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**Radio Control Cars – Which Type Is Right for You or Your Child?**

**By Michael Holland**

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There are several factors to consider before choosing which type of radio control cars to buy. Don't just jump in head first.

Making the correct choices, up front, can save you a lot of time and money down the road. Take a few minutes to read this helpful article so you can start out in the right direction.

First, it is important to determine who will be the primary user of the cars. This will help ensure that you don't start off with a car that is far beyond the child's ability to operate.

Choosing the right starter radio control car can often mean the difference between building a long-lasting family hobby, or having one more piece of plastic ending up in the toy box.

If the intended user is a young child, say under 13, then you might be better off purchasing the relatively inexpensive mini radio control cars that run on batteries. Not only are they inexpensive (often selling for under \$20), but they are safe to operate in that they use no flammable gas and they include a low-voltage battery charger.

If an adult or older child will be using the radio control cars, then you have a much wider selection to choose from. Of course, the mini cars are fun for all ages, but there are also larger all-electronic cars as well as beefy gas-powered vehicles, and even Nitro powered monsters!

Expect to pay anywhere from fifty dollars to hundreds of dollars for the "big kid" radio control cars. Not only are the cars bigger and more powerful, but they come with a much more sophisticated radio control transmitter.

Capable of reaching speeds of up to 80 miles per hour (with the amazing Schumacher Nitro SST Fusion model), these cars provide intense thrills for people of all ages.

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If you opt to buy the high–ticket models of radio control cars, your expenses don't stop with the initial purchase.

There are fuels costs, maintenance costs, and money that you'll want to spend on all of those very cool accessories such as custom wheels and tires, enhanced radio transmitters, light kits, custom shock absorbers, carrying cases,

display stands, souped–up engines, and a lot more.

If you are just starting out in the radio control car hobby, I suggest that you purchase one of the inexpensive electric or gas models first. This will enable you to get the hang of the hobby without investing a lot. If you decide that you're hooked, you can always trade up to the more powerful (and expensive) models.

One of the great things about being a radio control car hobbyist is how many other people share your interests.

There are thousands upon thousands of enthusiasts in the U.S. alone.

You'll find clubs, race teams, retailers, magazines, Internet user groups, book, and even videos that will help you learn more, meet new friends, and stay current on the happenings on this great family hobby.

Michael Holland is the creator of

. His site offers lots of free tips for buying,

building, and racing rc cars and trucks.

### **Super Cars**

#### **By Jonathon Hardcastle**

Man's thrill for speed can best be satiated with super–cars. Super–cars were made to give a taste of new extremes to mankind. They have powerful engines specially build lighter bodies which allow them to reach high maximum speeds at amazing accelerations.

Modern Super–cars are more reliable than older ones. They use new technology to make them less threatening to the environment; new exhaust converters, comparatively lower ignition engines etc. They are now made with safer gadgets and bodies to keep not only the people inside them safe but also those run over by them. All this, just to build a better future for our children and a safer and cleaner tomorrow. But we are talking about Super–cars here, so that's just not the point.

Super–cars are supposed to be much faster and fearsome than ordinary cars. Though they still are all

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that, but compared to the Super-cars of the past made almost fifteen years ago they are slightly slower now. The modern Super-cars have so much more technology that even if you hit the brake the computer inside the car calculates the speed and traction control and then brake the car making the response time slower than older Super-cars; in which the car did exactly what and when you told it to do. Fifteen years ago McLaren proved that they had the technology to cross the 240 mph speed mark. Though Porsche have the same technology to achieve that goal, somehow for some strange reason they held back from doing so. In some old Super-cars like the Ferrari F40 there were no door handles, no radio and no carpets and all these things made it a lot lighter. The F40 could go from naught to 60 in 3.2 seconds which almost no modern super-car can accomplish. New modern cars on the other hand have a lot of gadgets but they only serve as distractions. When you are in a super-car is drive and drive fast. Older Super-cars are still much faster than the new contemporary ones.

Environmental agencies and government regulations have made Super-cars of today have made them impotent vis-à-vis their cousins from a decade ago and at the same time have killed the very purpose of engineering and driving a super car.

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