on both trucks are exactly the same as those found on the Team kits.



The Specifics

Associated Team Built T3 and GT
Item Info
Part #'s: GT:7050 (pull start), 7051 (non-pull start); T3: 7009
MSRP: GT: $329; T3: $269
Estimated Street Price: GT: $200-$210; T3: $170

Vehicle Types:
GT - 2WD nitro competition off-road truck
T3 - 2WD electric competition off-road truck

Chassis Type:
GT - Aluminum chassis with rear-mounted drive train.
T3 – Molded tub chassis with rear-mounted drive train.

Transmission
Design: 3-gear reduction.
Reduction Ratio:
GT - 2.6:1
T3 - 2.4:1
Differential: Adjustable Ball
Slipper Clutch: Yes, single pad friction
Bearings/Bushings: Shielded bearings

Suspension
Type: 4W independent lower A-arm with adjustable camber links.
Damping: Oil-filled, coil-over anodized aluminum shock bodies.

Wheels, Tires, Body
Wheels: One-piece white molded dish wheels.
Tires (F/R): Pro-Line Edge M-compound fronts, Stubbie T M-compound rears.
Body:
GT - Pro-Line F150 Prepainted
T3 – Pro-Line 2000 Silverado Prepainted

Test Gear
GT - O.S. CV, Futaba 3PJs Radio with standard Servos, O'Donnell 20% fuel, Trinity Nitro Metal Hydride Cells, McCoy MC-59 glow plug.
T3 - Hitec Lynx 3D radio with receiver and standard servos, Reedy Rage Type R stock motor, Reedy, SMC, and Trinity Sanyo 2400 cells.

Who They're For:
Entry level racers looking to graduate from the RTR ranks.

Main Competition
GT: Losi XXX-NT, Kyosho Ultima ST-R GP
T3: Losi XXX-T, Kyosho Ultima ST-R

Rumor has it Associated is working on a line of pre-made puzzles.

rutted section and a washboard section of whoops. The rutted stuff was no problem, but by the time the truck reached the washboard, it was really out of shape. I had to let off the throttle and let the truck gain its composure. In all the other rough areas of the track, the GT handled well.

T3 • The T3 handled the race course much like the GT. The washboard section was the only rough area that gave the truck problems.

High-Speed Handling

GT • This was the one area on the track where the tires lacked grip. At high speeds coming into turns, the rear tires had a tendency to break loose. The same was true for steering input at high speeds.

T3 • Again, softer tires would have helped the truck in this arena. At high speed there's enough traction to avoid a collision, but if you go too far with the steering input you could be off the track.

Low-Speed Handling

GT • This is where the hard compound tires surprised me. The truck handled very well. You had to ease into the throttle if you were turning, but the balance of traction between the front and rear tires was very good. Off-power, the truck turned on a dime.

T3 • On and off power, the T3 handled very well. The tires had enough to keep the truck where I wanted it. Feathering the throttle around some turns was necessary, but the truck remained in check the entire time.

Damage Report

GT • Aside from a couple loosened screws on the chassis, there was no damage to speak of. Trying to land the double and single jumps on the back straightaway took its toll on the body however.

T3 • Absolutely no broken parts or loose screws on the T3. Everything held up well throughout testing.

Tunability/Maintenance

Both of these trucks are highly tunable. The instruction manuals that come with the trucks offer ample setup advice beyond basic guidance. But, if you want more advice, I recommend picking up

PIT STOP HOW-TO

What else do I need to race?

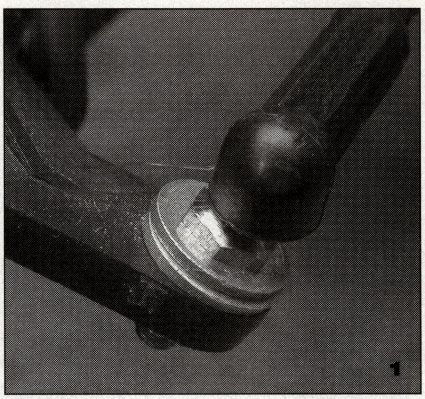
Radio - A radio system from an RTR will get you started. If you're buying a new radio system be sure it has certain adjustments like End Point Adjustment and Dual Rate. These adjustments are important in racing, especially with the GT.

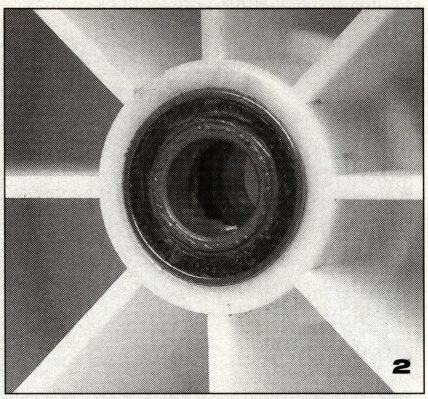
Engine/Motor – In case you're wondering, an engine is a nitro engine; a motor is an electric motor. If racing is in the cards, head over to the local hobby shop or track and get their recommendation. Stick with a well-known name brand on either of these.

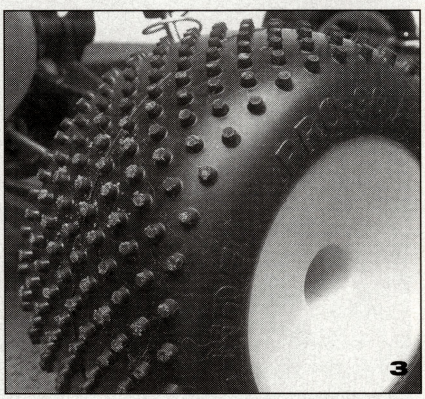
ESC (T3) - Stick with a competition minded Electronic Speed Controller. Reverse isn't used in racing so find one that is made for forward and brake. LRP, Novak, Tekin, Mtroniks, GM, Hitec, and Keyance are all well-known brands that will get you going.

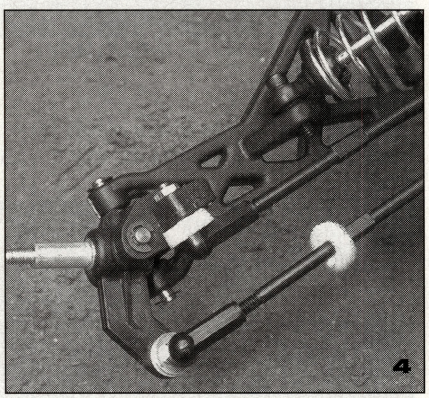
Batteries – For your T3, you'll need some 6-cell packs and you'll need a small receiver pack for the GT. For the T3 get at least three good quality packs. For stock racing try the Sanyo 2400's or Panasonic Stock Metal Hydrides. These are the most popular batteries and available from most major battery matchers. If you're just getting into racing you won't need the high-end matched backs. As long as you buy a high-quality cell like the ones mentioned you'll be good to go. For your GT having a rechargeable battery pack is nice and less expensive than AA's in the long run.

Tools – Both kits come with some simple Allen and nut drivers, but you'll want to get your self some nice tools. Read the Starting Box column often. In that column, we go over things like what tools beginners should have. When buying tools buy the best ones that you can afford, they'll last you forever.









1. Every attention to detail was taken care of. Even the steering ball studs were raised for less bump steer, a racer's trick. 2. Both kits come with complete bearing sets. 3. We were surprised at how well the kit tires performed. 4. Little foam filters help to keep the ball joints clean.

Although the foam filter shown does protect the tie-rod, it is really to guard ball joints.

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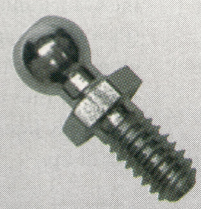
This new Super Duty Turnbuckle is bigger and stronger than the original Punisher Turnbuckle. We changed the diameter a little and punched up the thread size to 3.5mm. Primarily designed for gas trucks, we find it will fit most all 1/10th scale cars and trucks. It's the largest titanium turnbuckle for 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.

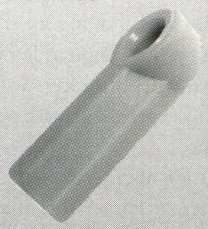
SUPER DUTY BALLSTUD

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!



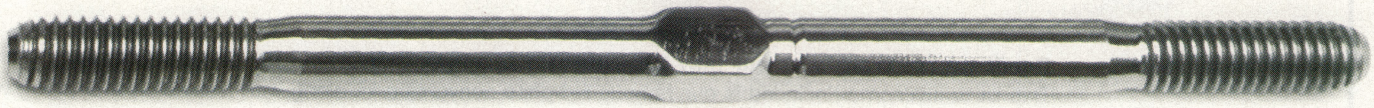
RPM SUPER DUTY BALLCUP

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



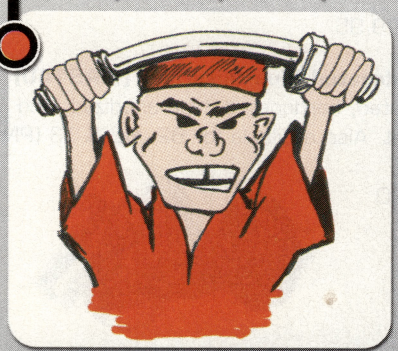
Super Duty Titanium Turnbuckle Kits:

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



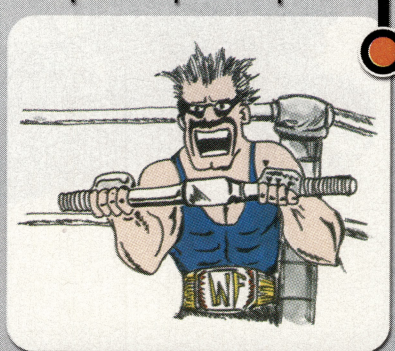
1988 Lunsford manufactures the first generation titanium turnbuckle: "KUNG FU TOUGH"

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!



Associated's Guides to tuning either the GT or T3, depending on the truck you buy. Or, read our Hook-Up articles on both trucks. On the track I didn't see the need to make anything but simple ride height and trim adjustments. But racers will experience the need to experiment with setup from time to time.

As for maintenance the T3 will be nearly maintenance free other than replacing shock oil, keeping it clean, and rebuilding the diff once in a while. All of those operations are gone over in the instruction manual. As for the GT, cleaning is much more critical. (Pick up our article on cleaning gas cars or go to www.rc411.com to read that article.) Between runs check for any loose screws and apply liquid thread-lock to any that loosen up.

Conclusion

Both of these trucks are race-capable out of the box. Even with an RTR radio installed, a decent motor or engine should give you the mechanical ability to get in the A-main. You'll need to supply the driving. Out of the box both of these kits were well put together and only a little more assembly is needed. If you do decide go jump into the world of racing, you'll love it. But just because your truck came assembled, doesn't mean you won't need any mechanical skills. If you're going to race, keep your instruction manual handy. You'll want to make adjustments and do rebuilds whenever necessary. I don't think a free Billy Easton will be coming in the box anytime soon to tune your car to the track. Until then, those of you looking to graduate from the RTR category into an ARTR (Almost Ready to Race), these trucks are for you.

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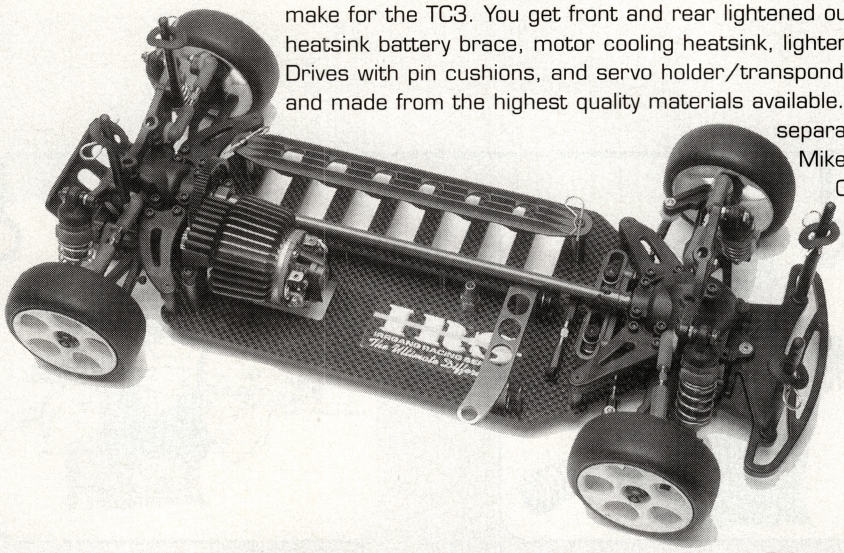

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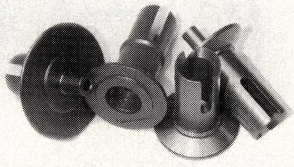

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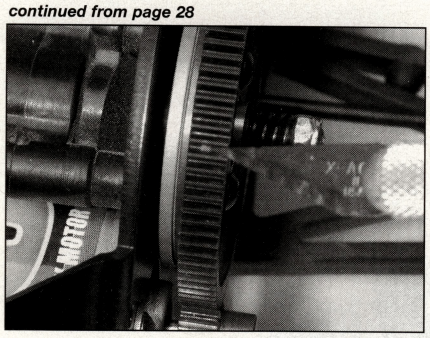

Use a hobby knife to clean the crud between your gear teeth.

The Rest of the Drive Line • Now let's move on to the drive line system itself. First, check out the outboard components. With a slow rotation of any wheel on the vehicle, you can visibly verify if the dogbones are straight and you can also check the outdrives for any signs of excessive wear and tear at the same time. Also, listen as you turn the wheel. Anything that feels or sounds different from the day you built the chassis might be enough reason to further investigate.

Next up should be the gears. If you have a vehicle that uses a covered gearcase, then skip this part. If you don't, it won't hurt to check up on the gears every so often. Pay close attention to the teeth on the spur and pinion gears. A lot of times small pebbles get lodged between teeth. Simply remove them with a hobby knife or small screwdriver. Also, check the gear mesh, especially if you jump your vehicle a lot. The harsh landings can move your motor a bit, and if the gear mesh gets too large you'll find yourself stripping gears in no time!

All-wheel drive vehicles use either a belt or a shaft. If it is a belt, check the belt every once in awhile for any signs of fraying or worn teeth. Check the tension and compare with the instruction manual's suggested settings. With shaft-driven vehicles, roll the vehicle slowly on a table and watch the center drive shaft. If it doesn't rotate on center, i.e., there's a bend in it, replace it. This is a quick and easy check that you should do after each drive, especially if you encounter a relatively harsh accident or a high-speed curb swipe.

Chassis Check-Up

Finally, we get to the chassis. When inspecting the chassis, as always look for the obvious first – a cracked support arm, a loose or missing screw, etc. After that, take a look at all of the components mounted onto the chassis itself. Inspect the servos, servo mounts, and servo horns. Make sure the fuel tank is securely fastened to the chassis. Try to nudge your ESC or receiver off its mounting point. If everything is still secure, then you're done with the chassis inspection.

Wrap Up

You might not go hunting, but you take care of your dog. You might not race your full-sized pick-up truck, but you still take it to the mechanic for a tune up. Why not extend the same courtesy to your R/C car or truck? Remember, these aren't your average, run-of-the-mill toys. These are high-performance scale models that will outlast and outperform any toy-store-bought R/C car. A little maintenance now and then won't change your daily schedule, but it will translate into longer running times and nonstop fun when you're driving!

Keeping your ride in good condition, even when you're just playing around in the back yard, will keep you and your R/C car or truck happy!

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THE IN'S AND OUT'S OF BALL BEARINGS

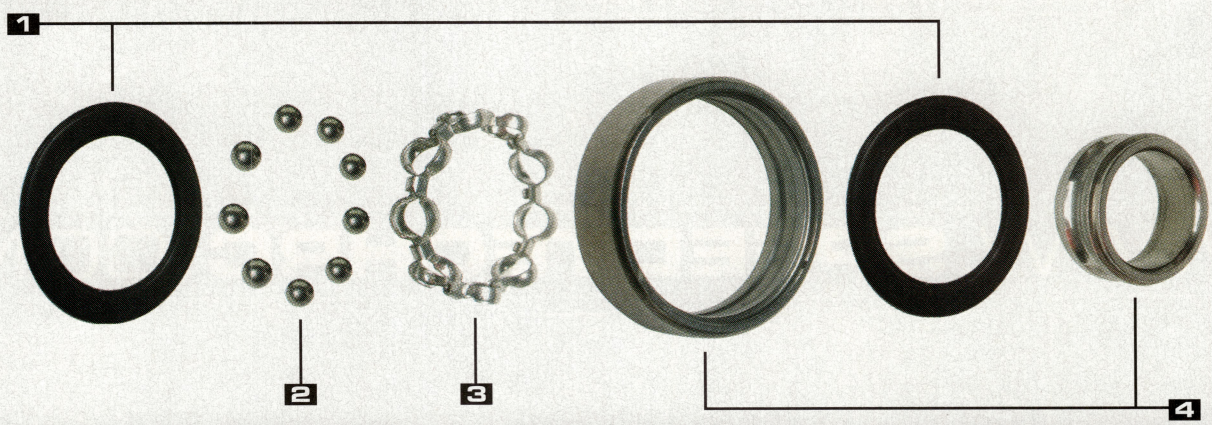
by Mike Velez

When you first got in to R/C you probably went down to the local hobby shop and asked, "How can I go faster?" The guy behind the counter should have told you to swap out the metal or plastic bushings in your car for ball bearings. With so many moving parts on a typical 2WD or 4WD, running low friction ball bearings over bushings is paramount for longer run times, smoother acceleration, higher top speed, and less frequent maintenance. In this article I'll teach you everything you need to know about ball bearings — identifying the different parts of a bearing, how to tell different bearings apart, how to install them, how to remove them, how to clean them, how to maintain them, how to measure them, and how to buy them. Forget pinball. You'll be the ball bearing wizard before you know it.



WHAT IS A BEARING?

A bearing is a precision component made of a number of smaller components. A bearing is a spacer that supports an item that rotates on an axis. When compared to a bushing, which is just a solid piece of material, a bearing provides less rotational drag and is less susceptible to heat and wear. A bearing is made up of four basic components: rings, balls, cages, and shields.



1] Shields and Seals

Shields and/or seals ride in the gap between the two rings and keep contaminants out of the bearing and help keep lubricant in.

2] Balls

The balls contained in the ball bearing are all very precise; they are made to be absolutely identical in size to each other. The balls are made from hardened steel, but are sometimes also made of carbide or ceramic.

3] Cage

The cage, also known as the retainer, keeps each ball separated from the others. Without a cage the balls would crash into each other and the bearing would collapse.

4] Rings

Rings, also known as races, are the inside and outside surfaces of the bearing. The larger ring makes up the outside surface of the bearing. The smaller, inner ring makes up the inside surface of the bearing. The inside diameter of the outer ring and the outside surface of the inner ring each have a groove cut out of them; this is called the raceway and is the groove in which the actual balls run. Most bearing rings are made of either stainless steel or chrome alloy bearing steel.

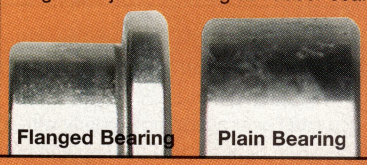
A thorough cleaning does not require you to disassemble your bearings.

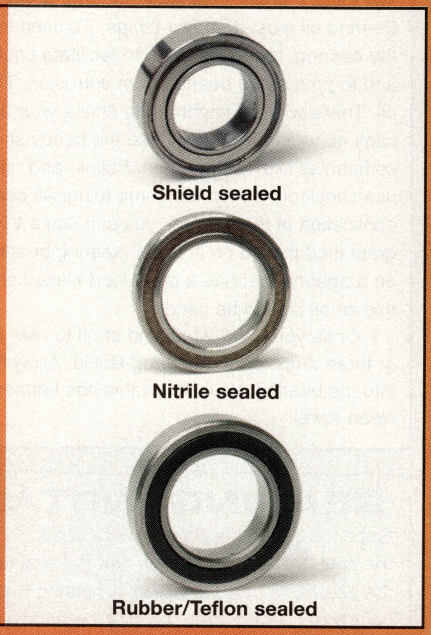
DIFFERENT BEARING TYPES

Bearings can be lumped into two classes, plain and flanged. Plain bearings have level diameters inside and out. Plain bearings are suported by a ridge within the bore that the bearings are inserted into. A flange is a thin lip on the outside ring of the bearing. The flang keeps the bearing in place when in use.

Beyond the flanged and plain designations, bearings can be further categorized by the type of shield that is used on the bearing. Shielded bearings are as basic as it gets. A thin metal shield sits between the two rings to keep dirt and debris out and lubricant in. These simple metal shields, however, don't really do that good of a job of keep the good stuff in and the bad stuff out. Shielded bearings require plenty of cleaning and oiling depending on the conditions you run in.

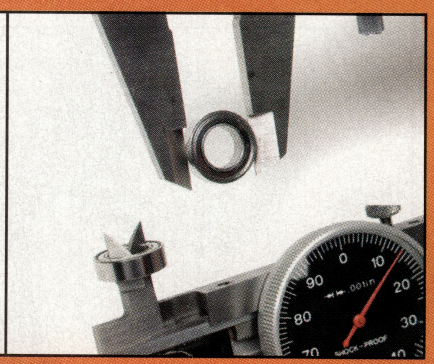
There are three different types of sealed bearings — Nitrile sealed, rubber sealed, and Teflon sealed. Nitrile is the fiberglass-looking seal; it provides the least amount of protection among the three different seals. Rubber seals do a great job of keep lube in and dirt out, but the rubber seals do contact both of the rings and slow the bearings down a bit. Teflon seals do as good a job of sealing as rubber seals do, but cause less friction than rubber seals. All of these seals loosen up after a while and cause less drag when loose than when the seals or bearings are brand new. Sealed bearings require very little maintenance. Some racers will remove the seals, trading the protection benefits for a very slight increase in speed.





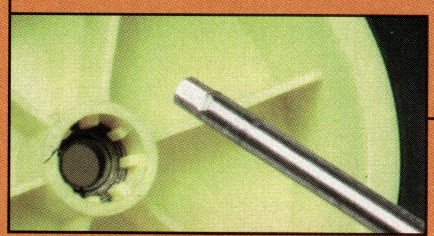
BUYING BEARINGS

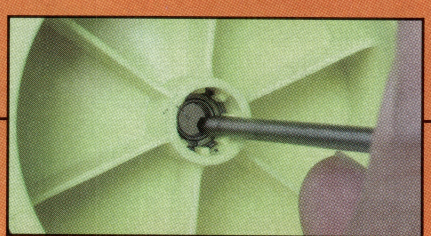
If your car came with bushings and you want all the benefits of bearings, you can buy a complete set for your car from companies like Duratrax, Dynamite, Boca, Associated, and others. The set will come with all the bearings you need. Buying a complete set is more cost effective than buying individual bearings. If you do have to buy bearings individually, you need to know what to look for. Before telling the guy behind the counter what you need you must know the inside diameter, the outside diameter, and the width of the bearing. Using a ruler or caliper, measure the two diameters. The inside diameter is always read first when indicating bearing size (e.g., 5mm x 10mm or 1/4" x 1/2"). When buying bearings from an industry-related company like the ones I mentioned earlier you won't need to worry about giving width measurements. The industry has recognized standards for width depending on the size of the bearing.

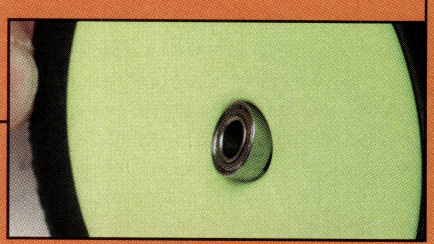


REMOVING BEARINGS

Believe it or not, removing ball bearings is the most common cause of damage. Using a screw driver or Allen wrench to tap or pry a bearing out of a wheel or hub can many times lead to damage. When removing a bearing use a tool with a large surface area like a large Allen driver or flathead screwdriver. Apply gentle pressure to all sides of the bearing. Push the bearing out slightly than place the tool on the opposite side of the bearing and push again gently. Slowly work the bearing out of the wheel or hub.







CLEANING BEARINGS

Bearings with rubber or Teflon seals require minimal cleaning. At the factory, they're packed with lubricant. As long as your sealed bearings don't sound gritty or seem slow when you spin them, cleaning might not be necessary. If they sound gritty or feel slow it's, time to clean them. Simple shielded bearings that don't run inside an enclosed case, like a transmission, should be cleaned on a regular basis. Depending on how often and under what conditions you run that could be once a week or once a month for wheel and hub bearings.

To clean bearings you can place them on a towel and spray them with motor cleaner or you can really clean them with a bearing cleaner like those from Robinson Racing or RPM. With these tools you place the bearing inside the contraption, then insert your motor cleaner tube into the tool and spray. The tool forces the cleaner to flush through the bearing. Once the bearing is flushed allow it time to dry before re-oiling.

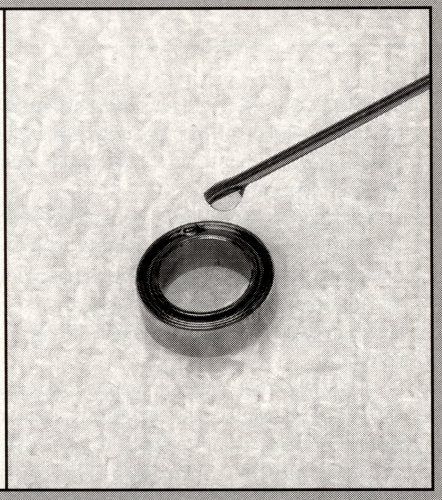


When your bearings get sloppy, it's time to replace them.

OILING BEARINGS

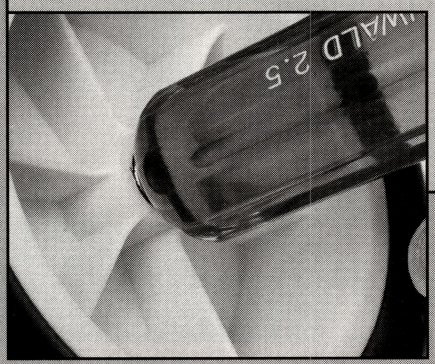
Bearing oil must do a few things; it's used to minimize wear on the functioning surfaces inside the bearing, to reduce drag, to facilitate cooling, to dissipate heat that is created by friction, and to protect the bearing from corrosion. That's quite a tall order for something as simple as oil. That's why it's important to chose your bearing oil carefully. When choosing bearing oil, you can't go wrong with going into the hobby shop and asking for oil designed for bearings. Major companies like Trinity, Orion, Bolink, and others all make oils made just for bearings. Don't use shock oil; it's not the same thing. All bearing oils are not created equal. Depending on the application of the bearing, you can use a thinner or thicker oil. A bearing that does not have a great load placed on it, like a steering bearing, can use a thin oil with no ill effects. However, on a bearing that has a great load placed on it, like a belt tensioner or drive line bearing, a thicker oil should be used.

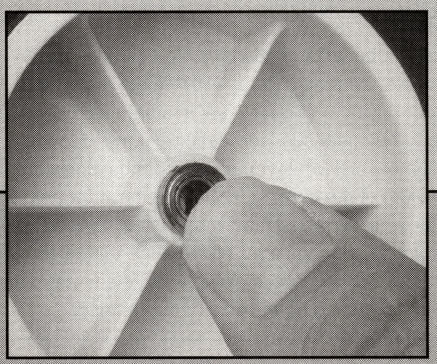
Once you know what kind of oil to use, place the bearing on a clean towel and place two or three drops on the bearing shield. Allow the oil time to penetrate the shield and work its way into the bearing. You'll know this has happened when you see oil bleed through on to the once clean towel.

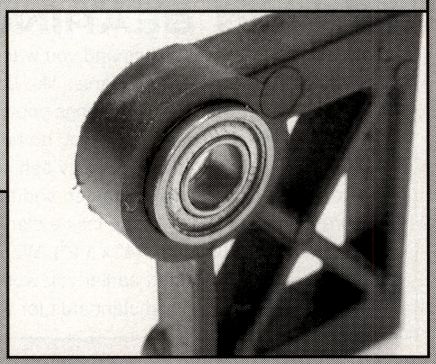


BEARING INSTALLATION

Once the bearing is cleaned and lubed, install it back into its place. Most bearings will go into place by hand. Simply insert the bearing into the hole. Make sure that the bearing seats properly, meaning the bearing is completely flush with the outside surface of the item into which the bearing is being installed. A bearing that's not properly seated will cause extra wear and friction. If you can't seat a bearing properly with a your finger, use a large tool like the handle of the screwdriver or ball driver. Be sure that you're placing pressure on the entire bearing and not just the shield or inside ring. We use this cool little bearing taper from Performance Hobby for bearing installation or removal.







BEWARE OF YOUR SURROUNDINGS

If you race or run your car in extreme climates, like where it's very cold or very humid, pay special attention to your bearings. Bearing oil is hygroscopic like nitro fuel. This means that bearing oil can absorb moisture directly from the air. Moister is referred to as a chemical contaminant in technical arenas. Moisture that's suspended in bearing oil will decrease the life of the rolling surfaces by ten to a hundred times. This means if you race or run in these extreme conditions, clean and oil your bearings often.

Other Bearing Notes

- When replacing an entire set of bushings, only replace one section of your car at a time. Start with the front wheels, then the rear hub carriers, then the transmission, and so on.
- If a bearing still sounds very gritty even after cleaning and oiling, it might be time to replace it. Replacing a bearing when your car is on the bench is a lot cheaper than dealing with a broken bearing after it has damaged other components on your car.
- Bearings vary in price depending on the type of shielding, the material they're made of, and their internal tolerances. R/C car companies don't disclose what grade their bearings are rated at. For this reason, steer away from the cheapest bearings.

Bearings are a critical component to any R/C car. Now you have an understanding on what makes a bearing, what they need to work their best, and how to keep them at their best.



If you hear your bearings make a high-pitched noise, clean and re-oil.

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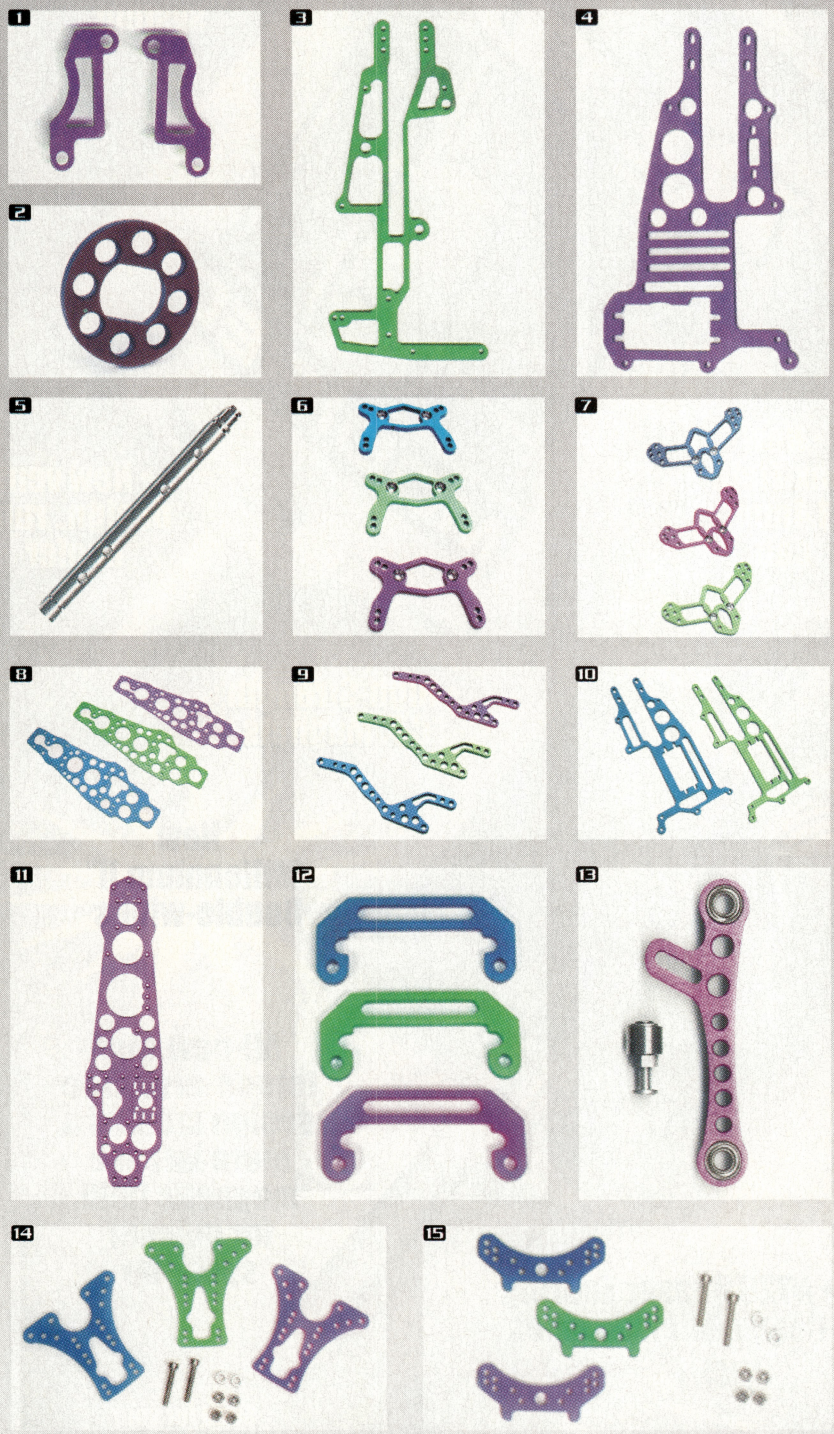

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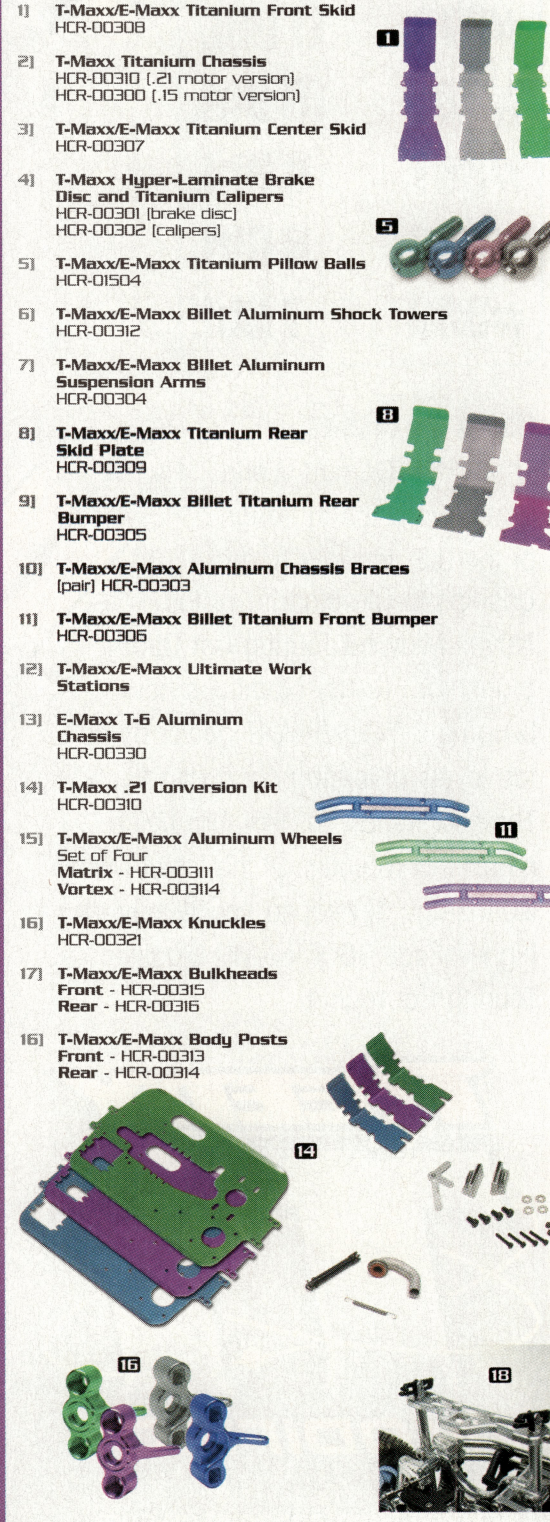

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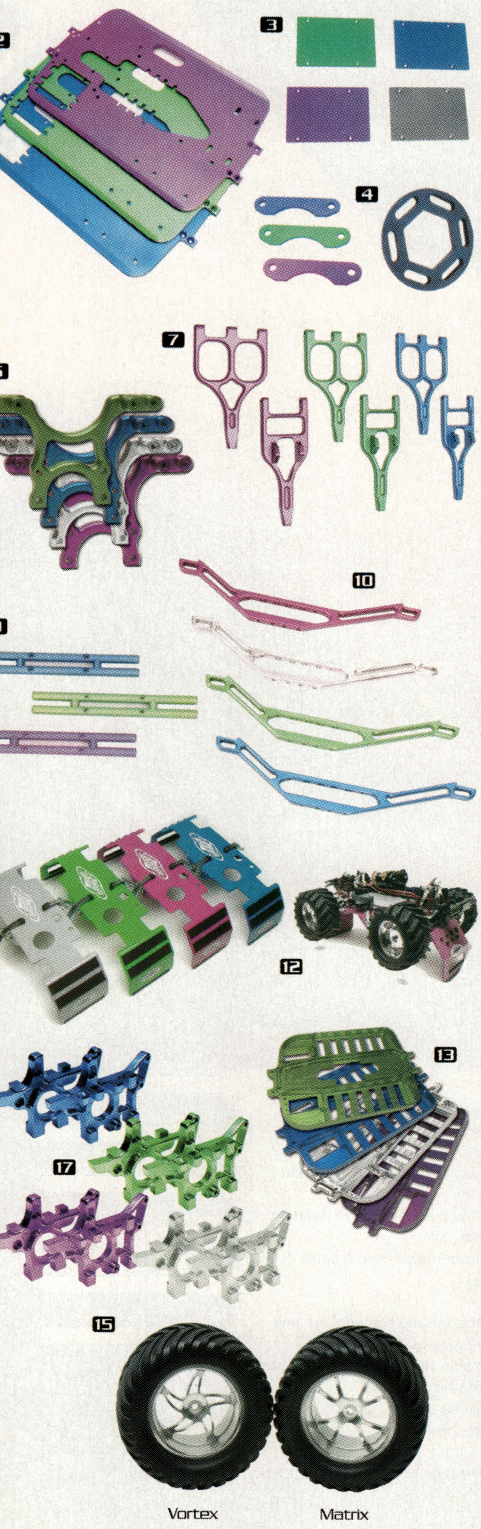

Hardcore Associated GT Components

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[team version]
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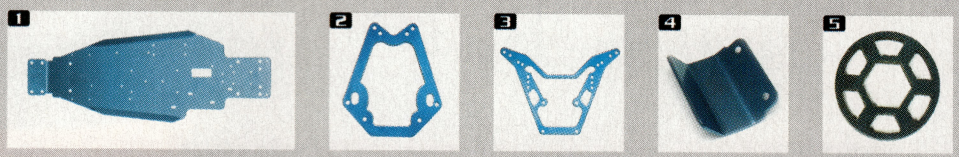
5] **GT-10 Carbon Fiber Brake Disc**
HCR-00203



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2] **MBX Rear Shock Tower**
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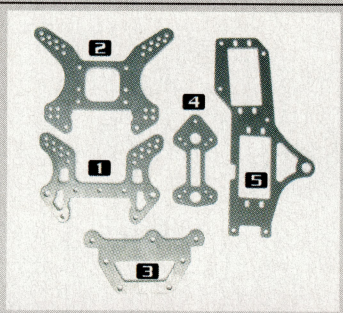
3] **MBX Front Bulk Head Brace**
HCR-00625

4] **MBX Center Diff Brace**
HCR-00626

5] **MBX Servo/Transponder Mount**
HCR-00627



Hardcore Kyosho MP7.5 Components

1] **MP7.5 Front Shock Tower**
HCR-00623

2] **MP7.5 Rear Shock Tower**
HCR-00624

3] **MP7.5 Steering Linkage Arm**
HCR-00625

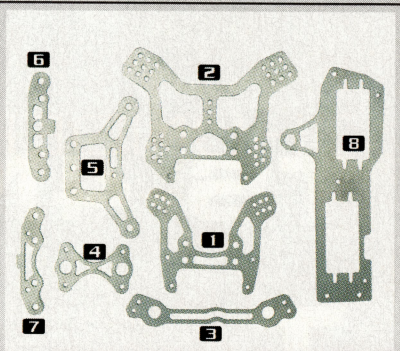
4] **MP7.5 Center Diff Brace**
HCR-00626

5] **MP7.5 Front Bulk Head Brace**
HCR-00627

6] **MP7.5 Rear Hinge-Pin Brace**
HCR-00628

7] **MP7.5 Front Hinge-Pin Brace**
HCR-00628

8] **MP7.5 Servo/Transponder Deck**
HCR-00628



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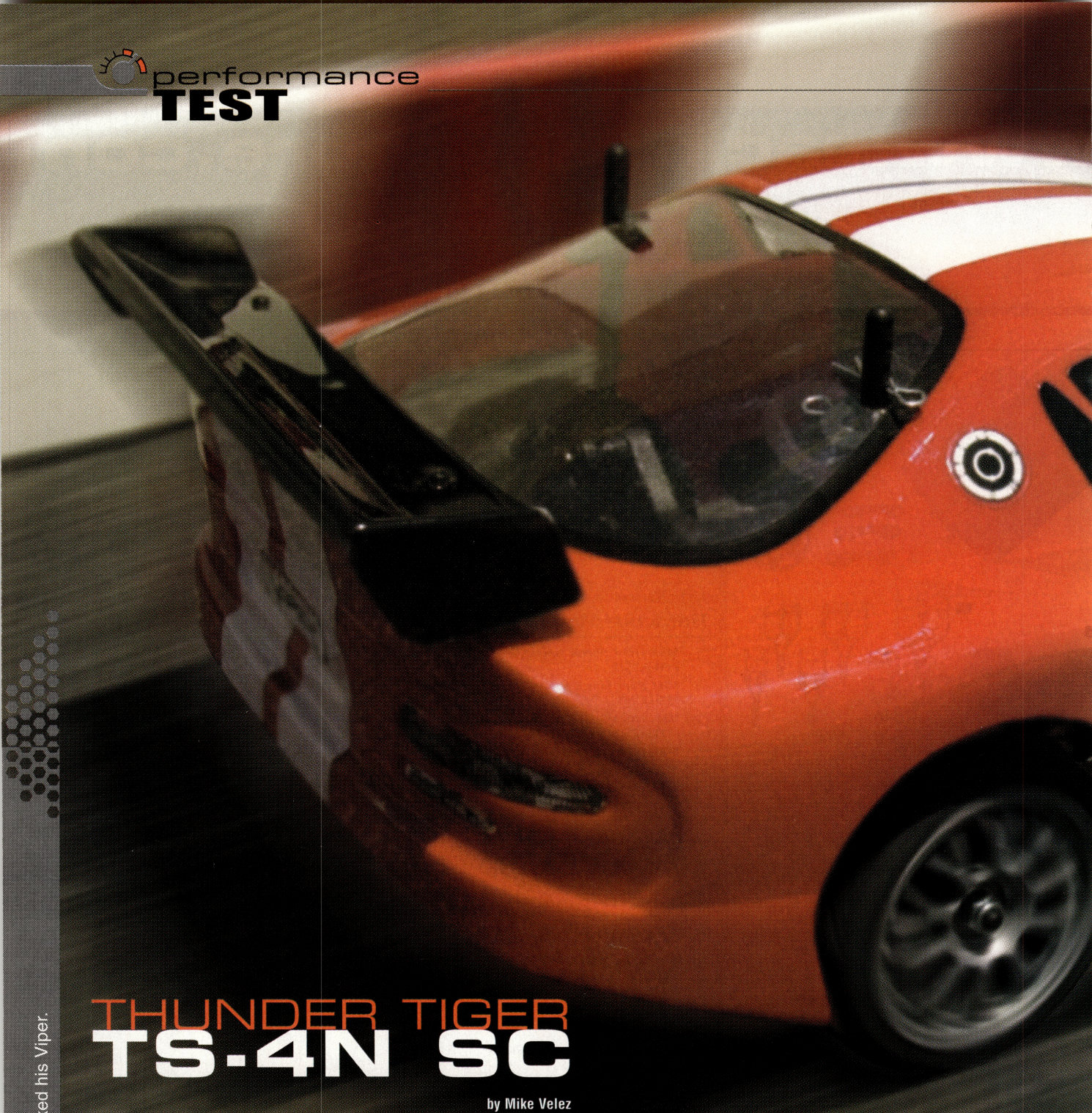


Kelsey Grammer wrecked his Viper.

THUNDER TIGER TS-4N SC

by Mike Velez

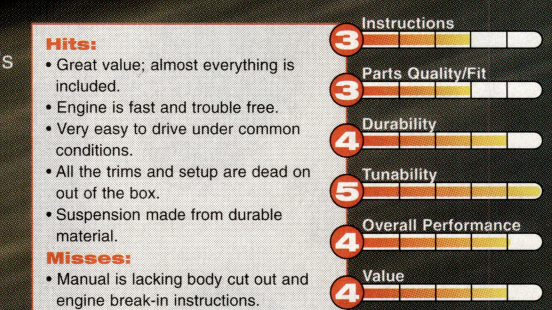
Thunder Tiger has made a name for itself in the racing arena with the EB-4 off-roader. In the on-road arena, Thunder Tiger's offering is the TS-4n. Introduced less than two years ago, the TS-4n was designed to be a racer from the ground up. With RTRs becoming hotter than ever, the TS-4n was a natural to become a ready to run. The TS-4n Sport Super Combo makes its debut as a race car that's been made affordable, easy to drive, and ready to go out of the box. The TS-4n SC is delivered to the consumer just waiting to get gassed up. Find out what we think about this new RTR.

Hits:

- Great value; almost everything is included.
- Engine is fast and trouble free.
- Very easy to drive under common conditions.
- All the trims and setup are dead on out of the box.
- Suspension made from durable material.

Misses:

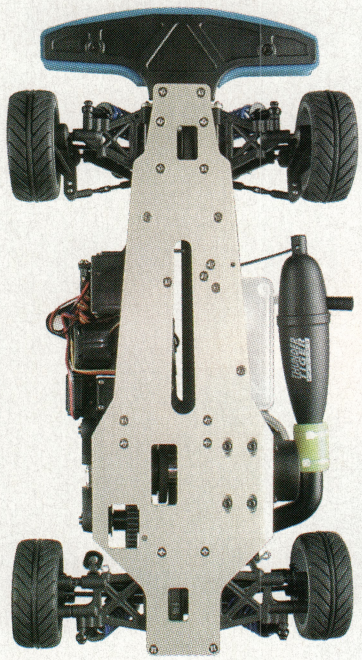
- Manual is lacking body cut out and engine break-in instructions.
- Suspension slop and movement can cause erratic handling.
- Carry some thread-lock with you when you run.



Matthew Perry AKA Chandler Bing wrecked a Porsche and a BMW.





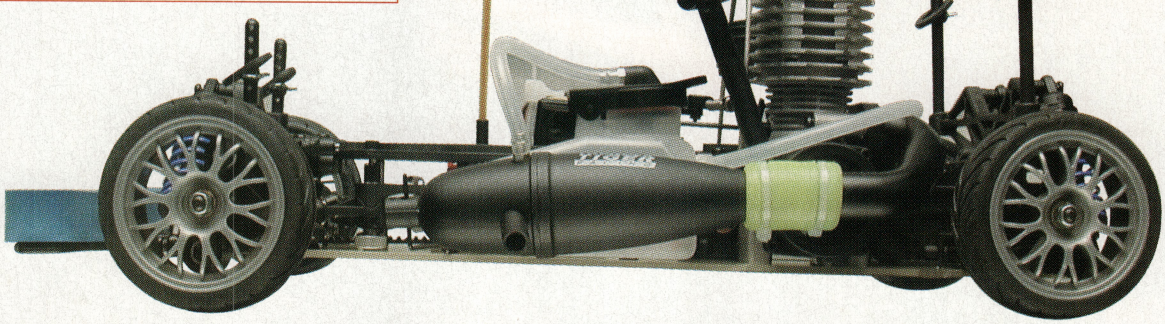


Chassis

The TS-4n SC comes with a healthy 2.5mm thick aluminum chassis. The chassis comes completely countersunk and has slightly raised edges near where the engine mounts. The raised edges add some rigidity to the whole chassis package. A single piece top deck stretches all the way from the front bulkhead to the rear bulkhead. The chassis and the top deck make a solid combination. There is almost no front-to-back flex and very little side-to-side flex. The 75cc flip top fuel tank mounts on the left-hand side of the car. On the opposite side of the car is a receiver, a throttle, and a steering servo.

Drive Train

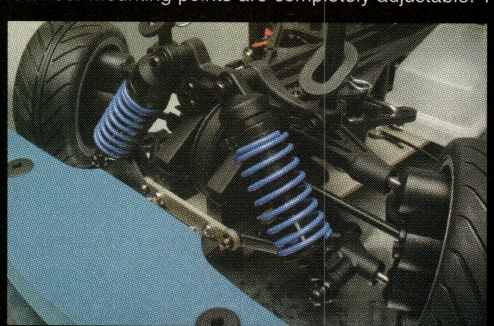
What's it going to take to get power to all four wheels? How about three belts, six pulleys, and two geared differentials. The .15 BXS engine sits just behind the center of the chassis and from there the power blooms. A spur gear is mounted to a lay shaft along with two pulleys. One pulley sends power to the rear diff while the other pulley uses a short belt to move power to the front layshaft, that front layshaft uses a long belt to spin the front diff. Both of the differentials beveled gear diffs for zero maintenance use. From the diffs regular dog bones put power to the wheels. The kit comes with bushings all over; bearings would have been nice and are found on a number of competing nitro TCs.



TS-4NSC THUNDER TIGER TS-4NSC THUNDER TIGER

Suspension

The suspension system on the TS-4n SC is a little confused; it doesn't know if it wants to be an RTR or a racer. In the rear, the lower suspension arms feature toe-in adjustment turnbuckles and droop screws. The upper arms are adjustable turnbuckles with captured ball ends. Camber mounting points are completely adjustable. The rear shock tower is molded and has a web design for strength.



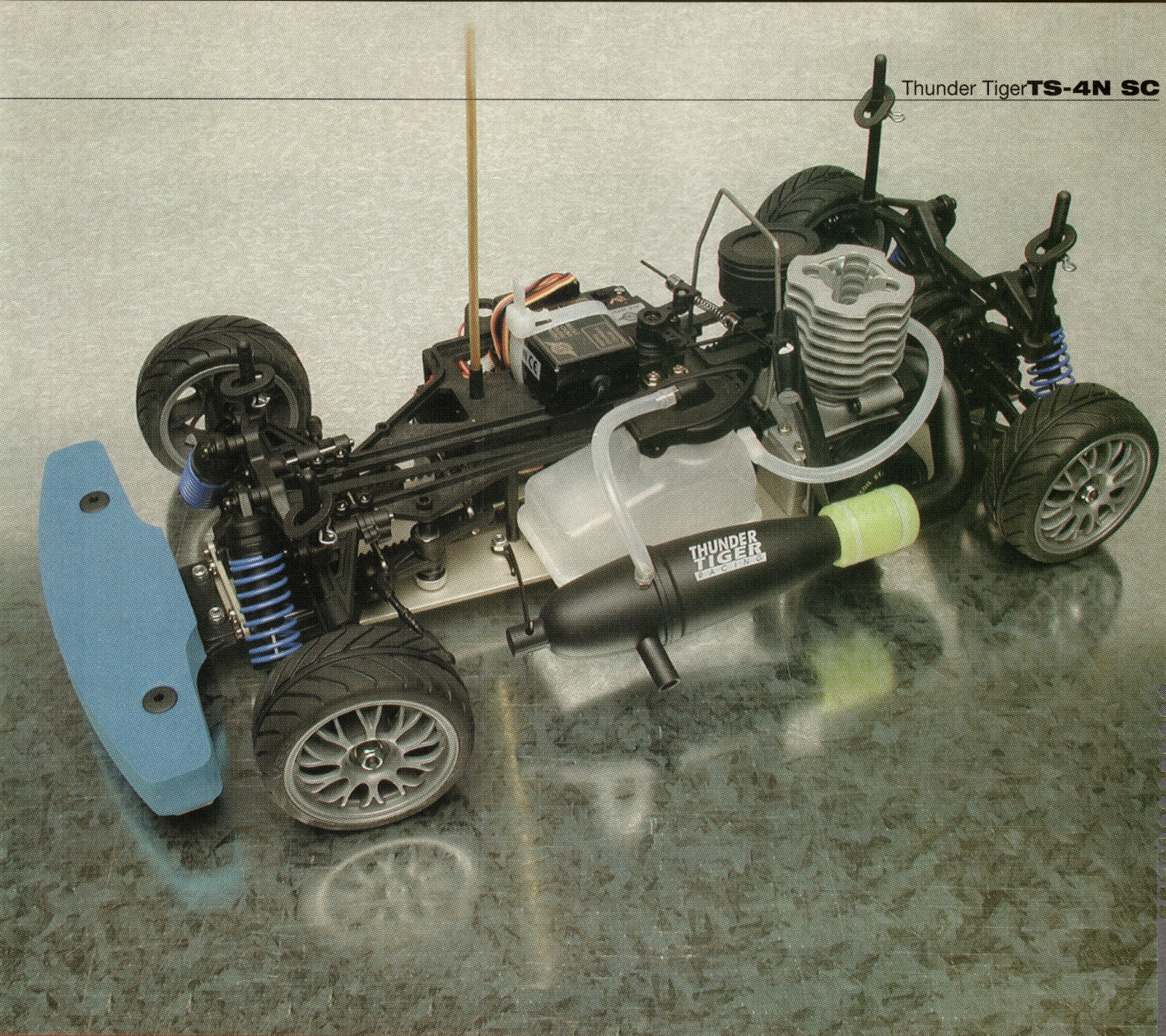
The front suspension is as equally race-inspired. The hub carriers use the same type of captured balls found on high-end race kits. Camber, caster, toe, and Ackerman are all adjustable. The shocks used in the front and in the rear are molded oil-filled, coil-over shocks. They're 3.125" long, longer than most touring car shocks. One thing I noticed was a large amount of wiggle in both the front and rear suspensions. For durability, a softer-than-normal material is used for all of the suspension pieces. This flexible material, along with some thin suspension points, means a very flexible suspension.

Engine

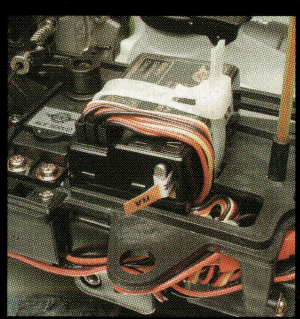
The TS-4n SC comes with a .15 size pull-start engine. The engine is the Thunder Tiger 15BXS is a side exhaust engine with a large machined head for better cooling. The engine features true ABC internals. That means an Aluminum piston with a Chrome-plated Brace sleeve. The engine features a porting layout that provides more power and compression than most other .15 size RTR engines. And what would a fast engine be without a real racing exhaust system? Well, you'll never know with this kit. The TS-4n SC comes with a racing-style aluminum manifold and molded pipe.



We hate to disrespect the Bing, but come on, keep it under control.



4NSC THUNDER TIGER **TS-4NSC** THUNDER TIGER **TS**



Radio

The radio included with the TS-4n SC is the Ace R/C Jaguar, but it's really a Hitec Lynx Sport wearing different badges. The radio has just basic adjustments. Standard servos are already installed and trimmed from the factory. The receiver is also pre-mounted.



Body, Tires, and Wheels

A pre-painted, pre-cut, pre-stickered Dodge Viper body comes with the kit. The body isn't bad looking at all; it's rather scale and nicely detailed. Although our sticker job was a little uneven, you wouldn't notice if I didn't tell you first. The kit wheels are grey molded mesh wheels that come with treaded tires and foam inserts. You will need to glue the tires to the rims before running the kit. To keep you from breaking during bad crashes, a large foam front bumper protects the front end of the car.

Super Combo Package

Out of the box, the TS-4n SC is ready to run. Thunder Tiger even includes a NiCad glow ignitor, AC charger, fuel bottle, and tools. The car is completely assembled and the radio is pre-installed and trimmed. The wiring job could be a little neater, but it gets the job done. So what do you need to get this thing off and running? You'll need 12 AA batteries and some fuel. You'll be smelling nitro five minutes after unwrapping the cellophane on the kit's package.



Basically, if they're from Must See TV, keep them away from your car.

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

Hard Drive

Race Secre

COOL RACER, FRIDAY, GOT SPEED?

GOT SPEED?

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

YO JOEY,

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

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

Later,
Cool Racer



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Testing

Our testing ground was a makeshift parking-lot track set up behind our offices. The test course was set up on sealed asphalt that had a bit of a dusty coat on top.

Getting Started • Opening the box to starting the car didn't take long at all. You'll need to charge the glow starter, but we had a charged one ready to go. That meant we were off and running after gluing the tires, placing batteries in the radio and receiver box, cutting out a hole in the body for cooling, and putting fuel in the engine. In less than ten pulls on the pull-start, the engine was running. Break-in took about 3 tanks. After that it was full-speed for some testing.

Acceleration • When the pedal was put to the metal, this car took off. Off the line, the power was put down to the ground easily and forcefully. Rolling acceleration was also very exhilarating. Considering the "bushinged" drive line, the TS-4n SC took off like a bullet.

Top Speed • The engine winds out nicely and reaches top speed after about forty feet. Top speed was strong, as fast as any single-speed RTR we've tested.

Low-Speed Turning • The car handled nicely at low speeds. The TS-4n SC was very easy to drive. I expected the tires to want to break loose causing the car to spin out from time to time, but that didn't happen. Turn-in was good, as was off-power steering.

High-Speed Turning • The car wanted to push when entering turns. In a slalom run the car was a bit inconsistent at times. On some runs the car was on the money, other times it seemed to wander and not respond the same way to my input.

Rough Track Handling •In the middle of our lot is a drainage cut out. When the car would hit this at low and high speeds it didn't miss a beat and kept going straight. Other than that our testing ground was rather smooth, just dusty.

Maintenance • After break-in, we noticed a number of screws that had loosened up. A quick inspection with a Phillips and Allen driver and some liquid thread-lock solved things. Other than that, routine screw checks and cleaning should be the only maintenance needed.

The Specifics

THUNDER TIGER TS-4N SC
Part #: 6186-F
Estimated Street Price: $289.99

Vehicle Type
Nitro .15-size engine powered, 4WD, on-road sport touring car.

Chassis
Type: flat pan with top deck brace.
Material: 2.5mm thick aluminum chassis with countersunk bottom, molded top brace.

Body, Wheels, and Tires
1/10-scale Lexan Viper body, grey mesh one-piece wheels, with treaded V-Touring tires.

Transmission
Type: 2 diff 4WD system
Diff: 6-gear bevel
Drive shafts: steel dog bones
Bearings/Bushings: Bushings

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

Other Items You'll Need:
Fuel (16%-20% recommended), 12 AA batteries or 8 AA's and one rechargeable receiver pack.

Our Test Gear:
O'Donnell 20% fuel, Duracell Alkaline batteries.

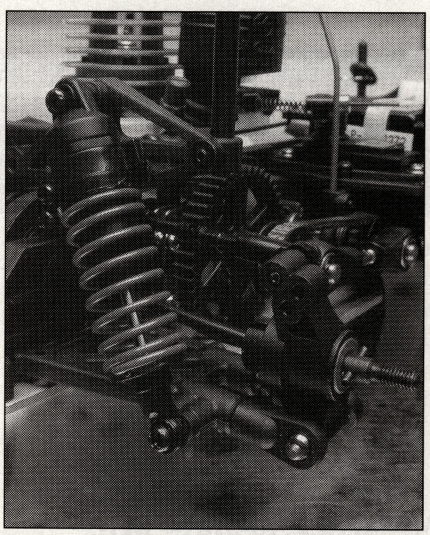
Who It's For:
Anyone looking for their first nitro or nitro TC. On a sport parking lot level this kit could be race capable.

Main Competition
HPI RS-4 Nitro RTR, Traxxas Nitro 4-Tec, Duratrax Street Force GP, Mugen Prime-12 RTR, Mugen MSX3.

Adjustability • Not much tuning was needed. Out of the box the car was very easy to drive. The suspension is very flexible. For racing this is a problem, but for just bashing around the neighborhood this actually makes the car easier to drive and less dependent on minor suspension adjustments.

Damage • We intentionally rolled the car a couple times and brushed the curb. No damage came about from a collision, but we did grenade a bearing in the clutch bell. The kit comes with a needle bearing that supports the clutch bell. After about ten tanks our needle bearing was no longer on board. Luckily, we caught the problem before any damage was done to the gear train.

Look at all the potential suspension adjustments. In just the rear end, you can adjust camber link location, toe-in, shock placement, and camber.



Building Tips

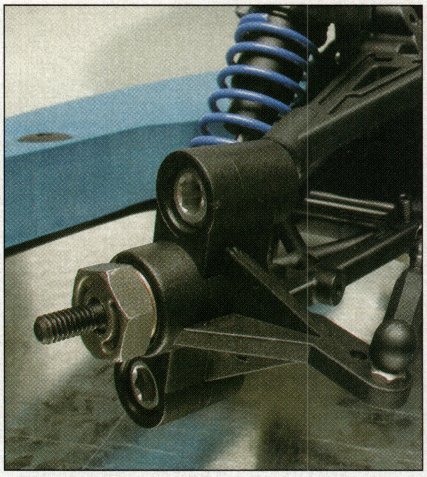
• Nowhere in the instruction manuals are you told to cut out the body for cooling the engine. Under some circumstances cutting out the body might not be necessary, but it would be risky. Pick up some Lexan scissors and cut out a portion of the windshield directly in front of the engine head and just behind the engine head. This will help to keep the engine running cool during use.

• For about the first ten runs, inspect the kit closely after each running. If you see any loose screws, back them out a little further and drop a bit of liquid thread-lock on the exposed threads. Tighten the screw back up.

• If you notice excessive slop in the clutch bell, replace the stock needle bearing with a 5x8mm plain bearing on the inside, and a 5x8mm flanged bearing on the outside.

• Setup advice is included with the instructions, but engine break-in instructions are absent. Proper break-in is critical. Check out the Pit Stop in this article.

Basically, if they're from Must See TV, keep them away from your car.



The front suspension knuckles are heavy duty and race inspired.

PIT STOP HOW-TO

Engine Break-In Tips

- **Don't mess with the settings as they come out of the box.** Most RTR engines are pre-tuned to get you started right away. If anything, err on the side of richness. That means once the engine is started you can back the needle adjustment out an 1/8 of a turn (counterclockwise).
- **Stick to the break-in instructions that come with the kit.** Different manufacturers have different procedures depending on the materials used and design of the engine.
- **In order to run your engine as rich as possible during break-in, set the idle stop so that the idle is on the high side.** Typically, if your engine is too rich it will stall when the engine comes down to idle. With the idle set a little higher you'll be able to keep the engine rich through break-in without constantly stalling. Your engine's instruction manual will show you how to adjust the idle stop.
- **Allow the engine to cool completely between tanks during break-in.**
- **After you break in the engine, head over to the local hobby shop and replace the stock glow plug with a high quality replacement.**

Conclusion

The TS-4n SC is an odd car. From just looking at the design of the car it's apparent that racing was the intent when this car was conceived. In the RTR form it's not quite as user friendly as other kits. What I mean by that is other RTRs leave you with barely any adjustments; the TS-4n SC is completely adjustable. This will be a good thing for those who have aspirations of racing later on or who take interested in the dynamics of a race car. The guy that just wants to run his car and put it away until next time will have to keep an eye on adjustments from time to time. The power plant and radio system that come with the kit are strong. The overall design of the car is also very good. There was more slop and movement in the suspension that should have been, but this excessive movement makes the car easier to drive and more durable. Factor in the street price of under $300 and you've got a very good deal. On top of that $300 you'll only need an extra twenty bucks for fuel and batteries.

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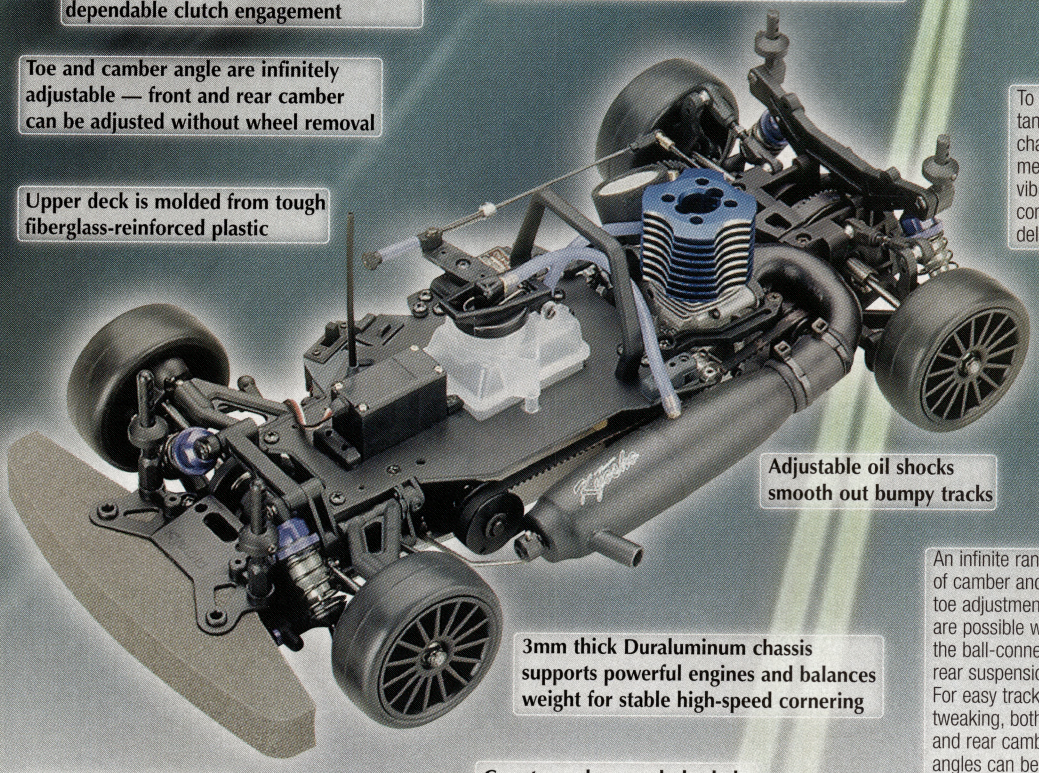
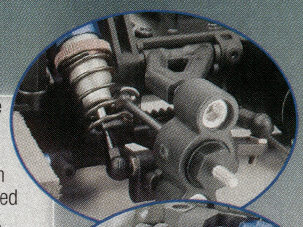


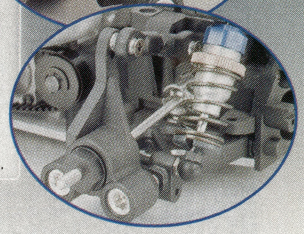
To protect on-board components, the fuel tank drains overflow to the bottom of the chassis. Inside the tank, bulkheads and mesh filters eliminate air bubbles, prevent vibration-induced foaming, and maintain consistent fuel delivery.



Adjustable oil shocks smooth out bumpy tracks



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



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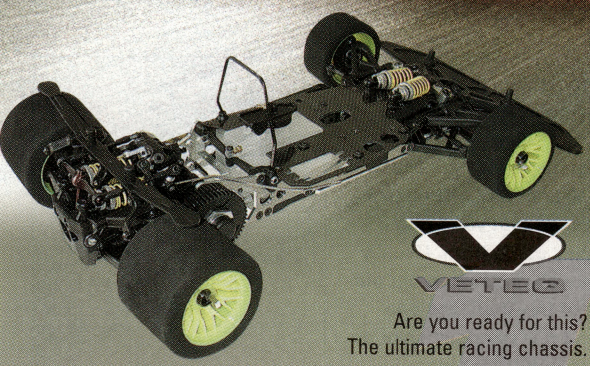

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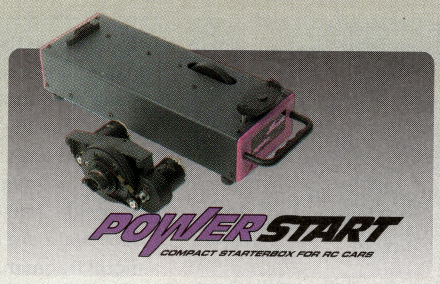

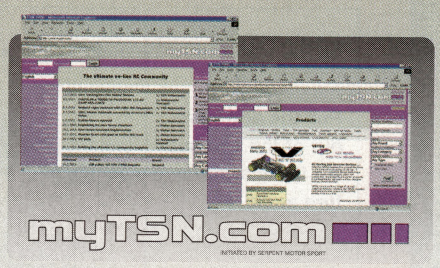

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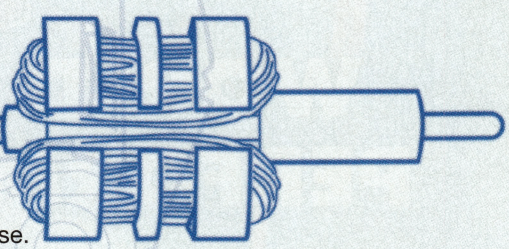
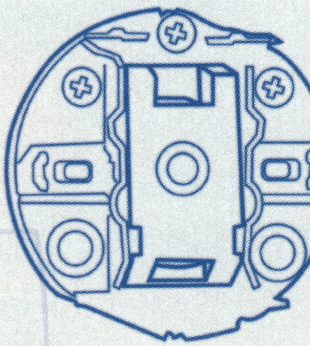


What's on the top of any racer's wish list? To go faster of course. What racer doesn't want a little extra power to get the job done? With rebuildable stock motors, racers can more easily keep their power plants running at peak efficiency and performance. In short – running faster. And with the ability to swap our comms or cans when needed, the overall cost of frequent rebuilds is a lot less than it used to be. *Xtreme* Tester Joe Pillars will walk you through a complete stock motor blue-printing and rebuild. Having been a motor builder for a well-known motor company, Joe's experience with motors is vast.

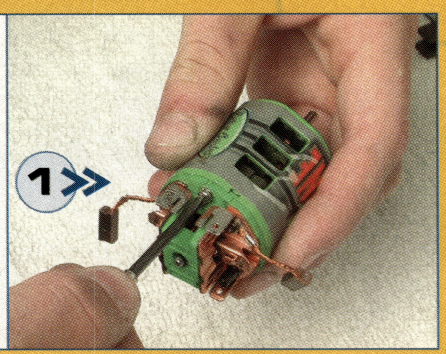


What You'll Need

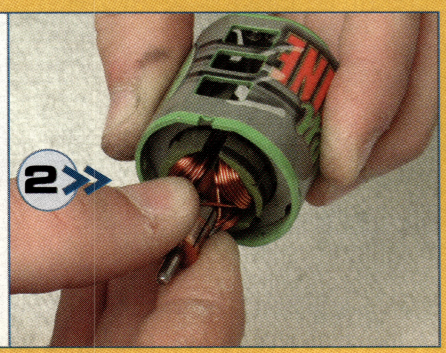
- High-quality motor cleaner
- A small Phillips head screw driver
- Motor lathe with a sharp bit
- 4.8V power supply or 4-cell battery pack
- Hood alignment tool
- Motor jig (optional)
- 4.5mm thin walled nut driver
- High-quality solder
- Soldering Iron
- Bushing Oil
- Comm Drops (optional)
- Additional motor shims (if necessary)
- Replacement brushes and/or springs (if necessary)

Part ONE Motor Removal and Prep

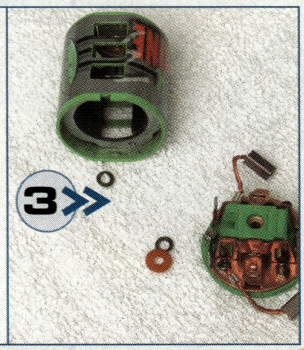
Once the motor is removed from the vehicle, wipe off any dirt that might be on the outside of the motor and loosen the screw that holds the endbell in place.



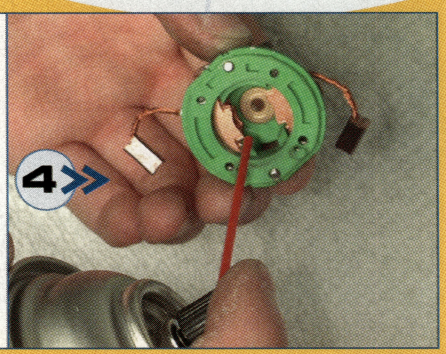
Pull the armature out of the can and set it the armature aside.



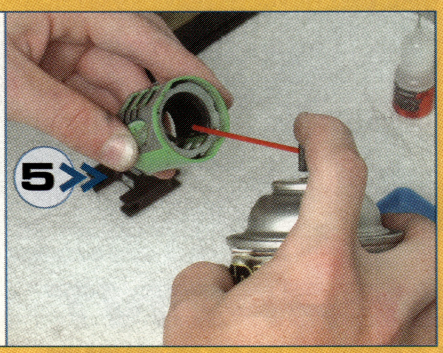
Locate the shims that were on the two ends of the armature shaft. If the shims are stuck to the bushings, pick them loose with an X-acto knife. Organize the shims so that you know where they came from. Usually one metal shim goes on the output end of the shaft and one metal and one phenolic shim go on the commutator side.



With the shims removed, spray down the endbell with some high-quality motor cleaner. Be sure to flush between the brush hoods.



Spray down the inside of the can. Make sure that you've already removed any shims that might be inside. Make sure there are no metal fragments stuck to the magnets.

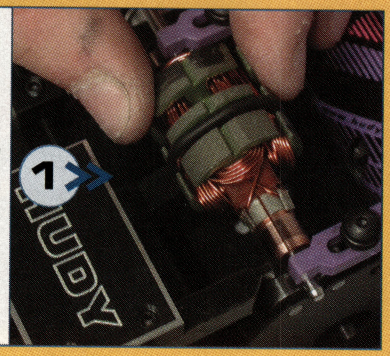


As with many things in life, clean is good, dirty is bad.

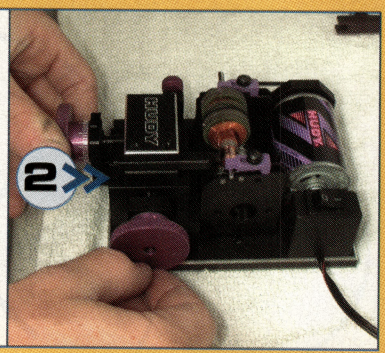
Part TWO

Cutting The Comm

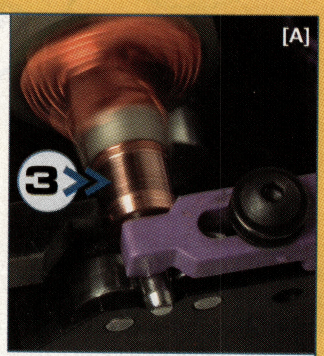
Place the armature on the motor lathe. Different lathes have different procedures for motor installation; check your lathe's manual and set all of the tolerances, If possible, have the O-ring that spins the armature ride on the armature stack.



With the armature in place, adjust the bit of the lathe so that the tip just barely contacts the comm surface at the top of the comm next to the motor shaft. Once the you see that the bit makes contact with the comm, back the bit out just a fraction of a turn.



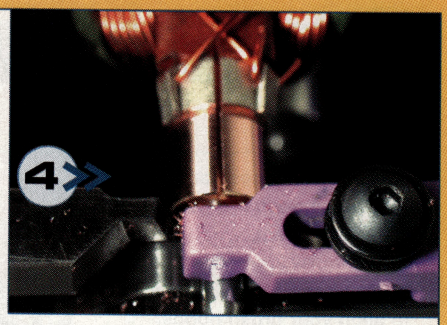
[A] Power up the comm lathe and run the bit across the surface of the comm. [B] Turn the dial that moves the comm across smoothly and evenly. [C] Stop the bit before you get to the bottom of the comm. You DO NOT want the bit to make contact with the tabs that hold the motor winds in place.



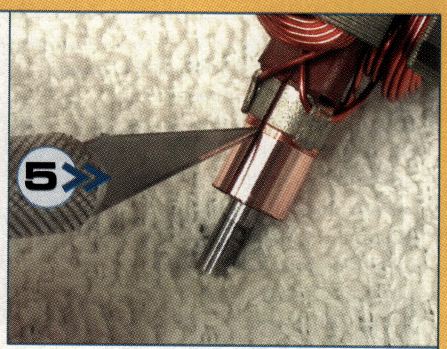




If after the first run across comm, you still see some dark, uncut spots on the comm take note of the indicator on the lathe dial to see where the bit is set. Back the bit off of the comm a few fractions on the dial. Move the bit back over to where you started, then move the bit closer to the comm surface, just one indication mark on the lathe closer to the comm than you did on your first pass. Cut the comm again.



Once you're finished making your cuts, remove the armature from the lathe. Grab an X-acto knife and run it between the segment spaces on the comm. Make sure there is no comm material between the comm segments.



After a good cut, your comm should have a mirror-like finish just like this one. There should be a very small amount of older comm material near the base of the comm face; the brushes don't ride on this area, so keep it as a safety line not to go past when you cut the comm again.



Comm Cutting Notes

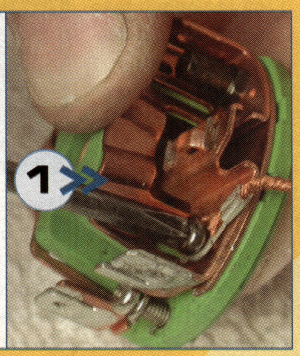
- Never cut a comm with anything higher than a 5V power supply. If the armature is spinning too fast, you can damage the comm during the kit.
- Take good care of your lathe bit. A dull bit can severely damage your comm.
- When cutting your comm, you only need to remove a few thousandths of an inch of comm material.
- If you want your motor in the absolute best condition, you should do a light cut between each race day. As long as you do just light cuts, you should be able to get at least twenty cuts on an average stock motor.
- Some motor lathes have a slightly different procedure on setup. Refer to your lathe's instructions before cutting.

However, sometimes dirty can be very good. It just depends on the circumstances.

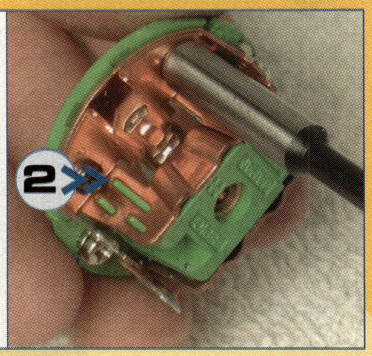
Part THREE

Aligning The Hood

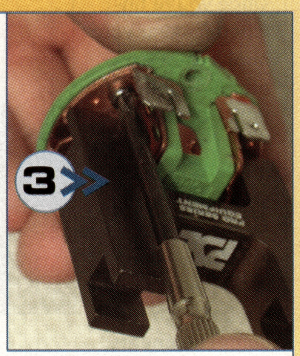
A number of things can cause your brush hoods to get knocked out of alignment. When your brush hoods aren't lined up perfectly, your motor will run slower. To align your brush hoods, loosen the screws that hold the brush eyelets in place. If you're going to replace the brushes later on now is the best time to remove the eyelets completely.

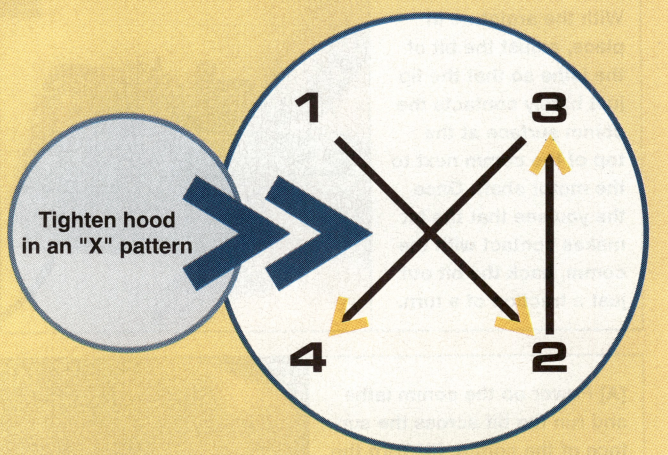


Next, loosen the brush posts. You'll need some wide needle-nose pliers or a thin walled 4.5mm nut driver. Different motor companies offer spring post wrenches that are useful for this application.



Once both brush screws and spring posts are loosened, place your hood alignment tool over the brush hoods or through the brush hoods. In these photos we're using the PSE Stock Hood Alignment tool, but other companies offer solid shafts that you can just place through the brush hoods. Whichever you use, once the tool is in place, tighten down the brush hoods and tighten down the loose components. Use a X-pattern to tighten, start with one motor screw then tighten the opposing diagonal screw or brush hood.

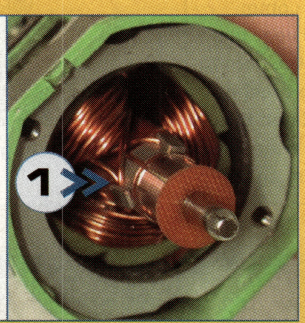




Part FOUR

Assembly and Shimming

After the brush hoods are aligned, place the armature in the can, be sure to replace the shims you removed earlier. On the comm, the phenolic washer goes directly over the comm; this is very important.



When the armature is in the can replace the endbell and tighten the endbell down. Check for excessive slop in the motor. If there's a lot of movement back and forth when you pull on the output shaft you'll need to add a shim or two. Remove the endbell and pull on the motor shaft through the can. The armature will want to "float" at one point within the can. If there is a lots of room for movement between the float point and when the armature bottoms out on the can, place one shim between the armature and the can on the output shaft. If there is little space between the arm and the float point that you'll want to add that one shim to the top of the comm, on top of the phenolic washer.



The Tools of the Trade

Motor Lathe
Every motor manufacturer makes a motor lathe. They're basically all very similar. Some have more features than others. Prices range from just under $100 to $300 depending on the features. If you'll be rebuilding often, opt for a diamond tip bit for the best cut possible.

Bushing Oil
Bushing oil is thicker than bearing oil. Bearing oil won't stick around and will be gone two minutes into your run. Make sure that the oil you use on your bushings is intended for that use.

Hood Alignment Tool
An alignment tool makes sure that the two motor brushes are perfectly in line with each other. This increases overall performance. Most brush alignment tools are just a straight rod that slides through the two hoods.

Motor Jig
A motor jig holds your motor while you work on it, giving you a extra hand to solder, hold pliers, hold brushes, drink a beer, or whatever you need to do.

Motor Cleaner
Motor cleaner is a must because removing the dirt and carbon that builds up in your motor is important.

We've decided to call the "X" pattern, the *Xtreme*-Pattern.

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.

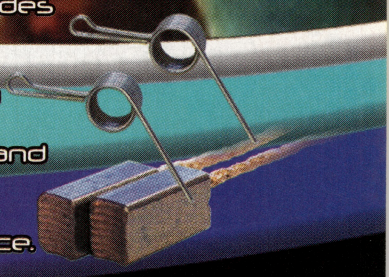
Peak's all-new Nebula super touring motor was designed with the serious touring car racer in mind. The TOP based Nebula's pattern wound armature features optimized wire sizes as well as a commutator sized for maximum power and efficiency. Revised timing settings, Viper 135° brush springs and 2151 high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

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

PEK7361	Nebula 6x1	$95.00
PEK7362	Nebula 6x2	$95.00
PEK7371	Nebula 7x1	$95.00
PEK7372	Nebula 7x2	$95.00
PEK7381	Nebula 8x1	$95.00
PEK7382	Nebula 8x2	$95.00
PEK7391	Nebula 9x1	$95.00
PEK7392	Nebula 9x2	$95.00
PEK7301	Nebula 10x1	$95.00
PEK7302	Nebula 10x2	$95.00
PEK7311	Nebula 11x1	$95.00
PEK7312	Nebula 11x2	$95.00
PEK7321	Nebula 12x1	$95.00
PEK7322	Nebula 12x2	$95.00
PEK7331	Nebula 13x1	$95.00
PEK7332	Nebula 13x2	$95.00



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.



PEK2010	90° Viper Spring	$2.00
PEK2011	115° Viper Spring	$2.00
PEK2012	135° Viper Spring	$2.00
PEK2013	150° Viper Spring	$2.00
PEK2014	175° Viper Spring	$2.00
PEK2015	Viper Spring Set (5 pr.)	$7.00
PEK2151	Modified Brush	$3.50
PEK2221	Stock Brush	$3.50

Powerflo voltage enhanced Sanyo RC3000H and new generation Sanyo RC2400 cells are now available! Maximum voltage and run time coupled with the Nebula's extraordinary power output and efficiency make this combination a tough one to beat.



PEK49061	World Spec RC2400	$120.00
PEK49062	National Spec RC2400	$95.00
PEK49063	Club Spec RC2400	$80.00
PEK45061	World Spec RC3000H	$120.00
PEK45062	National Spec RC3000H	$95.00
PEK45063	Club Spec RC3000H	$80.00

The blistering fast Spitfire ROAR/NORRCA specification 24 degree rebuildable stock motor includes all the same great features found on the Nebula and Aurora such as dual brush heat sinks and G9 wet magnets as well as pre-installed surface mount capacitors. A cutting edge tagged armature design in conjunction with our exclusive high power 2221 laydown brushes delivers maximum power.



PEK8200 Spitfire rebuildable stock - blueprinted
PEK8205 Spitfire rebuildable stock - standard

www.peakmotors.com

Peak

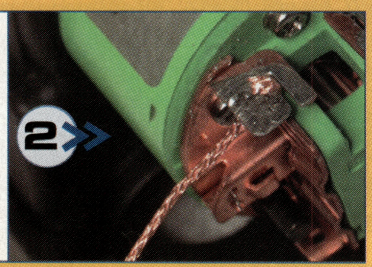
22601 La Palma Ave., Suite 104, Yorba Linda, CA 92887 ph: 714-692-8533 fax: 714-692-8534

Part FIVE Replacing The Brushes

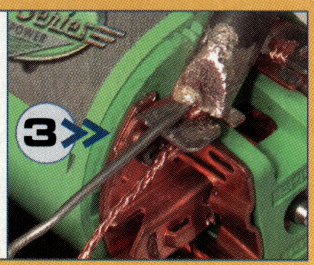
If your brushes show signs of excessive wear, cracking, chipping, or are badly discolored it's time to replace them. Most high-performance brushes come without eyelets.If they do come with eyelets, remove them. Bend the top of the brush shut so that it has a bit of a hook to it.



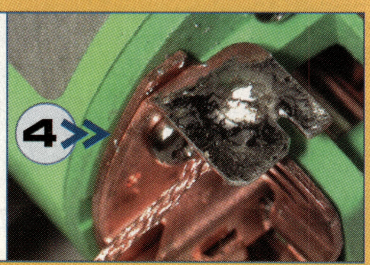
If you're using an Epic-based can, slide the hook of the brush shunt in the slot that's cut into the tab. If you're using a TOP- or Yokomo-based can, insert the hook into the hole on the tab.



When the shunt is in place, solder the shunt securely to the motor tab. If the motor is brand new, wet the motor tabs with a little bit of solder before you solder the shunts in place.



Soldering the brush shunts to the same tabs that will be soldered to the ESC leads will give your motor the least amount of resistance and the best performance.

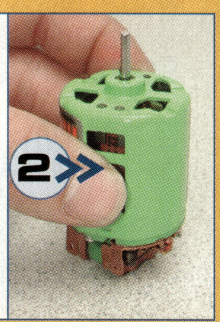


Part SIX Inspection and Break-In

Place the brushes into the brush hood. Make sure that the shunt comes out of the brush on the side that's away from where the springs will make contact. The brush springs should be making contact with the brush and not the shunt. Tuck the shunt wire towards the can so that it doesn't snag on something later.



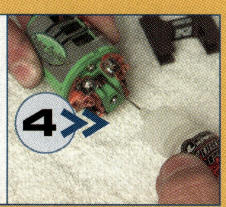
Lightly tap both ends of the motor shaft on a hard surface to seat the bushings into place in the can and the endbell.



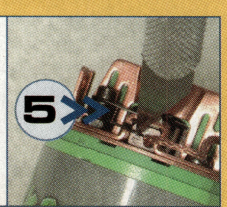
Place one drop, of high-quality bushing oil on each bushing before running the motor.



Put a few drops of comm fluid on the comm to help break in new brushes or to just improve overall motor performance.



Run the motor for about a minute with a 4-cell battery pack to break in the brushes. A little extra amount of pressure on the brushes with an hobby knife will help to break the brushes in a little quicker. You'll hear the RPMs of the motor increase once the brushes are broken in.



Stock Motor Notes

• The entire procedure described in this article is a complete motor rebuild. Very competitive racers should do the entire operation in between race days. The only item to cut out of the repertoire would be brush and spring replacement. Replace these items as needed.

• Between runs pull the brushes out of the hoods and spray down the motor with motor cleaner. Once the motor is dry, re-oil the bushings. Wipe down the brushes and brush faces with a clean soft towel or tissue. Replace the brushes.

• If you run your motor very hot, you'll need to replace the motor springs often, like once every two or three race days. If you run your motors at a reasonable temperature, you should only need to replace springs about once every six to eight race days. Inspect your springs; if you see that one has more of a bend than the other it's time to replace.

• Different spring tensions can be used on a stock motor. If you're looking for more RPMs, try a softer or lighter brush on the negative side of the motor.

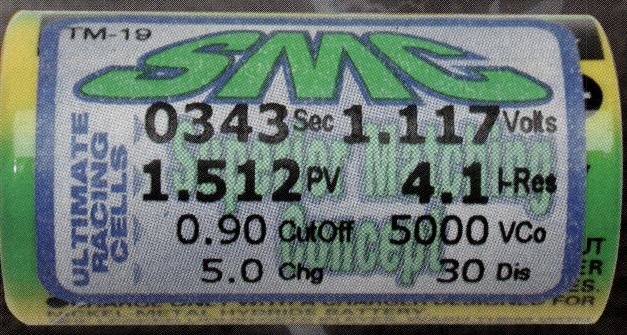
• For most forms of stock racing, a heavier spring is preferred over one that is too light. A heavy spring will not slow you down; it will only reduce run time. For off-road and touring cars stick with a 9- to 11-ounce spring.

• If you plan on rebuilding your motor on a regular basis, use Hard or Silver compound brushes. They contain more metal than soft brushes, but since you'll be cutting your comm often you'll be okay. Under the high current loads that a stock motor faces in off-road and touring car racing, a harder brush will perform better than a softer brush.

Before starting *Xtreme*, Mike and his dad ran an OEM motor company.

SMC

THE PACKS THAT PERFORM



Sanyo RC-3000 Ni-MH

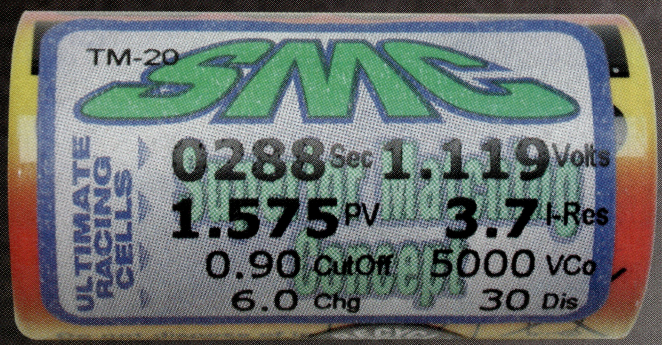
SVP cells: 1.105+ avg. voltage at 30 amps. 0.90 voltage cutoff. 3.6-4.5mohms

Part #	Description	Retail Price
SVPS3006-S	340+ High Voltage 1.115+	$125.00
SVPS3006-P	340+ Voltage 1.105-1.114	$100.00
SMCS3006-MSP	Matched Stick Pack w/sticker	$85.00

Sanyo RC-2400

SVP cells: 1.11+ avg. voltage at 30 amps. 0.90 voltage cutoff. 3.2-4mohms

Part #	Description	Retail Price
SVP2406-S	275+ High Voltage 1.12+	$120.00
SVP2406-P	280+ Voltage 1.11 - 1.119	$95.00
SMC2400-MSP	Matched Stick Pack w/sticker	$75.00



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We have been using the Actual Internal Resistance measurement in milliohms for the last year. It has been proven to ben the only accurate way to measure a cell's true Internal Resistance. The method used to measure the Actual IR is based on the ANSI (American National Standards Institute) spec for rechargeable batteries.



Matched Assembled Packs!

Powers GT•3000R

Highest capacity on the market. Extra high capacity under load with lowe actual IR.

Part #	Description
SVP3000R	Matched 380+
SMC3000R	Matched stick pack w/stickers



2001 REEDY Race of Champions

Invitational 2WD
Brian Dunbar 6th
Open 2WD Modified
Vince Stolo 1st

2001 Snowbird Nationals

Oval 4 cell 19 turn Mod
Brian Dunbar ..... TQ 1st
Tony Fox 2nd
Danny Sullivan 6th
John Foister 7th
Oval 4 cell Stock
Erik Anderson 1st
Oval 1/12th Mod 4 cell
Mike Murphy 2nd
Ed Thuresson 6th
Oval 4 cell Pro Mod
Brian Burkhart 3rd
Sedan Stock
Mark Frechette 3rd
Adam Epp 9th
Sedan Mod
Paul Lemieux 3rd
Steve Fiume 9th
On Road 1/12th Mod
Paul Lemieux 3rd
On Road 1/12th Stock
Billy Bruce 5th

2nd Annual Winter Touring Car Championship 2001

Modified
Wayne Vince 1st
Bob Zahn 3rd
Stock
Scott Smithers ..... TQ 1st

2001 Midwest Off-Road Winter Champs

2WD Modified
Jason Jakubczyk ..... TQ 4th
Brian Dunbar 3rd
Allen Horne 10th
Modified Truck
Brian Dunbar ..... TQ 1st
Allen Horne 10th
4WD Modified
Brian Dunbar ..... TQ 1st
2WD Stock
Brian Dunbar 10th
Stock Truck
Allen Horne 7th

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special
FEATURE

.21 HARDCORE RACING T-MAXX CONVERSION

You love your T-Maxx, right? Who doesn't? But wouldn't it be nice if you had a little extra power at your disposal. How about 40% more displacement. It would almost be like trading that V8 of yours for a V12. Sure the V8 gets the job done, but four extra cylinders wouldn't hurt. That's the idea behind Hardcore Racing's .21 T-Maxx Conversion. When you remove the stock chassis, do some minor tweaks and install the .21 size engine of your choice you'll have more power than you'll know what to do with.

Who wouldn't like a little more under the hood?

Kit Features

The kit comes with a stretched out titanium chassis. The chassis is machined from high-quality 6AL4V titanium. The chassis is then anodized blue, green, purple, or in standard silver. Hardcore hooked us up with a one of a kind high-polished kit. Along with the chassis the kit comes with a long rear skid plate to match the chassis, a .21 manifold, universal engine mounts, mounting hardware, long slider to move power from the center tranny to the rear diff, and a throttle linkage turret all comes with the kit. No machining work on your part is needed to build the kit. To complete the kit you will need a .21 size engine with pull-start.

Building

Converting our T-Maxx was fairly easy. We used a Thunder Tiger Pro 21 pull-start engine we had used in an earlier kit review. We had to cut the engine crank shaft six threads from the base of the threads on the shaft. This allowed us to install the stock flywheel and clutch. When installing the clutch we didn't use any shims inside the clutchbell, but had six small shims between the clutchbell and the e-clip that holds everything in place. All of the holes on the chassis lined up perfectly with the stock pieces. We didn't run into any problems converting everything over. The trickiest area was getting the clutch set-up correctly. When it came time to mount the motor, our engine's back-plate didn't allow the engine to be mounted far enough forward. This didn't pose much of a problem. This could pose a problem down the road with spur gear replacement. I've seen other engines mounted in the conversion kit with perfect alignment. Other than that mounting the engine posed no problems. The throttle linkage turret is a very nice touch.

Testing

We tested the .21 conversion at a race track, K&M Raceway in Grand Terrace, CA, and in a huge dirt field not far from our office. At the race track we had the luxury of watering down the track surface to increase traction.



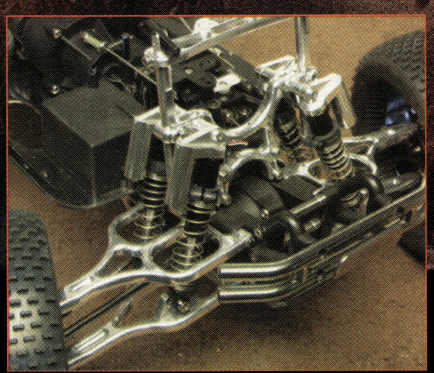
Our Kit

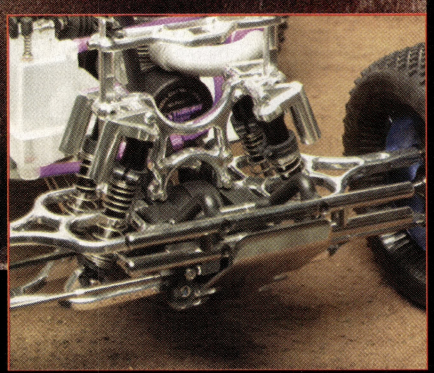
As you can see from the photos our test truck was not your standard T-Maxx. It's a balls out beast. Along with the conversion kit Hardcore went crazy and set us up with an entire polished kit of their parts. On the truck we've got:

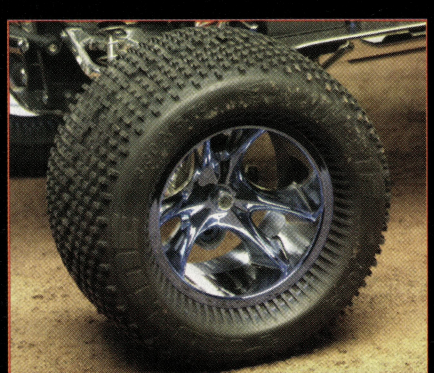
- Titanium front skid plate (HCR-00308).
- Titanium center skid (HCR-00310).
- Hyper-Laminate Brake Disk and Titanium calipers (HCR-00301 & HCR-00302).
- Billet Aluminum Shock Towers (HCR-00312).
- Billet Aluminum Suspension Arms (HCR-00304).
- Titanium front and rear bumpers (HCR-00306 front & HCR-00305 rear).
- Billet Aluminum chassis brace (HCR-00303).

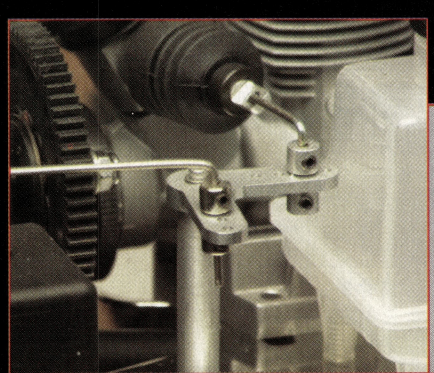
Extra Gear

- **Progressive Suspension EDC-2 Shocks.** These shocks were the perfect fit for the T-Maxx .21. They come with massive shock shafts, 3/16" in diameter. The piggy back reservoir helps to keep rebuilds to a minimum and damping ultra smooth.
- **MIP CVDs.** I axed the stock sliders from Traxxas in favor of a set of Shiny CVD's from MIP. The CVD's match the polished look and are tougher than stock sliders.
- **Robinson Racing T-Maxx Steel Diff Gear Set.** This is the beefiest gear set for the T-Maxx on the market. The gear set comes with a new beveled diff gear and a pinion, both cut from steel. The stronger gears should handle any amount of power we put to them.
- **RPM Monster Clawz wheels.** We couldn't resist the sweet blue chrome color. The Clawz we used were in the wider offset, this helps to make the truck a little more stable.
- **Pro-Line Maxx Bowties** rounded out the four corners to lay down the power.
- **Futaba S9450 steering servo.** The stock throttle and reversing servo had enough power for me, but the steering servo had to go. I swapped it out for a Futaba S9450 servo that has considerably more torque and speed than the stock servo.
- **Pro-Line** supplied the large F350 body while Thunder Designs supplied the paint.





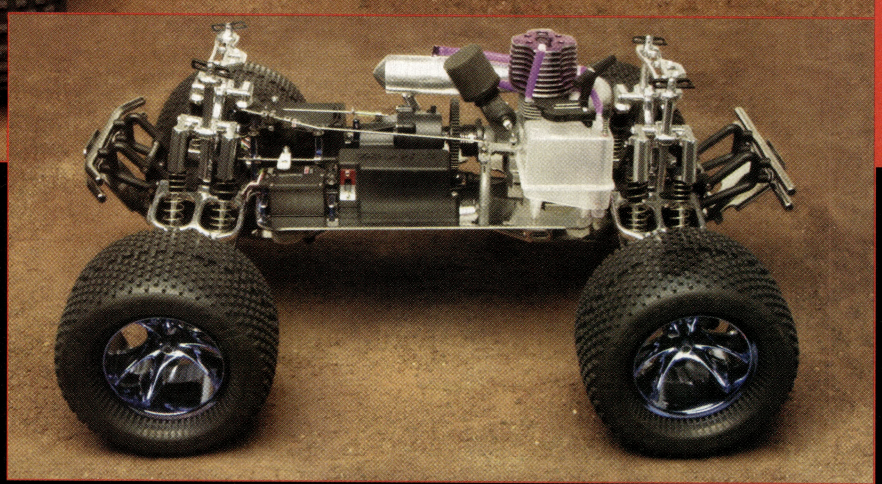




Clockwise from top left: 1) The EDC-2 shocks were also polished and worked flawlessly over the whole testing period. 2) It's tough to tell the rear of the truck from the front. 3) The RPM Monster Clawz added a little extra stability. 4) The turret makes it so that no modifications are needed to the chassis when using a slide carb.

Thanks to the guys at Hardcore for the nice polish job.





3Once the watering was done, it was amazing how much power was at our disposal. The stock .15 T-Maxx engine offers enough power, but going around the track with 40% more displacement was awesome. Even at mid throttle a quick blip of the trigger squatted the rear end of the truck. The truck did an excellent job of harnessing all that power. The longer wheelbase helped to keep the front wheels planted during acceleration. Around corners the truck handled very well. There's enough mechanical resistance in the drive line that letting of the throttle was enough to slow the truck down without needing much brakes. Over the jumps the truck was very level. On a couple of hard landings I cringed when the truck's drive line went from free spinning to bam, on the ground. But the RRP gear train held together. The wider stance that the RPM wheels offer was a nice complement to the longer wheelbase of the chassis. Even when the truck got a little bent out of shape the wider stance of the wheels helped settle the truck quickly.

On the dirt field I could lay the hammer down and watch the truck skate across the landscape. When you mix in the .21 engine with the 2-speed the result is very spectacular. Watching the truck barrel down at top speed was almost like watching it in slow motion. The front suspension arms absorbed the ground's every imperfection while the rear of the truck followed in tow.

Damage Report

On the dirt field there was no damage to speak of. At the track a couple of bad crashes resulted in some chipped paint and a bent front body mount post. Other than that everything held up nicely.

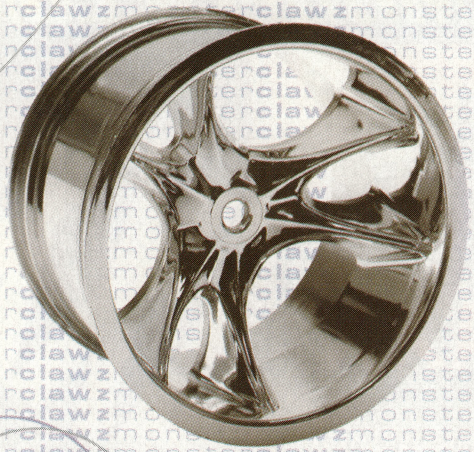
Conclusion

Out of the box the stock T-Maxx is really fast. When you kick up the bore on the engine by a hefty amount, you have something quite spectacular on your hands. The Hardcore conversion does a good job of harnessing all that extra power to the existing T-Maxx platform. The conversion goes on easy, requires minimal fitting, and performs valiantly. Of the additional hop-ups we tested along with the truck, I think the wider offset RPM wheels and Progressive Suspension EDC-2 shocks made the greatest performance enhancements along with the chassis. Hardcore and those other manufacturers did a good job. The kit comes with a retail price tag of $249, which seems high, but when you make the conversion and run the truck for yourself you'll see that the truck is an entirely different beast. It's kind of like opting for the Turbo charged model.

Double-Knot your pull-start handle. Just a word of advice.

T-MAXX & E-MAXX

MONSTER CLAWZ



Chrome Monster Clawz
Standard: #81913 • StableMaxx: #81923



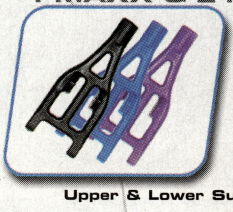
Purple Chrome Monster Clawz
Standard: #81918 • StableMaxx: #81928



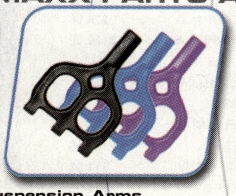
Blue Chrome Monster Clawz
Standard: #81915 • StableMaxx: #81925

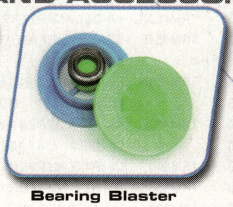
Introducing the lightest, strongest, and best looking wheel available for the Traxxas T-Maxx & E-Maxx. Our new "Monster Clawz" are made from RPM's strongest blend of bulletproof nylons. Our material, coupled with three dimensional CAD/CAM designs, means these wheels can handle any abuse you dish out. Available in either "standard" offset or our exclusive "StableMaxx" offset which widens your truck by 1.2" (70mm) overall. "Monster Clawz" are available in Chrome, or our Blue-Chrome, and Purple-Chrome; unique only to RPM wheels.

T-MAXX & E-MAXX PARTS AND ACCESSORIES



Upper & Lower Suspension Arms

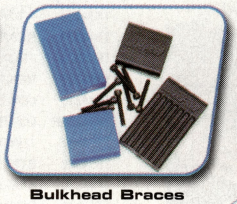




Bearing Blaster



Spring Clips & Cups



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T-MAXX TRM101L $149.95 Chassis only
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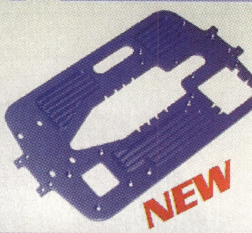

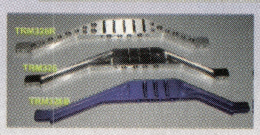



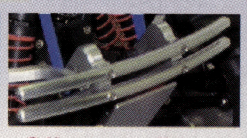



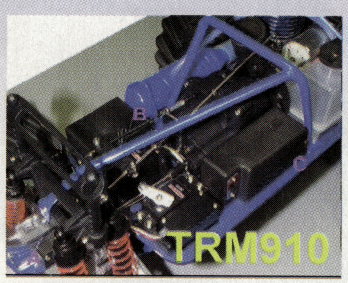













T/E-MAXX CNC Aluminum Upgrades Silver or Blue

TRM101L	TUBE UPPER CHASSIS $179.95	$149.95
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TRM107XL	3.2mm EXT.MAIN CHASSIS	$59.90
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TRM305	FRT SWAY BAR FOR TRM324	$39.95
TRM910	ROLL BAR W/BRACE	$39.50
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TRM321	REAR SKID PLATE (MED)	$19.95
TRM320XL	FRONT SKID PLATE (EXTENDED WITH BUMPER GUARD) 3.2mm	$25.50
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TRM323	REAR BUMPER (2PIECE)	$18.95
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TRM325	REAR BUMPER SUPPORTS	$24.95
TRM326	LOWER BRACES (PR) SC	$54.95
TRM326R	LOWER BRACES (PR) RACING	$38.50
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TRM328	STEERING/SERVO MOUNT	$18.50
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TRM346EX	CVD EXTENTION FOR TRM110XL	$14.95
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TRM318P	FRT BODY POST W/PLATE & COLLAR	$24.50
TRM318HP	FRT BODY POST W/PLATE & HOLES	$29.50
TRM319	REAR BODY POSTS W/PLATE & COLLAR	$24.50
TRM319H	REAR BODY POSTS W/PLATE & HOLES	$29.50
TRM319G	GRAVE DIGGER REAR BODY MOUNT POSTS ONLY W/COLLAR	$22.50
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TRM501	HEADER FOR .21	$33.50
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TRM503	RIPPLE PIPE FOR .21	$39.95
TRM505	BOLT ON HEADER ADAPTER FOR OS .21 RG (ANY HEADER)	$19.95
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TRM510	FUEL TANK .125CC FOR .21	$26.95
	E-MAXX ONLY	
TRE101L	TUBE UPPER CHASSIS $179.95	$149.95
TRE910	E-MAXX ROLL BAR W/BRACE	$39.50
TRE280	E-MAXX *AIRCOOL* Motor Mount	$19.95
TRE281	E-MAXX Battery Hold Down (2)	$28.95
TRE103	E-MAXX 3.2mm Alum. Chassis	$49.95
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Weight (oz):	1.55	1.59
Capacity:	6-7 cells	6-7 cells
Motor Limit:	20+ turns	13+ turns
Current (fwd/rev):	90A/45A	200A/100A
Wire:	16 ga.	14 ga.
Motor High Frequency:	yes; 1,500 Hz	yes; 1,500 Hz

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

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

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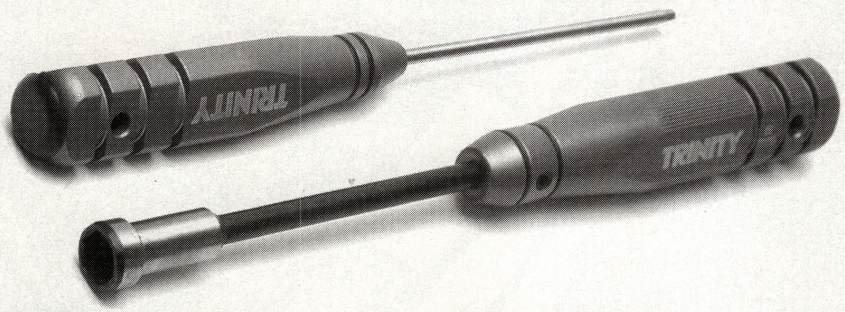
Trinity Team Tools

Trinity, the Microsoft of R/C, has just released a complete line of new Team Tools. The tool line includes body reamers, pocket wrenches, scissors, and Pro Allen Wrenches and Nut Drivers. In this Scope, we give both wrench sets a complete go-over.



What They Are

The Allen drivers range in size between 0.050" to 2.5mm and every popular size in between. These drivers can be used for everything from building a new car kit to making simple adjustments to installing a pinion gear. Each driver comes with a machined aluminum handle anodized in a pewter grey color. Each handle is triangular in shape so that they don't roll when they're put down. The Trinity name and the size of the head are laser etched on each handle. At the end of the wrench handle is a little rubber plug that helps the wrench to spin in your hand when you're using it. For better finger grip, two rubber O-rings are placed where your fingers go. Each handle has a setscrew to hold the replaceable Allen head. The Allen heads are ground down from super-hard drill blank stock with a long cut out for deep or stripped out screws. Since each handle is cut specifically for the wrench head, the Allen driver shaft fits right through the center of the handle.

The Pro Nut Drivers range in size from 3/16" to 11/32" and 4.5mm to 8mm. They use the same size handles as the Allen drivers except for the two largest sizes that use a bigger handle. The Nut Drivers are very unique and you can tell they were designed for R/C cars. Each nut driver has a very thin wall, which allows them to easily fit into any wheel socket or tight place.



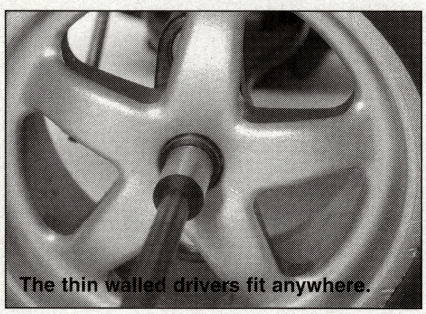
Trinity offers two different handle sizes.

How They Work

To test the wrenches I took them home to build a car kit. The Pro Wrench Allen Drivers are very nice. For the smaller sized drivers, the handle was just right; you don't want too much torque when you're tightening down an 0.050" setscrew. After the tightening the fourth long screw on a bulkhead, I noticed I would have liked a slightly larger handle on the 3/32" driver. All of the drivers fit their respective screw size nicely. I backed this up with getting a micrometer to measure the size on the .050. And 1/16" wrenches. The 0.050" wrench measured dead on at the indicated size (see photo for yourself). The three widths on the 1/16" wrench measured 0.062, 0.063, 0.062 – all measurements that would make any machinist proud.

I really fell in love with the Pro Nut Drivers. The larger handles are perfect for removing wheel nuts and glow plugs. The thin-walled ends fit into every wheel we had in the office. The fit was nice and snug on every nut we tested.

To test the durability of each tool I dropped them over and over again from our work bench onto hard concrete just to see if anything would break. None did. This doesn't mean they're unbreakable, especially the smaller Allen drivers, but all of the wrenches passed the basic drop test test.



The thin walled drivers fit anywhere.

Conclusion

The Pro Wrench Allen Drivers are nice. The handle size should be comfortable for most and the quality of the tips is exceptional. I lost one of the O-rings on one of the handles. I would like to see a rounded hex on the 2.5mm wrench for removing motors without having to remove the wheels on some trucks. With their $10.99 suggested retail the Pro Wrench Allen Drivers are a good bargain.

I really, really liked the Pro Wrench Nut Drivers. Their thin walled heads made getting into tight spaces very easy. The 8mm Glow Plug wrench is made so that the glow plug fits perfectly without falling into the wrench head. The larger handle size gave me plenty of grip for even the snuggest nut. I would have liked to have seen the larger handle size on all of the nut drivers. Other than that I have no complaints.

Vital Info:
Trinity Products
36 Meridian Rd
Edison, NJ 08820
www.teamtrinity.com

Hits:
- High quality
- Comfortable Handle
- Thin wall of the nut drivers is great.
- Nice price

Misses:
- The smallest handle is a little uncomfortable.

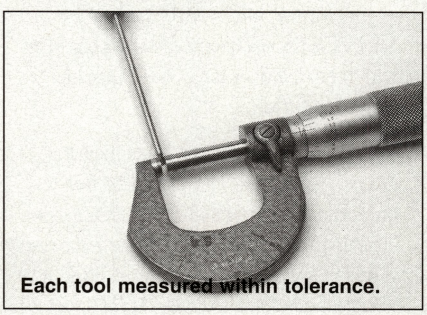
The Last Word
A great complement to any tool box.

Pro Wrench Allen Driver



Pro Wrench Nut Driver





Each tool measured within tolerance.

Other Team Tools are available, we'll check those out later.

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TRAXXAS

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1. T-Maxx Chassis Brace w/Skid Plate
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2. T-Maxx Lower Arm
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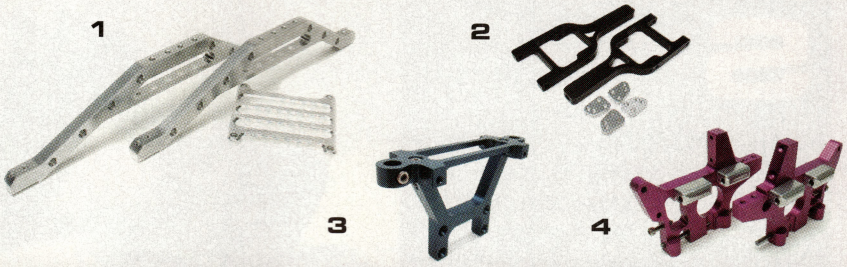
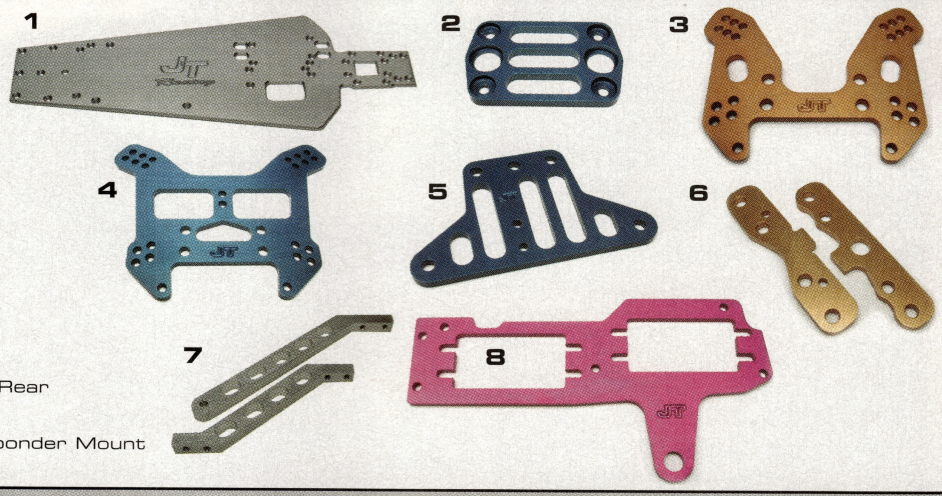
3. T-Maxx Front/Rear Shock Tower
   JT4917F
   JT4917R
4. T-Maxx Chassis Brace w/Skid Plate
   JT4929R



KYOSHO

KYOSHO

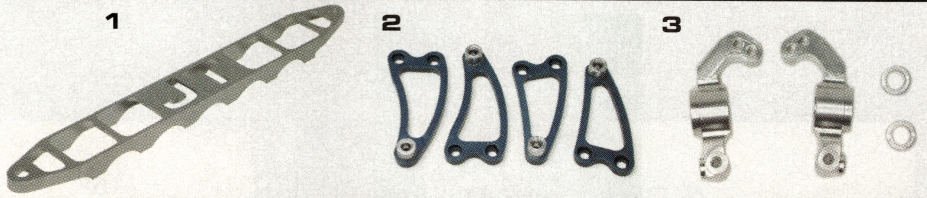
1. GP/EP Chassis [long]
   JT206L
2. MP7.5 Center Diff Plate
   JT129D
3. MP7.5 Front Shock Tower
   JT126
4. MP7.5 Rear Shock Tower
   JT120
5. MP7.5 Nose Plate
   JT129F
6. MP7.5 Suspension Plates
   JT113
7. MP7.5 Torque Rods Front & Rear
   JT118S
8. MP7.5 Radio Tray with Transponder Mount
   JT136



ASSOCIATED

ASSOCIATED

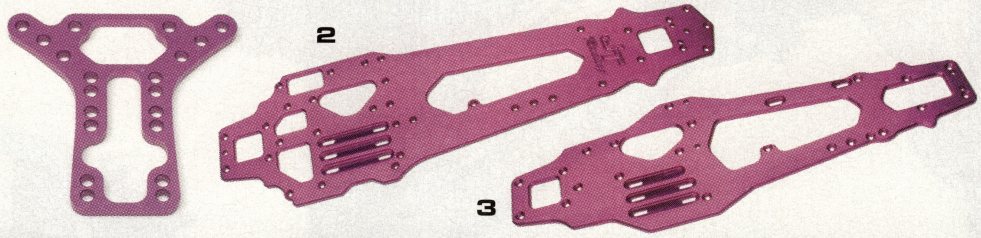
1. TC3 Battery Brace
   JT3853
2. TC3 Chassis Brace
   JT3879
3. TC3 Rear Hub Carriers
   JT3876R



HPI RACING

HPI

1. Super Nitro RS4
   Rear Shock Tower
   JT3003
2. Super Nitro RS4 Chassis
   JT965
3. Nitro RS4 Chassis
   JT903



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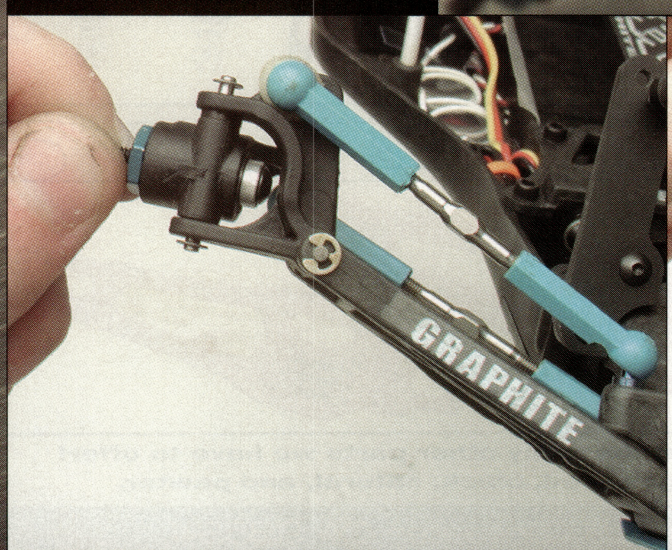
GETTING RID OF SUSPENSION SLOP

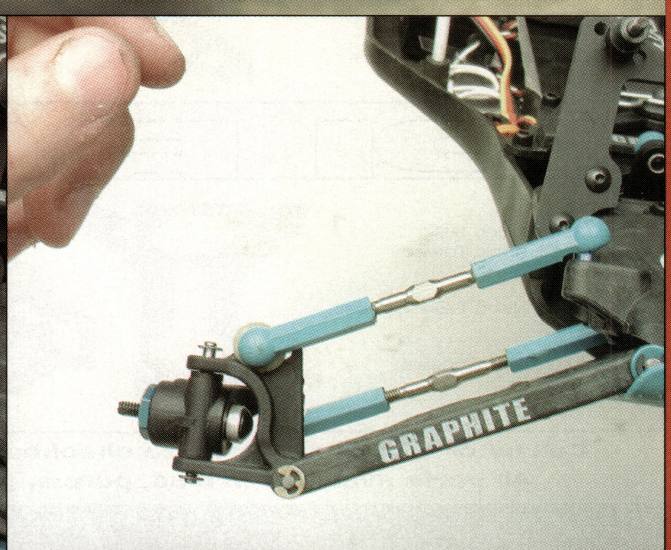
by Jeff Everleigh

Slop is for pigs, not for your R/C car's suspension! A tight car is a fast, agile, and consistent car. Take the time to remove unwanted play in your vehicle's suspension and you are one step closer to the winner's circle. How do you get rid of a sloppy suspension mess? It can be done with washers, shims, O-rings, and other common toolbox items.

Before I get into the specifics of how to tighten up your suspension I want to make an important note. At no time during the process of removing slop should you create binding or excessive drag in the suspension system. It is very important to note that although the suspension should be as tight and slop-free as possible, it should also move very freely. A suspension arm for example, should be able to drop on its own from the raised position with gravity only and without the shock or wheel assembly installed. If the suspension system does not function freely the performance of your vehicle will be greatly reduced. Now, let's look at the specific areas that need attention to freshen your car up so it feels like new.







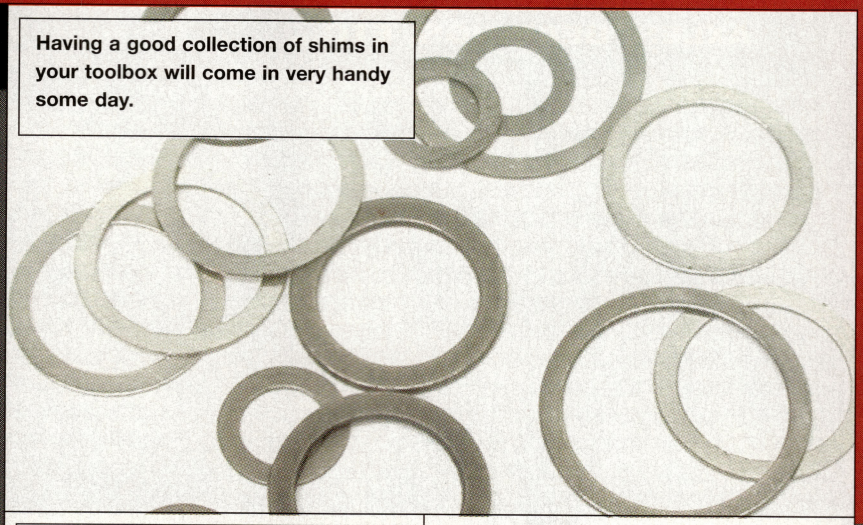
Our XXX KE doesn't have excessive slop; we just thought it looked cool for the photo.

PIN THE HINGE ON THE DONKEY

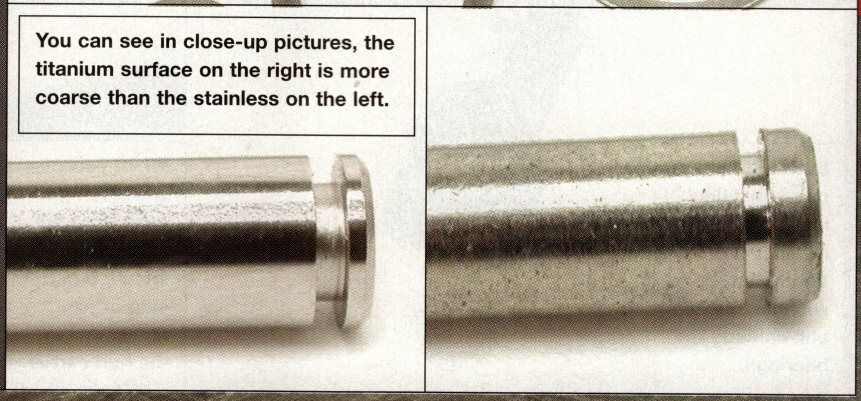
Nothing can compensate for a worn out car. So, if you have run 400 battery packs or fuel tanks with your existing suspension arms and hinge pins, it's time for a replacement. Assuming that your vehicle is in acceptable shape, let's look to the other options to tighten the tolerances on that suspension area.

Shims are your best friend here. Many hobby manufacturers sell small packages of shims that can be used for all sorts of purposes. One good use is to get rid on the back-and-forth play in the hinge pins. Don't go overboard here. Install only enough shims to reduce the play to a slight bit (a few thousandths of an inch). If you stuff too many shims into the hinge pins, the movement will bind and not perform properly.

Lighter titanium pins are a good upgrade when it comes time to replace worn hinge pins. Keep in mind that titanium is more abrasive than the stock stainless steel hinge pins. Titanium pins cause cause more wear to the suspension arms. If high performance is your game, then go with the titanium pins and keep an eye on the arm wear. If you don't mind a little extra mass, then stainless replacements might be more your style.



Having a good collection of shims in your toolbox will come in very handy some day.



You can see in close-up pictures, the titanium surface on the right is more coarse than the stainless on the left.

IF I MOVE, YOU SHOULDN'T

Most cars are designed so that the hinge pin fits securely into the bulkhead or hub and all the pivoting action occurs in the suspension arm. This helps reduce slop and reduces the wear area to only the suspension arm and hinge pin. Make sure that your hinge pin does not rotate in both the arm and bulkhead or hub. If it does, a simple fix is to drill a small hole in the bulkhead or hub and screw in a small setscrew to secure the hinge pin and prevent movement. This forces the pivoting action to the suspension arm thus reducing the slop producing area to just one pivot instead of two.



Step One
Remove the pin hub, carrier, and arm that you're working on. Grab a 4/40 tap and 5/64" drill bit. Drill into the suspension mount with the drill bit.



Step Two
Drill only through one wall of the suspension mount and near the center of the mount. Thread the tap into the hole.



Step Three
Reassemble the suspension. Once the hinge pin is in place, screw a 4-40 set screw into the newly threaded hole.

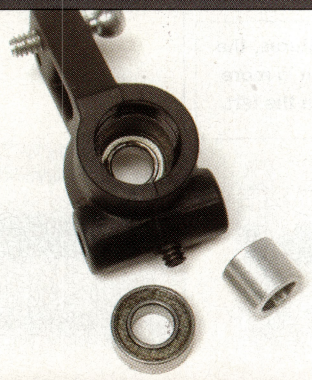
AXLES, BEARINGS, ETC...

As mentioned earlier, there is no fix for worn out parts so if your ball bearings have more movement in them than a drunken secretary at an office Christmas party than it is time for a trip to the hobby shop for some replacements. Now that your ball bearings are fresh, let's crush and shim them to a tight, positive, controlled feel.

A "bearing crush" setup will greatly reduce the backlash associated with a front or rear axle bearing assembly. A bearing crush is an aluminum spacer that fits between the two ball bearings on each corner of the car which supports the inner race of the ball bearings allowing the wheel nut to be tightened solid without altering the alignment of the ball races of the bearings.

You cannot firmly tighten a nut onto two bearings unless a bearing crush is being used. Without this handy chunk of aluminum between the bearings, the inner race of the bearings will be side-loaded causing the ball bearing to bind, wear prematurely, and be rendered useless faster than Mike can print a pic of a hot chick in his magazine. Bearing crush kits are available for most popular cars from the kit manufacturer.

Here we go again, calling on the good old shims to save the day. Most axle assemblies have side-to-side movement in them until you take up the slack with thin shims. Be sure to use the correct size shim for the job. For example, don't use a 6mm shim on a 5mm axle. Also be sure that you don't place too many shims on the axle. To install them properly you should install one shim at a time, bolt on the wheel assembly and then check for side-to-side movement. Add one shim at a time and re-check the movement with the wheel assembly installed until you are satisfied with the setup. There should always be a slight bit of side-to-side play in the axle and bearing assembly but it should not be excessive. If you are using a bearing crush setup, you can shim the axle and bearings so there is no play, but this only holds true when a crush is used.



Even with a crush installed, it's important not to over-tighten any wheels. You can still damage the bearings.



When your wheel is tightened onto the axle, there should be no slop or axle movement in the hub carrier.



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- Full Array of Options
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EB4



Radio Included and Installed

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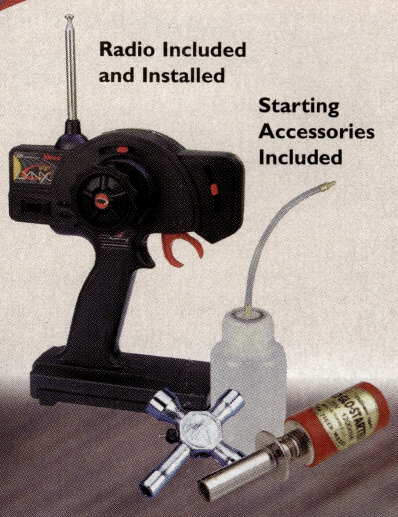

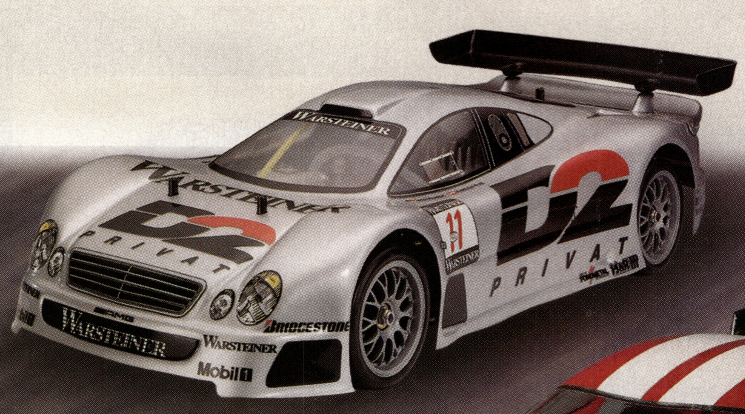

- 100% Assembled
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- Painted Body with Decals
- Durable Gear Differential System
- Thunder Tiger PRO-15BXS Pull-Start Engine
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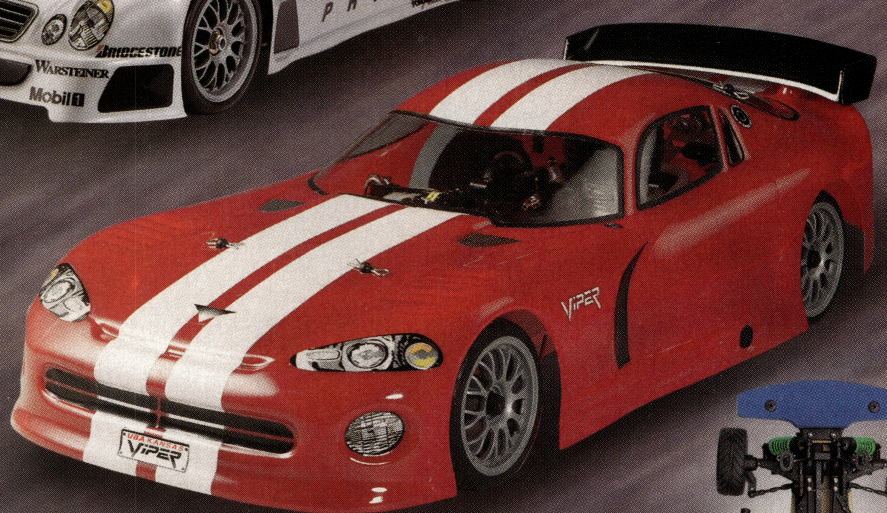
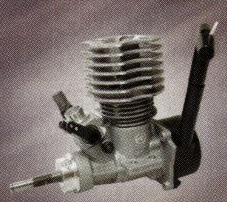
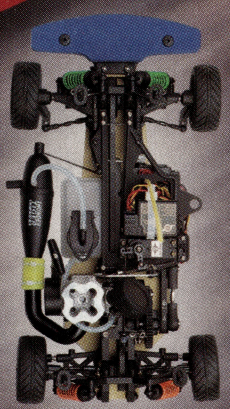
- Full Array of Options
- Disk Brake System



Thunder Tiger TEAM INTERNATIONAL

TS4n





WATCH ME PIVOT ON THIS BALL

Pivot ball suspension is gaining huge popularity in not only nitro touring car chassis, but also in some electric and other nitro classes. Pivot ball suspension offers a huge advantage over regular hinge pin-style suspensions when it comes to reducing excessive slop. All pivot ball suspensions systems offer an external adjustment allowing excessive movement to be removed from the joint. Usually an aluminum hex screw forces a plastic bushing against the pivot ball to tighten the system. When slop begins to develop in the joint simply tighten the hex screw to push the plastic bushing closer to the pivot ball. Every once in a while, you should replace the actual plastic bushing to ensure that the suspension will continue working smoothly. It is very important that you don't overtighten the adjustment, which can bind the pivot ball and render the suspension almost useless. You want a slop-free joint, but you also want a bind-free joint.

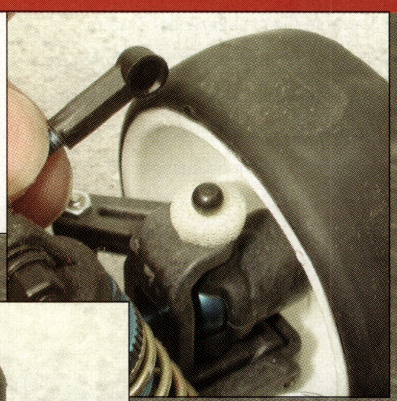


When tightening the bushing over the pivot ball don't overtighten or you will inhibit the suspension's movement.

BALL LINKAGES

The easiest and safest way to keep things tight here is to replace the plastic ball cups often with high quality replacements. Each time you pop a ball cup off of its ball stud, the plastic is stretched a little more causing unwanted play in the joint. I personally prefer to replace the ball cup each time I pop it from the ball stud, but this may be a little excessive for most. But, after you've removed the joint a few times, invest the few cents for a replacement and you will not only keep the joint fresh and tight but reduce your chances of retiring early from a race because of a prematurely snapped link. Keep an eye on the metal ball stud as well for wear. Although they will last much longer than the plastic ball cup, a worn ball stud will cause excessive movement at the joint regardless of how fresh the plastic cup is. Another little trick in the ball linkage area is to slip a shock seal O-ring over the ball stud before you snap the ball cup into place. This will greatly reduce the slop in the balled connection and will also reduce the movement of the joint. Check the suspension movement after you have installed all the O-rings without the shocks on the car to ensure that the suspension travel is adequate for your particular vehicle. Do not lubricate the O-ring in any way as this will only attract dirt to the joint and increase wear. Keep in mind that the O-ring trick will slightly limit the suspension and bind the steering movements on your car so it is important to use a high performance servo for the steering to ensure the slightly increased drag will not hamper the steering response.

Continual removal and installation of plastic ball cups will wear them out.
If a ball cup pops off while in use, go ahead and replace it.





Installing a simple O-ring between a ball cup and ball stud will remove almost any amount of slop.

THIS ARTICLE IS "WEARING" TO AN END

Fresh parts, thin shims, O-rings, and bearing crushes. These items and a little elbow grease and your worn out vehicle will give you the new car driving experience. Remember, a sloppy car is a slow car so removing that slop is a great help in making your vehicle easier to drive and more consistent. But you should never trade in a sloppy car for a binding car. Be sure that throughout the process of removing excessive play, that all joints and pivots remain smooth and bind free. Now that your R/C car is race-ready, the only slop left will be your mom or wife's bad cooking.



Until we get invited over for dinner, we have nothing else to say about mom's cooking.

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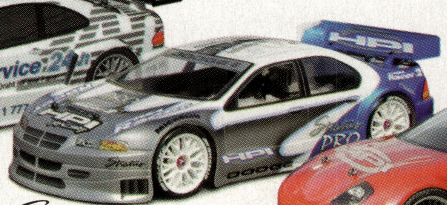

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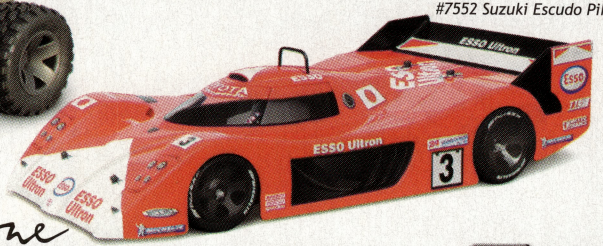

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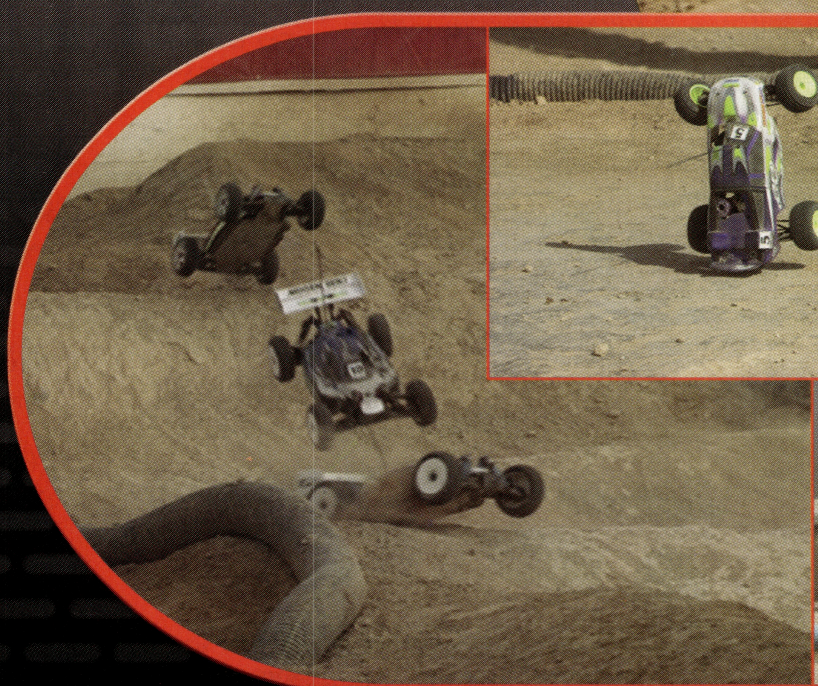
SILVER STATE

NITRO CHALLENGE

LAS VEGAS, NEVADA

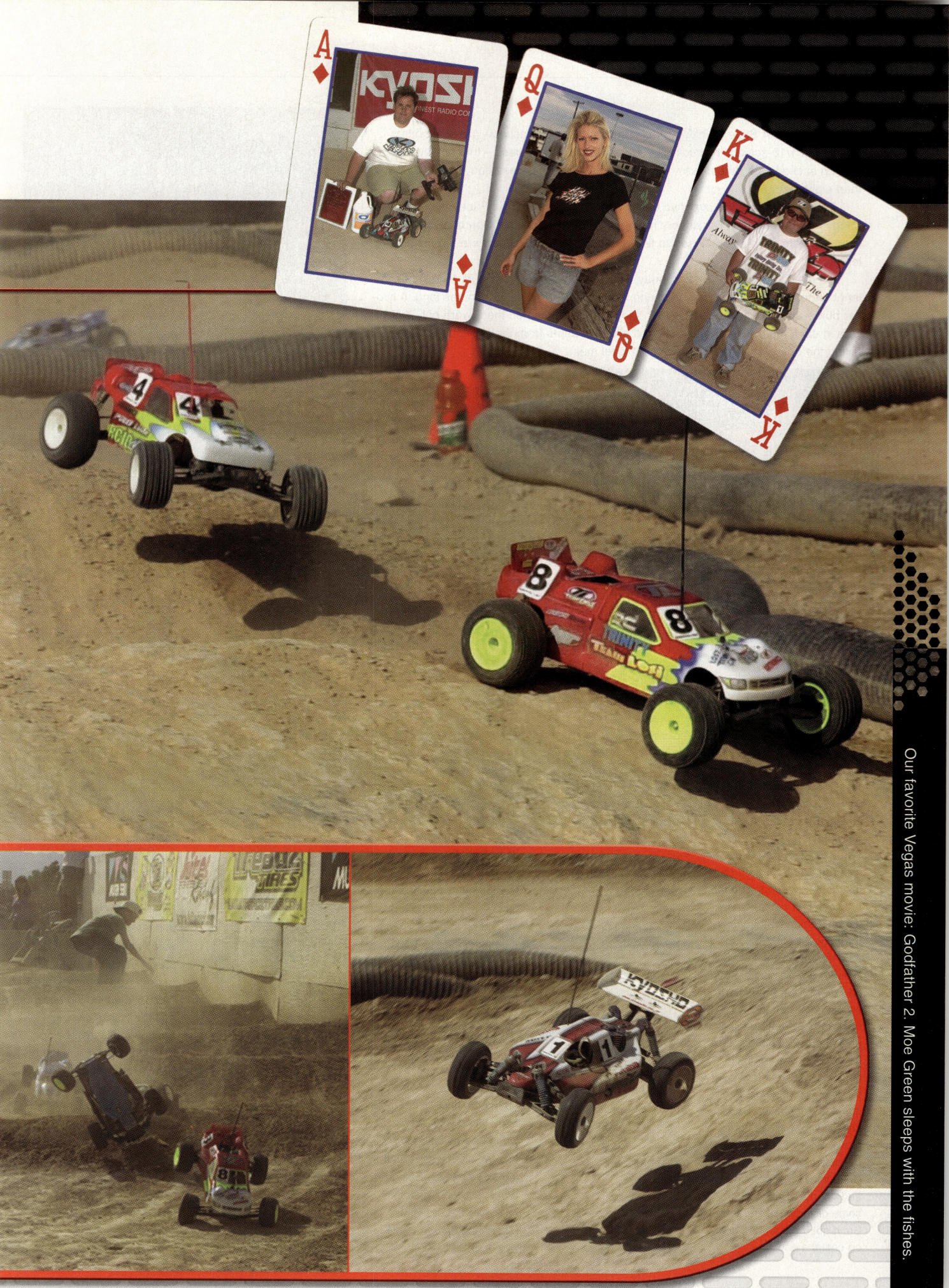
For some reason certain races take off and others don't. What I mean by that is some races become popular and are well attended year after year and others aren't. Who knows why the Silver State Challenge is so big. Maybe it's the favorable weather, the ever-changing track conditions, the big pit area, the fierce competition, or maybe a combination of them all. Oops! Let's not forget the race is held in Las Vegas – that's right, Sin City. I'm sure the fact that racers can grub on 99¢ shrimp cocktails, catch "Nudes On Ice" after dinner, and blow next month's mortgage payment at the craps table while some big-busted cocktail waitress shovels free watered-down drinks down the racers' throats has nothing to do with the Silver State Challenge's ever-growing popularity. Kidding aside, the Silver State Challenge is one of the most prestigious, well-respected off-road nitro races in the country. Every year big name drivers from across the country make it to Vegas. This year was no exception.







Hey, don't knock the 99¢ shrimp cocktails until you've tried them.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Our favorite Vegas movie: Godfather 2. Moe Green sleeps with the fishes.

The Format

This year's Silver State thankfully was comprised of two classes – 1/8-scale nitro buggy and 1/10-scale nitro truck. The 1/8-scale nitro truck class – that however cool looking sucked as a race class – was gone this year. This class had never drawn more than eight racers.

Qualifying took place over two days. 1/10-scale truck ran on Friday and 1/8-scale buggy ran on Saturday. For drivers racing in only one class this type of setup is well liked. Drivers were also pleased to find out that qualifying races were ten minutes in length.

The mains were all held on Sunday. The C-Main on down were all 10 minutes in length, the B-Main was 20 minutes long, and the A-Main was 45 minutes long. A two-car bump-up system was used. When the mains were posted there were only eight cars in each main. The first and second place finishers from the previous race were giving the option to bump up to the next level main.







1/10-SCALE TRUCK NITRO



Brian Kinwald

Finished: 1st
Qualified: 1st
Truck: Losi XXX-NT; **Engine:** Picco; **Fuel:** Trinity 20%; **Pipe:** Picco; **Glow Plug:** Picco; **Radio:** Airtronics; **Tires (F/R):** Pro-Line/Losi; **Body:** Losi

When the Truck A-Main was run, Brian Kinwald had just gotten done running the previous four races, bumping up from main to main in the buggy class. So by the time the truck A-Main rolled around, Brian's confidence had to be high. Brian started the race from the TQ spot and held onto the lead until about 15 minutes. Just before Brian's second pit stop, Adam Drake took over the lead. For the next 25 minutes Brian tailed Drake just waiting to make his move. With just about 6 minutes to go in the race, Brian finally made the move and got past Drake. After some dicing back and forth, Brain got the lead and held on until the end.



Adam Drake

Finished: 2nd
Qualified: 3rd
Truck: Losi XXX-NT; **Engine:** Picco; **Fuel:** Trinity 20%; **Pipe:** Picco; **Glow Plug:** Picco; **Radio:** Airtronics; **Tires (F/R):** Losi; **Body:** Losi

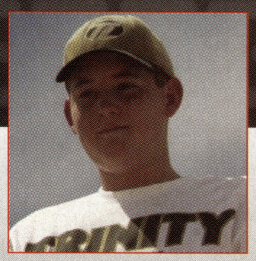
Adam's truck was very fast. From the start of the race Adam was in the thick of things bouncing around with Ryan Cavalieri, Scott Hughes, and Mark Pavidis for 2nd place. As the race battled on, Drake settled into the 2nd position for the first 15 minutes. Just before the second pit stop, Adam took 1st from Kinwald. Drake managed to hang onto the lead until lap 74. That's when he couldn't fend off Kinwald anymore.



Mark Pavidis

Finished: 3rd
Qualified: 2nd
Truck: Assc RC10GT; **Engine:** O'Donnell Nova Rossi; **Fuel:** O'Donnell 20%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line; **Body:** Pro-Line

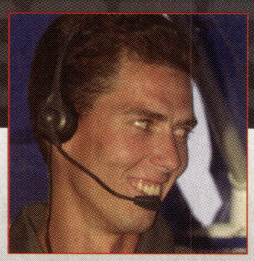
Mark had a bad start and a few too many crashes kept him from making up any ground on the field. At the 8-minute mark, he had a bad crash that got him stuck facing a wall and waiting for a turn marshal. This put him further back. Slowly but surely, Mark worked through the traffic all the way from being the last place truck. At times during the thick of the race, Mark flirted with 3rd place when he was late getting into the pit. It wasn't until lap 58 when Billy Easton broke, allowing Mark to take over the 3rd spot. Mark hung onto 3rd until race end.



Ryan Cavalieri

Finished: 4th
Qualified: 8th
Truck: Losi XXX-Net; Engine Picco; **Fuel:** Trinity 20%; **Pipe:** Associated; **Glow Plug:** McCoy; **Radio:** Airtronics; **Tires (F/R):** Losi; **Body:** Losi

Ryan started the race from the eight spot. Ryan got a couple of lucky breaks at the start and quickly moved up to fourth place by the end of the first lap. Ryan battled for the rest of the race and at one point was in second. But the competition was just to deep, There's no shame in giving up the top three spots to Kinwald, Drake, and Pavidis. All things considered Ryan did a great job.



Marty Korn

Finished: 5th
Qualified: 9th
Truck: Assc RC10GT; **Engine:** N/A; **Fuel:** N/A; **Pipe:** N/A; **Glow Plug:** N/A; **Radio:** N/A; **Tires (F/R):** Pro-Line; **Body:** Pro-Line

Marty started the race from the 9th spot on the grid. Marty had to battle and win the B-Main in order to reserve that spot in the A-Main. He had a great start and was in 3rd after the first lap. But, the pack caught up and passed him. By the third lap Marty had the task of coming through traffic after being in the 9th spot. From there Marty slowly working through traffic to end up in the 5th spot when the 45 minutes were up.

We think the couch on the last page of this article was in a scene from CSI.

SILVER STATE NITRO CHALLENGE



The Track

The Silver State Challenge is hosted by Western R/C. Western is located just on the outskirts of Vegas as you come into town from LA. The track is situated between a junkyard and an asphalt refinery. The large off-road track is a pure chunk of desert. The track surface is hard-packed, thin silty dirt that supplies plenty of dust as track conditions deteriorate, and deteriorate they do. Sure some of the prima donna racers don't like the ever-changing track conditions, but the true R/C warriors love it. As the race week wears on, jumps change; lines get cut into certain parts of the jumps while some jumps change in shape completely. You can only image the toll five pound cars barreling into jumps at 30+ MPH can take.

The track layout itself featured a number of different jump types, each providing more air than the other. Turns were abundant. There were a couple of hard 180° turns, but most of them featured some type of berm to help the cars along. The other turns weren't quite as aggressive. A long front straightaway provided lots of top-end speed that was carried through a slight sweeper into a long whoops section. The track was challenging and fast to say the least.

Jason Rouna on the Track

"This is the bumpiest track I've ever raced on. It's a lot different than most tracks. In the first qualifier I tried to take it easy and roll all the jumps. I broke anyway. The next two times I drove the track at full punch, and didn't break a thing. I figured out that it was faster around the track to hit the jumps balls out and crash than it was to just roll over the jumps. The track varies a lot depending on the line you take. Some-times the wind can kick up when you're on a jump and mess you up. I think the jumps are too big, but the whole track is just 'different'."



Todd Tanner*

Finished: 6th
Qualified: 10th
Truck: Losi XXX-NT; **Engine:** Mugen; **Fuel:** Cosmo 20%; **Pipe:** O'Donnell; **Glow Plug:** N/A; **Radio:** N/A; **Tires (F/R):** Losi; **Body:** Losi

Todd needed a 2nd place finish in the B-Main in order to make the A-Main. After starting the race in the last spot, Todd stayed in the race and out of trouble. When the race was over, Todd was in the 6th position.

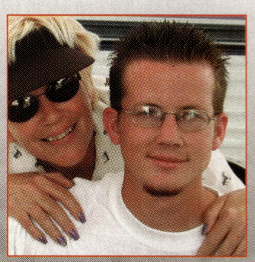
**Unfortunately a photo of Todd Tanner was unavailable at press time. Todd Tanner will now forever be known as Todd Flanders -D'OH*



Jared Tebo

Finished: 7th
Qualfied: 6th
Truck: Assc RC10GT; **Engine:** O'Donnell Mugen; **Fuel:** O'Donnell 20%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line; **Body:** Pro-Line

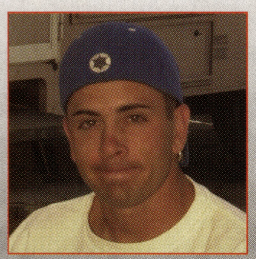
Jared had a rough start, after which he couldn't make up any ground on the other cars. For the first 20 laps of the race he lingered in 7th place. Thanks to some very clean driving on Jared's part, he was able to escape the crowd and move into 2nd for the next 15 laps or so. But a flame out brought him in to the pit early and lost him about 20 seconds. That translated into a drop into the 7th position. Jared hung in there until lap 70 when his engine mount loosened up and stripped out his spur. His pit crew repaired the gear and got him back on the track just before the end of the race.



Scott Hughes

Finished: 8th
Qualified: 5th
Truck: Assc RC10GT; **Engine:** O'Donnell Mugen; **Fuel:** O'Donnell 20%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** KO Propo; **Tires (F/R):** Pro-Line; **Body:** Pro-Line

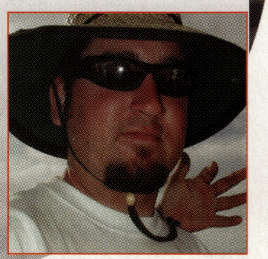
It's been a while since Scott's finished a gas race, so this race would be interesting especially after qualifying 5th. Scott ran in the middle of the pack for start of the race. At 15 minutes, he lost a ball cup; his crew fueled and repaired him quickly. From there it was middle of the pack again. Scott never got better than 7th after his long pit. With 10 minutes to go in the race, his diff left go, which meant the end of his race.



Billy Easton

Finished: 9th
Qualified: 4th
Truck: Assc RC10GT; **Engine:** Nova Rossi; **Fuel:** O'Donnell; **Pipe:** Associated; **Glow Plug:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line; **Body:** Associated

Billy was middle of the pack for the first 15 minutes of the race. He started to make a move in the second 15 minutes and worked all the way up to 2nd place. But, 30 minutes in Billy had to make an extended pit stop that lasted the rest of the race.



Richard Saxton

Finished: 10th
Qualfied: 7th
Truck: Assc RC10GT; **Engine:** O'Donnell RB; **Fuel:** O'Donnell 30%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** JR Racing; **Tires (F/R):** Treadz; **Body:** Associated

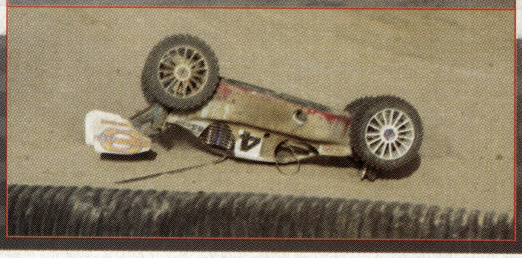
At a gas off-road race, a guy that's always got a shot at victory is King Richard. Put the race in Vegas and his odds get better. But on this day he had to hang up his truck early. On the second lap Richard's receiver battery wire took a dump. This spelled the end of the truck class race for him.

At least that would explain the blood and unrecognizable stains.

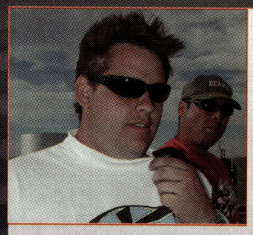
Race Notes

- Drivers were getting lots of gas mileage. A 6 pit rule was instituted.
- In buggy, Brian Kinwald put on a clinic by bumping all the way from the E-Main to the B-Main, but a broken car kept him out of the A-Main.
- During the 1/8-scale A-main you could see the track change. Ruts developed where they were not before.
- Halfway through the Truck A-Main, the winds started to kick up and carry the trucks over the jumps. Drivers had to adapt their driving style to keep from crashing due to the wind.





1/8-SCALE BUGGY NITRO



Greg Degani

Finished: 1st; **Qualified:** 4th; **Buggy:** Kyosho MP7.5; **Engine:** O.S.; Fuel: O'Donnell 30%; **Pipe:** Kyosho; **Glow Plug:** O'Donnell; **Radio:** Futaba; **Tires (F/R):** Pro-Line

Greg had a rough start. Greg should have begun 4th on the grid, but a jump start sent him to the back. If Greg was going to win, he'd have to do it the hard way. Greg muscled his way through the pack. Slowly but surely he made it to the head of the class by lap 65. Once Greg was in the lead, he checked out. Towards the end of the race Pavidis put a ton of pressure on Greg, but it wasn't enough to shake Greg. He held out until the race's end and took the win.



Mark Pavidis

Finished: 2nd; **Qualified:** 3rd; **Buggy:** Kyosho MP7.5; **Engine:** O'Donnell Nova Rossi; **Fuel:** O'Donnell 30%; **Pipe:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line

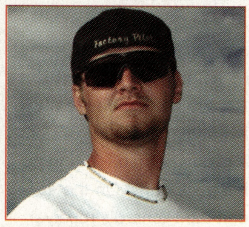
Mark started the race just where you'd expect him, up near the front. As the race went on a few mistakes put him back around the 5th spot. He stayed there for a while until he had a streak of about 15 laps where he made absolutely no mistakes. By lap 66, Mark was in 3rd and gaining on Chad Bradley. Five laps later, Mark put a sweet pass on Bradley. This put Mark in 2nd place and looking to take down Degani. Mark pushed it just a little too hard and had some bad laps that let Degani pull away. Mark would have to settle for 2nd.



Chad Bradley

Finished: 3; **Qualified:** 7th; **Buggy:** Kyosho MP7.5; **Engine:** O.S.; **Fuel:** O'Donnell 30%; **Pipe:** Kyosho; **Glow Plug:** O'Donnell; **Radio:** JR Racing; **Tires (F/R):** Pro-Line

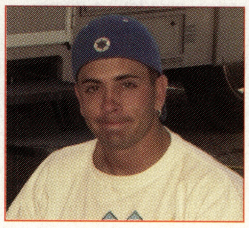
Chad ran a pretty textbook race. He started in the 7th spot, then methodically moved up through the field one position at a time.



Greg Waller

Finished: 4th; **Qualified:** 9th; **Buggy:** Mugen XR Works; **Engine:** RB; **Fuel:** O'Donnell; **Pipe:** RB; **Glow Plug:** RB; **Radio:** Airtronics; **Tires (F/R):** Pro-Line

Greg had to win the B-Main to make the big show. But once in it, he showed he belonged there. Greg slowly worked through traffic even after being in the last position at one time. Late in the race, Greg made a great push and finished in 4th.



Billy Easton

Finished: 5th; **Qualified:** 6th; **Buggy:** TTR EB4; **Engine:** RB; **Fuel:** O'Donnell 30%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line

At the start of the race, Billy was doing great. He moved from 9th to 1st in only 11 laps. But after being in the lead for a while, Billy's buggy lost a wheel. The turn marshal rushed his car to the pit. When he went back on the track he was in 4th place. Billy hung out in 4th for almost the rest of the race until the very end when Greg Waller moved Billy back to 5th.

Degani was reinacting a scene from "Cops" just prior to the race start.

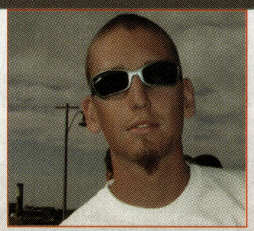
SILVER STATE NITRO CHALLENGE



Despite massive air all weekend long, Degani's buggy held up to the end to bring home the checkered flag.

Richard Saxton found nothing but bad luck on Sunday.

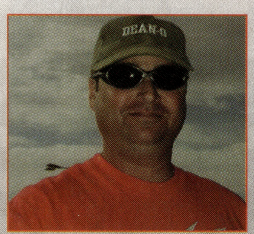




Jeremy Kortz

Finished: 6th; **Qualified:** 2nd; **Buggy:** Kyosho MP 7.5; **Engine:** O.S.; **Fuel:** O'Donnell 30%; **Pipe:** Kyosho; **Glow Plug:** O.S.; **Radio:** JR Racing; **Tires (F/R):** Pro-Line

Jeremy ran a great race for the first 64 laps. Jeremy took advantage of a flameout by Richard Saxton and moved into the lead. But once he had the lead Jeremy had a problem with his throttle servo. His crew was able to swap out the servo, but almost four minutes were lost. Jeremy came back onto the track in 6th place and ended up finishing there.



Dean Sexton

Finished: 7th; **Qualified:** 5th; **Buggy:** Kyosho MP7.5; **Engine:** O.S.; **Fuel:** O'Donnell 30%; **Pipe:** Kyosho; **Glow Plug:** O.S.; **Radio:** Airtronics; **Tires (F/R):** Pro-Line

Dean was in the thick of things at the start of the race, but on lap 10 disaster came in the way of a broken front suspension piece. Dean's pit crew put a great effort across to get him back on the track. When his pit man came running back to the track, he failed to notice a missing wheel. Once that was solved, Dean was back on the track but it was too late to battle for a podium spot. He did manage to salvage the rest of the race and pick up 7th.



Jared Tebo

Finished: 8th; **Qualified:** 8th; **Buggy:** TTR EB4; **Engine:** O'Donnell RB; **Fuel:** O'Donnell 30%; **Pipe:** O'Donnell; **Glow plug:** O'Donnell; **Radio:** Airtronics; **Tires (F/R):** Pro-Line

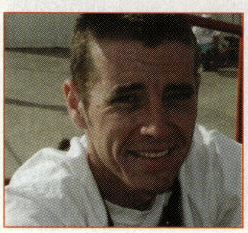
Jared had it rough from the start. A crash within the first two turns kept him at the very back of the pack. By lap 18, he was only in 7th place. At that same time, he broke a suspension arm and was off the track for a long while. Later on in the race, he had a couple of flameouts that kept him from moving up in the pack.



Richard Saxton

Finished: 9th; **Qualified:** 7th; **Buggy:** Kyosho MP7.5; **Engine:** O'Donnell RB; **Fuel:** O'Donnell 30%; **Pipe:** O'Donnell; **Glow Plug:** O'Donnell; **Radio:** JR Racing; **Tires (F/R):** Treadz

Wearing the TQ crown, Richard had high hopes for this race. The King Richard sign hanging in the middle of the track let everyone know who's track this was. When you've got that burden on your shoulders, everyone's gunning for you. When the buzzer sounded, Richard lost some composure and fell back to the middle of the pack early. A few laps later, he was back in charge and in the lead. He stayed in the lead for the next 30 laps. With little time to spare, Richard flamed out but was on the track again quickly. With nearly two thirds of the race in the books Richard had lots to be happy about, but tragedy would soon strike. A broken servo wire put Richard out of the race for good.



Doug Von Mosch

Finished: 10th; **Qualified:** 10th; **Buggy:** Mugen XR Works; **Engine:** O.S.; **Fuel:** Blue Thunder 30%; **Pipe:** Nova Rossi; **Glow Plug:** O.S.; **Radio:** JR Racing; **Tires (F/R):** Treadz

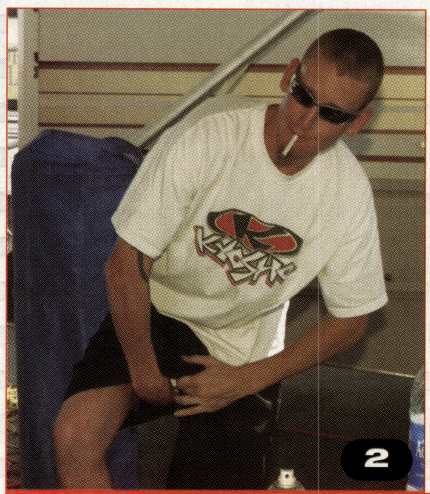
Doug had just got done battling the other drivers in the B-Main to make it to the A-main. Once there he was near the back of the pack and couldn't catch a break. At least not a good break, Doug ended up breaking and was out of the race completely at the halfway point.

By the end of the weekend Dean Sexton was tired of hearing, "Book'em Dean-O."

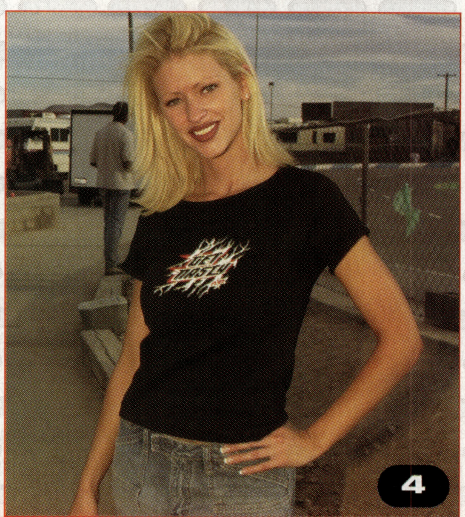
AROUND THE TRACK



1. Spectators were treated to first class accommodations. Too bad they'll need a tetanus shot after sitting on the couch. 2. After seeing one of his buddies strike a match on his zipper, bad-ass Jeremy Kortz took it one step further. 3. Is this dedication or what? 4. You didn't think we'd just use the little picture in the opening, did you?

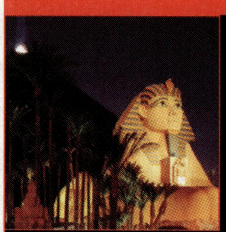






Vegas Baby, Vegas

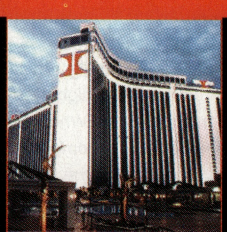
Mike's Guide to Vegas Hotels

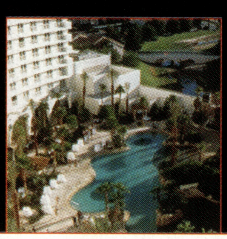




The Luxor: Cool when it was built, but it's getting tired. Riding up and down the Inclinator is pretty cool, but when you settle in for the night and realize you're in a coffin, you decide to go back down and hit the tables. Hey, maybe that's the idea.

The Rio: If you like buffet food, you'll love the Rio. And seeing as how we sold a ton of XXXL shirts, you guys do like buffets. Also the cocktail waitress outfits are extra revealing. Every room is a suite, but beware the bathroom windows that allow people in the room to peer in on you while you're reading this. No joke. Some of the rooms have windows that allow others to look into the john.





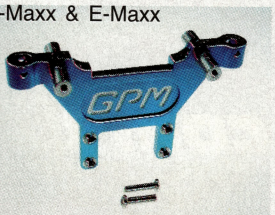
The Las Vegas Hilton: Known best for being the home to Elvis when he was in town, the former International is now reduced to Don Ho headlining. Stay away from the craps table; you could lose your wife. Just ask Nick Cage.

The Hard Rock: God's gift. The Hard Rock is very cool. Instead of limos, purple and flamed Suburbans shuttle patrons to and from the airport. The cocktail waitresses are leather clad, and if you don't want to eat at the Pink Taco, you don't have to. Along with The Pink Taco (a Mexican resturant), there's Mr Lucky's (coffee shop), Nobu (Japanesse), and Mortini's (Italian).

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

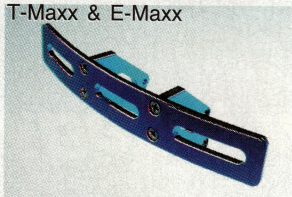
www.gpmracing.com

-Maxx & E-Maxx



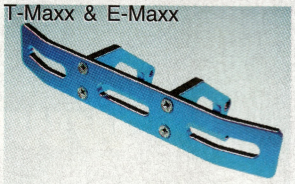
MX1028 This is a light weight shock wer for the E-Maxx, you need 2 for each ck.(also fits the T-maxx) $30.00

T-Maxx & E-Maxx



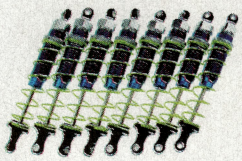
EMX1330F This bumper is light weight for the E-Maxx but it will fit the T-maxx too. $25.00

T-Maxx & E-Maxx



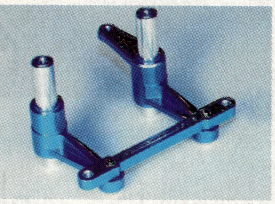
EMX1330R An economic solution that is also light weight. Ideal for the E-Maxx but will work well for the T-Maxx. $25.00

T-Maxx & E-Maxx



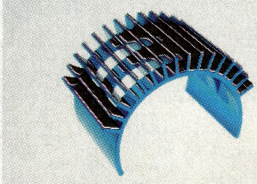
TMX8100 Threaded aluminumshock bodies are perfect for fine tuning your ride height while the polished inner bores give smooth action. $150.00

-Maxx & E-Maxx



MX1048 Tighten your steering slop with s. Comes with everything you see in the cture, as well as all necessary screws. 0.00

E-Maxx



EMX1038 Blue anodized clip on motor heat sink. 1 per package. $20.00

Factory Team GT



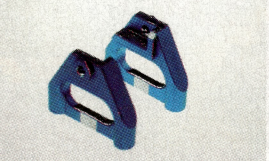
FGT22 Replaces the original perfectly. Remove unwanted suspension flex with this rear hub. $25.00

Most nitro cars & trucks



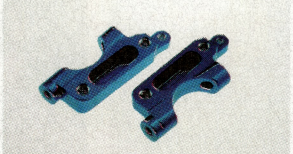
AF04 Uses a two-stage filter element. Inner paper filter with foam outer.Blue Only $20.00

actory T eam GT



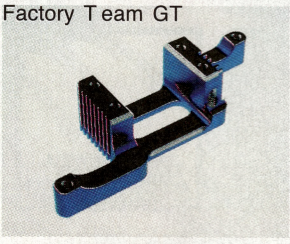
GT11 Made for Factory Team GT. ghtly different than the RTR GT tube ounts. $20.00

Factory T eam GT



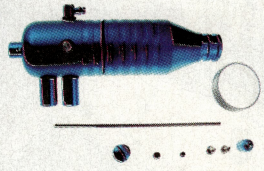
FGT10 This attaches the rear lower control arm to the chassis. It features 3 degrees toe-in and 2 degrees anti-squat. $35.00

Factory T eam GT



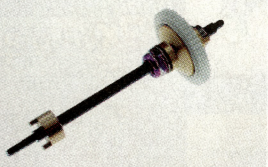
FGT1080 Replace your original mount with a low weight high strength aluminum mount. Does not include hardware. $25.00

Most nitro cars & trucks



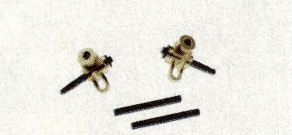
TP30006 Customize your nitro performance with this versatile pipe. $65.00

yosho Mini-Z



MZ100 Improve handling with a ball diff. ady to install. Features Delrin spur gear, minum hubs, and steel axle. $45.00

Kyosho Mini-Z



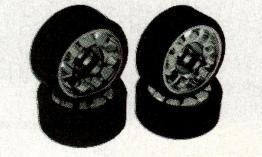
MZ021 Alloy front steering arms include steel kingpins and axles. Gold anodized only. One pair. $25.00

Kyosho Mini-Z



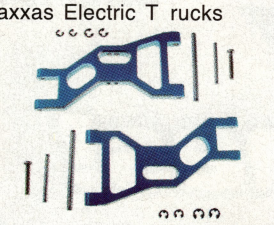
MZ2049 Steering bar connects front wheels to steering servo. Gold anodized only. Includes one piece. $20.00

Kyosho Mini-Z



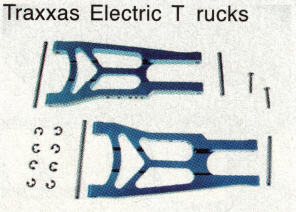
MZ011FRTW-2 All wheels are chrome silver. Set includes two 10mm front and two 11.5mm rear. Features P2 compound rubber tire. $40.00

axxas Electric T rucks



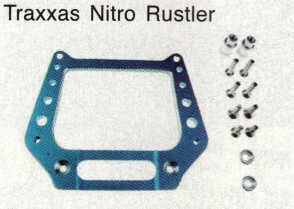
1055 Front lower control arm includes w pins and clips. Blue anodized minum only. $35.00

Traxxas Electric T rucks



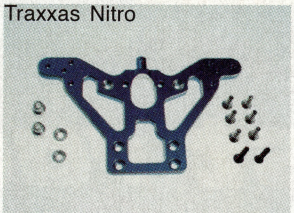
TE1056 Rear lower control arm includes new pins and clips. Blue anodized aluminum only. $35.00

Traxxas Nitro Rustler



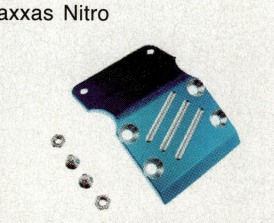
RN1028 Blue anodized alloy front shock tower for Nitro Rustler. $25.00

Traxxas Nitro



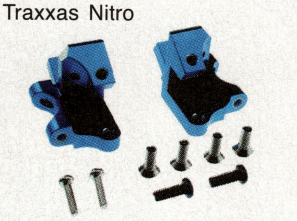
TN1030 Replace your broken shock tower with this rugged aluminum piece. Includes shock mounting bushings and all screws necessary to install. Blue only. $25.00

axxas Nitro



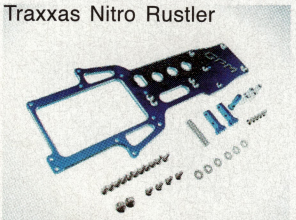
1003 This skid plate will allow you to all one of our RGT03 or RGT03W npers This part is available in blue only. .00

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

Hobby Etc., Inc.

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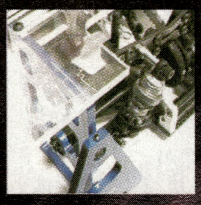
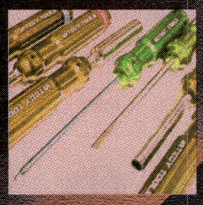


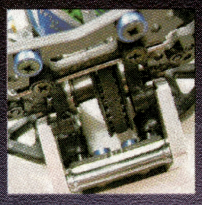
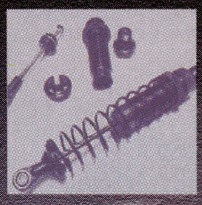
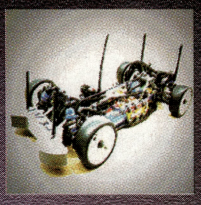
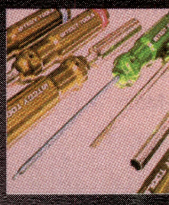
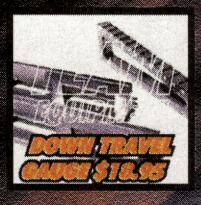

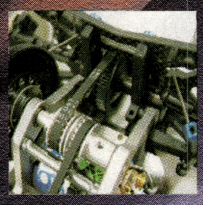


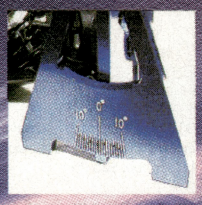


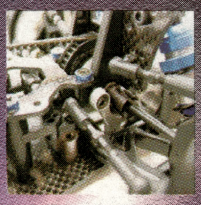
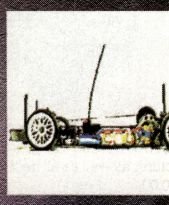


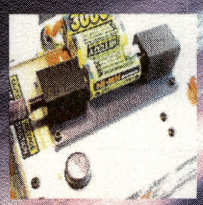
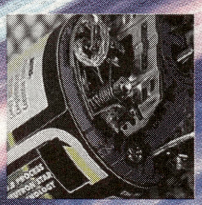


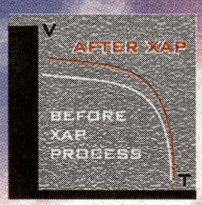









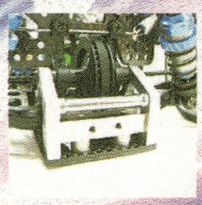


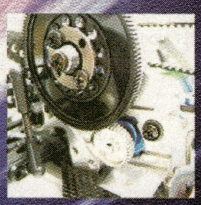










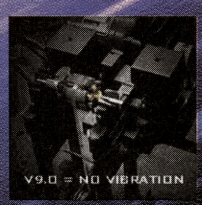

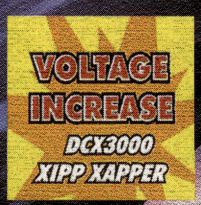



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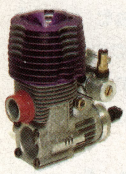

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RS12S1	Rear exh (P) shaft slide carb	179.99
RS12S2	Rear exh std shaft slide carb	179.99

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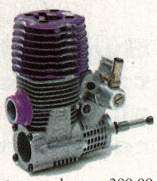
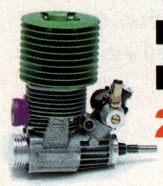


RX21R1	.21 Race 7 Port on road	399.99
RX21SS1	.21 7 Port on road	319.99
CX15P	.15 Roar legal on road	159.99
CX15R	.15 Race roar legal	239.99



LIMITED EDITION 289.99

BX21SBKWC	.21 5 Port off road Limited	289.99
BX21SBK	.21 5 Port off road	249.99
BX21BK	.21 3 Port off road	219.99



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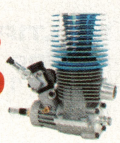

P15JSR	.15 3 Port Roar legal	179.99
P15KSR	.15 5 Port Turbo	219.99
P21ES	.21 On road/buggy 4+1	124.99
P21G1R	.21 On Road 6+1	199.99
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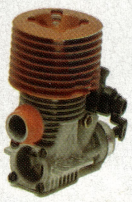
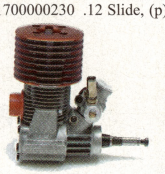
1700000100	.12 Slide carb, threaded	149.99
1700000101	.12 Rotary carb, threaded	149.99
1700000103	.12 Pull Start Slide, threaded	179.99
1700000104	.12 Pull Start Rotary, threaded	179.99
1700000110	.12 Slide, threaded, TURBO	189.99

NEW! X-12 169.99



.12 Size Rear Exhaust Motors Below

1700000200	.12 Slide carb, threaded	169.99
1700000201	.12 Rotary carb, threaded	169.99
1700000210	.12 Slide carb, (p) crank	169.99
1700000220	.12 Slide, threaded, TURBO	189.99
1700000221	.12 Rotary, threaded, TURBO	189.99
1700000230	.12 Slide, (p) crank, TURBO	189.99



X-15 249.99

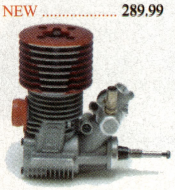
.15 Size Motors Below

RBC1602C	.15 X-15 Roar Legal	249.99
RBC1602T	.15 X-15 Turbo Outlaw NEW	274.99

.21 Off Road Size Motors Below

1003S7	Europa 7Port off road	209.99
1003WS7	Reckward Europa off road	259.99
1004B	C4 Off road NEW	~~289.99~~

C4 ONROAD 324.99



.21 On Road Size Motors Below

1003S7C	Concept Sport 7Port on road	209.99
1004C	C4 Circuit	324.99
1004C/Rody	C4 Rody Modified	439.99
1004C/Col	C4 Collari Modified	499.99



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TRIRC4449	Nitro Blast Cleaner	4.99
TRAG5050	Nitro Wash	5.99

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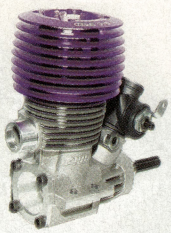
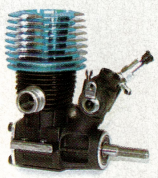


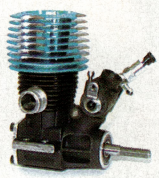
TRITP100*	.12 Rear exhaust/Rotary Carb	124.99
TRITP101*	.12 Rear exhaust/Slide Carb	124.99
TRITP135*	.15 Rear exhaust/Rotary Carb	134.99
TRITP136*	.15 Rear exhaust/Slide Carb	134.99

* Fully threaded cranks only



Picco .12 Smooth and Powerful! SALE! 119.99

TRITP90	.12 Picco exhaust	119.99
TRITP91	.12 Picco exhaust pull start	129.99
TRITP095	.12 Standard exhaust	119.99
TRITP096	.12 Standard exhaust pull start	144.99



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TRITP122	.15 Picco exhaust	129.99
TRITP123	.15 Picco exhaust pull start	149.99
TRITP124	.15 Standard exhaust	129.99
TRITP125	.15 Standard exhaust pull start	149.99

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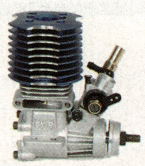
OSMG2063	.21 RZ-V 99B buggy	279.99
OSMG2064	.21 RZ-V 99B buggy (P)	279.99
OSMG2055	.21 RG Sport motor	139.99
OSMG2057	.21 RG-X (P) pull start	~~189.99~~
OSMG	.21 RZ-V 01 Buggy NEW CALL	



OS CV-R POWER

OSMG2045	.12 CV-R rotary carb	159.99
OSMG2046	.12 CV-R slide carb	124.99
OSMG2048	.12 CV-RX pull start rotary	179.99
OSMG2049	.12 CV-RX pull start slide	187.99
OSMG2010	.12 CV low priced motor	89.99
OSMG2011	.12 CV-X pull start	109.99
OSMG2032	.15 CV	99.99
OSMG2034	.15 CV-X pull start	139.99

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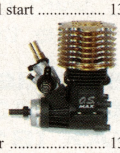

OSMG2023	.12 CV Hyper	139.99
OSMG2024	.12 CV-X Hyper pull start	159.99
OSMG2037	.15 CV Hyper	149.99
OSMG2038	.15 CV-X Hyper pull start	179.99

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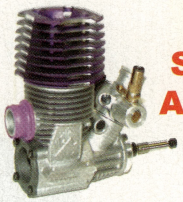

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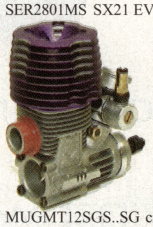
SER2103MS	SX12 Rear Exh MS Turbo (p)	209.99
SER2604	SX15 3Port EV4	209.99
SER2604MS	SX15 3Port EV4 MS	269.99
SER2606	SX15 7Port EV4	284.99
SER2606MS	SX15 7Port EV4 Turbo	~~319.99~~
SER2801MS	SX21 EV4 MS	~~389.99~~



Novarossi MUGEN .12 Rear Exhaust Engines 149.99

MUGMT12SGS	..SG crank slide carb	149.99
MUGMT12SR	...Standard crank rotary carb	149.99
MUGMT12TSG1S	..Turbo SG crank/slide	179.99

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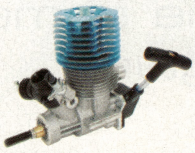

OFN51210	Picco .21 Sport	109.99
OFN51211	Picco .21 Sport pull start	129.99
OFN51215	Picco .21 Comp w/ Boost	199.99
OFN51216	Picco .21 O-1 Comp w/Boost	239.99

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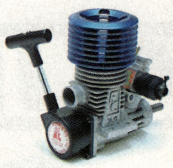
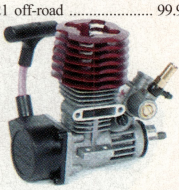


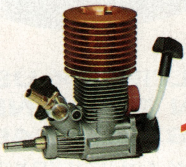
SALE! FORCE .21 Pull Start 99.99!

OFN52211	Force .21 w/pull start off-road	99.99
OFN52210	Force .21 off-road	99.99

SALE! Colt .12 Pull Start 59.99!



OFN50121 Colt .12 w/pull start 59.99



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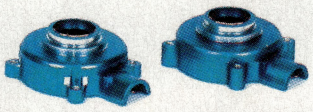
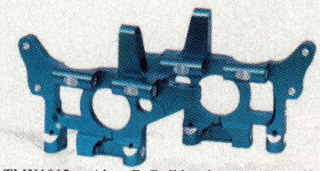


TMX1011 Gear Box Front or Rear 55.99
TMX1011A Gearbox Bearing Tmax 17.99



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TMX1014 Chassis Lower Brace 44.99
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TMX1029 Alum Fr Body Mount Set 25.99
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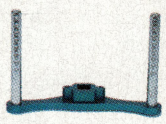
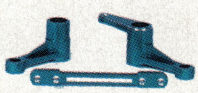


TMX1032 Alum Rr Body Mount Set 34.99
TMX1039C Carbon Brake Disc 17.99
TMX1039G Graphite Brake Disc 15.99



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TMX1016 Main Chassis 64.99

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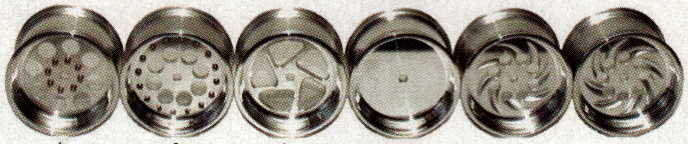

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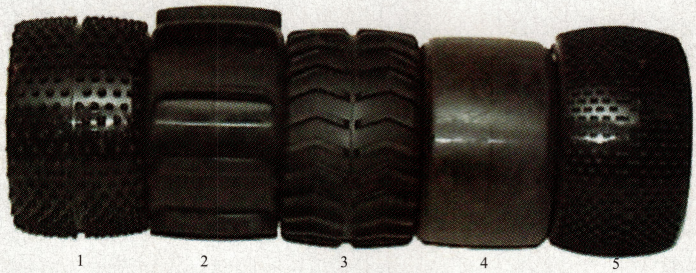

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NEW from RAD RC is this speedometer for your car or truck. This unit allows you to see exactly how fast your vehicle has gone. The on board display will record your top speed and save it until you clear it.

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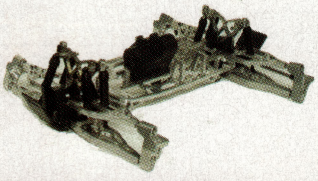

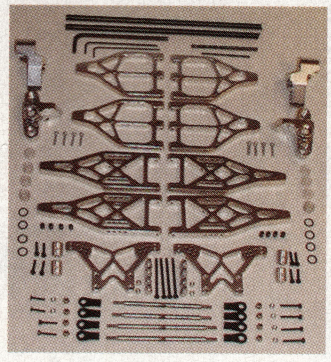

Full MAXX Kit includes:

- 4 Lower Suspension Arms
- 4 Upper Suspension Arms
- 4 Steering Knuckles
- 8 Pillowball Retainers
- 4 Titanium Turnbuckles
- 2 Shock Towers
- 8 Shock Standoffs
- 4 Body Post Supports
- All Necessary Hardware
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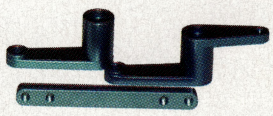

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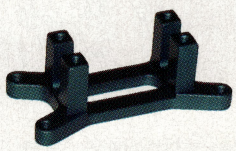

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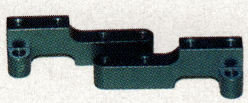
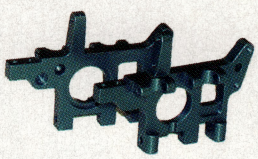


PRLTMA010 Tmaxx 2 Speed Servo Mount .. 22.49



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PRLTMA015 Tmaxx Lower Chassis Brace .. 33.99
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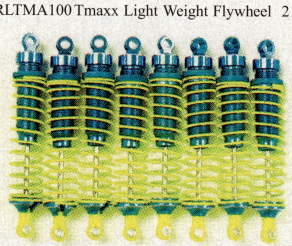

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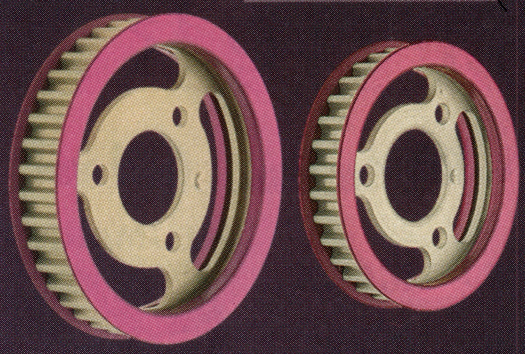
New, variable braking system. Lightweight aluminum. RRP 1575

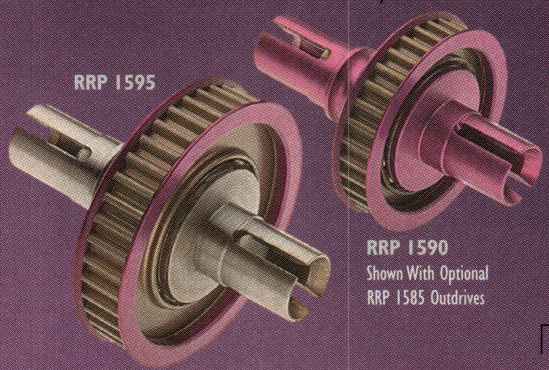
HPI RS4 Front One Way Diff Pulleys



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

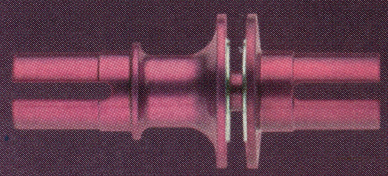
Performance from Precision

HPI RS4 Complete Ball Diff Units



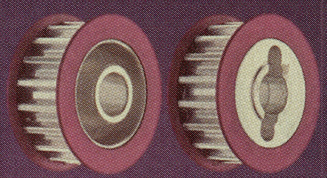
Hardened steel outdrives, ground and polished thrust washers, 2 5x8mm ball bearings, and aluminum pulley.
RRP 1590 for RS4 Electric, and RRP 1595 for RS4 Nitro

HPI RS4 / Pro / Pro2 / Nitro Lite Aluminum Outdrives



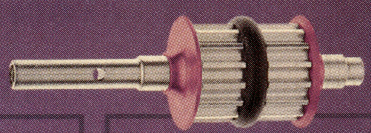
Purple anodized and 40% lighter than stock ball diff outdrives.
RRP 1585

HPI RS4 Nitro Small Drive Pulleys



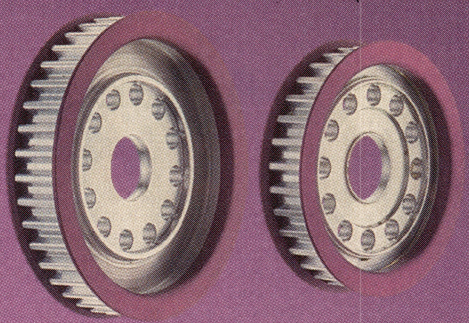
Drive pulleys sold in pairs. RRP 1538

HPI RS4 Top Shaft Pulley



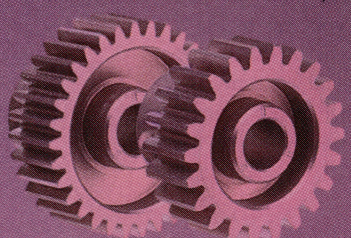
HPI RS4 Top Shaft Pulley: One piece pulley and shaft are precision cut and hard anodized. Purple anodized side flanges are pressed on.
RRP 1527

HPI RS4 Diff Pulleys



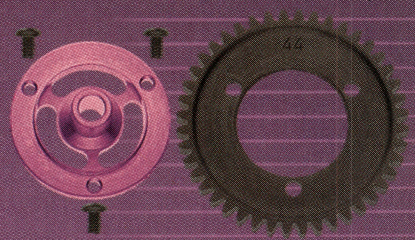
Precision machined, hard anodized aluminum diff pulleys. RRP 1539 fits HPI Nitro sedans. RRP 1528 fits HPI electric sedans.

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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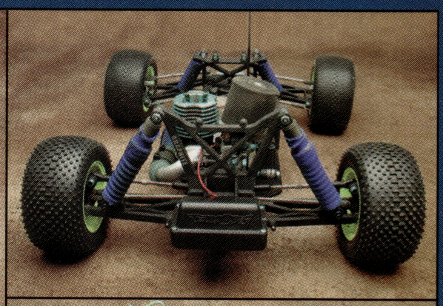
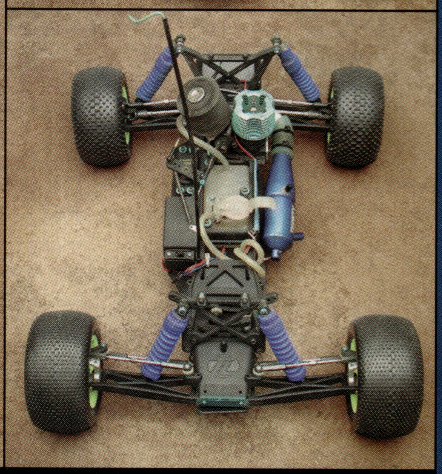




BRIAN KINWALD'S Silver State XXX-NT WINNING SET-UP

Front Suspension

Toe:	0º
Ride Height:	Arms Level
Camber:	-1º
Caster:	Stock
Sway-Bar:	None
Washers under spindle Ball Stud:	1
Servo Position:	Front
Bellcrank position:	Outside
Shock Tower:	2nd from inside
Shock on arm:	Middle
Caster on bulkhead:	Outside
Caster on Carrier:	Middle
Spindle Location:	Bottom
Shocks	
Oil:	32.5wt
Piston:	55-6
Springs:	Red
Limiters:	A-Inside

Rear Suspension

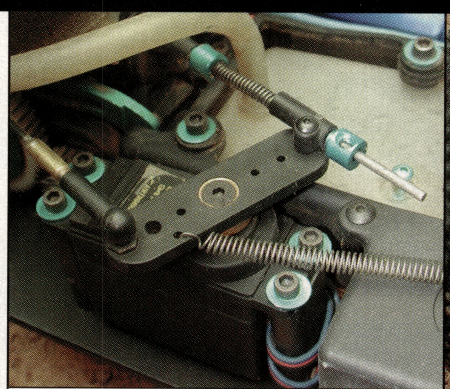
Toe-in	3º Inside, 1º outside
Ride Height:	Bones Level
Camber:	0º
Sway-Bar:	None
Pivot Support:	3º
Rear Hub Spacing:	Center
Shock Tower:	Outside
Shock on arm:	Outside
Caster on bulkhead:	Middle (2)
Caster on Carrier:	Inside (A)
Shocks	
Oil:	30wt
Piston:	55
Springs:	Pink
Limiters:	None

Tires

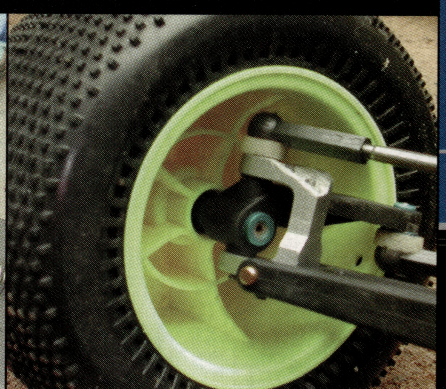
Front: Pro-Line M3 Hole Shots with Pro-Line firm foam
Rear: Losi Reptile Red with Losi Firm foam

Drive Train

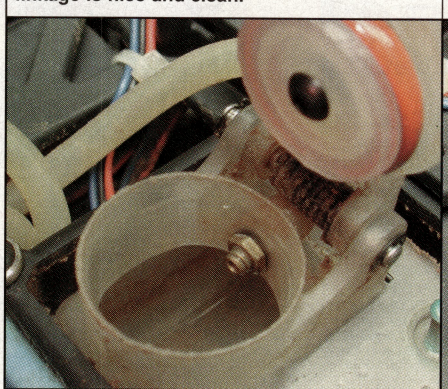
Engine:	Trinity Picco
Carburetor:	Picco Slide
Carb Restrictor:	None
Fuel:	Trinity 20%
Clutch:	Stock unsprung
Glow Plug:	McCoy MC-59
Running Temp:	190º F
Pipe:	Trinity
Spur/Clutch:	51/18



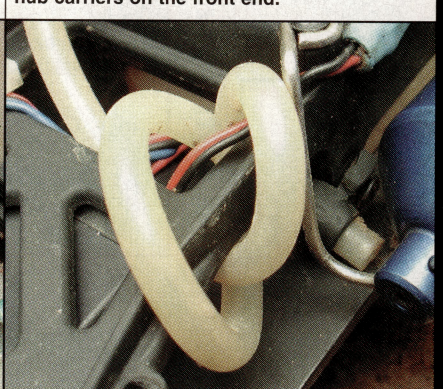
Brian uses a return spring an his throttle linkage is nice and clean.



Brian still uses some of the first proto-type hub carriers on the front end.



Brian uses a separate pressure fitting in the tank instead of the stock chicken hopper.



A pressurized tank isn't always needed. This tube keeps negative pressure from building.

Next month we'll feature a different winning setup.

1/10 SCALE www.NewEraModels.com

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MCT202 Long 4 Link Suspension	$79.95
MCT203 Upper 4 Link Mount	$19.50
MCT204 Steering Servo Adp. Up Front	$34.50
MCT205 Rear Steering Eliminator	$24.50
MCT207 Heavy Duty Steering Rods	$39.95
MCT302 Rear Sway Bar	$39.95
MCT301 Front Bumper	$39.95
MCT401R Shocks w / Reservoir (SALE)	$65.00
MCT402 Bearing Kit 20 piece (SALE)	$34.50
MCT403 Right Angle Body Mounts (pr.)	$ 3.95

"CLOD" Options

MCT420 Cantilever Kit (no Bearings)	$69.95
MCT421 Cantilever Kit w / Bearings	$89.95
MCT422 Kyosho Wheel Adp. (4)	$49.95
MCT423 New Era Masher Tires (pr.)	$26.95

HOT HOT HOT

NTF111 Top Fuel Lite	$399.95
TRS301 Stampede Skid Plate/Bumper	$29.95
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NPS152 1/8 Scale Pro Stock (for21)	$529.95
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TRM323 Rear Bumper pr.	$18.95
TRM324 Front Bumper Supports (Requires TRM324) pr.	$24.95
TRM325 Rear Bumper Supports pr.	$24.95
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TRM305 Front Sway Bar.	$39.95
TRM326 Lower Braces pr.	$54.95
TRM326R Racing Braces pr.	$38.50
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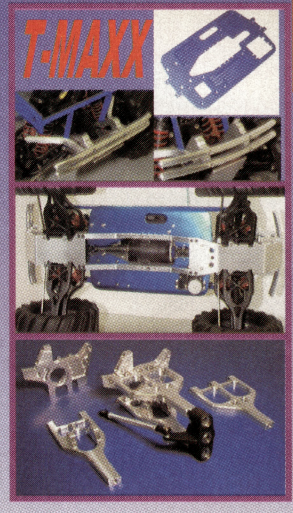
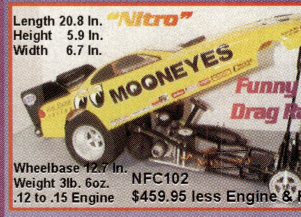




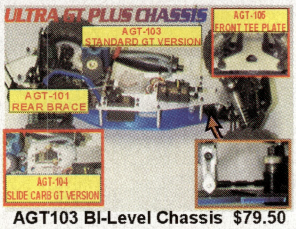




1/10 SCALE UPGRADES



Upper Steel Tube Chassis for
OFNA Monster PIRATE $169.95



AGT103 Bl-Level Chassis $79.50
AGT106 for 21 Engine $109.50

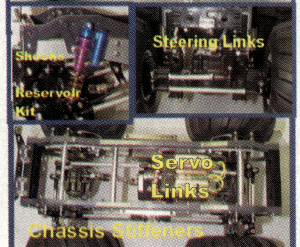


Upper Steel Tube Chassis for
USA1 $169.95 Chassis only



AGT101 Rear Brace $21.95
AGT102 Front Brace Tubes $ 7.95





Steel Tube Chassis Only $239.95



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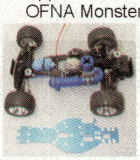

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TRS331 Rear Bulkhead (Blue)	$24.00
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TRS333 Rear Control Arms	pr. $34.00
TRS402 Rear Arm Mounts	pr. $23.50
TRS403 Front C Shaped Hubs	pr. $24.00
TRS404 Rear Hub	pr. $24.00
TRS430 Front Shock Tower	pr. $23.50
TRS431 Rear Shock Tower	pr. $23.50

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1/4 SCALE

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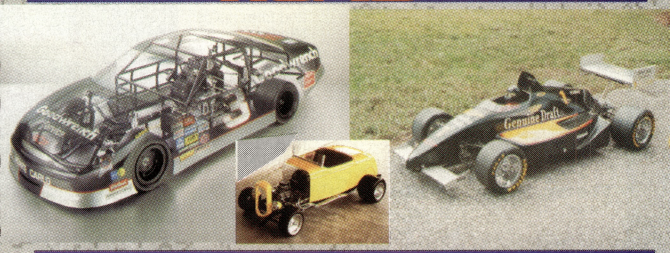
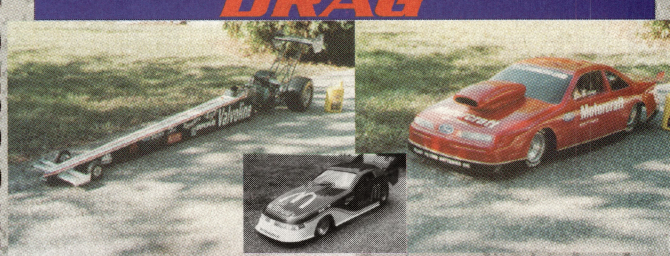
ROAD



DRAG



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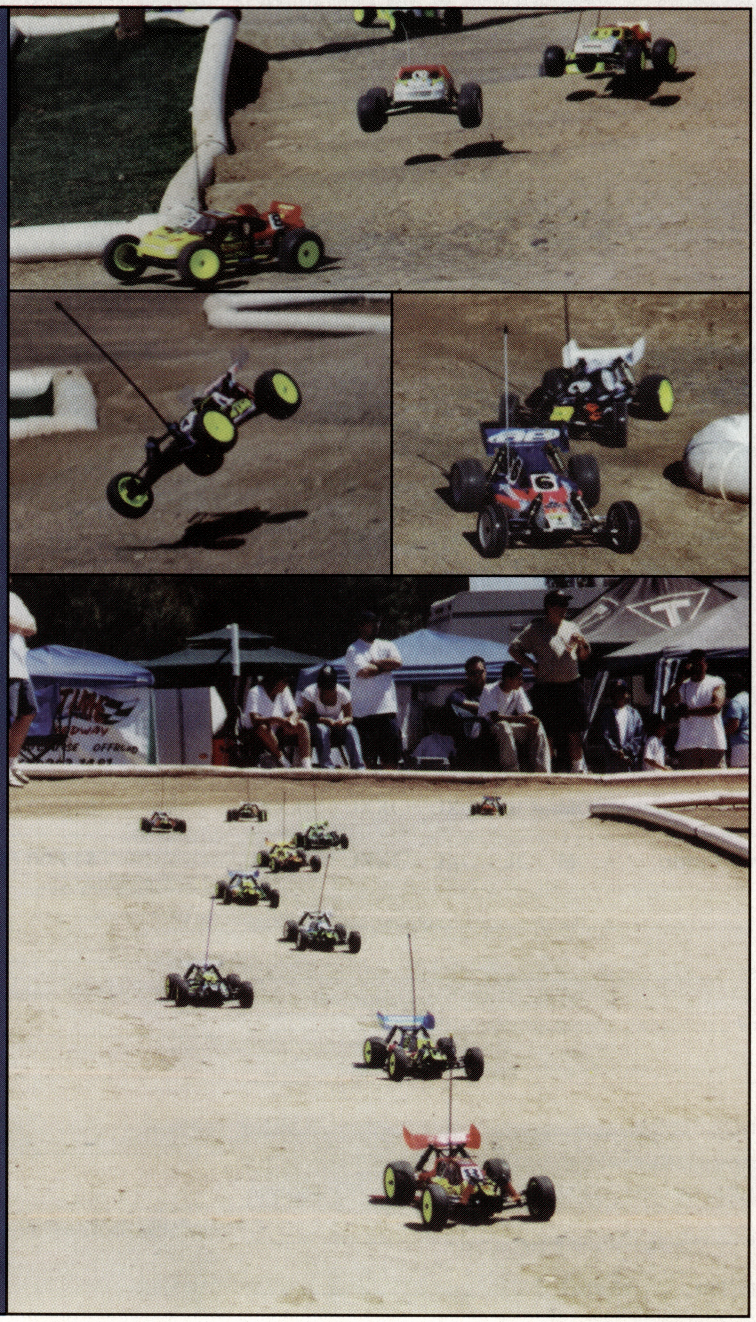
2001 Pro-Line Racing CACTUSCLASSIC

SCOTTSDALE R/C SPEEDWAY SCOTTSDALE, ARIZONA

by Mike Henry

Every March, tens of thousands of teens and twenty-somethings make a beeline for warmer climates for a ritual known as Spring Break. At the same time, hundreds of racers from the R/C racing subculture swarm to Scottsdale, AZ to strut their stuff on a national stage.

The 15th Annual Pro-Line Cactus Classic brought out some of the best professional and amateur talent from all over the West Coast. A quick tour of the pits revealed a "who's who" of our sport's finest – Mark Pavidis, Matt Francis, Billy Easton, and, of course, Mr. Kinwald himself. Who would rise to the top? Would Team Associated be a challenge for Team Losi? What did the trophy girl look like? After three long days of qualifying and racing, the dust did settle. Here's how the race played out.



Yes, the Cactus is a Classic.

NEW XTREME GEAR

Hot Rod Flames
• back •

Xtreme R/C Cars magazine

Hot Rod Flames
• front center chest •





Camo Pin-up
• back •

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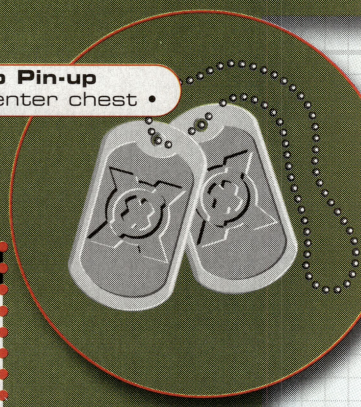
• front center chest •



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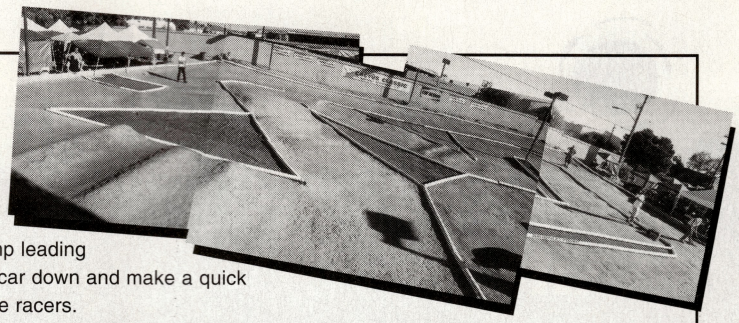


The Track

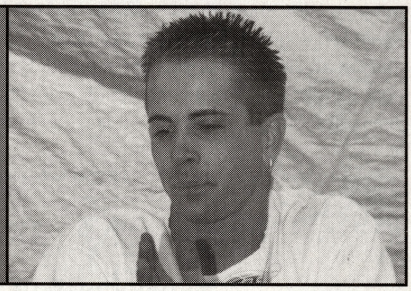
SRS is basically a medium-size plot of dirt and clay stuck in the corner of a strip mall parking lot. But this doesn't prevent it from being Arizona's premier facility. The layout was challenging, featuring a little bit of everything. There were high-speed sweepers, a mind-boggling scissor-jump, a killer triple-jump, and a super-technical 90-degree table-top. There was a medium-size jump leading to the tabletop, but the instant you landed it, you had to slow your car down and make a quick right turn. This section really separated the pros from the rest of the racers.

The actual racing surface was textbook blue groove. Although the surface did start to break up on the last day, it held up remarkably well throughout the race. The crew at SRS should be commended for maintaining a clean surface for the racers all weekend long.

Racers Speak

Matt Francis: "This layout is really tough. Your timing has to be right on to land the downside of the triple. And nailing that 90-degree tabletop is key. If you want to make a pass, there are a few good places, but you kind of have to think about it before you try."

Billy Easton (right): "I like the track a lot. There are no easy sections, and the sweeper leading to the back straight is really fast. I can think of two or three good places to pass; the landing of the triple, that 90-degree tabletop, and the turn before the back straight would all be good places."



The Format

There were two rounds of qualifying each on Friday and Saturday starting at 9 a.m. Most of the factory guys showed up earlier in the week hoping to find a setup so they could concentrate on driving. Luckily, the number of entries was somewhat limited in comparison to last year's event. Otherwise the race would be a week long. Most of the qualifying was done by the time the sun had gone down. With so many heat races, racers had to get to the track at about 7 a.m. if they hoped to get any practice in.

Sunday was reserved for running the mains. The Modified 2WD, 4WD, and Truck A-mains were run using the standard triple A-main format. After each of the three mains, racers would be awarded points based on their finishing order. This, in theory, can make for some real drama by the time the third set of mains rolls around.

The Buzz

This year's race was relatively quiet on the new product front. The racing world is waiting with baited breath for a new buggy and truck from the Associated camp. The only real news from the guys in Chino is the new Kinwald Edition XXX buggy. If you're familiar with the XX-CR KE, then you know what to expect from the XXX KE – titanium and graphite everything and a long list of hop-ups.

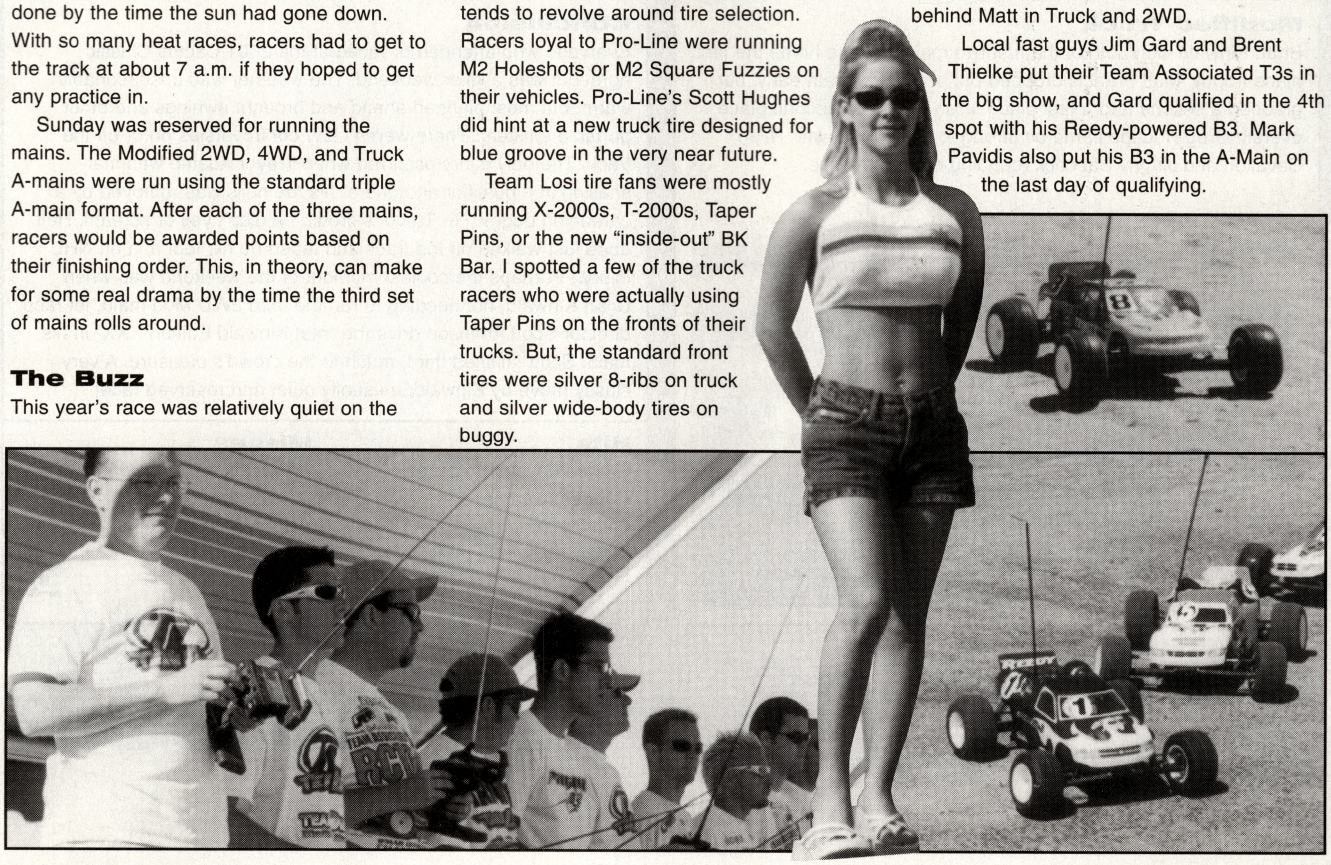
When racing on blue groove, the focus tends to revolve around tire selection. Racers loyal to Pro-Line were running M2 Holeshots or M2 Square Fuzzies on their vehicles. Pro-Line's Scott Hughes did hint at a new truck tire designed for blue groove in the very near future.

Team Losi tire fans were mostly running X-2000s, T-2000s, Taper Pins, or the new "inside-out" BK Bar. I spotted a few of the truck racers who were actually using Taper Pins on the fronts of their trucks. But, the standard front tires were silver 8-ribs on truck and silver wide-body tires on buggy.

Qualifying

To say that qualifying for the Triple A-Mains was tight would be an understatement. Only eight to 12 seconds separated the first through 10th spots. Somehow, Team Trinity/Team Losi's Matt Francis managed to nail the TQ spot in all three classes. He even managed an insane run of 14 laps in 4WD with his XX-4. Brian Kinwald qualified right behind Matt in Truck and 2WD.

Local fast guys Jim Gard and Brent Thielke put their Team Associated T3s in the big show, and Gard qualified in the 4th spot with his Reedy-powered B3. Mark Pavidis also put his B3 in the A-Main on the last day of qualifying.



Mike, only one good pic of the trophy girl? We're going to have to write you up.

THE MAINS

2WD Modified

The first two 2WD mains were also the Kinwald/Francis show. They put on a killer show in the second race, but Kinwald prevailed, again winning both of the first two mains. Francis was the bridesmaid in all three mains finishing second. Back driving for Team Losi, Travis Amezcua won the third main, finishing third overall. Jimmy Babcock and Jason Corl finished fourth and fifth respectively.



4WD Modified

Matt Francis TQ held up as he dominated the first two mains, winning both. This killed any chance of third-round drama. Brian Kinwald chased Francis' XX-4 around the track in the first two races, taking the victory in the third. He finished second overall. Jason Corl was fast and consistent all day, securing the third place trophy. Travis Amezcua and Jimmy Babcock finished out the top five in 4WD Modified.



Modified Truck

Brian Kinwald won both of the first two mains to take home the first place trophy. Matt Francis dropped out of the first main early, but grabbed a second and a first place finish to secure second place overall. Greg Hodapp came on strong to finish third, with Ryan Cavalieri and Jimmy Babcock rounding out the top five.



Conclusion

Everyone who attended or raced at the 2001 Cactus Classic agreed it was a killer weekend. The weather was unseasonably warm, but most planned ahead and brought awnings and other portable shelters. There weren't any controversies on or off the track. The only injury occurred when Trevor Adamo was marshalling in a qualifier and one of his toe nails was removed by a careening buggy. (To Trevor's credit, he didn't yell or scream. Hell, dude just walked off the track and taped up his foot a la an NHL injury.) Perhaps the coolest moment of the weekend was when Brian Kinwald, not needing to run the third 2WD Mod main, let race director Scott Anfinson drive the "real Kinwald Edition XXX" in his main. Scott finished third, much to the crowd's pleasure. A very classy move by Kinwald, a usually quiet and reserved racer.

Hits

- Three days of great racing.
- Perfect weather.
- No controversies.
- Killer track held up well.

Misses

- A-Mains were decided after 2 rounds.
- No new products.

2001 CACTUSCLASSIC

Mike, we'll let it slide this time, but next time you need the posed trophy girl shots.



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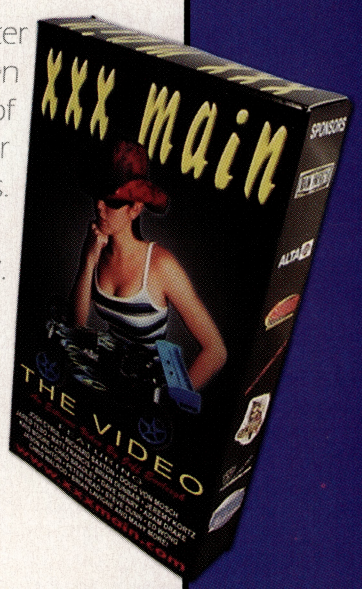
It is hard to explain the expression on the face after seeing an RC Car land a 92 foot jump and then drive away. I guess it is the same kind of expression that will remain on your face for the entire 40 minutes.

Everything else will be a copy.



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ROAR OFF-ROAD GAS NATIONALS

ROAR GAS OFF-ROAD NATIONALS

"THE DIRT" HEMET, CALIFORNIA

Words by Mike Velez
Photos by Elliot Crabtree

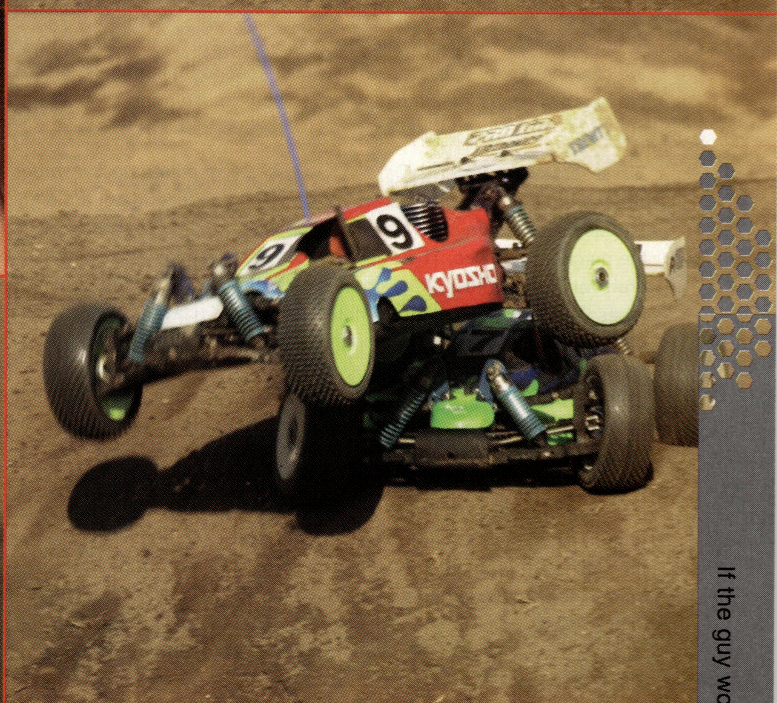
Who would be the new national champ?











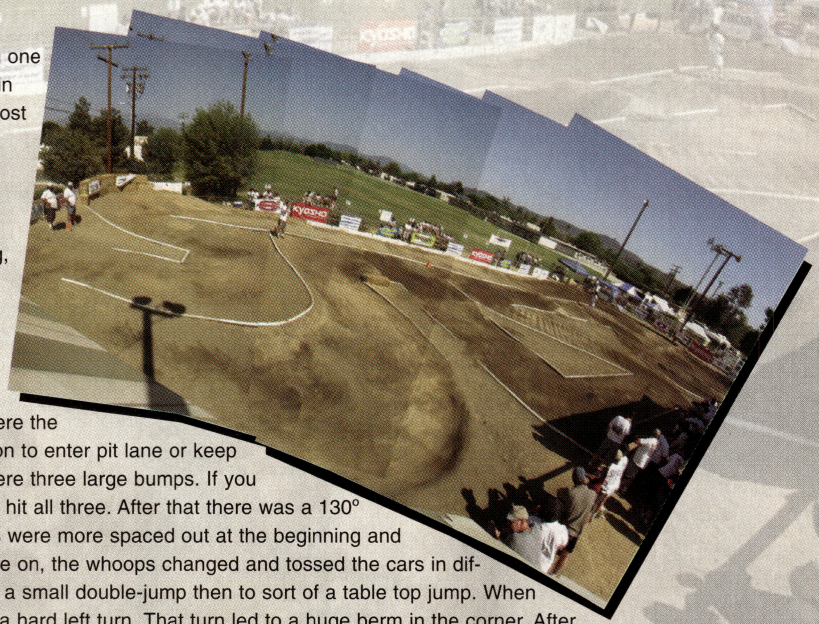
ROAR OFF-ROAD GAS NATIONALS

Quick. Name a race you'd like to win. How about a national championship? How about a ROAR national championship? This year's ROAR Off-Road Nitro Championships drew racers from across the country to the small dusty town of Hemet, CA, located seventy five miles east of Los Angeles. The Dirt race park isn't only known for the Dirt Girls (although we must admit when we hear the words, Dirt, The, or Girls, we automatically think of Anna and Sara) but also for a race track that's loved by novice and pro racers. This year's race was a sellout. Over 250 entries made it out for an entire weekend for racing excitement from start to finish. So who won? Who was fast? Who broke? What was the buzz around the track? Any new products debuted? What were the Dirt Girls wearing? All these questions will soon be answered all you have to do is keep reading.

If the guy won't get out of the way, just drive over him.

The Track

The Dirt race park is known around the country as being one of the premier off-road nitro tracks. Ask the best drivers in the sport which track is their favorite and chances are most will reply "The Dirt." The Dirt is run by Joey Christensen. Joey's proven himself a great promoter and knows the value of putting on a good show. The track itself is very big. The lanes never get narrower than 7 feet. The track conditions were to everyone's liking. The jumps were big, the berms were huge and not too many people broke.



As far as the layout of the track, here's the way it went. A long back straightaway lead into a pair of high-banked berms up on a hill with a small chicane-type break. Coming off of the second berm, cars were lead to a small double-jump that hit a small drop off. From there the lane faced towards the drivers, who were given the option to enter pit lane or keep going. In the middle of the lane that parallels pit lane were three large bumps. If you avoided them, you were good to go; if you hit one, you'll hit all three. After that there was a 130° turn to the left that led to a whoops section. The whoops were more spaced out at the beginning and got closer together at the end. As the race weekend wore on, the whoops changed and tossed the cars in different directions. After the whoops the cars were lead to a small double-jump then to sort of a table top jump. When the cars landed the table top, they were forced to make a hard left turn. That turn led to a huge berm in the corner. After the berm was a single-jump that landed vehicles on a table top and the a left hand turn that leds to the back straight once again.

The Buzz

Around the track the real talk had to do with the race itself. Everyone was impressed with the number of entries. The track was considered very fun by most of the entries. As the races wore on, the track grew more and more dusty. The track crew did a good job of putting water down often. In the pits, there weren't really an new kits. The Dirt Girls along with a couple new recruits were on hand to help run tech and other things. On Sunday, the Red Bull rig made a quick stop to hand out free cans of Red Bull. After that the race director, Mark Baldwin, decided to make the A-Mains "turn marshal and pit your own cars" since everyone had a buzz to work off. Just kidding.

The Format

The week before the race the track was open for practice all day long. On Friday, qualifying took place for 1/10-scale truck. Saturday was reserved for 1/8-scale qualifying. Sunday was the day for all the mains. Drivers were qualified using a points system. There were four rounds of qualifying for each class. Depending on the driver's time for that round, points were awarded; first place got 0 pts, second got 2 pts, third got 3 pts, and so on. The best two rounds for each driver were totaled to get the qualifying order. All of the classes ran 5 min qualifiers. Speaking of classes, there were three at this race — 1/10-Scale Truck, 1/8-Scale buggy, and 1/8-Scale truck. Although the 1/8-truck had been dumped by ROAR, the race promoter decided to run it for some of the locals, six locals to be exact.

Qualifying

In buggy, the stud of the class was Greg "the toe" Degani. He was first in two rounds of qualifying. Since he was the only one to do this he had a lock on the TQ spot. Brian Kinwald won one of his rounds and backed the other up with a second. Chad Bradley did the same. But better times gave Brian the second spot overall and Bradley the third.

In 1/10-scale truck, Adam Drake won one round and finished third in another. This was enough to take the TQ position. Jeremy Kortz won the first round and came in fourth in the third round, that gave Jeremy enough for the second spot. Mark Pavidis took a second and a fourth to win the third spot on the grid. In both classes, the mains were sorted into eight drivers in each main with a two driver bump-up system in effect.







We think Greg's toe was amputate; we're not sure however.

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Billy Easton



AND HIS

TC3

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2000 U.S. Indoor Championships



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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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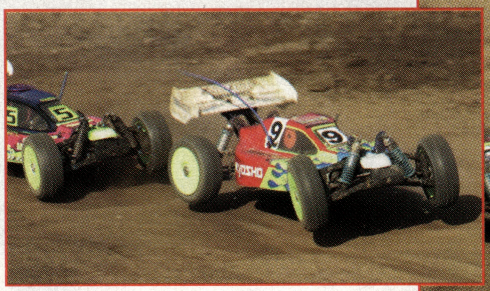
1/8-SCALE BUGGY

The Play By Play

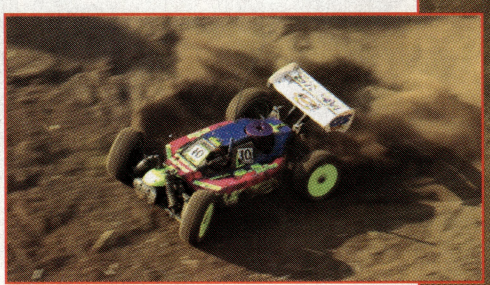
Before the start of the race the 2nd qualified driver, Brian Kinwald, broke something on his car during warm up. He made it back on the track just seconds before the race was going to start and started from the 2nd position. However, the car sounded a little strange as if something was binding. When the buzzer sounded the bad luck from practice carried over to the start; Brian flipped it on the first berm and wasn't turned over by a turn marshal until the entire pack had passed. Aside from that, the start of the race was fairly clean. By the end of the first lap, Greg Degani was in the lead followed by Chad Bradley and Billy Easton. The front of the pack was extremely tight. The 3rd place position was held by three different drivers in the first ten laps. When drivers started to settle in, Degani started to stretch his lead. Easton, Kortz, and Bradley all wanted a piece of second. The race remained very tight for the first 30 laps. On lap 30, things got interesting between Easton and Degani. Coming by pit lane, Degani hit the large bumps that adorned the center of the lane. This allowed Easton to move past, but later that same lap Easton stuffed a pipe and Degani took back his position. Twenty five minutes into the race, Degani ran out of gas on the track. At this point he was in 4th where he would stay for the rest of the race. At this point the battle for the lead was between Bradley, Easton, and Kortz. A few laps later, Bradley moved into the lead followed by Easton. This was a bad sign for everyone. When Bradley gets into a lead late, he usually hangs on. This race would be no different. Bradley held on until the end. Easton kept the 2nd spot and Kortz kept 3rd.





Damage Report

Mark Pavidis: On lap 13, Mark flamed out. His crew did a quick restart and got him back out on the track. At 35 minutes, Mark pulled it off for good.



Brian Kinwald: Ten minutes into the race, Brian's car flamed out. About six minutes later, Brian broke a suspension piece and was out for the rest of the race.

Gene Hickerson: Twenty minutes in, he had some flame-out troubles and had difficulty getting back on to the track.



Somehow Ryan Cavalieri manages to get his car in almost every shot.

1/8-SCALE BUGGY

F	Q	Driver	Buggy	Engine	Pipe	Fuel	Plug	Radio	Tires	Body
1	3	Chad Bradley	Kyosho MP7.5	O.S.	Kyosho	O'Donnell 30%	O'Donnell	JR Racing	Pro-Line	Pro-Line
2	9	Billy Easton	TTR EB-4	Thunder Tiger	O'Donnell	O'Donnell 30%	O'Donnell	Airtronics	Pro-Line	TTR
3	5	Jeremy Kortz	Kyosho MP7.5	O.S.	Kyosho	Blue Thunder 30%	O.S.	JR Racing	Pro-Line	Pro-Line
4	1	Greg Degani	Kyosho MP7.5	O.S.	Kyosho	O'Donnell 30%	O'Donnell	Futaba	Pro-Line	Kyosho
5	4	Greg Waller	Mugen MBX4XR	RB Concept	RB Concept	O'Donnell 30%	RB Concept	Airtronics	Pro-Line	Mugen
6	6	Marty Korn	Kyosho/Hardcore MP7.5	N/A	Hardcore	Byron 30%	McCoy	KO Propo	Pro-Line	Kyosho
7	8	Adam Drake	Ofna Ultra Worlds	Picco	Picco	Trinity 30%	O.S.	Airtronics	Pro-Line	Ofna
8	7	Gene Hickerson	Kyosho MP7.5	O.S.	Kyosho	O'Donnell 30%	McCoy	KO Propo	Pro-Line	Kyosho
9	10	Mark Pavidis	Kyosho MP7.5	O'Donnell Nova	O'Donnell	O'Donnell 30%	O'Donnell	Airtronics	Pro-Line	Pro-Line
10	2	Brian Kinwald	Kyosho MP7.5	O.S.	Paris	Trinity 30%	McCoy	Airtronics	Pro-Line	Kyosho

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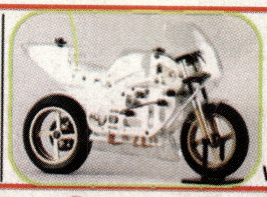

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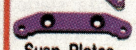
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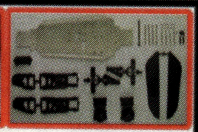

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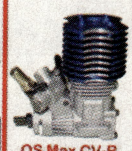
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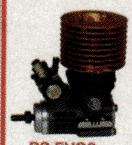
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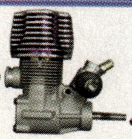
TTR Pro 21 $129.99


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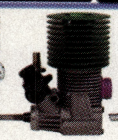
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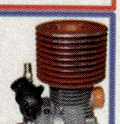
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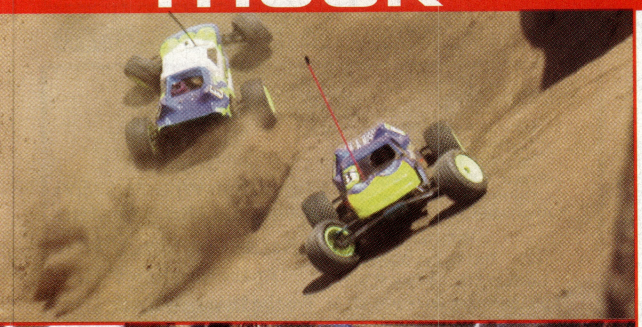



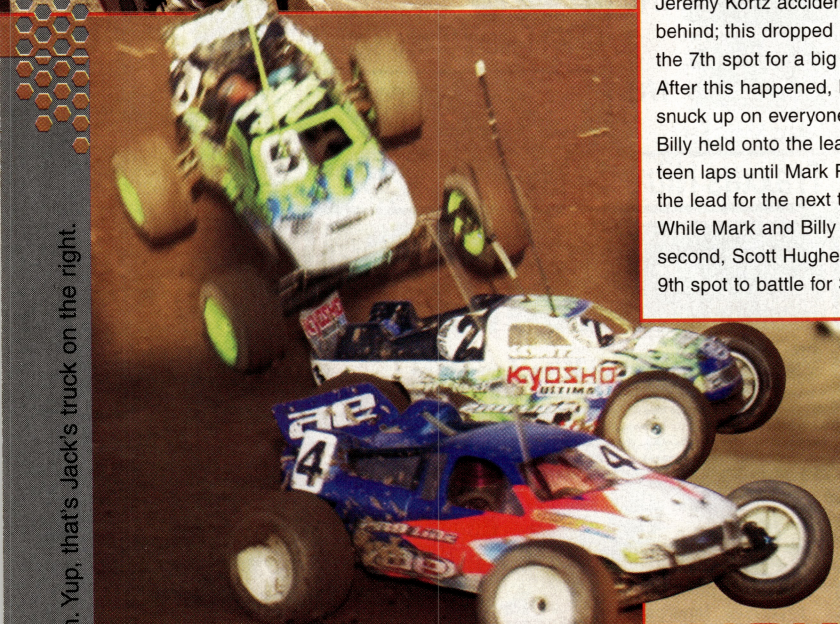



Jordan, Foreman, Jack Johnson. Yup, that's Jack's truck on the right.

The Play By Play

The start of the race was extremely clean. There were no crashes. By the fifth turn the top three drivers — Drake, Kortz, and Pavidis — were already battling for the lead and had some space between themselves and the rest of the pack. Before the end of the first lap Drake went over a berm and dropped back to the 6th spot. Leading into the second lap, Kortz was building a comfortable lead until he stuffed his truck into a pipe. This dropped him back into 4th and in a four-way battle for the lead. It was cool to watch as some of the drivers favored a large berm before the straightaway while other drivers kept it tight and next to the pipes. The berm worked on a few occasions where the truck trailing would be ahead by the time the straight came around. At the beginning of the race, Greg Degani was in the lead for a while until teammate Jeremy Kortz accidentally hit him from behind; this dropped Degani back into the 7th spot for a big chunk of the race. After this happened, Billy Easton, who snuck up on everyone, was in the lead. Billy held onto the lead for the next fourteen laps until Mark Pavidis moved into the lead for the next thirty minutes. While Mark and Billy were in first and second, Scott Hughes came out of the 9th spot to battle for 3rd. It wasn't easy, however. Hughes had to battle by Degani and Kinwald for that position. At times Kinwald looked very good, steaming through the pack and battling with Easton for 2nd at times. The race got pretty messy at times. Hughes drove up the rear of Kinwald on one lap; the move was definitely not clean, but was not penalized by the referee. With just five minutes to go, the battle between Pavidis and Easton for 1st started to really heat up. On lap 82 Easton squeaked by Pavidis. On the same lap Pavidis flubbed it while landing a double jump; this gave Easton some breathing room. At the same time, Kinwald needed to pit. This gave the 3rd spot to Hughes. They would end the race at the 45-minute point with Easton, Pavidis, and Hughes in the top three respectively.

Damage Report

Matt Francis: Had lots of problems stalling. At the six-minute mark, his crew replaced a glow plug, but every five laps or so he would stall. Later in the race, Matt broke a rear axle that got fixed but his stalling problem persisted.

Adam Drake: Stalled a couple of times. At one time his crew raised the idle speed to help keep the engine running.

Jared Tebo: Twenty minutes into the race, Tebo's diff went away on him. Unable to make a repair within a couple of minutes Jared took kept it off the track at this time.

Jeremy Kortz: On lap 55, Jeremy broke a front steering bell crank.

1/10 SCALE TRUCK

F	Q	Driver	Truck	Engine	Pipe	Fuel	Plug	Radio	Tires	Body
1	8	Billy Easton	Associated GT	Thunder Tiger	Associated	O'Donnell 20%	O'Donnell	Airtronics	Pro-Line	Pro-Line
2	4	Mark Pavidis	Associated GT	O'Donnell/Mugen	O'Donnell	O'Donnell 20%	O'Donnell	Airtronics	Pro-Line	Pro-Line
3	9	Scott Hughes	Associated GT	O'Donnell/Mugen	O'Donnell	O'Donnell 20%	O'Donnell	KO Propo	Pro-Line	Pro-Line
4	5	Brian Kinwald	Losi XXX-NT	Trinity/Picco	Trinity	Trinity 20%	McCoy	Airtronics	Losi	Losi
5	3	Greg Degani	Kyosho Ultima	O.S.	Kyosho	O'Donnell 20%	O'Donnell	Futaba	Pro-Line	Pro-Line
6	6	Ryan Cavalieri	Losi XXX-NT	Trinity/Picco	Trinity	Trinity 20%	McCoy	Airtronics	Losi	Losi
7	1	Adam Drake	Losi XXX-NT	Trinity/Picco	Associated	Trinity 20%	McCoy	Airtronics	Losi	Losi
8	2	Jeremy Kortz	Kyosho Ultima	O.S.	Kyosho	Blue Thunder 20%	O.S.	JR Racing	Pro-Line	Pro-Line
9	7	Matt Francis	Losi XXX-NT	Trinity/Picco	Trinity	Trinity 20%	Picco	Airtronics	Losi	Losi
10	10	Jared Tebo	Associated GT	O'Donnell/Mugen	O'Donnell	O'Donnell 20%	O'Donnell	Airtronics	Pro-Line	Pro-Line

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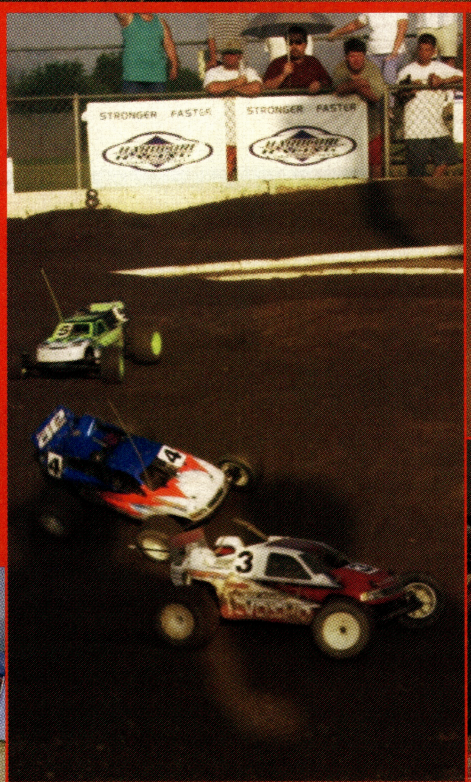
1/8-SCALE TRUCK

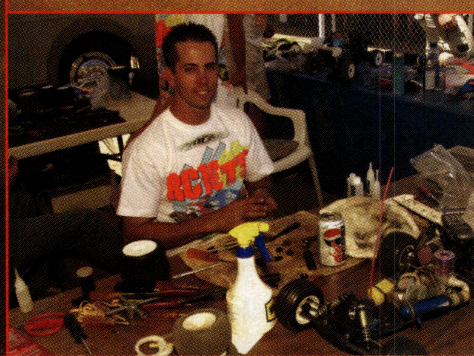
Corry Merrit won the 10- minute main by leading most of the race. Jay Shaffer came in 2nd and Max Demoss came in 3rd. Merrit and Shaffer did a good job of trading positions. Bob Tillman was in 2nd when he broke and was knocked out of the race.

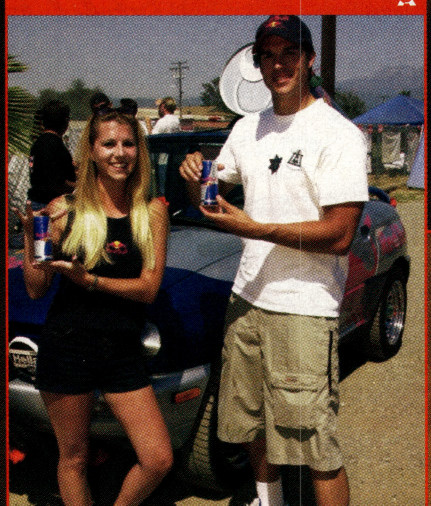
Conclusion

This year's race was pretty much free of controversy. There was some hard driving on the track during the mains, but nothing that was out of the norm when a National Championship is on the line. There were a lot of new names in the top ten of each class; Gene Hickerson, Marty Korn, Greg Waller, and Ryan Cavaleri all made the main and are new to the National scene. But in the end, it was a couple of guys that have been around a while and have paid their dues that took home to gold and got to be surrounded by some very pretty ladies when it was all over. The track and crew at the Dirt performed as expected, first class all the way. Congrats to the winners and everyone who made it to the metropolis that is Hemet, CA.













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

3.5 January '98
50 New products for '98, Reviewed: Losi Street Weapon, Associated RC10L2. Inside Look at Kinwald's XX, Learn About Airbrushes. How-to: Rebuild Shocks, Tweak Touring Cars. NORCA Off-Road Nats Results

3.6 Feb-Mar '98
Ultimate Touring Car Tire Guide, Reviewed: Associated B3, HPI Nitro Mini, Tamiya Nissan R390, Kyosho Lotus GT1. How-to: Reduce Your Cars Weight, Pack Light. Race Calendar

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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.

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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.

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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!

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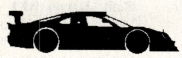
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Mini

Results from RC Outfitters in Hanover, PA on March 18, 2001

F-1		Touring GT2		LeMans Exhibition	
1st	John Discher	1st	Casey Young	1st	Erik Wippler
2nd	Sanford Bradby	2nd	Raymond Klebanow	2nd	Sanford Bradby
3rd	Matt Jarrett	3rd	John Discher	3rd	Wilmott Earle
Best of Show	Julian Campbell	Best of Show	Mike Masters	Best of Show	Erik Wippler

Super Touring GT1		M-Chassis		TL-01 Spec Exhibition	
1st	Craig Xavier	1st	Erik Wippler	1st	Todd Marshall
2nd	Chris Schaffer	2nd	Doug Mertes	2nd	Nick Nagle
3rd	Mark Rodney	3rd	Mark Rodney	3rd	Randy Mullern
Best of Show	Brad Palmer	Best of Show	Mike Masters	Best of Show	Jim Salmon

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Hurry! *Registration for Race #83 closes July 18, 2001, and registration for 2001 North American Finals closes August 1, 2001.*

Next Qualifier

- ☐ TCS Race #83 July 22, 2001 Galaxy Hobby Lynwood, WA

Name_____ Age _____

Address_____

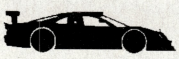
City_____ State _____ Zip _____

Phone #( )_____

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

(Minimum of 2 frequencies required)

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


Super Touring GT1


Touring GT2


Formula-1


Mini


TL01 Spec Exhibition


Le Mans Exhibition

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

THE NEW GT-4

1/10th GAS TOURING CAR



PROTOTYPE SHOWN
visit our website for final version specs.

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

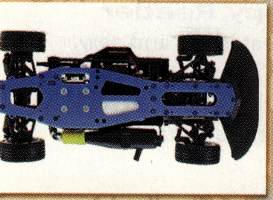
This is an awesome car right out of the box!
-Barry Baker (National and International Champion)

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

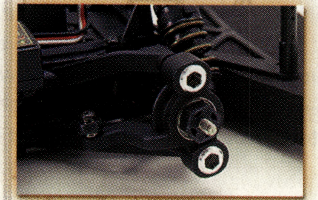
A new generation of nitro turing cars

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.

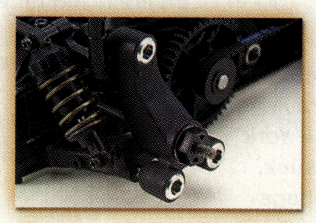
KEY FEATURES



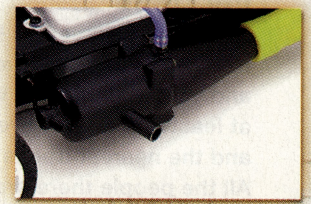
MM DURALUMINUM CHASSIS



BALL ADJUSTABLE FRONT SUSPENSION



BALL ADJUSTABLE, REAR SUSPENSION



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We're sick of writing; our fingers and brains are tired. Help us please. Get off your duff and write us a letter. Whether you want to tell us what great guys we are or you want to tell us how much we suck, send us a letter. You can even ask a question or two. If we know the answer, we'll probably publish your letter. If we don't know the answer, we might ridicule you for asking a stupid question.

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I Don't Know What To Think

Hey Xtreme,
Great job with the mag guys, keep 'em coming. I want to talk about all the hype about T-Maxxes. My friend just got one and he even ordered the T-Beyond kit already(.21 conversion). I'm tired of hearing about T-Maxxes and, is it just me or is the entire Radio Controlled industry living off of Traxxas' wonder truck? It seems every week a new part comes out that will make your T-Maxx "...faster and stronger!"

I own a Nitro Rush and I am seriously considering racing it. I would like to see you guys do a project Rush and use some of HPI's new graphite parts and that Mugen MT-12 engine. Come on guys, let's turn the lights to some other trucks for a while. Thanks for reading my letter anyway.

Matt Schiller

I'm Done

Hey you guys suck ya know! You get free stuff from all the manufacturers and you live in places where racing is at least half cool. I live in New York and the nearest tracks really suck. All the people there are scumbags who dump all their money into the hobby. I'm only 15, and I realize my truck is not a toy, but I just hate having to spend money to fix something every five seconds. I am afraid of becoming a piece of trailer trash like the guys at the tracks around here. So, I'm leaving the hobby. You editors have all had support and cash on hand, well I don't and I can't stand blowing what I do have on a machine that gets me a ticket to the freak show at my track. Everything always seems to go wrong for me. Well I hope you guys enjoy your free rides because someday there won't be anymore.

Matt Schiller
Via the Internet

Matt,
There's still time for you to seek some help for all this anger. As far as dealing with the occasional headache that might arise from the hobby, you've got to deal with them. Sometimes things break. And before we started the magazine, all of us were at the hobby shop two or three times a week spending our own cash on parts and stuff. I got into the hobby when I was eleven years old and had to save up $75 washing cars and raking leaves to buy a Dirt Burners differential for my Tamiya Fox. Your project Rush idea is a pretty good idea. We'll give that a shot in an up coming issue. As for all the T-Maxx stuff, it's still hot. Stores are still selling more T-Maxxes than almost anything else. We'd love to see some pics of your ticket to the freak show. Don't give up, stick with it. If you don't have the trailer trash gene you won't catch it from going to the track.

Help Me Get It Straight

Congratulations for a great magazine. I would like to know how I can prevent my car from spinning out in the curves or when braking. I am a little bit confused on what to set up/modify first. Should I use stiffer springs in the back?, heavier oil?. Should I use harder inserts in the rear tires? The car is an Ofna Nitro OB-4. Any help will be greatly appreciated. Keep up the good work!

Michael Daumont
Via the Internet

The first thing I would try is to go with a front spring that is one step stiffer. When you're applying the brakes much of the car's weight is transferring to the front wheels. A stiffer spring will keep less of the weight to transferring to the front. Next try softer compound rear tires. It might just be a matter of driving the car on the edge. Just a little more rear traction might cure the oversteer problem you're experiencing. The last thing I would try would be to increase the amount of droop in the rear wheels. Any one of these solutions might solve the problem, or you might need to try all three. Good luck.

Is this a bad thing

Hey Guys I love your magazine. It is the best one out there. I've got a question. Why does my nitro 4-tec speed up just before it runs out of gas? Is that bad for the engine? Should it not do this? I'm seriously considering getting into racing. My friends and I set up a track on our street. It's pretty cool. We use sidewalk chalk and a couple of cones to set up the course. I'll send you pictures as soon as I can. As for my question I hope you can help. Keep up the good work

Billy
Via the Internet

Hi Billy,
When your car speeds up at the end of the fuel tank it's because the engine is leaning out. The ratio of air to fuel is changing and causing the engine's RPMs to increase. This is the same thing that happens when you adjust the high-speed needle on your carburetor inward. Having your engine lean out at the end of the tank is very common and shouldn't be any cause for alarm.

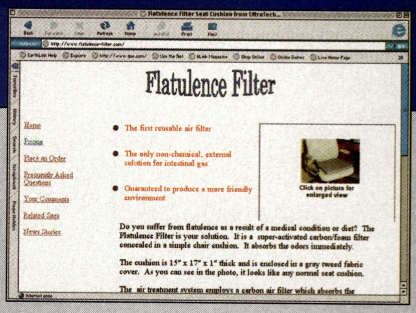
Another Happy Reader

I just read the latest issue and saw your deal with the haircuts. You guys are a bunch of dks! I bet y'all are going bald or have p*ssy hair cuts. Later fools.**

Anonymous
Via the Internet

What's On the Web

We've brought you jail babes and mullets, this month we give you more.



Picture this, you're at the track wrenching on your truck. That bean and cheese burrito you had for lunch is going to work. You'll look around the pit and your buddies girl friend throws you a wink. The pain in your stomach grows stronger. It's pretty loud in there so you're not worried about her hearing anything, but if she gets wind of what the Rock is Cooking you'll never look at her the same. What's the answer? The Flatulence Filter. That's right, it's a pad that you can put between your cheeks and chair. When nature calls and you've got to let one go, the Flatulence Filter goes to work. She'll never know a thing. It is a super-activated carbon/foam filter concealed in a simple chair cushion. It absorbs the odors immediately. Believe it or not it's the same type of foam filter used by NASA. How much does this scientific break through cost you ask? How does $16.95 sound? Go to **www.flatulence-filter.com** for all the juice.



Sure you watch the Sopranos, but do you really walk the walk? Know what it takes to be a big time mobster. Know the lingo, know how to dress, know where to get your hands on a '75 Cadillac Coupe De Ville. At **http://pages.prodigy.net/mlemus/mafiaweb.htm** you'll find out everything you need to know to be a stand-in next year on the Sopranos

Mini Grand Prix and BBQ

What does Atticus, a machinist at RPM, do in his spare time? Build a Mini-Z track in his back yard. His track measures 12' x 8' and is complete with a second deck, corner markers and retaining walls. Every Friday night is BBQ Race Night. Him and his buddies get together for some eats and racing. What fun.



That little guy between the cars, he's the race director.

Superiority complex.



XXX-S Sedan

It's engineered with a sexy single-belt drivetrain, ex-S-ively innovative and efficient, with a custom-designed aramid corded belt for minimum friction, maximum durability. And it's the only completely sealed drivetrain out there, we might add.

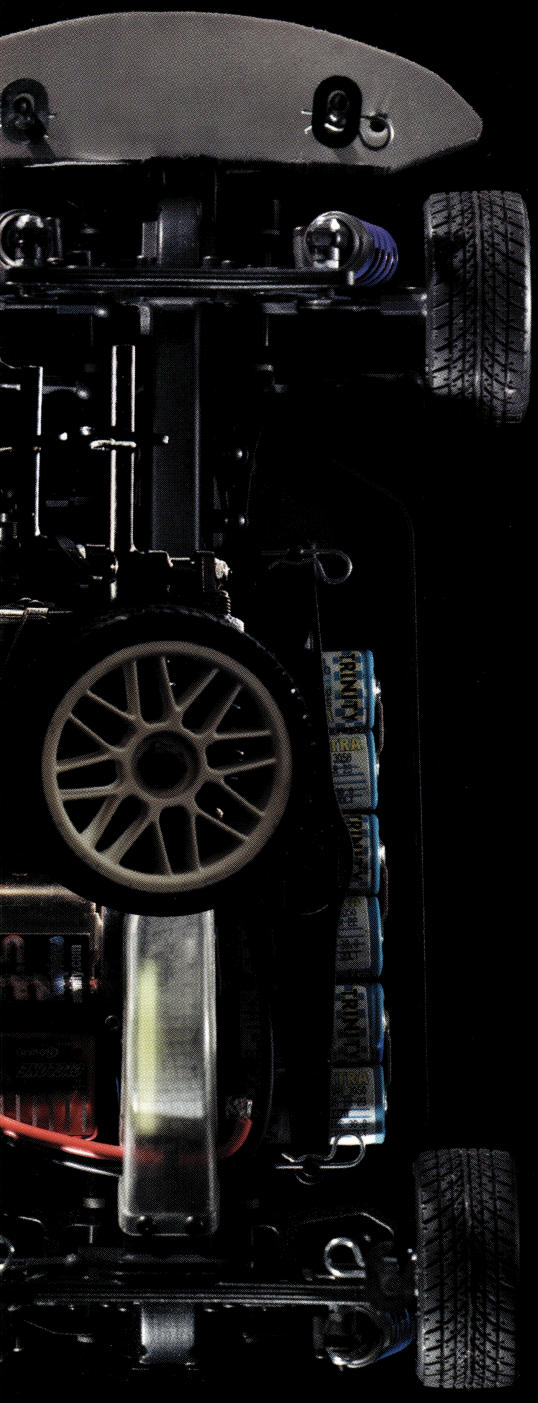
Its unique transverse motor position eliminates torque-steer for the most predictable handling and performance.

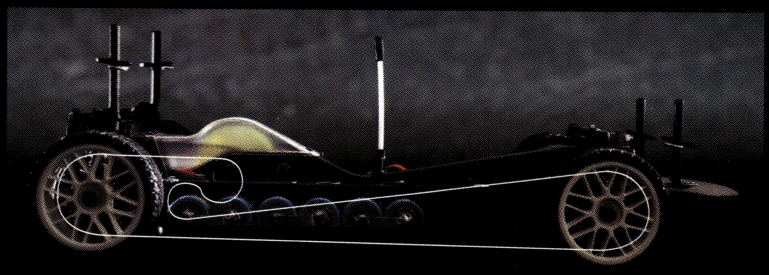
It boasts an easy-access spur gear for convenient gear changes from a wide selection of ratios, gloats over its adjustable and removable belt-tensioner arm for easy diff changes, and flaunts a list of impressive features as long as your arm.

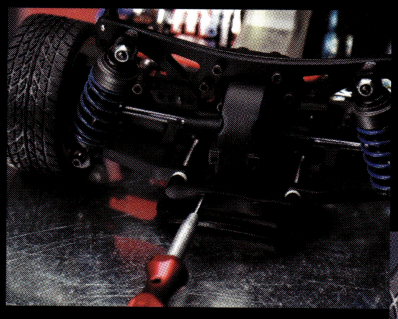
Oh yes, this baby is quite a show off.

Well, why not? It comes from a long line of exceptional racers. The brainchild of a legend, it was born to win.

And winning is good.

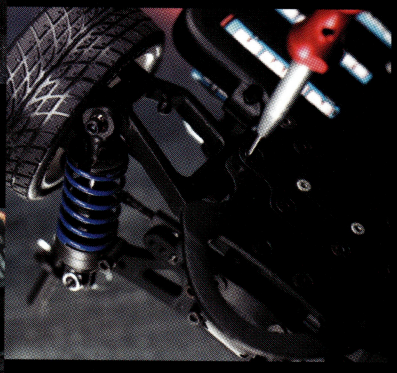


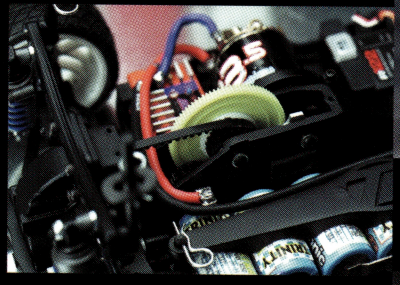




Exclusive single-belt drivetrain with large diameter diff pulleys and rugged, custom-designed aramid corded belt.

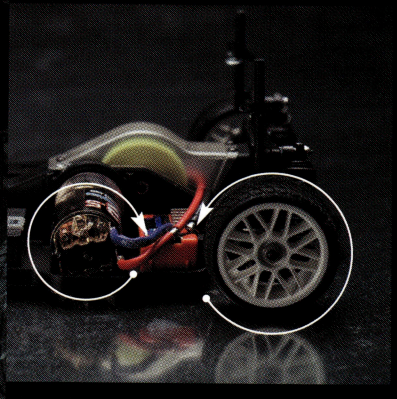
Adjustable front and rear anti-squat/pin angles.

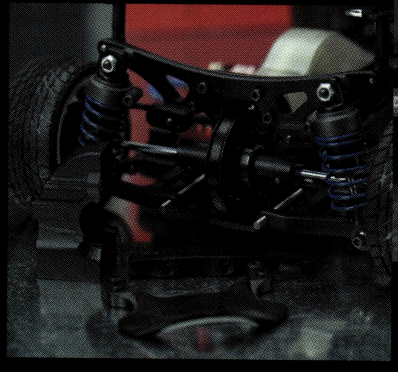




Down stop limiters on all suspension arms for precise ride height and suspension travel.

Easy-access spur gear for convenient gear changes.





Transverse motor position eliminates torque-steer for the most predictable handling & performance.

Simple six screw front and rear diff access, plus M.I.P. CVD driveshafts are the same on all four corners.

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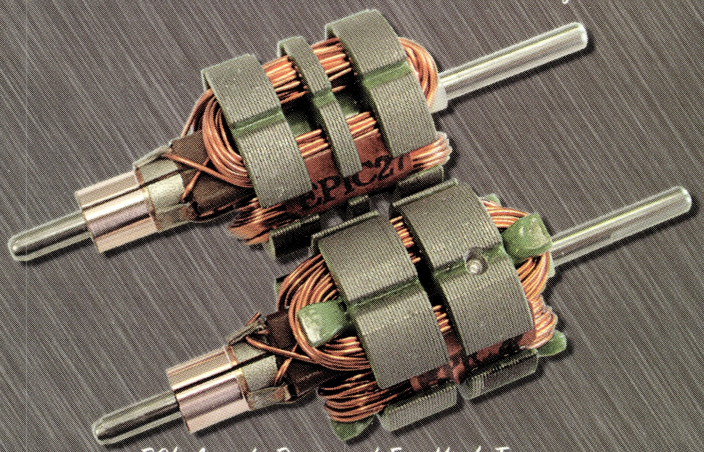
Engineering wins.

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

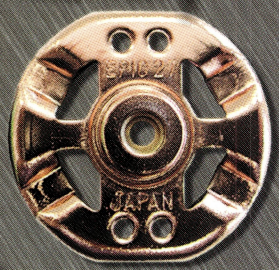




Hi-Torque!

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





Green MACHINE 3

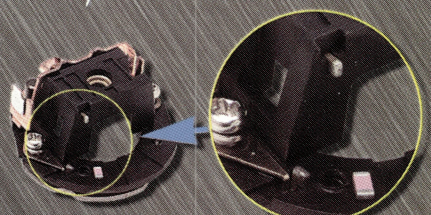
P2k™





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