

TRAXXAS NITRO STAMPEDE AND RUSTLER - FIRST LOOK INSIDE

Xtreme RC Cars

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XRAY **NT18MT RTR**

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JAMMIN' **CRT.5**

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LRP ENGINE FEATURES

- Optimized port timing
- Revised piston and liner set
- Higher top speed and better acceleration
- New carburetor with steel insert for even better heat insulation.
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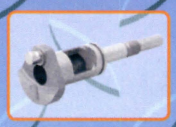



PLATINUM/IRIDIUM GLOW PLUGS

Order No.	Part	Motorsize	Nitro
LRP35180	Turbo #8 Cold	1/10 and 1/8 Onroad	16% - 36%
LRP35170	Turbo #7 Med./Cold	1/10 and 1/8 Onroad	10%-16%
LRP35160	Turbo #6 Med.	1/10 scale /.12ci.	10%-16%



Z.12R TEAM TRUCK 1.54 HP

Stadium Race Trucks
.12 (2.11 cm³)
1.54 HP*
Max. 39,500 RPM*
LRP Power Carb
Rear Exhaust
Standard Crankshaft
3+1 Ports
Part No. LRP31280



Z.12R TEAM SPEC.3 1.61 HP

Nitro Touring Cars
.12 (2.11 cm³)
1.61 HP*
Max. 42,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
3+1 Ports
Part No. LRP31202



Z.18S PRO SPEC.2 PULLSTART 1.58 HP

Stadium Trucks
.18 (2.95 cm³)
1.58 HP*
Max. 33,000 RPM*
LRP Power Carb
Side Exhaust
Standard Crankshaft
6+1 Ports
Part No. LRP31801

RTR TUNING ENGINE



Z.28R SPEC.3 TRUGGY 3.95 HP

Truggies
.28 (4.59 cm³)
3.95 HP*
Max. 38,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
8+1 Ports
Part No. LRP32809

8+1 PORTS



Z.28R SPEC.3 PULLSTART 3.89 HP

Monstertrucks
.28 (4.59 cm³)
3.89 HP*
Max. 33,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
8+1 Ports
Part No. LRP32802

MONSTER TRUCK ENGINE

8+1 PORTS



*specifications depend on fuel type used, manifold and tuning.

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2006 RC PRO SERIES NATIONAL CHAMPION!

Same fuel used by Adam Drake



car action READERS' CHOICE '06

3 BLENDS

»Monster Brew

Adam says, "If you backyard bash or just fool around with your monster trucks use Monster Brew fuel. It makes your engine easy to start, easy to tune and makes it last a long time. Besides, all the extra oil smokes a lot and looks cool."

»Monster Horsepower

Adam says, "When I go to test, practice or weekly race I usually use the Monster Horsepower fuel. In most cases it makes more than enough power and the increased oil content lets me get more time on my engines before rebuilds"

»Platinum Blend

Adam says, "Use Platinum when racing in the big races. It will make the most power because of the lower oil content. Just watch your engine temperatures and keep your air filter clean and you will have awesome power."

TRINITY

47 Colonial Drive
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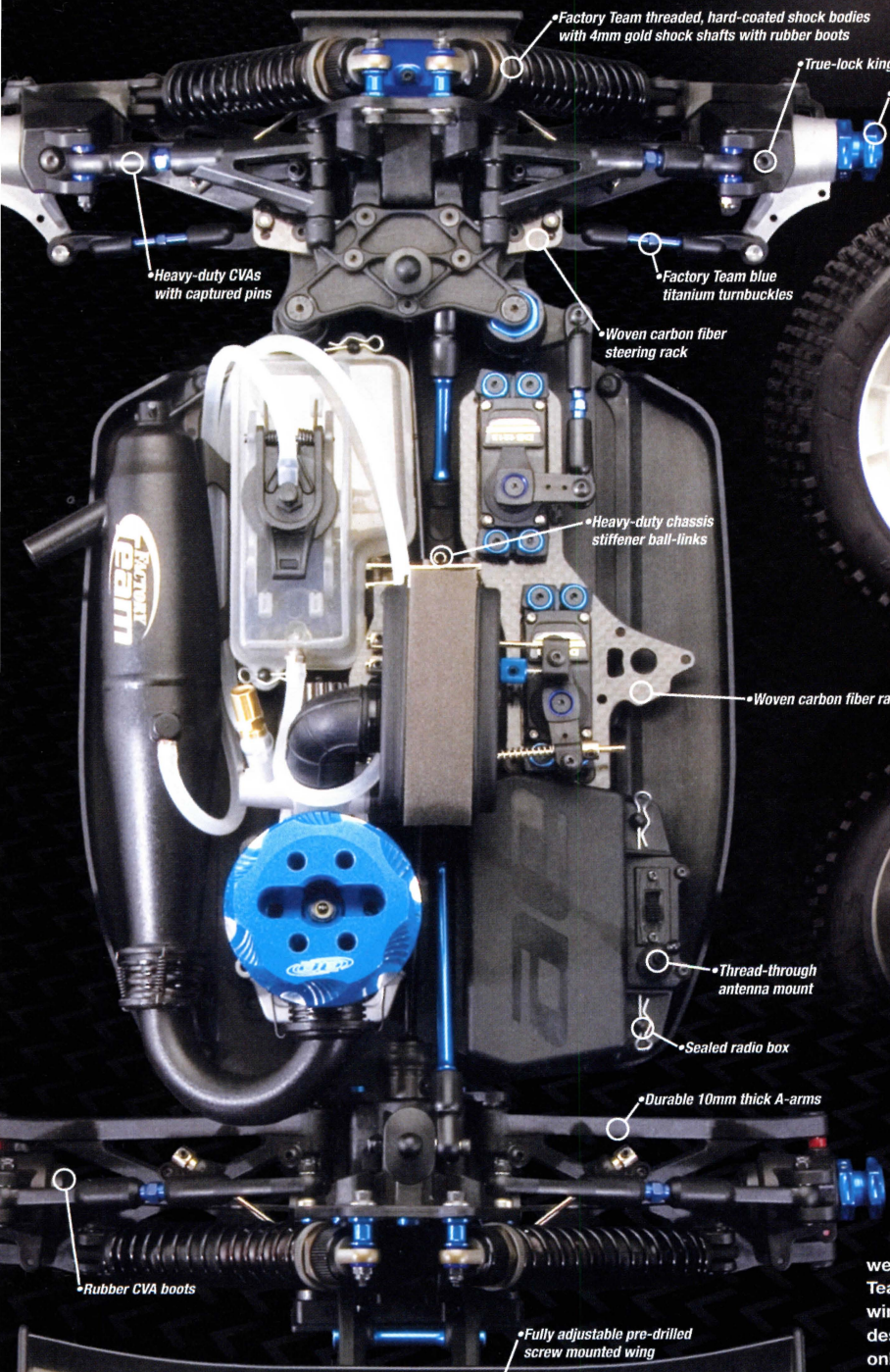
RC8 Factory Team





Factory Built



The Factory Team RC8 has more front and rear suspension travel than any other buggy and comes pre-assembled right out of the box

The R/C world is going to get what it has been asking for as we here at Team Associated are proud to introduce the Factory Team RC8, Area 51's new 1:8th scale nitro buggy. The RC8 is a winner right out of the box and is pure Associated, having been designed with the many years of race winning experience that only Team Associated can claim.

The Factory Team RC8 brings with it many new ideas, touching on every detail ensuring that the RC8 will live up to the high standard that is expected from Team Associated. To start with the RC8 is the first Factory Team kit ever to come fully assembled and set up, ready for you to install your engine, radio and tires. The differentials and shocks come filled with the appropriate silicone oils making it faster and easier than ever to get Factory Team performance out of the box and into the dirt!

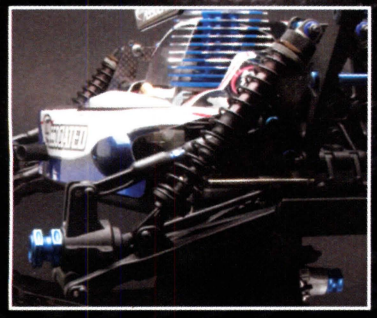
The Factory Team RC8 was designed for the highest level of performance and competition, having more suspension travel than any other buggy in its class. More suspension travel helps the RC8 float through the rough stuff and jump effortlessly.

Factory Team RC8 shown equipped with items NOT included in kit: .21 engine, exhaust pipe, servos, receiver, and tires. Body comes clear and requires painting.

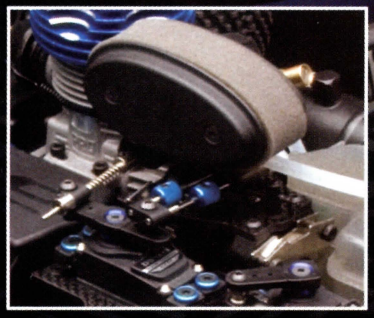


1:8 Scale Nitro 4WD Offroad Buggy Kit

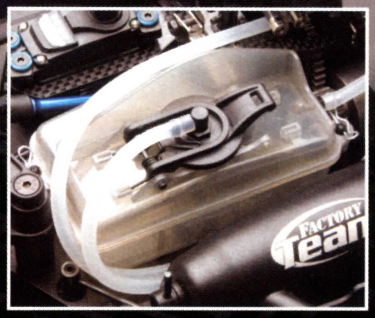
TEAM ASSOCIATED



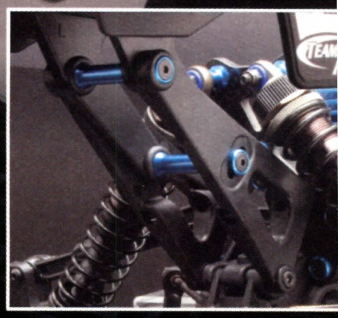
Hard-coated, threaded shocks with rubber boots keeps the suspension smooth



Low-profile elliptical high-flow, two-stage air filter and FFC brake system



Anti-foaming fuel tank is quickly and easily removed with two clips



Wing angle and position is fully adjustable and secure

Handling the RC8's suspension are four Factory Team threaded, hard-coated shocks featuring extra large bladders for full volume compensation and 4mm gold shock shafts for smooth action and durability. The shocks hang on 4mm woven carbon fiber shock towers for maximum rigidity, strength and reduced weight.

The Factory Team RC8 full-ball bearing drivetrain has 4.30:1 ratio gear boxes that produce maximum punch for accelerating harder out of corners and flying up the biggest jumps. A newly designed high-torque capacity three-shoe aluminum clutch does the job of getting all the power to the drive train smoothly and efficiently. The FFC (Free-Float Caliper) brake system keeps the RC8 rolling smooth by eliminating the possibility of unwanted brake drag while on throttle. Getting the RC8's power to the ground is a set of six CVAs all featuring captured pins for bullet-proof reliability.

Designing the RC8 to be quick and easy to work on was also a top priority for the engineers of Area 51. The two-piece split center diff mount allows for quick and easy access to the center diff and brakes. Another feature is the RC8's fully adjustable wing angle and position to help you get it further dialed in. The Factory Team blue titanium turnbuckles are light and durable making suspension adjustments easy. Another innovation is the True-lock kingpin system that keeps the kingpins from backing out during long mains. The backbone of the RC8 is a 3mm milled black hard-coated 7075 aluminum chassis that is strong and light helping to make the RC8 one of the lightest buggies in its class.

The Factory Team RC8 was not only designed to take all of the punishment and abuse that a competitive 1:8th scale buggy will face but to meet those challenges without breaking a sweat. And we're happy to say that we did our job well. The Factory Team RC8 is one more champion by design.

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#3144-13 Crowd Pleazer fits MAXX™, Savage, REVO®

#3187-13 Crowd Pleazer 2.0 fits REVO® 2.5

#3226-13 Crowd Pleazer 2.0 fits REVO® 3.3

1:8 BUGGY

#3192-13 Crowd Pleazer 2.0 fits MBX5/5R, Xray Xb8

#3214-13 Crowd Pleazer 2.0 fits Kyosho 777 SP2



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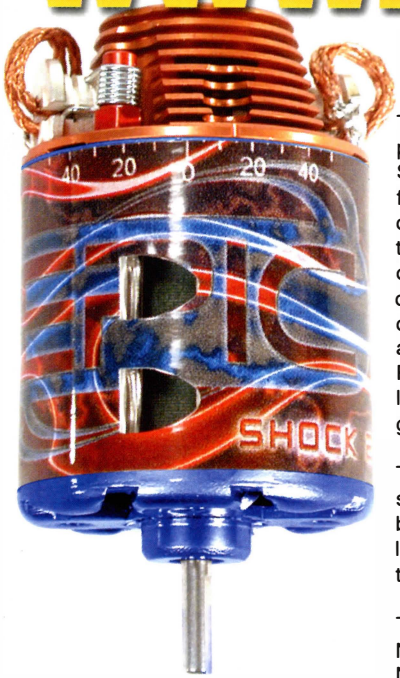


EPIC SHOCK II MODIFIED MOTOR
7 TO 14 TURNS
$110.00 msrp

Trinity is starting off 2007 with a performance upgrade to the EPIC Shock modified motor. The Shock 2 features a new armature blank design that produces more power than the armature preceding it. Not only do you get more power but its delivered at a much lower amp draw. Less amps means less heat and a longer lasting motor brush. Running at a lower amp rate puts less strain on your battery pack giving it a longer race cycle life.

The Shock 2 also now features the same XX pure silver "Ellipse™" brushes used on the Cobalt 2 for longer brush life and less mandatory commutator trueing.

The Shock 2 features:
New armature blank design.
New winds for IB-Intellect 4200 cells. New winds for 5 cell touring (EFRA).
Six and 7 turn motors/armatures come with commutator heatsink.
Machined aluminum heatsink endbell.
Ellipse style "XX" silver brushes.
4 cell motors come with "XXX" stand-up brushes.
The strongest FB-9 magnets.

Touring Car 6 Cell
EP3100 7 x 1
EP3102 8 x 1
EP3103 9 x 1

Touring Car 5 Cell
EP3104 6 x 1
EP3105 7 x 1

1/12 4 Cell On-Road
EP3106 9 x 2
EP3107 10 x 2
EP3108 11 x 2

2wd Off Road Buggy
EP3109 11 x 2
EP3110 12 x 2
EP3111 13 x 2
EP3112 14 x 2

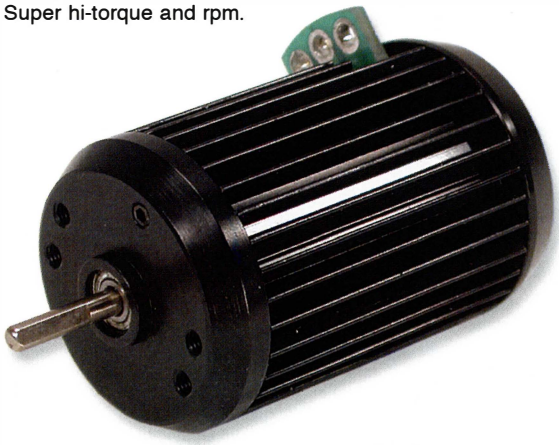
2wd Off Road Truck
EP3113 10 x 1
EP3114 11 x 1
EP3115 12 x 1

4wd Off Road Buggy
EP3116 9 x 1
EP3117 10 x 1
EP3118 11 x 1



N80 OFF-ROAD BRUSHLESS MOTOR
TRI10203
$119.99

Designed for off-road & monster truck use, the "N80" features trouble free sensor less technology. This allows the use of speed controls from Castle Creations, M-tronics, Tekin, & GM etc.. With Trinity brushless you are not locked into one speed control model. Super hi-torque and rpm.



N40 4 CELL BRUSHLESS MOTOR
TRI10201
$119.99

N60 TOURING BRUSHLESS MOTOR
TRI10202
$119.99

We designed our brushless for 1/12th (N40) and touring (N60) utilizing a compact package that produces more power at a weight reduction over other 540 sized brushless motors. The lighter weight affords better handling. The motor case has a built in heatsink system to reduce operating temperatures.

Hi power 3 Turn Equivalent.
Strongest Rare Earth Neodymium Magnets.
Y Wind, Meets all Roar Specs.
Sintered Balanced Rotor
Dual Precision Ball Bearings
Lead wires and connectors included.
Leads soldered on N80



KOMODO DRAGON HEMI PRO
TRI12004
$59.99 msrp

The fastest and most popular 19 turn spec motor in R/C is now even faster. The Komodo Dragon has been upgraded to the new ROAR 19 turn specs to now include a Hemi-wound armature. The Hemi style of armature makes higher rpm than the cross-wrapped style previously used.

ROAR Legal.



3200 MAH SPORT BATTERY PACK
TRI20080
$24.99 msrp

3200 mAh Ni-MH sport battery pack. Zapped for higher voltage. Great for off-road buggies.

Discharges and conditions 4 or 6 cell side x side or saddle packs.

Discharges 4 to 9 cell packs with external leads (great for sport packs).

30 amp Dyna Pulse™ conditioning discharge.

5 amp linear discharge.

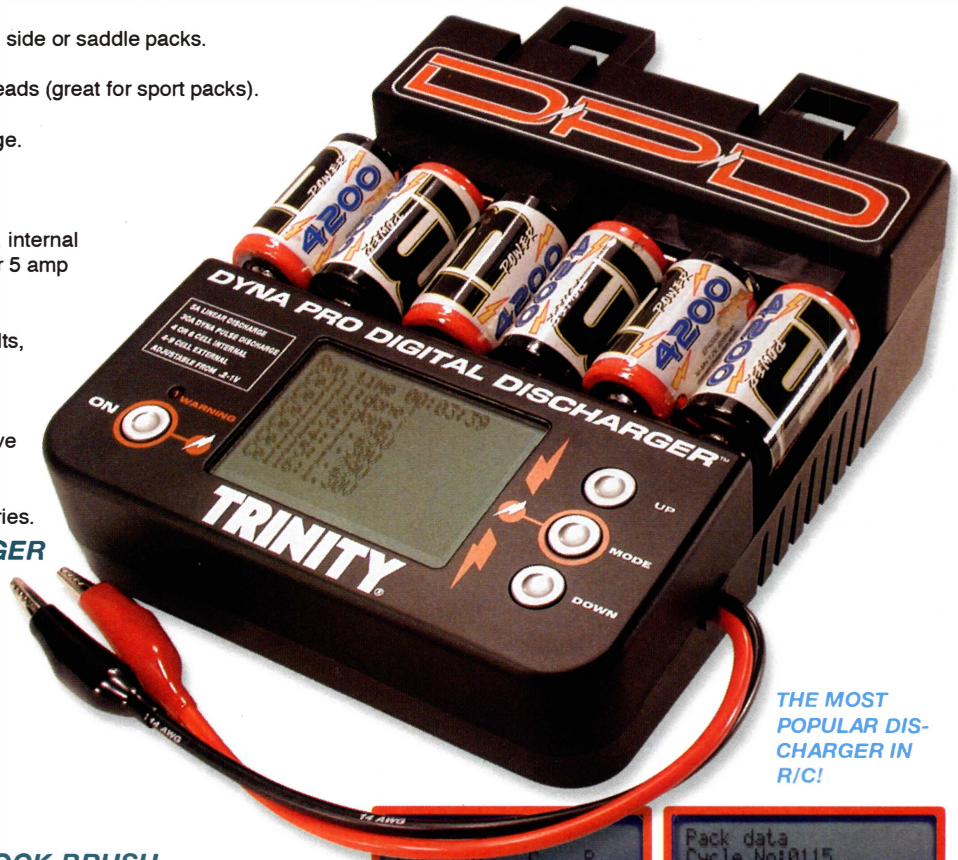
Adjustable: Cut off voltage, number of cells, internal or external charging mode, 30 amp pulse or 5 amp linear discharge.

Displays: Individual cell and total pack results, discharge time, average voltage, internal resistance & mAh.

Superior battery clamping system for positive cell contact.

No power supply needed; runs off AA batteries.

DYNA PRO DIGITAL DISCHARGER
TRI22003
$179.99 msrp



THE MOST POPULAR DISCHARGER IN R/C!

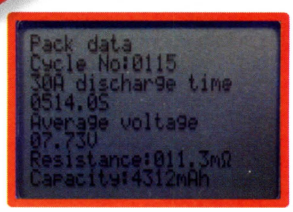


"R" CROSSCUT LAYDOWN STOCK BRUSH
TRI13525, 1 Pair
$2.99 msrp

Trinity now has a CrossCut stock brush with the popular 767 style compound. Designed for stock motors like the Co27. The "R CrossCut" because of the angled serrations will make power for more runs before having to cut the commutator. Angled serrations use all of the commutator surface with reduces wear and keeps the commutator cleaner. Great for touring car and off-road stock racing.



When used in the internal mode the DPD displays individual cell data.
T = Discharge Time
V = Average Voltage
C = Capacity
R = Internal Resistance



When charging is done the DPD will display the data for your battery pack.
Number of Cycles
30 Amp Discharge Time In Sec.
Battery Pack Average Voltage
Battery Pack Internal Resistance
Battery Packs Capacity

IB 4200 MATCH BATTERIES
$84.99 to $94.99 msrp

TEAM GRADE MATCHED PACKS
These are our best cells and the same cells used by our race team. These have the highest run time and the highest possible voltage.

TRI20090, 5 Cell VIS-PRO Matched Un-assembled, $84.99
TRI20091, 5 Cell VIS-PRO Matched Side x Side Assembled, $94.99

RACE GRADE MATCHED PACKS
great cells for the weekly racer on a budget. The same run time as "Team" packs, just not quite as high an average voltage.

TRI20092, 5 Cell VIS-PRO Race Matched, $76.99
TRI20093, 5 Cell VIS-PRO Race Matched Side x Side, $86.99



Trinity now offers its famous matched IB battery packs in 5 cell versions for EFRA racing rules. The packs come in "Team" and "Race" performance specs. They are available as loose matched and zapped cells as well as assembled into side x side battery packs. The IB battery packs are made by Intellect for Trinity.



TRINITY®

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This month's NOS contest is a "1" on the difficulty scale.

TRAXXAS BANDIT
pg. 96



Hide the NOS! It's back, it's hidden, and it's probably very easy to find. What is the contest you ask? We'll in this issue there is a hidden can of NOS energy drink, which looks like the one next to this text. The first person to find it and email JamesR@rc411.com their name, address, shirt size, and location of the can in the issue wins a free NOS shirt. Please don't press send complaining that you get the magazine later than somebody, if you want the free shirt that bad you can drive somewhere and get the magazine first.

This is the can you are looking for.



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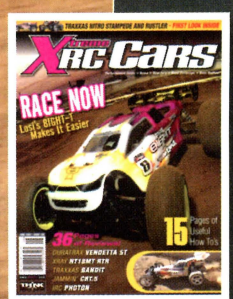
OTHER STUFF IN THIS ISSUE:

There is a picture in here so freakish, so strange that we had to hide it until it went to press…just to protect ourselves. It's disturbing, and even though we love the guy we never want to see a picture like that again. We actually had to flip back to the professor and look at her for an hour after just 3 seconds of looking. I won't tell you where it is, or who it is, but you may have to see a doctor to get rid of the bad dreams. The rest of the stuff in this issue rocks.

A quick story about our photo shoot with the 8IGHT-T (which we can drive fine, unlike other magazines who can't handle a car that steers). During the shoot our photographer was going for a killer shot and got hit by a truggy. The result was a broken lens and flash. The picture wasn't as cool as the pile of expensive camera on the ground. We get in the action.



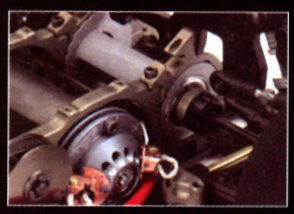
ON THE COVER:

Team Losi's Ready To Race, prebuilt race truggy…and there's no building required!

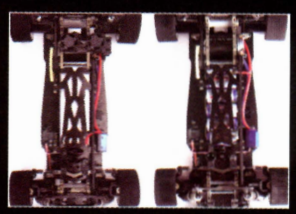


THE NEW JRX-S TYPE R COMPETITION SEDAN KIT FROM TEAM LOSI

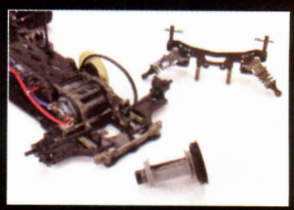
The engineers at Team Losi™ never settle for "good enough." That's why they're proud to introduce the new JRX-S Type R, the ultimate pro-class competition sedan kit. Their quest for the most versatile, adjustable and adaptable racing sedan led them to develop a pro racing kit with more tuning options than ever. Suspension arms and carriers are molded from Team Losi's exclusive EA3 composite for incredible durability and improved performance. *The new suspension geometry* offers improved steering and drivability in high-bite situations. And the centered drivetrain layout gives this sedan the most balanced feel and solid handling in its class. With a superb assortment of precision machined aluminum, titanium, and premium composite parts, the JRX-S Type R is the most feature-packed sedan chassis ever offered for pro-class competition.



CNC Machined Aluminum Bulkheads and Chassis Braces Machined from solid 7075 aluminum, the front and rear bulkheads and chassis braces give the JRX-S Type R the most solid suspension feel possible. New bulkhead caps are removable for easy access and maintenance.



Center-mounted battery layout The center-mounted battery layout and molded battery trays accept side-by-side batteries, standard stick packs and the latest Li-Po cells, letting you utilize your preferred power source without adversely affecting the handling.



Adjustable Diffs with Composite Outdrives The ingenious design of the drivetrain bearing eccentric provides easy differential height adjustments and precise belt tensioning. New machined plastic outdrives reduce weight, extend life, and ease assembly.

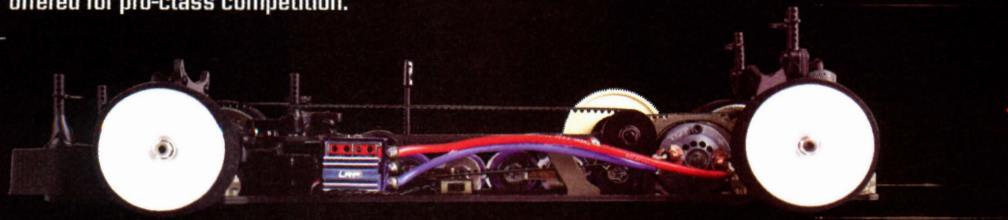


Fan Coupler Using fan couplers with the fan mounts built into the aluminum bulkheads allows for mounting up to 3 cooling fans over the motor, including one directed straight at the endbell.



EA3 Suspension Components Molded from Team Losi's exclusive EA3 composite, the longer suspension arms, spindles, hub carriers and more are built to handle the stresses of high-speed sedan racing with reduced failure.

EA3



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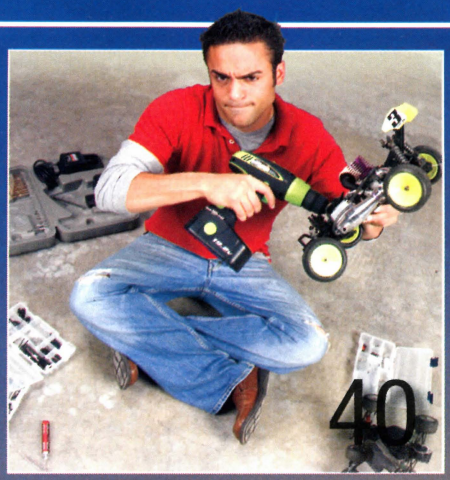



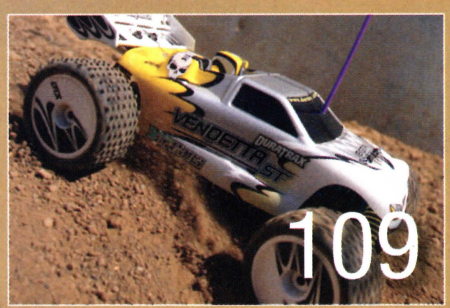

Wort worked himself into a picture again.



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Race frequently. Read Xtreme RC Cars.
Printed in the U.S.A

THINK omnimedia

THE 2ND GENERATION
BRUSHLESS POWER

After a successful entry into brushless car motor technology with the VECTOR Motorline, LRP now presents the second generation of brushless competition motors: The VECTOR X11 Brushless Modified. The LRP VECTOR X11 Brushless motors offer even more power and speed through the use of many new high-tech features. They will just amaze you!

The LRP R&D Team has put its entire experience gained from over 2 years of testing LRP brushless motors at top competition level into the development of the VECTOR X11 motors. They have won many national and international titles using LRP brushless technology. The LRP VECTOR X11 Brushless Modified motorline is the second generation of special brushless R/C car motors and represents the most advanced level of development in this field. IFMAR ISTC Worlds A finalist!

FEATURES

- New military spec neodymium magnet
- New stack for more torque
- New handwound low-resistance design
- New oversized low friction ball bearings
- X11 teardown featuring adjustable timing
- Low resistance multilayer PCB
- New solder tabs, easy and safe installation
- Sensored technology
- Standard 540 size/weight



NEW DESIGN EXTRA POWER

LEGAL IFMAR

LEGAL ROAR

LEGAL EFRA

LEGAL BRCA

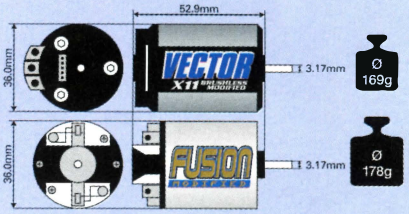
LEGAL DMC

GERMAN CHAMPION 2006 TC MODIFIED

SILICONE FLEX GOLD PLATED



- LRP VECTOR Brushless Modified motors have the same dimensions as normal 540-type motors.
- Diameter: 36.0mm; length: 52.9mm. This means that a LRP VECTOR X11 Brushless Modified motor fits into any 540-type motor mount.
- The LRP VECTOR X11 - 5.5T Brushless Modified motor weights 169g. This is approx. 10g less than an equivalent Brushed Modified motor.
- Hardened 3.17mm motor shaft to match all existing pinions.



	VECTOR X11 - 7.5 Turns (NEW)	VECTOR X11 - 6.5 Turns (NEW)	VECTOR X11 - 5.5 Turns (NEW)	VECTOR X11 4.5 - Turns (NEW)
Order No.	50661	50671	50681	50691
RPM[2]	42.480rpm	49.680rpm	58.320rpm	56.160rpm
Specific rpm per volt, kv	5.900rpm	6.900rpm	8.100rpm	7.800rpm
Power[2]	**291W**	**332W**	**393W**	**528W**
Efficiency[2]	92%	92%	91%	90%
Magnet material	Bonded	Bonded	Bonded	Sintered[21]
Min. speed control requirements	LRP SPHERE Brushless + Brushed digital (Order No. 80500)[12]		LRP SPHERE Competition digital (Order No. 80700)[20]	

[2]measured at 7.2V [12]For race usage in combine with the VECTOR X11 – 5.5 Turn, motor the Brushless Worlds Option Kit (Order No. 82700) is recommended. [20]For race usage in combine with the Vector X11 – 4.5 Turn motor the Brushless Worlds Option Kit (Order No. 82700) is recommended. [21]sintered magnet = at present (August 2006) only DMC legal

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www.rc10.com or www.teamassociated.com

#2048

KITS ARE OFFICIALLY ON THE ENDANGERED SPECIES LIST

Unlike Derek, Adam Drake could build my car if he wants. Or how 'bout Masaki Hirosaka? Are you guys listening?

It is my duty to inform, or at least warn the general RC enthusiast that kits are officially on the endangered species list. That's right, despite what we "core of RC" enthusiasts think is better for the industry, the face of "kits" may officially change forever.[1] Is there anything you or I can do about it? That is yet to be determined, but unless something radical happens soon, building a kit may be more of an 'unbuilding'[2] process than a construction process.

You want pudding for your proof?[3] Check out the Team Losi 8IGHT-T in this issue. It may not be the first almost-ready-to-run kit on the market, but it's the first one with this much significance. Many of you are aware that companies like XTM and OFNA have sold kits that are 90% pre-built for years. And just like when they were the first to sell RTRs, the majority of companies turned up their noses at the notion. The difference is that Team Losi is a race brand, and at this point in time (at least) they do NOT sell that truggy as a kit. They have, in the past, tried a "team-built" version of their gas truck, but this time around lots of other race brands are considering the same.

Not long after I got the Losi ARR (almost-ready-to-race), I got a phone call from another company asking what I would think if they only offered RTR and pre-built racecars.[4] Of course I had an opinion ready, and explained that I felt there would always be a core group that would buy nothing but a kit. Racers, for one, will protest until they fall down.[5] Like them, I don't want ANYBODY else building my racecars. Not Adam Drake,[6] and definitely not an unskilled factory worker. So there will always be people who will only buy a kit, and follow the companies that do. But there is a market for these pre-built racecars. A few years ago, most enthusiasts wouldn't have thought RTRs would go as far as they did, and now they dictate the market. And we're in a generation of RC'ers that are not as "old school" as us, and they might not even care that their race kit is pre-built. To be perfectly honest, because of the volume of cars and kits that come into our office, I don't mind seeing pre-built or RTRs because they reduce the time I need to spend building them. But when it comes to going racing, I want my kit to be built by myself. We are at a point in our journey where we either need to make a statement, or swallow the fact that the "kit" may not be what we are used to–or even want. Our building process may soon consist of going through a pre-built kit and making sure everything was built "correctly." If you are really passionate about RC, this is the time to make some noise: e-mail a company and express what you want, make a statement with your wallet and support the companies that do sell what you want, or buy kits from companies that you like. Show them you want kits to hang around. Right now companies are starting to make decisions based on certain things: It's cheaper to have kits come prebuilt,[7] it's easier not to have three different part numbers for the same kit, and RTR sales are driving companies away from a true kit. It won't be long before we're looking at a kit in a museum, which will be right next to the Ni-Cd battery and laserdisc.



Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

1. "Building a kit" may mean installing a clutch and putting on servo horns!

2. Oh the joy of taking apart an entire kit to build it ... twice the work for us racers.

3. Proof is in the Snack Pack. Years ago we had real pudding and that statement made sense, but now we just have pudding snack packs.

4. If you recite the alphabet you'll get the company in two letters.

5. Actually, racers will probably just start a very strongly worded thread on some website, and still race the pre-built cars. People don't follow through like they used to, which is probably an argument for why these pre-builts may be good for racing.

6. I'd run one of Adam's cars, but I don't think he'd build mine as well as he builds his.

7. Selling stuff to lazy people makes lots of money.

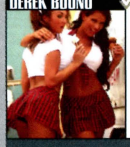
TEAM RANTS

PUBLISHER
MIKE VELEZ



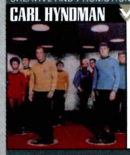
I WISH I COULD ASSEMBLE... A full-size Lego sculpture of myself.
THE ONE THING I WISH WAS ASSEMBLED IS... IKEA furniture.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Studboy."

EXECUTIVE EDITOR
DEREK BUONO



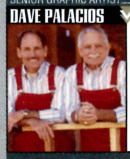
I WISH I COULD ASSEMBLE... a movement toward women wearing bikini's at work.
THE ONE THING I WISH WAS ASSEMBLED IS... Our magazine each month.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Dream Crusher."

CREATIVE AND PROMOTIONS DIRECTOR
CARL HYNDMAN



I WISH I COULD ASSEMBLE... a teleporter for transportation.
THE ONE THING I WISH WAS ASSEMBLED IS... A cookbook with all my Mom's recipes.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Super Macho, Bitchin', Studdly, Handsome Guy."

SENIOR GRAPHIC ARTIST
DAVE PALACIOS



I WISH I COULD ASSEMBLE... I don't have to wish. I can assemble anything.
THE ONE THING I WISH WAS ASSEMBLED IS... This magazine. Oh wait then I wouldn't have a job. Never mind.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... They call me "Deep... Deep-O-Licious," only because someone couldn't read my name properly (it's D. Palacios.)

GRAPHIC ARTIST
MIKE MCMAHON



I WISH I COULD ASSEMBLE... nothing, I plead ignorance and have it done for me.
THE ONE THING I WISH WAS ASSEMBLED IS... My Mugen buggy.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "God" is good but it's already taken.

EDITOR
MICHAEL WORTEL



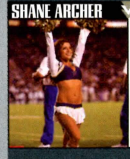
I WISH I COULD ASSEMBLE... a bigger recycling bin full of chicks.
THE ONE THING I WISH WAS ASSEMBLED IS... everything from IKEA.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "the Jammer."

ASSOCIATE EDITOR
JAMES REVILLA



I WISH I COULD ASSEMBLE... a Maybach Exelero... then keep it for myself.
THE ONE THING I WISH WAS ASSEMBLED IS... ...pirate ships... that I could keep for myself.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Mr. Freakin' Knightley." Stupid.

TECHNICAL EDITOR
SHANE ARCHER



I WISH I COULD ASSEMBLE... A San Diego Chargers team that can win a postseason game.
THE ONE THING I WISH WAS ASSEMBLED IS... My taxes. Anybody seen a 1099-X form?
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "CGI Joe, the Real Omnimedian Hero."

EDITOR-AT-LARGE
JEFF EVELEIGH



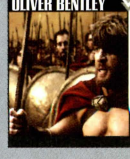
I WISH I COULD ASSEMBLE... a non psycho girl.
THE ONE THING I WISH WAS ASSEMBLED IS... Radio Control Beer Getter.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Super Hot Naked Guy."

EDITOR-AT-LARGE
BRIAN SKINNER



I WISH I COULD ASSEMBLE... The Space Shuttle.
THE ONE THING I WISH WAS ASSEMBLED IS... My life!
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... I'll stick with the "Skinny" or "Shrek" nomenclatures, why mess with a good thing?

STAFF PHOTOGRAPHER
OLIVER BENTLEY



I WISH I COULD ASSEMBLE... an army of 300 Spartans just to start trouble.
THE ONE THING I WISH WAS ASSEMBLED IS... IKEA furniture, allen wrenches suck.
IF I HAD TO GIVE MYSELF A NICKNAME IT WOULD BE... "Diego." Suave right?

HV 4.5 6.5

HIGH-VOLTAGE BRUSHLESS MOTORS

BETTER
Greater Acceleration

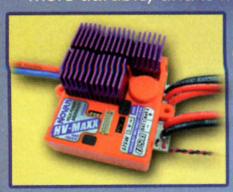
STRONGER
More Resilient to Heat

FASTER
Capable of 36-40 mph!

Improved Solder Tab System
for flexible soldering options and higher power handling



The new **Nickel-plated Sintered Neodymium Rotor** improves motor acceleration, speed and brakes, is more durable, and is more resilient to heat



Both HV motors are compatible with **original HV ESC**

#3020
(HV6.5 motor & ESC combo)

#3021
(HV4.5 motor & ESC combo)



#5412 Optional Heat Sink

MOTOR SPECS & FEATURES

- Number of Turns: 4.5/6.5
- Design: Sensor-based
- Input Voltage: up to 14 cells (1.2V/cell)
- Size: 2.84"L x 1.41"D (72.1 x 35.8mm)
- Shaft Diameter: 0.125" (3.2 mm)
- Weight: 8.36 oz. (295 grams)
- Magnet: One-piece, cylindrical, high-strength neodymium
- Performance: Approximately 20% longer run-times
- New high-performance Nickel-plated Sintered Neodymium rotor enables the motors to achieve ballistically fast speeds
- Easily fits in Traxxas® E-Maxx™, Kyosho® Twin Force™, and Tamiya® TXT™ Trucks
- Minimal Maintenance
- Excellent low-speed driveability
- Locked rotor & thermal protection

E-Maxx™ is a registered trademark of Traxxas Corporation. Twin Force™ is a registered trademark of Kyosho®. TXT™ is a registered trademark of Tamiya®.

THE HIGH-VOLTAGE EXPERIENCE

The HV4.5 & HV6.5 are Novak's newest generation high-voltage brushless motors. Based on the industry-standard Novak HV4400 brushless motors, the sensor-based HV motors sport upgraded hardware for improved motor performance, durability, and resilience to heat. The HV motors are available separately, or as a system with the Novak HV ESC.

Which is right for you?

The **HV4.5** High-Voltage Brushless System is ideal for high-voltage applications that require a lot of raw power and RPM, and when runtime is not an issue. This is the fastest Novak 550-size brushless motor and is intended for use in extreme applications with high-end equipment.

The **HV6.5** High-Voltage Brushless System is ideal for those that want fast speeds without compromising runtime. The HV6.5 is an ideal upgrade from stock brushed motors, and runtime and power are more evenly balanced as compared to the HV4.5.

Made in the USA

NOVAK

17032 Armstrong Ave. • Irvine, CA 92614 • TEL: 949.833.1343 • FAX: 949.833.1631

For more information about the HV Brushless Systems, visit:
www.teamnovak.com

www.cenracing.com / CEN/GTC 1800 E. Miraloma Ave Placentia CA 92870 TEL: (714) 792-1923

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"Designed and Proven by USA National Champions"



Matrix TR Arena
9561 - RTR
9563 - Factory Race edition

CEN
REAL AMERICAN NITRO!


CEN
REAL AMERICAN NITRO!
MATRIX
MATRIX
Matrix C-1
9551 - RTR
9553 - Factory Race Edition
Like what you see?
Imagine how it feels
..... on the track!
CEN

CHECKPOINT Gets Charged Up

Motors, batteries, and now chargers are available from Team Checkpoint. Their new TC1030 Pro charger looks familiar, but it packs in features that the high-end racer wants. You want .1-10 amp charge rate, lithium battery charging profiles, or 10 amp discharging? It's all there, and with a street price of about $180!



SPECIFICATIONS:

- **Input voltage:** 11-15V DC
- **Battery types, # cells:** 1-10 Ni-Cd and Ni-MH cells (1.2-12.0V) 1-4 Li-Po or Li-Ion cells (3.6-14.8V)
- **Fast charge current:** 0.1-10.0A
- **Fast charge methods:** Linear, reflex, impulse, 3-step and 4-step, and cc/cv
- **Discharge current:** Linear current 0.1-10.0A Custom pulsed current for 20A and 30A with Dead-Short mode
- **Cycle count:** 1-10 cycles (Ni-Cd/Ni-MH only)
- **Battery memories:** 10 battery memories
- **Display type:** 8 x 21 graphing LCD with blue backlight
- **Motor break-in:** 3 modes, including single-step, four-step and motor test 1.0-8.0V select able, 1-180 min., can maintain 20A @ 1.5V

NEW ELEMENT FOUND

You won't have to update your periodic table for the Team Orion's Element 2007. The motor gets a stat refresher with a new Mega Flow can, new vent locations for better airflow, and optimized magnetic field strength. Orion says that all these changes result in more power and fade-free performance through the run.

The Element comes equipped with Katana competition laydown brushes with high performance springs. All motors come broken in and evaluated to ensure maximum performance straight out of the package.

www.teamorion.com



Cheaper Brains



The Super Brain series of chargers has been well received over the years. The commitment to high-end technology in a low-end price has won the hearts of countless RC'ers. The last version continues that trend as the newest versions offer the same features as before but with a new internal switching power supply that runs cooler and also reduces the size. All these features can be had for about $30 for the 820 and $60 for the 960. That is a steal!

www.modelrectifier.com



James' 989 must have gotten lost in the mail.

Losi Goes to Kyosho?



Gil Losi Jr., an icon in the RC business and co-founder of Team Losi, is coming to Kyosho America. Beginning in April, Losi will be with the Kyosho America team as R&D Director, in an effort to better align Kyosho products with the US market.

Gil Losi Jr. brings a wealth of racing and design experience to Kyosho, which began back in 1982 when he won his second and third World Championships with the Kyosho Scorpion in the stock and modified classes. Even though Team Losi would eventually make their own 2WD car, Gil Jr. and the Losi team continued to run the Kyosho Optima Mid 4WD and Lazer racecars until they introduced a car of their own in the late 90s. Gil Jr. had some input on the design of a couple of cars for other companies before designing the JR-X2—the first of many Losi designs, all of which benefited from his racing and design experience.

Commenting on his move to Kyosho America, Losi said, "I'm excited to get in on the ground level to help build Kyosho America, much like I did with Team Losi. It was the most challenging time for me, but also the most rewarding." He adds, "I'm also excited to be joining such a well-established international company that will help expose our ideas to the entire RC world."

Racing success is a common thread shared with Losi Jr. and Kyosho, which will be much of his focus at Kyosho America. The technology and innovation that come from a strong racing program will also benefit our other product lines. Committed to innovative competition products that engage dedicated enthusiasts, Kyosho is excited to welcome Gil Losi Jr. ***www.kyoshoamerica.com***

Sorry die-hard Losi fans, it wasn't an April Fool's Joke.

xxxmain Is Ugly

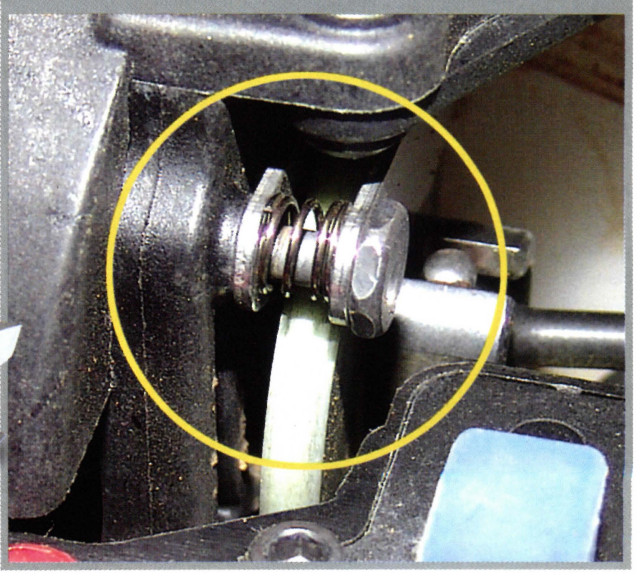
Here are some more sucky internal graphics made by Canadians for Canadians, and maybe two or three other people in the world. They are ugly, colorful and stick well to the inside of bodies, so all you have to be able to do is put a sticker on and paint over it. Think you can handle that? xxxmain thinks you can, so prove them wrong. Derek does every day.

Part # R022 - Ice Internal Graphic - Retail $8.49 each
Part # R023 - Carbon Fire Internal Graphic - Retail $8.49 each
www.xxxmain.com



BETTER BRAKES

For those with a Losi 8IGHT or 8IGHT-T, you can add these new springs in-between the brake calipers to help keep the pads from dragging when you don't want them to. This increases fuel mileage and keeps the brakes more consistent. They come in a set of four and retail for $7.99.
www.teamtrinity.com



Cyclone Ahead



If you're looking to get into electric touring car racing right NOW, then Hot Bodies has the car for you. Their Cyclone S impressed us with its stability and speed on the track when we tested the two budget racers on the market. And now that stability can be had in an RTR version. All the Cyclone parts will bolt on, so as you advance through the ranks, your ride can, too.

www.hpiracing.com

Features:

- Composite tub chassis for ease of assembly and superior durability allowing you to get to the track sooner and race more!
- Full ball bearings for less drivetrain drag, more speed, and longer runtime!
- Aluminum motor plate for better cooling and a longer lasting motor!
- Fully adjustable suspension for better handling and faster lap times!
- Carbon plastic suspension components that are lightweight and strong, keeping your car on the track while your friends work on theirs!
- Adjustable ball differentials for smooth diff action and more consistent laps!
- Self-programming electronic speed control for more driving time and less setup time!
- Composite-threaded shocks, offering even more adjustability to the Cyclone S suspension!
- Fully upgradeable, using any of the components or upgrades from any of the Cyclone family, allowing you to dial in your Cyclone S as your budget allows!
- Assembled and glued wheels and tires, saving you time and money!
- 27 MHz radio gear, because quality components make for a good time on the track or on the street!
- Closed end-Bell 27 turn stock motor, durability, and low maintenance, meaning less work and more fun!
- 1500 mAh sport battery pack with included overnight charger, which lets you charge up your battery and hit the track!
- Fully detailed and painted Moore-Speed Stratus Body, molded in pure polycarbonate. This thing is super tough and has the looks to make anyone jealous!

"GLORCS" sounds like a bad guy in LOTR.

GLORCS ARE SNORKS?

At some point in Canada the snow melts and the sun comes out, allowing the funny-talking Canadians to fire up their nitro machines and get them dirty. For the past two years, the Great Lakes Off-Road Championship Series (GLORCS) has been growing with great success. The 2006 series had over 300 participants in the 1/8-scale buggy, truggy, and unlimited monster truck classes, and 2007 is proving to be even bigger and better with many of the USA team guys planning to make a stop to test their skills against Canada's best. You can get more info on the Canadian series online at ***www.glorcs.com.***

Full Throttle Raceway	June 1-3
Sammy's Speedway	June 15-17
GRC	June 29-30
	July 1
Action Hobbies	July 20-22
Niagara RC Off Road	Aug. 10-12
Sprucewood Invitational	Aug. 23-26
Hardcore Raceway	Sept. 14-16
FINAL GRC Quebec	Sept. 28-30



New RB C6 T7



We got a sneak peak at the new RB C6 T7 .21 engine and our dyno is waiting for it to be strapped in. The new T7 improves on the last model with a new head design for better cooling, which was achieved by drilling holes in the fins (all but the top one). The carb now comes with a 7mm sleeve. We're told internally that the engine remains the same, which is a good thing.

www.rbproducts.com

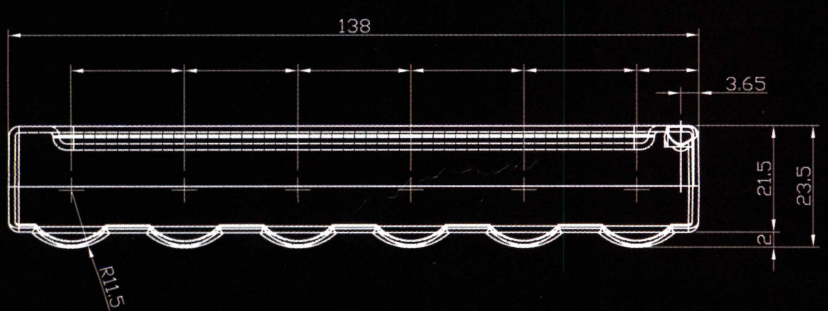
THE FUTURE IS NOW.

LEGAL FOR USE IN
TCS
TAMIYA
Championship Series
IN F013GT CLASS

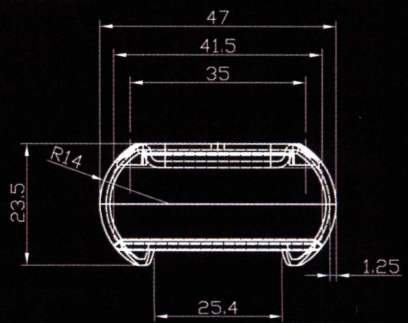


Team Orion Carbon Edition
3200mAh • 7.4V • 2S1P
Race Spec Li-Po Battery
#ORI14001

Revolutionary design allows the best fitment of any Li-Po R/C Car battery ever!



Simulated battery bumps and upper recess allow locking and better fitment into todays hi-end graphite chassis. Fits in HPI/HB Cyclone, and Xray T2, Tamiya MSX without any chassis modification.



Radius battery shape allows perfect fitment in many of todays RTR and specialty stick pack only applications. Fits chassis such as Tamiya M-Chassis and the Associated RC10 B4 RS without any chassis modifications.

Manufactured exclusively for Team Orion by
Kokam®

TEAM ORION®

The Use of Team Orion SLPB Li-Po Batteries from Kokam ensures the highest quality and safety in the industry. Beware of cheap imitators.

For more information regarding the latest breakthrough in battery technology go to: www.teamorion.com

All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending

22601 La Palma Ave., Suite 103, Yorba Linda, CA 92887 USA • Tel. 714 694 2812

Team Losi Mini LST2

The original Mini LST was awesome, yet like any new product, it had its problems to sort out. The new Mini LST 2 is ready for even more abuse. Most will look to the new differentials, which should hold up to the unrealistic power we now put in with the assortment of brushless motors, and it even comes with a 2.4 gHz Losi radio!

www.rbproducts.com



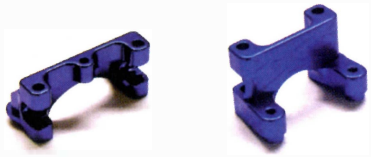
Features:

- Losi radio system with 2.4 GHz DSM technology
- Metal ring and pinion gears
- Aluminum oil-filled shock bodies with threaded adjusters
- Chrome dish wheels with mounted mini Zombie Maxx tires
- Twin Frenzy-370 motors
- Twin steering servos
- Dual deck aluminum chassis
- 4WD with slipper clutch
- Gear cover that allows use of the Mini-T Dual-Disk Slipper
- Factory-decorated Mini-LST2 body (red, blue, or silver)
- Complete ball bearings
- Losi Dual-Motor ESC
- 7.2V 1100 mAh Ni-MH battery pack and charger included
- 4 AA's for the radio Included



INTRODUCING THE EVO3 UPGRADES FOR 3.3

PRECISION MACHINED PARTS FOR TRAXXAS MONSTER TRUCKS



T3213 EVO3 Rear Shock Mount for Revo 3.3
T3214 EVO3 Front Shock Mount for Revo 3.3



T3189BLUE EVO3 Servo Box Cover for Revo 3.3



T3201 EVO3 RX Box Skid Plate for Revo 3.3



T3693 Ultimate Brake System w/ Titanium Pads for T-Maxx



T3694 QUAD Exhaust Tune Pipe Set for T-Maxx



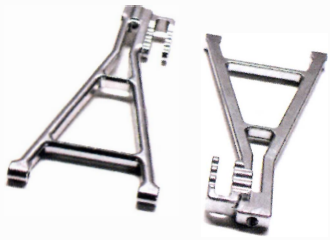
T3194BLUE EVO3 Servo Saver Set for Revo 3.3



T3220 Delrin Spur Gear 34T for Revo



T3202 Front Lower Arm (L+R) for Revo 3.3



T3206 Rear Lower Arm (L+R) for Revo 3.3



T3205 EVO3 Pivot Ball Cap (4) for Revo 3.3



T3212 EVO3 Steering Arm Pin Mount for Revo 3.3



C22604 17mm PRO Wheel Nut (2)



T3207 EVO3 Rear Upper Arm for Revo 3.3



C22603 23mm PRO Wheel Nut (2)



T3188 EVO3 Receiver Box Cover for Revo 3.3





T3699 Delrin 73T for Rustler and T-Maxx 2.5



T3217 Speed Tune Spring Set 14pcs for Revo $28.99





T3204 EVO3 Steering Block (L+R) for Revo 3.3



T3198 EVO3 L&R Servo Guard for Revo 3.3

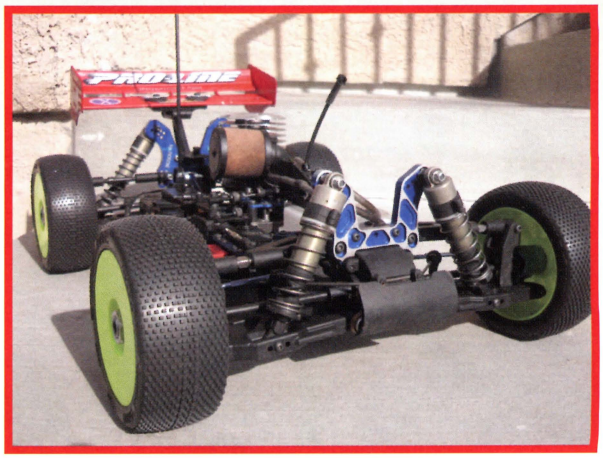


T3190 EVO3 Front Bumper w/ Mount for Revo 3.3
T3192 EVO3 Rear Bumper w/ Mount for Revo 3.3



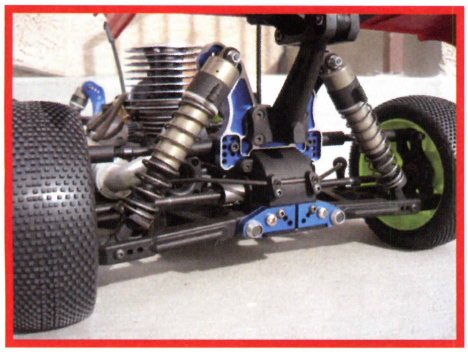
T3695 Height Adjustable Shock Tower (2) for T-Maxx 3.3

Sidorf is coming to America



Jason Ashton recently switched from CEN to Sidorf, and we caught up with him at the Nitro Challenge to talk to him about the new car. Like you, we knew little about the Sidorf car he was campaigning, and like you, we chuckle when we hear the name. But Ashton showed us the car in Arizona, explaining some of the unique features the car has. Right now the S-1 is the only Sidorf you can get, but he explained that the US-bound car will be the M-5.

The S-1 seen here has all you'd expect from an 1/8-scale buggy, with all the latest big bore shocks, machined aluminum towers, and a 3-differential setup. Where the S-1 differs is in the front differential, which Ashton explains is like a one-way. This allows for higher corner speed and improved steering. The downside is that for those who like to rely heavily on front braking, you'll have some trouble. Ashton—like others, including me—runs a heavy bias to the rear brake, and this setup may benefit some driving styles more than others, and certainly track conditions that favor this setup.



Ashton told us the US version may not see the interesting diff configuration, but it sure might be an option.

For more information, check out www.sidorf.com.

POWER UP YOUR RTR!



Reedy Spec-19 & Pro-19 Quad-Mag Motors
Step up the power of your RTR with one of Reedy's Quad-Magnet 19-turn motors! A great choice for the B4, T4, TC4 RTR, or any Ready-to-Run electric with a speed control rated for a 19-turn or lower wind motor. A dyno tuned version of the Spec 19 is also available. Reedy's Pro 19 has a hand-wound armature and adjustable timing.

#513 Reedy Spec 19 Quad-Mag Motor
#514 Reedy Spec 19 Dyno Tuned Quad-Mag Motor
#516 Reedy Pro 19 Hand-Wound Quad-Mag Motor



Reedy Flash Modified Motors
Flash modified motors are Reedy's line of budget-priced, machine-wound motors based on the race-winning "Kr" modified can. Reedy Flash modified motors feature Quad-Magnets, surface-mount capacitors, small comm with standup brushes, ball bearings and bullet connectors installed on the 15 and 17 turn motors. These powerful new quad-magnet motors are the perfect upgrade motor for your electric Ready-To-Run!

#410 Reedy Flash 12-T Double
#411 Reedy Flash 13-T Double
#412 Reedy Flash 14-T Double
#413 Reedy Flash 15-T Double
#414 Reedy Flash 17-T Double

Reedy Ni-MH Receiver Packs for Nitro Cars and Trucks
Reedy receiver packs give you the long-lasting, reliable power needed for nitro racing, and have a great low price that makes them your **best** choice!



#614 Reedy Ni-MH Receiver pack
(Flat style for RC8, Nitro TC3 & most popular onroad nitro cars.)



#615 Reedy Ni-MH Receiver Pack
(Hump style for RC8, GT2 & Monster GT)

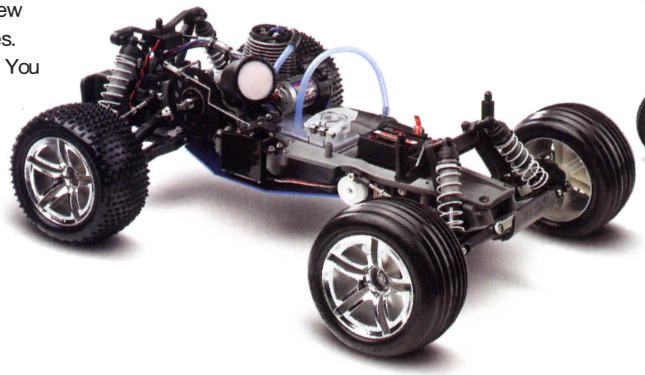
NEW NITRO STAMPEDE AND RUSTLER





We think these are the last two vehicles in the Traxxas lineup to get their makeover. Both the Nitro Rustler and Nitro Stampede get a freshening that we've seen, including new engines, new plastic, and new features. What does this mean for normal folk? You can get a Nitro Stampede or Nitro Rustler that goes faster, looks better, and is more fun to drive. That's a winning combination in our book. Throw in the customer service that Traxxas is known for, and the nitro experience is now more accessible to everyone.

www.traxxas.com





Reedy Mini-MOD
Big Power for Micros!

Reedy Mini-MOD Modified Motor
Seriously turn up the heat in your micro with a Reedy Mini-MOD Modified Motor. Big time features like ball bearings and replaceable brushes are shrunk down to the popular 280-size to fit most 1:18 vehicles, especially the RC18T, RC18MT, RC18B and RC18R.
#291 Reedy Mini-MOD 17-Turn Modified Motor
#292 Reedy Mini-MOD 19-Turn Modified Motor





Reedy VMX R-14 High-Voltage 1400 Ni-Mh Battery Pack
Higher voltage means more power and that's just what you get with Reedy's new VMX R-14 pack. Using the revolutionary VMX Concept making for higher voltage output than stock battery packs the VMX R-14 pack is the ticket to making your micro car rip up the road. Comes completely factory assembled with connector and fits directly into the RC18T, RC18MT, RC18B and RC18R!
#617 Reedy VMX R-14, 1400 Ni-Mh Battery Pack

www.rc10.com/reedy

REEDY

A Division of Associated Electrics
26021 Commercentre Dr., Lake Forest, CA 92630

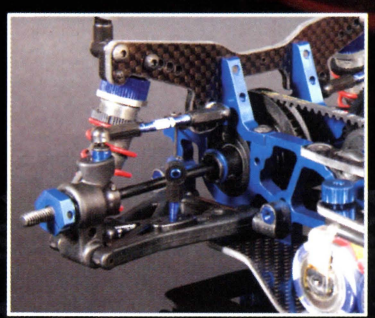
#2049

TC5 Factory Team



Factory Team TC5 shown equipped with items NOT included in kit: Reedy batteries, servo, wheels, tires, body, pinion gear, LRP ESC, motor and receiver





Adjustable differential height and belt tension
Blue titanium turnbuckles
Blue aluminum clamping wheel hexes



VCS2 shock package with hard-anodized threaded shock bodies
Front & rear anti-roll bar kits included

Associated's Factory Team TC5 is Area-51's answer to the most competitive onroad touring car field in history. Starting with a blank sheet of paper, many decades of race winning experience and new ideas, the designers built the TC5 from the ground up producing an entirely new platform. The result is the TC5, an electric touring car that offers the performance and durability to stand up to the highest demands of touring car racing.

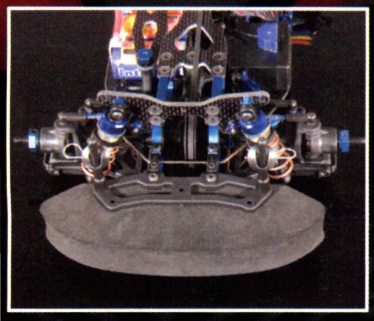
The TC5 starts with a full ball bearing, dual belt-drive system that transfers all the power from the motor smoothly and efficiently. With today's motors and batteries delivering more power than ever before, the belt-drive system gives the TC5 a very predictable throttle response and feel, making it easier to drive fast and carry more speed through the corners.

The newly designed composite ball differentials are super light for reduced rotational mass. Reducing the weight of the diffs lets the TC5 accelerate harder out of the corners. The new diffs are also quick and easy to maintain, and are strong featuring blue aluminum outdrive-saver rings. Hardened-steel CVAs with cross-pin retaining clips and blue aluminum clamping wheel hexes offer reliable service getting all the power to the wheels.

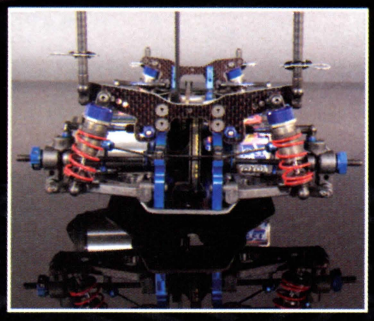


1:10 Scale Electric 4WD Touring Car Kit

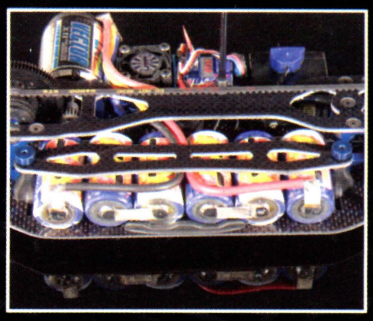
TEAM ASSOCIATED



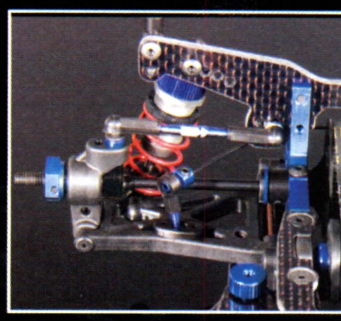
Adjustable roll-centers and hinge-pin angle
Mono-bellcrank and adjustable servo-saver
Light-weight and durable high-impact bumper



Super light and strong composite differentials
3mm woven carbon fiber shock towers
2.5mm woven carbon fiber chassis & top plate



Twenty precision ball-bearings
Woven carbon fiber battery brace and knurled
blue aluminum thumbscrews included



Hardened steel CVAs
Adjustable rear vertical ball studs
Durable front and rear A-arms

The TC5 has also received an updated, fully adjustable and more durable suspension package. The rugged new A-arms pivot on 3mm inner hinge-pins and 2.5mm outer hinge pins, making it easier than ever to drive away from some of the most severe mishaps. Fully adjustable roll-centers and hinge-pin angles (anti & pro-squat) help you to squeeze every last ounce of handling potential out of the TC5. The steering is handled by a mono-bellcrank with adjustable Ackerman for more precision and less play. An integrated adjustable servo-saver releases only when you need it to and not before. Front and rear anti-roll bars are included.

A VCS2 shock package is included and features hard anodized threaded shock bodies and are very quick and easy to rebuild thanks to the silicone shock bladders. Weight-bias is a very important part of tuning any race car and to accommodate this, the stiff 3mm carbon fiber shock towers are indexed with center-holes designed for balancing the TC5 side-to-side.

The TC5's 2.5mm carbon fiber chassis and top plate together with the blue aluminum bulkheads makes for a very rigid chassis assembly. This chassis rigidity gives the TC5 a broad sweet-spot making it easier than ever to get dialed in for high grip carpet racing or for low traction parking lot racing and all the conditions in between.

Demands and expectations of race level touring cars has never before been higher. The Factory Team TC5 not only meets those demands and expectations but surpasses them with the best touring car made by Team Associated to date. The Factory Team TC5 is truly a champion by design.

Team Associated • 26021 Commercentre Drive • Lake Forest, CA 92630
www.rc10.com or www.teamassociated.com

#2047

POLL PAGE

100 people surveyed, top 5 answers are on the board. People love to be polled, and now you can be a part of a statistic on our website. Head over to www.rc411.com and join the forums. Once you join you can be a part of the numbers and become another statistic. Just remember 60% of the time it works every time.

73% OF DRIVERS WITH FANCY COMPUTER RADIOS TRY TO USE ALL THE "FEATURES" THEIR RADIO OFFERS.

20% KNOW YOU ONLY NEED TO USE ABOUT 4 OF THEM.

7% HAVE A BASIC RADIO TECHNICALLY USING ALL OF THEIR FEATURES.



Random Poll Quote "I use most of the buttons, but my favorite is the Turbo Boost button."
-jeepinator

Hemet got some weirdness in women...



57% *of those asked if their significant other goes to the track with them said they don't bring them.*

43% *obviously are told they are bringing them so they don't pick up any RC groupies.*

While driving I...

Listen to music	23.40%
Chew Gum	23.40%
Chew on a straw or tip zie	8.51%
Talk to myself	25.53%
Nothing	29.79%

Random Poll Quote "Chew gum, talk to myself and other racers. Wow, I must be a pain in the a$$. If I had to race with me, I would probably punch myself."
-nitro_mt

85% OF ALL RC CARS HAVE GONE ON VACATION WITH THEIR OWNER.

15% PARTY IN THEIR HOMETOWN.

Random Quote – "Spring break, Hemet 2007....Partttaaay!"

75%
The amount who responded saying they drive their RC cars in every weather condition including rain or snow.

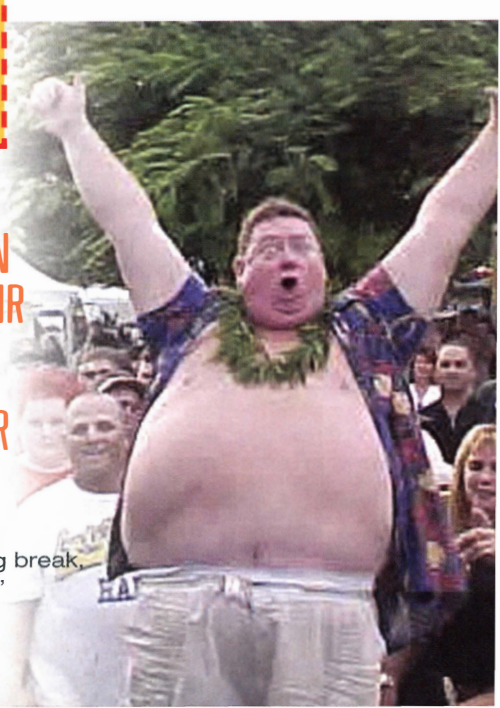
25% Never let them have fun in a puddle.

Random Poll Quote "I live in Colorado, winters are long and boring so my stadium trucks are all set up for playing in snow. Drifting on hard pack snow is a kick in the rear."
-DirtRacingFool

57% of our readers race 1-2 different classes a year.

29% crank it up to 3 or 4 classes.

14% race more than 5 different classes.



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VENDETTA™ ST

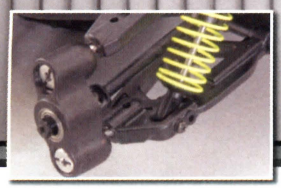
1/18 Scale Ready-to-Run EP 4WD Stadium Truck

FULLY OPTIONED AND READY TO RUN!

The mini stadium truck — with 1/18 scale features!

PLUS:

- Adjustable, oil-filled shocks.
- Aluminum shock towers with multiple mounting positions.
- Complete bearing set.
- Shaft-driven 4WD.
- Front and rear gear differentials.
- 650mAh NiMH battery and charger.



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ULTRA HIGH-RPM VR3 MOTOR.



ESC7500 ELECTRONIC SPEED CONTROL WITH REVERSE AND BRAKE.



A 2-Channel Pistol-Grip Radio Made by Futaba®

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May 2007 RC Events Calendar

Race Guide Key
On-Road Race | Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
			EVERY WEDNESDAY 8PM EST 5PM PST www.racetalklive.com		Bass Pro Series: May 5th Bass Pro Store 100 Bass Pro Drive - Pearl, MS www.rcracingxtreme.com SAVAGE SLAM: May 5th Pegasus Hobbies - Montclair CA R/C Pro Series Northwest Division: Rnd 1 May 5th-6th Lancer Lanes - Clarkston, WA. www.rcproseries.com Cinco De Mayo	Off Road Spring Series: May 6th & 20th Fort Boise Off-Road Track - Boise, ID www.capitaldirtburners.com
1	2	3	4	5	6	
7	8	2007 ORL2 Summer Series: May 9th Trains and Lanes Hobbies Easton, PA www.outlawracingleague.com	10	11	Race for Grace: May 12th Seattle Indoor Raceway - Kent, WA www.seattleindoorraceway.com | www.cdlsusa.org RC Drift Club Drift Showdown Rnd 3: May 12th Speedtech RC - Walnut, CA www.rcdriftclub.com 2007 4 hours of Salt Lake: May 12th Fastkart, 3965 S. 500 W. - Salt Lake City, UT www.asers.org | www.slcf1.com PA State Electric Challange: May 12th Pit Stop Hobbies - Mount Joy, PA www.pitstophobbies.net Oliver's Fiance's Birthday 12	Mother's Day 13
14	15	16	17	7th Annual Pro-Line Nitro Maxx Challenge: May 18th-20th Pro-Line - Banning, CA www.prolineracing.com 18	RC Pro Series: May 19th - 20th Evolution Raceway - Saint Louis, MO www.evolutionraceway.com ROAR Region 3 Paved Oval Championships: May 19th Carolina R/C Complex - Easley, SC www.carolinarc.com 2nd Annual "On-Road Carpet Frenzy": May 19th SpeedZone Hobbies - Rocky Hill, CT www.speedzonerc.com 19	Offroad Summer Series: May 20th Hobbytown USA Hobbyplex - Omaha, NE www.hobbyplexraceway.com 20
21	Mike "Chuck McMoney McNasty" McMahon's Birthday 22	Michael Wortel's Birthday 23	24	25	Memorial Day Asphalt On-Road Trophy Race: May 26th OVRCCC (Mountwood Park) - Parkersburg WV www.ovrccc.com Reedy International Race of Champions: May 26th Tamiya USA - Aliso Viejo, CA www.rc10.com 26	Oliver and Rienne's Wedding Day! 27
28	29	30	31			Just because.

Quite possibly the gayest calendar ever!

3PM 2.4G – Convenient and Precise!



2.4GHz FASST™

Dimensions: 1.5" x 1.0" x 0.55" (39 x 26 x 14 mm)
Weight: 0.50 oz (14.1 g)
Shown Actual Size!

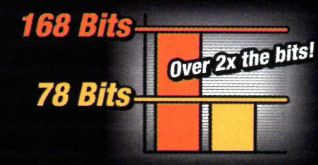


3PM w/2.4GHz FASST System

You will feel the speed and precision that the 3PM 2.4G offers. When you're on the driver's stand you'll feel the confidence that only the FASST (Futaba Advanced Spread Spectrum) system can provide because of the supersecure RF link. The 2.4GHz modulation works directly from the transmitter, so there's no separate module to plug in. The FASST 2.4GHz system offers on-road and touring cars an unbeatable combination of precision and convenience!

Interference? IMPOSSIBLE!

Some other spread spectrum systems find one open frequency and remain on it, but the 3PM's 2.4GHz FASST system is constantly shifting from channel to channel, so you'll never have to worry about signal conflicts.



Over TWICE as many bits of information per packet than the leading competitor, for incredible response speed!



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HYPER ST

RTR WITH PRO PERFORMANCE

HoBao

After a full year of development the HoaBao/OFNA Hyper ST Truggy is here! Designed specifically for Truggy competition, this new design is a welcome addition to OFNA's already fantastic Truggy line. The Hyper ST RTR features everything you'd expect from a winner.

HYPER ST RTR FEATURES

- Big Bore Oil-filled shocks with Teflon pistons
- Bushing retained suspension hinge pins
- Oil-filled and sealed gear differentials
- Full ball bearings
- Adjustable caster C-hubs
- Hard anodized aluminum chassis
- Adjustable tie-rods and steering links
- Laydown steering servo
- Dual bellcrank with servo saver
- High performance polished tuned pipe included
- Steel spur and clutchbell
- Ultra rigid suspension arms
- Low profile racing body and sleek wing
- Fully assembled and ready to run with MacStar .28 racing engine



#14331

WWW.OFNA.COM



#14349

HYPER 8 RTR

The new Hyper 8 RTR, by HoBao, has been redeveloped from the ground up, incorporating the most successful aspects of the world renowned classic Hyper 7, along with the newest engineering and manufacturing techniques, to bring you the most technologically advanced and economically modest Gas/Nitro RC Race Buggy in the world. Everything has been lightened and strengthened, while the focus remains on professional performance and ease of maintenance. Trick polished chrome and high quality aluminum give the Hyper 8 the bling to stand out from the crowd. Beautiful form and aggressive function at an affordable price.

Pro drivers like Jeremy Kortz and World Champ Greg Dagani have made the switch to the International Hyper Team to drive the new Hyper 8 by HoBao. But why should they enjoy all the success? Get your own Hyper 8 today and become part of the winning team!!

HYPER 8 RTR FEATURES

- Big Bore Oil-filled shocks with Teflon pistons
- Bushing retained suspension hinge pins
- Oil-filled and sealed gear differentials
- Full ball bearings
- Adjustable caster C-hubs
- Hard anodized aluminum chassis
- Adjustable tie-rods and steering links
- Laydown steering servo
- Dual bellcrank with servo saver
- High performance polished tuned pipe included
- Steel spur and clutchbell
- Ultra rigid suspension arms
- Low profile racing body and sleek wing
- Fully assembled and ready to run with MacStar .28 racing engine

Hyper 8 manufactured by Hobao, exclusively distributed by OFNA Racing

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OFNA Racing


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OFNA
New
ONE EIGHTH SCALE
BUGGY
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Part NO. 34309
PACKED WITH FEATURES THAT GET YOU STARTED
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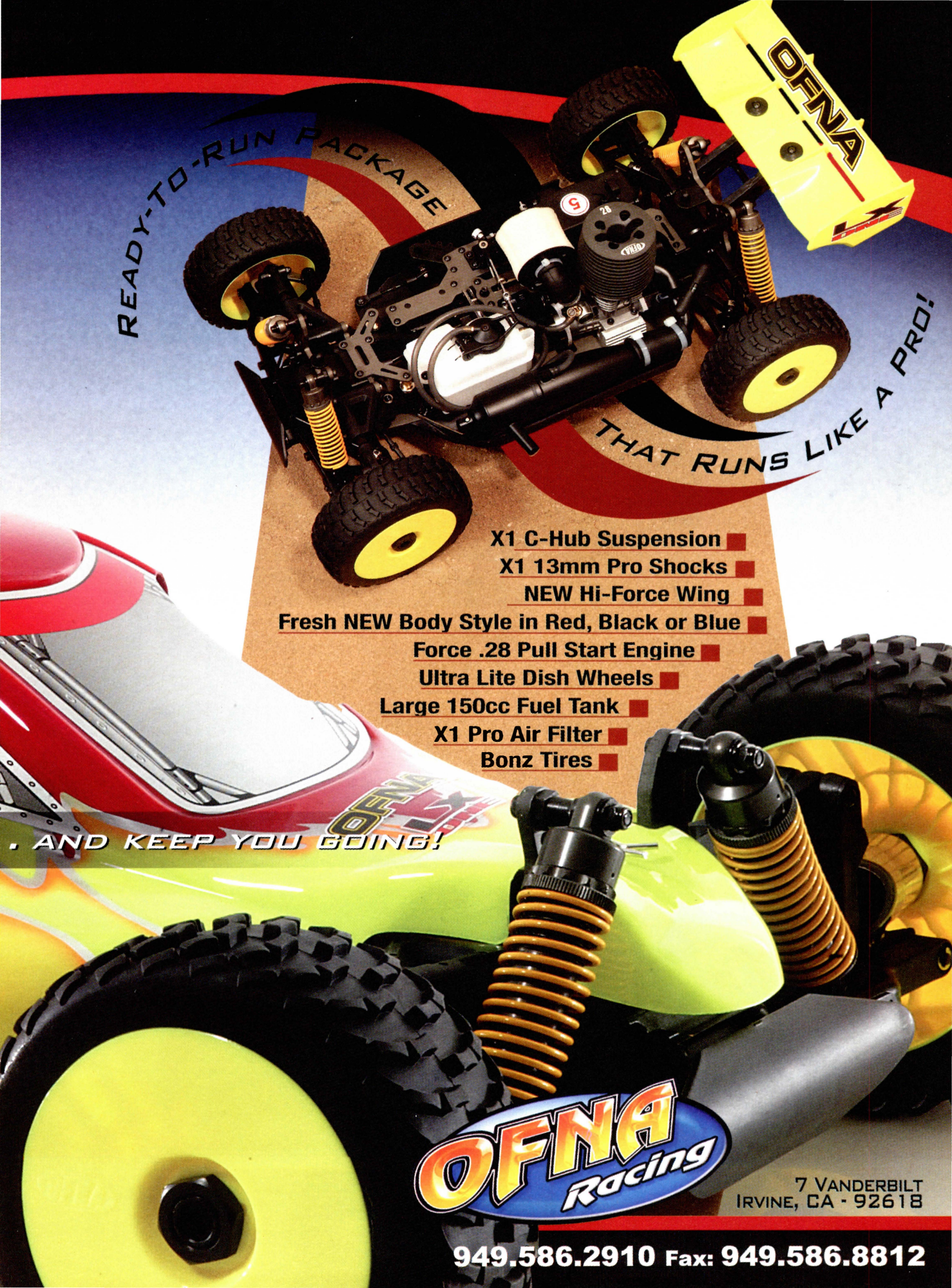
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THAT RUNS LIKE A PRO!
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X1 C-Hub Suspension
X1 13mm Pro Shocks
NEW Hi-Force Wing
Fresh NEW Body Style in Red, Black or Blue
Force .28 Pull Start Engine
Ultra Lite Dish Wheels
Large 150cc Fuel Tank
X1 Pro Air Filter
Bonz Tires
. AND KEEP YOU GOING!
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It's all about the racing...

In 1985, Rick Hohwart founded Peak Racing with the sole purpose of providing the highest performance electric motors and batteries for the hardcore R/C racer. Some products have come and gone over the years, and others have been fine-tuned and perfected. But our philosophy remains the same - providing high quality, race proven products to those that expect the very best.

Peak Racing products can be purchased at hobby shops and race tracks worldwide. Or feel free to contact Peak Racing to discuss and purchase specific products based on your individual requirements. Because our staff includes world-class racers, we can dispense the best advice available and supply products manufactured by those that understand the importance of perfection.



Vantage 07

Designed by Oscar Jansen in conjunction with CRF Power, the Vantage 07 pattern wound IFMAR World Championship winning modified motor is the latest version of V2 based Vantage and features an all-new CNC machined endbell with angled 3.8mm brush orientation and a revised can for increased magnetic field strength and lower operating temperatures.

PEK76001 Vantage 07 6x1
PEK76002 Vantage 07 7x1
PEK76003 Vantage 07 8x1
PEK76004 Vantage 07 9x1
PEK76005 Vantage 07 9x2
PEK76006 Vantage 07 10x1
PEK76007 Vantage 07 10x2 Spashett WC Replica
PEK76008 Vantage 07 11x1
PEK76009 Vantage 07 12x1
PEK76010 Vantage 07 13x1

PowerFlo 35 IB4200 WC Cells

Peak Racing's PowerFlo voltage enhanced Intellect (IB) cells, in the hands of factory driver David Spashett, captured the 2006 IFMAR 1/12th Scale World Championship. Continual updates to the PowerFlo voltage enhancement process, and discharge rates during testing increased to 35 amps to more realistically portray actual racing conditions, keep Peak Racing's matched cell program one step ahead of the rest.

PEK43167 IB4200 WC PowerFlo 35 World 6-cell
PEK43168 IB4200 WC PowerFlo 35 HV 6-cell
PEK43169 IB4200 WC PowerFlo 35 World 4-cell
PEK43170 IB4200 WC PowerFlo 35 HV 4-cell
PEK43171 IB4200 WC PowerFlo 35 World 5-cell
PEK43172 IB4200 WC PowerFlo 35 HV 5-cell





Dynasty 07 19T Spec Motor

Purely for competition, the newly engineered TOP based Dynasty 19-turn motor moves to the head of the pack with stellar on-track performance.

The new Mega Flow can, featuring strategically placed vents for maximum airflow and optimized magnetic field strength, lowers operating temperatures resulting in greater power output and fade-free performance from the starting horn to the checkered flag.

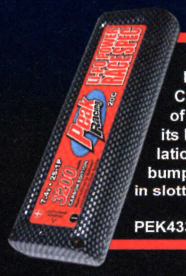
PEK13201 Dynasty 07
PEK13202 Dynasty 07 V2



Vantage BL

The efficiency of brushless motors results in more power, longer run times, and less maintenance. Peak's Vantage BL comes in several configurations for TC with Off-Road, Stock, and 19-turn equivalents in the works.

PEK75000 Vantage BL 3.5 Sensor
PEK75001 Vantage BL 4.5 Sensor
PEK75002 Vantage BL 5.5 Sensor



Carbon 3200 mAh LiPo Battery

Designed specifically for competition applications, the Carbon Edition LiPo 3200 20C battery mimics the actual run times of today's most popular 4200mAh competition NiMH cells, despite its lower capacity. The Carbon Edition's unique shape allows instal lation in vehicles that accept stick packs. Additionally, molded bumps along the battery's underside lock it into position when used in slotted touring car chassis. Enjoy the future today!

PEK43301 Carbon Edition 3200 LiPo Battery Pack

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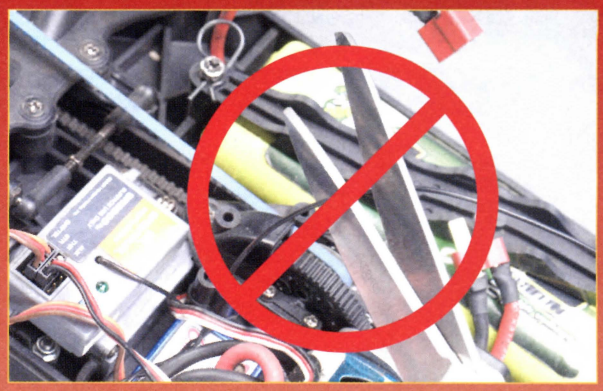
Peak Racing

the next chapter will soon be written contact us @ www.peakmotors.com for more info.

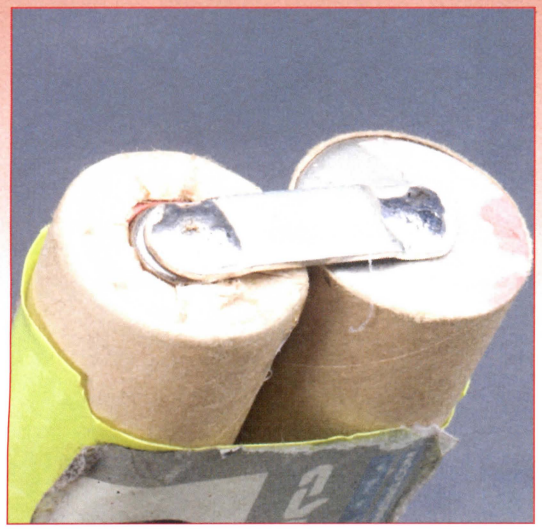
1 DON'T CUT YOUR ANTENNA WIRE

I know it's tempting to chop down that super long antenna wire that your radio manufacturer jammed into your receiver, but don't. Your radio system has been tuned to a specific length of antenna, so if you alter that length you will increase your chances of getting radio interference. Your best bet is to neatly zip-tie any excess wire inside your chassis so that only a short length of antenna wire pops out of the top of your antenna tube.



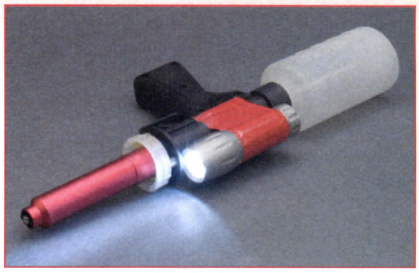
2 BULLETPROOF STICK PACK

Stick packs are convenient and still the most popular style of battery used in this hobby, but they do have a weak link. The end battery bar that connects the two rows of three cells is simply a spot-welded piece of thin metal. With the huge current draws that this hobby is experiencing, lately, this spot-welded chunk of metal simply doesn't do the trick and is usually the first part to show signs of melting or failure. Remove your shrink tubing and replace that metal piece of crap at the end of your battery pack with a high-quality battery bar. Solder the new battery bar on with a hot soldering iron (at least 40 watts of power with a big fat tip), slap the plastic cap back over it, and slide on a fresh piece of shrink-wrap. Now your stick pack will be able to handle the extra power your 9-turn motor needs to tear the ground to shreds.



3 NIGHT VISION

It isn't uncommon for a race day to work its way into the night. Give your pit crew an unfair advantage by taping or zip-tying a small LED flashlight to the spout of your fuel bottle or fuel gun. This way, when your driver pulls his machine into the dark pit lane, you will be able to see exactly where you are pouring the fuel—ensuring a fast and clean pit stop while the rest of the teams are drenching their drivers' brakes in 30% go-go juice.



Pretty sure the car pictured in the fuel tip isn't a racer!

4 CONTAMINANT-FREE TANK

Hot summer days can take their toll on your fuel tank between races. The alcohol in fuel absorbs water, and differing temperatures can cause condensation in your fuel tank. To help prevent this, dump your remaining fuel between heats and remove your pressure line to allow your fuel tank to vent. Before your next race, use a little bit of fresh fuel to rinse out your fuel tank before you top it off. This will reduce the amount of moisture and contamination in your tank and ensure consistent and reliable tuning with your mill. Don't forget to reattach your pressure line before you hit the track.



THE SHAPE OF THING

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DSM2—*This* Is Fast

While DX3R's intelligently designed ergonomics are the first thing that catches the eye, it is the superior responsiveness of its advanced 2.4GHz DSM2 technology that will get people talking. In addition to unparalleled freedom and interference protection, DSM2 has a faster response time than any other spread spectrum or PPM system. With it, you will be able to hold the "line" around a track with a level of precision and control unlike anything you have experienced before. And because DSM2 uses direct sequence spread spectrum technology, you'll maintain this superior response rate no matter how "noisy" the 2.4GHz environment gets.

Form Shaped by Function

The shape of the DX3R is inspired as much by professional-grade power tools as it is existing transmitter ergonomics. For starters, its control wheel can be adapted for right- or left-handed drivers with just a few minutes of adjustment. Thick rubber comfort grips on the handle and control wheel are specifically designed with long A-mains in mind. And because the power requirements of DSM2 can be met with a smaller battery, the overall weight of the DX3R is significantly less than a conventional racing system.



SPM3100

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S TO COME



Intuitive Programming Interface

In keeping with its advanced ergonomics, the DX3R's software interface is also designed for ease of use. Instead of a bewildering array of buttons and dials, DX3R programming functions are accessed and adjusted using a single rolling selector button located within easy reach of your thumb as you hold the radio. You roll to scroll, press to select, roll to adjust and press to store. Clearly seeing all your programming changes is made much easier thanks to the generously proportioned LCD screen that is angled for easy viewing while holding the radio.

Besides the superior response of DSM2, the DX3R offers every programming feature a pro-class racer would need. The large LCD screen makes it possible for important functions such as throttle, brake and steering curves to be viewed graphically, so you can more clearly visualize the adjustments you're making and how they will affect performance.



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- Model reset
- Model copy
- Sub trims
- 3 timer functions: countdown, count up and integrated
- 2 mixes

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My new spiffy hair pisses off the art department...

THE BIGGEST MISTAKES YOU'LL EVER MAKE BUILDING A KIT

I've made plenty and proudly continue to this day!

Words: Michael D. Wortel

Believe it or not, assembling an entire RC car isn't something that everyone can do. It takes a certain intelligence, knowledge of space, and intuition to build a kit from scratch. I guess that's why all of us RC guys are smart, because you need to use your head to build and drive an RC car with precision. Although I do consider myself smart, I am also very careless, which occasionally leads to problems when I build a new kit. Whether you're building a kit for the first time or you're a seasoned vet, it's easy to make mistakes that could have easily been avoided. One thing I've learned over the years is that many of these mistakes pop up time and time again. Here are some of the biggest mistakes that you'll certainly make at least once while building a new kit. Take my advice ... and more often than I do.

1 Forgetting to read instructions

When building a new kit, the instruction manual is your bible. Some of them resemble an old Sears catalogue or a small textbook, because hundreds of parts make up an RC car.



The first thing you should do when you open the box is search through the kit's literature and identify the manual. Also look for supplementary or addendum instructions. If you find some, insert them into the main manual so that you don't forget a new step during the haste of construction. Familiarize yourself with the layout of the instructions, and understand what all of the symbols mean. Before you complete a step, read the associated text and assemble the part in your head. This will provide a mental map as you approach the assembly.

2 Not using thread lock

This will make everyone's "biggest mistakes" list. Wherever there is metal-to-metal contact between fasteners, especially in nitro RC, you need to use thread lock. (However, never use it for internal engine parts.) Vibration resonating through metal-to-metal contact will shake the threads loose, and losing a throttle linkage or throwing a pinion while your car's traveling



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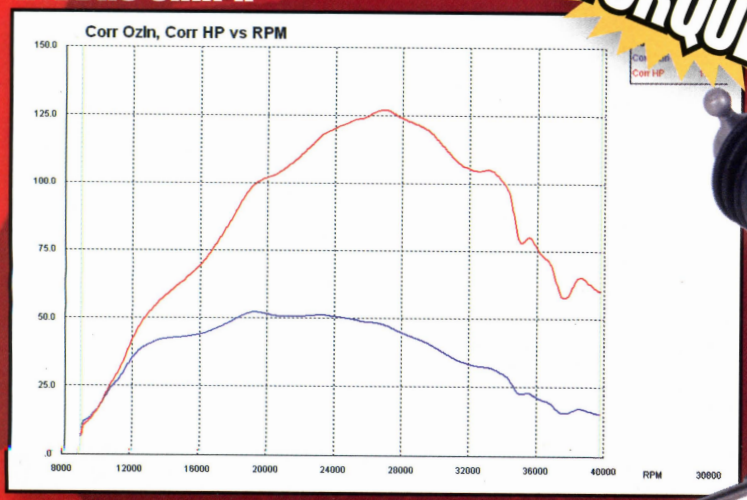
X-DYNO GRAPH

RECORD-BREAKING TORQUE



Unbelievable torque numbers on Xtreme RC Cars magazine's X-Dyno



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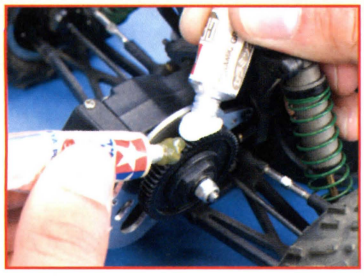
Have you noticed by now how often Wort loves talking about Wort?

at 40 mph is never fun. Use the stuff the first time—on set screws, motor mounts, throttle linkages, aluminum bulkheads, steering linkages, drive axels, 1/8-scale wings, etc. The manual should tell you where to use thread lock, but sometimes they forget, so always judge for yourself. When in doubt, thread lock it anyway. NEVER use thread lock on plastic parts. If you're having issues with screws coming loose from plastic, use a dab of CA, but only on a part you won't need to remove too often.

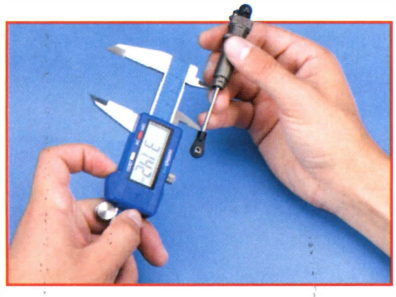
3 Way too much grease

A new kit's instructions often have you greasing and lubing just about everything, but remember that exposed grease will collect debris that can damage moving parts like gears and drive axles. So when you are told to use grease, do so sparingly or you'll have a big mess to clean up later. The same rule applies when building internal parts, like ball diffs. Too much grease can also lead to excessive drag and make your car less efficient. Use just enough grease to cover parts.



4 Shock woes

Shocks are very precise, and building them incorrectly will drastically affect your handling. Oil the O-rings before sliding them over the shaft to avoid serrating them, which creates leakage. Carefully file any flange off the piston, if it came on a parts tree. Finally, when attaching the bottom shock mount, make sure that you're building the shocks to the identical length. Use calipers to measure. A slight variance will make your car nearly impossible to drive. And when you fill the shocks with oil, make sure that all four shocks rebound equally, under their own pressure.



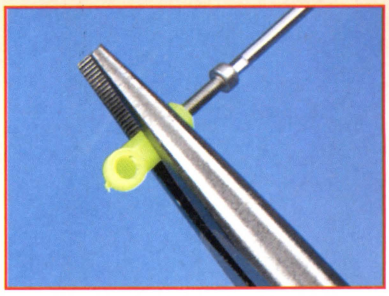
5 Parts orientation

Parts on all four corners of your car may look very similar, but most of the time they are specific: front to rear, and side to side. When assembling hingepin mounts, make sure they aren't backwards, because they're angled specifically for anti-squat and dive. Also make sure that you're using the right arms and they aren't backwards. Sometimes they are denoted with "R" or "L" to indicate the orientation, but not always. It's easy to place a diff in backwards, too, so match it up with the instructions.



6 Turnbuckle tips

I don't know of a single RC guy who likes to assemble turnbuckles. Make things easier by pre-threading the ballcups with a screw. Greasing the threads helps to screw them together. Also, assemble all of the turnbuckles in a consistent orientation. They should all be facing the same way, and are usually marked with something discernable in the middle of the turnbuckle.



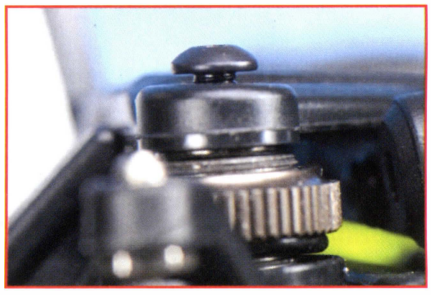
7 Tightening things (too much)

Ah, I still make this mistake more often than I'd like to admit. Sometimes, in an attempt to do too thorough a job of putting your car together, you overtighten something and strip the screw or a part. First, make sure that you're using the correct driver. Hexes come in either standard or metric, and some sizes are almost identical, but not quite. This can result in a stripped screw head. It's very easy to strip plastic and composite parts with a metal screw as well. Once the screw is completely flush, you're done! Squeezing the plastic will eventually strip the plastic threads. Finally, don't overtighten pivot points, such as shock mounts and captured ends, because this will limit the parts' movement and create friction and binding.

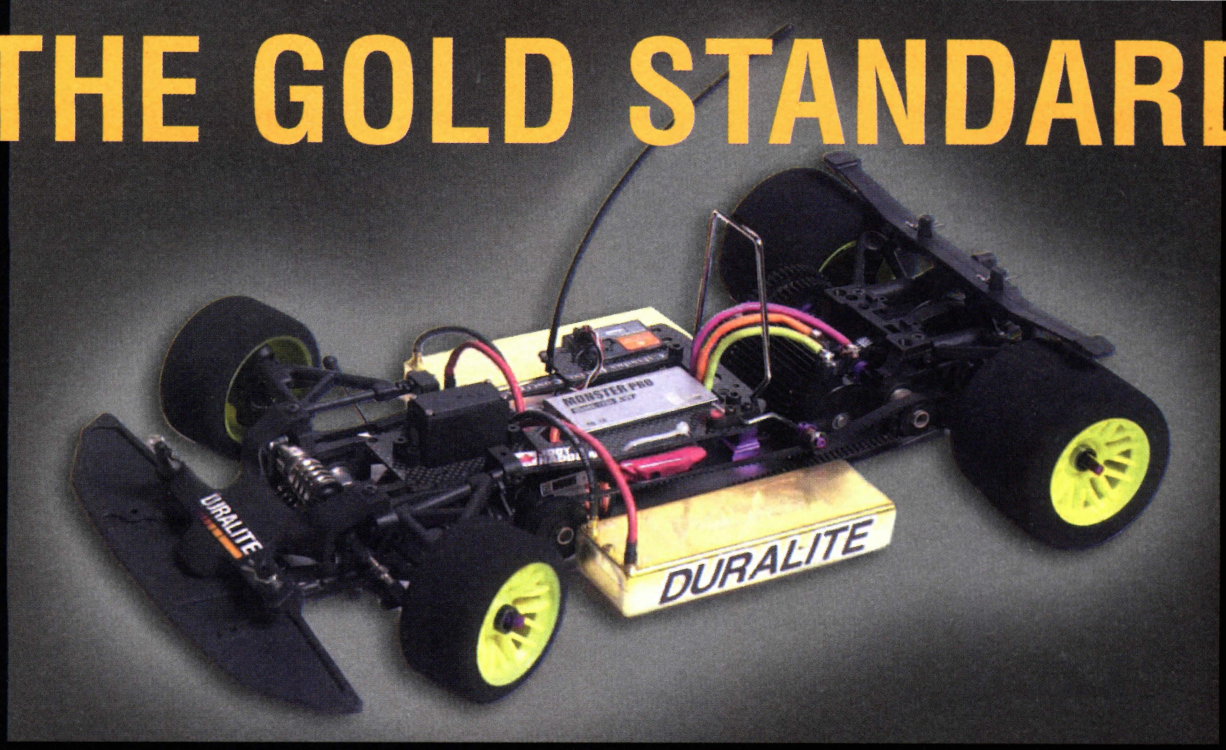


7.5 Tightening things (too little)

Not tightening a screw enough has obvious consequences, i.e., things can start to randomly come apart while you're driving. Make sure that metal-to-metal screws are especially tight, as vibration shakes them loose. Also make sure that all four wheel nuts are tight. There's nothing like a runaway wheel followed by a hands-and-knees search to realize that the wheel nuts were loose. Inspect your car after every run for screws that may become loose.



THE GOLD STANDARD





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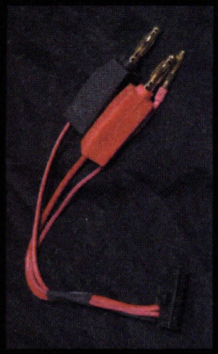
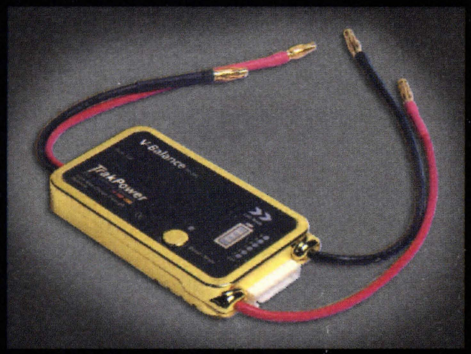


HARNESS



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DON'T RUSH AN RTR

The term ready-to-run is a bit misleading. Although the kit is usually assembled, you're not ready to rip it up and achieve the box's speed claim just yet. Nitro RTR engines need to be broken in, so follow the instructions and be patient. It's easy to ruin a brand new engine by jumping the gun. Also, go through the car and make sure everything is moving freely and assembled correctly (manufacturers make mistakes, too). Get as familiar with the car as possible; you'll appreciate it when you have to fix your car later. Many RTRs don't include step-by-step instructions, so you're responsible for figuring out how your car works. And to beat the thread lock horse one last time, make sure that all metal-to-metal connections utilize the stuff. Now you're ready to impress the ladies.



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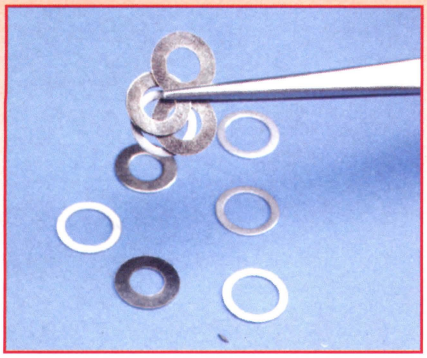
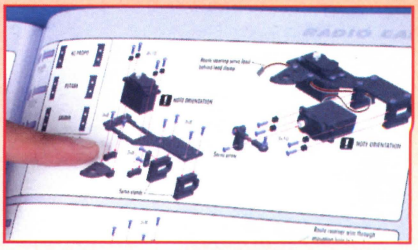
8 Shimming things

RC is one of those activities where a millimeter or even a fraction of a millimeter makes a big difference. In nitro RC, carefully shim the clutch according to the manual's suggestion. If it doesn't indicate how many to use, make sure there's about .5 mm of play in the endbell. Shimming also occurs in the diff and bevel gears for proper mesh alignment. This is something you can "feel." The drivetrain should roll smoothly to the touch but with little play. If the diffs aren't shimmed correctly, you'll notice premature wear on the gears.



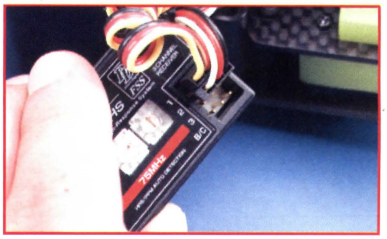
9 After-the-fact radio installation

This is also something that I still do 99% of the time. As you start to hit the home stretch, kit instructions will indicate that it's now time to install the electronics. Too often I skip these steps in an attempt to complete the rolling chassis, but I usually pay for it later. Some servo arms aren't accessible without chassis components removed, and you end up making redundant steps for yourself. Many nitro radio boxes also require you to install the receiver and run the servo wires before you completely attach the chassis. Nothing feels more stupid than ripping apart your upper deck an hour after you've built it. Install everything precisely when the manual tells you to do so, even if it means putting off the project for a bit.



10 Servo stuff

There are two common mistakes people make when installing servos in their new ride. In nitro, people often plug the servo into the incorrect port on the receiver. The steering servo goes into the first channel, and the throttle servo plugs into the second. Also, it's easy for many plugs to be accidentally



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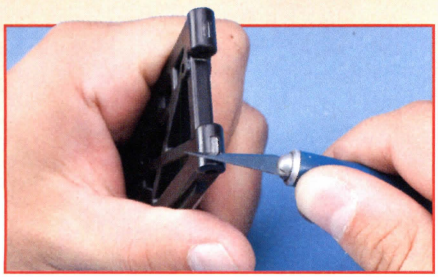
installed backwards. In general, the negative (black) wire should, in general, connect to the far right prong of the plug port, and the positive (red) wire will always be in the middle. Once you've figured out the servo configuration, make sure to center the servo horn prior to installing the servos into your car. Set all transmitter trims to "0" and center the horn while your equipment has power.

11 Trimming flashing

Parts trees are the result of injection molding. This makes RC kits more affordable, but it creates a little work for the kit builder. The connection point on the parts tree usually snaps off pretty clean, but it's rare for it to break off completely flush. In some areas, the result is something that might look a little sloppy, but will still work properly. In other places, however, a little extra plastic can hit things and create binding. Look for this to happen on ballcups, arms, shock pistons, spacers in wheel hubs and transmissions, and between chassis plates.



12 TC chassis prep

Chances are, if you're building a high-end TC, you've already built a couple in your time. But I know a certain editor (ahem, James) who has built numerous TC kits and has made this mistake as recently as last month. A graphite chassis needs to be prepped with a file and CA around the outside edges and battery slots. Just make sure you do this before you assemble the car. There's nothing like running a bead of CA along an already assembled car chassis, only to glue bulkheads and other suspension parts to the chassis by accident. Prepping your chassis isn't the most exciting thing in the world, but take the pain-in-the-ass factor out of it by doing it before you attach anything to the chassis.



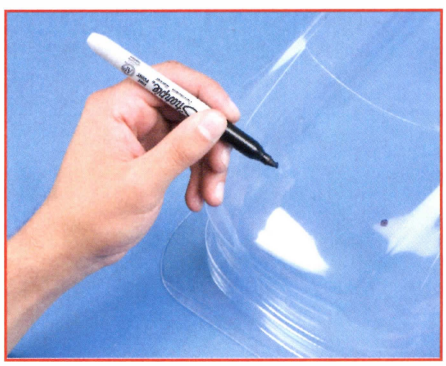
13 Improper gear mesh

Gear mesh has more of an effect on your car than many people think. If it's too tight, it will create excessive drag on the drivetrain, which leads to wear on the motor, transmission and clutch. If it's too loose, it will lose some efficiency, and the gears will wear much more quickly. Here's the trick: No matter which gears you're dealing with, have a little play in the gears, but not so much that you can hear them clanking together when they move. A classic way to set gear mesh is by tightening the motor in place with the mesh completely flush, then unscrewing the mounts about 1/2 turn. Take a piece of very thick construction paper and run it between the gears, then retighten the mounts. This will be a good place to start.



14 Body mounting

There are two easy ways to mess up mounting a body. Clear bodies often have pre-marked dimples, which would suggest that the body posts should align. However, don't assume anything (especially if you're using brand A body on brand B chassis). Manufacturers use bodies on many different chassis. So before you paint the body, place it over the chassis and mark the holes with a Sharpie on the outside. It's more difficult to do this after the body is already painted. And to avoid another easy mistake, don't assume that your wheel wells will align perfectly. Place the body on the chassis, trace around the actual place where your wheels sit, then cut the wheel wells accordingly.



CONCLUSION:

For many people, physically building a new kit is one of their favorite parts of the RC experience, and I personally fall into that category. However, after writing this article, I realized that I began by writing instructions on how to read instructions. This is one of the most important steps you can take in building a new kit, along with just paying attention in general. Don't get ahead of yourself; take time to make sure you're assembling everything properly. This isn't a race. (That comes later.) Hell, you may not know that the pros take an entire week to build their kits, because they know how important precision is in winning a race. There are literally hundreds of steps involved in building a new kit from scratch, so you're almost guaranteed to make a blunder somewhere down the line. But the more times you build a kit, the more often you'll do so without messing something up or becoming frustrated before it even hits the track.

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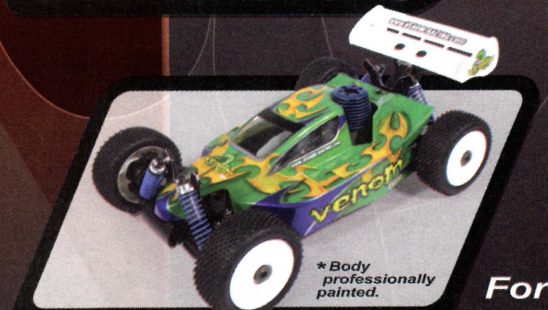

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THE SKINNY



FORTUNE COOKIE SAYS: *"To seek permission, is to request denial." - This is what my car mechanic told me when he went ahead and fixed my engine problem without permission. I love that guy!.*

Words: Brian "Skinny" Skinner

IN AND OUT—THAT'S WHAT A DOORWAY IS ALL ABOUT!



Skinny has those wheels on his real truck.

This is not really related to RC, but it's a good rant none-the-less! Through my travels, and over the last year, I've noticed that doorways have become a place for congregating, rather than a way to get to the other side of something. Seriously, why do humans need to stop at a doorway and talk, or look around? I swear, it seems as though people think they're the only ones in the world and they can do whatever pleases them without any regard to those around them. Have you noticed that? Here are some of my best joys in experiencing this new trend, and it's happening at a doorway near you!

Coming home from Canada, I had two large fifty-pound bags with all my racing equipment, plus a backpack with my camera gear. That's a big load, and when you add my large Shrek-like body to the mix, it's like a supertanker in a sea of people! So there I am, a supertanker moving in a sea of people towards the exit door, heading to my lovely wife waiting for me in the car. I hit the doorway, and as soon as I'm about to go through it, there's five people standing right on the other side of the exit door, literally blocking my progress. Of course, my wide berth totally blocks the exit, and as far as those door blockers are concerned, they are standing in an open field with miles around them! So I have to stop, and the guy behind me stops, and the next person, and ... you get the idea. I look back and it looks like the Ventura Freeway at rush hour, and the perpetrators are still standing there talking. I look at them and finally speak up and say, "Excuse me!" They turn and look at me like I have a problem, but finally move, and the flow of humans finally gets back to normal.

Another doorway adventure took place when I was leaving Burger King with a large order for me and the boys back at the track. As I walk out of Burger King, the girl in front of me stops suddenly (of course, just mere inches past the door) just to answer her phone, and almost backs up. Yep, you guessed it. I plow into her, knocking almost everything out of my hands. It was a mess. Cokes all over the place, mustard on my pants, coke all over the back of her shirt—it looked like a bloody war, I tell you! She looks at me oddly, and snidely says, "I'm sorry," then walks back into the store, leaving me holding the bag ... empty! I see this kind of door-congregating everywhere I go. It's at Wal-Mart, Home Depot, 7-11, it's everywhere, I tell you!

My latest experience involves the driver stand at the last big event. Why the heck do you need to talk about your qualifier at the end of the ramp? Can't you remember what happened to you long enough to get back to the pits? Oh, wait a minute (lowers head and kicks the dirt), I've done that myself. D'oh!

The world is your sandbox—***ROOST IT!***

Skinny

THE "WHAT THE HECK IS IT" CONTEST

Here's an odd one for you. In my travels, I found theses old rims with teddy bears on them at an older hobby shop. Now isn't that cute! I have no idea what was going on back in the day, but how could teddy bears on rims be cool? Here's the deal: The first person to e-mail me and tell me what company and decade these are from will get these rims for free! Easy enough, eh! Send answer and e-mail information to: *brians@rc411.com*



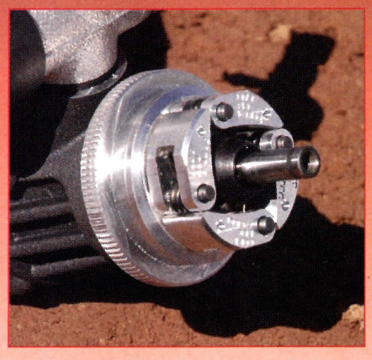
M2C Racing...part II

Mitch—"Mr. Clutch" to his friends—also makes products other than clutch systems. Here is just a sample of the things he is making. For the Revo, M2C is making a 17 mm wheel adaptor set, a sweet front and rear hinge pin plate that is all aluminum and captures the lower A-arm pins, and, of course, clutch shoes to fit the stock flywheel. M2C also has some parts coming out for the new Losi 8's that should be online by the time you're reading this.

Contact: www.m2cracing.com to get more information.



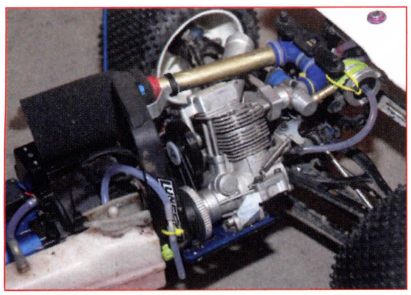
IT'S M2C RACING ... NOT MC HAMMER

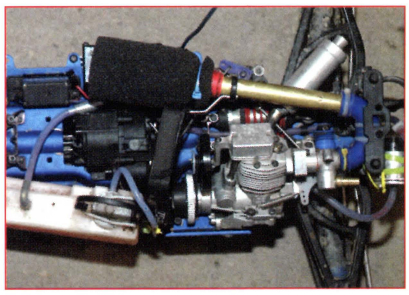


Here's a little teaser for a new clutch system I want to cover more fully in the next issue. I just put this neat clutch on from M2C Racing for the Nitro Challenge, and I have to say that it works really well. I will give you my input on this system after I have a few events on it. If you haven't figured out by now, the clutch is the last vestige of nitro RC that has been overlooked, but it's now starting to gain attention. Mitch Looper of M2C Racing has come up with a few great answers to our clutch woes, and this could be just the answer for our racing needs. The flywheel has been updated to handle the rigors of racing, and M2C has come up with aluminum clutch shoes to fit a specific purpose. They also have a special range of springs that will fine-tune your clutch into a beast of performance. It's all laid out in an easy-to-use system, plus you get a guide to help make setting up your new system that much easier. If you can't wait until next month to see how it worked out for me, you can go to: ***www.m2cracing.com*** to get the skinny on this and more.

MR. FOUR-STROKE DOES IT AGAIN

My good buddy Damon has done it again with 4-stroke style. Yes, my dreams have come true with this sweet thumper Revo, and I just have to find a way to get Damon to make me one. I love thumpers! These are some photos of Damon's thumper, and this thumper Revo made the A-Main while I was in Canada at the Winter Nats. He finished sixth, but actually would have placed third if he hadn't wadded up on the huge 38-foot quad jump! Regardless, this thing is trick and I wanted to show it to you. Look on and enjoy.





MAGIC 8-BALL SAYS...

For the last few years, people have asked and I've tried to predict what the RC industry is going to do and what direction it's going in next. Well, for 2007 I'm just going to consult the Magic 8-Ball instead. So if you want to ask the 8-Ball a question, email me at: brians@rc411.com and I'll ask the question and post it here. At the end of the year we can look back and see how it did.

By the way, I actually ask the 8-Ball once and shoot the photo, no tricks, and I don't keep asking until I get an answer that I want. Just thought you would like to know!

This month's Magic 8-Ball question: "Will 4-strokes become the next big trend in monster trucks?"

Magic 8-Ball's answer...



THE GOD SQUAD

Team G-Force ... Experiencing God At Full Throttle!

Here's something really special that shows how RC can be a great tool for learning and camaraderie. Team G-Force is a Christian children's ministry run by the Riverside Baptist Church from Canada. I met these energetic kids while I was at the Canadian Indoor Championships. Dale Constantine, who goes to Riverside Church, is an RC guy. He thought an RC team for the church would be fun for the kids and keep them out of trouble. He started the club to help kids who wanted to get into a hobby but could not afford it. He also wanted to help teach kids about team play and how to do mechanical and electrical work, all through RC! Last year it all started with three kids, and has now grown to almost thirty children who need help getting into RC or are already involved in RC. They get together and bash, mostly, but recently a local fabrication shop heard about the G-Force crew and donated $14,000 dollars worth of aluminum jumps and ramps to kick it up a notch. Soon they started to do free-style events at fairs and shows in Canada, and it has now grown to the point where the local newspapers come and cover the events. I was told that last year one of the team's kids developed cancer and the G-Force crew decided to do a freestyle show to help raise money for the family. They got together with one of the truck shows and together they reportedly raised $70,000 for Brandon Reece and his family to go to the States to get treatment. They now call their freestyle show the Brando Reece Freestyle Show, and they compete for points like they do at Monster Jams. All in all, it's a good thing, and it's great to see RC used as an avenue like this for kids. God bless you, Dale, and keep up the good work.

If you want to know more about G-Force and maybe start your own team like this, or make a donation, visit: www.riversidebaptistchurch.info/team_gforce.htm



Team G-Force receives some new rides from Navas and Jay Halsey from Team Jammin. Very cool guys!

GOT A QUESTION OR IDEA?

If you need the skinny right now about what's going on in RC, or have a burning question you need answered, just log onto Xtreme's website at: www.xtremerc.com and look for "Ask Skinny." I'll be happy to answer your questions online, and they may even wind up in the magazine. You can also reach me at brians@rc411.com. Of course, this will help keep my cell phone bill down and help you get an answer to your thoughts.

Skinny's 8-ball must be the optimistic version.

AVAILABLE NOW!

hpi-racing

DUAL MOTOR, DUAL BATTERY

E SAVAGE

ELECTRIC POWERED 4WD MONSTER TRUCK

E SAVAGE

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High performance quick charger capable of charging two battery packs simultaneously!

NOW AVAILABLE
TRUCK VERSION
#547
E-Savage with
Electric GT-1 body

FEATURES:

- SYMMETRICAL AWD LAYOUT
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RTR
"READY-TO-RUN"



#504
E-Savage with ATV body



#507
E-Savage w/Baja TT body

INCLUDES:
PAINTED AND TRIMMED BODY

TWIN MOTORS
High-power, 550-size motors

TWIN BATTERIES
14.4 volts, 3300 mAh

CHROME WHEELS
Block treaded tires are wrapped around high gloss chrome wheels, pre-glued with inner foams. The wheels and tires are compatible with a huge variety of wheels already available on the market for the Savage, so customizing your E-Savage is easy.

14.4 VOLTS OF ELECTRIC POWER

THE FIRST ELECTRIC POWERED SAVAGE MONSTER TRUCK!

Electric power is the easy way to get into off-road monster trucks. Charge up, switch on, and enjoy the ride. The E-Savage captures that ease and adds the proven durability and extreme off-road capabilities of the famous line of Savage trucks. You need a tough and powerful truck to handle electric off-roading, and the E-Savage delivers. Two high-power 550-size motors come pre-installed, giving the E-Savage the power you need for off-road action and wheelies on command. Two 3300 mAh 7.2V rechargeable Ni-MH battery packs are included for 14.4 volts of electric off-road power. And, the included GT Escape charger allows both batteries to be recharged at the same time. The included GT Speed Control delivers fully proportional throttle control and has built-in reverse to power you out of sticky situations.

The Twin Vertical Plates (TVP) chassis design was inspired by the time-tested durability of our Savage line. Twin Vertical Plates serve as the stable core of the chassis design, providing the critical strength needed to stand up the abuse of hard off-road driving. The rigid aluminum TVP chassis has a stylish design that places the front, rear and center gear boxes between two upright aluminum plates. With the V-shaped battery layout (VBL) we have placed the batteries (the heaviest items on the truck) at the lowest possible position to make the center of gravity very low for quick and precise handling.

The E-Savage RTR contains everything you need to run! A factory pre-assembled chassis, radio set and printed and trimmed body are all included in the E-Savage RTR. Now available in three pre-painted body styles... truck, ATV and Baja TT ready to go out of the box.

hpi-racing™

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In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. *Got something you want to see In The Dirt? Email me at MikeW@rc411.com.*

Words: Michael Wortel

James gift to his girlfriend's dad is a restraining... nevermind–don't ask.

2WD: TEST FOR ECHO

I got my first RC car in 1994—a gift from my dad's girlfriend who was trying to buy my love. She wasn't able to accomplish this goal, but thankfully I got my first RC car out of it, or I may not be here today. I started racing at my local track in 1995 with an RC10 Worlds Car, the one Brian Kinwald won the big hardware with.

Back then, 2WD electric, 1/10-scale gas truck, and drivers like Kinwald and Francis were king. Where are they now? Well, Kinwald is really nowhere to be found, Francis is selling houses in the Bay Area (well, trying to, anyway), and 2WD has seemingly fallen off the face of the map. What is happening to the class?

The obvious observation is that 4WD nitro is stealing the thunder. Back then, in the heyday of 2WD, 1/8-scale was more of a novelty than anything else. Sure, it was an actual class, but there were really only two big manufacturers making kits, and they seemed overly expensive—too out of reach for anyone without a six-figure income.

So captain obvious would say that 1/8-scale must be cheaper now to race competitively, because 90% of the cars you see on the track are of that nature. But is this the case? Not really. Although the explosion of RTRs has given a less expensive entry point into 1/8-scale, you're basically paying the same large price today that you were paying ten years ago to assemble a pro-level kit. Therefore, it appears that money really isn't the issue after all.

It's hard to pinpoint how and why 1/8-scale has taken over, and that's because there are a bunch of different factors. Here's what I have so far:

1 THE T-MAXX SHOWED PEOPLE JUST HOW COOL 1/8-SCALE NITRO REALLY IS. The speed, the sound, the size, the smell—nitro is a sensory experience.

2 IT'S EASIER FOR AN AVERAGE DRIVER TO PILOT AN 1/8-SCALE EFFECTIVELY. They are a lot more forgiving than 2WD.

3 LOCAL REACTION. As 1/8-scale grows, track owners are shying away from smaller 1/10-scale tracks in lieu of motocross style 1/8-scale tracks, because if they don't stay current, they'll go hungry.

4 THE MEDIA AND MANUFACTURERS. This is perhaps the biggest reason that 1/8-scale has dwarfed 1/10-scale in popularity. Consumers buy what they perceive as being the "in thing." Look through any RC magazine of ten years ago, and you'll see that 70% of the articles and ads were about electric. Now, the opposite is true.

Did the media create the market, or is the shift in the paradigm just a response to consumers' demands? Like every complicated question in the world, it's probably a little of both. Manufacturers and media base their content off of what is popular. However, consumers build this desire off of what they see and hear about in magazines, the Internet, and at the track. This relationship is interesting. Who really drives whom?

In the end, there isn't a clear answer. It takes a combination of manufacturers, consumers, and media to create a market (or class, in this instance). So if you're a 2WD guy who is sad that your class is no longer on top, it's pretty much everyone's fault, including your own. The best thing you can do to promote your class is to maintain interest! If you keep racing, and if you continue to talk about and purchase 2WD kits, the media and manufacturers will respond. If you let them die, they undoubtably will. 1/8-scale isn't a fad. It's here to stay, until something else "cooler" grabs everyone's attention.

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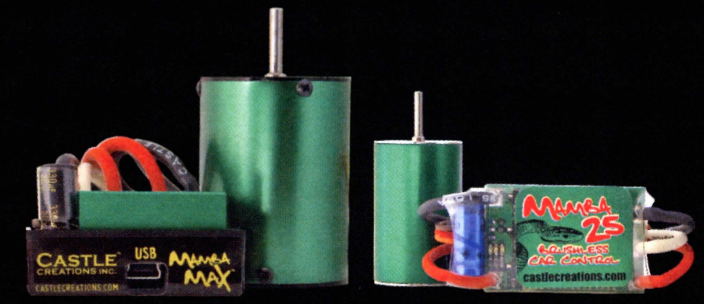

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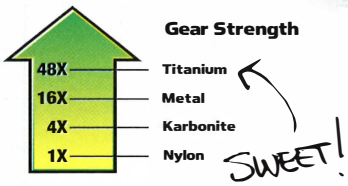
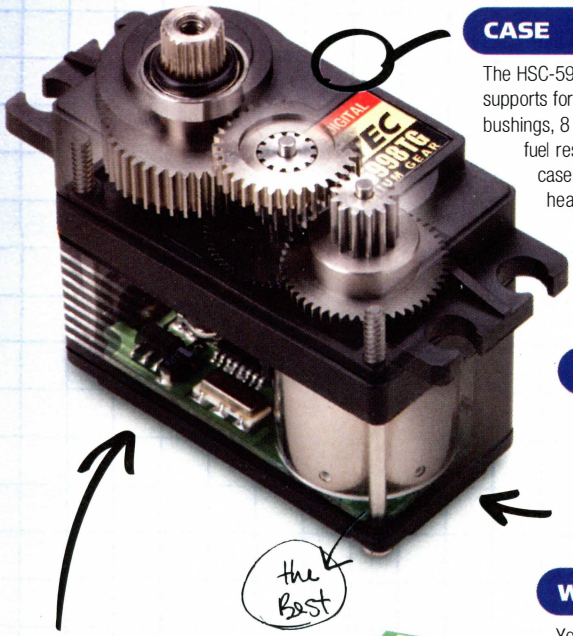
GEARS

The HSC-59XX Series servos feature Titanium gears that are the strongest in the world. The HSC-6965HB servo uses the durable and long lasting Karbonite gears.

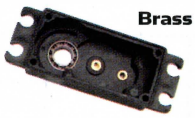




CASE

The HSC-59XX servos feature top case supports for the hardened pins and brass bushings, 8 case "O" rings for excellent water and fuel resistance and a metal heatsink center case to shed unwanted performance robbing heat from the motor.

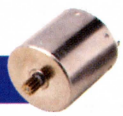




Brass Bushings

MOTOR

The HSC-59XX Series servos use a premium coreless motor with heavy duty carbon brushes.





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With blinding fast speed this servo reacts faster than your brain. The HSC-5996TG provides exceptional steering performance in touring cars as well as instant throttle response for 1:10th and 1:8th scale Nitro applications.

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The perfect combination of speed and torque for any off-road application. It's the best choice for throttle/brake and steering in 1:8th scale buggies.

HSC-5998TG

With massive torque this power-house servo is specifically designed for use in the largest monster trucks like the Traxxas T-Maxx and REVO.

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MODEL	TORQUE*	SPEED*	GEAR TYPE	SIZE LXWXH	WEIGHT
HSC-5996TG	111oz	.10	Titanium	1.6"x0.8"x1.4"	2.18 oz.
HSC-5997TG	181oz	.17	Titanium	1.6"x0.8"x1.4"	2.18 oz.
HSC-5998TG	250oz	.19	Titanium	1.6"x0.8"x1.4"	2.18 oz.
HSC-6965HB	111oz	.10	Karbonite	1.6"x0.8"x1.4"	1.83 oz.

*Torque and Speed Specs at 6V

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Part #: ORI28101; Ori28103; ORI28104; ORI28105; ORI28106
MSRP: $120

Axial Stuff

28RR Spec 1 Engine

Axial is capitalizing on truggy's burgeoning popularity by updating their already impressive .28 engine. The new 28RR has undergone changes to give it a more effective power band at high revs. The engine head has also been redesigned to improve cooling and lower the CG. The engine comes with a pull-start, but Axial offers a back plate for about $20, which will allow you to use a starting box. Axial makes some high-quality engines, and the price on the 28RR isn't going to break the bank or get you into too much trouble with the wife.

Available Now
Part #: AX0330
Street price: $260



Flywheel Tool

If you're an urban engineer like myself, chances are good that you use the handle of your pliers to hammer the flywheel off your crankshaft. But there's actually a tool that you can use to get it off right, without having to smack it with anything blunt. Axial's new flywheel tool will fit most flywheels, and it's constructed out of billet aluminum. Simply slide the open end over the front of the flywheel and tighten the screw. It pushes against the crankshaft and pries the flywheel off with precision. Don't be like me … there's a good tool for every job.

Available Now
Part #: AX20006
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GRAND STAND
Folding Buggy & Truck Stand, 1/16th to 1/7th Scale
$49.99
TRI13012
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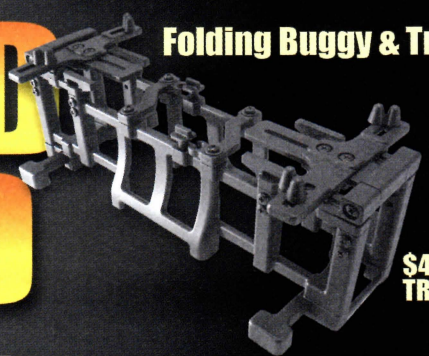

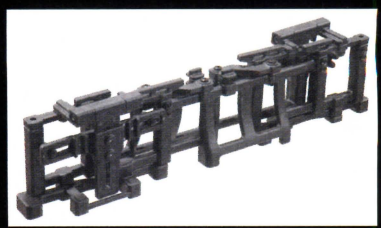

Team CHECK·POINT® TC·1030



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Linear charging is just one of the five charging modes the TC-1030 offers. Charge rates are adjustable all the way from 0.1A to 10A.



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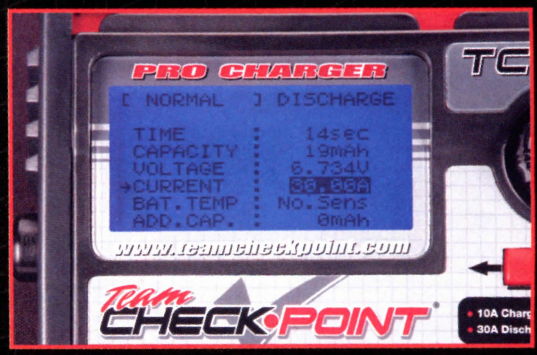
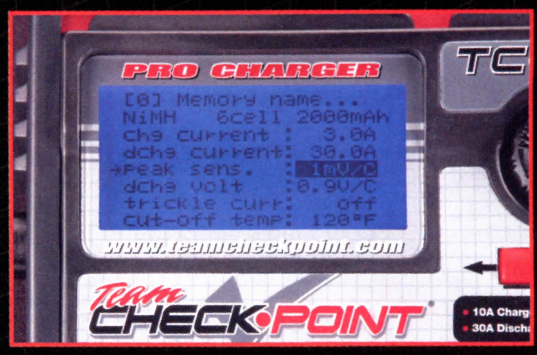


Custom-pulsed technology protects cells even when they're discharged at 20A and 30A rates. Includes a dead-short mode for creating killer packs.



Charges 1–4 LiPo cells and 1–10 NiCd and NiMH cells.



Pinpoint rates as low as 0, 1 or 2mV — or go as high as 15mV (for NiMH cells) or 25mV (for NiCds).

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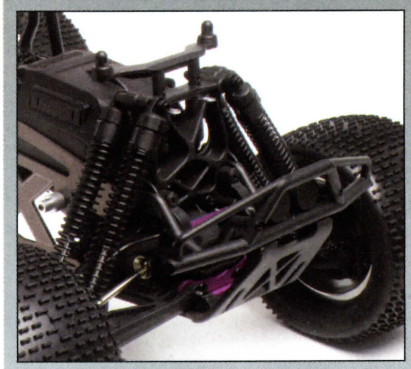
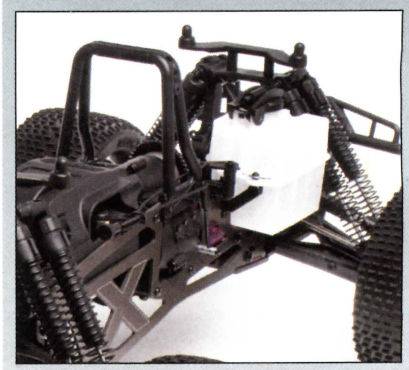
MONSTER PIT, our monthly department dedicated to nothing but monster trucks: electric and nitro. Look for Monster Pit every month for the latest on new monster parts, kits, racer tips, off-road news, and off-road how-to's. ***Got something you want to see in Monster Pit? Let me know at JamesR@rc411.com.***

Words: James Revilla

MAKE YOUR OWN SAVAGE





HPI Racing is big on RTRs, but they know that many of us like upgrading and customizing our trucks. With that in mind, HPI came out with a "bare-bones" Savage, dubbed "Savage X SS." The biggest difference between this and the regular Savage X is that HPI removed the kit engine to give you the opportunity to bolt in whatever powerplant you wish!

HPI didn't just drop the kit mill; they also beefed up the already proven chassis. The aluminum TVP chassis plates have extra strength in critical areas, and the motor plate is now constructed of thick 2.5 mm 7075 aircraft quality alloy. The engine mount also has an adjustable nose support for the engine, designed to prevent the engine from moving during hard landings or crashes. Even the nylon skid plates and bumpers are beefed up for extra durability, and sealed to prevent dirt from getting into the differentials. HPI's dual stainless steel disc brake kit comes standard, featuring two vented discs and a machined steel brake hub. An adjustable cam-type servo saver delivers quick steering response and added servo protection.

Inside, all of the internal diff gears are shimmed for precise mesh, and HPI even shims the outdrive bearings and input shafts for extra precision. A hardened steel spur gear with a matching ventilated clutchbell has been added for the ultimate in drivetrain strength, right out of the box. You'll also find a high-performance, polished, tuned pipe and high flow tube header to help maximize power output. High grip HPI Dirt Bonz and chrome Warlock wheels are standard, mounted on proven-tough 17 mm cast alloy hex hubs and new steel "Nylock" wheel screws with serrated fins that prevent the wheel nuts from vibrating off.

No electronics come in the kit, so owners can individually customize their Savage. Even the included pre-trimmed body (with pre-cut decals and window mask) is clear, so you can paint as desired. With the new Savage X SS kit, there will surely be a lot of custom rides rolling around!

Savage X SS, #883, $580

www.hpiracing.com



Personally, I think all RTRs should have an unassembled counterpart.

XRAY NT1

1/10 LUXURY NITRO TOURING CAR



LOWEST CG

NT1 features all the parts positioned ultra low creating the lowest CG platform. Low fuel tank can be lowered by another 3mm using optional tiny receiver pack.

MADE IN EUROPE SLOVAKIA

Developed, designed & styled by **Dipl. Eng. Juraj Hudy,** Chief Designer, XRAY

MULTI FLEX ™

Unique new Multi-Flex™ 1-piece engine mounting system allows chassis stiffness adjustment for different racing condition... **another XRAY revolution!**



Available as option only

XCA CLUTCH



Easily-adjustable 3-shoe XCA (**X**RAY **C**entrifugal-**A**xial) clutch featuring clutchbell, clutch nut and preload collar made from exclusive **Hudy Spring Steel™**, hardcoated flywheel, clutch nut, preload collar, shoe support plate and spring cup made from premium **Swiss 7075 T6**.

2-SPEED



Precision, super-smooth 2-speed transmission features **HUDY®** shaft, **Swiss 7075 T6** gear adapters, hand-ground German 1-way and world's most precise wobble-free spur gears

XRAY MULTI-DIFF ™



Available as option only

Unique, revolutionary front **XRAY Multi-Diff™** enables 3 different easy settings:

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- one-way solid
- full-time solid axle

• pure racing design, premium luxury quality, and **highest performance** • 2.5 mm graphite radio plate, front shock tower and roll center bridge, 3.0mm graphite rear shock tower • centralized 75cc fuel tank with hypertonic tank lid and internal stone-type filter • 7075 T6 aluminum brake hub with precision-pressed pins • **laser-cut, precision flat-ground** ventilated steel brake disk for ultra-efficient fade-free braking • high-grip **Ferodo™** brake pads • 7075 T6 aluminum ball-bearing supported brake cam • most efficient, smoothest drivetrain using optimum belt and pulley construction with super-low rotating mass • exclusive **Hudy Spring Steel™** drivetrain parts for highest performance and unmatched lifespan • **PUR®** reinforced high-efficiency, low-friction drive belts • specially-designed adjustable graphite side-belt tensioner allows easy engine removal • solid axle diff adapter transforms differential into **solid axle (spool)** • advanced suspension geometry **optimized** and finely tuned for high-competition racing • lightweight yet durable suspension parts molded from XRAY's self-developed composite mixture • fully-adjustable suspension featuring **I.S.S.™** (Integrated Suspension Settings™)• easily-adjustable hand-ground **blade-style** front-anti roll bars from **Hudy Spring Steel™** • precision pivot balls specially hardened for enhanced lifespan • centralized ball-raced steering servo saver with adjustable spring tension • easily-adjustable Ackermann positions using integrated inserts • fine-threaded shock bodies for precise ride height adjustment • **specially-hardened** shock shafts for maximum strength • XRAY **self-developed** and manufactured ultimate racing springs are hand-selected for maximum precision, equal length, and equal damping characteristics

NT1 DEBUTS AT US Winternats



Team XRAY debuted with 8 cars at the 2007 US Winternats. Out of almost 100 participants all 8 NT1 cars were positioned in the top 20, with 4 cars in the A main final, and Ralph Burch taking a podium finish for the XRAY NT1. Some of the world's most exciting and most successful debuts ever!

A main final:

3. Ralph Burch - XRAY NT1
5. Martin Hudy - XRAY NT1
6. Martin Christensen - XRAY NT1
8. Paul Lemieux - XRAY NT1

B main final:

Jilles Groskamp - XRAY NT1
Juraj Hudy - XRAY NT1
Teemu Leino - XRAY NT1
Barry Baker - XRAY NT1

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XRAY USA 167 Turtle Creek Blvd. Suite C, Dallas, Texas 75207
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E-mail: xray@rcamerica.com
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RPM Hop-Ups For Your Associated Trucks

NEW! GT2 Arms

Available in Black or Blue

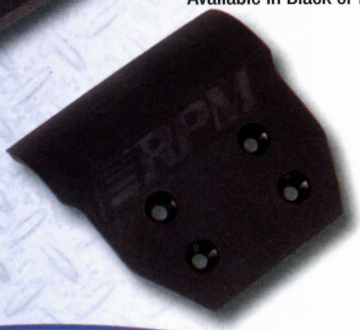
Front Arms include and must use the bulkhead. Front Arms can be used on T4. See website for details.



Rear Arms for GT2 only

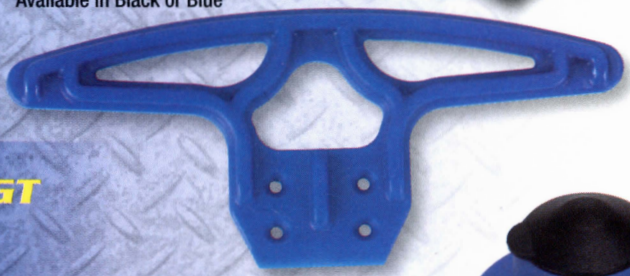
Mini Bumper

For GT, GT2, B4 & T4
Available in Black or Blue



Wide Front Bumper

For GT, GT2, B4 & T4
Available in Black or Blue



Miscellaneous Parts For GT2 & GT

- Heavy Duty Rod Ends (Ball Cups)—GT2 & GT
- Radio Receiver Box, available in Black or Blue—GT
- Front & Rear Body Mounts, available in Black or Blue—GT
- Front & Rear A-Arms, available in Black or Blue—GT
- Rear Bulkhead, available in Black or Blue—GT
- Rear Inside Suspension Mounts 3° or 0°, available in Black or Blue—GT

Molded Gear Cover

For B4 & T4
Available in Black or Blue



2.2 Chrome Wheels

Standard Only—Not Quick Change



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RPM R/C Products 14978 Sierra Bonita Lane, Chino, CA 91710

VANTAGE RACING

Vantage Racing sent us some nice new options for your Savage, Savage-X, Revo, Jato, and T-Maxx:

HIGH TECH C/F

While the Revo's aluminum monocoque chassis is nice, the Vantage Racing carbon fiber chassis is impressive. This one-piece chassis features an extended wheelbase, and includes shorter steering linkage rods and a new fuel tank post–everything you need for the conversion.



VERY RUGGED

Vantage Racing's VR drive shafts are heavy duty and built to last. Each drive shaft features a rubber boot cover for the universal joint to keep crud out. Metal dogbones and hardened axles come in pairs to outfit your drivetrain.



SHIELD'S UP!

Finally, protect your Savage or Savage-X fuel tank with this nice, new, graphite Tank Shield. Lightweight but strong and rigid, the tank shield features a fuel level gauge on the front so that you can still keep tabs on your fuel consumption in a flash.



Jato Carbon Fiber Chassis, #RE0303, $130
VR Drive Shaft Sets, T-Maxx #TM0003 / Jato #JA0003, $36
Savage-X Fuel Tank Shield, #SA0001, $30
www.vantageracing.com

Pro-Line Racing



For all you monster truck and rock crawlers looking for a different feel, check out Pro-Line's new Ambush body. The Ambush rocks the old school custom look, and like all of Pro-Line's offerings, includes the usual: window masks, decal sheet, and overspray film. Designed to fit Traxxas T/E-Maxx, Revo, and HPI's Savage/Savage-X trucks, the Ambush can take a beating with its .060 Lexan.

Ambush, #3239-00, $32
www.pro-lineracing.com

X



X STOCK PRO, EP1166
Meets All ROAR/ARCOR specs
27 turns, 22 awg wire.
40 lamination "X™" Armature.
24 degree locked timing.
Drill balanced.
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INTRODUCTORY PRICE - LIMITED TIME OFFER
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40+ MPH



SPECIFICATIONS

- Length: 63.5cm (25 in)
- Height: 30.5cm (12 in)
- Width: 43.2cm (17 in)
- Weight: 6.35kg (14 lbs)
- Wheelbase: 41.91 cm (16.5 in)
- Tire diameter: 17.78cm (7 in)
- Ground Clearance: 10.16cm (4 in)

FEATURES

- Front Universal Joints
- Steel Hex Screws Throughout
- 7"Massive Tires with Foam Inserts
- Large Front and Rear Chrome Bumpers
- 8 Threaded Aluminum, Oil-Filled Shocks
- Polished Rear Exhaust Tuned Pipe System
- Bevel Geared Differentials Front and Rear
- Large 4.5" Chrome Wheels with 17mm Hex



INCLUDES

- Factory Installed
- XTM .28 Rear Exhaust Engine
- 3 Channel, 10 model memory FM Radio System

PLAY DIRTY

THE MONSTER MT IS FREAKISHLY HUGE,

unforgiving, and cruel to all who would dare stand in its way! Big and bad, it measures over two feet long and almost a foot and a halfwide. Its massive seven inch diameter tires gives this Monster nearly four inches of ground clearance! Eight threaded aluminum, fully adjustable oil-filled shocks create a plush ride and enough traction to conquer any terrain at any speed. Being a Monster requires monster power. That's where the XTM.28 engine—with its polished aluminum rear exhaust—comes into play. Coupled to an all-steel, two-speed drive train, this nitro burning powerhouse accelerates this big brute up to a very impressive 40+ mph! Four vented disk brakes rein-in this monster in no time. Making this Monster go where you want is easy thanks to two metal-geared, high-torque steering servos putting out 350oz/in of combined torque! When it comes to all out performance or just bashing around fun, look no further than the Monster MT. (Item #145621)

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GLOBAL

Get more information about the MMT at www.teamxtm.com. Purchase the MMT at your local dealer. If your local dealer does not carry the MMT, please call 800-854-8471 to purchase your MMT right now! XTM distributed in North America by Global Hobby Distributers, 18480 Bandilier Circle, Fountain Valley, CA 92708.
www.globalhobby.com

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RUMOR MILL

Quite a bit of the furor over 5-cell versus 6-cell touring car racing has died down in the last couple of months, but **doomsday theorists take note:** the first batch of cars with European 5-cell versions are starting to be announced, beginning with the Corally RDX Phi. The Euro Phi will feature a 5-cell chassis, front one-way, and 3-degree caster blocks, while the US version will come with a more familiar 6-cell configuration, dual diffs, 6-degree blocks, and stiffer springs. Does this mean we'll start seeing variations on weight placement for these **different designs?** Somewhat more importantly, could the manufacturers' willingness to do this signal that **LiPo-specific versions** of popular touring cars could be around the corner? Only time will tell.

While this year's Carpet Nats certainly went off without all of **the usual crying and complaining** that have accompanied ROAR events in the past, there was still a little bit of drama behind the scenes. Some vocal participants cried foul after the race, claiming that a major manufacturer was using **prototype motors** that were not yet available to the public, citing an obscure and seldom followed ROAR rule that all motors used in Championship events must have been available for public sale prior to the race. Since major events are usually a testing ground for **new and innovative products,** this rule never made a lot of sense in the first place—at least not in today's market. Word on the street is, ROAR will be taking a **close look** at this and other rules in the very near future. Bravo!

Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. ***If you've got a tip, secret or new part you'd like to see here, just email ShaneA@rc411.com.***



Words: Shane Archer

BARRY BAKER, XRAY CAPTURE 2007 CARPET NATIONALS

LET'S FACE IT: ROAR National Championship events have gone through quite a few ups and downs over the years—and especially in recent memory. Still, at no time did the prestige of winning one of these titles ever diminish. The ROAR committees have been hard at work over the past year, restructuring their racing focus with the creation of the Race Management Team (RMT), which officially began overseeing events in 2007. The 2007 Carpet Nats, held at Josh Cyrul's own CEFX Raceway in Michigan, marked the real debut of the RMT, and the reaction was unanimously positive, both for the venue and for the event itself.

On the track, the top story was none other than Barry Baker, who just last Fall parted ways with his race team of many years to join forces with XRAY. Everybody expected big things out of Barry this year, and he didn't disappoint in the least. The TQ position bounced around over the weekend until Chris Tosolini finally nabbed it, with Barry a close second. The first of three mains saw Tosolini grab the win, followed by Mike Blackstock and race host Josh Cyrul. Things got interesting in the second main, as Barry eeked out a victory with Tosolini in tow. Going into the last run, it was anybody's game: Tosolini had a first and a second, Barry a first and a fourth, and Blackstock a second and a fourth. With one throw away round, all three were still in it—and they knew it! Right from the beginning, Barry pulled even with Chris, and the two raced side-by-side, inches apart for a lap with the Championship on the line. The close racing forced Tosolini wide and into a corner flap, giving Barry the chance to pull away…and he never looked back. For the first time in a few years, Barry was again a National Champion.

Modified Touring Results

1. Barry Baker	97	100	100	200	XRAY T2'007
2. Chris Tosolini	100	99	92	199	Corally RDX Phi
3. Mike Blackstock	99	97	99	198	Corally RDX Phi
4. Mike Dumas	94	96	98	194	Team Losi JRX-S Type R
5. Josh Cyrul	98	91	94	192	Kyosho TF-05 Stallion
6. Todd Hodge	91	98	93	191	Team Losi JRX-S Type R
7. Ray Darroch	95	92	96	191	XRAY T2'007
8. Jeff Dayger	93	95	95	190	Corally RDX Phi
9. Paul Lemieux	92	93	97	190	XRAY T2'007
10. Ralph Burch	96	94	91	190	XRAY T2'007

Hate him all you want, but Baker still has the skills you wish you had.

What charger does the guy that just beat you use?



...chances are it's a Competition Electronics.



TurboMatcher 8 (New for 2007)
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Pit Bull X3
#CEI-4310



Turbo 35 GFX
#CEI-3760



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MIKE DUMAS WINS 1/12 WITH SPEEDMERCHANT

Things were just as exciting in Modified 1/12-Scale, which has been gaining popularity in the past few years, and very few drivers have been as dominant recently as Mike Dumas and his Speedmerchant Rev 4.5. Mike turned in another excellent performance in qualifying, putting himself at the top of the grid in front of perennial favorite Mike Blackstock. Dumas led the first A-Main until the finals laps, when a bobble put his car outside the race line, demonstrating exactly how important "clean" tires are to any race car; after running off-line for just a moment, Dumas' car spun in the next corner, letting Blackstock by with no time left to catch him. The second main was a bit more chaotic, as Dumas and Blackstock got together on the first lap, setting off a melee that re-sorted the entire field, with Josh Cyrul grabbing the win (all the way from 10th on the grid!) in front of Todd Hodge and Dumas. Going into the final A, four drivers still had a great shot at the title, but this time it was the "Mike & Mike" show as Dumas and Blackstock put on a driving clinic. They raced nose-to-tail throughout the main, and in the end it was Dumas winning by four tenths of a second—exactly one tenth of a second fast enough to win the tiebreak and take the Championship.

All in all, the 2007 ROAR Carpet Nats was a surprisingly refreshing event. The host track was awesome, and ROAR really stepped things up with the Race Management Team to put on a great event for all involved. You can be sure that quite a few drivers are already looking forward to next year.



Modified 1/12th Results

1. Mike Dumas	99	98	100	199	Speedmerchant Rev 4.5
2. Mike Blackstock	100	96	99	199	CRC Gen X
3. Josh Cyrul	98	100	98	198	CEFX C12
4. Todd Hodge	95	99	97	196	CRC Gen X
5. Bobby Flack	97	97	96	194	CRC Gen X
6. Eric Desrosiers	96	94	94	190	Associated 12L4
7. Barry Baker	94	93	95	189	Speedmerchant Rev 4.5
8. Jeff Dayger	92	95	93	188	CRC Gen X
9. Andrew Gray	93	92	92	185	Speedmerchant Rev 4.5
10. Chris Tosolini	91	91	91	182	Corally SP12X

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19 TURN SPEC



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XXX stand-up brushes

The strongest FB-9 magnets

Billet aluminum endbell & billet copper brush hoods for the lowest resistance and coolest operating endbell system

Internal capacitor system with continuity LED

Dual ball bearings

Adjustable timing

Meets all ARCOR & ROAR specs for this class of motor.

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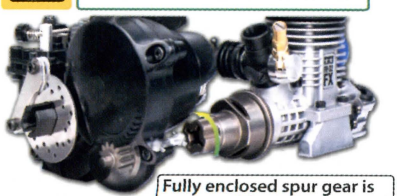
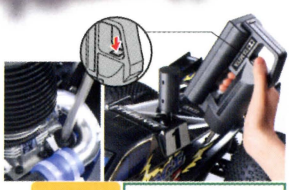


Fully enclosed spur gear is protected from damage and grime for smooth operation







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XRAY NT18MT RTR

Words: James Revilla ■ Photos: Oliver Bentley

Mini With the XRAY Touch

As the monthly writer of "Monster Pit," I come across a lot of, well, monster trucks. When I was assigned the XRAY NT18MT monster truck, it was a little weird, because it's 1/18-scale. Referring to this as a "monster" felt a little awkward, but that's beside the point. What we have here is a micro-sized, ready-to-run micro monster that's about to be put to the test. Can this "monster" hold up to XRAY's reputation?

Nitro frustrates me... unless it's a good engine like the NT18.

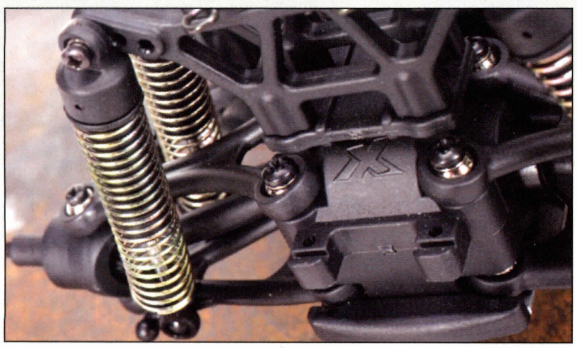
XRay NT18MT RTR



• 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI •

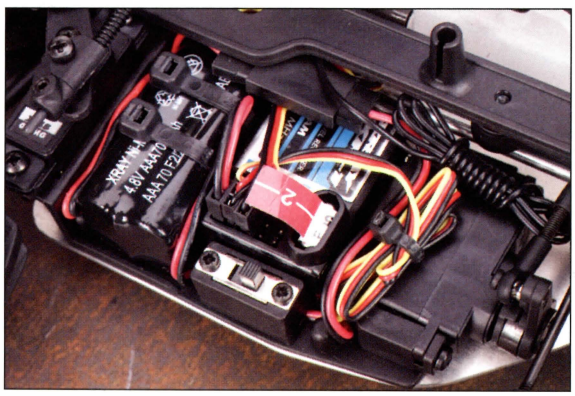
VEHICLE FEATURES

The NT18MT is a monster truck version of their NT18T; the main difference being additional chassis changes to equip it as a true monster truck. Understanding the true meaning of "RTR" XRAY also includes a Hudy starter box and receiver pack as standard equipment—no mini lawnmower motor in this rig! Pre-assembled and ready to go, The NT18MT is more than just another mini.



The NT18MT gets monster truck status by featuring twin shock towers on each end (that's 4 total) with 2 micro shocks for each wheel. Speaking of, the NT18MT's larger, wider "starburst" wheels are wrapped with XRAY micro MT shoes, with a familiar chevron pattern.

Like its relatives, the NT18MT's removable radio tray is super convenient. XRAY pre-installs everything–from the AM receiver, to the micro servos, and even the receiver pack–so that all you have to do is fill the tank, charge up, and get going. A 2-channel XRAY pistol grip radio gives you control over this micro monster.



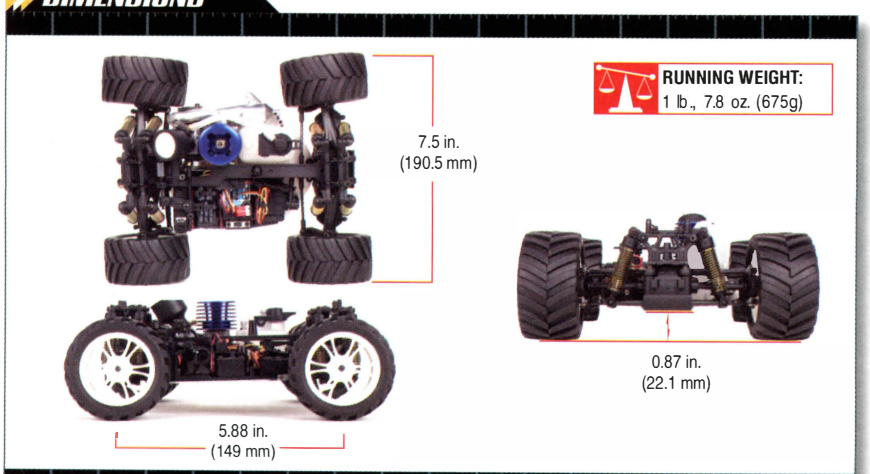


The hunt continues for the original starter box.

CONNECT:

MANUFACTURER: Team XRAY
Distributed by R/C America
PHONE: 214.744.2400
WEB: www.teamxray.com

DIMENSIONS



RUNNING WEIGHT: 1 lb., 7.8 oz. (675g)

VEHICLE INFO

VEHICLE:	NT18MT RTR
SCALE:	1/18
TYPE:	Micro nitro truck
PART #:	380840
STREET PRICE:	$290-$300
PRICE AS TESTED:	$309
SETUP TIME:	1 hour
EXPERIENCE LEVEL:	Intermediate



THE XRAY LINE OF VEHICLES IS ALWAYS TOP-NOTCH, AND THE NT18MT INHERITS THE SAME TREATMENT.

TECHNICAL INFO

CHASSIS

LAYOUT:	T6 7075 aluminum lower deck

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	None

SHOCKS

BODIES:	Molded
DAMPING:	#1000

DRIVE TRAIN

TYPE:	4WD Shaft
DIFFERENTIAL:	Ball (2)
AXLE TYPE	Universal
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	16/54
GEAR RATIOS:	
PRIMARY:	3.37:1
INTERNAL:	2.50:1
FINAL:	8.44:1

ITEMS NEEDED

Fuel, glow plug igniter, AA batteries, 6-cell stick pack for starter box, charger

MAIN COMPETITION

Trinity Next, Kyosho Mini Inferno ST 09

WHO IT'S FOR

Aspiring nitro monster truckers who don't have monster-sized space

ACCELERATION

ACCELERATION (0-60FT):	3.42 sec. @ 18.2 mph
TOP SPEED:	30.4 mph @ 184 ft.
AVERAGE RUNTIME:	6 minutes

POWERPLANT INFO

I had a chance to try out XRAY's NT18 engine when Dave reviewed the NT18 micro sedan in issue #127, and it was pretty good. That said, the NT18MT is a totally different application, but still felt great. Throttle response was a fraction slower (there's more mass to move with those four big wheels and tires) but the engine was a torque monster. If I gunned the throttle too aggressively, the torque would overpower the chassis, sending the micro monster into a spin. I had no issues with tuning or flame-outs during testing. All in all, XRAY's NT18 engine is one of the better micro-sized power plants available today.

TESTING

Unlike actual 1/10- and 1/8-scale monster trucks, you don't need to find a large space to run a micro like the NT18MT. I actually ran the NT18MT in true basher style at Pegasus Hobbies' 1/10-scale off-road track, as well as outside our new office. After breaking in the NT18 engine and checking all the suspension angles, I fired her up and began testing.

Acceleration and Speed • The NT18 engine is a mighty mouse hidden in a small case. When I had the engine tuned, it went from zero to "go" in a matter of inches. On high-traction surfaces like asphalt, I had to be easy with the trigger in order to put all of the NT18's power to the ground. Also, top speed brought the word "wow" into my brain as the NT18MT was flying during our radar test (relatively speaking, of course).
Rating: 9/8

Handling • With the kit setup, the NT18MT was very responsive. Actually, it was pretty twitchy, especially at higher speeds, where the front-end grip would turn the chassis around in a blink. I turned down the dual rate on the radio to make driving more manageable, and afterward it was easier to motor around the track. With a small wheelbase like this, I found it better to roll through the corners, a la direct drive style, in order to get a consistent lap. On rougher portions, the suspension would fare well with the uneven terrain that was more 1/10-sized than 1/18.
Rating: 8

Jumping • With eight shocks and four monster truck tires, the NT18MT handled jumping with ease. The truck would sail level, and I could easily control the angle of descent by throttle input. Other micro-sized vehicles I've driven would bobble around like a ping-pong ball when the jumps were abundant, but the NT18MT took to them without even breaking a sweat.
Rating: 9

Wrenching

Maintenance • Like its relatives, the MT18MT has a removable radio tray that, once removed, makes maintenance a breeze. The front and rear gearboxes are sealed, and XRAY thought ahead about dirt and dust, giving the NT18MT a standard steel spur gear.
Rating: 9

Wear and Tear • To some people, the true test of a vehicle meant for bashing is durability. It's safe to say that the XRAY NT18MT withstood everything I threw at it, and didn't even flinch. Remember how I did some testing at a 1/10-scale track? Oh yeah, I jumped off the 1/10-sized jumps a lot. In the end there was nothing broken, no unusual wear or tear, and nothing much to worry about other than cleaning the dirt off at the end of the day. The XRAY line of vehicles is always top-notch, and the NT18MT inherits the same treatment.
Rating: 9

Tuning • It's unusual to have an XRAY that doesn't have the full allotment of suspension adjustments, but in the case of the NT18MT, there shouldn't be much to adjust in the first place. Camber is fixed, as is rear toe (front toe gets threaded rods for adjustment). The shocks don't come with extra pistons, but in all fairness, you don't need to tune much anyway. Out of the box the NT18MT felt great and the only real tuning you'd have to do would be to the engine, not the chassis.
Rating: 7

Conclusion

Another XRAY review typed out, and another satisfied driver on my part. Once again, XRAY delivers a product that performs well, is built with quality, and adds another bright star in their vehicle lineup. The NT18MT is a fun machine, and with almost everything (including starter box) included in the box, it doesn't take long before you are driving and enjoying the mini monster. Add to that a reliable and powerful engine, and the NT18MT gets our thumbs up!

All I want now is an XRAY 1/8-scale and my collection of complete.

RTR GEAR



Radio: XRAY XT1 AM



Receiver: XRAY XR1 3-Channel AM



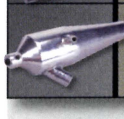
Servo(s): XRAY XMS 01-MG



Engine: XRAY NT18 0.8cc



Receiver Pack: XRAY 700 mAh 4.8 V 4-cell



Pipe: XRAY NT18 muffler

TEST GEAR



Fuel: Sidewinder 20% Backyard Basher, FSWBBQ, $9/quart

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

9	INSTRUCTIONS
10	PARTS QUALITY/FIT
9	DURABILITY
8	TUNABILITY
8	OVERALL PERFORMANCE
8	VALUE

HITS

- XRAY high quality
- Strong, easy-to-tune engine
- Starter box included

MISSES

- Short wheelbase twitchy at high speeds
- Not feelin' the body styling



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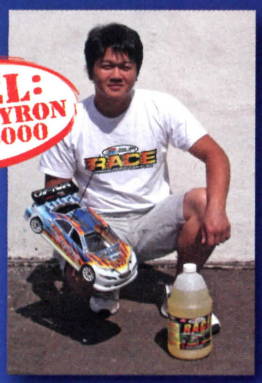
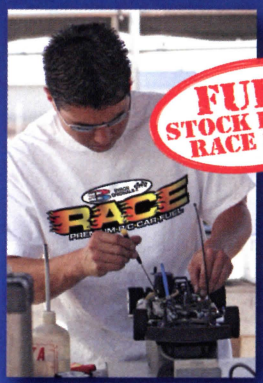


JEFFREY LIN
TQ & 1st Place
2006 O'Donnel Challenge

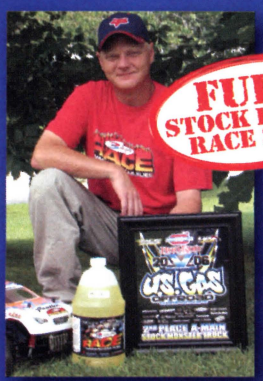
1st Place 2006 Airtronics



DARIN ISHITANI
TQ & 1st Place
2006 Winter Windup



NICK SMRT
TQ & 1st Place
2006 Byron On-Road Challenge



WILLIAM COPLEY
TQ & 2nd Place
Monster Truck
U.S. Gas Championships



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Team Losi 8IGHT-T

Words: Derek Buono ■ **Photos:** Oliver Bentley

You don't have to build it to win?

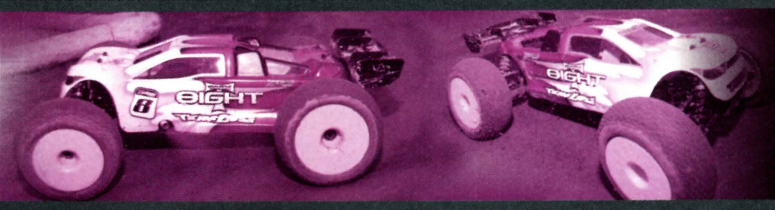
Like many folks, I'm not sold on getting an RTR, or in this case an almost ready-to-run racecar, but Losi is one of those companies not scared to rock the boat. The statistics are in and racers are a lazy bunch, and those who might be racers are even lazier. So what this means is that Losi's pre-built race chassis could bring more people to the track ... and it could be a flop. But if the on-track performance of the truggy says anything, the 8IGHT-T is already a winner. A decisive victory at the Nitro Challenge shows the truck is on pace, if not the pacesetter. So get over the fact that you can be faster on the track, or you have to double-check the build. This may be the future of all race kits, or a test to see if we want it this way. Either way you slice this bread, the 8IGHT-T is RED E.

Lazy people, pay attention.



One of the few cloudy days here in SoCal screws us again!

Team Losi 8IGHT-T



• 1/8-SCALE 4WD NITRO TRUGGY • 1/8-SCALE 4WD NITRO TRUGGY • 1/8-SCALE 4WD NITRO TRUGGY •

VEHICLE FEATURES

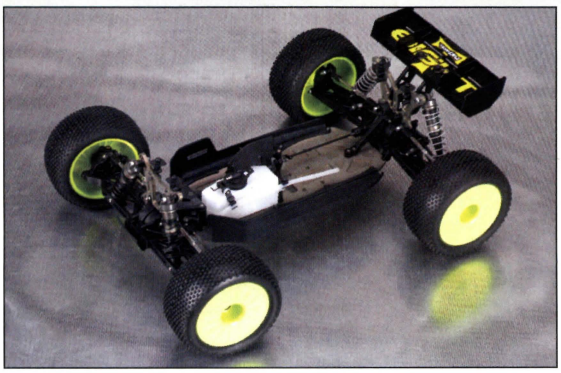
Losi broke the conventional cake mold with their buggy, and while other companies look for flaws in this design, they have made some serious waves in the racing scene. They continue that bucking trend with the truggy version of the 8IGHT: the 8IGHT-T. Adding the T did a few things that you'd expect and one thing you wouldn't. It's a pre-built rolling chassis, and Losi claims it's set up and ready to go.



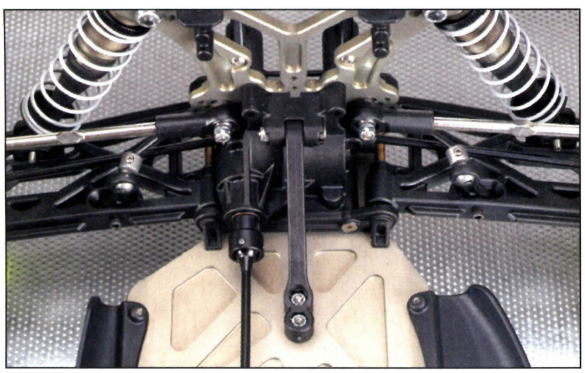
Derek will be running this truck this year.

LOOK MA' I BUILT IT MYSELF

Stop lying. What sets the 8IGHT-T apart is that when you open the box, 90% of the kit is built and staring you in the face. Love it or hate it, this is sometimes nice. It's like wanting a cake, but not wanting to bake it, but in this case you have to put some frosting and sprinkles on it to make it complete. In normal terms, you still have to add the radio and engine of your choice.



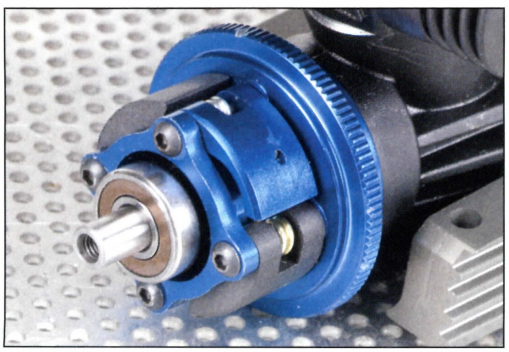
ALL MY WEIGHT IS IN THE MIDDLE



If you had to pin a design theory on Losi, its current one would be central mass. The 8T carries as much weight down the centerline of the car as the buggy, which makes the car quicker to respond to changes in direction. The engine is as close to the center of the chassis as it gets, and most of us know that it's one of the heaviest parts of the car.

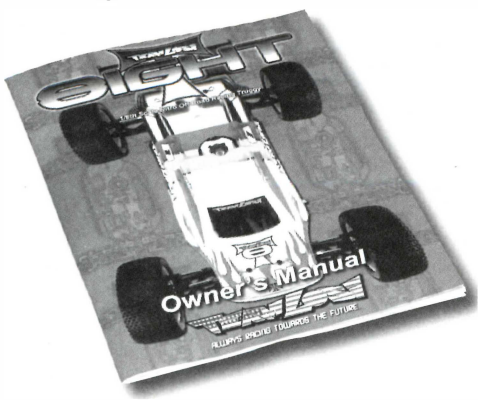
ALL IN THE CLUTCH

If you've been at the track and raced against a Losi, one thing you may have noticed is that they accelerate hard. Many racers have called it unfair, but it's the truth. They do get out of the hole like it was on fire. You can attribute that to the unique clutch design. The 4-shoe setup is lightweight and has lots of gripping force to power the truggy out of the hole. Maintenance is a snap, too, as you don't have to fight the springs to get them on.



INSTRUCTIONS AND SETUP

Unlike some RTRs that skimp on instructions in favor of an "overview," the 8T includes a full set of instructions that will guide the greenest RC'er through a full build. Plus—they explain most tuning options so you can actually learn something, too!



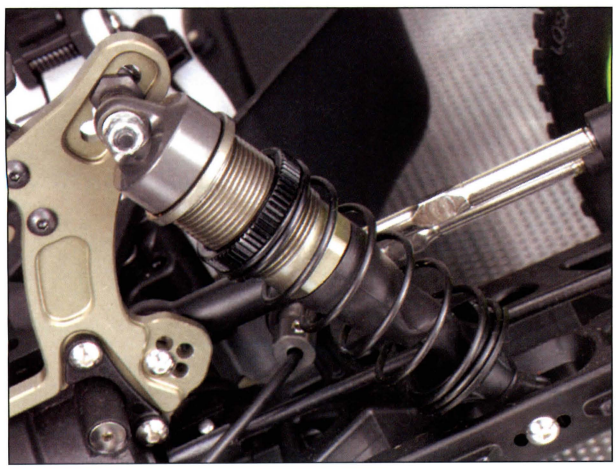


"...when you open the box, 90% of the kit is built and staring you in the face. LOVE IT OR HATE IT"

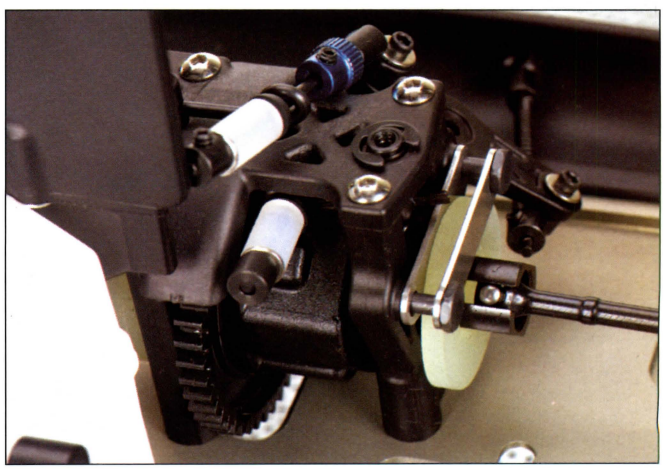
Is that the fuel tank or the sun?

THE BIG GUNS

In this case, it's the shocks. The current trend is big bore shocks and heavy-duty shock shafts. The 8T has both those departments handled, as the hard anodized shocks feature lots of volume, beefy shafts, and threaded bodies.



GEAR RATIO POP QUIZ



While some kits still use a giant center spur gear to get the gearing in check, the 8T uses revised front and rear diff ratios to allow the use of a smaller spur gear. This allows the center of gravity of the car to be kept low.

TESTING

We took the 8T down to Revelation Raceway for some final testing before switching to a larger track. The layout was recently refreshed with some tight corners and what has become a signature feature of the track: a gnarly triple that consists of a table top and a double about 30 feet from the start of the jump. Here's the danger: if you chicken out and slow up for a single double, you can get run over by somebody who's attempting the hero approach.

Acceleration and Speed • All the gossip at the track is that the 8IGHT is one of the hardest accelerating cars, and following suit is the 8T. It clearly jumps off the line at an incredible rate, leaving others in the dust. That power is translated efficiently, even through rough sections. Top speed is also awesome, but it did get a little light at the end of the straight, something I felt more with the buggy, but less with the truck. But remember that this is an out-of-the-box race truck, and out of the box it feels really good.
Rating: 10/8

Braking • Losi has made good brakes for a long time, and these are no different. The larger front rotor helps prevent fade. Out of the box, the bias is toward the front, which is okay for many people. Some may want to switch that to a rear bias, which takes just two seconds. Even with a front bias, the brakes worked awesome. Snapping the front end down was much easier than I thought it would be, with all the inertia in the driveline and wheels.
Rating: 10

Low-Speed Handling • Quick and nimble are two adjectives that may not normally be used with a big truck, but they can be used with the 8T. Losi vehicles have always had a different feel, and this continues with the truggy. It steers, and even though this characteristic may be hard for some to get used to at first, once you realize you don't have to use the throttle to steer as much, you get faster. Others have had a difficult time adapting to this kind of handling, thereby penalizing the car, instead of recognizing that they're just unable to adapt to the style this car needs to be driven.
Rating: 10

High-Speed Handling • The O.S. Speed put out some serious power, and that made for an enjoyable time hammering down the straight. On the pipe and full steam ahead, the truck hunkered down and tracked fairly true. The low profile tires included in the kit felt really good, but may have contributed to a little bit of instability at the upper end of the speed trap. I think a little thicker front oil would have helped calm the truck down at the end of the straight. But testing this as a boxed race car, my impressions pertain to features straight from the box.
Rating: 9

Pricey equipment choices.

TEST GEAR


Radio: JR Radio Z-1, JRP374075, $340


Module: Spektrum Pro, SPM1012, $180


Receiver: Spektrum SPM 1205 (included with module)


Servos: S/T: JR9000T/ JR8800 $115/each


Receiver Pack: MDP400, 10202, $25


Engine: O.S. Speed .21, 13893, $550


Pipe: Bullit 1005, MSRP1005, $105



Fuel: Team Losi - Nitrotane 30% Race LOSF0330, $30


Starter Box: Team Losi, LOSA99061, $75

CONNECT

TEAM LOSI (Distributed Horizon Hobby)	**ph:** 909.390.9595 **web:** www.teamlosi.com
JR RACING (Distributed by Horizon Hobby)	**ph:** 877.504.0233 **web:** www.jrradios.com
SPEKTRUM (Distributed by Horizon Hobby)	**ph:** 800.682.8948 **web:** www.spektrumrc.com
O.S. ENGINES (Dist. by Great Planes)	**ph:** 217.398.0007 **web:** www.osengines.com
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- **Bore x Stroke:** 16.26mm x 16.80mm
- **Maximum Power:** 2.62 hp
- **RPM (MP):** 31,300 rpm
- **Crankshaft:** SG
- **Carburetor:** 8.00mm Slide
- **Exhaust Type:** Rear

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Rough-Track Handling • It's easy to get rough track testing at Rev with the amount of cars and classes on the track at once. The suspension on the 8T is really good, and out of the box it handles most bumps on the track as if they were not there. The low profile tires seemed decent in the ruts, too. The truck instills confidence.
Rating: 10

Jumping • With the rip this truck has out of corners clearing jumps is too easy, and you might have to check up with a tap of the brakes while others will be trying to clear the same jump with a running start. They got the box setup pretty damn close and this is apparent on approach and landing—not to mention the fact that the brakes will suck the front end down if you need it.
Rating: 10

Wrenching

Maintenance • Working on the 8IGHT-T is pretty standard issue, although I do not like the split in the radio box, as it can be a pain. I wish, at least for the truggy, that the receiver box was enlarged, because jamming all the wires and a normal RX in there is not easy. Other than some minor gripes, working on the car is simple.
Rating: 10

Wear and Tear • Running practice at Revelation can be like running a gauntlet, as trucks, buggies, people, monster trucks and lamp posts make every turn an adventure. I wasn't going full tilt all the time, simply because of the shrapnel that littered the track (all the cars on their lids). And even when doing some stupid slides for the camera and ramming the pipes, nothing came close to even breaking, and watching the team race the 8T has shown that the Losi car is very durable.
Rating: 8

Tuning • Losi takes pride in helping anybody who races their cars, so setup and information is everywhere. The box stock setup is really good, although speaking with Adam revealed that he changed the oil a bit and runs a 42.5/27.5 split as opposed to the kit 45/30, but $8 worth of oil is all it takes to run exactly what Adam and Mike Truhe are using.
Rating: 9

Conclusion

Team Losi came into the market with something different and they've benefited greatly just by looking different. If you pay attention to trends, you'll see that the Losi buggy and truggy are very popular at the track, and have made some of the slower team drivers rocket up into the A. That means something. It means that the car is good enough to make a decent driver better. Yes, it drives differently, a little more aggressively than some of the others, but that's a good thing. Once you realize you are just as fast when you are driving slower, you'll be fast (confusing, yes). It may take a few races to get used to the car and be more consistent, but that kind of learning should help you be a better driver. If you're a yahoo who can't drive with a purpose and learn the car, then this might not be the car for you (or you may agree with a different magazine). Any way you slice it, this is the truggy to beat in 2007, and the Losi Team is proving it on the pro circuit. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

10	INSTRUCTIONS
10	PARTS QUALITY/FIT
9	DURABILITY
10	TUNABILITY
9.5	OVERALL PERFORMANCE
9	VALUE

HITS

- Comes pretty well set up for the track out of the box
- Lazy people will love the time it takes to finish the kit
- Incredible rip off the line
- Aggressive handling can make you faster

MISSES

- Radio box is cramped! Make a new lid; there's plenty of room
- Aggressive handling may be too much for some ("cough" other mags)
- I still say some will skip this truck because it's not a kit. Offer a kit too!

Lots of advice from Derek in the "misses"



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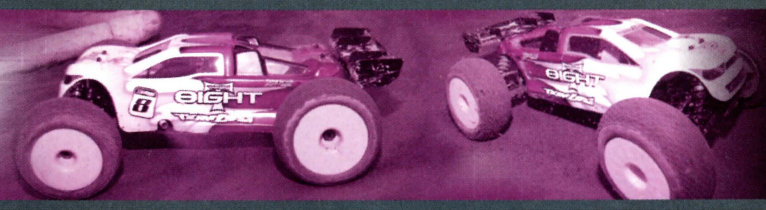
Team Losi 8IGHT-T



• 1/8-SCALE 4WD NITRO TRUGGY • 1/8-SCALE 4WD NITRO TRUGGY • 1/8-SCALE 4WD NITRO TRUGGY •

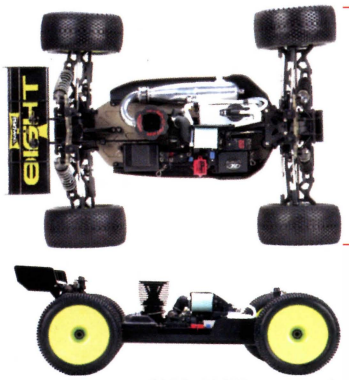
CONNECT:

MANUFACTURER: Team Losi
PHONE: 909.390.9595
WEB: www.teamlosi.com

VEHICLE INFO

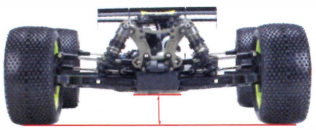
VEHICLE:	Team Losi 8IGHT-T
SCALE:	1/8
TYPE:	4WD nitro truggy
PART #:	LOSA0802
STREET PRICE:	$680
PRICE AS TESTED:	$2,215
SETUP TIME:	12 hours
EXPERIENCE LEVEL:	Intermediate to advanced racer

DIMENSIONS



16.375 in.
(415.9mm)

14.5 in-14.65 in.
(368.3mm-372.1mm)



1.5 in.
(38mm)

RUNNING WEIGHT:
9 lbs., 4 oz (4195g)

TECHNICAL INFO

CHASSIS

LAYOUT:	Layout: Flat stamped with bracing
THICKNESS:	4mm
MATERIAL:	7075 T6 aluminum
FUEL CAPACITY:	150 cc

SUSPENSION

TYPE:	4-Wheel independent with adjustable upper link
TURNBUCKLES:	Titanium
STEERING:	Adjustable, dual bell crank with integrated servo saver
SWAYBARS:	(F/R): 5.0 (black) / 4.0 (grey)

SHOCKS

BODIES:	Threaded aluminum (hard anodized)
DAMPING:	(F/R): 45 wt. / 30 wt.
PISTONS (F/R):	(F/R): 54 / 56
SPRINGS (F/R):	(F/R): 5.0 (black) / 4.0 (grey)

DRIVE TRAIN

TYPE:	Shaft-driven 4WD belt w/ center diff
DIFFERENTIALS:	4-gear fluid damped
DIFF FLUID:	(7,000 wt. / 10,000 wt. / 5,000 wt.)
AXLE TYPE	CV-Type
TRANSMISSION:	Single-speed
SPUR GEAR MATERIAL:	Hardened steel
CLUTCH	4-shoe (2 aluminum, 2 composite)
CLUTCH SPRING:	.040 Silver (aluminum), .040 Gold (composite)
BEARINGS	Rubber-shield

GEARING

CLUTCHBELL/ SPUR:	14/48
GEAR RATIOS:	
PRIMARY:	3.43:1
INTERNAL:	4.30:1
FINAL:	14.75:1

BODY, TIRES, WHEELS

BODY:	Team Losi
TIRES (F/R):	Team Losi
DIAMETER/ WIDTH:	145mm x 62mm
HEX SIZE:	17mm
WHEELS:	Losi plastic dish (yellow)

ITEMS NEEDED

Radio system, servos, engine, tuned pipe set, tires, paint, glue, starting box, glow ignitor, CA, receiver pack, servo horns, shock oil

MAIN COMPETITION

Mugen MBX-5T, Kyosho ST-R, CEN Matrix TR, Hot Bodies Lightning, Jammin' CRT, HPI Hellfire

WHO IT'S FOR

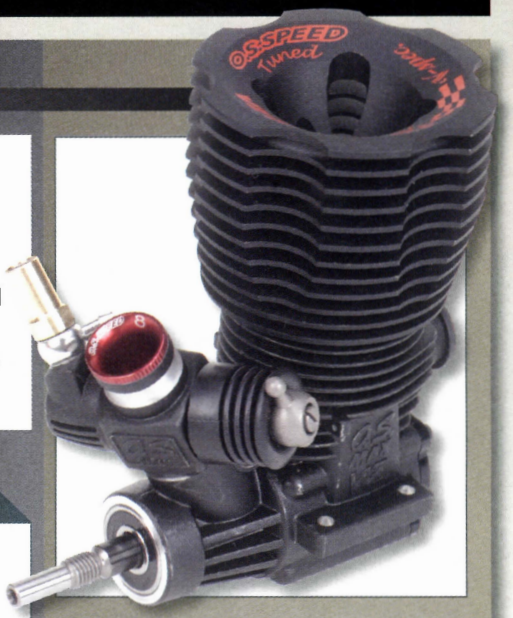
Hardcore racers and those who may want a good-handling basher

Ouch that price hurts!



POWERPLANT INFO

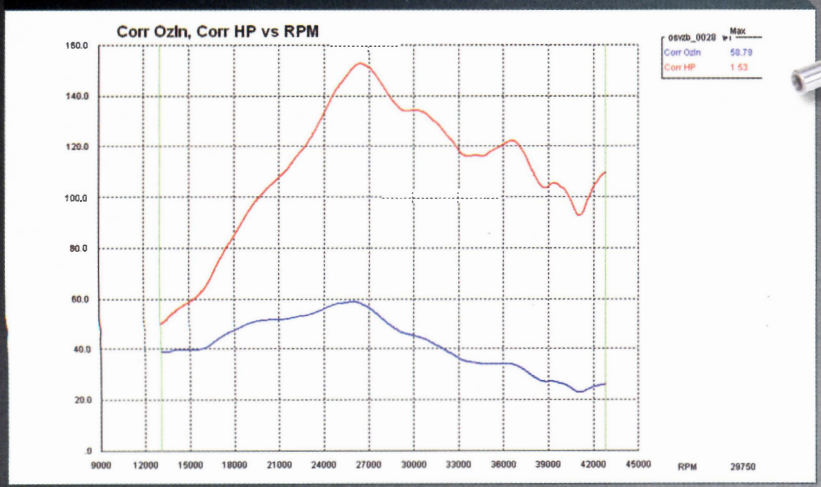
The O.S. Speed V-Spec is one of the hottest engines on the market, not only because it costs as much as some third world countries, but because it's an O.S. Engine. They are known for reliable, smooth power and this engine embodies that all. I'm personally not sold on the engine head, as it adds to the cost and fools you into thinking the engine's running cooler, but the power is awesome. The work done on the crank alone may be worth the price, or worth putting in a regular V-Spec.





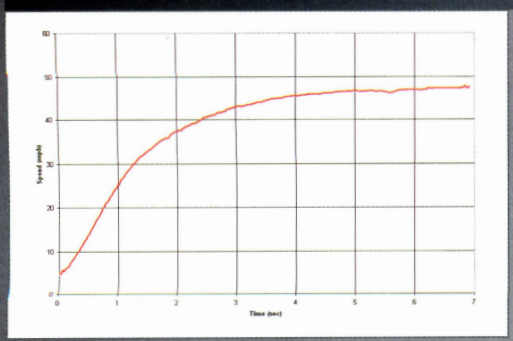
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.89 sec. @ 35.2 mph
TOP SPEED:	47.7 mph @ 400 ft.
AVERAGE RUNTIME:	9 minutes

*Limited available traction

ENGINE DATA

ENGINE DATA:	O.S. Speed .21VZ-B V-SPEC
BORE x STROKE::	0.653 in. x 0.630 in. (16.6 mm x 16 mm)
DISPLACEMENT:	0.211cu.in. (3.46 cc)
FUEL:	Losi Nitrotane 30%
PIPE:	Bullit 1005
PLUG:	OS P3 Ultra Hot
PEAK X-DYNO HP*:	1.53 HP @ 26,100 rpm
PEAK X-DYNO TORQUE*:	58.78 oz. in. @ 25,900 rpm
PEAK X-DYNO RPM	42,700
CORRECTION FACTOR:	1.028

NEEDLE SETTINGS

HIGH:	2-1/2 turns out
MID:	N/A
LOW:	1/2 turn in from flush
OPERATING TEMP:	220-230°F

*all numbers are SAE correct

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	87° F/31%
BAROMETRIC PRESSURE:	29.84 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Semi-loose dirt

HANDLING

TURNING RADIUS:	5 ft., 6 in.
ON POWER:	Slight understeer
OFF POWER:	Slight oversteer

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL BRAKING:	Excellent

Maybe we will be funny next month.

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A BUG WITH A BAD ATTITUDE!



Mini-Z Monster Series
Volkswagen Baja Beetle

NEW
readyset

READYSET CONTENTS: •Fully factory assembled chassis with R/C system (with brake and reverse) and linkages installed •Pre-painted body complete with graphics •Wheel-type transmitter included •Pinion gears (4 sizes) •Diff locking plate •Wheel wrench •Required for operation: 8 AA-size alkaline batteries for transmitter and 4 AAA alkaline or Ni-MH batteries for chassis.

BEETLE

No. 30085BLB
Flare Blue



No. 30085YB
FB Yellow



S-Stripe
No. 31312T2B



Mini Inferno ST 09 ZERO NINE™

Half-Eight R/C GP 4WD Stadium Truck
Mini Inferno ST 09 ReadySet

NEW



Fire Flare
No. 31312T1B

READYSET CONTENTS: •Fully factory assembled chassis •Sirio .09 (1.5cc) engine •Metal-gear high-speed, high torque servos •Factory-detailed polycarbonate body •KT-3 wheel-type transmitter •6V 500 mAh Ni-MH receiver battery pack •Starter box • Special glowplugs (2 included) •Starting equipment (glow plug heater, fuel bottle and 4-way wrench) •Various setting parts for adjusting suspension • Spare air filter foam element
Required for operation: 8 AA-size alkaline batteries for transmitter; 2 C-size alkaline batteries for glow igniter; 7.2v Ni-MH battery pack for starter box; charger for receiver and starter box batteries; fuel.

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Powered by Sirio, makers of World Championship competition engines!

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Mini Inferno ST 09 ARR Kit
No. 31312ARB



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NASCAR®

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Mini-Z i-Series MR-015MM-i
Mini-Z Stock Car Racer NEW

•Factory assembled chassis w/RC unit •Fully detailed body •Wheel-type radio •Pinion gears (6,7,8 & 9T) •Wheel wrench •Includes 2 damper mounts for varying wheelbase settings. Pinion removal tool and extra wheel nut •Requires the purchase of 8 AA and 4 AAA batteries





Ford Taurus
Team Caliber Cart Edwards '05 Office Depot #99
No. 30792-99B

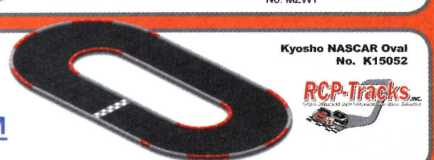


Chevrolet Monte-Carlo SS
Kevin Harvick '06 GM Goodwrench #29
No. 30793-29B

Factory Racing Accessories



Shopatron
SHOPKYOSHO.COM



Kyosho NASCAR Oval
No. K15052

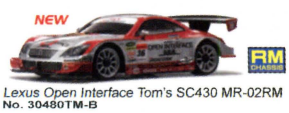
RCP-Tracks

RC MINIMIZED RACING CAR MINI-Z Racer

Join the exciting Mini-Z world with these authentic new racers!



NEW
Mini-Z Racer - MR-02RM
RM CHASSIS readyset
Audi A4 DTM Audi Sport Team Abt
No. 30476TA-B



NEW
Lexus Open Interface Tom's SC430 MR-02RM
No. 30480TM-B



NEW
Ferrari 360GTC Scuderia Ecosse MR-02RM
No. 30468SE-B

MIP RTR

MOORE'S IDEAL PRODUCTS
SINCE 1979



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MIP Hop Up parts for Losi Mini LST and Kyosho Mini Inferno!



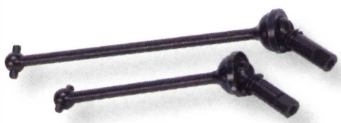
#1562 MIP Hardcoated Slipper for Mini LST



#1564 MIP Ball Diff Kit for Losi Mini LST (Fr/Rr)
#1565 MIP Ball Diff Kit for Losi Mini LST (Fr/Rr)



#1563 MIP Hard Coated Lightweight Top Gear for Mini LST



#1568 CVD™ Kit for Losi Mini LST (Center)
#1567 CVD™ Kit for Losi Mini LST (Fr/Rr)



#1658 MIP Alloy Outdrives (2) for Kyosho Mini Inferno

#1652 MIP Ball Diff Kit for Kyohso Mini (Fr/Rr)
#1653 MIP Center Ball Diff Kit for Kyosho Mini

#1655 CVD™ Kit for Kyosho Mini Inferno Buggy (Fr/Rr)
#1656 CVD™ Kit for Kyosho Mini Inferno ST (Fr/Rr)



#1657 MIP Aluminum Center Bones for Kyosho Mini Inferno

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#1660 MIP 5x10mm Bearing Juicer™ Kit
$1661 MIP Orange Grease 4cc (included with Kit)



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IRC Photon RTR

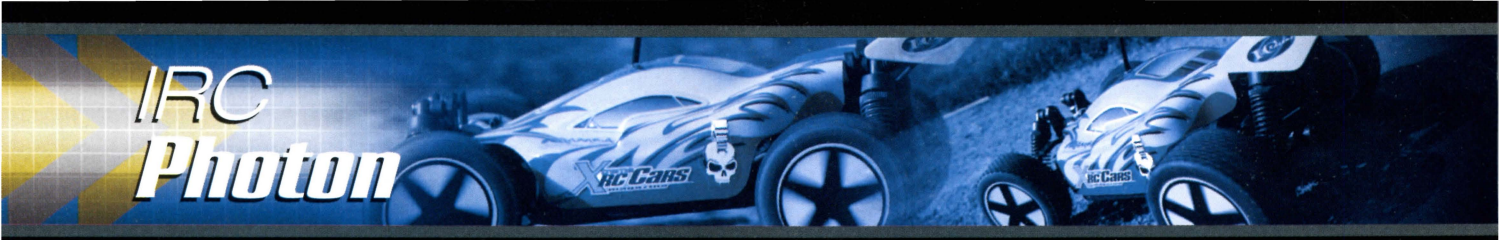
Words: Michael Wortel ■ **Photos:** Oliver Bentley

40+ MPH mini?

Internet RC (IRC) has taken an important step with their release of the Photon RTR. Although it's essentially an electric version of their original Vulcan nitro buggy, the Photon breaks new ground by sporting a brushless motor system, Li-Po pack, and charger as standard equipment. Although 1/16-scale electric isn't likely to blow up as a class, IRC has set the bar for the industry—pushing other manufacturers to include high-end gear in RTRs. And thanks to its lineage, the Photon is easily upgradeable, because there are a ton of parts available for it already. The Photon has already proven to be one of those elusive kits that captivates everyone in the office, so let's take a closer look.

You gotta roll the throttle on this car.

IRC Photon



• 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI •

When you can flip a micro buggy off the starting line, you're talking serious power.

VEHICLE FEATURES

Since it's 1/16-scale, the Photon is a somewhat larger mini than what you're used to. Its shaft-driven, 4WD powertrain propels the tub-type plastic chassis. The buggy spins on a full set of ball bearings and is supported by four oil-filled, threaded body shocks that appear more than adequate for the mini drive train. The kit also utilizes an FM radio system with a sleek receiver.



Ah, seeing a high-voltage Li-Po in an RTR almost brings a tear to my eye. And here's a high-quality one and a charger too! If you've never run a Li-Po before, the extra plug is for a cell balancer (not included). Store your pack with a partial charge, and NEVER completely drain the pack. Once your buggy starts to slow down a bit, pull it off the track.

Mamba was one of the first players in the brushless game, and their Mamba 25 ESC is nearly bulletproof. It utilizes Zero Loss connectors to the motor, but you'll want to snip off the Tamiya-style battery plugs in favor of Deans plugs. They'll do a MUCH better job handling the strong current created by the 11.1V battery pack. We're guessing that the stock setup will propel the Photon over the 40 mph mark.

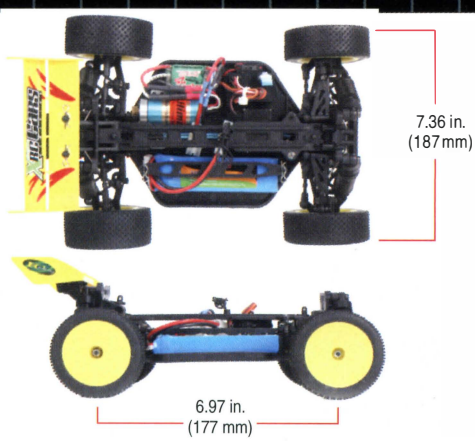




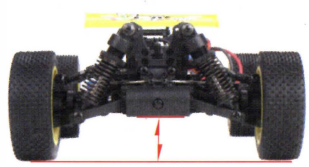
CONNECT:

MANUFACTURER: Internet RC
PHONE: 602.347.1600
WEB: www.irc-racing.com

DIMENSIONS



RUNNING WEIGHT:
1 lbs. 9.6 oz. (725g)



VEHICLE INFO

VEHICLE:	Photon RTR
SCALE:	1/16
TYPE:	Micro 4WD Electric Buggy
PART #:	IRC-16200A
STREET PRICE:	$280
PRICE AS TESTED:	$280
SETUP TIME:	2 hours
EXPERIENCE LEVEL:	Intermediate



This thing went faster than an 1/8-scale nitro we were testing at the same time!

"We're guessing the stock setup WILL PROPEL THE PHOTON OVER THE 40 MPH MARK"

TECHNICAL INFO

CHASSIS

LAYOUT:	Plastic tub with center brace

SUSPENSION

TYPE:	4-wheel independent w/upper link
TURNBUCKLES:	Steel

SHOCKS

BODIES:	Threaded plastic
DAMPING (F/R):	20 wt. / 20 wt.

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL (F/R):	Gear/Gear
AXLE TYPE:	Steel dogbones
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	15/60
GEAR RATIOS:	
PRIMARY:	4.00:1
INTERNAL:	2.40:1
FINAL:	9.60:1

ITEMS NEEDED

AAs for transmitter

MAIN COMPETITION

AE RC18B, Duratrax Vendetta, Kyosho Mini Inferno

WHO IT'S FOR

Someone looking for big speed in a small package

ACCELERATION

ACCELERATION (0-60FT):	2.91 sec. @ 34.2 mph
TOP SPEED:	39.0 mph @ 243 ft.
AVERAGE RUNTIME:	16 minutes

POWERPLANT INFO

Himax's 5300kv brushless motor far exceeds the minimum power train requirements for a mini. Brushless motors thrive at high rpms, and this motor doesn't disappoint. And the extra long rotor provides enough torque to easily flip the buggy onto its lid. Make sure, however, that the motor isn't running too hot. RC Heli Editor Aaron Shell pointed out that Himax's magnets degrade rather easily under heat. So if the anodizing on the can starts to fade a bit, gearing down a tad will ensure a longer life for the motor.

TESTING

This car isn't going to find its way onto the track that often. It's too small for big tracks and too fast for small tracks. But it isn't a racecar; it's a blazingly fast basher! Oliver and I scouted out the terrain around our new office location, and we found a park with baseball diamonds, bike paths and a skate park to thrash around on. There was a little of everything. Speed runs were done at the XRC proving grounds.

Acceleration and Speed • 11.1V + large-rotor brushless motor = power galore. On any surface where you get reasonable traction, the Photon will instantly pop a wheelie and flip if you punch it from a stop. Even rolling the throttle a bit, it's difficult to control the truck under accceleration. A slipper clutch would have been a nice touch. Like all brushless motors, it felt at home under high rpms and turned the Photon into a little rocket car.
Rating: 9/10

Handling • The steering isn't very responsive, mainly due to the configuration of the servo layout. It looks like an afterthought, mounted onto the bottom of the flexible center chassis brace. The servo arm also isn't at a good angle to provide torque to the bell crank. This combines to make low-speed handling feel a little sluggish. At speed, the stiff suspension is appreciated. The Photon handles well on the asphalt, and the roll bars—a nice touch—kept lines tight.
Rating: 7

Rough-Track Handling • Even with zero preload, the shocks require considerable pressure to compress. So the buggy bounces around a little too much on rough terrain. Then again, for a mini it was able to clear most obstacles, and it rocketed over loamy terrain and grass—thanks in part to the powerful brushless and Li-Po setup. Getting some softer springs and dropping the shock oil weight would loosen up the suspension and benefit handling on less-than-perfect surfaces.
Rating: 7

Jumping • The large bore shocks proved to be an asset when landing jumps. The Photon didn't bottom out over relatively small jumps, like most minis I've tested. And as long as you can harness the power, the Photon accelerates quickly and can get a decent amount of air with a limited runway.
Rating: 8

Wrenching

Maintenance • The buggy doesn't included step-by-step instructions—as many RTR's still don't—and the exploded view isn't detailed and is very difficult to follow. This can make the Photon hard to work on for a beginner. It takes an inordinate amount of screws and steps to remove the differentials or change the spur gear. The one saving grace is that the buggy is relatively simple, making it somewhat easy to work on.
Rating: 6

Wear and Tear • The plastic used on the Photon is very flexible and forgiving, which is not the best for handling but good for durability. But take warning: Anything this small and this quick will explode if you hit something going at high speeds, but the buggy held up well for a mini. Unfortunately, the gears are exposed on all sides, which is a mini buggy trend that makes me cringe every time. It's just a matter of time before you suck up a little piece of something and ruin a pain-in-the-ass-to-replace spur gear.
Rating: 8

Tuning • For an out-of-the-box mini, the Photon offers a decent amount of tuning options, highlighted by front and rear roll bars, threaded shocks, caster, camber, toe, and everything else you'd expect. The Mamba ESC has multiple profiles, which allows you to adjust the motor timing and set parameters for the ESC. It also features Li-Po voltage cutoff, which you should read about in detail in the manual.
Rating: 7

Conclusion

My impression of the Photon is this: great idea, but not the best execution. The notion of an RTR mini with name brand brushless and Li-Po equipment is groundbreaking and sets the Photon apart from other minis. But it is clear that the Photon merely resonates from IRC's nitro-powered Vulcan. It's essentially the Vulcan with all of the nitro stuff ripped out. The result is an overly cumbersome chassis that lacks a sufficient battery slot and steering servo mount. Given the steep price point and complexity for a mini, it's hard to suggest this RTR as someone's first kit, but if you know your way around an RC car a bit, the balls-out speed of the Photon is impressive enough to consider buying one.

RTR GEAR



- **Radio:** IRC 2-channel FM
- **Receiver:** IRC 3-channel FM
- **Servo(s):** IRC micro
- **ESC:** Mamba 25
- **Motor:** Himax 5300 KV
- **Battery:** IRC 11.1V 1300 mAh

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

5	INSTRUCTIONS
7	PARTS QUALITY/FIT
8	DURABILITY
7	TUNABILITY
8	OVERALL PERFORMANCE
7	VALUE

HITS

- Includes brand name electronics
- Either insane or genius to include an 11.1 volt Li-Po
- Way too fast right out of the box

MISSES

- We recommend a quality charger and balancer which isn't included
- Exposed pinion/spur gears
- Blazing speed comes at a price



Photons, neutrons and electrons.... I mean, Protons.

MARK PAVIDIS

2006 - 2007 IFMAR OFF ROAD WORLD CHAMPION

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championship r/c racing fuels sidewinder

2006 + 2007 IFMAR WORLD CHAMPIONS

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Photos provided by drivers. www.sgrid.com

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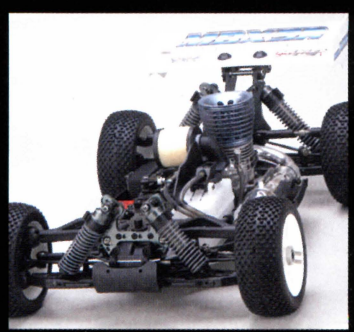
MBX5T

- 3 Diff. Shaft Drive 4WD
- Long Suspension Arm
- Universal Joint (Front/Center/Rear)
- Long H.D. Damper (Front/Rear)
- A70-75 (T6) 3mm Main Chassis
- Tension Rod (Front/Rear)
- 2pcs. Center Diff. Mount
- 3pcs. Al. Clutch Shoe
- Nylon Wing
- 150c.c. Fuel Tank (Filter-equipped)
- *Ball-Raced*



MBX5R

3 Diff. Shaft Drive 4WD
- Universal Joint (Front/Center/Rear)
- H.D. Damper w/3.5mm Damper Shaft
- A70-75(T6) 3mm Main Chassis
- A70-75(T6) 3mm F/R Damper Stay
- Receiver & Receiver Battery Box
- 3PC Al. Clutch Shoe
- Carbon Radio Plate
- Carbon Center Diff. Mount Plate
- Carbon Steering Brace
- 2PC Center Diff. Mount



MR21 B01-A

- Displacement .....3.49 ccm
- Rotation max .....43.000 rpm
- Stroke .....16.79 mm
- Bore .....16.27 mm
- Ports.....5
- Sleeve .....ABC
- Crankshaft Diameter ....14 mm
- Glow Plug Type.....Conical
- Exhaust .....Rear
- Carb. Diameter.....7.5 mm var.
- Carb. Material.....Aluminium
- Adjustment .....Single
- Weight .....363 g

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Sporting the new chrome dubs



Sometimes Skinny walks into the office looking like a bandit.

Traxxas BANDIT

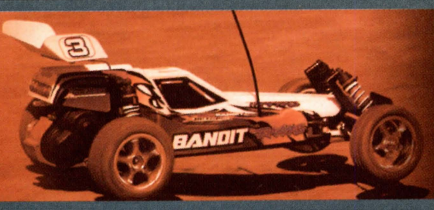
Words: Brian "Skinny" Skinner ■ **Photos:** Oliver Bentley

Getting into RC just got faster!

Over the years, Traxxas has made products that appeal to a wide range of RC enthusiasts. Back in the day, Traxxas wanted to make hobby-grade RTRs that were affordable and would get people into RC. In 1995, Traxxas introduced the Bandit and brought many young enthusiasts into the hobby. Now in 2007, Traxxas has released a new Bandit that will surely spark the interest of even more people. Once again, Traxxas has catered to the new enthusiast by introducing a ballistic version of the original Traxxas Bandit. The new Bandit is a simple, durable, 2WD buggy that a beginner can wrap his hands around and have fun bashing or club racing. The Bandit is a sweet electric buggy that I wish I had back when I first started. Fortunately for all of you, the Traxxas Bandit is at your hobby shop waiting for you. It will allow you to get a taste of off-road RC—and at a great price. Let's kick the tires and see what she's got!

Traxxas BANDIT

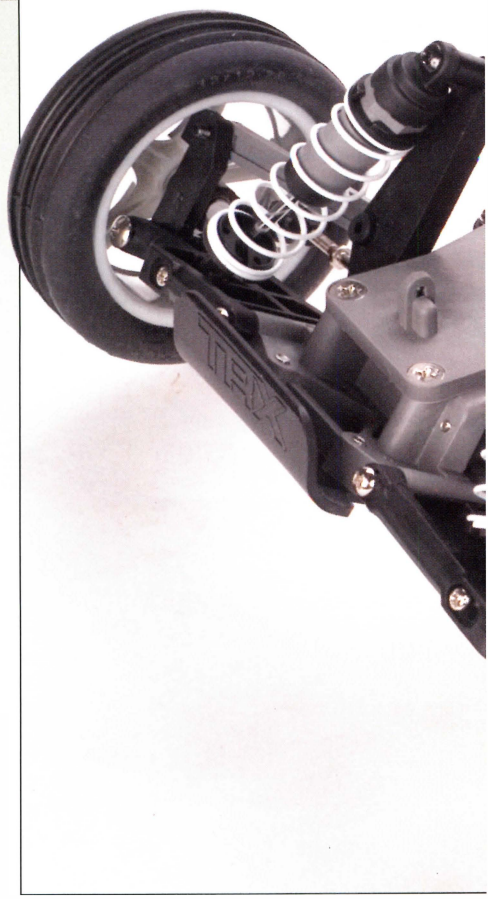




• 1/10-SCALE ELECTRIC 2WD BUGGY • 1/10-SCALE ELECTRIC 2WD BUGGY • 1/10-SCALE ELECTRIC 2WD BUGGY

VEHICLE FEATURES

The Bandit comes well equipped for the task at hand. Most of these will be bashed rather than raced, but the Bandit is ready to help you transition from basher to racer. With bearings everywhere, dirt-ready tires, and forgiving durable plastic, the Bandit is a perfect first-timer buggy.



AXLES THAT SLIDE

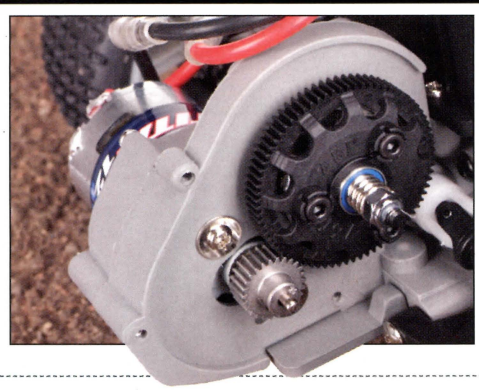
Traxxas has drawn from years of car design and has included the time-proven telescoping drive shaft system that has been used for many of their cars, from on-road to off. At the ends of the drive shaft are U-joints that you would find on real cars. In fact, the whole drive shaft is similar to what 4WD trucks use. This system offers simple, bind-free power delivery, and will give you trouble-free play for a long time to come. One of the nice things about this system is that it's easy to work on, and replacement of worn parts is a snap. Not only that, but it's used in a lot of Traxxas vehicles, so parts will be easy to find.



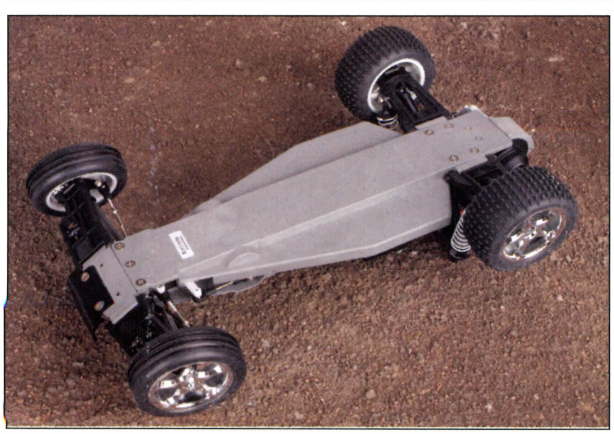
"Pull Trigger!" is a definite Skinny trademark phrase.

SLIPPERY CLUTCH AND TRANNY

Traxxas is fanatical about their slipper clutch systems and has designed some of the coolest slipper clutches on the market. The friction pad is laminated to an aluminum backing plate for cooling, but it also lends itself to being bolted to the offset spur gear. The tranny itself uses the Traxxas gray fiber-composite for super rigidity, and inside the gearing is a three-gear planetary system that's metal and rolls on sealed bearings.



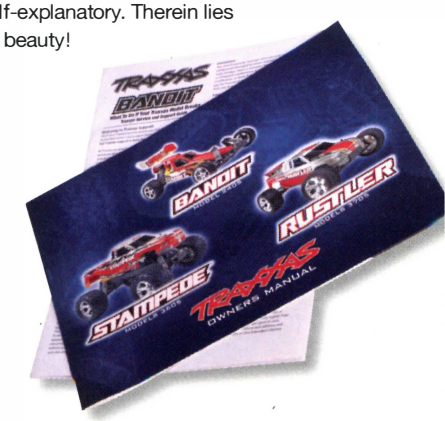
CLASSY CHASSIS



Overall, the Bandit is simplistic in design. The chassis is one-piece with all the stand-offs and mounting brackets molded into the chassis. The design is rigid and should take a pounding. The steering servo is laid down to keep the CG low, and the battery pack channels are centered for both weight distribution and rigid chassis construction.

INSTRUCTIONS AND SETUP

As we have come to expect from Traxxas, all the details are thought out and provided at your fingertips in the instructions. Of course, the Bandit is RTR so you don't need to worry about putting it together. With just a few simple steps, you're pulling trigger in no time. Thanks to the Bandit's practical design, the buggy is easy to work on and is almost self-explanatory. Therein lies its beauty!



"Oh my gosh! We've gone plaid!"

"...at the end of the day, a 2WD buggy like the Bandit will make a better DRIVER OF YOU..."

ESC AND MOTOR STUFF



Traxxas includes their new XL-5 Electronic Speed Control with "EZ-Set," one-button setup. The XL-5 has three drive profiles with thermal shutdown protection and gold-plated connectors—pretty impressive for an RTR. The XL-5 comes equipped with something called "Training Mode," which limits power by fifty percent. This allows new drivers to get the hang of RC. Speaking of power, the Bandit is equipped with the Titan 12-turn 550 motor and is brutally powerful and fast for an RTR of this size. Traxxas also includes an optional 31-tooth pinion gear for ludicrous speed.

STEERING AND BELLCRANK DEPARTMENT

Traxxas did us all a favor and added a strong servo that's laid down for a low CG. This steers the Bandit with authority. It has a built-in servo saver, with a straightforward, low-mounted bellcrank. The whole system is sandwiched between the chassis and a big top plate to protect the system from harm and dirt. Tie-rods are adjustable, and the upper and lower A-arms are designed to withstand abuse with simplistic design for easy replacement. It's almost utilitarian in design, but for an entry level RTR, it's a great idea for the first-time driver and especially for young kids.



TESTING

Since the Bandit is meant as an RTR beginner buggy, the testing was done around the house and at the local park. Also, because the Bandit is an excellent buggy for the first-time club racer, a little track time was in order. This meant that the Bandit was run through everything from grass to asphalt, and all the fun stuff in-between.

Acceleration and Speed • For power duty, the Bandit comes equipped with the Titan 12-turn 550 motor, and it packs a punch. For a sub-$200 RTR, you get your money's worth, because this guy hauls the mail. If you want more speed, just put on the supplied 31-tooth pinion gear and strap in for speed. The Alias tires do a good job of putting the power to the ground, and you can even purchase a street version of the tire later on if you want some ridiculous street-romping fun. The XL-5 ESC plays a role in this, and the response of the ESC is linear and feels just right. The Titan and the XL-5 is a good match and is perfect for this buggy. One last thing before we move on: Invest in a matched battery pack. You will thank me later, because it really makes a nice difference for the Bandit's power.
Rating: 9/9

Braking • The XL5 ESC does a great job of braking. The one major drawback is that it's done by the rear wheels, and at high speeds the tires tend to lock up and slide. On the bright side, you can do wicked 180s with ease, but that's how a 2WD RC tends to work. At the end of the day, a 2WD buggy like the Bandit will make a better driver of you because you will learn how to brake and accelerate better.
Rating: 9

Low-Speed Handling • At slower speeds, the Bandit felt good and was easy to drive. It does take a little more room to make sharp turns. This is to be expected since you're going slower, but overall the Bandit feels good at slow speeds and will be helpful for the first-time user. Also, the suspension works well at low speeds and keeps the buggy planted instead of hopping pogo style over rocks and bumps. You can thank Traxxas for the sweet shocks the Bandit comes with!
Rating: 9

High-Speed Handling • At speed the Bandit feels at home, and again, the oil-filled shocks play a big role. It does have a tendency to push under power, but that's the nature of a 2WD buggy. Like I said before, this class of RC will make a driver out of you. The Alias tires are gunny and like to go fast, and the steering servo is strong enough to keep up. This all adds to the pleasure of driving the Bandit.
Rating: 8

Rough-Track Handling • The Bandit has a pretty long wheelbase, and if you add the sticky tires and the Traxxas oil-filled shocks, you have an RC that handles the rough pretty well. Here's where all of the "little" things shine. From the

RTR GEAR



Radio: TQ radio



Receiver: Traxxas 2019 X-TAL Receiver



ESC: XL-5 Electronic Speed Control



Servo: Traxxas 2055



Motor: Traxxas Titan 12-Turn 550 modified motor

TEST GEAR



Battery: Reedy X-Rated 3700 stick pack, ASS-0698, $30

CONNECT

TRAXXAS	**ph:** 888.TRAXXAS **web:** www.traxxas.com
REEDY (Dist. by Team Associated)	**ph:** 949.544.7500 **web:** www.teamassociated.com

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chassis to the steering to the suspension, the Bandit does very well for an entry level RTR—especially at this price point. You'll be hard pressed to find anything better. It soaks up the bumps nicely and doesn't bounce around too much. It corners in grass and rough corners, and it lands well from jumps, even big ones. But like most 2WD cars, the front end gets a little light under acceleration and can be challenging. Also, since the Bandit has such a massive motor, it can get squirrelly in rough stuff as you gas it. But then again, we all want power—don't we!

Rating: 8

Jumping • The Bandit does well in the air for an electric buggy. It felt a little rear-end heavy, which made the Bandit nose up. But after some practice tapping the brakes and approaching the jump at the right speeds, I got the hang of it. The Bandit is sturdy, so you don't have to worry too much about making perfect landings, and the shocks are a bonus. This sturdy design will let you learn how to jump and come back for more, and if you already know a thing or two, the Bandit will work well for you.

Rating: 8

Wrenching

Maintenance • The Traxxas Bandit is a snap to work on and is low maintenance. There's not much to go wrong, thanks to Traxxas and their design team. They made a very attractive and simple buggy that's perfect for an RTR of this level. I have to give them props on what they have designed here.

Rating: 10

Wear and Tear • In keeping with what I just said about maintenance, the Bandit is as bulletproof as you can get. If you look the Bandit over, you can see that the design is very simple, but it's smartly done, with everything in the right place without much fluff to cause things to go wrong. Only the tires wear quickly. They're soft to give you good performance, but it comes at a price because of the wear factor. Sometimes we trade long tread life on pavement for better traction on dirt.

Rating: 9

Tuning • The Bandit is an entry level RTR and there's not much for tuning options. You can adjust the suspension and steering, and if you want it to go faster, you can install the 31-tooth pinion gear, but that's about it. For the purpose of this buggy, that's just about all you need.

Rating: 6

Conclusion

All I can say is that I wish I had one of these when I first started RC, because I could have dominated back in the day! Yes, I've said that if you're just getting into RC and want to see what it's like, this is a great place to start. If you're a dad with little ones who want to play with RC, then this is for you and your kids. Traxxas did an excellent job of making a first-timer RTR. The Bandit will get you hooked on RC and will even take you to your first-timers racing at club night. The Bandit is simple to work on, needs little maintenance, and is super fast, all at a low price. I have to say that for an RTR of this price range, you get a good bang for the buck. The Bandit will bring you many hours of trouble-free fun. What more could you want? ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

8	INSTRUCTIONS
8	PARTS QUALITY/FIT
9	DURABILITY
8	TUNABILITY
8	OVERALL PERFORMANCE
10	VALUE

HITS

- Perfect for the beginner
- Simple layout
- Good value
- Kit tires loved the dirt

MISSES

- The antenna wire seems a tad long
- Tires wear quickly on the street

One of the last neon green decal sheets... next? Girls, girls, girls!



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All require: manifold and tuned pipe

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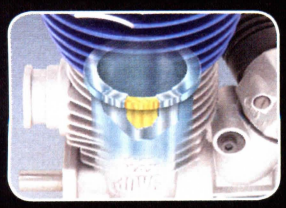

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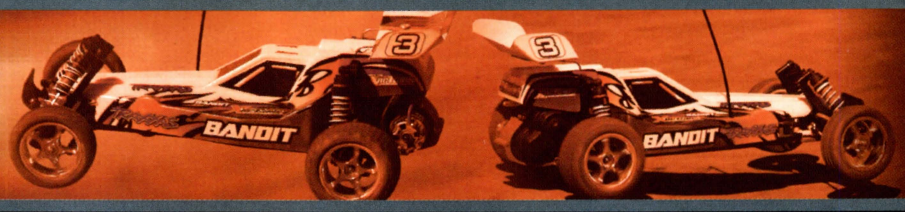
Traxxas BANDIT



• 1/10-SCALE ELECTRIC 2WD BUGGY • 1/10-SCALE ELECTRIC 2WD BUGGY • 1/10-SCALE ELECTRIC 2WD BUGGY

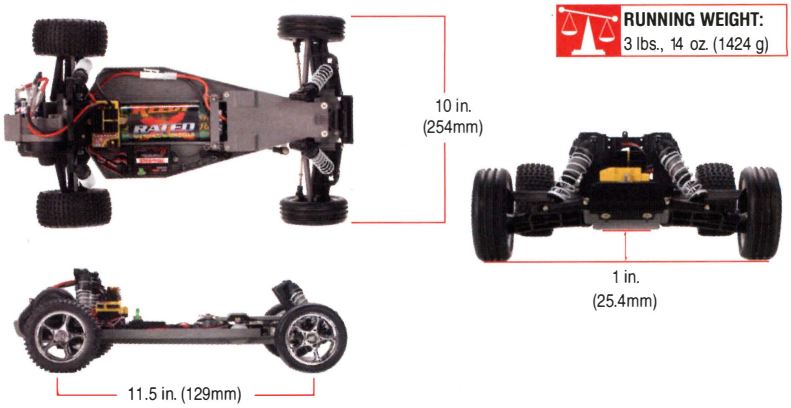
CONNECT:

MANUFACTURER: Traxxas
PHONE: 1-888-TRAXXAS
WEB: www.traxxas.com

VEHICLE INFO

VEHICLE:	Traxxas Bandit RTR
SCALE:	1/10
TYPE:	2WD electric buggy
PART #:	2405
STREET PRICE:	$170 (price may vary)
PRICE AS TESTED:	$200
SETUP TIME:	30 mins including charging the battery
EXPERIENCE LEVEL:	First time user, beginner to novice

DIMENSIONS



RUNNING WEIGHT:
3 lbs., 14 oz. (1424 g)

That XL-5 ESC is a pretty tricky thing.

TECHNICAL INFO

CHASSIS

LAYOUT:	Single deck w/upper brace
THICKNESS:	2mm
MATERIAL:	Traxxas gray fiber-composite plastic

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Rod steel (front)
STEERING:	Dual bellcrank
SWAYBARS:	None

SHOCKS

BODIES:	Traxxas gray fiber-composite plastic
DAMPING:	Traxxas 30 wt. oil (F&R)
PISTONS (F/R):	Stock setting
SPRINGS (F/R):	Stock white

DRIVE TRAIN

TYPE:	2WD gear reduction
DIFFERENTIAL:	Gear (1)
AXLE TYPE	Sliding axel, U-joint type
SPUR GEAR MATERIAL:	Fiber plastic composite
SLIPPER CLUTCH:	Revo-Spec, Torque-Control slipper clutch
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	26/76
GEAR RATIOS:	
PRIMARY:	2.92:1
INTERNAL:	2.72:1
FINAL:	7.94: 1

BODY, TIRES, WHEELS

BODY:	Pre-painted buggy
TIRES (F/R):	Alias step-pin rear tires, Alias ribbed front tires (pre-glued)
DIAMETER/ WIDTH:	2.2" mirror-chrome rims
HEX SIZE:	Pin type
WHEELS:	2.2" mirror-chrome rims

ITEMS NEEDED

6-cell stick pack battery, eight AA batteries, battery charger.

MAIN COMPETITION

Old Traxxas RTR Bandit, Associated B4 RS RTR Buggy, Duratrax Evader BX & BX Pro.

WHO IT'S FOR

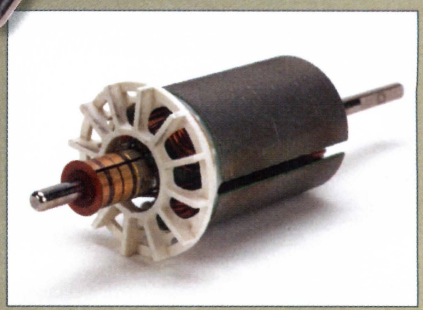
Anybody who wants to try RC, as this is a great first time buggy for kids and people who want to play and possibly try out club racing.



POWERPLANT INFO

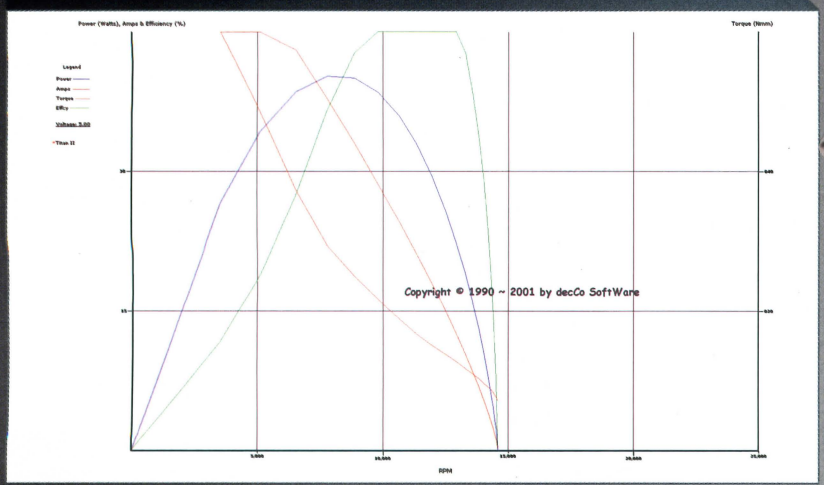
The Titan 12-turn 550 motor is a zinger of a motor. The 550-motor is a workhorse that's used in many applications in the RC world. Traxxas has hopped the 550 up and turned it into the Titan 12-turn and made it into a monster motor that is durable, dependable, and a good motor to use in RTR electric vehicles.





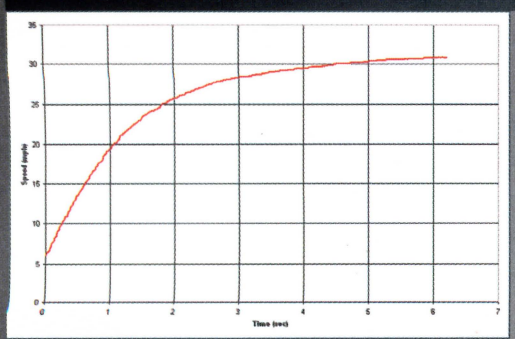
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.09 sec @ 26.0 mph
TOP SPEED:	30.9 mph @ 210 ft
AVERAGE RUNTIME:	6+ minutes

MOTOR DATA

MOTOR:	Traxxas Titan 12t 550
WIND:	12-single
MAX POWER*:	40.24 W @ 7,772 rpm
MAX TORQUE*:	72.16 Nmm
PEAK RPM*:	14,599 rpm @ 2.6 sec.
EFFICIENCY*:	52% @ 11,358 rpm

*Results as tested.

MOTOR SETTINGS

TIMING:	Fixed
BRUSHES:	Internal
SPRINGS:	Internal

"Killer boots man!"

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Killer SoCal weather!
TEMPERATURE/HUMIDITY:	70°F/24%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	852 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	3 ft. 7 in.
ON POWER:	Slight understeer
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good

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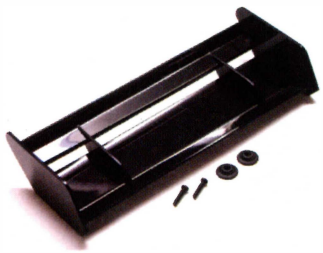

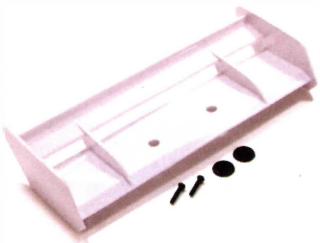

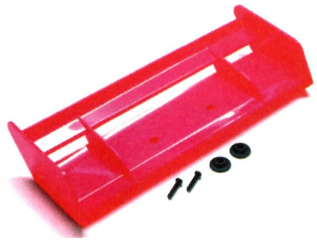

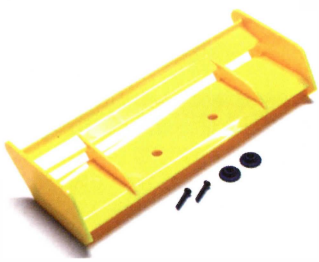

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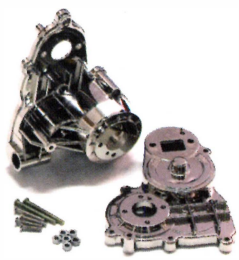



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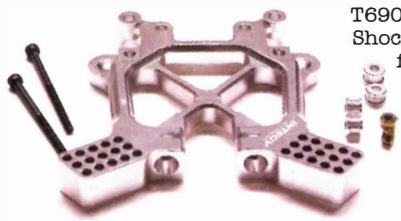
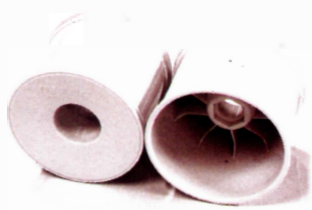


T6904 Universal Shock Tower (1) for Savage-X $22.99





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* available in white, yellow, orange & black



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Duratrax Vendetta ST

Words: James Revilla ■ Photos: Oliver Bentley

You may call it "V"

Duratrax has been around for quite some time, pushing out cars and trucks for the masses. From the large to small, nitro to electric, Duratrax seems to cater to a wide range of RC hobbyists. One of the vehicles in their lineup is the 1/18-scale Vendetta electric buggy. The Vendetta was considered one of the better choices in the mini arena, and they didn't stop there. For the Vendetta ST, Duratrax took their tried and true Vendetta formula and turned it into a stadium truck with the new 1/18-scale Vendetta ST.

I really didn't want to use the wheel decals, but they show motion.

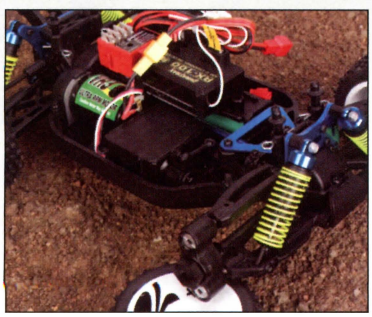
Duratrax Vendetta ST



• 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI • 1/18-SCALE MINI •

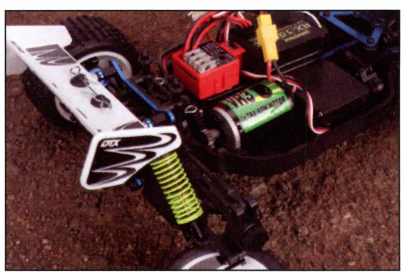
VEHICLE FEATURES

At a glance, the Vendetta ST may seem like most other mini-sized chassis on the market, until you take a closer look and realize that there's a lot more than you think. Start with the included RTR electronics, and you won't find a dinky mini servo in here. The Vendetta ST uses a standard-sized AM 2-channel receiver and analog steering servo to move the front wheels. Theoretically, you can pretty much pop in any high-speed servo for even more response, but out of the box the included servo does a good job. Another not-so-common sight in mini chassis: Duratrax incorporated a performance-inspired pillowball front suspension system for the front end. This allows for smooth operation, adjustable camber, front track width, and (by moving the upper arm clips) variable front caster as well. Each corner also benefits from tough universal driveshafts.

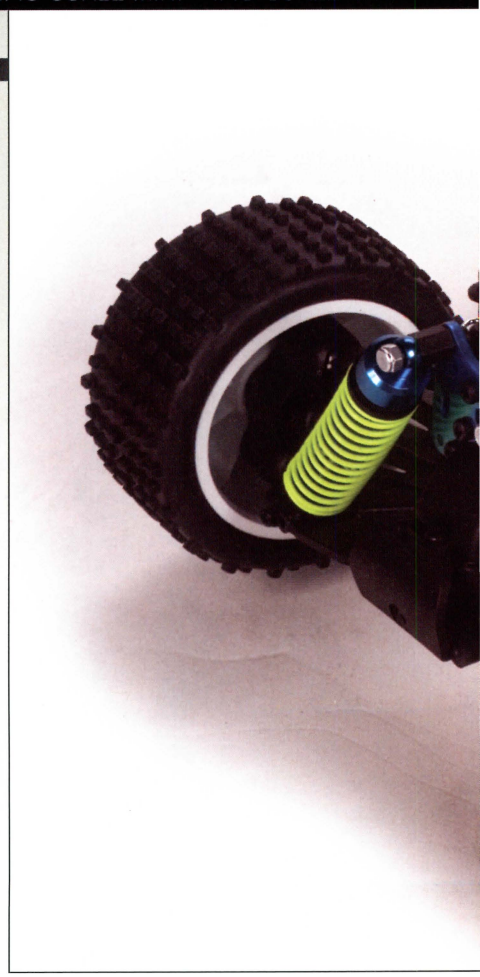


When it comes to damping, the Vendetta ST features anodized aluminum shock towers and matching aluminum oil-filled shocks on all four corners. The shock towers and lower arms feature multiple mounting positions to give you a host of tuning options. One very welcome touch is the inclusion of a standard spur gear cover. The cover protects the gears from eating up rocks or dust or pebbles, ensuring a trouble-free drive system. An aluminum center driveshaft transmits engine power to the corners of the chassis.

The Vendetta ST came as an RTR package, so building and setup are minimal. The only thing I had to do was install AAs into the radio and charge the included 6-cell battery pack (there's a low-amp wall charger included with the kit). All of the electronics are set up and ready to run, and the pre-painted body just needs some decal installation to make it pretty.



During the photo shoot, a 1/8-scale truggy had to dodge me on every lap around.



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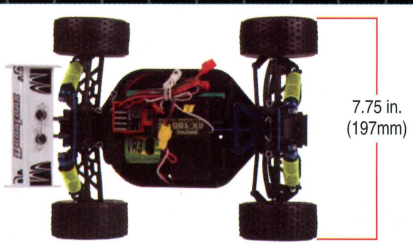
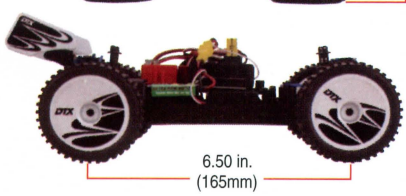
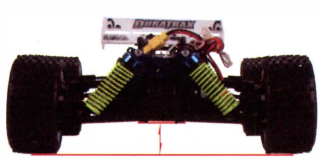
WEB: www.duratrax.com

DIMENSIONS





RUNNING WEIGHT:
1 lbs. 6.4 oz. (633g)



VEHICLE INFO

VEHICLE:	Duratrax Vendetta ST
SCALE:	1/18
TYPE:	Mini 4WD racing truck
PART #:	DTXD1472
STREET PRICE:	$160
PRICE AS TESTED:	$160
SETUP TIME:	Just charge the battery pack!
EXPERIENCE LEVEL:	Novice



> "For a truck this small ON A TRACK BUILT FOR LARGER SCALES, THE VENDETTA HELD ITS OWN."

Yes, I chose a bald Natalie Portman from "V" as a celebrity rating once.

TECHNICAL INFO

CHASSIS

LAYOUT:	Molded tub

SUSPENSION

TYPE:	4-wheel independent, pillowball front
TURNBUCKLES:	(F/R) Fixed/Steel

SHOCKS

BODIES:	Molded bodies with aluminum caps
DAMPING (F/R):	Duratrax 25 wt.

DRIVE TRAIN

TYPE:	4WD shaft drive
DIFFERENTIAL (F/R):	2 conical gear
AXLE TYPE:	Universal-type dogbones
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	13/45, 48-pitch
GEAR RATIOS:	
PRIMARY:	3.46:1
INTERNAL:	2.53:1
FINAL:	8.76:1

ITEMS NEEDED

Nothing; even AAs for the radio are included!

MAIN COMPETITION

Associated RC18T, XRAY M18T

WHO IT'S FOR

Mini fans who want something ready to run and ready to race

ACCELERATION

ACCELERATION (0-60FT):	4.19 sec. @ 18.2 mph
TOP SPEED:	19.7 mph @ 192 ft.
AVERAGE RUNTIME:	5 minutes

POWERPLANT INFO

The factory-installed VR3 motor wasn't what I'd call a nuclear reactor, but it did have good power higher up in the rpm range. There was a bit of lag as it left the starting point, so I had to make sure I had a good running start before trying to jump anything. With a closed endbell can, there's pretty much nothing you can do to try to coax a little more out of it, but in this application the VR3 gave just enough to enjoy driving the Vendetta ST.

TESTING

I took the Vendetta ST to Pegasus Hobbies in Montclair, California, for some dirt testing and to see if this basher could handle a track. We happened to choose the hottest day so far for photos, so the Vendetta was subject to some BBQ-like weather.

Acceleration and Speed • I reset the ESC a few times during testing, thinking that it wasn't set to go full throttle (you have to set the ESC every *time you* unplug the battery pack—inconvenient). It felt like the Vendetta ST was geared too low (too large a pinion). However, once it got going, the top speed of the ST was actually pretty decent–enough to feel satisfied.
Rating: 7/8

Handling • For a truck this small on a track built for larger scales, the Vendetta showed what it can really do. The only section of the track I'd have to slow down for was the main double jump (because it was too large a gap for the Vendetta ST to clear). I turned the double into two singles to avoid doing a "lawn dart" into the face of the second jump. Around the rest of the track, the Vendetta's shocks soaked up the bumps and ruts well, allowing me to maneuver around the track without being too twitchy—a trait that other, un-named mini vehicles usually have at higher speeds. For being out of the box, the Vendetta ST was pretty stable, no matter how odd the track surface happened to be.
Rating: 8

Jumping • Over the rhythm section, the Vendetta ST could handle the sequential jumps with ease, floating in the air with all four wheels facing the ground. The 4WD system had decent speed—enough to get some good air off the larger double section. On the larger jumps, the Vendetta ST wouldn't pop or tumble forward; it would instead float level until it came back to Earth, landing without a pause and continuing your driving line. On smaller jumps I found that the fastest way to get past them was to pin the trigger down and let the Vendetta power its way through.
Rating: 8

Wrenching

Maintenance • Mini chassis are usually less complicated to work on, as their size dictates a lower number of components. The ST has sealed gearboxes on both ends, but they allow easy and quick access to the diffs. Shocks are conventionally mounted, and other than that there's not much else to have to tinker with on your pit table.
Rating: 8

Wear and Tear • The first thing I noticed that made me feel better about going on dirt was the standard molded gear cover. From experience with other mini-sized chassis, it's a little amazing that the Vendetta ST is the first one I've seen with a gear cover. This little feature alone made driving the ST a lot less worrisome, as I spent less attention looking at where I was going, and more attention just having fun motoring around. I side-swiped the wall a few times down the straightaway and took a few gymnast tumbles coming off of jumps, but other than the wheels loosening a bit, the Vendetta ST came out unharmed.
Rating: 9

Tuning • The Vendetta ST has adjustments, but with some mild quirks. For example, the front suspension features adjustable camber (via pillowballs) but the steering rods are molded, so there's no way to adjust front toe if you add camber. Multiple shock positions and rear camber allow for some tuning if necessary, but for the most part the ST did really well with the setup out of the box, and from my driving impression, you won't really need to do much in order to take advantage of the Vendetta ST's dirt-handling capabilities.
Rating: 7

RTR GEAR



Radio: Duratrax/Futaba 2-channel AM pistol grip

Receiver: Duratrax RX-100 2-channel AM

Steering Servo(s): Duratrax SX-100

Speed Control: Duratrax ESC7500

Motor: Duratrax VR3

Battery: Duratrax 600mAh Ni-Cd 6-cell

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

8	INSTRUCTIONS
8	PARTS QUALITY/FIT
7	DURABILITY
7	TUNABILITY
8	OVERALL PERFORMANCE
8	VALUE

HITS

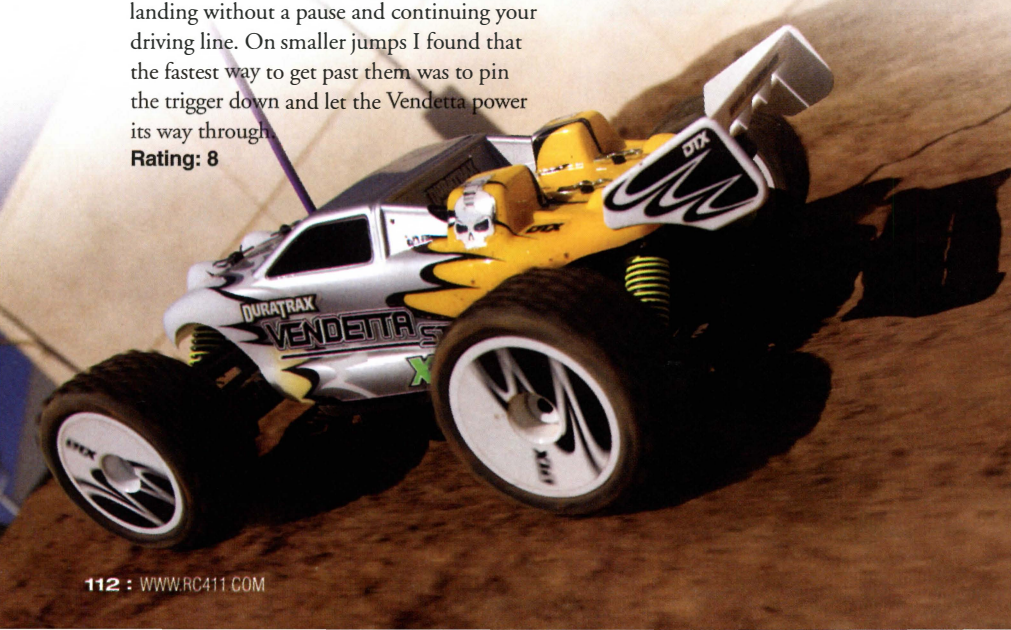
- Survived 1/10-scale jumps
- Good steering
- Real RTR—even AAs are included

MISSES

- Not so exciting acceleration
- ESC needs a memory

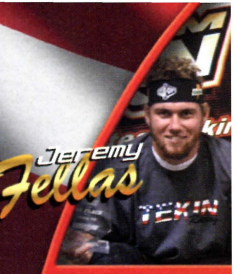
Conclusion

Duratrax's Vendetta ST is a nice little package (pun intended). Truly "RTR," as it includes everything you need (even AA's), the ST requires little effort to get going. Quality is evident in the fitment of both molded and aluminum parts. On the track it's got good handling and maneuverability, plus it's a great jumper. Bring your driving skills, and the Vendetta ST chassis will handle the rest!



Mini electric-powered machines are a lot more fun than mini nitro.

TEKIN Racing





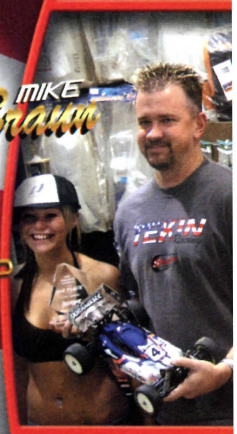
(prototypes shown)

R1

The most advanced ESC Tekin has ever made

The R1 Brushless System is the highest performance product Tekin has ever released, a result of over 20 years of exhaustive research and development. The R1 is designed to propel 10th scale to a new level of performance, delivering blinding speed, intense power and precise control without sacrificing size and weight! Easily the premier choice of high performance brushless systems. The R1 comes as a stand-alone ESC or as a complete system, with motor choices ranging from 27T Stock equivalents, to 19T Spec, even a 3T Touring Car Mod equivalent! R1: #TT1150/R1Pro: #TT1151

HOTWIRE COMPATIBLE BRUSHLESS + BRUSHED





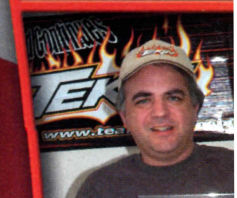
(prototypes shown)

FX

Professional Electronic Speed Controller for Brushed Motors

The FX series blasts off into a new era of brushed speed controls from Tekin! With a new, smaller footprint and combining flash-programmable, microcontroller technology with the lowest on-resistance MOSFETS ever used in a speed control, the FX captures the best in cutting-edge design and completely eliminates any power bottleneck between your battery and motor! The FX is also capable of extensive tuning via PC with Tekin's "HotWire" PC Interface. FX: #TT1090/FX-R: #TT1091/FX Pro: #TT1092/FX-R Pro: #TT1093

HOTWIRE COMPATIBLE BRUSHED



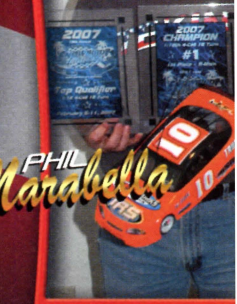


B1

The New Weapon in Micro Scale Racing

Tekin's B1 and B1-R bring exceptional, brushed technology to "18th scale" cars and trucks. The B1 Series ESC is small, less than 1" square, yet powerful enough to run any micro brushed motor available (up to 380 size). On-Board Temperature Indicator and Lipo cutoffs bring extra safety and highly reliable operation! With the use of the Tekin's HotWire PC Interface, you can fine tune the ESC beyond our Quick-Tune™ On-Board Programming. B1: #TT1080/B1-R:#TT1081

HOTWIRE COMPATIBLE BRUSHED





mini RAGE

Unleash Your Rage on the Competition

Tekin's first brushless system is designed to bring the standards of high end, 10th scale performance, speed, and control to the 18th scale enthusiast. The Mini Rage comes as a stand alone ESC or a complete system with your choice of 3 Tekin motors. Dial it all in with either the 5.4kV Performance Motor, 6.8kV Hi-Performance Motor, or the 8.0kV eXtreme Motor! Mini Rage ESC: #TT1100/ESC+5.4kV Motor: #TT1101
ESC+6.8kV Motor: #TT1102/ESC+8.0kV Motor: #TT1103

HOTWIRE COMPATIBLE BRUSHLESS



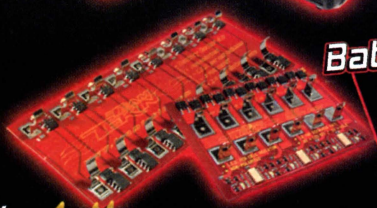
(prototype shown)

Battery Nurse

Physical Therapy For Your Battery Packs

The Tekin Battery Nurse with its VCS is just what the Battery Doctor ordered! While the Battery Doctor relies on the time-tested methodology of battery conditioning through cycling and discharge, the Battery Nurse uses an exclusive Voltage Control System (VCS) to automatically and safely maintain the peak performance characteristics of new battery packs. Battery Nurse: #TT1435

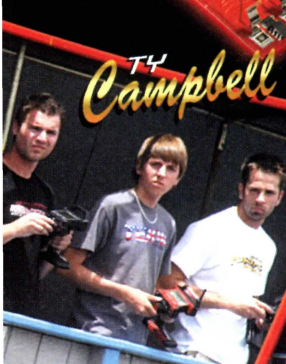


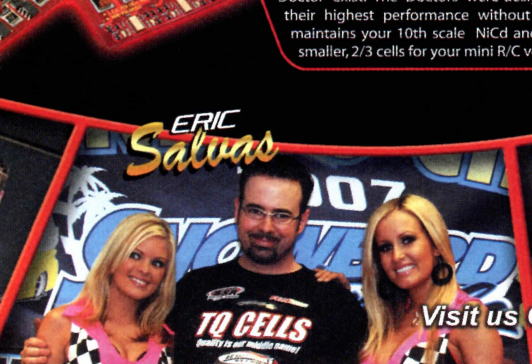


Battery Doctor 8.0+ Mini Battery Doctor

Doctor Recommended Discharge and Equalization Trays

Batteries have recently been experiencing a revolution in terms of capacity and performance. New battery technology has fostered new theories and strategies for affecting, maintaining and improving battery performance. This is exactly why the Battery Doctor and Mini Battery Doctor exist. The "Doctors" were designed to realize a specific objective; to maintain cells at their highest performance without sacrificing runtime or voltage. The Battery Doctor maintains your 10th scale NiCd and NiMH Cells while the Mini Battery Doctor handles the smaller, 2/3 cells for your mini R/C vehicles. Battery Doctor 8.0: #TT1420/Mini Battery Doctor: #TT1425







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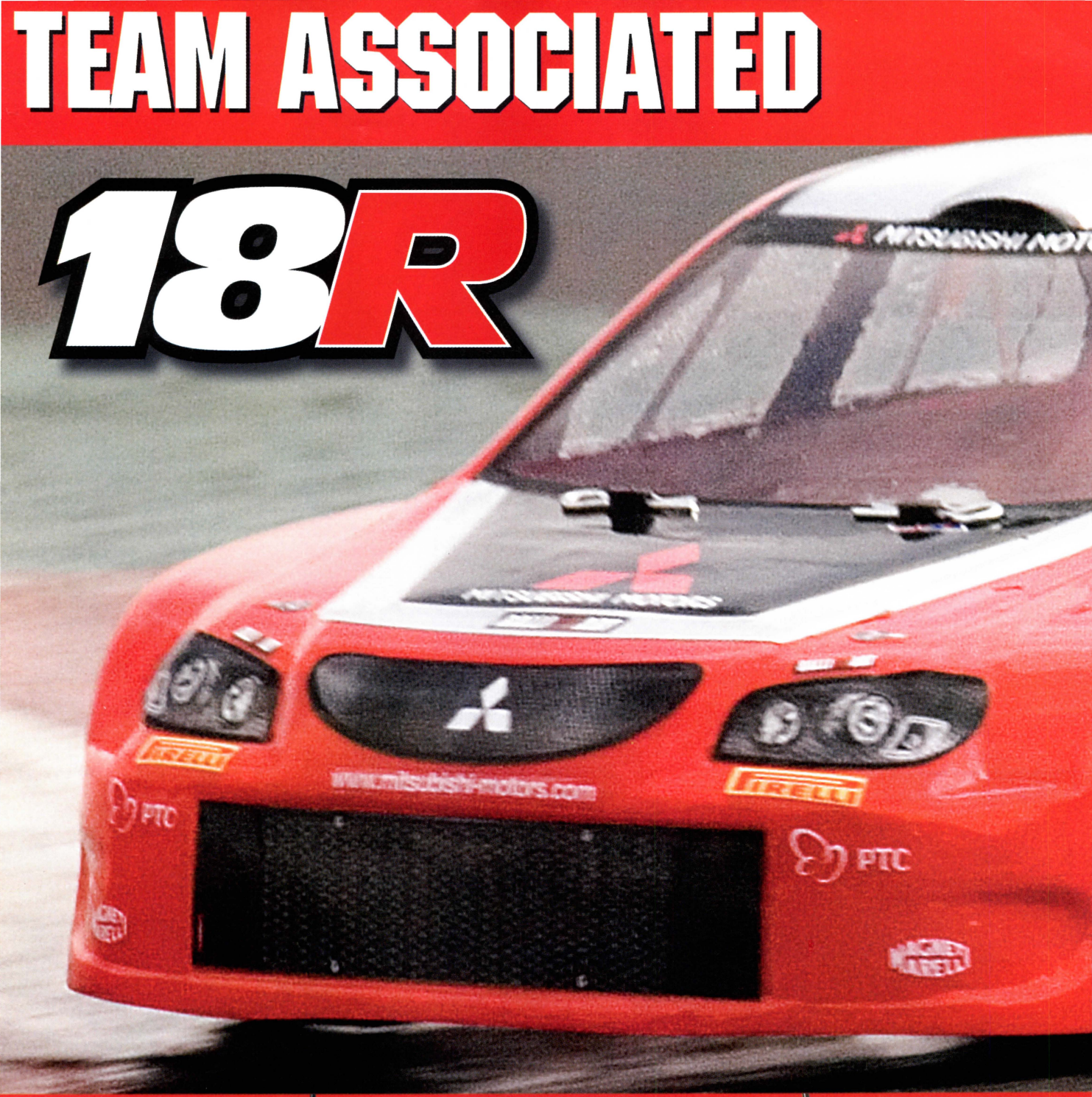
*Tekin HotWire sold Separately

TEAM ASSOCIATED

18R





Citroën XSARA WRC 2005

KAMINO 18R

1:18 Scale Ready-to-Run 4WD Electric Touring Car



MITSUBISHI LANCER WRC05

The RC18R packs big-time 4WD onroad performance into a mini-sized package! Based on the original RC18T platform, the RC18R features one of three bodies, the Mitsubishi Lancer WRC05, the Citroën Xsara WRC 2005 or the Team Associated Kamino, all of which come with 7-spoke wheels and optimized onroad suspension for superior handling and traction.

The 18R is powered by an inline-mounted "Super 370" high-performance motor, bolted to an aluminum motor mount with several mounting holes to fit most after-market 1:18 scale hop-up motors.

The 18R transfers all the power to the ground with its efficient shaft-drive, 4WD power-train featuring adjustable ball differentials front and rear. The 18R's suspension absorbs all of the bumps in the road with oil-filled shocks for smooth and consistent damping. The four lower suspension arms are symmetrical and work with the molded upper suspension links to insure that the 18R's suspension geometry is optimum right out of the box.

Team Associated's "XP" series electronics in the 18R are completely modular, allowing easy access to the receiver, steering servo, and the "XPS" electronic speed control with reverse.

If you're looking for the ultimate mini-4WD onroad car with the big performance that will leave the competition in the dust, look no further. Team Associated's RC18R is the car you have been looking for.

ae

Team Associated • 26021 Commercentre Dr., Lake Forest, CA 92630
www.rc10.com or www.teamassociated.com



If you haven't noticed, Wort loves the skull.

Jammin' CRT .5

Words: Michael Wortel ■ **Photos:** Oliver Bentley

Finally, a mini that makes sense

Last month at the 2007 Nitro Challenge, something special caught my eye. I was watching the gas truck racers do some practice laps on a large, 1/8-scale track. One car on the track looked a little smaller, but it was lapping most of the GTs on the field. I spotted Jammin' Jay Halsey in the drivers' stand and finally put two and two together. I was catching my first glimpse of Jammin's anticipated 1/12-scale truggy, and everyone was captivated. When I got back from the race, there was a box waiting in front of my office, and there it was! In the short time that the Jammin' CRT.5 has been in the news, some racers are prophesizing that 1/10-scale gas truck could shift to this new, 1/12-scale truggy class. Of course, it's hard to make a claim like this with much credibility, especially considering that the inherent nature of gas truck is way different from 4WD, but there's a chance it could happen. In the meantime, let's see what the first player in this brand new class can do.

Our new stickers have chicks, so you'll be seeing those all the time.

Jammin CRT .5



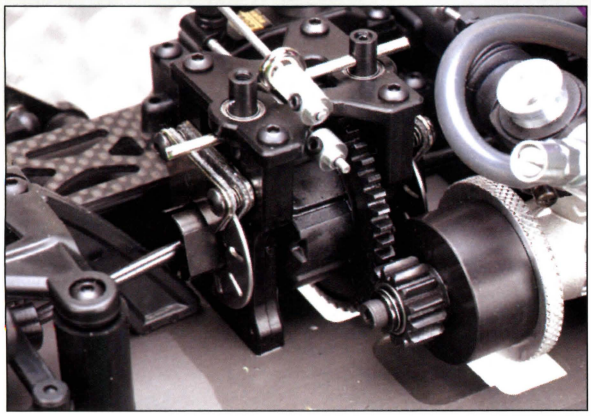
• 1/12-SCALE NITRO 4WD TRUGGY • 1/12-SCALE NITRO 4WD TRUGGY • 1/12-SCALE NITRO 4WD TRUGGY •

VEHICLE FEATURES

The CRT.5 is already in pro trim. Jammin' created a full-blown race kit, which includes the quality and features that you'd expect to find on something race worthy. Jammin' teamed up with Pro-Line and includes Bow-Tie series treads and an extra set of wheels with the kit. It's up to you to choose which .12 engine you want to purchase, but Jammin' made a solid choice, including a tuned pipe in the kit.



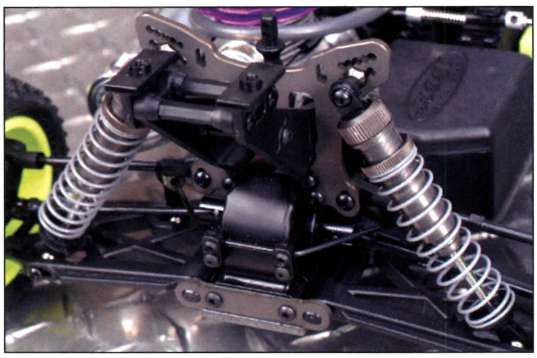
I GOT 3 DIFFS



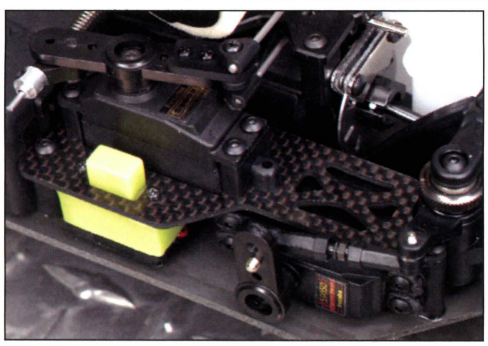
Essentially, there is little that separates the CRT.5's center diff assembly from that of most pro-level 1/8-scale kits. It's just a little smaller. The diffs utilize hardened steel gears throughout, and the kit comes with 500 and 1000 wt. silicon oil, out of the box. Front and rear disc brakes with center cams allow you to fine-tune the brakes precisely, just as you would on the CRT.5's 1/8-scale counterpart.

TOWERS OF SHOCKS

CNC machined, hard-anodized aluminum is utilized throughout the chassis. Compared to flat-stamped aluminum, anodized, machined aluminum adds durability to help you finish a race tweak free. The chassis, shock towers and front and rear arm braces all utilize this high-quality material. 1/8-scale truggies are known for being bulletproof, and although it's smaller, the CRT.5 shouldn't be any different.



LITTLE BABY SERVOS



The servos connect to the chassis using a graphite upper deck. The steering servo is in a lay down configuration, which is easily accessible for removal or adjustments. The vertical throttle servo is in close proximity to the center diff and engine carb, allowing for a compact and efficient linkage network. The geometry of the servo tray appears well thought out and hassle free.

BUILDING AND SETUP

Jammin's CRT.5 comes 80% assembled, out of the box. But this definitely isn't an RTR. You still get the joy of assembling the shocks, linkages and installing the radio gear. We opted to use Picco's .12R engine, which bolted to the chassis with ease and fit perfectly. The kit doesn't come with a receiver pack, but OFNA sent us one for testing. We don't recommend using the standard AAA caddy that comes with the kit. It's important to note that the CRT.5 doesn't accommodate most standard-sized servos for the throttle and steering. The servos you plan to use may in no way exceed these dimensions: 36mm (L) x 32mm (W) x 17mm (H).



This month we show you how to blow out pictures.

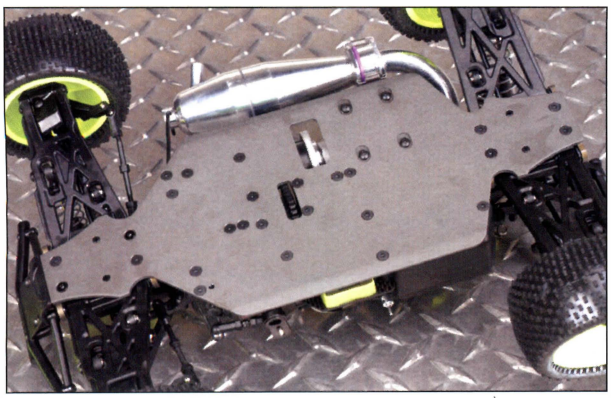


> "...there is little that seperates the CRT.5's center diff assembly from that of most PRO-LEVEL 1/8-SCALE KITS"

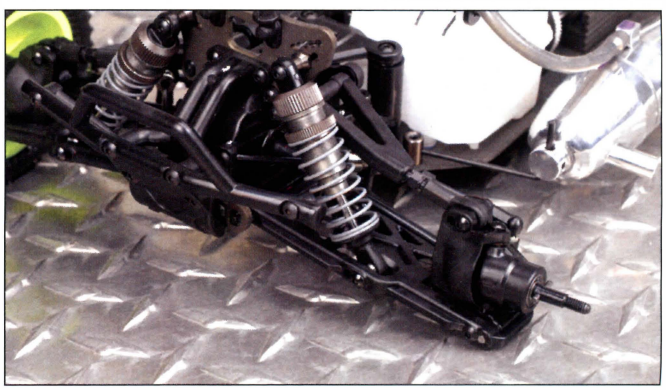
We aren't to cocky; we pretend to quality 3rd.

MOUNT THE ENGINE

The .12 engine attaches to the chassis using a two-piece, anodized aluminum mount. What sets this setup apart from other engine mounts is ease of adjustment. The mounts bolt in from the bottom of the chassis, but you don't need to remove them to adjust gear mesh. Instead, the engine is attached to the mount on a sliding track, and you can move the engine by simply loosening the screws that attach the engine to the mounts, from the top.



SUSPENDERS



The CRT.5 features a full-blown racing suspension. Although this mini truggy is about the size of a 1/10-scale electric, the suspension appears to be more beefy and able to withstand the punishment of large, fast tracks with big jumps, unlike the somewhat fragile 1/10-scale trucks. Universal drive axles and threaded, hard anodized shocks round off the suspension features, and a standard, 12mm hex adaptor ensures almost limitless wheel possibilities (using standard, 2.2 in. electric buggy components).

TESTING

Of all of the minis that I've come across in the past few years, the CRT.5 is the most track worthy. Although there will surely be a number of bashers who purchase this kit, most buyers will be looking to hit the track. Testing was completed at Revelation Raceway here in Southern California. The surface was a little loose, but the track was well maintained, and the layout offered a little of everything.

Acceleration and Speed • The CRT.5 feels at home, if not a little overpowered with a .12 engine. Although the horsepower is a bit overkill, the truggy does an excellent job putting the power to the ground. The three high-quality diffs let you punch it off the line without getting squirrelly. And as the .12 revs higher, the power is fully realized in the CRT.5. At the end of the straight, the truggy felt like it wanted to keep going faster, so you may not fully appreciate the high-speed potential of the CRT.5 unless you're running on a long, sweeping track.
Rating: 9/9

Braking • As I was building the kit, I picked up the brake discs with some skepticism. Simply, they are pretty thin and feature a single disc on the front and the rear. But as I was breaking in the engine, with repeated jabs on the brakes, the fade I had anticipated was nowhere to be found. The truck is pretty light, and the discs and pads were definitely adequate for the task. With the chassis' small footprint, the brake assembly is a bit crowded. It takes some time to build the linkages so that they don't come into contact with the fuel tank. I had to Dremel about 2mm off the arm for the front bias.
Rating: 8

Low-Speed Handling • With its short wheelbase and bearing-guided steering assembly, the mini truggy showed a ton of maneuverability at low speeds. And, as is the case with it's 1/8-scale counterpart, it was easy to kick out the rear end with a quick blip on the throttle. This made the CRT.5 a pleasure to drive in close quarters. You have to be careful, however, and roll on the throttle if you're accelerating out of corners. The power band of the .12 explodes once low rpms are cleared, and it's easy to burst into a push if you aren't careful with the throttle. It feels a bit like a1/10-scale sedan, but you don't have the advantage of godlike traction on grippy asphalt.
Rating: 9

High-Speed Handling • The shock oil included in the kit is a bit on the heavy side, so response at high speeds was a little sluggish, but it was still comfortable. In the mirror image of a 1/8-scale, the CRT.5's sway bars did a great job of holding the wheels to the ground through sweepers. Since the truggy had so much steering at low speeds, I was a bit concerned that it would feel twitchy as it climbed over the 20 mph mark, but there was just enough on-power push to make it feel comfortable, yet still retain steering. Off-power, at high speeds, the turning was tight, and the truggy never felt like it was going to oversteer and spin out. The CRT.5 was very stable at high speeds but still sensitive enough to carve out precise laps.
Rating: 9

Rough-Track Handling • The shocks on the truggy are excellent, and even though the shock oil was heavy, the articulation was soft and lent itself well to rougher sections of the track. The CRT.5 felt way more capable on a rough track than a 1/10-scale—which shares similar dimensions. However, the choice of using 2.2" buggy wheels was a bit puzzling. Many believe that truck wheels and tires would have been a better choice. Not only would it

External pipes look weird, but actually make sense.

TEST GEAR



Radio: Futaba 3PM-FS, $170



Servo(s): Futaba R303 FHS, $170 (in combo)



Receiver Pack: OFNA 5-cell 800 mAh, 10200, $25



Engine: Picco .12R EXHT, 51123, $250



Starting Box: OFNA Mini-Start, 10252, $60

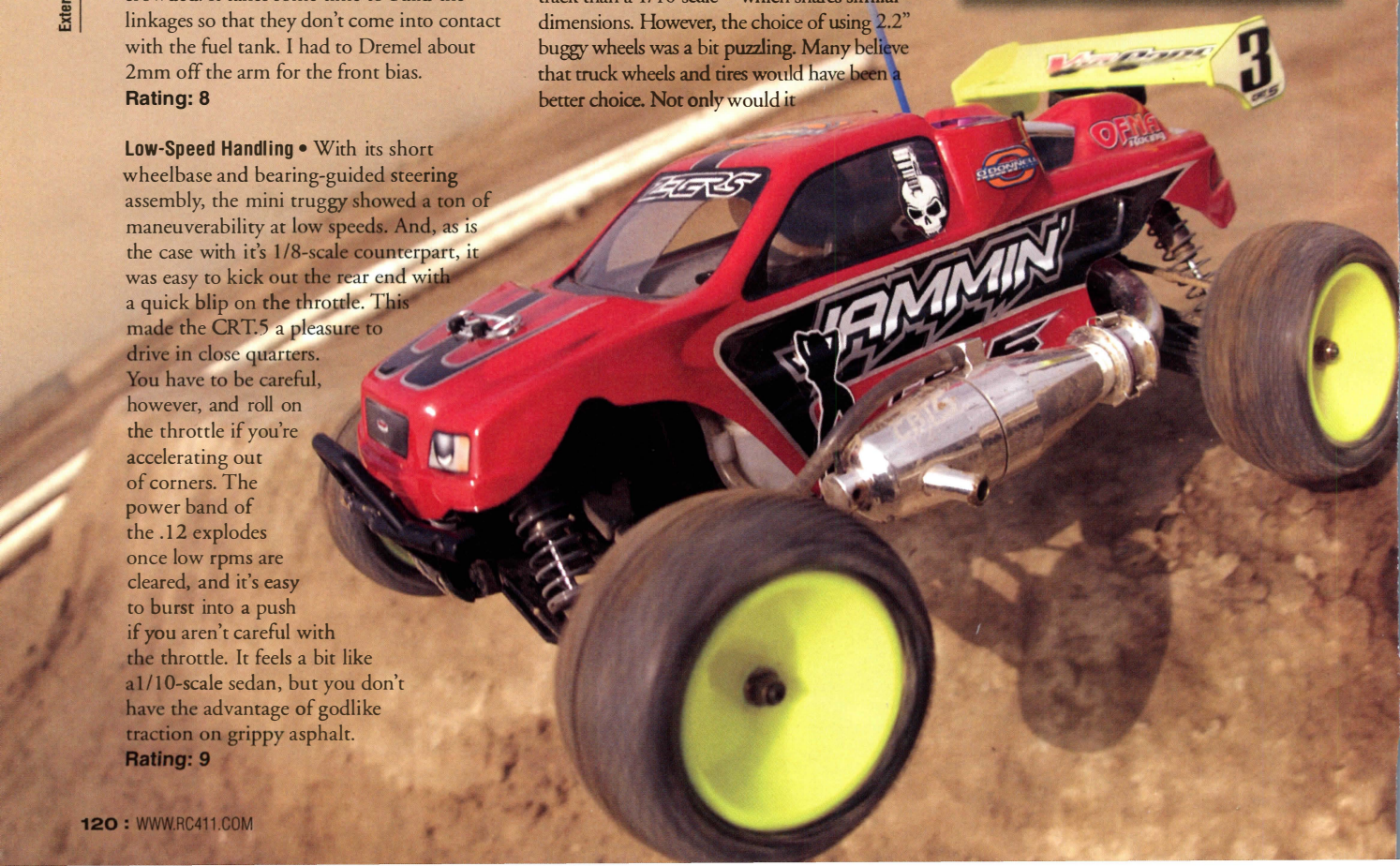
RTR GEAR



Pipe: Jammin' CRT.5

CONNECT

O'DONNELL RACING (Distributed by Great Planes)	ph: 217.398.8970 web: www.odonnellracing.com
OFNA	ph: 949.586.2910 web: www.ofna.com
FUTABA (Distributed by Great Planes)	ph: 800.637.4639 web: www.futaba-rc.com

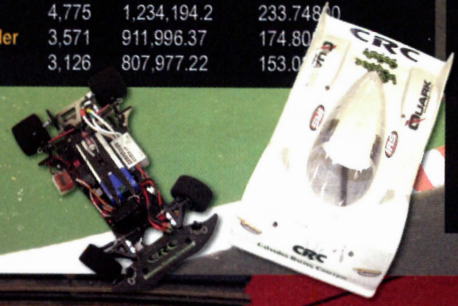


QUARK WINS AGAIN!

and Again... and Again... and Agai

Guinness Book Record Setting 24 HOUR ENDURO

Team Name	Laps	Feet Traveled	Race Distance (Miles)
1. Team CRC	7,869	2,033,900.4	385.2084
2. Team Tamiya	7,842	2,026,921.7	383.88668
3. Team Freaky Village I	7,541	1,949,122.2	369.15193
4. Team Schumacher	7,030	1,817,044.1	344.13714
5. Team Freaky Village II	6,272	1,621,123.8	307.03102
6. Team Numskull	4,775	1,234,194.2	233.74840
7. Team Classic Thunder	3,571	911,996.37	174.80
8. Team BrOOd	3,126	807,977.22	153.0



TEAM CRC

Chassis: Team CRC Pantoura
ESC: Quark Comp 80B
Motor: Hacker Brushess RL Custom
Battery: MaxAmps Lipo's 6000 mAh
Radio: Nomadio / Rutaba 3PK
Tires: BSR Racing
Body: Wes Design
Sponsors: CRC, Quark, MaxAmps, Nomadio, Hacker, Hyperion, IRS, Much More, Wes Design
Drivers: Shane Elliot, Mike Stanton, Jon Sterling, Sean Maybell, C J Redelfs, Chris Westerman, Grant Cogswell





1/18th INDOOR OFF ROAD NATIONALS

RESULTS 4wd Brushless A main

Pos	Name	Battery	Motor	ESC
1	Frank Root	Thunder Power	Hacker	Quark 33A ProCar
2	Jake Thayer	Thunder Power	Hacker	Quark 33A ProCar
3	Josh Anderson(TQ)	Apogee	Mamba	Mamba
4	Zack Berry	Apogee	Mamba	Tekin
5	Carissa Figelski	SMC	Tekin	Tekin
6	Chris Wheeler	Thunder Power	Hacker	Quark 33A ProCar
7	Tim Mohr	Apogee	Mamba	Mamba
8	Carl Smart	Unknown	Hacker	Quark 33A ProCar
9	Joe Mason	Intellect	Mamba	Mamba
10	Nick Zaccaro	Unknown	Unknown	Unknown

TAMIYA

3-HOUR ENDURO RACE

ENDURO FINISHING RESULTS

Pos	Team	ESC/Motor	Laps
1	Hacker USA	Quark 80B/Hacker C-40 8T	649
2	Vote for Pedro	Novak GTB/Novak Velocity	645
3	Team Malibu	LRP Sphere/Reedy Neo	642
4	Team Novak	Novak GTB/Novak 5.5 Velocity	626
5	Team TAOB	Novak GTB/Novak 7.5 Velocity	538

TEAM HACKER USA

Car : Tamiya TB EVO IV
ESC : Quark 80B Competition
Motor : Hacker C-40 8T

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have looked a little more scale (compared to a full-sized truggy), but the extra size would aid in handling on rough tracks by being able to traverse over bigger ruts and potholes with less agitation. But as it sits, the mini truggy was way more impressive on rough terrain than a 1/10-scale, and it's capable of running effectively on rutted, 1/8-scale tracks.
Rating: 9

Jumping • The somewhat narrow track of the CRT.5 made me believe that it would be volatile over jumps, but that was definitely not the case. The truggy was very stable in the air, much in part to the excellent traction that it would grab while approaching a jump. The chassis was very well balanced, so it didn't require a lot of work to keep the truggy level in the air. Yet, it was sensitive enough to where you could get the nose to pop or the rear end to settle with mid-air throttle inputs. For being a small car, the CRT.5 handled landings very well. The chassis didn't slap the ground much at all—only over larger doubles and the triple. The suspension is definitely scaled-down from an 1/8-scale, but so is the weight, so the CRT.5 jumped relatively well.
Rating: 9

Wrenching

Maintenance • Aside from the front diff being a little tedious to remove, working on the CRT.5 was a pleasure. The majority of the kit is held together using hardened, 2mm hex screws throughout. As mentioned earlier, the servos were accessible without having to remove the graphite upper brace, and adjusting the throttle and brake linkages was painless. All of the hinge pins are captured in aluminum braces, so don't worry about having to deal with e-clips. Honestly, one of the only adjustments that isn't accessible without having to remove chassis components is the gap between the brake pads and disc—which isn't the biggest deal in the world, anyway.
Rating: 9.5

Wear and Tear • As the anointed "durability tester" of RC, I have broken everything—large to small. My concern was that Jammin' would make a truggy that was fast but too fast for its drivetrain to handle impact and remain intact. But after flipping, cartwheeling, and lawn darting my way around Revelation, the truggy proved to be very durable. Of course, it wasn't as bulletproof as an 1/8-scale, but in the end, nothing broke. The arms, bulkheads and chassis components were a lot more beefy than a 1/10-scale, and that helped translate to durability. The front end features a small bumper, which has reinforced braces that push against the shock tower and bottom hinge pin brace. This made the CRT.5 shrug off most frontal impacts with no problem.
Rating: 9

Tuning • The CRT.5 has absolutely every adjustment that you'd find on a race worthy platform. The shock towers offer a plethora of shock mounting positions as well as roll center. Variable Ackerman and an integrated servo saver round out the steering options. The kit also comes with spacers to vary the caster and optional anti-squat plates. Rear toe is also adjustable by changing the configuration of the hinge pin holder inserts. Along with the aforementioned possibilities are droop screws, a variable wheelbase and multiple wing angle positions. There's enough here to keep racers busy.
Rating: 9

Conclusion

The CRT.5 is definitely a worthy addition to Jammin's strong lineage of winning racecars. This is the first mini car or truck I have tested that doesn't feel mini on the track. Really, the only looming uncertainty lies in the class itself, which is brand new. It is hard to speculate whether it will take off or not, but if it does, Jammin' has their foot in the door in a big way. The only real complaint I have about the CRT.5 is that it doesn't use standard servos. While high-quality mini-servos are available, they simply aren't as durable as the standard size, not to mention the fact that you have to go out and buy two new servos, because you probably don't have two mini ones just laying around. After all is said and done, I put the "Wort Stamp of Approval" on the CRT.5. If you race and want to try something new, take a very serious look at this capable mini truggy.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

7	INSTRUCTIONS
9	PARTS QUALITY/FIT
9	DURABILITY
9	TUNABILITY
9	OVERALL PERFORMANCE
7.5	VALUE

HITS
- Almost limitless wheel/tire selection
- Jammin' pro quality
- Ready to race

MISSES
- Doesn't use standard servos
- Brand new class = uncertainty
- Only about $100 cheaper than a pro 1/8-scale truggy

Look: our girl decal makes one of its first appearances!




US CHAMPIONS • EUROPEAN CHAMPIONS • JAPAN CHAMPIONS
2006 WORLD CHAMPIONS
HB
RTR
CYCLONE
1/10 SCALE TOURING CAR
Easy does it!
Getting into touring cars has never been easier or more exciting than right now! The Cyclone S RTR is a high-end race car that comes pre-built with a long list of high end components as well as a flashy pre-printed Andy Moore body! Pick it up today, race it tonight!
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Worlds winning platform!
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A digital proportional TF-3 transmitter gives you precision control of the vehicle as well as a comfortable ergonomic feel!
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Saturn 27 turn
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RF-3 receiver
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HB
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Jammin CRT .5



• 1/12-SCALE NITRO 4WD TRUGGY • 1/12-SCALE NITRO 4WD TRUGGY • 1/12-SCALE NITRO 4WD TRUGGY •

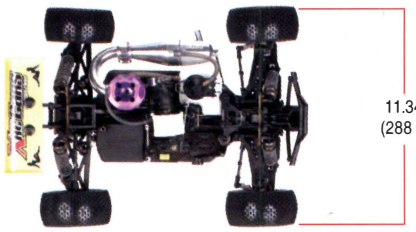
CONNECT:

MANUFACTURER: Jammin' Products
PHONE: 949.586.2910
WEB: www.jamminproducts.com

VEHICLE INFO

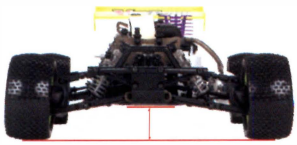
VEHICLE:	Jammin' CRT.5 Pro
SCALE:	1/12
TYPE:	Mini truggy
PART #:	34970
STREET PRICE:	$420
PRICE AS TESTED:	$1,065
SETUP TIME:	3 hours
EXPERIENCE LEVEL:	Intermediate to advanced

DIMENSIONS

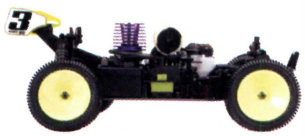


11.34 in. (288 mm)

RUNNING WEIGHT: 3 lbs., 10.8oz. (1664 g)



1.18 in. (30 mm)



8.86 in. (225 mm)

She's an expensive little girl.

TECHNICAL INFO

CHASSIS

LAYOUT:	Flat CNC with plastic and graphite bracing
THICKNESS:	2.55mm
MATERIAL:	Carbon fiber

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bellcrank with integrated servo saver
SWAYBARS:	None

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	(F) 50 wt. (R) 35 wt.
PISTONS (F/R):	2-hole
SPRINGS (F/R):	Grey (1.24mm)

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF FLUID:	500 wt. / 1,000 wt. / 500 wt.
Transmission:	Single Speed
SPUR GEAR MATERIAL:	Plastic
CLUTCH:	Three-shoe composite
AXLE TYPE:	Universal
BEARINGS:	Rubber-shielded

GEARING

PINION/SPUR:	13/46
GEAR RATIOS:	
PRIMARY:	3.54:1
INTERNAL:	3.25:1
FINAL:	11.51:1

BODY, TIRES, WHEELS

BODY:	Jammin' Mini Truggy
TIRES (F/R):	Pro-Line Bow-Tie
DIAMETER/ WIDTH:	2.20 in. x 1.70 in. (56mm x 43mm)
HEX SIZE:	12mm
WHEELS:	OFNA dish type

ITEMS NEEDED

Transmitter, receiver, two mini servos, receiver pack, starting box, 6-cell rechargeable pack, fuel, glow igniter, engine, air filter oil, CA, 8 AAs

MAIN COMPETITION

This is the first 1/12-scale truggy available.

WHO IT'S FOR

Nitro racers, mini enthusiasts, someone looking for a pro level basher

POWERPLANT INFO

The CRT is a little vehicle and doesn't require the high horsepower engines we like to feel good about using. The OFNA/Picco is geared toward off-road with a relatively small venturi. This helps kill power and smooth out the power band, with a side effect of better gas mileage. The kit pipe for the CRT is undersized, and though it's well shaped will also reduce peak output: all traits that in some cars wouldn't be desirable, but in a small car, even with 4WD, helps keep the power manageable. Temps were at most 220-degrees and tuning was pretty easy after we fixed an early airleak.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



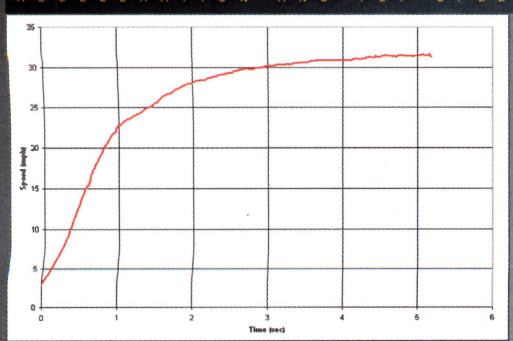
ENGINE DATA

ENGINE:	Picco .12R EXHT
BORE x STROKE:	.551 in. x .539 in. (14mm x 13.7mm)
DISPLACEMENT:	.12 in .3 (2.1 cc)
FUEL:	O'Donnell 20%
PIPE:	Jammin' CRT.5
PLUG:	OFNA
PEAK HP*:	.62 @ 26,800 rpm
PEAK TQ*:	24.13-oz. in. @ 26,800 rpm
PEAK RPM*:	38,000

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.01 sec. @ 28.3 mph*
TOP SPEED:	32.8 mph @ 151 ft.
AVERAGE RUNTIME:	8+ minutes

*Limited available traction

NEEDLE SETTINGS

HIGH:	5-turns out
LOW:	3 1/2-turns out
MID:	N/A
OPERATING TEMP.:	195-220º

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Overcast
TEMPERATURE/HUMIDITY:	71° F / 22%
BAROMETRIC PRESSURE:	28.47 in.
ALTITUDE:	951 ft.
TRACK TYPE:	Loamy dirt

HANDLING

TURNING RADIUS:	2 ft., 6 in.
ON POWER:	Slight push
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL BRAKING:	Good

Next time I'll make Wort finish typing my stuff, but then it might be wrong.



PRO BLUEPRINTED STOCKS & 19T

- ROAR X $38
- CO27 $38
- Monster $36
- ROAR $36
- Atlas EVO 0 $38
- KD 19t $40
- Reedy Quad 19t $38
- Checkpoint 19t $50
- Atlas Evo 19t $38
- C2 19t $35
- Element V2 19t $50

MODIFIEDS

- Cobalt 2 $60
- Checkpoint $65
- V2 $60
- Ti $55
- Custom Armatures starting at $34

BRUSHES

- 767 10 pair $20.00
- 4499 10 pair $22.00
- Putnam Green 10 pair $25.00
- F-Brush 10 pair $24.95
- V2 Sprint Edge 10 pairs $35.00
- XXX 10 pair $120.00
- Checkpoint Infinity $9.99 Pair
- Checkpoint Atlas $3.99 Pair
- Many more available







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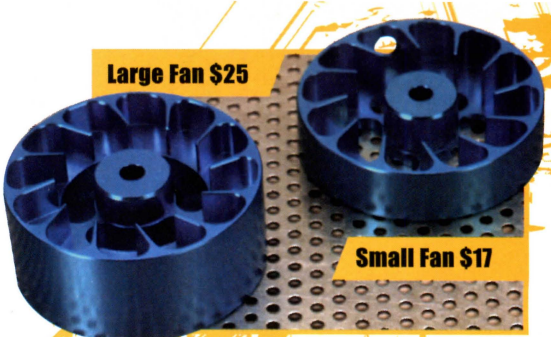
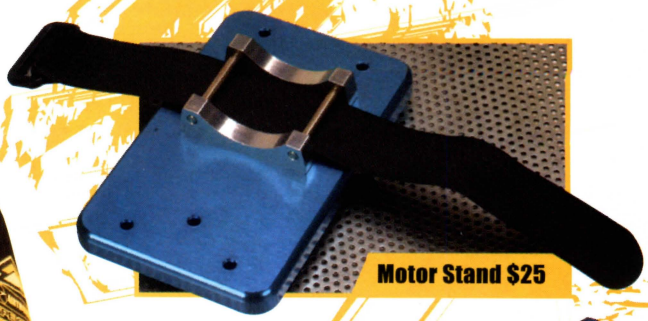
•Super Stock 420+ 1.237+	6 cell	$54.95
•Super Stock 420+ 1.230+	4 cell	$32.95
•Super Stock 420+ 1.237+	4 cell	$43.95
•Super-Mod 435+ 1.230+	6 cell	$59.95
•Super-Mod 435+ 1.237+	6 cell	$64.95
•Super-Mod 435+ 1.230+	4 cell	$46.95
•Super-Mod 435+ 1.237+	4 cell	$50.95











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INSTALL A Li-Po RECEIVER PACK

Cut weight and save space with minimal effort.

Words: Michael Wortel **Photos:** Oliver Bentley

If you actually use AA's as a receiver pack, stop. Welcome to 2007.

I have been a full-time, in-house editor for XRC for just over a year now. One of the first assignments that Derek threw at me involved a new technology (to RC cars): Li-Po batteries. Since then, Li-Po has staked a claim as the battery to use, and recently it has trickled down to every possible battery application. In recent times, many of the pros have ditched their Ni-MH receiver packs in favor of Li-Po. The advantages are numerous. First, Li-Pos are inherently smaller and lighter (relative to mAh) than comparable Ni-MH packs. The advantages of saving weight are obvious, and in this current era of ever-decreasing real estate in radio boxes, saving space is important, too. Also, let's not forget that Li-Po provides more runtime and a nearly perfect linear voltage output. With mains creeping into the hour-long mark, this is important. But these aren't your daddy's cells; Li-Po receiver packs are a little more complicated. Do the following to ensure a smooth Li-Po conversion.



1. REMOVE YOUR OLD GEAR

When you install a new Li-Po RX pack, there is the added component of a voltage regulator. When you remove the stock receiver pack, also remove the receiver itself. This will give you the ability to plan exactly how and where you want to install the new equipment. Also, take this opportunity to coil/bundle/organize the servo wires in the radio box. An erratic mess of crossed wires can lead to radio interference.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Extreme XRC Cars magazine 2.0

TIME TO COMPLETE

15 MINUTES

THE TOOLS

- Li-Po RX Pack
- Li-Po Charger
- Voltage Regulator



2. SELECTING THE RIGHT PACK

Li-Po receiver packs are available in varying sizes and capacities. In general, the energy density of Li-Po is four times that of Ni-MH, so you can essentially fit four times the capacity in the same amount of space. This allows you to either shrink your battery space considerably, or simply add a butt-load of runtime. Measure your RX box and decide how much room you have to work with. If you're racing shorter mains, you can get away with a miniscule 120 mAh pack, but if size and weight aren't an issue, run a 750 mAh+. This will easily power you through the longest mains.

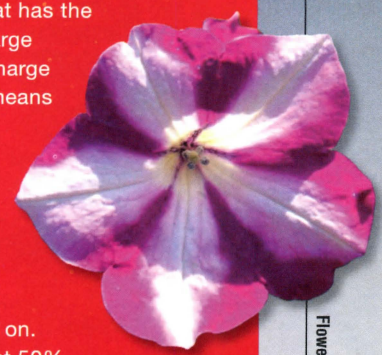
3. SELECTING A VOLTAGE LIMITER

Stop right there. Most Li-Po RX packs run at 7.4V, and most receivers/servos are designed to be run at about 6V. So instead of frying your electronics, you need to purchase one of these small voltage regulators. They are available to regulate varying current. If you're running truggy vs. gas truck, for instance, you can opt to use a higher voltage regulator, which will give a little more current to the servos. But if you're running something smaller and don't quite need all that current, you might opt for a lower regulator, instead. This will give you longer run-time and possibly extend the life of your radio gear.



LI-PO CARE

This disclaimer appears often, because Li-Po cells are a completely different breed of batteries. Here's a quick reference on how to handle Li-Po, every step of the way. First, you need to use a charger that has the ability to charge Li-Po, and charge at 1C. This means that if your pack has a 1200 mAh capacity, charge at 1.2A; 1400 mAh at 1.4A, and so on. Store Li-Po at 50% charge. There's no need to discharge when you want to run it again. Simply put it back on the charger. And never, under ANY circumstances, run a Li-Po dead. The very second you feel a drop in voltage, pull your car off the track and recharge the pack. If the pack ever feels a bit "bulged," store it somewhere fireproof until you can drop it off at a Best Buy, Circuit City or cell phone store, where they'll dispose of it for you.



Flowers = caring. Get it? Okay we don't either.



4. INSTALLING BOTH

Physically installing your Li-Po combo is pretty straightforward, but use your head. Some voltage regulators have a small LED that illuminates red when voltage drops to a dangerous level. You can attach the regulator to the inside of the radio box and drill a small hole where the light would appear. This allows you to monitor the voltage light without having to remove anything from the radio box. Since Li-Po cells are susceptible to physical impact, it's not a bad idea to wrap it in foam to provide a little cushion if your car makes impact.

Conclusion

You probably didn't think you needed to read extensive instructions on how to install a receiver pack, but if you haven't used a Li-Po pack before, there are some important differences. Li-Po is here to stay, and it has rapidly replaced every other type of cell throughout our industry. You need to use your head a little more, but Li-Po has so many advantages over Ni-MH that quite simply, you can no longer ignore it. As far as receiver packs are concerned, Li-Po offers many more options than other cells in terms of size, capacity, and voltage. And if you treat your Li-Pos properly, they can cycle over 500 times and retain a large proportion of their voltage and capacity. Ni-MH what? That's right. Li-Po is the only way to go.

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POWERFUL G3.0 ENGINE

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- Dual stage foam filter for long life





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G3.0 ENGINE

RECOMMENDED FUEL POWER FUEL

FIRESTORM 10T



2WD NITRO POWERED STADIUM TRUCK

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☑ PRECISE HANDLING

Wide-track suspension and all-new tires front and rear give the Firestorm superb control.

☑ EXTREME DURABILITY

Steel alloy front axles, thick aluminum alloy chassis and hardened steel rear dogbones can take extreme punishment.

☑ REAL VALUE

Pre-assembled with high tech features right out of the box and priced to fit your budget.

The Firestorm 10T is the latest addition to the HPI truck line-up, a completely new 1/10th scale 2WD nitro platform. Our design team checked off all of the right boxes when it came time to design the Firestorm 10T... faster, better handling, stronger, and a price that beats the competition. You want power? Fire up the new G3.0 engine and you'll see that it delivers both punch and top speed with .18 cubic inches of nitro excitement. To harness that power, a tough transmission was designed from the ground up, using all-metal gears for maximum durability. The ultra-rigid aluminum chassis is anodized high tech grey with countersunk hex screws and black nylon suspension arms, looks great. And the list of features goes on and on... threaded shocks, alloy tuned pipe and header, turnbuckles, fiber disc brake, sealed radio box, dual stage air filter, sticky tires, and a fire-breathing flame paint job. And best of all, the Firestorm 10T is pre-built, with radio gear, ready to go!



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HPI Savage Kit Shown



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2801 Titanium Upgrade Kit (Traxxas T-Maxx 2.5)
2831 Titanium Upgrade Kit (Team Associated MGT)

1/18th Scale Kits

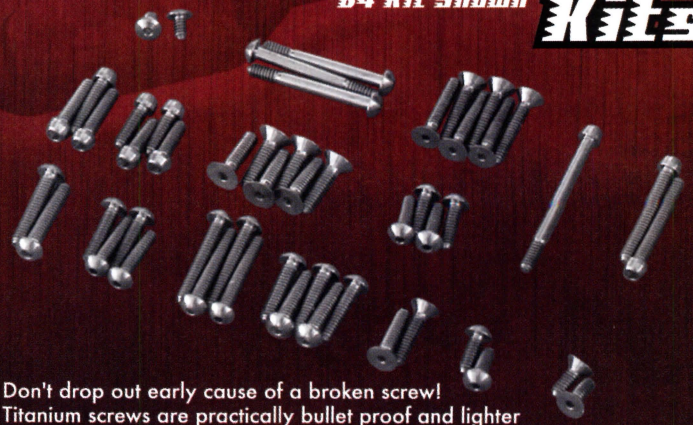
Duratrax Mini Quake Kit Shown



2091 Duratrax Mini Quake Punisher Titanium Turnbuckle & Ball Stud Kit
3091 Duratrax Mini Quake Titanium Hinge Pin Kit
2101 Team Associated RC18T Punisher Titanium Turnbuckle & Ball Stud Kit
3101 Team Associated RC18T Titanium Hinge Pin Kit

Titanium Screw Kits

B4 Kit Shown



Don't drop out early cause of a broken screw! Titanium screws are practically bullet proof and lighter than stock screws!

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6005 RC10 B4 Titanium Billet Screw Kit

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SETUP NITRO BRAKES

Better stopping

Words: Jeff Eveleigh **Photos:** Oliver Bentley

Your vehicle's braking system plays a roll of utmost importance when it comes to overall performance on the track. There is no point in bolting up your 3 horsepower engine if you're going to roll past every apex the race course throws at you. Power, responsiveness, and consistency are all key words that can be used to describe the perfect brake setup, so get ready for a disc-busting braking tour of what you have to do to bring your machine to an instant halt on your authoritative command.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine 3.0

TIME TO COMPLETE

VARIES

THE TOOLS

- Wrenches or Screw Drivers
- File
- Calipers
- Fuel Tubing
- Sand Paper

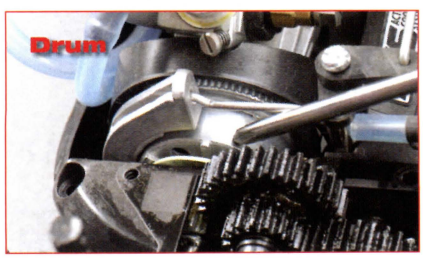
Types of BRAKES

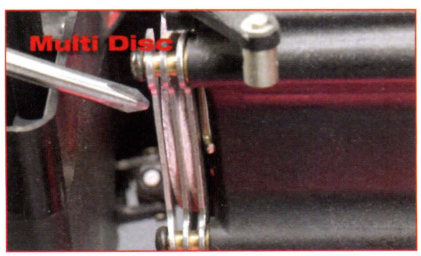
DRUM: This is the least common type of brake and also the least effective. Usually only found on older entry level nitro cars, the drum brake utilizes a swing arm brake pad that rubs against a hub or clutchbell to slow the vehicle.

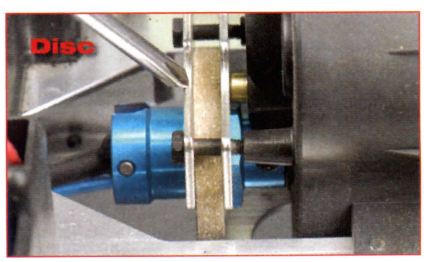
DISC: This is the most popular type of braking system. A single brake disc rotates between two brake pads and a caliper; when rotated, it applies pressure through one pad, through the brake disc, and then towards the outer pad. This style of brake is very effective, efficient, and easy to set up.

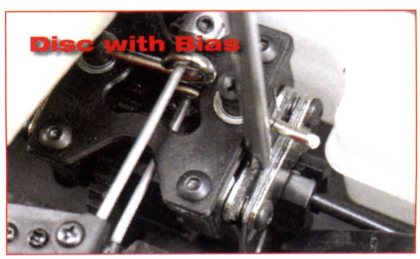
MULTI DISC: This is basically the same as a disc brake, except that multiple discs are separated by single pads and provide more surface area and thus more braking power.

DISC WITH BIAS: This setup allows you to alter the ratio of front-to-rear braking when a single or multiple disc brake system is mounted on both sides of a center differential. By having a brake at the front of the car and at the rear, you can easily set up the braking ratio to your driving style and track conditions.









Drum brakes? Who has drum brakes?

Disc MATERIAL



PLASTIC: Just like the drum brake, you don't see too many brake discs made of plastic anymore. Plastic becomes soft when heated and braking generates a lot of heat, so poor performance and brake fade are common with plastic brake discs.



FIBER/METAL COMPOSITE: Just like plastic brakes, the fiber style discs aren't as common anymore. They last relatively long, but as they wear, the thickness alters, requiring constant adjustment. Also, the porous nature of the material allows it to soak up fuel and debris easily—causing poor brake performance.



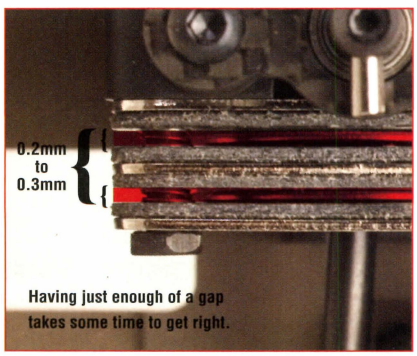
FIBERGLASS OR CARBON FIBER: These lightweight and durable materials are common on brake discs, and their nonporous characteristics prevent them from absorbing fuel if you get your brakes wet. These materials also prevent the need to glue pad liners onto your brake pads.



STEEL: Steel brake discs are extremely popular in high stress situations, such as 1/8-scale buggy or truggy classes, because they last long and don't tend to fade. They also seem to offer the most braking power compared to the other materials. They are a little heavier than fiberglass or carbon fiber brakes, and you also have to glue a lining to the brake pad to prevent metal on metal rubbing, but the durability and stopping power make it a good choice for many racing situations.

Brake SETUP

There really aren't too many parts that comprise your full braking system within your chassis, but each component plays a vital role in ensuring that your brakes can bring your ride to a halt when you want them to. Below are some major areas that should be addressed to guarantee that your brakes are working with optimal stopping power.



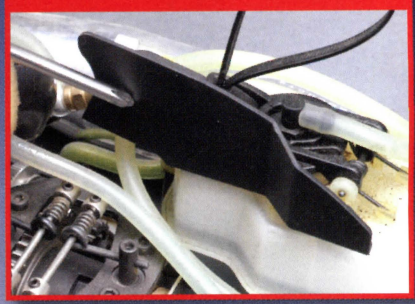
Having just enough of a gap takes some time to get right.

BRAKE GAP TOLERANCES: You need to set and adjust the gap between your brake pads to provide the ultimate braking performance. Generally speaking, you want your pads to be relatively tightly tolerated with a gap of about 0.2 mm to 0.3 mm of space. You don't want your servo to have to move the brake lever a huge amount to apply the brakes, but you also don't want your brakes hanging up. Also keep in mind that some brake disks may have high spots, so rotate the drive-line a few times to make sure there's no binding at any point throughout the rotation. On another note, if you are installing fresh brake parts onto your car, there may be a break-in period that can alter the dimensions of one or more components, so you may have to revisit this section and reset your tolerances after the parts have fully seated themselves.

TECH TIP

DRY BRAKES ARE STRONG BRAKES

Fuel on your braking system from a sloppy pit stop will most definitely cause your brakes to go away, and it could take many laps to dry them off and get them working properly again. Wet brakes are the worst, so try your best to prevent it. Build a splashguard to cover your braking system. Most new cars have one already, but if not, slap one together yourself. Then make your pit crew aware of where to avoid spillage so that you never have to worry about fuel and oil on your disc and pads again.



TECH TIP

THRESHOLD BRAKING

Threshold braking refers to the maximum amount of brakes that can be applied before the wheels lock up. For the most part it will slow your car down the quickest while still offering a good amount of chassis control. Some talented drivers can slow a car quicker by pulsing the brakes between locked wheels, but for most drivers a setup that doesn't lock a wheel is preferable. Basically, you want to drive the track under race conditions and continually increase your brakes until you see them start to lock up, and then reduce the brakes slightly.

If your front brakes lock up you will have no steering whenever the front wheels aren't rotating, causing you to understeer through the turn. Some drivers like to have a little bit of lock up in the rear on high traction surfaces because it allows the rear of the car to rotate around a turn quickly–but keep in mind that just like rear brake bias, a locked pair of rear wheels will make the car very difficult to drive. If you prefer more conservative brakes then set them up with threshold braking rather than locking up any of the wheels under heavy braking.

JOIN THE TEAM



Mike Truhe
2007 Team Losi Nitro Championships - 1st



Travis Amezcua
2006 ROAR 1/8 Nationals - TQ

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Sweet radio. We only use the finest equipment in photos.

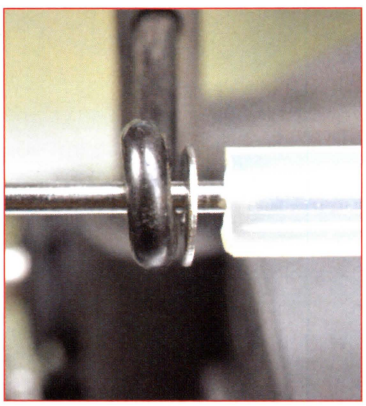
PROGRESSIVENESS: It's nice to have some progressiveness in your braking system so they aren't either on or off like a toggle switch. Some areas of the track may only require half of the braking power, while others require more. To vary your brakes' progressiveness, alter the length of the fuel tubing that is located on the brake linkage between the collar and brake lever. The more fuel tubing you run, the more progressive the brakes will feel, but keep in mind that longer fuel tubing will also create a greater cushion between your servo and brake caliper, and this will slightly reduce your braking power.



SPACER: You should always place a plastic washer between the fuel tubing and brake lever to offer more positive force against the lever when the brakes are applied. This washer will provide more surface area for the fuel tubing to press against, and will prevent the fuel tubing from getting all twisted up in the opening of the brake lever.



LAG (BRAKE DEAD BAND): This refers to the amount of servo movement in the braking direction that's required before the brakes actually start to engage. You can alter brake dead band by increasing the gap between the fuel tubing and washer against the brake lever. How much dead band you run will depend on your driving style and the track, but most people prefer a slight amount of space between neutral and applied brakes. A slight amount of dead band is good for two reasons. First, it ensures that you don't have any drag brake that could rob your vehicle of power and fuel economy, and second, it's difficult to drive a car that has brakes that immediately engage—especially when your setup offers a large amount of braking power.



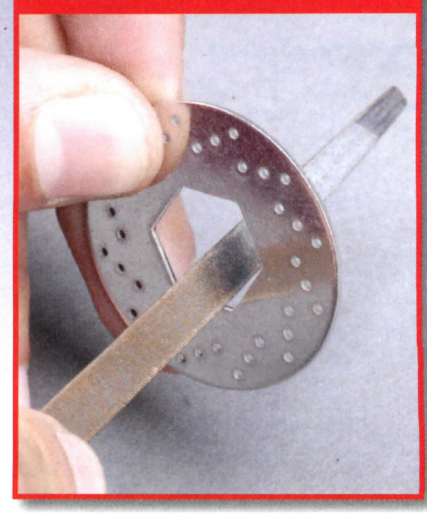
END POINT ADJUSTMENT: If your radio has it, End Point Adjustment (EPA) can be a valuable adjustment when tuning your brakes on the track. Basically, the more travel your servo has, the more braking power your vehicle will have, and the opposite is true for less servo travel. Keep in mind that with EPA, your servo may not actually travel more distance (since the brake system could stall the servo out), but there will actually be more force applied onto the brakes and thus more stopping power.



TECH TIP

FREE MOVING BRAKE PARTS

Bind-free brakes are strong brakes, so keep this little bit of info in mind when you are assembling your next center differential section, including the braking parts. Make sure that your brake discs move freely on the differential outdrives. You may have to sand away some material from the inner hole on the brake disc to ensure that the disc floats smoothly over the flat-spotted or hexed output shaft. It is also super important that the brake pads slide freely on their mounting screws. Any sort of binding can cause your brakes to hang up, even when the braking input is not applied through your radio. Bound-up brake pads can easily be fixed by opening up the mounting holes slightly to free them up. Be careful not to remove too much material, which would make your brake pads sloppy. Finally, check that your brake calipers rotate bind-free, which prevents brake hang-ups and undue stress on your throttle servo. Once you have all of the major brake components moving freely, you will be one step closer to having the ultimate brake setup.



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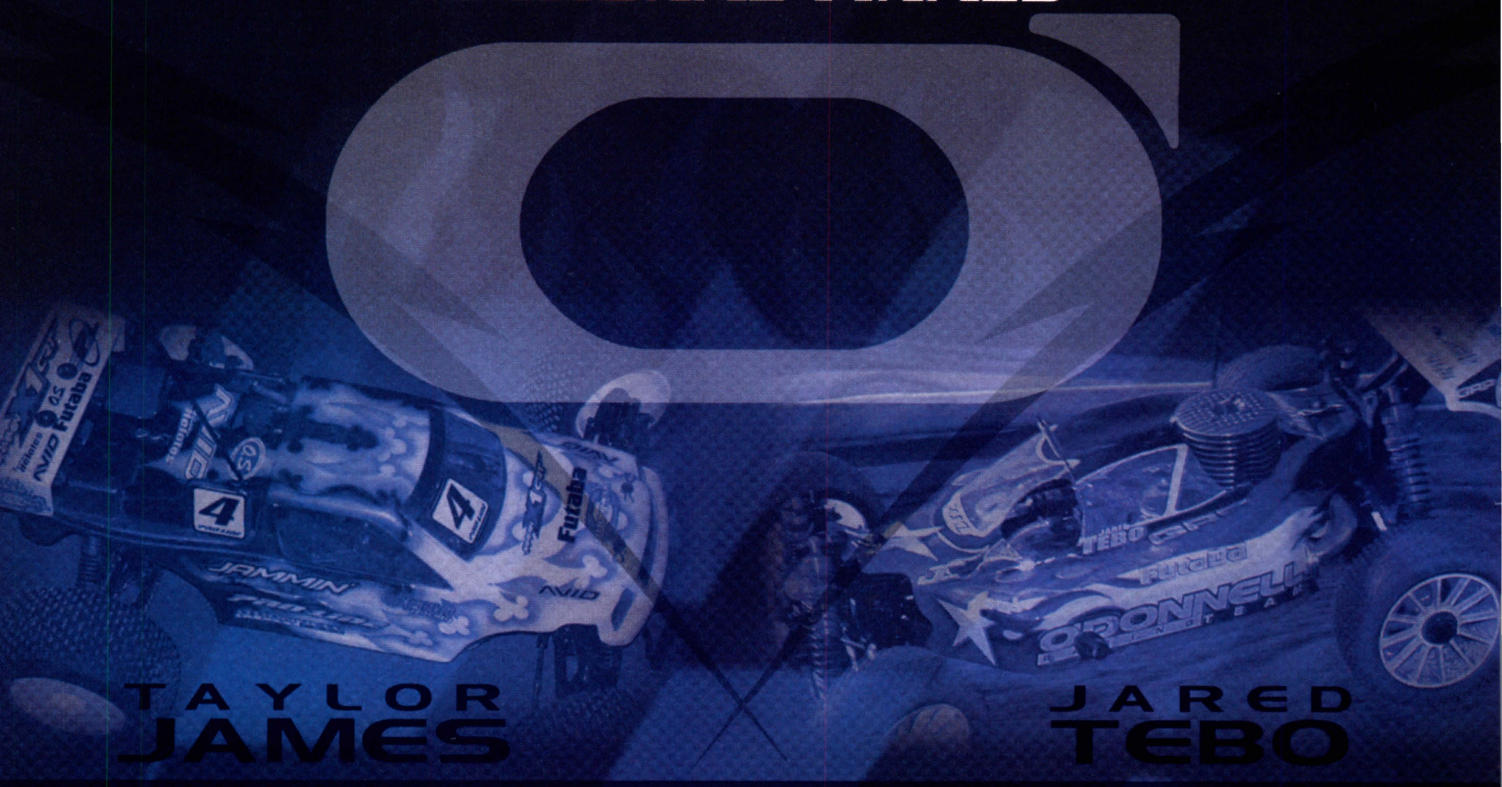

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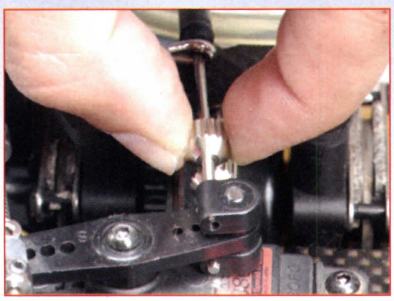
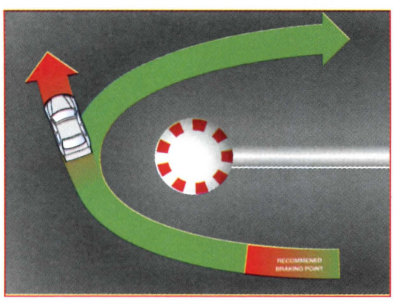
Brake BIAS

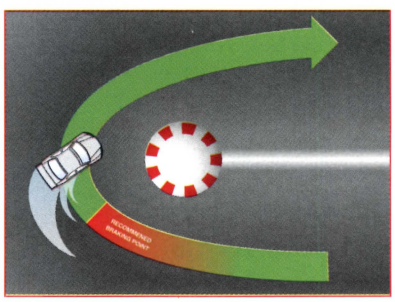
Brake bias refers to the different amounts of braking power applied to the front brakes in relation to the rear brakes. You can only alter brake bias if you have a 4WD car that has a center differential allowing you to separate the front and rear brakes. Alteration of front-to-rear brake bias can be a huge tuning aid when setting up for differing track conditions and driving styles.

Running front brake bias (more front brakes as compared to rear) will make the car easier to drive but will cause your car to push into the turn. You'll have to straight line, then brake a lot earlier before the turn to set up, and then turn in. If you brake too late with front bias, you'll just push out past the apex. Front brake bias is good on really loose, low traction tracks since it's easier to drive, but a car with front bias is usually slower around the course.

Rear brake bias makes the car much harder to drive (especially on loose tracks) since the rear end always wants to come around into the turn, but the car is much more agile and switches direction quicker. You are capable of driving a more aggressive style with rear bias, with a lot more steering into a turn. A rear brake bias of about 65% rear brakes and 35% front brakes is a good starting point, but something closer to 50/50 may work better on really low traction surfaces. Another side note about brake bias: Rear bias offers much more control of the attitude of your car in the air over large jumps since your inputs aren't as sensitive. This allows you to level out much easier compared to front brake bias.



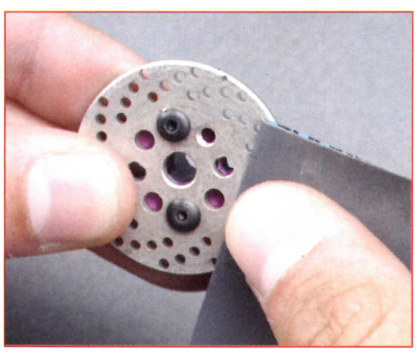




That first diagram shows how Jeff drives—right off the track!

Brake FADE

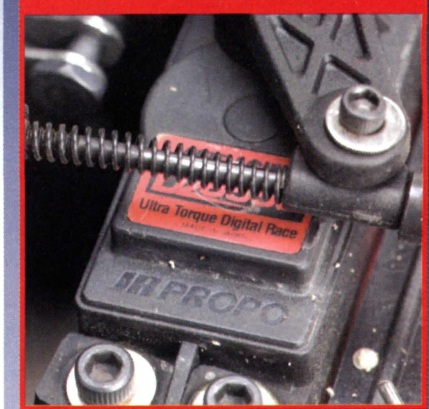
Some brakes start out hard but fade after a bit of time on the track. Brake fade can be a real problem, so you need to minimize the issues that cause your vehicle brakes to go soft near the end of the race. Crappy disc material such as plastic disc brakes will reduce your stopping power once the disc heats up and starts to soften. Be sure to use fiberglass, carbon fiber, or steel brakes to help prevent this. Excessive heat in the braking system is another cause of fade. Check that the pads aren't binding on the disc or that the tolerances between the pads and disc aren't too tight, which causes the brakes to hang up. Lack of brake maintenance is another biggie when it comes to fade issues. Dirt and debris built up on both your brake disc and pads will easily reduce your vehicle braking, especially as the race goes on. Glazed pads or discs are easy to fix with a small bit of fine sandpaper and some elbow grease.



TECH TIP

THROTTLE AND BRAKE SERVO

The servo that controls your throttle and brakes is a good place to look when trying to increase the power or responsiveness of your braking system. A high speed, high torque, metal gear, ball bearing servo will provide quicker braking response and more positive stopping power. When purchasing upgrade servos, try to get at least 80 oz/inches of torque with the highest speed possible. A servo with as much torque as possible will allow you to go deep into the corner and use a huge amount of braking, while other fast drivers prefer slightly less torque but super fast speed to allow them to brake earlier, but accelerate out of the turn with more authority—utilizing the responsiveness of the servo's speed.



CLOSING

It's easy to overlook your braking system when you have all kinds of high-powered mills and fancy suspension components to look at. However, engine power and chassis setup don't always win races, but driving past every turn because of brakes that are poorly set up will most definitely lose them.

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The 2007 Silver State NITRO CHALLENGE

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AS CLOSE AS RC WILL GET TO THE BAJA 1000

Words and Photos: Brian "Skinny" Skinner

For racers, March means Silver State, and it's one of the most hotly anticipated events of the year. If you do well here, it gives you bragging rights to say, "I'm the best," especially this year. The track was one of the most torturous tracks to be made in a long time. Funny thing is, it was Mother Nature and, of course, 200+ RC cars that made the track so torturous. If you didn't know this by now, the SS track is in the desert, and desert dirt is an odd playmate for vehicles large and small. The Silver State track is more of an exercise in desert racing than racing on a typical RC track. In fact, this year more than any other, it was like racing the Baja 1000. By the end of the weekend, the track looked like something from the Baja 1000, and you should have seen the faces on many of the drivers. Even the top pros looked happy to get off the drivers' stand—it was a battle of attrition for many on this weekend. Of course, promoter and track builder Joey Christensen had planned this all along. Joey knows that Silver State is a hard track. It decomposes as the racing progresses, so he actually built a pretty simple track and let Mother Nature do the rest. At first, many of the pros thought it was too easy, but by day two they changed their tune and were commenting on how hard it was. Joey displayed his famous smile with each of their comments. Was it a cruel joke on the racers, or a brilliant scheme to have a challenging track that made for close racing and great spectator viewing? If you ask me, it was one of the most challenging and fun tracks to race on. Of course, I love racing desert bikes, so call me crazy! Join me for a look at the 2007 Silver State event and see what you missed out on if you couldn't make it this year. It was a doozy!

Cody King is now a man!



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• BEST QUOTE OF THE WEEKEND •

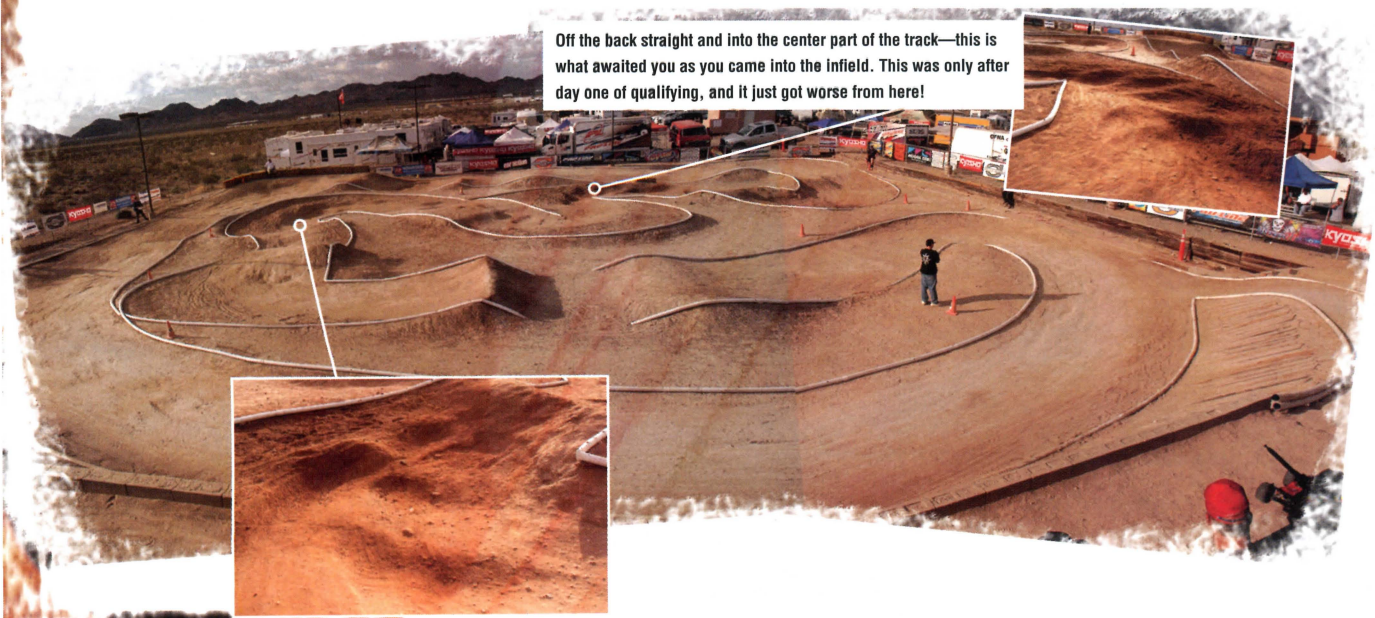
"EVERY CORNER IS AN ADVENTURE!"

• MARTY KORN •

You can tell Joey built the track just by looking at it.

THE TRACK!

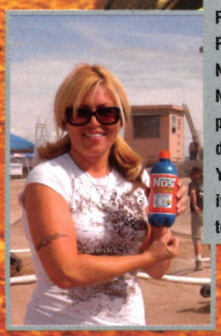
The 2007 Silver State Nitro Challenge was held at the Boulder City Raceway (a.k.a. the Silver State track) in Boulder City, Nevada, just minutes away from all the action in Las Vegas. Boulder City Raceway is known for a rough track, and Joey Christensen and his crew knew this. The boys built the track fast and easy and it proved to be just that during the first day. But the track quickly turned into the Baja 1000 with silt fluff on its skirts that would hi-center your car, and craters and sharp edges that made your car disappear from the face of the Earth! The only sections that really gave drivers fits were the areas of the track that became destroyed by the hundreds of cars that were racing, with huge potholes becoming the technical part of the track. According to Joey Christensen, that was the plan all along. Looking at the results, the average lap time was around 27 seconds for all classes, give or take, and it didn't matter if it was gas truck, truggies, or buggies. It proved that the track was tough.



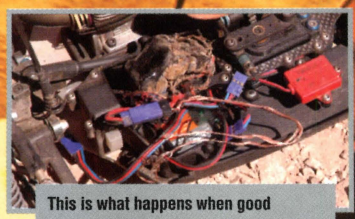
Off the back straight and into the center part of the track—this is what awaited you as you came into the infield. This was only after day one of qualifying, and it just got worse from here!

IN THE PITS

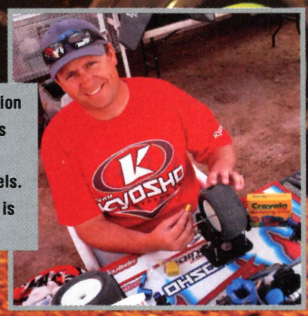
There's always something to see in the pits and here's just a sample!



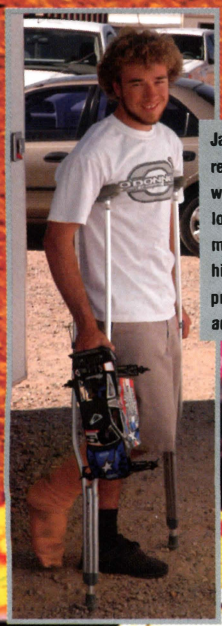
Rosy the Riveter? No, it's Ronda showing off her new NOS tattoo and the new NOS bottle. It's what the pros use to keep energized during turn marshal duties. You can have some, too, if you come to the *Xtreme* tent at your local big event.



This is what happens when good batteries go bad! And they say Li-Po is dangerous. Just ask Daniel from Pro-Line what happens when a regular hump-pack shorts out. Total meltdown.



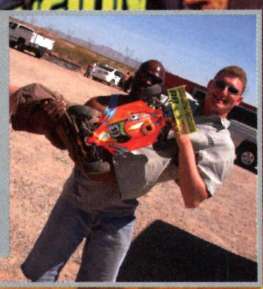
Why is the 1/8-scale World Champion playing with crayons? Mark Pavidis uses Crayola modeling clay to balance his buggy and truggy wheels. The cat's out of the bag, now. This is the hot tip for wheel balancing!



Jared Tebo sports a new look. Not really, but landing a jump wrong with your MX bike will give you a look like this. Even though Tebo massively sprained his ankle on his MX bike, he bucked up and did pretty well: second in gas truck and eight in buggy.



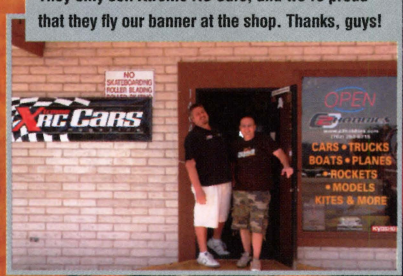
What's missing in this photo? Richard Saxton shows that the new Associated buggy has no opening for the spur gear, and that's a great idea. Wonder why it took so long to get rid of that open space?



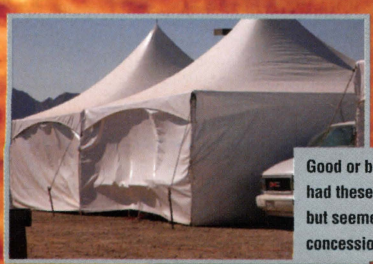
Paul Colman and Daniel Recward ham it up and are some of the fastest drivers in the world. I have to thank Paul for placing lower than me at the Worlds this year. It's hard to carry the slowest US driver title. It's okay, Paul, I'll get the title back in 2008!



Bet you didn't know RB makes window shades for cars. Neither did I until Bernard from RB Concept snuck one into the *Xtreme* NOS van. Problem is, I think it's made for those little sporty Euro cars. It seemed a little small for the giant orange van! Thanks, RB, the van was much cooler.



C2 Hobbies is the only RC shop in town and they were very busy over the weekend. As a side note: They only sell *Xtreme RC Cars*, and we're proud that they fly our banner at the shop. Thanks, guys!

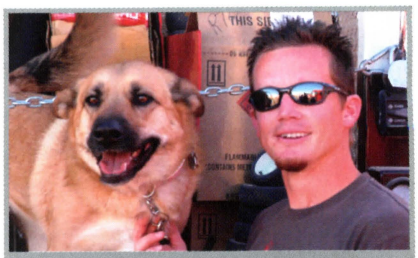


Good or bad thing? A couple of the big teams and a few privateers had these large tents. It was good for the wind and the dust, but seemed to make it odd to go and visit. Now if there were a concession stand and air-conditioning in there, it would be dialed.

"You can do it!" –Ronda.

MANUFACTURERS SUPPORT OFF-ROAD

More and more manufacturer honchos are coming to events and showing support and assistance. Here are a few we caught with the *Xtreme* spy camera.



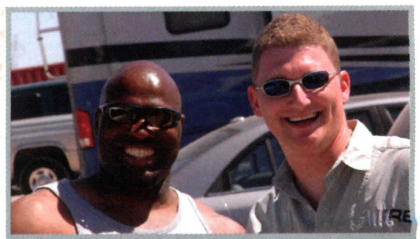
Of course, Scott Hughes from Pro-Line was there. He's almost always promoting Pro-Line at events. But this year he has his sidekick Holeshot to help.



Phil from IRC Racing is out promoting his new line of Radical engines at events this year.



Don Rice—Futaba super honcho has not only been sponsoring events but has been coming to events to support drives as well.



Paul Colman and Daniel Recward always show up to race and support races.



Steve O'Donnell has been hard at work preparing the new O'Donnell buggy and has been helping drivers for years with his expertise and product.

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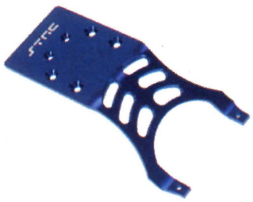
STRC Stampede Aluminum Front Skid Plate w/hardware (Royal Blue) MSRP: $19.99



STRC Stampede/Rustler/Bandit 6mm Heavy Duty Front Shock Tower w/alum. Shock bushings and hardware (Royal Blue) MSRP: $19.99



STRC Stampede Aluminum Rear Skid Plate w/hardware (Royal Blue) MSRP: $16.99



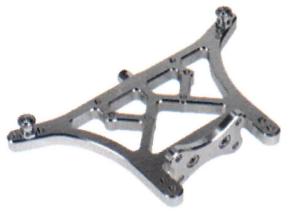
STRC Stampede/Rustler/Bandit Aluminum oversized Front Bumper (Royal Blue) w/hardware MSRP: $12.99



STRC Stampede/Rustler/Bandit Oversized Aluminum Front Steering Knuckle w/ 5x11mm bearings (4) Royal Blue,MSRP: $17.99



STRC 14mm Clamp Style Aluminum Wheel Hex Adapters w/hardware (Set of 4 front and rear) Racing Silver (allow the use of Larger 14mm hex wheels) MSRP: $16.99



STRC Stampede/Rustler/Bandit 6mm Heavy Duty Rear Shock Tower w/alum. Shock bushings and hardware (Racing Silver) MSRP: $23.99



STRC Stampede/Rustler/Bandit heavy duty Aluminum Front Bulkhead (Royal Blue) w/hardware. MSRP: $25.99



STRC Stampede/Rustler/Bandit Aluminum Caster Blocks (Racing Silver) MSRP: $15.99



STRC Stampede/Rustler/Bandit Oversized Aluminum Rear Hub Carrier w/5x11mm Bearings (4) Racing Silver. MSRP: $17.99

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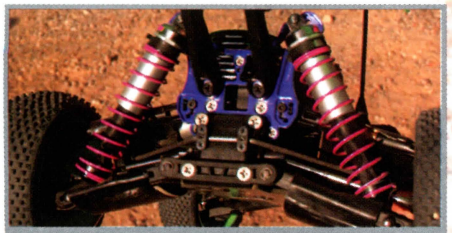
KYOSHO IS HARD AT WORK

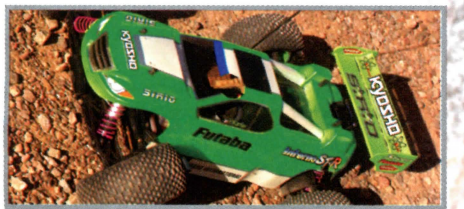
Kyosho had most of Japan at Silver State and they were testing new products like crazy. Most of the things you see here should be out late this year, and it looks good, if you ask me.



Kani serves up some spring sushi! You have four new flavors for your Kyosho truggy—that is, if you get the new big-boy shocks. Purple is soft and blue is hard. I think you get the rest.

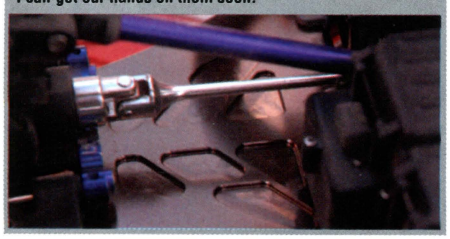


Ginormous Kyosho shocks for your truggy. It's about time shocks get the attention. More oil is a good thing for off-road vehicles, and these Kyosho shocks are huge!



Kani-son was sporting this new truggy body and you should see it in stores later this year. It looks cool, all green like that.

A preproduction chassis was also seen on some of the pro Kyosho drivers' truggies. That can only mean that you and I can get our hands on them soon!



The Kyosho steering knuckles and hub carriers will now have this plastic insert to give better fit to the axel bearings. The plastic keeps the bearing snug, and when it starts to lose its tolerance, you just change them. As is the trend, companies are going to smaller, lighter axels as you can see by the new, smaller diameter axel shafts in the photo. By this time next year, I bet all cars come this way.



Did he bring sake too?

THE RACING:

GAS TRUCK: The GT A-Main was a 30-minute extravaganza, mainly because of the rough track. The racing was tight and was great for the spectators. Mike Truhe was hot after the Nitro Challenge the week before in Arizona and wanted to even up the score in gas truck. Truhe promptly grabbed the hotshot and was on a mission, but Ryan Cavalieri and Jared Tebo were in hot pursuit. After the first pit stops, Truhe was still leading with Tebo behind him, but Cavalieri had dropped back and Phillip Atondo moved into third. At the halfway point, Tebo battled with Truhe and was seven seconds ahead of Truhe, and Adam Drake was on the move now in third. Tebo came in for his fuel stop and was in for a long time, and this let Truhe take over the lead. At the end of the race things heated up. Drake moved into first, with Tebo right behind, and it looked like Ryan Mayfield was gunning for second. Within a couple of laps, everything changed again. Drake rolled over and it was now Tebo back in front and Truhe had moved back behind Tebo for second. The two of them battled down to the wire but all of a sudden Tebo stopped on the back straight and either flamed out or ran out of fuel, letting Truhe by for the win. Tebo restarted quickly and held on for a second while Mayfield kept third and Drake fourth.



TRUGGY: With a packed field, the truggies went off on their thirty-minute main. TQ driver Adam Drake shot out to a nice lead with Cody King in second. Travis Amezcua was in third, and Jeremy Kortz was in fourth, driving an RTR HoBao truggy. Cool! After a couple of minutes, Cody King slipped into first and pretty much dominated the rest of the race. After the second fuel stop, Cody King was checking out, but the battle was for second, third, and fourth. Amezcua, Kortz and Drake, along with Taylor James, were duking it out and at this point Kortz was in second with his RTR truggy. Then attrition set in. Amezcua ran out of gas, and soon after that, Kortz ran out of fuel or flamed out, and Truhe moved into second, with Cody King sitting comfortably with a half lap lead. At the halfway point, Cody checked out and Taylor James passed Truhe, when all of a sudden a huge dust storm moved over the track and it was a complete whiteout. No one could see the truggies on the track and the race almost came to a stop for a moment. Incredible! After the last pit stop and not much time left on the clock, Cody King crashed coming out of pit lane, and Truhe—who had worked back up to second—now took the lead. Cody got it back together and passed Truhe, but Truhe was hot on Cody. With a few minutes to go, Truhe was just about to pass Cody for the lead, he's just inches behind, when he stopped dead on the track, apparently out of fuel. This put Taylor James into second and Adam Drake into third, with Truhe in fourth for the overall finish. Man this was a good race and a big win for Kyosho. It was amazing that as rough as the track was, these guys had their truggy engines totally pinned all of the time. These guys are good!



OPEN BUGGY: The open buggy main was all about "The Roman Miller Show." Roman was TQ and went pretty much wire to wire for the win and had a great command of this tough track. Second place finisher Bryan Goyette, who qualified second, had a little harder time of it. He was in second and then dropped down a few spots only to come back to second, and on it went like this for most of his race. Towards the end of the thirty- minute A-Main, Bryan settled down into a good pace and finished second, one lap down. In third place was Jay Krug, or better known as "Factory Jay." He hasn't been racing too much, lately, but put together a good run at Silver State. He won the B-Main and was fifteenth on the start for the A-Main and battled his way to third. For such a rough track, the open class drivers did a good job and ran a pretty smooth race. Nice job!



PRO BUGGY: At the start of the pro buggy A-Main and after it had settled down, Jared Tebo was out in front with his new O'Donnell buggy, with Mike Truhe right behind and Taylor James and Travis Amezcua sitting third and fourth. The front pack swapped around with Tebo having an issue of some sort and by the halfway point Mike Truhe was out in front. Jason Ashton was now in second and looking good with his new buggy, while Adam Drake and Chad Bradley had now moved up to the hunt in third and fourth. Again, attrition was a factor late into the race, and cars were flaming out on the track. Amezcua had to restart after a flameout, and then Phillip Atondo flamed, which changed the order once again. Amazingly, at this point in the race seven people were on the lead lap. As the sun was setting and the clouds moved in, only six minutes remained and Truhe was in the lead, with Adam Drake now in second only two seconds back. Drake then came in for his last pit stop. When Drake came back out he had a bad lap and crashed a few times. It seemed like he was pushing the limits to catch Truhe and make up the ten seconds he had lost. Meanwhile, Ryan Cavalieri, who had a flameout early in the race, was now in third, with Jason Ashton in fourth, and the two started to battle for position. Ashton was on the move when it sounded like his engine was going south. As it turned out (and luckily for Ashton ... sort of), his throttle link had fallen off the engine, but the slide had stuck at half open and was able to finish the race in fourth—which is where he qualified. In the end, Mike Truhe, Adam Drake and Ryan Cavalieri made the top three and had an excellent race that was fun to watch for us spectators.

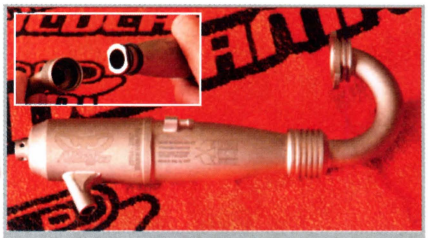


EUROPEAN IRON

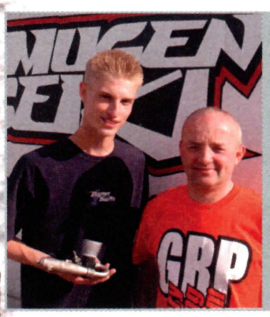
The European companies have been hard at work and doing things over in the US this year. This is a good trend to see! Here are some goodies to know about.



GRP/Ninja has a new engine and it looks very sexy. The MSR21-B01T sports a white finished magnesium head and black-coated case. Bet you can't wait to try one out!



How about the new Fast Link 2053 pipe from GRP. This is a great idea; the coupler locks together instead of using springs and has two O-rings to keep it sealed. The pipe has a Ti coating on it and a composite aluminum that seems to be very hard. Since the coupler locks, the header mount and springs are beefed up to compensate if the pipe gets a good whack from the side. This pipe is very trick looking and I can't wait until we get to test it!



Bobby Tillman officially signed on with GRP at Silver State to run the new products, as well as the GRP tires. Bobby really likes the new GRP truggy tires and can't wait to get everything going from GRP.



Bernard from RB Products has some new things up his sleeve for this year. One of them is that there will be a West Cost tech support line here in California run by Kevin Wiess. The other I can't tell you about, but look for an update next month from your pal Skinny.

Here's a secret: the RB engine is in this issue!



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Part # R022
Ice Internal Graphic

INTERNAL GRAPHICS

Stick'em on the inside and paint_
Simple_

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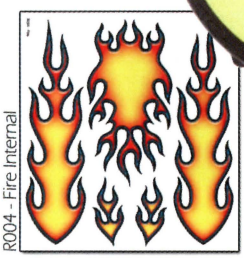
R001 - Chromal Blaze Internal



R002 - Wickedness Internal



R004 - Fire Internal



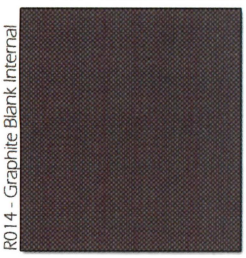
R005 - XXXtreme Volts I



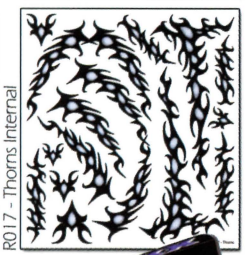
R008 - Supercharged Internal



R009 - Graphite Checkers



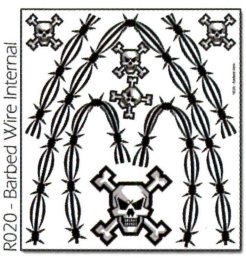
R014 - Graphite Blank Internal



R017 - Thorns Internal



R018 - Heat Internal



R020 - Barbed Wire Internal



R021 - Intergalactic Internal



R023 - Carbon Fire Internal

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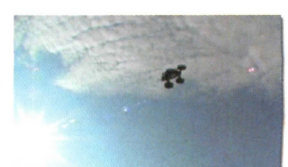



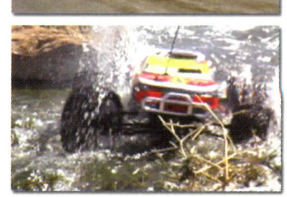


PRO BUGGY

Fin	Qual	Driver	Chassis	Engine	Fuel	Radio	Tires	Body
1	3	Mike Truhe	Losi 8IGHT	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
2	1	Adam Drake	Losi 8IGHT	Trinity Platinum Drake	Trinity Platinum	Airtronics M11	Losi	Losi
3	6	Ryan Cavalieri	Associated RC8	Orion Wasp .21	Sidewinder	Airtronics M11	Pro-Line	Associated
4	4	Jason Ashton	Sidorf	SH	Byron Originals	Airtronics M11	Pro-Line	Pro-Line
5	5	Josh Wheeler	Xray XB8 EC	Werks B7-Pro	Werks Race Blend	Airtronics M11	Pro-Line	Pro-Line
6	14	Chad Bradley	Jammin X-1 CR FT	O.S. Speed	Werks Race Blend	Airtronics M11	Pro-Line	Jammin
7	8	Scott Hughes	Mugen MBX5-R	O.S. Speed	Mugen	KO Propo	Pro-Line	Pro-Line
8	2	Jared Tebo	O'Donnell	O'Donnell	O'Donnell	Futaba 3PKS	*	O'Donnell
9	12	Robert Batlle	HoBoa	Axe Rossi	O'Donnell	Airtronics	GRP	Ho Boa
10	10	Phillip Atondo	Losi 8IGHT	Nova Rossi	Losi Nitrotane	*	Losi	Losi
11	15	Kris Moore	Mugen MBX5-R	Ninja B01A	Mugen MSRF30	Sanwa M11	Pro-Line	Mugen
12	13	Jesse Robbers	Losi 8IGHT	Trinity Platinum Drake	Trinity Platinum	JR Z1	Losi	Losi
13	9	Taylor James	Jammin X-1 CR FT	O.S. Speed	O'Donnell	Futaba 3PKS	Pro-Line	Jammin
14	11	Travis Amezcua	Losi 8IGHT	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
15	7	Jeremy Kortz	HoBoa	Werks B7-Pro	Werks Race Blend	Airtronics M11	Pro-Line	Pro-Line

TRUGGY

Fin	Qual	Driver	Chassis	Engine	Fuel	Radio	Tires	Body
1	3	Cody King	Kyosho ST-R	Sirio Evo III STI	Sidewinder	KO Propo	Pro-Line	Pro-Line
2	9	Taylor James	Jammin X-1 CRT	O.S. Speed	O'Donnell	Futaba 3PKS	Pro-Line	Jammin
3	1	Adam Drake	Losi 8IGHT-T	Trinity Platinum Drake	Trinity Platinum	Airtronics M11	Losi	Losi
4	2	Mike Truhe	Losi 8IGHT-T	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
5	14	Chad Bradley	Jammin X-1 CRT	O.S. Speed	Werks Race Blend	Airtronics M11	Pro-Line	Jammin
6	4	Bobby Tillman	Mugen MBX5-T Pro	Ninja MR21 B01A	Mugen	KO Propo	GRP	Mugen
7	5	Travis Amezcua	Losi 8IGHT-T	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
8	6	Ryan Lutz	Kyosho ST-R	Sirio	Werks Race Blend	KO Propo	Panther	Kyosho
9	11	Casey Peck	Losi 8IGHT-T	Trinity Platinum Drake	Trinity	JR	Losi	Losi
10	8	Jeremy Kortz	HoBoa	Werks B7-Pro	Werks Race Blend	Airtronics M11	Pro-Line	Pro-Line
11	13	Marty Korn	GS Racing XUT Pro	Werks TL .21	Werks Race Blend	Airtronics M11	Pro-Line	Pro-Line
12	15	Taylor Peterson	Kyosho ST-R	Werks TL .21	Werks Race Blend	Airtronics M8	Pro-Line	Pro-Line
13	7	Kris Moore	Mugen MBX5-T	Ninja MR21 B01A	Mugen MSRF30	Sanwa M11	Pro-Line	Mugen
14	12	Jeff Guest	Mugen MBX5-T	Fusion Rex 528XR	Byron Originals	Airtronics M11	Pro-Line	Pro-Line
15	10	Scott Hughes	Mugen MBX5-T	O.S. Speed	Mugen MSRF30	KO Propo	Pro-Line	Pro-Line

GAS TRUCK

Fin	Qual	Driver	Chassis	Engine	Fuel	Radio	Tires	Body
1	1	Mike Truhe	Losi AD2	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
2	4	Jared Tebo	Associated GT2	O.S. Max/O'Donnell	O'Donnell	Futaba 3PKS	*	J-Concepts
3	6	Ryan Maifield	Associated GT2	O.S.	O'Donnell	Futaba 3PKS	J-Concepts	J-Concepts
4	2	Adam Drake	Losi AD2	Trinity Platinum Drake .12	Trinity Platinum	Airtronics M11	Losi	Losi
5	7	Jesse Robbers	Losi AD2	Trinity Platinum Drake	Trinity Platinum	JR Z1	Losi	Losi
6	11	Phillip Atondo	Losi AD2	Novarossi LS3	Losi Nitrotane	*	Losi	Losi
7	3	Travis Amezcua	Losi AD2	Fusion/Novarossi	Losi Nitrotane	Airtronics M11	Losi	Losi
8	9	Casey Peck	Losi AD2	Trinity Platinum Drake	Trinity Platinum	JR	Losi	Losi
9	8	Ronnie Gardner	Losi AD2	Orion CRF Wasp .12	Losi Nitrotane	Airtronics M8	Losi	Losi
10	5	Ryan Cavalieri	Associated GT2	Orion CRF Wasp .12	Sidewinder	Airtronics M11	Pro-Line	Pro-Line
11	14	Neil Cragg	Associated GT2	RB	Byron Originals	KO Vantage	Pro-Line	Associated
12	15	Aaron Waldron	Losi AD2	Trinity Platinum Drake	Trinity Platinum	Airtronics M8	Losi	Losi
13	10	Billy Fischer	Losi AD2	Novarossi	Losi Nitrotane	JR	Losi	Losi
14	13	Tyler Phipps	Associated GT2	Mugen MT12	Byron Originals	Airtronics M11	Pro-Line	Pro-Line
15	12	Sean McBeth	Losi AD2	Novarossi	O'Donnell	Airtronics M11	Pro-Line	Losi

OPEN BUGGY

F	Qual	Driver	Chassis	Engine	Fuel	Radio	Tires	Body
1	2	Roman Miller	Mugen MBX5-R	RB	O'Donnell	Airtronics M11	Pro-Line	J-Concepts
2	1	Bryan Goyette	Mugen MBX5-R	Werks B7-Pro	Werks Race Blend	Airtronics M11	Pro-Line	Pro-Line
3	15	Jay Krug	Losi 8IGHT	Werks TL 21	Werks Race Blend	*	Werks Lugz	*
4	10	Justin Tribe	Mugen MBX5-R	Novarossi	Sidewinder	Airtronics M11	Pro-Line	Pro-Line
5	13	David Lloyd	Kyosho 777 WC	RB WS73	Werks Race Blend	Futaba	Pro-Line	Pro-Line
6	11	Mike Panganiban	Xray XB8	Dadders Top	O'Donnell	KO Propo	Pro-Line	Pro-Line
7	7	Dave Wentz	Kyosho 777 WC	Werks B7-Pro	Werks Race Blend	Airtronics M11	Pro-Line	Kyosho
8	6	Felipe Martinez	Mugen MBX5-R	O.S. V-Spec	Sidewinder	Futaba 3PKS	Pro-Line	Pro-Line
9	12	Mike Colvin	Losi 8IGHT	RB WS73	Sidewinder	Airtronics M11	Pro-Line	Losi
10	5	Kyle Boice	Losi 8IGHT	Novarossi P5-X	TQ	Airtronics M11	Pro-Line	Losi
11	16	Gil Alontaga	Losi 8IGHT	RB C6	O'Donnell	Futaba 3PKS	Pro-Line	Pro-Line
12	9	Ruben Castro	Losi 8IGHT	Novarossi	O'Donnell	Futaba 3PKS	Pro-Line	Pro-Line
13	14	Jason Sams	Losi 8IGHT	Picco Evo II	Werks Race Blend	Airtronics/Spektrum	GRP	Losi
14	4	Anthony Howarth	Mugen MBX5-R	O.S. V-Spec	Sidewinder	Futaba 3PKS	Panther	J-Concepts
15	3	Ross Denny	Jammin X-1 CR FT	RB Mod/Novarossi	Byron Originals	KO Propo	Pro-Line	Pro-Line
15	8	Todd Jonas	Jammin X-1 CR FT	Hot Mods/Novarossi	Byron Originals	KO Propo	Pro-Line	Pro-Line

* Driver did not supply.

Jason Sams busted sandbagging!

IFMAR WORLD CHAMPIONSHIPS 28 REEDY

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2007 Canadian WINTERNATIONALS

KICKIN' UP DIRT IN THE GREAT WHITE NORTH!

Words and Photos by: Brian "Skinny" Skinner

Thousands of Eskimos protest at the use of an igloo for a Canadian reference.

One of the things I love most about my job is finding events that are on their way to becoming a classic and letting y'all know about them. Why? Well, for one thing, I always enjoy a good race, but more importantly, classic events are the cornerstone of the racing side of our hobby. Usually, these are the events that hook a person for life. This happened to me when I went to my first classic. What makes a classic "a classic" is that it has a certain vibe, and you can almost hear the folklore surrounding it. If you're lucky, you'll start to hear about these soon-to-be "classics" a couple of years before they become classics. That's why I had to go to Canada, eh! Two years ago I heard about the indoor Canadian Winter Nationals. It was only two years old, then, and already I had heard epic stories of the fun that people had when they were there. According to Webster's dictionary, "A classic serves as a standard of excellence that is enduring." That's exactly what I found when I went to the Canadian Winter Nationalsin Red Deer, Canada. Yes, my friends, this is more than a race. It's a happening, it's something to experience and tell your children about, and it's a classic, eh!

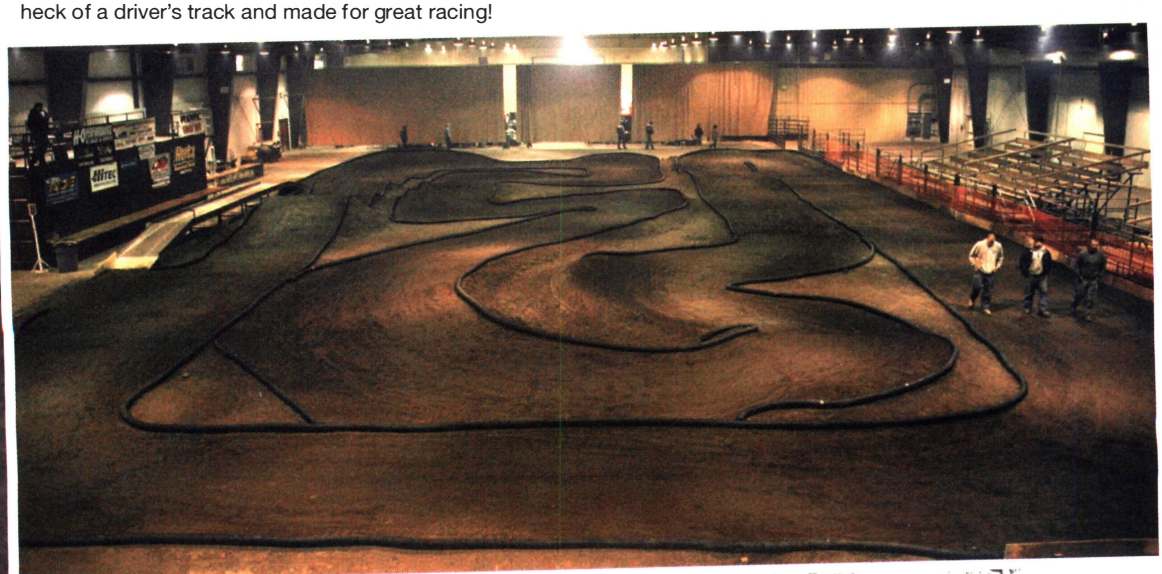




Is Canadian cow poo any different from non-Canadian cow poo? It's all just poo.

The Track, EH

Unlike most tracks, this one was a temporary indoor arena track that was built just for this event. In almost super hero form, Delmo from team Clutch Nutz built the track at Red Deer Arena in one day. After a few loads of arena dirt that was unfortunately mixed with a spackling of Canadian cow poo from the livestock shows, the Clutch Nutz crew had a nicely packed track that held up well all weekend. Amazingly, the dirt offered great traction and you never needed to clean your car. Many attributed this phenomenon to the slight cow poo mixture, but all I know is that I liked not having to clean my truck and having great traction all weekend. The track itself was laid out well; it was 160 feet by 75 feet, and flowed well with a whoop section, tabletop corner with an off-camber leading into it, and a huge 38-foot quad jump in front of the drivers stand. The track wasn't too hard, technically, but it was one heck of a driver's track and made for great racing!

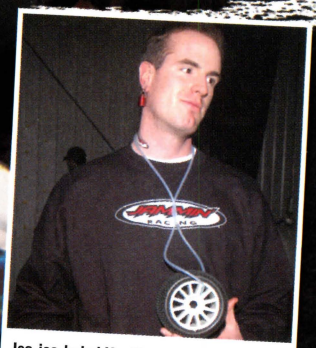


2007 Canadian WINTERNATIONALS

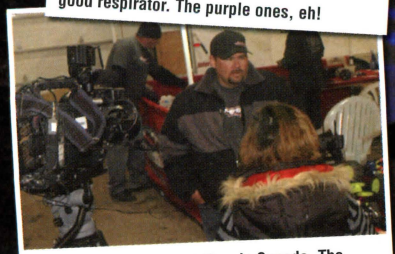
CANADA IN THE PITS, EH!



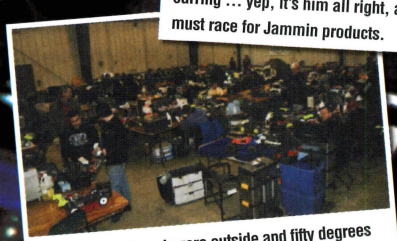
I learned something from the Canadians. If you're going to spend a week in a large metal shed with nitro fumes, invest in a good respirator. The purple ones, eh!



Ice-ice-baby! Vanilla Ice lives in Canada and he's into RC. Jammin tattoo on the neck, a big "bling" necklace, and a sweet Jammin cooling head for an earring … yep, it's him all right, and he must race for Jammin products.



Jay Halsey makes prime time in Canada. The local TV station came out to do a spot on the event. In Red Deer, this event is a good-sized news story!



Ok, so it was close to zero outside and fifty degrees at trackside, but in here it was seventy degrees, and this California boy was happy. If you just have to race in the dead of winter in Canada, then the Canadian Winter Nationals is the place. That's why it's the largest Canadian race of the year, with 230 drivers!



I don't care what you say … lights on a buggy look cool. Right, Sparky?!

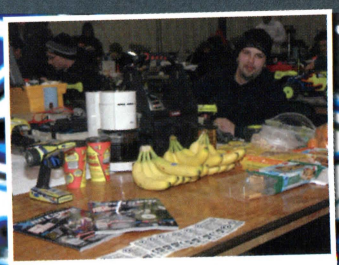


The Mattie-Matt show, eh. This is the best action pit photo I've ever shot. Look at the action and look at those faces!

REAL WORLD TESTING, EH!

Once again, I put my trigger where my mouth is. Two months ago in *Xtreme* I tested the new CEN Matrix TR truggy and said I liked it, and I still like it. I raced it at this event, as well as the Nitro Challenge, and the Matrix TR is a performer. I want to thank CEN for the setup tips and some of the new hop-up parts they have out now. Thanks, guys, your new truggy is pretty sweet.





Nice people abound in the Great White North. Sparky, here, took care of us by supplying munchies for the weekend. He's a good pit person, too. Thanks, Sparky!

We counted and that's about 25 people, not a thousand.

LOTS OF HISTORIC FIRSTS FROM CANADA, EH!



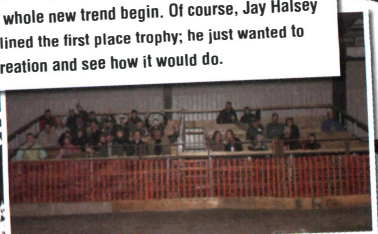
History in the making and you are there! Halsey took his new CRT.5 to Canada and raced in the gas truck class and won. This was the first time the new 1/18-scale Jammin CRT.5 has been raced and it kicked butt. This little 4WD 1/18-scale truggy is sweet, and by the way it looked during the races, I bet we'll see a whole new trend begin. Of course, Jay Halsey graciously declined the first place trophy; he just wanted to race his new creation and see how it would do.



History will look back and find that arena dirt mixed with Canadian cow poo has the best traction for dirt tracks. Just ask Chad Bradley. These are his Pro-Line Holeshots after 45 minutes of prime cow poo traction.



Paramedics at an RC race are surely a first. Clutch Nutz wanted to make certain they wouldn't have any problems at the event, so they talked to the local fire station and they actually volunteered to be present. Canada has the right idea about town spirit!



Historically, RC events don't draw much attention. Well, guess what? In Canada, this event saw over a thousand people during the weekend, and it did last year as well. That's with minimal promotion, so just think what would happen if someone worked on it.



The Canadian Winter Nationalsstarted here at the Agricenter four years ago when Delmo saw an Arena Cross event and asked if he could play with his RC on the MX track. The next year he put on an RC race with seventy drivers, and the Clutch Nutz Club was born. In Canada it's all about having an RC club, eh!



Maybe not an historical first, but a good deed nonetheless! This race was open to the general public for just a food donation for the Red Deer Food Collective. Close to one thousand people came through the doors over the weekend, and the club collected 500 lbs. of food and a couple hundred loonies for the Food Collective. Job well done, Club Clutch Nutz!

LIFE IN CANADA, EH!



Only in Canada will you find a shop that will serve your needs for a Revo drive shaft and a Mallory ignition for your Chevy. RC on one side, car parts on the other. Got to love this idea!



They don't call Canada the Great White North for nothing. Six months of the year it's under snow. It's so harsh that we had to take a snow cat to and from the hotel. Luckily, Mike had his "Buddha Machine" to get us through the snowdrifts. I got some action shots of our trip and Mike pulled some wheelies on the flats, but dropping down the mountain on the way to the track, he would bury the front end in the fresh powder. Man, it was fun in that thing!



Canadians are crazy. They kept telling me how warm it was for February and were wearing shorts. Sorry, but I'll take winter in Southern California, thank you!

"EH"-MAINS, EH!

Gas truck:

Jay Halsey laid the rubber down and lapped the field in the 20-minute A-Main with his new CRT.5. This was the first time the pre-production 1/12-scale CRT.5 saw battle and it looked right at home on the track. It had a lot of people talking after the race. Jay was only racing as a demo for the crowd, so it was actually Richard Mucha who was running up front in the GT Main. Richard and Jim Mann, who were running second, were on the same lap and had a good run going. They were several laps up on the rest of the field. In the end, Richard beat out Jim by a mere three seconds. One thing that really caught my eyes and ears was Damon Palm's 4-stroke GT. The thumper GT sounded awesome on the track and ran well against the two-strokes. Nice work, guys!

Monster truck:

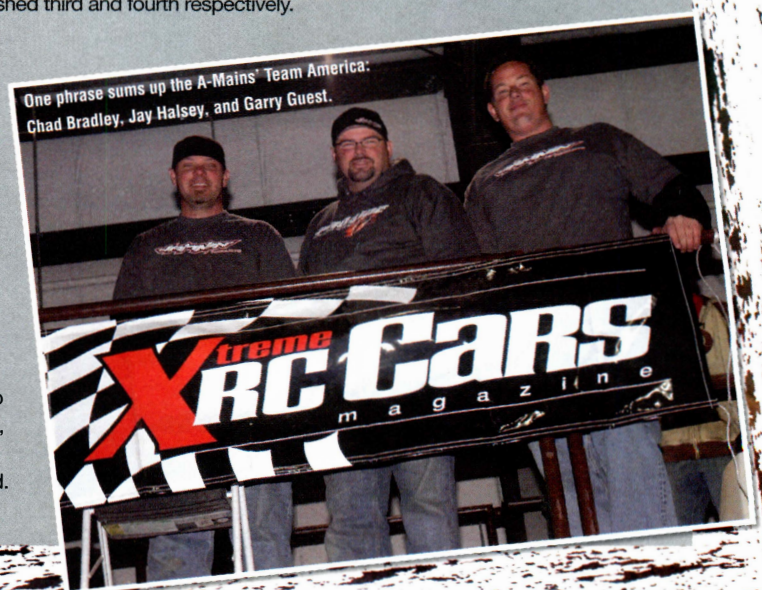
Canada loves monster trucks. This class was packed, and the local Canadian guys dominated it, eh! Dave Hoare battled his way up to first place, and after the halfway point, he moved a solid lap up on the field. By the end of the thirty-minute A-Main, Ron Anderson from Washington was in second, and he was the only driver who didn't get more laps on him from Dave. Hoare had been running a blistering pace with his Traxxas Revo and looked very comfortable out in front. Once again I heard the sound of a 4-stroke, and it was Damon Palm again, running a prototype Revo thumper—another thumper creation of his own that sounded oh-so-sweet and looked like it could hang with the two-strokers just fine. Damon faired well and finished middle of the pack with the thumper Revo. I would love to try to race one of those thumpers one day. Hint, hint!

Buggy:

1/8-scale buggy is the class to watch no matter where you go in the world, and Red Deer, Canada saw some good action. Right from the start it was a four-way battle with Gary Guest, Dave Henry, Chad Bradley, and Marcus Nuespeed. Gary was out to an early lead, while Chad Bradley looked off on his driving and seemed to be crashing a lot. Henry and Nuespeed were hot on the track and right on Gary. About half way into the 45 minute A-Main, Chad came alive and roosted his way to the front, never looking back. Gary gave pursuit but could not match Chad's pace and settled for second, one lap down. Meanwhile, the two Canadians—Dave and Marcus—fought hard, but late into the Main they fell off pace to the US Team Jammin boys and finished third and fourth respectively.

Truggy:

Well, the Americans had come to play and it was total domination by the US Factory Jammin Team. After a hectic start, Gary Guest was out leading, but just before the first fuel stops, Gary's truggy started smoking and smelled really bad. He pulled into the pit lane and his truggy stopped, and with the smoke coming out of it, he decided to call it a day. Later, I found out that his servo had sorted and was melting. This left the front door open, and Jay Halsey, Ryan McCrery, and Chad Bradley all tried to get through. There were attacks from all of them and the legendary Jay Halsey was the first to succumb to the brutal pace they were all driving. Jay dropped down a couple of laps while Chad kept the pressure on, and Ryan was just not going to let Chad go with out a fight. By the end of the 45-minute A-Main, Ryan was only five seconds back, and Chad was so happy the race was over that he did a 180-degree spin off the 38-foot quad. Nice trick, Chad, let's see you do that again!



One phrase sums up the A-Mains' Team America: Chad Bradley, Jay Halsey, and Garry Guest.

Apparently Skinny's got a love for thumping.

2007 Canadian WINTERNATIONALS

1/10th SCALE GAS TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	3	Richard Mucha	GT 2	Drake	Sidewinder	MC59	JR Z1	Sniped Stude	Kit
2		Jim Mann	Losi	OS	O'Donnel	XRC	Hytec	XRC	XRC
3	9	Joel Washburn	RC10 GT	Nitro Star	Sidewinder	MC59	JR	XRC	Crowd Pleaser
4	11	Lawrnce Barney	RC10 GT	Nova Rossi	Sidewinder	MC 9	Hytec	Proline	Crowd Pleaser
5		Dan St Pere	XRC	XRC	XRC	XRC	XRC	XRC	XRC

1/8th SCALE BUGGY A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	2	Chad Bradley	Jammin	OS	Werks	OS	Airtronics	Proline	Jammin
2	1	Gary Guest	Jammin	Jammin	Werks	Picco	Futaba	Bowtie	Jammin
3	6	Dave Henry	Losi	XRC	Werks	O'Donnel	Futaba	Bowtie	Losi
4	5	Marcus Nuespeed	Kyosho	Novarossi	Werks	Novarossi	Futaba	Proline	Kyosho
5	3	Ryan L. Mc Crery	Jammin	Jammin	Werks	Picco	Airtronics	Proline	Jammin

MONSTER TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	5	Dave Hoare	Revo	OS	Werks	OS	Airtronics	Holeshots	Proline
2	3	Ron Anderson	Revo	OS	Werks	McCoys	Futaba	Proline	Proline
3	11	Trevor Buzak	Revo	TRX	XRC	O'Donnel	Futaba	Proline	Traxxas
4		Michael Ellis	X RC	X RC	X RC	X RC	X RC	X RC	X RC
5	6	Dick Liew	Revo	OS	Werks	O'Donnel	Ko propo	Proline	Proline

TRUGGY A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	2	Chad Bradley	Jammin	OS	Werks	OS	Airtronics	Proline	Jammin
2	3	Ryan Mc Crery	Jammin	Jammin	Werks	Picco	Airtronics	Proline	Jammin
3		Jay Halsey	Jammin	Jammin	XRC	XRC	XRC	XRC	XRC
4	9	Steven Daniluk	Kyosho	Nova Rossi	Werks	Nova Rossi	Spektrum	Proline	Proline
5	7	Braden Janson	Kyosho	OS	Byrons	OS	Airtronics	Proline	

What? No one named "Terrence" or "Phillip" in the results?



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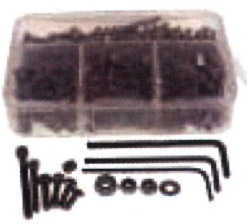



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THE HOUSE THAT CEN BUILT

THE JASON ASHTON INTERVIEW

WORDS AND PHOTOS BY: DEREK BUONO
AGE: TWENTY FIVE YEARS
HOMETOWN: LAS VEGAS, NEVADA

SPONSORS: SIDORF, SH ENGINES, PRO-LINE, AIRTRONICS, MAXIMIZER BEAD LOCKS, FUEL CLOTHING, OSIRIS SHOES, LUNSFORD, BYRONS FUEL, ROCKSTAR ENERGY DRINK, TONY SCREWS, BALLISTIC BATTERIES, BODZ

BIGGEST WIN: 2004 ROAR 1/8-BUGGY NATIONALS

If you've watched an xxx main video (any of them) you probably recognized Jason Ashton's paint scheme before you spotted him. Usually not a person who tries to be noticed, his track manners and work ethic have made him a valued driver to have on any team, and he threatens to win no matter what car he's driving. While he might not be telling the Internet world that he's the best driver, he has been lending his skills to teams looking for a driver who has the talent to rocket them in status. CEN was the first company to buy his talent, and more recently the strangely named Sidorf car has been blessed with his trademarked star paint scheme. Can he make a name for this newcomer? He thinks so. And after a very impressive performance at the Silver State race, we're thinking he might just pull it off. We decided to meet Jason out on his home dirt, so we rented a car for the short trip to Vegas. We got to see the new house he bought and talk about what's going on in his world—and about just about everything else we could think of.





Projection TV on face= funny- as in Ha Ha!

Derek Buono: For those who are unfamiliar with your name, could you tell us how you got started in RC?

Jason Ashton: It was Christmas '86 and I got two remote control cars, one from my dad and one from my uncle. We decided to return them both and get a better one–a Tamiya Falcon. We played with that in the front yard for a bit, then found out you could race them. They had a production class, so we went down and I got 3rd in the C-Main. It started from there and just continued to snowball.

Derek: You've been sponsored by just about everybody at this point. Who was your first sponsor, and where did it go from there?

Jason: I was 4 years old in 1986, so it started pretty early. My dad thought I had a good natural ability, and by 1988 my dad was the president of the local club in Florida. In 1989 we moved to Vegas, and in a few years my dad opened a hobby shop called Fast Tracks. After that it got serious, fast. My first chassis sponsor was Team Losi in 1992, but I'm going to have to say that it was Steve and Mike Dunn at Race Prep Motors in 1991.

Derek: Rip off your path of sponsors.

Jason: I ran Losi from 1991-1995, and then I switched to Team Associated from 1995-98. I then switched to running nitro, and Kyosho sponsored me up to 2001. Afterwards, I ran Mugen until 2005, when I switched to CEN Racing. Now I'm at Sidorf.

Derek: You recently left Mugen to run for CEN, which many said was purely for the money, and now it seems like you've moved to a smaller, more unknown company. What's your take on that?

Jason: I did take a lot of criticism for that, and I really don't go online to defend myself about these things because they just get blown out of proportion, no matter what I say. The move from Mugen to CEN was a difficult one. I had and still have very good friends at Mugen. I still pit with them at the races. Back then they were having some internal problems. Around the time Chad (Bradley) and I left, we were only going to a handful of races each year. Chad really didn't like that because he wanted to be at the track all the time. I was in school and doing as much racing as my schedule would allow. So at the time, it was an opportunity to go to more races, and with that increase in racing came an increase in pay.

Derek: Do you think that these decisions—like switching to smaller companies—have devalued you as a driver? Not that the equipment is inferior, but because you have become a one-man team, you might have difficulty finding the setup or sharing information at some races?

Jason: The one-man team thing isn't easy, but in some cases I feel as though it makes everything easier. Sure, when you're searching for the setup it may take longer to get it right. I had a very good relationship with CEN, but off-track, we really didn't click. We had different ideas about what to do at races. When I'm at a race I'm there to work and do the best I can. I save having a good time for when I'm home. Sometimes teammates think it's the other way around.



Partying is always important in the XRC offices.

Derek: Are you worried that if you keep moving to these smaller companies and then the market gets tight, you might not be considered the quality driver that you are? If you keep helping these smaller companies make a name for themselves, maybe you'll sacrifice winning?

Jason: I do think about the future when I make decisions, and I always try to think two, three, or even five years down the road. Because if you do get all the nice stuff, and then you can't pay for it anymore, you'll be even worse off than before. I don't think my name has been devalued from the moves I've made. I don't think I did as well as I could have with CEN, but I think that was partly because I didn't want to be there and that mindset didn't help. I think I'm in a good place with Sidorf. I even think that driving an unknown car will help you gain value. I think taking something that's completely unproven and doing even a halfway decent job with it makes you a better driver. You can use that to say that given the right car you'd do even better. But you have to prove yourself. So I think most of the companies see that and understand.

Derek: So the reason you left was because of a conflict in personality and partying?

Jason: Yes, that was most of the reason. I think CEN has great products. I feel they make the best RTRs and a great product, period, but I didn't click with the team when we had to travel. And that led me to not having fun during races.

Derek: Do you think there is too much of a party attitude at races?

Jason: If I were footing the bill for some of these racers, they wouldn't be running for me. I'd want to know that the person I am sponsoring is ready for work in the morning. I feel you shouldn't be out until 4 a.m. and hung over on the drivers' stand. Racing is as serious as you want to make it. If you want to do it, you should be at the club level, not representing a company and sometimes your country like that ... except that there's a person who almost won the Worlds this way, so maybe he was on to something.

Derek: I'll go out on a limb and say that 99.99% of the U.S. hasn't heard of Sidorf. How did you end up driving for them?

Jason: Not many people know the name Sidorf, but what people may not know is that they bought Bergonzoni, and people are more familiar with that name. They took the existing Bergonzoni product and elevated it a bit, and they are also currently working on their own ideas, like a new USA market car and a new truggy. My good friend Carlos Gomez, who is an IFMAR rep and very well respected in Europe, approached me with the deal. They were talking to me for a few years, honestly. I have a very good relationship with Sidorf right now. It's something I always wanted to do—go over and race in Europe against new drivers on new tracks, with a totally different set of variables. In the US it gets a little repetitive going from the Nitro Challenge to the Silver State, and the Nationals. It ends up being the same people, same tracks, and same ordeals. With Sidorf, their ultimate goal is to win the Worlds. I feel I have one more honest shot at winning the Worlds, and I'll be going out there (The Farm 2) and practicing as much as possible.

Going back to the one man show question, this is working out very well because what I ask for goes. There are no other opinions that require me to make compromises. I know that sounds selfish, but I've been racing for a long time and I feel I have the knowledge and the know-how to make something better.

Derek: How hard is it to make a living being a "factory driver" and nothing else? I think some people don't realize the struggle and time dedication it takes to do this full-time. You just bought a new house and you seem to be "making it happen."

Jason: It can be easy and at the same time considered very difficult. For example, my wife is in law school and she works about 14 hours a day, either at school or home. She barely has a free minute. Then there's somebody like me, who has lots of free time when I'm not preparing for the race, and I can spend days just hanging out watching TV. She actually understands because while I'm at the race, or while I'm preparing, I'm 100% committed. I'm doing my job 24/7. But while I'm home it's to relax or prepare for a race. Making a living at this sport is definitely not very easy. We all know those who can make it happen, but it's not easy at all.

Derek: Do you think there is a little bit of jealousy from other racers who think they deserve to be in your situation? It's easy to look at your life and say you don't deserve it from the outside looking in, more so from those who work some crappy job and don't look at racing as a job.

Jason: I have definitely seen sides of jealousy from people and have even seen entire teams being jealous of other teams. To me, it comes down to how well you represent yourself. It will come back to you. That's what I've always tried to do, represent myself as well as I can at the track. I try to meet and talk to as many people as I can. Unless I'm rushed and stressed out from something, which can happen, I try to represent my sponsor right. There are lots of people jealous about what we do because they are dominating their local track and think they deserve to be paid to do it, then they show up at a race like the Nationals and can't get close to the main.

Derek: You're always in good spirits and easily approachable at the track, yet a few years ago there was an incident where an unnamed driver spit in your face. Most people probably would have snapped, yet you didn't. How did you feel at the time, and what happened?

Jason: It was actually a really emotional day, it was Father's Day, and I don't like being away on holidays. It always sucks, and since my father helped me get to this point I really didn't like being away. At the Nats that year there was the debut of the Mugen MBX-5, so there was added pressure on the team, which I was on at the time. I was in the A-Main and I was coming up through the field, very fast, and by the end of the race I was in second place behind Pavidis, who eventually won. I guess I got into an altercation with somebody, although I don't remember bumping anybody. When I was walking down the drivers' stand, I thought I was spit on. To this day, he says he didn't. I'm not going to snap at anybody, regardless, because I've had worse things done to me than that and it's not my nature. We got into a little shouting match, and at the time I had a team to back me up (which is one of the nice



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things about being on a team). After the race there was a lot of talk about the altercation on the Internet, and I knew I had to get rid of that right away because I knew I'd have to see him at all the races. The best thing to do is just be civil. I called him up a day or so afterwards, and we talked things over and decided it was best to just bury it and forget about it. Actually, to this day we're pretty good friends, much better friends than some of the people I got along with back then, so it might have brought us closer.

Derek: Sounds like it was just some emotion from the race that was out of control, that may have been pumped up by the Internet. Sometimes you've got to just leave things on the track when you have to see people every day.

Jason: Exactly, we all travel to the same places and we're with each other all the time. It's almost like we're not just friends, we're more like family traveling from race to race. We see all the different sides of one another.

Derek: Where is the best racing is in the world right now, in your opinion?

Jason: Since I haven't been to Europe as much as I want, I still feel that the US has the best racing for 1/8-scale off-road. Of course, my favorite tracks have to be Vegas tracks, just because they are brutal. Take the Silver State this year. It's a man's track. You've got a vehicle with three inches of suspension travel going through holes that are a foot deep. Something just doesn't add up. I truly think that on tracks like that the best driver wins at the Silver State. The Worlds will be different. The cream always rises to the top, and at the Worlds everybody brings their A-game. So I'd say that 1/8-scale off-road is the best racing, period, but where? I can't say it's in one area, yet.

Derek: Who's the man to beat this year?

Jason: Mike Truhe is the man to beat right now. He's currently 2 for 2. I do think he got those handed to him a little, and was somewhat lucky.

Derek: Racing has a lot of luck involved, don't you think? Not so much "winning the lottery" luck, but just not being at the wrong place at the wrong time.

Jason: Oh yeah, racing has a lot of luck involved. But the entire Losi team is pretty impressive right now.

Derek: What's your hobby? I'm assuming RC isn't a hobby anymore?

Jason: No, no, it's long from a hobby, it's an actual job. I still love to do it, though, so I can still call it a hobby. I wouldn't do it if it weren't fun. Anybody that's stood under me during a race knows I'm having fun, because me, Kazz and Toby are always laughing and having a good time. Supercross has always been a passion. NASCAR has always been a passion of mine, too. Kurt and Kyle Bush lived out here and we raced together. I used to kick their butt back then, but I think they are making a whole lot more money than I am on Sundays. Any kind of motor sports, really. I'm into ski biking, and I consider myself an audiofile, as my home theater is something I'm very proud of.

Derek: What is your long-term goal for RC? Is it winning the Worlds and you're out?

Jason: I'm currently racing full-time and substitute teaching when I can, while Misti (fiancé) is finishing school. Once she's done, we'll get married and I'll finish school. My goal is to be a science teacher, because I think that it's a very important subject to learn. So my long-term goal is to teach. Winning a Worlds is a goal of mine. My previous goal was to win a Nationals, which I started to think wouldn't happen, but it did and it was amazing. So my ultimate goal is to win the Worlds. But I will always be involved. It's been too much a part of my life to walk away. In fact, we're looking into taking over the local track in Boulder City to be the organization for it. So hopefully we'll be running the Silver State next year.

Derek: What advice do you have for up-and-coming drivers who want to do this professionally?

Jason: I get this question a lot and it's an easy, easy answer. Keep it fun. If it's not fun, you won't want to do it. I've seen people get frustrated and not have fun and then it all ends pretty quickly after that. A lot of people say you need to practice as much as possible, but I don't think that's true. Practice if it's fun. If you are just out there doing laps, then it's not going to help you in the future.

Derek: Don't you think that racing becomes less fun over time, though? It's a hard thing to say that it's fun if you're a competitive person. It's very hard to be happy in 10th place if you have the personality that wants to win.

Jason: I agree, but to me you still have to look on the positive side. If you gave it everything you got and you ended 10th, that's awesome. That's where you're at during that particular race. But if stuff breaks and you finish 10th, you should still look to what you learned from the experience. I tend to look on the positive side of everything. I feel that if I didn't, I probably wouldn't be racing. I've had plenty of negative things happen over the years. I mean, I think I broke while in the lead at three Silver State races.

Derek: Let's go current. This past Silver State you were almost on the podium. How did that rollercoaster of emotion feel?

Jason: Yeah, I was in second and the arm fell off the carb, which left me with 1/4 throttle and brakes. Looking at the positive side, I ran seven minutes like that and finished pretty well. For a brand-new car that nobody else is running, I knew it was going to be good going into the main, since I feel this car gets better and better as the track gets rougher. I did stand on the podium afterwards and took a picture. I'll take fourth. It turned a lot of heads.

Derek: The Worlds are next year, so what are you doing different to prepare with the new car?

Jason: The Worlds are at the Farm 2 (editor's note: not the Fart 2 as we printed before), which is already one of my favorite tracks in the country. It's a big track, and Lance has taken track design to an entirely new level. So I'll be out there at least four times this year and at least four times next year to practice with Sidorf and the small team we have. Practice is kind of new to me. I've always hated practice, but I practiced for the Silver State and it turned out well.

* * *

We're a year way from the Worlds, but Jason and many other drivers are looking down the road to this important race. We wrapped up the interview with some more delicious Starburst Jelly Beans, headed 10 minutes down the road for some dinner and some "Vegas." Jason bid us farewell and waited patiently for the UPS man. ✪







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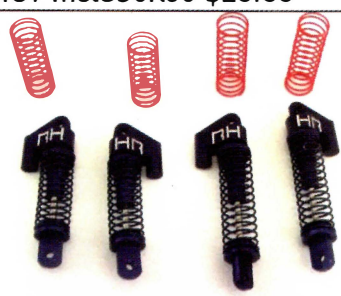

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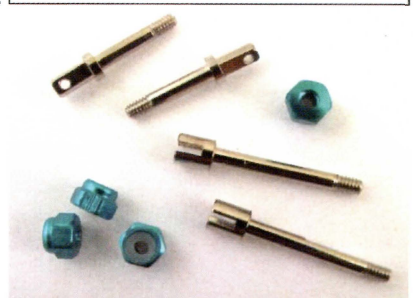

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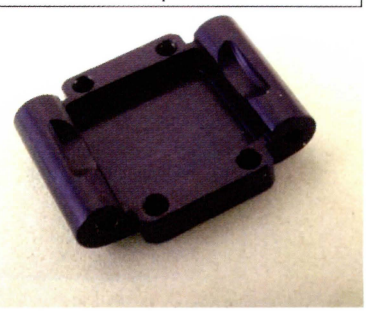

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Jeremy sucks at the cartwheel. And so does Velez. Velez got us kicked out of a casino for doing one so bad.



21st Annual Cactus Classic

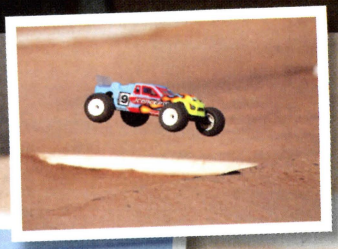
Scottsdale RC Speedway

Words by: Us Photos by: Durka Durka Digital Media, www.durkadurka.net

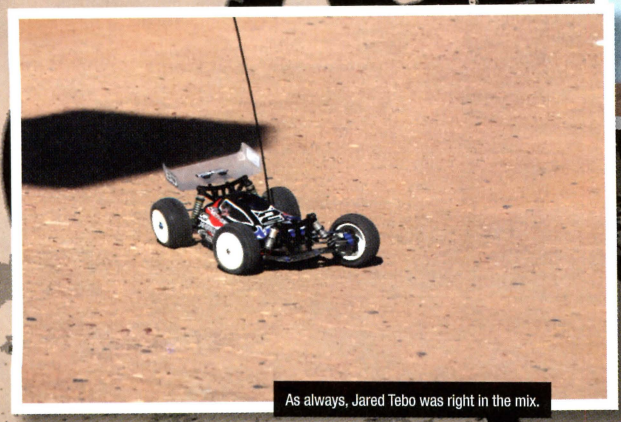
The IFMAR Off-Road Electric Worlds are a few short months away, and what better way to practice for a track in the mountains of Japan, then to head over to Arizona for the Cactus Classic. That's how it stacked up this year and that brought racers from all over the world to get in on the practice. Masami, Tebo, Honigl, Truhe and many others made the already successful race even more memorable. This year it was the year of the Ryans' as Ryan Maifield, arguably two of the best drivers in the world, and Ryan Cavalieri showed that you have to have that name to win. Maifield doubled his win taking Buggy and Truck Mod, and Cavalieri threw it down in 4WD mod. We weren't able to make the race, but our friends at Durka Durka took some amazing shots. Check out their website.



Jeremy Felles said he would do cartwheels if he won 19t truck.







As always, Jared Tebo was right in the mix.



Hubert Honigl was one of many Europeans who made the trip to race.



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Both Ryans combined to dominate the event. 4wd buggy, 2wd buggy and truck were won by the pair.





Tamiya was at the race with their new 501X. With the Worlds just around the corner, manufacturers used the race to help prepare. Josh Numan (above) was just one of the driver's piloting the new buggy.



Scott Hughes bought a hotel bathroom door this year.





The jumps in front of the driver's stand was a chance to make up some time, or crash. Many opted to double double. Mike Truhe goes for the reward.



Jesse Robbers had strong results including 3rd in 2wd buggy, giving Losi their highest placing in the class.







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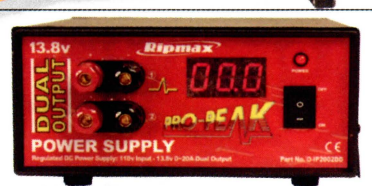
List $619.00
$319.99

XTM Racing
457 Pro Truck 6 Port Engine .28ci w/PS
No. 146032
List $205.00
$159.99





Power Supplies
158303 20 Amp Dual Output Digital *(above)*... **79.99**
158301 20 Amp Single Output *(not shown)* ... **59.99**



XTM Racing **Fuel Bottle, 500cc, auto shut off**
Item No.145920
$7.99

XTM Racing **Fuel Bottle, 350cc, auto shut off**
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Duratrax **Flash Point I/R Temp Gauge**
No. 701630
List $37.99
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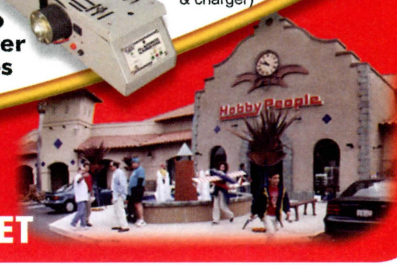
146054 XTM Starter Box 1/10 RTU Hi-Torq.....119.99
146055 XTM Starter Box for 1/8 Buggy.....69.99
146053 XTM Starter Box for 1/10 High Torque.....59.99



No. 146054 shown (includes power panel, high torque motor, battery & charger)

Nitro Starter Boxes



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NEW!

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HPI Racing Firestorm RTR Nitro
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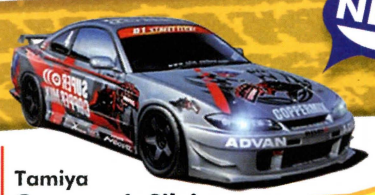
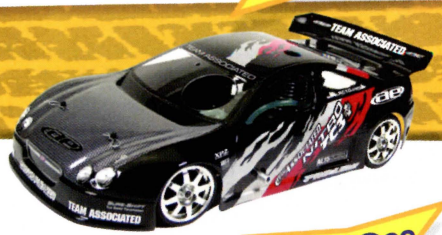


Tamiya Coppermix Silvia TT-01 1/10 R/C Kit
Item No. 315325, List $196.00

$124.99



Associated TC3 Plus Nitro RTR Car
Comes with .15X ABC pull start engine with glow plug, and 2-channel pistol grip radio.
Item No.383315, List $559.99

$299.99

SAVE $20.00



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RTR MINIS!



Associated RTR 1/18 Rally Cars
RC18R Kamino
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RC18R Citroen Xsara
Item No.383291
RC18R Mitsubishi Lancer
Item No.383292

$169.99 each



Associated RC10GT2 RTR Nitro Truck
Item No. 383310
List $499.99

SAVE $20.00

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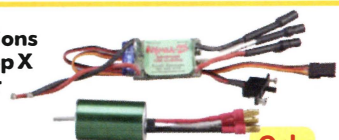
Item No. 383391, List $499.99

$289.99



Castle Creations Mamba Comp X Package (for 1:18 scale)

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159207	Mtroniks Viper RV Max, 8-T Rev ESC	89.99
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383429	LRP Bullet Reverse, No Motor Limit	89.99
383445	LRP Quantum Micro Reverse	84.99
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551742	Novak Spy Micro ESC	59.99
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701497	1/10 5700 KV Brushless Motor	84.99
Novak		
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551544	Velociti 4.5R Brushless Motor	79.99
551547	Velociti 7.5R Racing Brushless Motor	79.99
551538	HV 4.5 High Voltage Brushless Motor	114.99
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		Only
Castle Creations BL motor & ESC combos		
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Mtroniks BL motor & ESC combos		
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159226	Genesis Pro Combo 100A ESC & 5800KV Motor	279.99
159227	Genesis Truck Combo 120A ESC & 300KV Motor (600 size)	299.99
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Castle Creations		
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701455	Mamba 25 ESC	76.49
Mtroniks		
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3.3 MONSTER NITRO!



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Trinity	
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158374 Prodigy II 1-14 Cell/1-5 LiPo DC Charger	79.99
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701801 IntelliPeak AC/DC Twin Pulse Charger	79.99
701803 Intellipeak ICE Competition Charger (DC)	124.99
Novak	
551488 Smart Tray SE Equalizing Discharger	84.99
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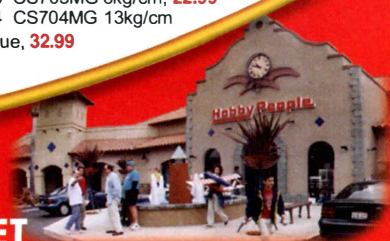

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Failsafe For All

Don't be afraid

Words: James Revilla



Derek should read section C because he forgets to charge receiver packs.

Airbags ... painted crosswalk lines ... even that steel rail next to a flight of steps ... they all serve a common purpose: safety. Yet if you think about it, most people don't even notice the protection and peace of mind these items provide. In the world of radio control—particularly nitro—the word "fail-safe" also gets forgotten amidst the whine of 40,000+ rpm engines and the smell of nitro fuel in the morning. You already know how much you've spent on your ride, so why not add some protection to keep your car or truck from barreling into a wall, curb, or other hard surface when something on board fails? Low receiver pack voltage, loss of radio signal, or even servo or receiver failure can all turn your fun day into a disaster. For this article, we'll go over three common types of fail-safes so that you can properly protect your investment.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

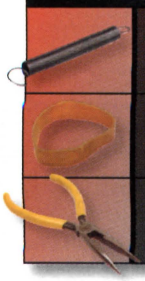
Xtreme RC Cars magazine 2.0



TIME TO COMPLETE

5 MINUTES

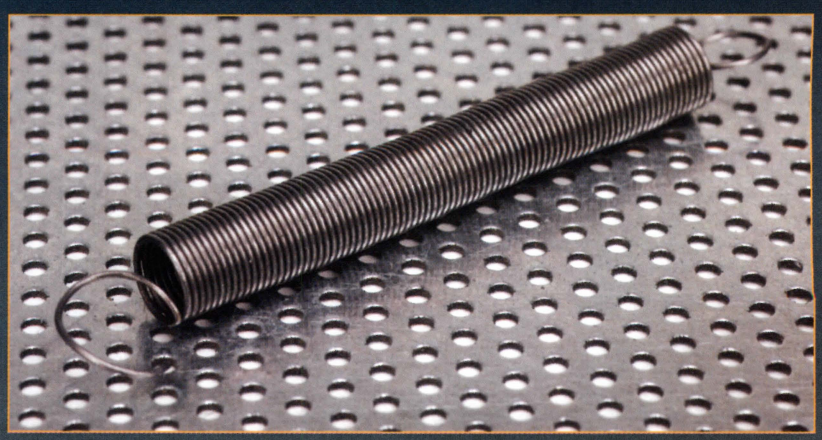
THE TOOLS

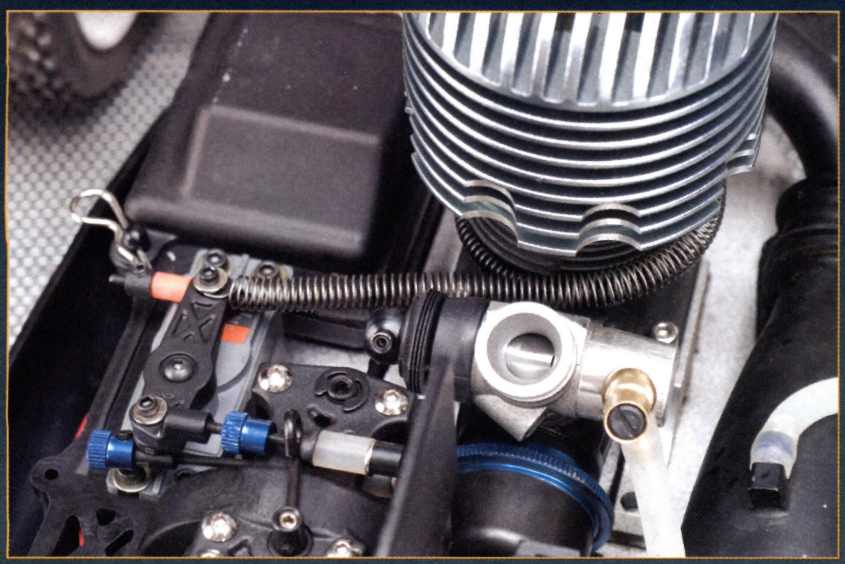


- Spring
- Rubber Band
- Needle Nose Pliers

A The Mechanical Route

The simplest method is to use a common spring as a fail-safe. The spring would be attached at one end to the throttle servo horn (slide-type) or carb lever (rotary-type), while the other end would be secured to a non-moving mounting point. When positioned correctly, the spring would pull on the throttle servo horn, closing the carb back to idle position. That way, if there's a servo failure, the spring will bring your ride back to idle instead of having a runaway vehicle.





HOW TO DO IT:

Basically, it's a simple matter of positioning the spring in a location where it will always be pulling the carb to its closed position. In the photo example, we installed the throttle return spring to the throttle servo horn on one end, and the other end was attached to one of the engine mount screws to give it tension. On rotary-type carbs, you can attach the spring directly to the carb lever instead, so if the throttle linkage ball end actually pops off the carb, the throttle return spring will still bring the vehicle back to idle.

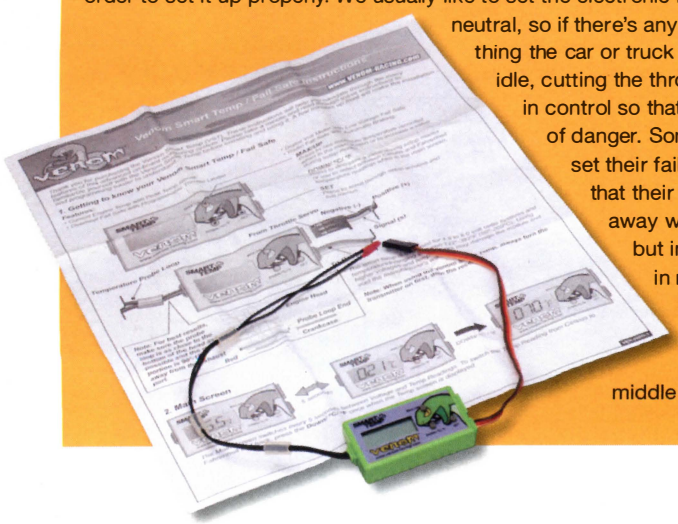
B The Electronic Route



For those of us who prefer going high-tech over a mechanical solution, you can spend a few bucks and get an add-on electronic fail-safe, such as the venom unit pictured here. The electronic fail-safe goes inline with the throttle servo and your receiver. Plug the throttle servo into the fail-safe, then plug the fail-safe into the receiver. This electronic fail-safe can be programmed to return the throttle servo to any position you desire (usually neutral or full brake) if there's a loss of radio signal or your receiver battery pack's voltage goes too low.

HOW TO DO IT:

Depending on the brand of electronic fail-safe you choose, programming is done in different ways, so consult the instruction manual that came with the fail-safe in order to set it up properly. We usually like to set the electronic fail-safe to go to neutral, so if there's any problem, the first thing the car or truck will do is go back to idle, cutting the throttle but keeping you in control so that you can steer clear of danger. Some people prefer to set their fail-safe to full brake so that their vehicle will stop right away when there's trouble, but in certain cases (like in racing) this wouldn't be the best choice. Imagine your car or truck stopping in the middle of the straightaway!





Rubber Band Friend

IF YOU THOUGHT A SPRING WAS SIMPLE, don't count the rubber band out. A strong rubber band can serve the same purpose as a throttle return spring, but instead of residing on the throttle servo horn, the rubber band method is usually used on the carb itself. Generally, you want to use a thick but small-sized rubber band; you can then wrap the rubber band around the carb lever to hold it closed. This only takes seconds to do, but there are things to consider. This method is usually used on sliding carbs only, and the added tension of the rubber band requires that you have a torquey throttle servo, because every time you open up the trigger, your throttle servo will be fighting the rubber band's pull.

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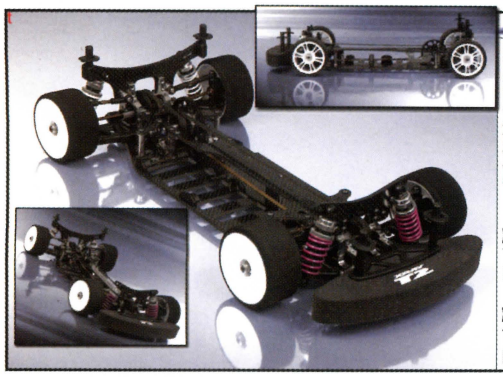

XRAY T2'007

Since the T2'007 is built on the T2 platform, most parts are fully compatible and interchangeable between all of the cars. This means that at any time you can upgrade your T2 into the T2'007 EU or US version. Or you can convert the T2'007 EU version into the US version and vice-versa.

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TEAM LOSI JRX-S type R



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TEAM ASSOCIATED TC4 Factory Team



ASC30102 Factory Team Touring Car Kit... **$334.95**
ASC30111 TC4 RTR 4wd Sedan with motor, radio and silver body.....244.95
ASC30110R TC4 RTR 4wd Sedan with motor, radio and red body.....229.99
ASC30100 TC4 Team Touring Car Kit.....189.99

CRC Generation X



CRC3200 Generation X 1/12th Kit .. **$264.95**

HB Cyclone S



HOT66403 Cyclone S with stratus body .. **$169.95**
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HOT66450 Cyclone Andy Moore Edition Kit.....484.95
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This versatile ESC can be used with either brushless or brushed motors, has no brushed motor limit, and is compatible with all Novak 540-size sensored brushless motors.

LRP ELECTRONIC

Detects the motor type and adjusts the correct brushless or brushed mode automatically without any switching or adjustment by the user. No more manual setups are required after changing the motor type.

NOVAK



10th Scale Brushless

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NOV3002	Gtb Racing Brushless System With Velociti 5.5r Motor	239.95
NOV3003	Gtb Racing Brushless System With Velociti 6.5r Motor	239.95
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NOV3005	Super Sport Brushless Motor And Controller System	224.95
NOV3006	Super Sport "Stock" Brushless Motor and Controller	169.95
NOV3007	GTB Racing Brushless System w/Velociti 7.5r Motor	239.95
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NOV3020	E-maxx Hv Brushless Motor System	269.95
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Motors

CCMS4600	Mamba Max 4600 Brushless Motor	84.95
CCMS5700	Mamba Max 5700 Brushless Motor	87.95
CCMS7700	Mamba Max 7700 Brushless Motor	89.95
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BM1025	C40 Brushless Motor, 6 Turn	169.95
BM1027	C40 Brushless Motor, 7 Turn	169.95
BM1028	C40 Brushless Motor, 8 Turn	169.95
NOV3403	Velociti 3.5r Racing Brushless Motor	84.95
NOV3404	Velociti 4.5r Racing Brushless Motor	79.95
NOV3405	Velociti 5.5r Racing Brushless Motor	79.95
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NOV3413	Velociti 13.5 Stock Racing Brushless Motor	79.95
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NOV3424	Hv 4.5 Brushless Motor	139.95
NOV3426	Hv 6.5 High Voltage Brushless Motor	129.95
TRI10201	N40 Brushless Racing Motor For 1/12 Scale, 4-cell	74.95
TRI10202	N60 Brushless Racing Motor For Touring, 6-cell	74.95
TRI10203	N80 Brushless Racing Motor For Monster Trucks	74.95

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BMQUARK80B	Quark Competition 80b Brushless Controller	199.95
RP80500	Lrp Esc-sphere Brushed And Brushless Controller	178.95
RP80700	Lrp Esc-sphere Competition Brushless Controller	209.95
NOV1705	Super Sport Plus, Brushed/Sensored Brushless Motor	149.99
NOV1710	GTB Racing For Brushed/Sensored Brushless Motor	174.95

TEKIN Mini Rage Brushless System

Motor has 3 different sets of screw holes on it, so it will bolt intoabout any 1/18 or microcar.

Fits, Losi Mini-T Pro, Associated RC18T, RC18MT, RC18B, Xray M18, M18T, Kyosho Mini inferno, HPI Micro RS4, BRP cars, Itsy Bitsy Spyder.

TEKT1100	Mini Rage Brushless Speed Controller	89.95
TEKT1101	Mini Rage Brushless System 5.4 High Performance	129.95
TEKT1102	Mini Rage Brushless System 6.8 High Performance	139.95
TEKT1103	Mini Rage Brushless System 8.0 Extreme Performance	149.95
TEKT1200	Mini Rage Performance Brushless Motor-5.4kv	61.95
TEKT1201	Mini Rage Hi-Performance Brushless Motor-6.8kv	74.95
TEKT1202	Mini Rage Extreme Brushless Motor-8.0kv	74.95

NOVAK Stock Equivalent 13.5



Team Novak has had many requests to come up with a brushless equivalent to a 27-turn stock brushed motor. After much field testing on dirt and tarmac with some of their team drivers, they have come up with a wind that gives nearly identical lap times as a stock brushed motor.

NOV3413 Velociti 13.5 Stock Brushless Motor $79.95

NOVAK Sintered Rotors



Made of Sintered material, these Novak-designed rotors provides increased magnetic strength, improved motor braking power, improved motor acceleration and power, and improved performance under higher temperature conditions.

NOV5908	Novak Velociti Sintered Rotor, Nickel Plated	27.95
NOV5912	Novak HV Sintered Rotor, Nickle Plated	32.95

ORION 4200's



Team Orion now discharges its IB4200WC cells at a 35-amp rate using industry standard Competition Electronics testing equipment to most realistically portray the actual demand experienced in today's high-powered R/C vehicles.

ORN11501	Ib4200 Wc V-max Plus Rds Racer, 6-cell Loose	62.95
ORN11502	Ib4200 Wc V-max Plus Rds Team, 6-cell Loose	69.95
ORN11505	Ib4200 Wc V-max Plus Rds Racer, 4-cell Loose	41.95
ORN11506	Ib4200 Wc V-max Plus Rds Team, 4-cell Loose	48.95
ORN11512	Ib4200 Wc V-max Plus Rds 35 Amp Team, 6-cell Loose	74.95
ORN11513	Ib4200 Wc V-max Plus Rds 35 Amp Hv, 6-cell Loose	74.95
ORN11516	Ib4200 Wc V-max Plus Rds 35 Amp Team, 4-cell Loose	49.95

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Epic X ROAR ARCOR SPECS
27 Turns, 22 awg wire.
40 Lamination "X" Armature
24 Degree Locked Timing
Drill Balanced
Reduced Surface Bushings

Epic XX With Ball Bearings
27 Turns, 22 awg wire.
40 Lamination "X" Armature
24 Degree Locked Timing
Drill Balanced
Dual Ball Bearings
Where rules are not an option.

EP1166 X Stock Pro Motor..... $29.95
EP1167 XX Stock Pro Motor w/bearinga ... $39.95

TRINITY C027 Stock

The rotor of the Co27 stock was designed to work with the new generation of 3800/4200 mAh batteries from Intellect. The rotor, due to the lamination design is more efficient, It comes out strong and stays that way the whole run. No heat fade like other stock motors. The lamination design has a higher inertia which means the motor rolls more and does not bog down in corners. This is especially important in touring cars with all their drag and weight.

TRI12001 Stock Motor $29.95
TRI12002 Pro Stock Motor $32.95

Money 19 Turn Race Motor

Designed to meet Spec rules and regulations, the Money was engineered with the demanding needs of today's Touring Car racers in mind.

TCP0491..... $49.95

TEAM CHECKPOINT MOTORS

Team Checkpoint motor endbells are precision CNC-machined from billet aluminum — providing perfect brush-hood alignment and lowering brush operatingtemperatures by serving as an integrated heatsink.

TCP0481	7 Turn Single Competition On-Road Motor	69.95
TCP0482	8 Turn Single Competition On-Road Motor	69.95
TCP0483	9 Turn Single Competition On-Road Motor	69.95
TCP0484	9 Turn Double Competition Off-Road Motor	69.95
TCP0485	10 Turn Double Competition Off-Road Motor	69.95
TCP0486	11 Turn Double Competition Off-Road Motor	69.95
TCP0487	12 Turn Double Competition Off-Road Motor	69.95
TCP0490	13 Turn Double Competition Off-Road Motor	69.95

Komodo Dragon

•The Komodo Dragon is the latest 19 turn spec motor from Trinity. The Komodo features a new armature design that meets all ROAR rules for 19 turn spec motors. Designed to work with the new high voltage batteries from Intellect and GP.
•The Komodo Dragon features a broader power band and more overall power than the Chameleon 2 making it faster lap for lap especially in heavy touring cars.

TRI12003 Komodo Dragon 19 turn spec motor.... $32.95
TRI12004 Komodo Dragon 19 turn pro spec motor. $39.95

Cobalt 2 9 turn



TRI10108 Cobalt 2, 9 double with roundwire..... $29.99

FANCOM Alloy Series



FAN37104	7 turn single Alloy series	59.95
FAN37106	8 turn single Alloy series	59.95
FAN37112	10 turn double Alloy series	59.95
FAN37115	11 turn double Alloy series	56.95
FAN37118	12 turn double Alloy series	56.95

AIRTRONICS M11 FM Radio system

Everything about the new M11 is fast. Fast response time, fast adjustments and fast programming. Using the short cut keys, you can scroll thought the M11 3 function pages fast and easy so you can get your car or truck on the track fast.

AIR90270TX75 ..... $269.95

AIR90270FM27	M11 with 2 Servos, 92487Z receiver; FM 27	329.95
AIR90270FM75	M11 with 2 Servos, 92487Z receiver; FM 75	329.95
AIR90270TX27	M11 with module; FM 27 mHz	269.95
AIR90270TX75	M11 with module; FM 75 mHz	269.95
AIR90270TXRX27	M11 with module, 92837z Receiver; FM 27 mHz	309.95
AIR90270TXRX75	M11 with module, 92836z Receiver; FM 75 mHz	309.95

MX3S Synthesized Radio System

The MX-3S Synthesized systems don't require expensive crystals to change the frequency. Just adjust the transmitter and receiver to any channel you want from 61 to 90 and you're ready to race.

AIR9052075	Radio, 75 mHz with (2) 94102Z servos	204.95
AIR9052175	Radio, 75 mHz with (1) 94102Z servo	194.95
AIR9052027	Radio, 27 mHz with (2) 94102Z servos	189.95
AIR9052127	Radio, 27 mHz with (1) 94102Z servo	179.95

NOMADIO Sensor

Spread Spectrum Digital Radio Control System

• Provide two way communication so the car's condition is displayed on the controller
• Ensure that nobody else can "hijack" his or her car during a race.
• Eliminate fixed frequency crystals, and the need to purchase them in quantity
• Add intelligence to your car for dynamic steering or anti-lock braking
• Provide future expansion capability to add more servos or more information to report back
• Capture race information for later analysis using a PC

Transceiver

NOM100	Sensor Digital Radio Control System with Transceiver	449.95
NOM101	V2 Transceiver with Voltage, Speed, and Temp Sensors	108.95
NOM103	V2 Transceiver only for Sensor radio system	89.95
NOM600	Temperature Sensor	27.95
NOM602	Speed Sensor (Tach)	27.95

NOMADIO React

One hundred percent digital two-way communication utilizing frequency hopping digital spread spectrum technology.

Like the Sensor by Nomadio, the React can transmit telemetry back from the car as it is driven. The React system supports "feelers" that give the driver real time feedback of the car's speed, battery voltage, and engine temperature. Unique to the RC market, the React radio system is software based; its capabilities may be altered / upgraded when it is connected to a personal computer and the Internet via the built in USB port.

NOM110 React Digital Radio System w/ rec. ... $329.95
NOM111 React Digital Radio..... $279.95

TEKIN G-11 PRO ESC

Tekin's G11 series of speed controllers uses the most advanced technology available today to create a speed control that provides virtually limitless multiple setup tuning options (over 600,000) of every critical operating parameter.

•No caps are needed, you don't need to use a fan.
•Super FETs give you Ultra Low On-Resistance.
•The newest components available for today's market.
•All new software.

TEKTT1045..... $144.95

TEKTT1020	Rebel 2 Electronic Speed Controller with Reverse	74.95
TEKTT1030	G-10 Pro Plus Digital ESC	114.95
TEKTT1045	G11 Pro Electronic Speed Control	144.95
TEKTT1100	Mini Rage Brushless Speed Controller	89.95
TEKTT1101	Mini Rage Brushless System 5.4 High Performance	129.95
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TEKTT1103	Mini Rage Brushless System 8.0 Extreme Performance	149.95
TEKTT1420	Battery Doctor 8.0 Equalizer Discharge Tray	46.95
TEKTT1425	Mini Battery Doctor 8.0 Equalizer and Discharge Tray	47.95

TRINITY



The Dyna Pulse discharger is designed to condition your battery packs by reducing crystallization inside the cell and provide the high discharge rate that improves voltage without incurring damaging heat cycles.

TRI22001 Dyna Pulse Discharger..... $39.99

ORION Advantage

Battery Charger for NiCD, NiMH, and Li-Po cells

•Charge 1 to 8 cells (2 cell Li-Po only)
•50 to 5400 mAh NiMH and NiCd batteries at 1 to 10 Amps
•11 to 15 volts D/C input
•Battery cycling
•Discharge at 1 or 10 amps
•Full motor run-in feature
•English, German, French and Japanese displays

ORN30117 ..... $179.95

DURATRAX Ice

Charger-Intellipeak ICE for all R/C battery packs.

IntelliPeak ICE meets the special charging needs of experienced electric car, truck and boat modelers, offering the ideal charge rates...the flexibility to handle multiple battery types...plus uniquely easy operation and numerous programming options.
Input Voltage: 11-19V DC

DTXP4170 ..... $119.95

INTEGY 42amp power supply

Super High Efficiency switching power supply. Bright blue color 110VAC-to-12VDC power supply. Solid state components. Ultra reliable switching power supply with 42 Amps output power, the output voltage is 12VDC, oversize gold plated output terminal for easy connection. Very small footprint and light weight, internal cooling fan keep it's operation temperature extremely low, internal over current protection for around the clock operation. 42A continueous and 54A peak surge current. (4.9lbs.3.5"x5"x12")

INT1468..... $219.95



*Color subject to change

TRINITY Dyna Pro Digital Discharger DPD for 6 or 4 cell packs

•Discharges and conditions 4 or 6 cell, side x side packs.
•Discharges 4 or 6 cell stick packs with external leads.
•30 A Dyna Pulse™ discharge.
•5 A linear discharge.

TRI22003..... $119.95

SPINTEC ICC Battery Charger/ Discharger



The Spintec ICC Charger (Individual Cell Charger) is the world's most advanced charger. There is nothing like this charger on the market today. The Spintec ICC Charger is the first charger that can charge each cell in a soldered pack individually as well as charge external packs and run a motor source all at the same time.

SPI2000..... $389.99

Competition Electronics Turbo Matcher 4/35

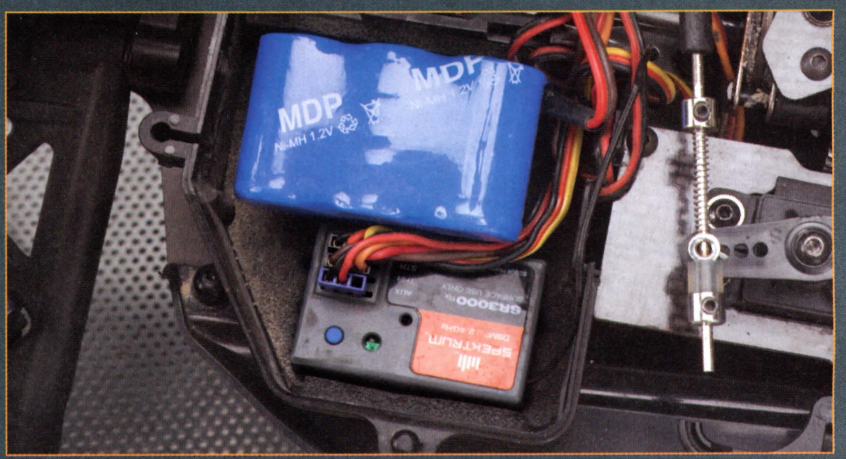


The industry standard for accurately matching all types of sub-C cells. The newest, most up to date technology to keep your cells in tip top condition and make sure you're the first to the finish line. Works with cells from GP, Sanyo, Panasonic, etc. from 1300mAh to 3600mAh.

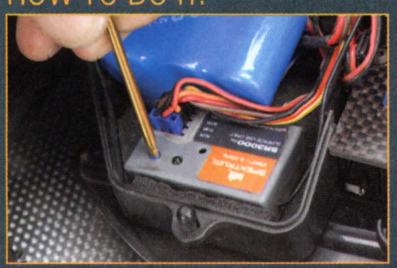
CEI3505 Discharges at up to 35amps..... $639.99

The 2.4Ghz Route

If you're fortunate enough to run a spread spectrum radio system (like Spektrum's, pictured here), a lot of people might not realize that they have a fail-safe built into the receiver. Setting up this fail-safe occurs when you bind your transmitter to the receiver during radio setup.



HOW TO DO IT:



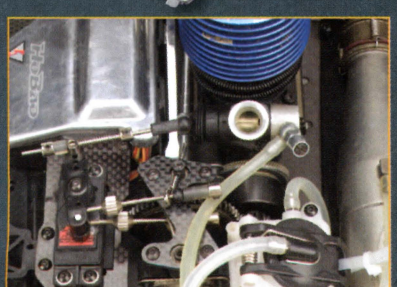
1 On a Spektrum system, programming the built-in fail-safe is the same procedure as binding your radio, but with one simple step in-between. First, make sure your radio is off, then push and hold the bind button on the receiver and turn the receiver on. The light should be blinking.

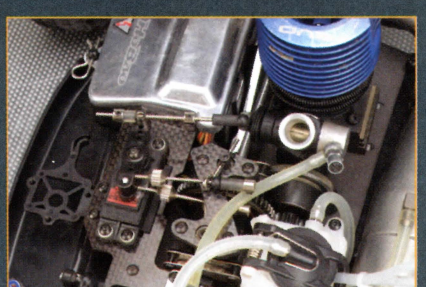




2 Be sure not to touch the steering wheel or throttle during this procedure, as the positions of the steering and trigger during the binding process will be the same positions the receiver will default to during the fail-safe mode. If you want the vehicle to go to full or part brake during fail-safe, here's the extra step: Before turning your radio on, hold the trigger to full brake (or part brake, if you wish). This will program the receiver to hold the throttle servo at the specified braking position if it loses signal.

3 Without letting go of the trigger held in the fail-safe position, push and hold the radio bind button, turn the radio on so that it will bind with the receiver, then program the fail-safe position at the same time. The green light on the radio module will blink, signaling that the bind has been performed.





4 To test the fail-safe position, keep your receiver on and turn your radio off. In a second or two, the throttle servo should go to the fail-safe position. If that happens, you're done.

NOTE: Whenever you bind a radio and receiver, you must also redo the failsafe programming at that time.

Conclusion

You know, I know, and everyone knows that getting into a throttle-related mishap that wasn't caused by your driving isn't a fun thing. By taking a few minutes to ensure that you have a working fail-safe in place, you'll have the peace of mind that your vehicle (and your wallet, for that matter) has a "safety net" just in case something squirrelly happens!

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Molded Foam 1/8 Buggy Inserts

#81096 Orange Soft

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6 Pack $7.95

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#81100	Yellow Med Truggy/Maxx
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#81102	Yellow Med 40 Series
#81103	Orange Soft 40 Series
#81104	Yellow Med 38 Series
#81105	Orange Soft 38 Series

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For Jammin & [illegible]

$4.95

#40620BK Black
#40620BL Blue
#40620R Red



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Dx3 2.4GHS
DSM Radio System
3 Channel, 2 Servos & 2 Receivers
#SPM2030F
Sale $249.95

Spektrum 3 Channel Surface System
M-8, M-11
#SPM1002
Fut, Hi Tec
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SPEKTRUM

Dx2 2.4GHS

SALE $169.95
DSM Radio System
2 Channel, 2 Servos & 1 Receiver

1/8 Air Filter Kit
Filter, Neck & Oil Included
#10136, Black #10137 Yel.
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Maxx Crime Fighters MT (Pair) #PRO112100
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Nova Rossi RX21P5X
5 Port Long Stroke
Rex & Top Versions Also Available
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5 Port Off Road w/Weighted Crank.
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Flat Pack #10201 **Sale $24.95**
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Jammin JP-3 HardCoated
3 Chamber, Similar to the JP-1 & JP-2 Combined
#10051
Sale $79.95



"Jammin" JP-1	Polished	"Jammin" JP-2
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STICK IT!

Position decals perfectly by using your backing sheet as a "tool."

Words and photos: Mike Ogle



In this month's Custom Works, we're going to take a look at the best methods to apply decals. You may be saying to yourself, "Hey, what's the big deal, you just cut them out, peel them off, and slap 'em on, right?" Well, not if you want them to go on perfectly straight and not look like they were applied by a drunk monkey. There are a few little tricks that can make the job a whole lot easier.

If you can't put 4 stickers on straight, consider a new hobby.

A LITTLE BACKGROUND

Unlike waterslide decals, like those found in plastic model car kits, the type of decals usually found in RC are actually dry, self-adhesive stickers that are screen printed on a clear vinyl or Mylar stock with a peel-away, waxed paper backing sheet. These can be printed using as many as seven or eight process colors of ink, including a white "undercoat" and even semi-metallic inks. They are most often coated with a protective varnish, UV coating, or a very thin clear laminate of plastic to make them fuel and wear-proof.

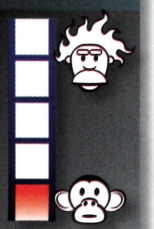
RC decals have to be tough. The printing has to be fuel-proof, the stock it's printed on has to be durable yet flexible, and the adhesive has to be really sticky. That's the part that gives most hobbyists headaches. The adhesive used on most stickers is so strong that it does not allow for any repositioning. Once they're stuck on the body, they're pretty much stuck, unless you want to try to get a fingernail or X-Acto blade under one edge and peel them off (hopefully in one piece) so that you can try again.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Extreme XRC Cars magazine

1.0



TIME TO COMPLETE



30 MINUTES

THE TOOLS



- Hobby knife or Scissors

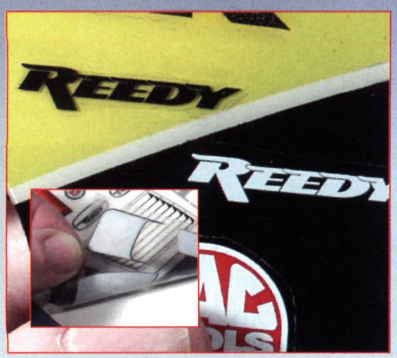


- Decals (preferably our decals... just kidding.)

Here are a few little secrets on how to apply even the tiniest stickers perfectly.

1 The first thing you'll want to do is to get all your decals cut out and as close to the edge of the design as possible to avoid seeing excess clear decal film all around the edges. Decide where all the logos are going to go ahead of time by laying them out on the body with the backing sheet still on.

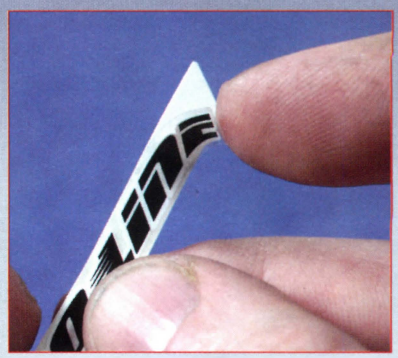




2. When planning your decal layout, always be sure to pay attention to the contrast of the background paint and your decal. Black, blue, purple, and darker print decals show up best on a white or light area, and white, silver, yellow, or light-printed designs show up best on a dark background. Also, if you're applying light-colored decals over a dark paint job, lift the edge of the decal from the backing sheet to be sure that the decal has a white backing coat. If it doesn't (some don't), the decal may practically disappear when placed over a dark background.

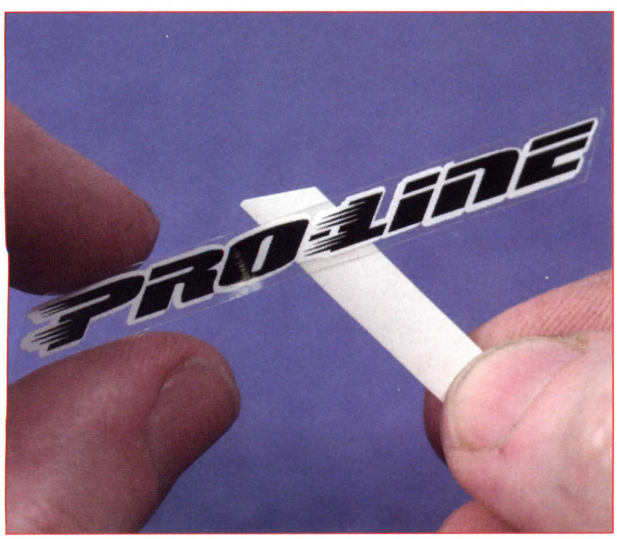


3. Now you're ready to start actually applying your decals—after you've wiped the body down and thoroughly washed your hands. All that handling during the layout stages undoubtedly got fingerprints all over the body, which will not allow the decal's adhesive to stick as well as it should. Same thing goes for your hands: if you touch the adhesive side of the decal, you'll put a nice big ol' fingerprint on there that you won't have to be Sherlock Holmes to see, especially over a darker background.



4. Remove your decal from the backing sheet by dragging your fingertip across one edge until the decal separates from the backing sheet. It should do so easily, but if it's an older sheet, you may have to fold one small edge down sharply to try to get them to release. If that still doesn't work, a sharp #11 hobby blade may be called into action to try to pry the two layers apart.

Bigger stickers are more difficult to apply.



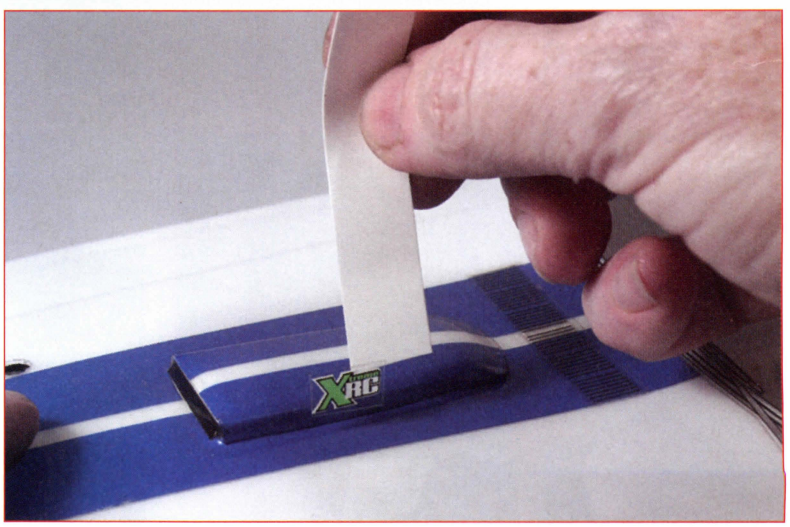
5. Peel the decal completely off the backing sheet, trying not to touch the adhesive side of the decal. Then, lay the sticker back on the backing sheet, with at least one edge hanging off as shown. We're going to use the backing sheet as the "tool" for handling the decal. Because it's perfectly clean, the sticker (obviously) won't stick to it, and it enables you to "see" what you're doing better than if your big clunky fingers are in the way.



6. Using the backing sheet as a "handle," position your decal right over the body where you want it to go. When it's lined up perfectly, press down on the exposed edge of the decal while slipping the backing sheet off. Then burnish the entire decal firmly with your fingernail or a Popsicle stick to minimize seeing the clear film and adhesive backing.



7. If you're applying a decal over an irregular or creased surface (like the side of this car) start by sticking the top down first, then "roll" the decal into the crease, remove the backing sheet, and press down. What you're trying to do is prevent the sticker from making a "bridge" over the crease; you want it to work its way fully down into the gap.



8. If you're applying a lot of very tiny decals (Tamiya car owners, you know what I'm talking about), you might want to cut and save a larger strip of the decal backing sheet as a tool. It can really help getting those tiny "OZ" wheel emblems onto the spokes of the deep-dish wheels!

Stick It

Even a great paint job can be made to look bad with a sloppy decal job, but a straight, professional-looking decal job can make even a plain-jane, spray can paint job look good. Take your time, plan out what you're doing, and use the backing sheet as an application tool. It's free, and it's how the pros do it!

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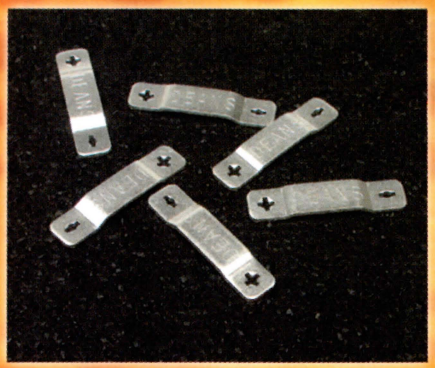

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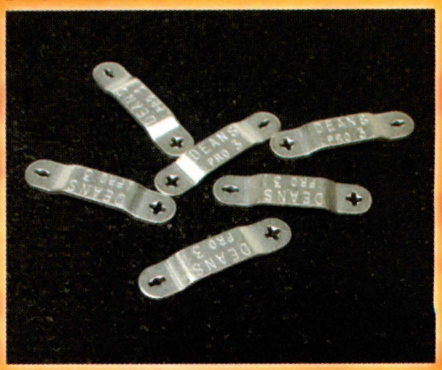

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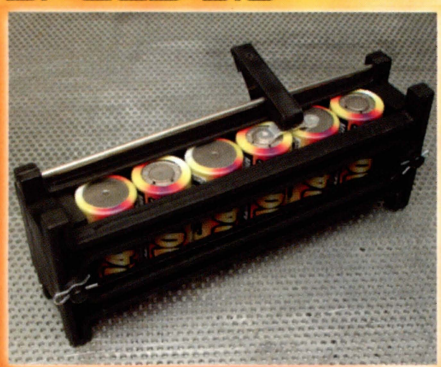

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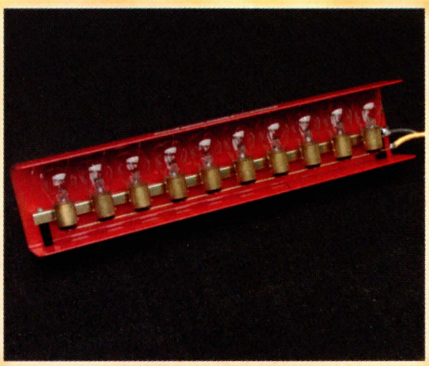

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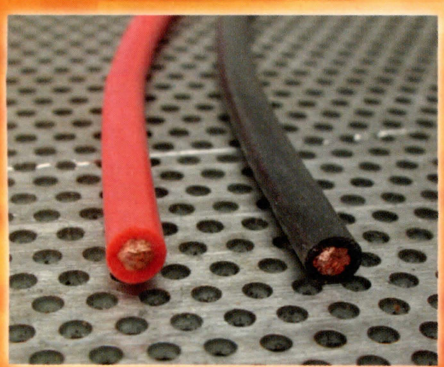

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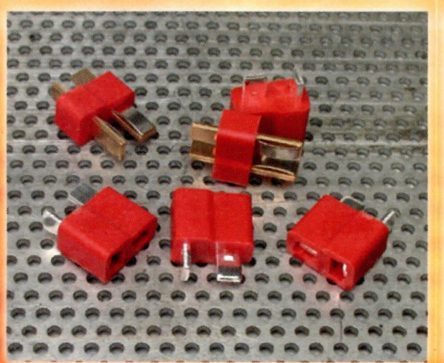

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TUNING WITH TOE AND ACKERMAN

Playing the angles!

Words and Photos: Jeff Huneycutt

Playing with wheel angles—when steering is straight ahead and when the wheels are turned to full lock—can simultaneously help your car or truck feel steadier and more aggressive through the turns.

One of the tricks that can help when tuning your chassis is to consider what happens to all four tires individually when your RC car rolls through a turn. For example, when you make a left-handed turn, the wheels on the left side of the car travel a shorter distance than the wheels on the right. The trick is to give every wheel what it wants in order to maximize traction. Two great ways to do this are with toe angle and Ackerman.

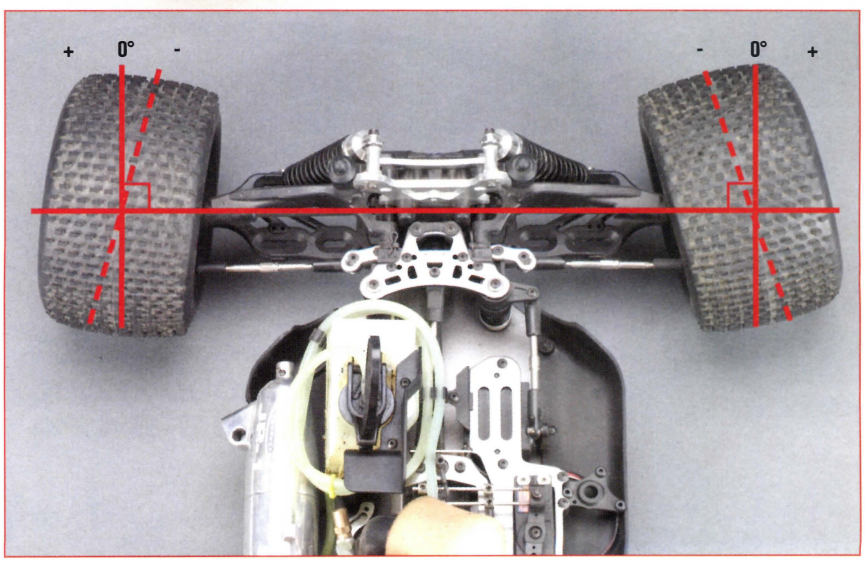
TOE ANGLE

What is Toe?

Looking down on your RC car, "toe-in" is when the two front or two rear tires are pointing toward each other (A). "Toe-out" is when the tires are pointing away from each other (B).

Toe is the angle of the tire relative to the direction of the chassis. Looking down on the car, if the tires are pointed toward each other, that's negative toe. If the tires are angled away from each other, that's positive toe. This applies to both the front and rear wheels.

Normally, toe can be adjusted on the front wheels by the turnbuckles on the steering links. On the rear, adjusting toe requires a bit more effort, and is usually achieved by changing out the rear hubs. These are normally stamped with a pre-set toe angle.



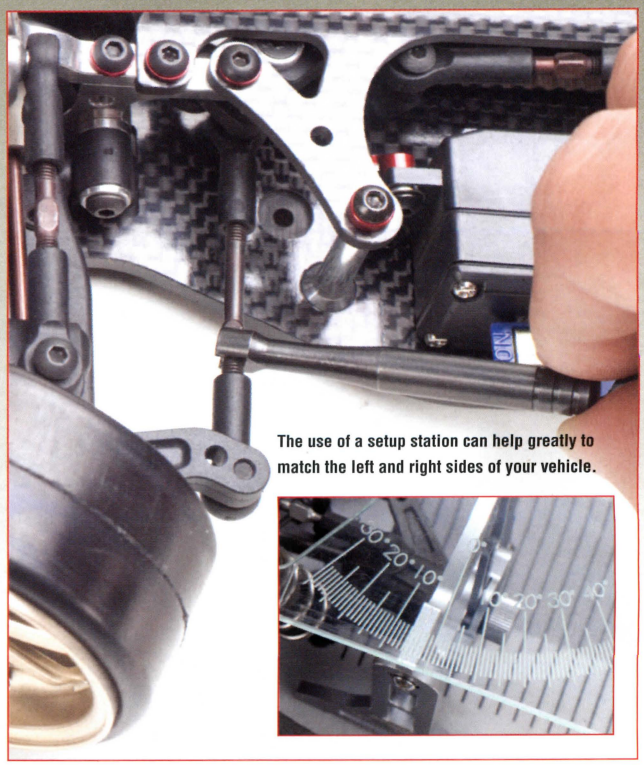
In general, 4WD runs some toe-out, and 2WD runs some toe-in.

What does it Do?

Making a toe adjustment at the front of a car is normally as easy as lengthening or shortening the steering turnbuckles an equal amount. A toe adjustment at the rear usually involves swapping out one or two bulkheads.

Toe angle has very different effects, depending on whether you are working with the front or the rear of the car. Toe-in on the front will help a car feel more stable on the straights. Toe-out on the front wheels will aid turn-in but it can make a car feel twitchy when accelerating down the straights. One problem with excessive toe angles is that it causes tire scrub and reduces the chassis rolling efficiency. For this reason, many touring racers prefer to leave the front wheels at zero toe, meaning they are both pointed straight ahead.

Rear toe is a little simpler. For racing, there is never a reason to run positive rear toe. In fact, most racers almost always run a fair amount of negative rear toe. Negative toe in the rear of an RC car helps keep the rear end in line. As the car rolls through a turn, all the weight shifts to the outside wheels. Since the outside rear wheel is toed in, it keeps trying to push the rear and back in line instead of allowing the rear to fishtail out of control. You will normally see more negative rear toe employed in the classes where controlling wheel spin is a problem, especially the 2WD 1/10 trucks. Rear toe-in seems to help both in the turns and on the straights. No matter what class you run, your best bet is to stay between one and four degrees of negative toe.



The use of a setup station can help greatly to match the left and right sides of your vehicle.



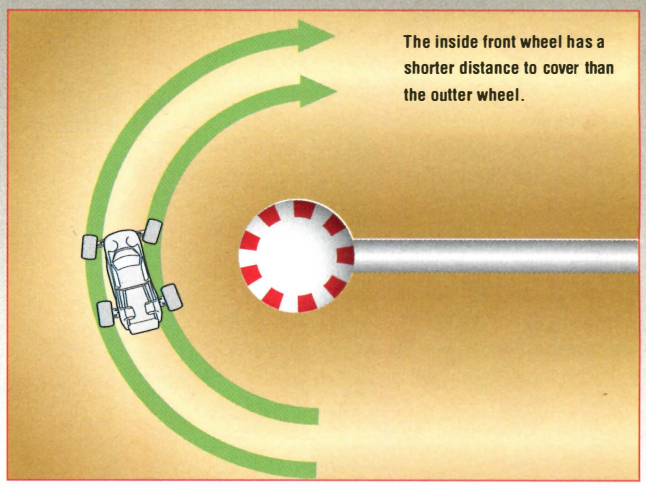
ACKERMAN

What is Ackerman?

Ackerman is important because when a car rolls through a turn, all four wheels do not follow the same path. Instead, the inside wheels make a sharper turn than the outside wheels. By using Ackerman to turn the inside wheel more than the outside, it helps both wheels follow their own paths.

With toe, once you set your toe angles, they usually stay the same all the way around the track unless the vehicle has "bump toe" built in or has poorly designed geometry. Ackerman is related to toe because it also deals with real angles. But instead of being a constant, like toe, Ackerman angles change depending on steering input. When the wheels are pointed straight ahead, Ackerman has no effect on the car, but the more the wheels are turned, the greater the Ackerman split between the inside wheel and outside wheel. Obviously, Ackerman is only a factor on the *front* wheels, *because unless* you are into rock crawling, the rear wheels aren't steered.

Essentially, Ackerman is the difference in the steering angle between the front two tires when the car is turning. Again, let's consider what happens to the wheels when your RC car rolls through a left-handed turn. The left front wheel makes a tighter turn than the right front. Since most of the car's weight is rolled over on the right-hand side, the car will turn according to the angle of the right-front wheel, and the left will scrub. This causes two problems: It kills corner speed, and the left front wheel isn't working for you as hard as it could. The ideal situation is to use Ackerman to increase the steering angle of the inside wheel to match the angle it needs to turn. This allows the inside wheel to be more effective at helping the car turn.





Ackerman is a proper noun–it's named after a real guy!

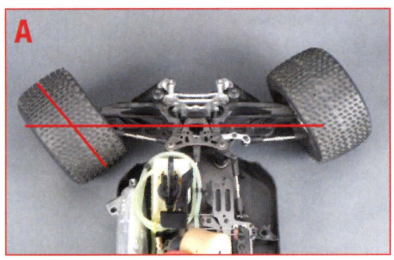
Adjusting Ackerman

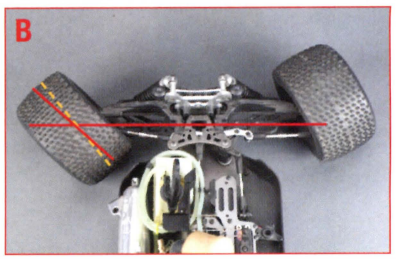
You can adjust Ackerman on most RC cars at the steering plate. The multiple mounting holes for the steering turnbuckle allow Ackerman adjustment. Move the turnbuckle's mounting point forward to the steering plate to increase Ackerman, and smooth out steering response. Move the mounting point back (toward the rear of the plate) to decrease Ackerman, which is sometimes helpful on large, sweeping tracks.

Most RC cars are designed with some Ackerman built in. This is done by creating an angle between the wheels' pivot point and the point where the steering turnbuckle connects to the spindle. If you were to draw a line between these two points on both sides of the car, they should intersect at the center of the rear differential. This works when traction at all four wheels is perfect, but if the rear end is loose toward the front, it tends to push, and a different angle may work better for you.

One Ackerman setting isn't good for all conditions. Many RC cars allow you to adjust the Ackerman angle drilling several holes in the steering plate. Changing the location where the steering turnbuckle attaches to the steering plate effectively changes Ackerman angle. Moving the inside melting point of the steering turnbuckle forward (towards the front of the car) increases the Ackerman angle. You should do this when you want to smooth out the steering. This is especially helpful on tight, technical racetracks. Moving the inside melting point of the steering turnbuckle back toward the rear of the car reduces Ackerman angle. Try this on higher-speed tracks with more sweeping turns. It should help the steering feel more responsive. However, taking out too much Ackerman can make a car react oddly.







In photo "A" the wheels are almost parallel while turned. However when the ackerman setting is adjusted the rear hole, the inside wheel gets pulled in further when turned (original angle indicated by yellow dotted line.)



Conclusion

Toe and Ackerman adjustments are both easy to make and measure. They can also make a big difference in how your RC car handles. As you might guess, they are common adjustments that many racers will rely on when they are trying to dial in their car to a specific track. So give it a try, and the next time you're out there, just remember: negative toe on the rear wheels!

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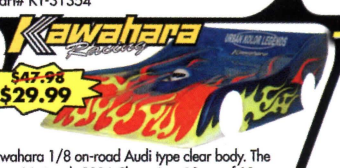

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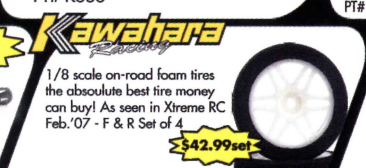

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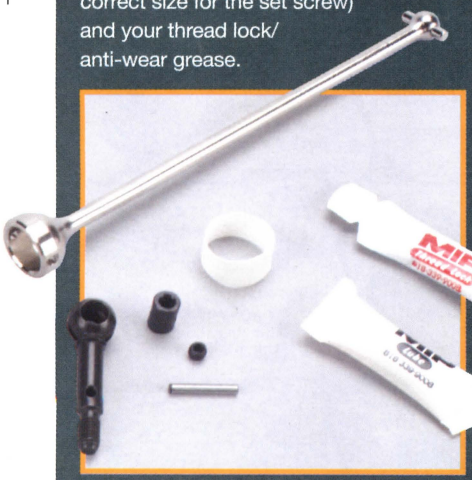
Words: James Revilla

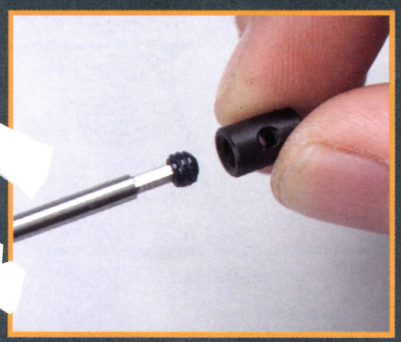
CVDs, are one of those "must-haves" for anyone serious about racing. They're also a great upgrade for bashers, with more direct power transfer, less drivetrain slop, and no dogbones to eject or wear out. Unlike dogbones or universals, you do have to build CVDs, and because they're an important part of your drive system, it's good to build them right the first time. When assembled properly, you don't have to worry about calling the day early, or a DNF from a dropped cross pin or locked-up CVD.



1. CVDs come in five parts: the axle, driveshaft, coupling, cross pin, and set screw. Get your parts laid out, and make sure you have everything ready, including your hex wrench (the correct size for the set screw) and your thread lock/ anti-wear grease.



2. Let's start with the set screw. Place the set screw on your hex wrench and put a small dab of thread lock onto the threads. Don't overdo it—a small dab will do, as it will spread around the threads when you install the set screw. With the thread lock in place, insert the set screw into the coupling. Thread it in as far as you can without blocking the cross pin hole.



3. Put a light coat of anti-wear grease (do not use diff grease!) on the coupling's outer surface. You don't need gobs of grease here, as that will only attract dirt and dust and will wear your CVDs prematurely. I like to put a dab of anti-wear grease on the coupling, and then I roll it back and forth between my two fingers to spread the grease lightly across the surface.



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"CVD" is an MIP trademark, and stands for "constant velocity drive."

4. Insert the coupling into the axle, making sure that the cross pin holes are perpendicular to the axle.



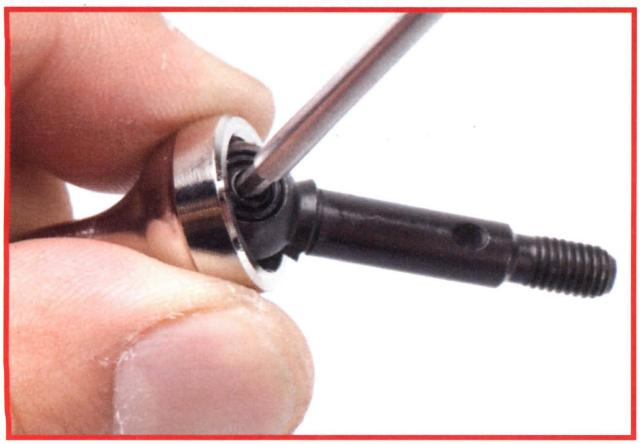


5. Take the driveshaft and place the axle inside the driveshaft cup. Make sure that the cross pin holes on the driveshaft line up to the cross pin hole in the coupler.

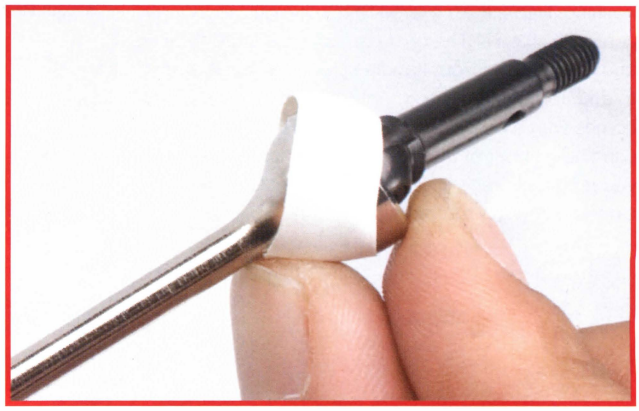
6. Now, hold it all together with the cross pin. Insert the cross pin into the driveshaft cup and push it all the way in until the other end meets with the hole on the other side of the driveshaft cup. You might have to wiggle the axle a little to get it perfectly aligned.



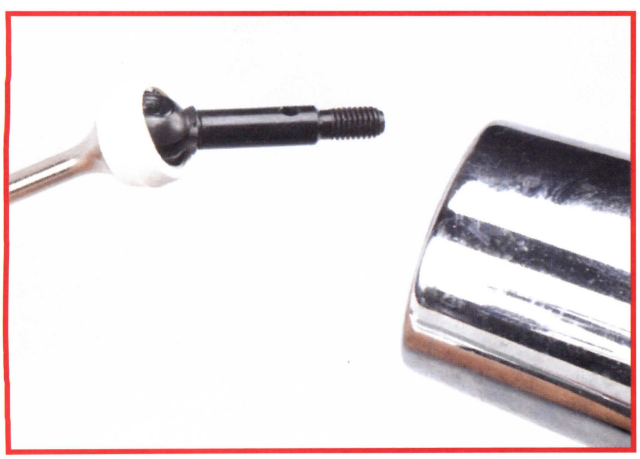
7. Hold the cross pin with two fingers so that it stays centered inside the coupling. Angle the axle to gain access to the coupling set screw, and tighten the set screw with your hex wrench. Don't overtighten the set screw, or you risk stripping it out.



8. Most folks are done at this point, but we'll go a step further for a more reliable CVD. Get some shrink tubing that will fit over the driveshaft cup, and trim to size (about ½" for anything up to 1/8-scale CVDs). Slide the shrink tubing onto the driveshaft cup, and make sure that it covers both ends of the cross pin, with a tiny bit of shrink tubing overlapping the edge of the driveshaft cup.



9. Using a heat gun or a lighter, shrink the tubing so that it's snug to the driveshaft cup.



CONCLUSION

The CVDs on your ride constantly spin and change speeds whenever you move the trigger. By building your universals by the book, you can motor on and not have to worry about them. You've now learned how to build CVDs the right way!



The term "CVD" has become a universal identifier, like "Coke" or "Xerox."

XTREME TOOLS

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Words: Brian Skinner

MY GOOD FRIEND STANLEY



Stanley has a lot of good stuff for RC, and I keep finding neat things from my buddy Stanley. This month I finally found the Mack Daddy of tool boxes I've been looking for. This is the end-all for your RC pit hauler, and it's called the ProMobile job chest. The ProMobile is a 28-gallon plastic tub that measures 37" X 22" X 23" and believe me, it will hold everything you need for a weekend of racing or bashing. Heck, even a large Shrek-like guy such as I can even sit on it! The best part is, it has sturdy wheels and a robust slide-out handle so you can easily transport all your toys to and from the sand box. Another neat feature is that it is lockable and even comes with a center lock with keys. The ProMobile will run you fifty plus dollars and you can find it (most of the time, anyway) at major supply stores such as Home Depot. Next time you're at a big race, check out the top pro racers. I bet you see them with one!

Check out www.stanleyworks.com.

Okay, Skinny plugged coffee... he must have got a free case!

TIM HORTON'S GO-GO JUICE

Ok, this might not be a tool, but if you're in Canada and have to get to the races early, then this will certainly get you going in the morning, eh! As for me, I have to have my morning coffee or I'm shot for the day. So for y'all that plan on racing in Canada, *you have to check* out Tim Horton's, eh! Timmy's is like Starbucks. It has baked goods, sandwiches, and killer coffee. I liked the coffee so much I brought back four pounds of it to SoCal. Check out Timmy's at: www.timhortons.com and plan your next RC event around some good coffee.

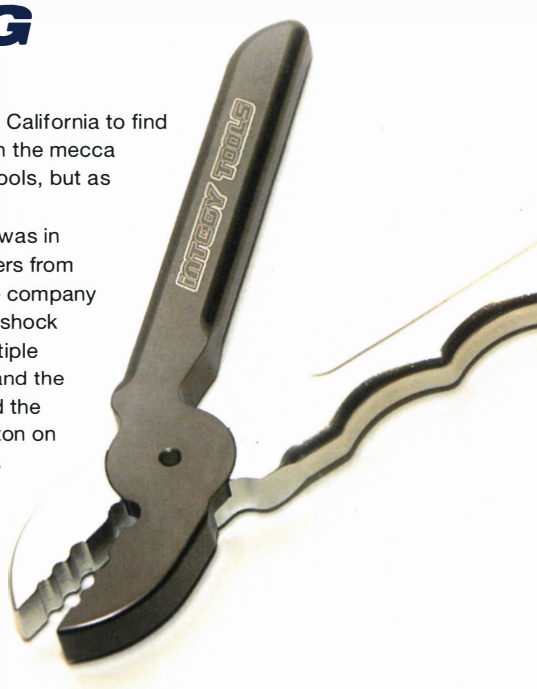


SHOCKING PLIERS

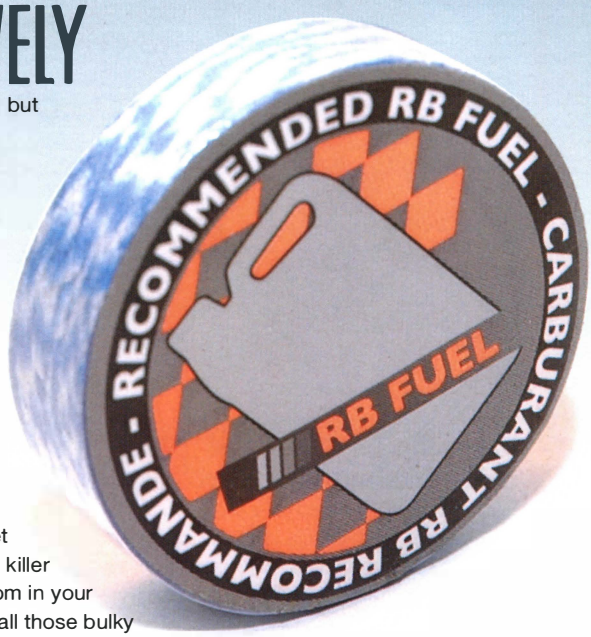
Why do I always have to be away from California to find RC tools? You would think that living in the mecca of RC I would be able to get cool RC tools, but as always, it's just not so.

Sorry for the rant—I drifted. While I was in Canada, I found these sweet shock pliers from Integy, eh. Which is funny, because the company is twenty miles from my house? These shock pliers are great because they have multiple grooves for a myriad of shock-shafts, and the handle gives you good leverage to hold the shaft to get the ball end and shock piston on or off. They're better than regular pliers because they won't score the shaft, and it's a tool you need if you're serious about wrenching. Check out www.integy.com for this tool and a bunch of other cool things.

Price: $20.00



NOT EVEN SOUTH PARK HAS THIS TOWELY



Towely is a pretty good guy, but most of the time he is off in space and he's hard to find. Well, this Towely from RB Products is super dope and is there when you need him. The only problem is that you have to be there to get one. Yes, my friend, this puck is actually a compressed towel and is a promotional "give-a-way" from RB Products. Next time you're at a big event, look for the RB guys and get you one. This little puck is a killer idea and will make more room in your toolbox for tools instead of all those bulky rags you have in there. It also has other uses as well; you can play table-top hockey while you wait for your next qualifier, or if someone "borrows" a tool and is running away, you can bean him in the head with the puck and drop them like a bad habit. Anyway you look at it, this is a coveted toolbox item. Now if RB would just sell them, life would be even better. Do you know how much it cost me to get to the Nitro Challenge to get one of these? ***www.rbproducts.com***

CANADA, THEY GOT WINGS, EH! "THE SEQUEL"

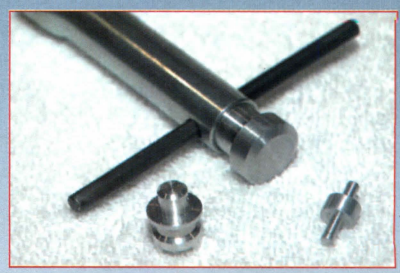




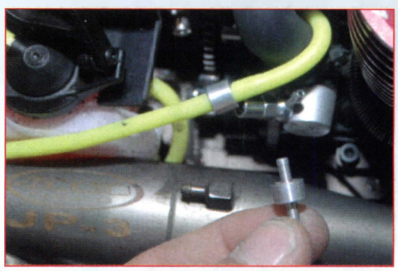
This was such a great idea I had to do a sequel to Canada, eh. This is a wing jig to effortlessly and correctly drill your wing mount holes for your wing ... the first time! Like in the photos, you simply take the jig and slide it into the top of the wing and bingo, you have the perfect hole settings for your wing mount. Thompson Racing Products makes these jigs for all the popular buggies and truggies on the market, and if you're wing hole-challenged like myself—you need one of these. ***Contact Kevin at Thompson Racing Products for more information and pricing: 903-507-1592.***

ONLY IN CANADA, EH!

I found these cool tools while on my trip to the Great White North, eh ... you hosers! These neat ideas come from Thompson Racing Products in Canada, and if you ask nicely, you might be able to get some.



Do you own a Jammin car? If you do, you might like the aluminum plug that holds the wheel wrench together like in the photo. I have lost that handle a few times at the races and this is a great solution. How about an aluminum front body post for your Jammin? Thompson Racing has a sweet machined aluminum one to replace the stock front body post and it's robust. If you drive like me, you need one of these!



As the photo shows, this little guy couples your fuel tubing together so you can work on your engine or do some cleaning without worry of spilling fuel or getting dirt into the fuel line. It's small and fits into your toolbox with ease. A must-have tool!



Do you run Spektrum with your 3PK and have a gaping hole where the antenna used to be? TRP makes a sweet aluminum plug to fill the hole and keeps dirt from getting into your radio. It looks nice, too, eh!

Wortel is the Towely of our office.

IN GEAR

HPI Racing
Scorch 6-Spoke Wheel

Introduced as original equipment for the HPI Firestorm, these tough-looking six-spoke wheels are sure to ignite the looks of any truck they come in contact with! HPI Scorch wheels come in six blazing finishes, including Black, White, Gun Metal, Shiny Chrome, Matte Chrome, and deep Black Chrome, and will fit almost any truck using 12mm hex hubs.

Part Number: Varies by color
MSRP: $13/pr.
www.hpiracing.com



Ryan Lutz is too sexy for his shirt.



Axial
Hex Drivers

Axial's new hex drivers are a good match for any racer's toolbox. Their wrenches are color-coded for easy identification, and the tips are replaceable. They come in both standard (.050" to 3/32") and metric sizes (1/5mm to 3.0mm), and you can buy them in individual wrenches or in sets.

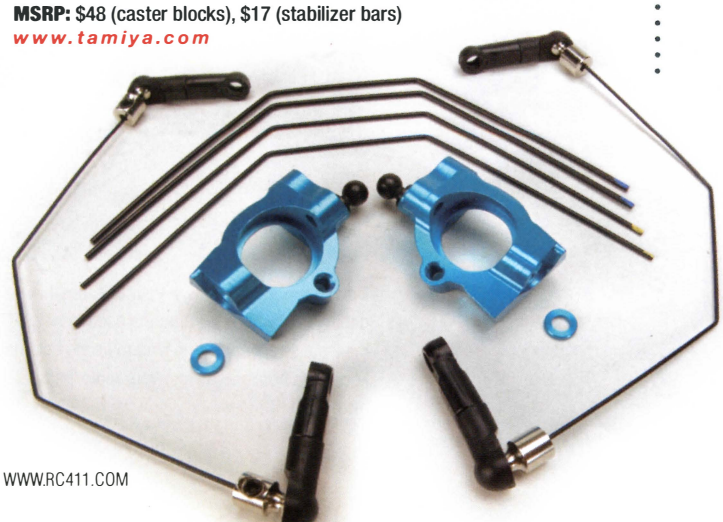
Part Number: Varies by size
MSRP: $18 (each) - $83 (set)
www.axialracing.com



Tamiya
TRF 501X Options

Here are a couple of new hop-up options for your Tamiya TRF 501X. The first is a pair of front caster blocks, in anodized aluminum with a 10-degree rake. The second is a set of stabilizer bars for the front and rear of your buggy. Three different thicknesses allow for spot-on tuning for the track.

Part Number: 53961 (caster blocks), 53963 (stabilizer bars)
MSRP: $48 (caster blocks), $17 (stabilizer bars)
www.tamiya.com



Kyosho
Team Sweatshirts

Kyosho America now offers premium-quality sweatshirts featuring Kyosho graphics and logos, with ultra-soft fleece on the inside, and a soft, plush, 100% cotton face. At about 25% heavier than a typical printed sweatshirt, the Kyosho gear is meant to last during those nights at the races. Available with or without a hood, from M to 3XL.

Part Number: Varies by size
MSRP: $38-$53
www.kyoshoamerica.com

Rhino Racing Products

Carbon Fiber Body Parts for Baja 5B

Carbon fiber is used in all forms of racing because of its high performance (not to mention good looks). Well, Rhino Racing Products applied this thought to the Baja 5B, and the result is their Baja 5B body set. Each set includes a main body, side pods, nosepiece, and roof plate—all molded in carbon fiber, all ready to bolt. So if you want something beyond plastic or Lexan to adorn your buggy, look no further.

Part Number: N/A
MSRP: $300
www.rhinoracingproducts.com



Option Team

Option Team MBX5 Options

MBX5 platform. Pictured here: the front lower suspension plate, front upper arm holder, front lower blocks (-1, -2, -3 degrees), rear toe plate set (2/2, 5/3 degrees), servo saver steering plate, and radio tray mount. All components are anodized black and will beef up your MBX5 for heavy-duty usage.

Part Number: OT-UR28/BK (fr. lower susp. plate), OT-UR29/BK (fr. upper arm holder), OT-UR27/BK (fr. lower blocks), OT-UR24/BK (rr. toe plate set), OT-UR33/BK (servo saver plate), OT-UR35/BK (radio tray mount)
MSRP: Varies by part
www.fiorini.com

James' real car has the same color scheme.



ST Racing Concepts

Stampede Aluminum Parts

ST Racing Concepts introduces their new lineup of aluminum upgrades for the Stampede and Rustler. Here we have their 6mm thick front and rear shock towers, front knuckles, front caster blocks, oversized rear hub carriers, skid plate, bumper, heavy duty bulkheads, and 12mm clamp-style wheel hex adapters for use with larger wheels and tires (i.e., Maxx-size). Available in silver or matching blue anodized finish, they'll make your truck tough and sweet looking all at once!

Part Number: Varies by part and finish
MSRP: $13-26
www.teamstrc.com



Speed Way Pal, Distributed by: Speedtech RC

D9 Wheels

RC drifters are option whores—but they do use their stuff on the track. Adorn your next sideways creation with Speed Way Pal's latest wheel design, the D9. Available in seven colors (black, white, chrome, gunmetal, silver, gold, and metal bronze) and two offsets (10mm or 7mm), there's sure to be a color/offset combo to make your car look better than it does right now.

Part Number: Varies by finish
MSRP: $8/pair or $11 for a set of 4
www.speedtechrc.com



DYNO ARCHIVE

Lots of information. Deal with it.

Words: Derek Buono



We get way too many e-mails asking for information about engines we've dyno'ed. We've got news for you...SUBSCRIBE and you'll have all the information you want right there with you. But we realize that would be far too easy, and we understand that you may have just woken up from a 3-year nap and just realize how much information we put in our magazine. So this month's column is a engine data archives. It lists all the engines we've tested to date, and their respective peak numbers. Please remember, although many won't, that looking at peak horsepower doesn't tell you as much as you think about an engines power.

This article appeals to the visual sense.

Company	Engine	Size (ci)	Horesepower	Torque	Peak RPM	Fuel %	Part #	Price	Issue
Associated	MGT 4.6cc	0.28	1.10 @ 19,500 rpm	57.60 oz-in @ 17,750 rpm	34,250	Byron 30%	w/ kit	n/a	122
Associated	AE .15	0.15	0.44 @ 20,100 rpm	21.87 oz-in @ 20,100 rpm	33,100	O'Donnell 20%	w/ kit	n/a	135
Axe Motor Rossi	R21 Cobra	0.21	1.32 @25,600 rpm	52.45 oz-in @ 25,200 rpm	41,200	30% nitro, 12% oil	190AR21	$350	135
Axial Racing	.28 Spec 1S	0.28	1.43 @ 22,800 rpm	75.61 oz-in @ 18,000 rpm	35,000	30% nitro, 12% oil	AX001	$160	124
Axial Racing	.12RR Spec 1	0.12	0.88 @ 30,900 rpm	28.48 oz-in @ 31,100 rpm	39,100	Trinity Platinum 30%	AX0060	$300	130
CEN	X-76 .46	0.46	1.58 @ 21,250 rpm	74.88 oz-in @ 16,500 rpm	36,000	Byron 30%	w/ kit	$299	116
CEN	NX-26	0.26	1.02 @ 23,200 rpm	53.00 oz-in @ 18,000 rpm	33,200	Racer's Edge Sure Fire 30%	w/ kit	n/a	127
CEN	NX76	0.46	1.58 @ 21,250 rpm	74.88 oz-in @ 16,500 rpm	36,000	Byron 30%	w/ kit	n/a	132
GS	GS-R25MT	0.25	1.20 @ 24,000 rpm	55.68 oz-in @ 17,000 rpm	35,500	Orion Black Demon 30%	w/ kit	$230	120
HPI	Nitro Star K4.6	0.28	1.32 @ 22,250 rpm	59.52 oz-in @ 19,750 rpm	35,000	Byron 20%	w/ kit	$200	114
HPI	18 SS	0.18	0.63 @ 29,500 rpm	24.96 oz-in @ 22,250 rpm	32,500	O'Donnell 20%	w/ kit	$170	118
HPI	K4.6HO	0.28	1.28 @ 19,500 rpm	64.76 oz-in @ 19,500 rpm	32,000	HPI 30%	w/ kit	n/a	126
HPI	Nitro Star F4.1	0.25	0.94 @ 20,250 rpm	48.60 oz-in @ 18,000 rpm	33,500	HPI 30%	w/ kit	n/a	126
Kyosho	GSR-26	0.26	0.94 @ 31,500 rpm	46.08 oz-in @ 14,300 rpm	34,250	Trinity Monster HP 30%	w/ kit	n/a	120
Kyosho	GXR28	0.28	1.16 @ 21,800 rpm	56.32 oz-in @ 19,600 rpm	32,800	Byron 30%	w/ kit	n/a	133
LRP	Z .12R Team Spec.2	0.12	1.11 @ 34,500 rpm	32.46 oz-in @ 34,250 rpm	41,250	30% nitro, 12% oil	LRP31201	$240	125
Mach	.15 Rear Exhaust	0.15	0.65 @ 21,500 rpm	30.72 oz-in @ 11,000 rpm	29,500	Orion Black Demon 16%	w/ kit	$120	117
Max Power	.12 S-3MF	0.12	0.91 @ 34,750 rpm	28.80 oz-in @ 30,250 rpm	43,000	Trinity Monster HP 30%	MX12MAXS2MF	$349	116
Max Power	*Max .21*	0.21	1.35 @ 24,500 rpm	55.68 oz-in @ 21,000 rpm	38,250	Trinity Platinum 30%	MX21M5	$375	129
Mugen	X12 SE	0.12	0.88 @ 21,500 rpm	28.80 oz-in @ 30,000 rpm	42,500	30% nitro, 10% oil	X12S3	$290	112
Mugen	Ninja MR21	0.21	1.35 @ 24,500 rpm	55.68 oz-in @ 21,000 rpm	38,250	O'Donnell 30%	B01	$350	131
Novarossi	N21B	0.21	1.33 @ 22,750 rpm	59.52 oz-in @ 20,750 rpm	35,750	30% nitro, 12% oil	N21B	$199	117
Novarossi	N528XR Hott Mod	0.21	2.02 @ 26,250 rpm	80.64 oz-in @ 22,000 rpm	38,500	30% nitro, 12% oil	N528XR	$319	119
Novarossi	P5	0.21	1.46 @ 25,250 rpm	59.52 oz-in @ 22,000 rpm	37,750	O'Donnell 30%	A2C201	$300	119
Novarossi	12-3CT	0.12	1.03 @ 33,350 rpm	31.32 oz-in @ 32,800 rpm	42,000	30% nitro, 10% oil	NRS-PLUS12-3CTUN	$395	134
O.S.	12 TR	0.12	0.65 @ 30,000 rpm	25.00 oz-in @ 23,250 rpm	39,350	White Lightning Pro 20%	11362	$130	111
O.S.	*12 TR-T Outlaw*	0.12	0.73 @ 31,500 rpm	25.96 oz-in @ 27,250 rpm	41,000	30% nitro, 10% oil	11365	$160	112

Company	Engine	Size (ci)	Horesepower	Torque	Peak RPM	Fuel %	Part #	Price	Issue
O.S.	VZ-B V-Spec	0.21	1.47 @ 24,250 rpm	61.20 oz-in @ 22,500 rpm	41,500	Trinity Platinum 30%	13890	$320	112
O.S.	.18 TZ-T	0.18	1.18 @ 29,400 rpm	44.16 oz-in @ 21,750 rpm	42,050	30% nitro, 12% oil	OSMG2114	$180	113
O.S.	.12TZ(S) T3	0.12	0.80 @ 34,000 rpm	24.96 oz-in @ 21,750 rpm	38,500	20% nitro, 12% oil	11371	$230	118
O.S.	VZ-B V-Spec	0.21	1.47 @ 24,250 rpm	61.20 oz-in @ 22,500 rpm	41,500	Trinity Platinum 30%	13890	$320	121
O.S.	30VG	0.30	1.80 @ 26,500 rpm	74.88 oz-in @ 18,750 rpm	35,500	O'Donnell 30%	13960	$250	122
O.S.	Speed 12 TZ	0.13	1.01 @ 33,600 rpm	30.99 oz-in @ 30,800 rpm	44,100	30% nitro, 12% oil	OSM61992	$389	131
O.S.	12 TZ (S) T3	0.12	0.80 @ 34,000 rpm	24.96 oz-in @ 21,750 rpm	38,500	Byron 20%	11371	$230	133
O.S.	.21VZ-B V-Spec	0.21	1.52 @ 26,100 rpm	58.78 oz-in @ 25,900 rpm	42,700	30% nitro, 12% oil	13893	$550	137
Ofna	Force .26	0.26	1.02 @ 24,000 rpm	48.00 oz-in @ 19,500 rpm	38,500	Byron 30%	w/ kit	$140	115
Ofna	Hyper 21 8-Port	0.21	0.98 @ 20,750 rpm	49.92 oz-in @ 14,750 rpm	33,000	Sidewinder Pro Race 30%	w/ kit	$150	119
Ofna	Force .32	0.32	1.23 @ 23,000 rpm	66.07 oz-in @ 17,400 rpm	33,200	Sidewinder 20%	w/ kit	n/a	135
OPS	.21 Speedster	0.21	1.64 @ 27,000 rom	62.06 oz-in @ 26,200 rpm	41,800	30% nitro, 12% oil	OP82126TO	$290	130
Peak	Diablo .12 Type-R	0.12	0.51 @ 25,550 rpm	21.10 oz-in @ 19,000 rpm	33,000	Trinity Platinum 20%	PEK6006	$150	113
Peak	Diablo .28	0.28	1.33 @ 27,500 rpm	48.00 oz-in @ 22,000 rpm	40,800	30% nitro, 12% oil	PEK6081	$170	115
Picco	P7-R Evo .21	0.21	1.47 @ 25,200 rpm	59.01 oz-in @ 24,800 rpm	39,400	30% nitro, 10% oil	51218	$309	127
Picco	P9-R	0.28	1.39 @ 30,400 rpm	52.71 oz-in @ 24,800 rpm	42,460	O'Donnell 20%	51219	$580	132
Racers Edge	Sure Fire .32	0.32	1.65 @ 21,750 rpm	74.80 oz-in @ 21,000 rpm	34,500	30% nitro, 10% oil	RCESF10000	$200	123
Radical Engines	Radical 621P	0.21	1.27 @ 26,150 rpm	52.06 oz-in @ 19,400 rpm	39,400	O'Donnell 30%	RAD-621P	$350	132
Radical Engines	Radical 628	0.28	1.73 @ 29,400 rpm	60.70 oz-in @ 20,800 rpm	41,400	Byron 30%	RAD-628	$289	137
RB Concepts	V12 Rody 3T	0.12	0.95 @ 34,250 rpm	28.80 oz-in @ 28,750 rpm	44,750	30% nitro, 10% oil	1700-000445	$375	112
Rex	R12S5 Outlaw	0.12	0.84 @ 34,750 rpm	26.88 oz-in @ 26,750 rpm	41,250	30% nitro, 10% oil	RER12S5	$385	112
Rex	ReR5 5-port turbo	0.12	0.84 @ 34,750 rpm	27.00 oz-in @ 26,750 rpm	41,250	O'Donnell 30%	ReR5S3	$320	112
SH	0.28	0.28	1.22 @ 20,500 rpm	61.40 oz-in @ 14,750 rpm	38,450	Trinity Monster HP 30%	w/ kit	$150	112
SH	PT2002XB .21	0.21	1.21 @ 22,100 rpm	55.68 oz-in @ 19,750 rpm	39,000	30% nitro, 12% oil	147009	$229	114
Sirio	P21 PR Pro	0.21	1.46 @ 27,750 rpm	53.76 oz-in @ 26,250 rpm	41,000	Trinity Platinum 30%	S12-TRP1	$200	112
Sirio	S12T3 EvoIII	0.12	0.79 @ 35,050 rpm	23.04 oz-in @ 22,000 rpm	40,750	30% nitro, 10% oil	S12-TRP1	$200	112
Sportwerks	0.26	0.26	1.30 @ 26,750 rpm	53.76 oz-in @ 19,000 rpm	42,750	Sportwerks 30%	w/ kit	n/a	123
STS	D30M	0.30	1.58 @ 25,000 rpm	67.99 oz-in @ 21,750 rpm	35,000	30% nitro, 12% oil	3003	$175	133
Super Tiger	G-27CX	0.27	0.86 @ 17,250 rpm	50.70 oz-in @ 16,250 rpm	30,250	Trinity Platinum 30%	w/ kit	n/a	124
Tamiya	FR-15S	0.15	0.48 @ 30,250 rpm	21.12 oz-in @ 13,000 rpm	36,500	White Lightning 20%	S21 PR Pro	$350	122
Tamiya	FX FR-32	0.32	1.23 @ 23,000 rpm	66.07 oz-in @ 17,400 rpm	33,200	Byron 20%	w/ kit	n/a	136
Team Losi	Mach 427	0.27	1.31 @ 26,750 rpm	53.80 oz-in @18,750 rpm	43,250	Trinity Monster HP 30%	w/ kit	n/a	124
Team Orion	CRF Wasp .12	0.12	1.17 @ 36,800 rpm	32.12 oz-in @ 36,800 rpm	46,000	30% nitro, 12% oil	80000	$295	129
Thunder Tiger	Pro .21	0.21	0.92 @ 21,750 rpm	57.60 oz-in @ 16,750 rpm	37,750	Trinity Monster HP 20%	w/ kit	n/a	114
Thunder Tiger	Pro 28 BXR	0.28	1.10 @ 19,500 rpm	57.60 oz-in @ 17,750 rpm	34,250	O'Donnell 30%	w/ kit	n/a	124
Thunder Tiger	Pro .28	0.28	0.96 @ 23,200 rpm	51.22 oz-in @ 14,400 rpm	33,400	Trinity Platinum 30%	w/ kit	n/a	128
Top	TS12S3	0.12	0.77 @ 31,000 rpm	26.88 oz-in @ 20,250 rpm	41,750	30% nitro, 10% oil	TSR12S3	$299	112
Traxxas	TRX 2.5 Rear Exhaust	0.15	0.69 @ 29,750 rpm	30.72 oz-in @ 18,750 rpm	38,500	Traxxas 33% Top Fuel	w/ kit	$160	115
Traxxas	TRX 3.3	0.20	1.06 @ 30,900 rpm	38.32 oz-in @ 22,700 rpm	38,100	Traxxas 33% Top Fuel	w/ kit	n/a	131
Trinity	427 Monster HP	0.26	1.02 @ 24,250 rpm	48.00 oz-in @ 19,250 rpm	38,100	Monster HP 20%	w/ kit	n/a	111
Trinity	.30 Adam Drake	0.30	1.44 @ 21,750 rpm	55.68 oz-in @ 27,000 rpm	36,250	30% nitro, 12% oil	TRI40006	$215	120
Trinity	Adam Drake Plat. 21	0.21	1.48 @ 25,400 rpm	57.72 oz-in @ 25,400 rpm	41,000	30% nitro, 12% oil	TRI40012	$499	128
Trinity	Drake Platinum .28	0.28	2.00 @ 26,400 rpm	76.89 oz-in @ 26,000 rpm	41,600	30% nitro, 12% oil	TRI40016	$300	136
Werks Racing	Collari B7	0.21	1.54 @ 26,000 rpm	59.52 oz-in @ 23,750 rpm	36,650	O'Donnell 30%	WRXLC21B7	$250	121
XTM	XTM 24.7	0.25	1.27 @ 23,000 rpm	61.44 oz-in @ 16,750 rpm	37,250	Orion Black Demon 30%	w/ kit	$140	117

That's a lot of numbers to look at on these two pages.

X-DYNO TEST

>> HORSEPOWER >> TORQUE >> RPM >> POWER >>HORSEPOWER >> TORQUE >> RPM >> POWER >>HORSEPOWER >> TORQUE >> RPM >>

RADICAL 628 COMPETITION

NOT JUST RAD... RADICAL!

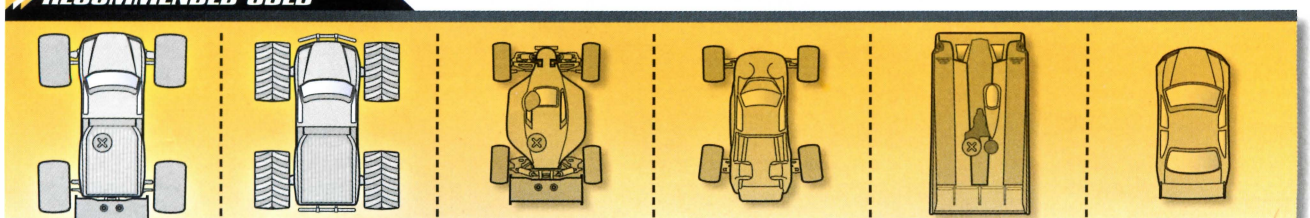
Words: Derek Buono

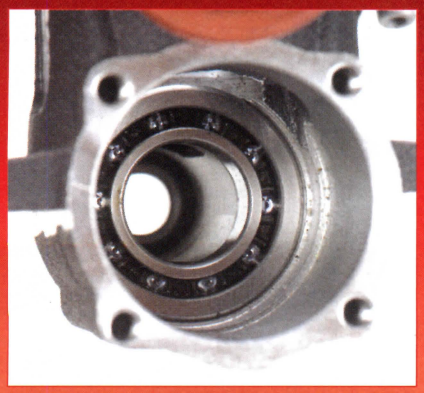
We still laugh when we say "radical"...

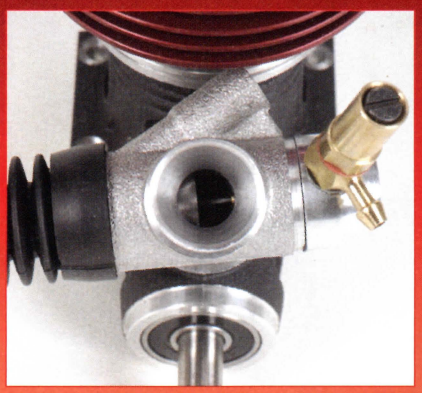
While ROAR rules allow engine displacement up to .28 cubic inches (4.5 cc), if you look at the factory drivers' cars, you won't see them in there. Yes, most provide more power than the smaller .21 derivative, but there's a price—fuel mileage. And since most off-road vehicles have more power than they know what to do with, many opted out of the powerful .28s in favor of the smarter race strategy of the smaller engine. But as more and more engine manufacturers focus on the .28 engine, the fuel economy has started to improve, and that has swayed some racers back to the added power of the bigger displacement. The Radical line of engines is impressive and their .21 Speedster cranks out some serious power. Their .28 has been tested by a variety of drivers, and now it's time to see if this big block engine cranks out power and is good on gas.

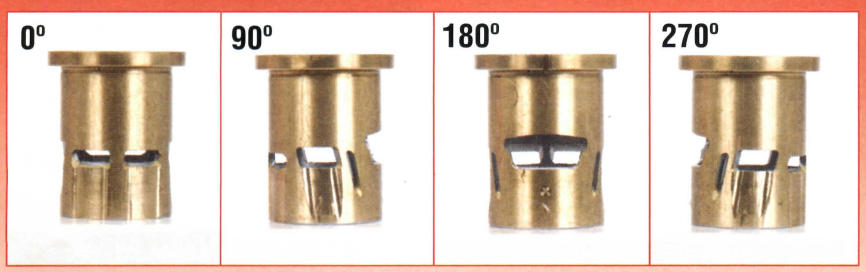


RECOMMENDED USES













Specifications

Engine: Radical 628 Competition
Displacement: 4.0 cc (0.28 cu.in.)
Bore: 18.3mm (0.722 in.)
Stroke: 17.0mm (0.670 in.)
Piston/Sleeve: ABC
Ports: 6 +1
Head button: Standard
Crankshaft: 13mm / Pilot shaft (SG)
Peak X-Dyno HP*: 1.73 HP @ 29,400 rpm
Peak X-Dyno Torque*: 61.06 oz. in. @ 21,600 rpm
Peak X-Dyno RPM: 42,600
Correction Factor: 1.060
*All numbers are SAE corrected

Test Equipment

Fuel: 30%, 12% Oil
Pipe: Bullit MSRP 1005
Plug: Stock



...brings us back 15 years!

Features

I'd still label this engine as a lesser-known name, but the engine's origin is one that's easily recognized. The Italian engine is dressed in a fashionable red, silver, and black business suit. There are no adjustable venturi inserts, just a plug, collet, and exhaust gasket, which is just what you need.

Crankshaft • The crank has a pretty significant intake port cut into in, and that should deliver enough fuel and air to make the power you'd expect. The back of the crank shows some turbo scope cuts for better mixing in the engine.

Connecting Rod • Nothing fancy here, but nothing that wouldn't produce mega power as we've shown many times on the dyno. When you start pushing bigger and bigger power, it seems designers have learned to build them beefy in place of knife-edging and removing material. This big rod should hold up under the stress of the big block.

Carburetor • One of the biggest changes from earlier IRC engines is that the venturi of the 2-needle aluminum carb is now fixed and not removable. Most don't utilize the feature, and it created pathways for air leaks. So this change is a welcome one. The needles are on one side of the carb, which we tend to prefer since it keeps all the tuning on that particular side.

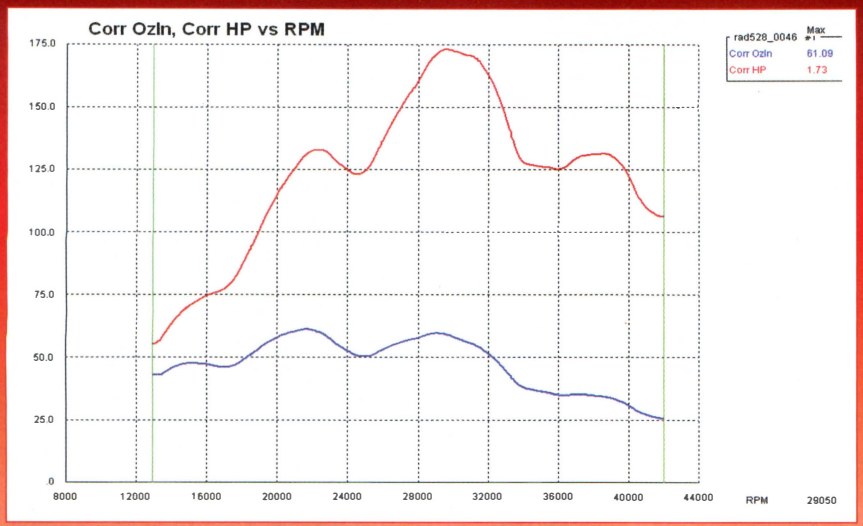
Crankcase • The crankcase looks like it's two-piece, but it's just that the silver section has been machined to add cooling fins, and the bottom retains the black matte finish. An interesting note is that the front of the crank has been machined to allow more flywheel variance.

Cooling head • The large red head is shorter than the .21 we've tested, and this allows it to be further out of harms way and fit easily under most truggy or monster truck bodies. It's a 6-bolt design and has been machined to add valuable surface area and keep temps down.

Piston and sleeve • The sleeve is the typical ABC construction and has six transfers and one exhaust port. You can see in the images that there has been some "port work" done to the sleeve to help with fuel transfer and add power.

The piston is pretty standard issue with no special features, other than the fact that it's big and shouldn't have any problems with durability.

>> HORSEPOWER >> TORQUE >> RPM >> POWER >>HORSEPOWER >> TORQUE >> RPM >> POWER >>HORSEPOWER >> TORQUE >> RP



Those look like an 8 turned on the side.

Performance

Break-in was done in our CEN Matrix TR, and to make sure this engine was ready for the dyno, it was even raced a few times. When it came back to me for testing, it felt prime. Turning the engine over, you could feel the compression and not the power-robbing pinch that so many mistake for compression.

One of the things people tend to focus on is absolute power. In some circumstances you need it, but in off-road there's a finite amount that you can put to the ground. Some engines can put out over 2 horsepower, but that will never reach the ground and can cause you to crash more often because the truck or track condition can't take that level. When I got the results of the 628, I really wasn't surprised that it wasn't the most HP we've seen on the dyno. And knowing that some racers use this engine and it's apparently not faster on the track, the 1.73 HP @ 29,400 RPM is just about right. The 61.06 oz./in. of torque and the peak rpm of 42,600 are all very good numbers. Some may point out that the .21 almost hit the same numbers, but when comparing graphs, the 628 produces much more power overall, and much more after peak. This is something you will appreciate on the back straight.

Conclusion

A good truggy engine is what we are looking at with the Radical 628. It gives you more torque than a .21, and gets better gas mileage than some other .28s with more power. Some may look at the numbers and not understand that too much power isn't always a good thing. Useable power matters more, and in racing, MPG is becoming the desirable characteristic of engines. The Radical 628 will power a truggy, monster truck, or even a buggy with power to spare. ✪

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HITS

- Gets better than average fuel economy for a .28
- Carb keeps all the needles on one side of the carb
- Useable power for racing
- Revs beyond 42,000 RPM

MISSES

- Without comparing graphs, some may think it isn't a big enough jump in power from a .21

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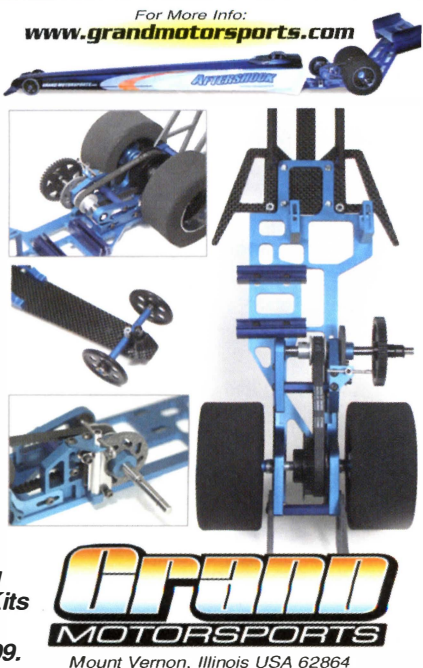

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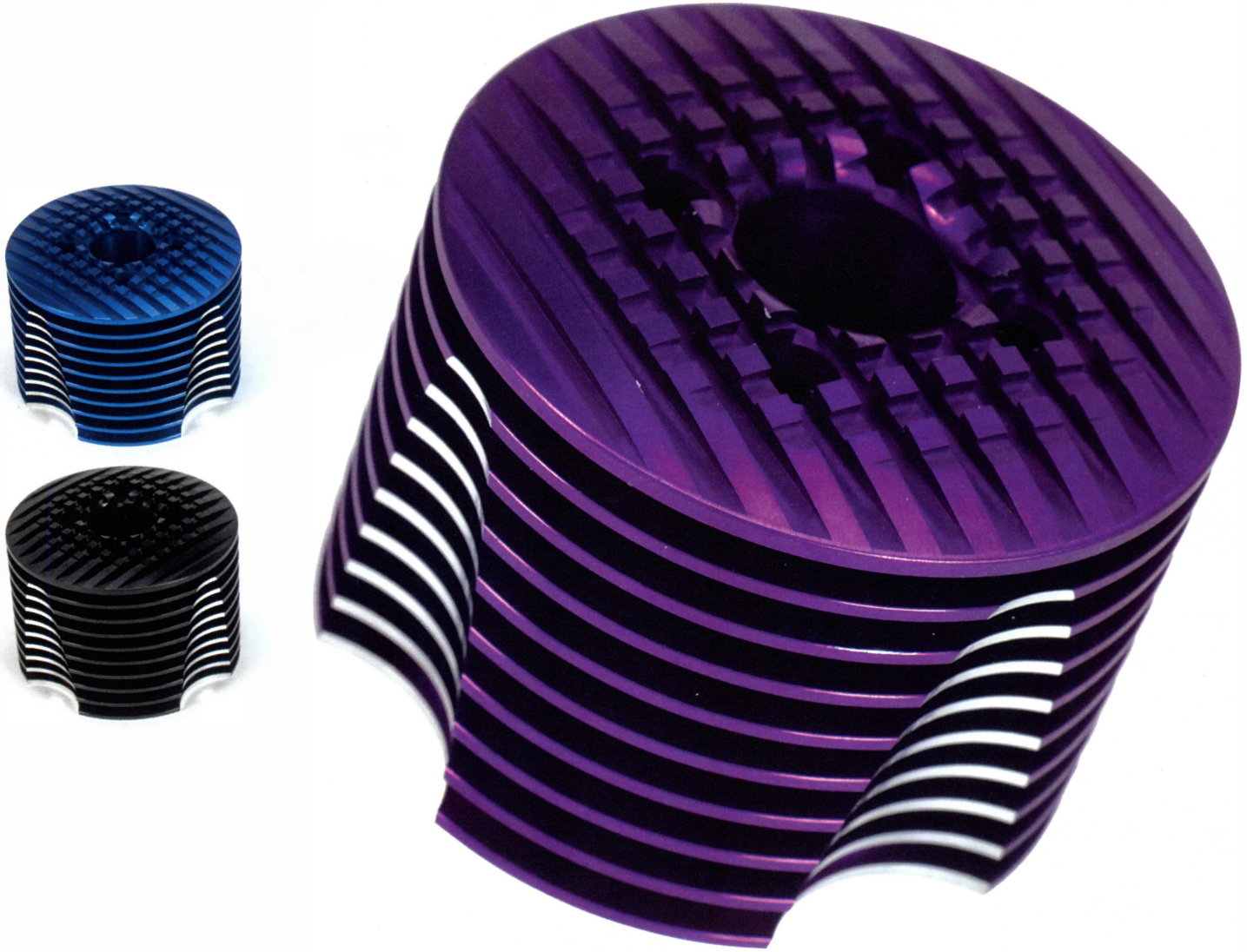

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ASK THE PROFESSOR

>> QUESTIONS >> ANSWERS >> QUESTIONS >> ANSWERS >> QUESTIONS >> ANSWERS >> QUESTIONS >> ANSWERS >> QUESTIONS >>

POPPIN' WHEELIES

Hey Professor: I drag race and have a modified O.S. .18 CV-RX in my HPI RS4 2. I recently went to an indoor track in Chicago. I went through my warm-up runs, and when I went to do a serious pass, I snapped a dogbone at the starting line. What would cause me to do this, and what can be done to rectify this problem? Also, can anybody tell me how to make some wheelie bars for my car? I can't seem to keep the wheels down.

I'm also going through lots of clutch bearings. The ones in the car are not normal bearings but more of a roller bearing. Any suggestions?

Discocomedy

A: If you're running indoor, chances of breaking go way up. Usually, indoor tracks are tighter and the track walls are in a fixed position and don't give when you hit them. You may also want to check the throw of your steering, because too much throw puts the dogbones at a bad angle and amplifies breakage.

HPI uses a roller bearing-style clutch bearing, which works well, but you have to make sure it's not getting overheated by bad engine alignment or a clutch that's slipping too much. You can upgrade to a traditional clutch bell from a variety of manufacturers that offer traditional bearings.

DerekB

Tanaya is the inspiration for Derek's next editorial.

GOT A QUESTION FOR THE PROFESSOR? The Professor isn't a person, but our message board where you can ask questions and get answers from racers like you around the world and the answers from avid racers, old-time pros, and factory pilots. Each month we'll choose certain questions and publish them here. ***If you've got a question, The Professor's got the answers!*** The Professor shown here is only a representation of what we think everybody on the Internet looks like. "Your" Professor may look different or be a toaster. Visit ***www.rc411.com*** to look, learn



Too Much Mask?

Hey Professor: I am using Fasmask (liquid mask) in four heavy coats and when I cut it, it seems to take a lot of pressure to cut through w/o cutting into the body. Am I using too much or what?

cornbinder23

A: Probably, yep. Three to four thin-medium coats is all I ever use. My tip is to mask beyond the cut lines of the body, say, into the wheel well area, with the LMF. Then after a few layers I can test cut a piece in the wheel well without boogering up the main body area. If it's too thin, I can add another layer. And always use a brand new blade every time. It's 10 cents well spent.

davecnitrors4



PUT A PROP ON IT



Hey Professor: I am in the process of rebuilding the engine that came with my LST. How can I test it without remounting it into the truck? I have machined a stand for the engine but what do I do to test it? Will I need to put a load on the engine before starting, and if so, what can I use? Maybe an airplane prop? Please help.

Bullgod

A: The only way you should run it out of the truck is on some sort of break-in stand that puts a load on the motor. Otherwise it can damage the engine!!!

We just did an article on how to take apart an engine, which also explains how to put one back together. Assuming you put it back together correctly, the easiest way to test it is to put it back in the truck with the proper load and heed a break-in procedure of your choice.

DerekB

Light Speed



Hey Professor: I would like to know of a good brushless speed control and motor for a 1/10-scale 2WD buggy. I am looking for speed, and would like to know which will work with a 3-cell Li-Po. Also, is there a speed control available with minimum delay for reverse?

Fernando

A: Novak, LRP, Tekin, and Castle Creations all make systems that fit the description of what you are looking for and will provide way more power than you could possibly want. It's wise to check the specs on them to see if they will handle the 11.1 volts you want to use. Just remember that 2WDs are overpowered with mild brushless motors, and wear and tear items are going to "wear-n-tear" faster. Check the diff, make sure the slipper is set correctly, and you'll be seeing that electric hit over 70 mph easy.

DerekB

SLIPPERS

Hey Professor: I want to know how to set a slipper clutch correctly. The manual indicates that when the slipper is properly adjusted, it should slip for about two feet on high traction surface. Does this mean that the gears are spinning, but the buggy is going nowhere fast?

RC_KAOS

A: The slipper setting is something that's a personal preference. It can help if you are having trouble spinning out under acceleration, but you have to be careful that it's not slipping too much. Lots of times you set the slipper so that the car doesn't wheelie too much. Setting it too loose can make it hard to clear jumps, and you'll be slower out of the corner.

The method I use is similar to what the manual says. But I hold both tires (or park it against something) and punch it. You should hear the slipper doing its job, but not the diff. The diff sounds loud and "hollow." Or you can drive it on the street, push the car backwards, then punch it. The result should be a little bit of slip. If it wheelies and flips over backwards, it's too tight. Slipping does NOT mean that it seems like it struggles to go when you punch it!

DerekB



SELF HELP

Hey Professor: I recently picked up a Losi 8ight RTR buggy for my first 1/8-scale. I have raced 1/10-scale on-road and off-road for some time, but I wanted to give 1/8-scale a try. I generally like the buggy in that it has been fairly tough, but I am going through throttle servos pretty fast. Prior to buying the buggy, I read that this was a common problem, so I am not too surprised that it's happening to me. I have made sure that the end points are set correctly on my radio. I think that the servo is either getting too hot (as it's right next to the engine), or there's a lot of flex, which is killing the servos. I'd like to know whether anyone else has had this problem, and if so, how it was solved, or whether there's a good servo that could be recommended for this buggy.

0Ld_Sch0oL

A: I phoned Losi today and was able to speak to someone there about the problem. I was told that they have a fix for the issue, one that uses O-rings under the battery tray. They are sending me the parts and instructions to try on my buggy. I was also told that it was not a 1:1 problem in that not all of the buggies were affected. I seem to have one that is affected by the problem.

0Ld_Sch0oL



She can be seen in *Wedding Crashers, The 40-Year-Old Virgin,* and *The Girl Next Door.*

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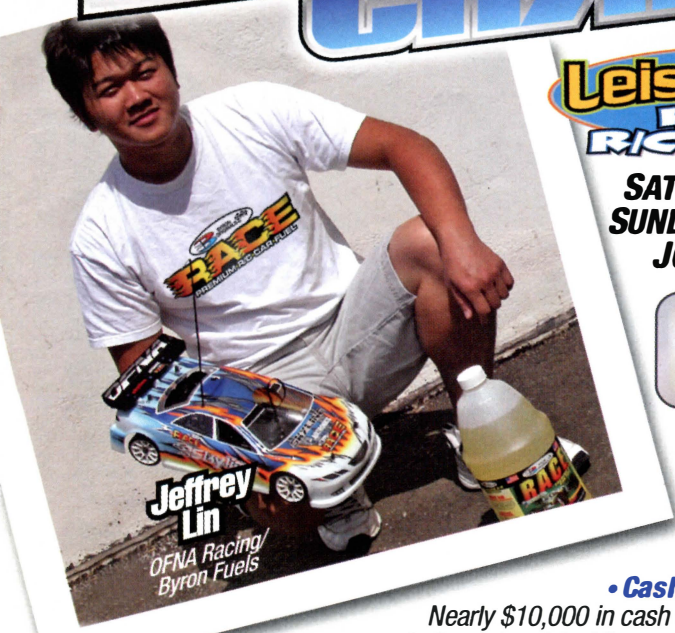

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James volunteers to personally provide carbs to any hot girls. Send photo and requests to jamesr@rc411.com.

Compatible?

Good Day! I do hope you can help me with my concern. I'm a newbie on RC. I have a Futaba 2PL Digital AM and my receiver is a 27MHz Futaba R142JE. I'd like to ask if the Hitec HSC-5998TG Titanium Digital Servo would be compatible with this. Keep up the good work in your magazine. It's very comprehensive for newbies like us, and, of course, the ladies are nice, too!

Thank you
Carlos N. Davis

C-Los, any servo on the market will work with your current radio, so fear not. We've had nothing but good luck and praise for that Hitec servo you mentioned. Enjoy the upgrade! –Derek

Where is my mag?

Derek, I recently subscribed to your magazine, and it's been about two months and I haven't gotten an issue yet. What's up?

Michael Tabor, Founder
RCNitroTalk.com

Michael, like a watched pot that never boils, an impatient subscriber never reads. But the real reason, and this holds true for most magazines, is that you will get your first issue based on when you signed up and when they print the list of labels for the current subscribers. And if your check bounced or credit card didn't work, you'll be delayed even more. I'll be honest, I've asked many times why that takes so long, but it does. When you subscribe online or by calling the subscriber service number, you should be told which edition will be your first. If you have any questions about your current issue, just go to our website and you can enter information to access your account and see how long you have on a subscription or even change your mailing address. If you want to talk to somebody, as I do, call 1.800.406.4288 (inside the US) or 1.706.291.1544 (international) and somebody should make you feel special. If they don't, post it all over the Internet that you hate me. –Derek

MY WHEEL DON'T FIT IN THERE

I have a question about which starter box to use with the Losi 8IGHT team kit. I currently have an OFNA starter box, but the rubber wheel is too big to fit in the flywheel slot. I wanted to know whether you have to Dremel out the flywheel slot to make the Sportwerks starter box work. I've talked to some fellow club racers and they use a different style OFNA starter box than I do but still had to Dremel out the flywheel slot. I really don't want to start cutting into the great looking chassis. If you could give me any info that could help I would greatly appreciate it! Keep up the great work in the magazine, which is by far the best out there!

Wade Aronson



I used a Sportwerks starter box on mine, and the same one is sold by Team Magic. Probably every other company has a version of a twin 550 motor starter box with a thinner wheel. The good news is that you'll see it used in the 8IGHT-T review. Losi released a starter box that has a chassis template for both the truck and buggy, and will work perfectly. –Derek

We Want Fatter Models!

I am a pretty consistent reader of your magazine and I enjoy the articles, how-to's and the reviews of different RC's. In the few months or so that I have enjoyed your magazine, I have yet to see an African American or Hispanic professor. I see that you have themes (brown was one I believe?) but I have yet to see anyone of color represented in your magazine. While some of these ladies you feature are OK, many of them could stand a few carbs and a gym membership. Do you guys promote anorexia? What's up with the lack of color in your mag?

E. Green

We are EOE women lovers, so we think we're doing a good job mixing up the flavors. "Hot" is different for everybody and appeasing everybody's taste is nearly impossible. If you put girls you thought were hot in the magazine, then our magazine would be perfect for you ... and we don't aim for perfection. –Derek



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RACERS' RIDES

XTREME RC CARS WINNER of the month RACERS RIDES

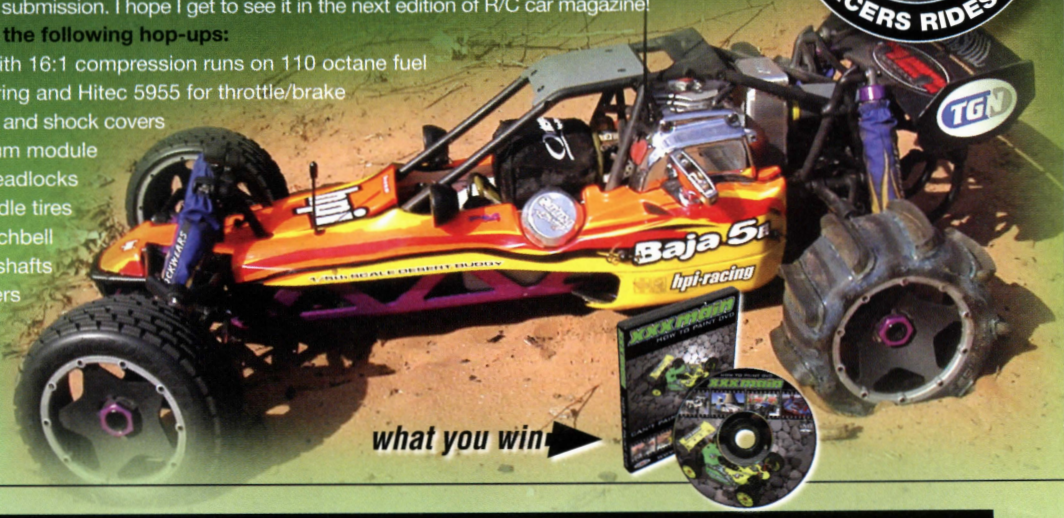
UMM YEAH...WHICH MAGAZINE DO YOU READ?

Hello, here is my Racers Rides submission. I hope I get to see it in the next edition of R/C car magazine!

Here's my HPI Baja 5B with the following hop-ups:

- 29CC CY Headkit engine with 16:1 compression runs on 110 octane fuel
- Hitec 805BB servo for steering and Hitec 5955 for throttle/brake
- *Outerwears air filter*, pullstart and shock covers
- Airtronics M11 with Spektrum module
- TGN DarkSoul aluminum beadlocks
- Custom-made panther paddle tires
- TurtleRacing aluminum clutchbell
- Heavy duty HPI shiny driveshafts
- TGN DarkSoul axle extenders
- DDM Racing billet gas cap
- TGN X-Can exhaust

Grant Siemens
Hutchinson, KS



The LED lights option for the Baja are really cool!



Second Choice

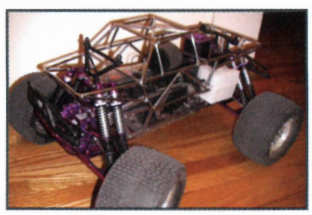
I was sitting here at work looking at your December issue for the fiftieth time, and in particular the Racers Rides column. Attached is a pic of my six-year-old son's HPI Savage that has been treated to a few mods, including an HPI 3-speed tranny, ribbed tuned pipe, Pro-Line 40 series Big Joe tires wrapped around Mambo wheels, topped off with a Pro-Line Razor back body that I painted Faslucent Orange over Faschrome. It's also got a K&N air filter, Hitec HS-645 steering servo, OFNA 5-cell hump pack, and titanium screw kit. It is being pulled by my T-Maxx that has been worked over with a few mods, including OFNA PICCO .21 direct fit engine, Barnburner dual exhaust, Factory Team aluminum shocks, Hitec HS 645 servo, RPM A-arms, RPM titan wheels, Imex Swamp Dawg tires, Motor-Saver air filter, topped off with a Pro-line Escalade EXT body that I also painted with Faschange Blue with Faschrome accents.

Owen Fisher • Sterling, Colorado

WANT TO SEE YOUR RIDE IN RACERS' RIDES? Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to *Xtreme RC Cars*, an *XRC* T-shirt, and a copy of XXX-Main^2 DVD! ***Void where prohibited. Subscription offer is valid for U.S. residents only!***

Digital files should be sent to: **derekb@rc411.com** **Please put "Racers' Rides" in the subject line.** If you still want to send film, please send your photos to: ***Xtreme RC Cars Magazine*** **Attn: Racers' Rides 2000 S. Grove Ave, Bldg "A", Suite 111 Ontario, CA 91761**





JACQUES' BROTHER?

This is my Savage SS 25 limited edition, or at least it was. It has full Integy aluminum upgrade A-arms, turnbuckles, shock towers, suspension, and skid plates. It has a double-thick, custom-made chassis and a roll cage to protect all the guts, as well as the 3-speed tranny and the reverse module. It also has a spectrum DX3 radio system and my custom airbrushed Nissan Titan body. I love your magazine and just wanted my toy to grace the pages. It's the least I can do for all the fun it provides me. DRIVE IT LIKE YOU STOLE IT.

• Chris Villeneuve •

Father and Son

Here is the collection of RC cars that my son J.T. and I have gathered over the years with our bashing track in the background. 1) T-Maxx; 2) E-Rustler; 3) E-Stampede; 4) E-Maxx; 5) RS4 Nitro MT; 6) TC3; 7) GS Storm Pro; 8) Rush; 9) Mini LST; 10) Terra Crusher.

Sonny & J.T. Sleyster • Andover, MN





Ultimate REVO too!

Hey, this is Matt, been reading your mag for quite a while. My magazine stack is about three feet tall, now, so it must be a couple of years. I'm at Betty's Toy Box and Hobbies and love RC cars, so you could say I'm a freak. I love going fast and I think my REVO reveals this fact. I set out on a quest when I read Skinny's original boss beater article and have worked on mine ever since. I finally got my weight down to just over seven pounds with the EZ start still on. I don't race but would like to in the future. The REVO is finally finished and I think it is worthy. *I know the parts list is* long but that is why I think it works very well. I matched certain specialty parts with others and got great results. Well, that's all I'm going to reveal, but I will say it's been fun and it took me a month to figure out the diff fluids. It's different from what anybody else uses, but effective, and zero bump steer is just a bonus. I hope to see some of you on the track some day. • ***Matt***

Ultimate Rustler

I'm Trevor Bartee from Lake Elsinore, California, and this is my tricked-out Rustler. I have done extensive modifications to make this one crazy machine. This is probably one of the coolest Electric Rustlers you will ever see. Many of the upgrades include a "Jangified" chassis, RPM Jato wide arm conversion, RPM links, fiberglass shock tower, aluminum shocks, Mamba Max 7700 brushless system, Hitec 635 servo, aluminum idle gear, custom body mounting system, custom painted Crowd Pleazer 2.0 , blue locknuts here and there, Jato rear hubs, Traxxas dish rims dyed black, Pro-Line edges, Pro-Line step pins, and Deans plugs.

I tell you what, with this 4-turn brushless system, this car FLIES.

Trevor Bartee • Lake Elsinore, CA



There you have it: Do up a Z, make it easy to get in Racer's Rides!

CUSTOM



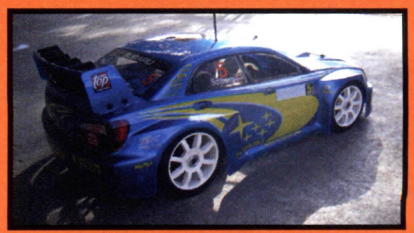
I wanted to show you what I had done with the Tamiya Hornet I won last year. Just kidding. It's still an unmolested hornet. This is a DIRT-modified racecar I made for a friend of mine. I did my best to replicate the full-size car driven by Billy Decker in the DIRT series here in the northeast. It's a molding of Traxxas parts, and has Bandit front and rear assemblies with Bolink shocks. I added a Nitro Rustler front shock tower, fuel tank, and transmission; a rebuilt Traxxas Pro.15 with a single needle carb (this is for his young sons to learn on); and a T-Maxx throttle servo mount and rear shock tower, which doubles as a rear body mount. The chassis is packed and busy but functional at the same time. The body is a McAllister Syracuse EDM, painted and decaled with great care to do justice to Billy Decker. I would like to thank all the hobby shops in my area, including Competition Hobby Supply, Hobbytown USA, and Racing City. With special appreciation to the Competition Hobby Supply Shop, as the owner there is so helpful. He seems to have every part I have ever needed, without having to order even once.

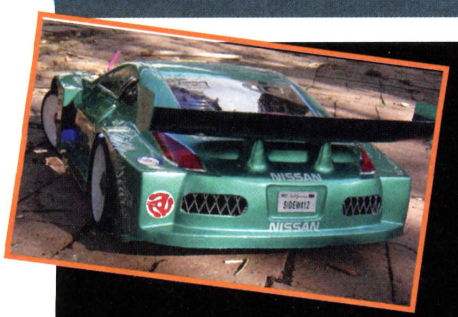
Jerry Matoon, Jr. • Corinth, NY

P.S. Remember, folks, support you local hobby shops. Mail order may be nice and cheap but without your funding in this great hobby of ours, you may not have a place to meet your next best friend.

Thirty Something

Here is my Kyosho Inferno GT 1/8 rally car. It has a Novarossi/top .21, Fioroni turbo-sliding clutch with carbon shoes, OFNA 086 tuned pipe, etc. There's really nothing it doesn't have. It even has its own web page with all the upgrades listed. I'm 30 and I've owned RC cars my whole life, but this is a whole new level of performance on- and off-road. • ***Jason Moline***







DEREK'S A SUCKER FOR A Z

Here are some pics of my Nissan 350z mounted on a Kyosho Inferno GTR. It's got a synthesized JR Radio, and Hitec hi-torque servos. The headlights and taillights are functional. You've got a fine mag.

Moby • Campbell, CA

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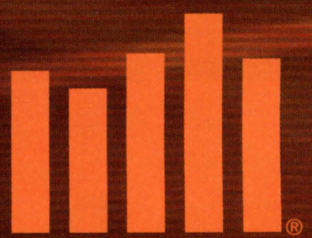

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—Travis Amezcua
Team Losi



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