» NEW OFNA HYPER ST MINI SPY SHOTS pg 18

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Fools

WORLD Champ

AE FT B44 TESTED

TEST DRIVEN:

TAMIYA High-Lift HiLux

LOSI Raminator

TRINITY NOW



QUICK TIPS Every Tip You Need.

LEARN HOW-TO: Mount an Antenna Right • Paint Fake Wood • Remove Tires From Rims

APR 2008 / ISSUE 149

www.RC411.com

THINK omnimedia

TEAM ASSOCIATED

IFMAR WORLD CHAMPIONS 22 TIME

ae

1:8 Scale Ready-to-Run 4WD Nitro Monster Truck

MGT 8.0



Team Associated's MGT 8.0 is a whole new animal with the addition of the AE 8.0cc engine. Brutal wheel yanking power will be unleashed when you light up the MGT 8.0! The MGT 8.0 is Team Associated's most powerful truck to date, and it's built tough to take it all. Based on the original MGT design, the MGT 8.0 has many familier and new features like the 2-speed automatic transmission with reverse, eight coil-over oil filled shocks, full precision ball bearings and specially designed Team Associated all-terrain tires, just to name a few! The MGT 8.0 comes factory assembled with the new XP3D 3-channel FM Computerized Digital Radio System, a painted body, ready for you to fire up and rip up the road!

ae

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

Reference®

the art of batteries

6 CELL BATTERY PACK EQUIVALENT
4500 mAh, 7.4 volts, 2 cells
TRI20218, $129.99 msrp



NOW TRUGGY & RC-18T BATTERY PACK
1350 mAh, 11.1 volts, 3 cells
TRI38010, $59.99 msrp



LITHIUM POLYMER *HI-PERFORMANCE* R/C RACING BATTERIES

BALANCED CHARGER FOR LI-PO
Charges 2 or 3 cell packs
AC operation
TRI22004, $49.99 msrp



LITHIUM POLYMER BALANCED CHARGER

WARNING: Do not attempt to charge this battery pack with any charger other than one designed for use with Lithium Polymer (Li-Po) batteries.

READ INSTRUCTIONS BEFORE USE!

Li-PO

TRINITY PRODUCTS INC.,
47 COLONIAL DRIVE
PISCATAWAY, NJ 08857
732-562-1234
www.teamtrinity.com

TEAM ASSOCIATED

RC8RS

RACE-SPEC





XP3D

3CH COMPUTERIZED DIGITAL RADIO

- FM High-Resolution Signal
- Easy-to-read LCD Display
- 10-Model Memory
- Interchangeable RF Module
- All Digital Adjustments
- Electronic Trim Adjustments
- Sub-Trim Adjustment
- End-Point Adjustment (EPA)
- Adjustable Rate Control (ARC)
- Steering Dual Rate Adjustment
- Battery Voltage Indicator
- Adjustable Steering Wheel Tension
- Low Battery Alarm

PRO.28

Team Associated's powerful Pro.28 engine is designed especially for the RC8RS



Pro-Start, Glow Igniter and Fuel Bottle included!



1:8 Scale Ready-to-Run Nitro 4WD Offroad Buggy

The RC8RS is based on the awesome Factory Team RC8, making for the only 1:8 buggy with the high performance qualities that can live up to Team Associated's toughest standards. 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 RC8RS comes fully assembled and set up, to get you ripping up the dirt fast. Team Associated's Pro.28 engine and XP3D Computerized Digital FM Radio system are factory installed. The RC8RS differentials and shocks come filled with the appropriate silicone fluids making it faster and easier than ever to get Team Associated performance out of the box and into the dirt!

The RC8RS 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, in a convenient ready-to-run package. The RC8RS is yet another, champion by design.

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

GET READY TO MOVE

Moving dirt is what the Badlands tire is all about. It's oversized motocross style tread pierces the surface below allowing you to throttle up your Baja whenever and wherever you want. Combine this performance with **long lasting/durable XTR compound** and **molded foam inserts**, and you have an unmatched combination. Empower yourself and your Baja with the performance it deserves with the new Badlands tire.

OFF-ROAD IS OUR SPECIALTY. MAKE IT YOURS.

PROLINE®

P.O. Box 456 Beaumont, CA 92223 909.849.9781


DIRT
BADLANDS
#1142-00 (M2)
ACTUAL SIZE!
DESERT RAT
#3263-00 fits 5B
WWW.PROLINERACING.COM

BUYING A RECEIVER PACK SHOULD NEVER BE A GAME OF CHANCE!

THE BIG GAMBLE.....
WHAT'S UNDER THE SHRINK?



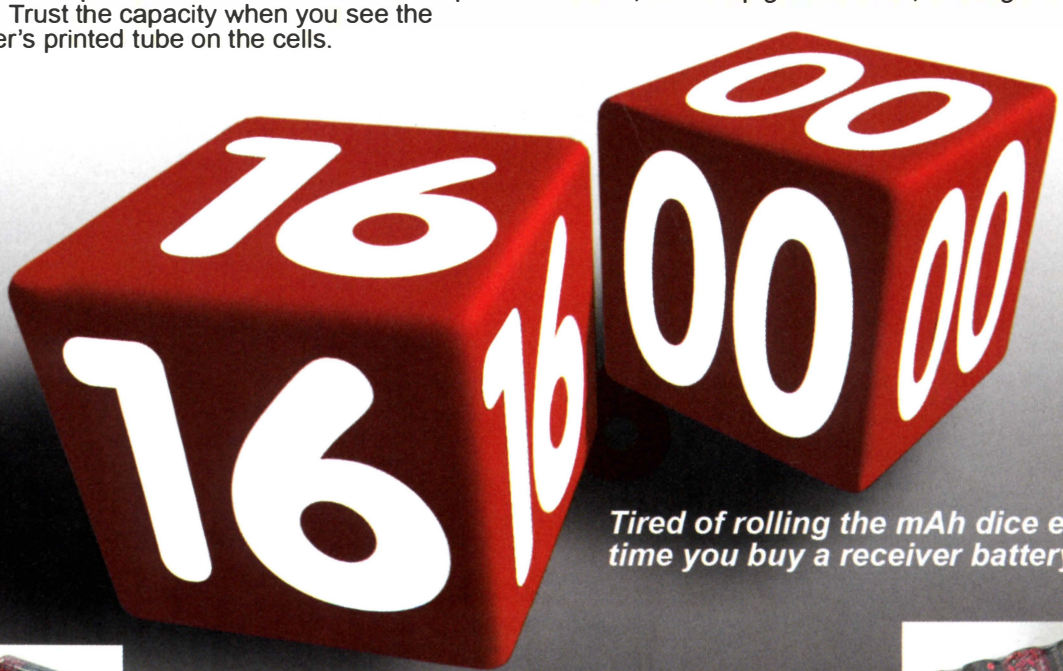
Buy a generic no name receiver pack and there is no way to know the true capacity of the cells or who made them. Anyone can put a 1600 mAh label on a cheap generic cell. Trust the capacity when you see the manufacturer's printed tube on the cells.

THE SURE THING.....
IT'S GUARANTEED RIGHT ON THE CELL!



TRI20507, 5 Cell Hump
Fits Most 1/10th R/C Vehicles

Trinity Nitro Receiver packs are made with real EP (East Power) 1500mAh cells. No pumped up mAh claims, no cheap generic cells, nothing to hide!

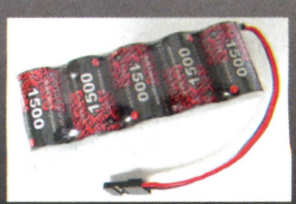


Tired of rolling the mAh dice every time you buy a receiver battery pack?



TRI20509, 5 Cell Stick Pack
Fits Most 1/10th Nitro Trucks

TRI20508, 5 Cell Side x Side
Fits Most 1/8th On-Road Vehicles



Trinity Products Inc. EP USA
47 Colonial Drive
Piscataway, NJ 08854
1.732.562.1234

TRINITY®

Visit our on-line store
www.teamtrinity.com

NO OPTION



CO27 ROAR STOCK
TRI12001, Standard Version, $39.99
TRI12002, Pro Tuned & Tweaked, $44.99
27 Turns, 24 Degree Locked Timing
Laydown Brushes
"Z" Armature Design For More Power
ROAR Legal
Winner of More Stock Class Races
Than Any Other Motor

KOMODO HEMI 19 TURN
TRI12003, Standard Version, $49.99
TRI12004, Pro Tuned & Tweaked, $59.99
19 Turns, ROAR Legal
Hemi Wound Armature
Designed for High Voltage 4200 + Batteries

CHAMELEON 2 HEMI 19 TURN
TRI16100, Standard Version, $49.99
TRI16101, Pro Tuned & Tweaked, $59.99
19 Turns, ROAR Legal
New Hemi Style Wound Armature
.5" Less Wire For More RPM
For High Speed Tracks

THERE ARE NO OTHER OPTIONS WHEN IT COMES TO STOCK & 19 TURN MOTORS

Mike Dumas Wins & TQ's 19 Turn at the International Indoor Championships in Las Vegas with Komodo Hemi

The choice of
Jim Dieter
Paul Lemieux
& Mike Dumas

www.teamtrinity.com

TRINITY PRODUCTS INC. 47 Colonial Drive, Piscataway, NJ 08854, 732.562.1234, FX.732.562.1332

CONTENTS

APRIL 2008 / ISSUE 149







Our eyes get that big too when we get that close to Jessica Barton.

FEATURES

120 49 QUICK TIPS
Tip-o-rama

144 2008 SNOWBIRD NATIONALS
Indoor racing in Florida

LEARN HOW-TO

104 MOUNT ANTENNAS
There's more than you think

110 REMOVE TIRES FROM RIMS
Saves cash!

No More Hide the NOS! It's not hidden, and won't be very easy to find. What is the contest you ask? We'll there isn't one. There is no 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 will be made fun of. Please don't press send complaining that you can't find the can. There isn't one. If you want the free shirt that bad you can drive somewhere and buy it. There is no NOS can in this issue.

LAST TIME: This is not the can you are looking for!



REGULARS

14 INSIGHT
Trophy

18 INSIDE LINE
More new stuff

28 THE POLLS
More polls than holes

30 EVENT CALENDAR
This month in RC

49 MONSTER PIT
Trucks and more trucks

53 IN THE DIRT
Off-road racing

58 TOURING CORNER
On-road only

162 OVAL NATION
Left turn Clyde

172 IN GEAR
Parts department

184 ASK THE PROFESSOR
Stinger

188 XRC CHRONICLES
10,5,1 – What happened?

190 XTRA STUFF
Pay attention

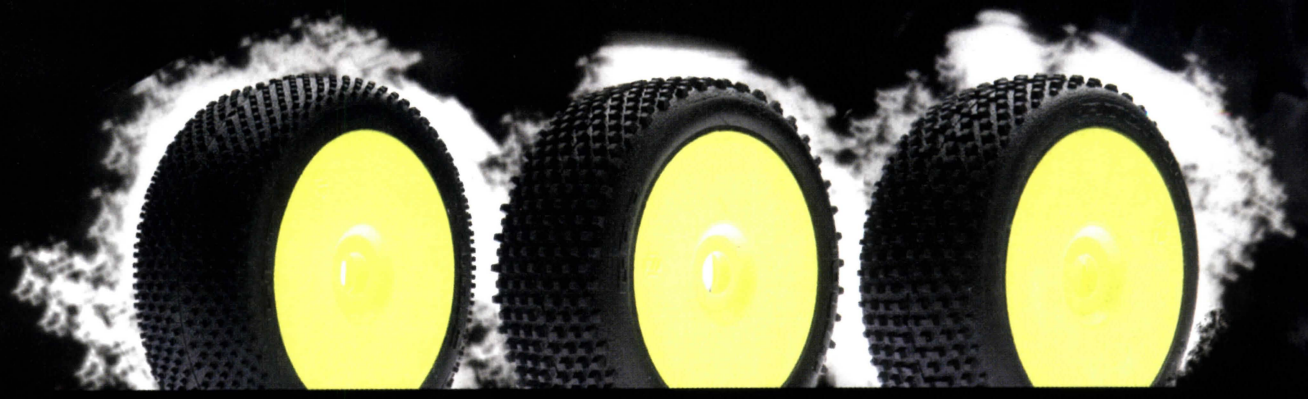
192 RACERS' RIDES
Look it's you again



ON THE COVER
Derek takes on Team Associated's new Factory Team 4WD winning machine. Photo by Carl Hyndman.

COMBINING FORCES FOR REVOLUTIONARY TIRE PERFORMANCE

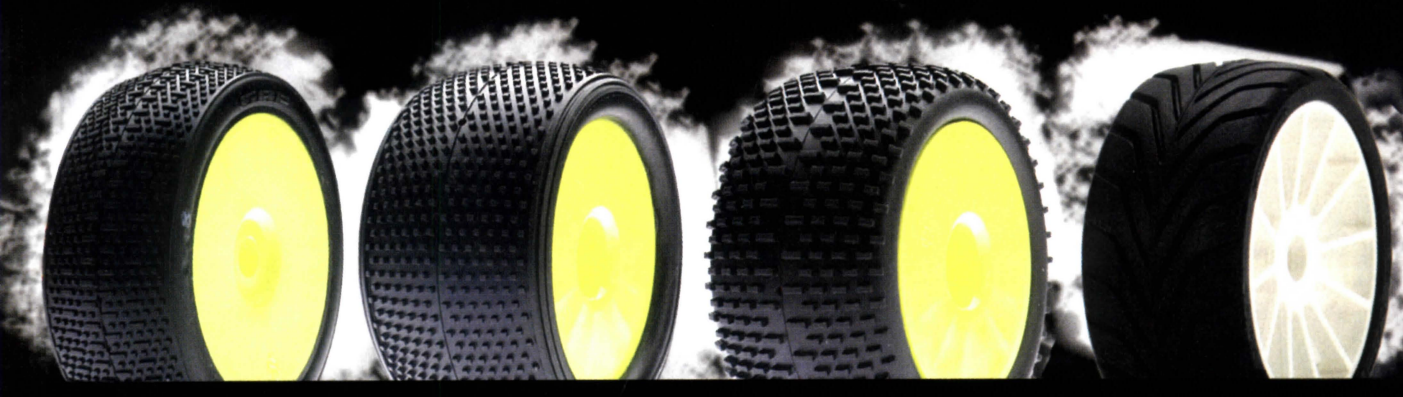
Get the latest 1/8-scale tires for your buggy or truggy from Losi



LOSA17766B Cubic Maxi Buggy, Mounted
LOSA7766B Cubic Maxi Buggy

LOSA17767B Jolly Buggy, Mounted
LOSA7767B Jolly Buggy

LOSA17764B Atomic Buggy, Mounted
LOSA7764B Atomic Buggy



LOSA17765B Cubic Buggy, Mounted
LOSA7765B Cubic Buggy

LOSA17781B Cubic Truggy, Mounted
LOSA7781B Cubic Truggy

LOSA17782B Grip Truggy, Mounted
LOSA7782B Grip Truggy

LOSA17768B Rally Buggy, Mounted
LOSA7768B Rally Buggy



Combining the best tread designs with unmatched compound technology, Losi has led the industry in producing high-quality RC tires for decades. And now Losi engineers, working in conjunction with the tire experts at GRP, have created a new line of 1/8-scale tires that will dominate the track, lap after lap. Utilizing a reformulated Blue compound and custom molded inserts, which provide even response and greater use of the full tread pattern, these new tires grab the track and won't let go. And GRP's innovative gluing process ensures that the tires stick to the Losi™ high-performance wheels under the harshest conditions. For the highest level of handling and performance on every track and every terrain, trust Losi tires.

WWW.LOSI.COM

LOSI™

©2008 LOSI, A DIVISION OF HORIZON HOBBY, INC. WWW.HORIZONHOBBY.COM 12793

CONTENTS

APRIL 2008 / ISSUE 149



Raminator? Don't even know her.

DEPARTMENTS

34 STARTING BOX
Time to get clean

44 THE SKINNY
He ponders a lot

165 CUSTOM WORKS
Gives you a woody

176 X-DYNO–GO TECH 25R PRO
It will make you go

180 DIALED IN
Leaning tires

186 X-TOOLS
Almost tools, mostly WD40

PERFORMANCE TEST

65 TRINITY NOW
Brushless and Li-Po now!

70 LOSI RAMINATOR
We'll Raminat'er

84 AE FT B44
Rule the World!

99 TAMIYA PRERUNNER
Pirate time

UNDER THE SCOPE

96 CASTLE CREATIONS SIDEWINDER
Brushless for the peeps

96 AE XP3D RADIO SYSTEM
Upgrade your RTR

98 MMR TRUE BALANCE
Anti-wiggle machine

137 TK TOOL KADDIE
Skinny's shopping cart

Xtreme RC Cars magazine

EDITORIAL
Publisher: MIKE VELEZ
Executive Editor: DEREK BUONO
Editor: MICHAEL D. WORTEL
Editor: JAMES REVILLA
Editor-At-Large: BRIAN SKINNER
Editor-At-Large: JEFF EVELEIGH
Technical Editor: SHANE ARCHER

ART & PHOTOGRAPHY
Art Department Manager: JOANNA WINN
Senior Graphic Artist: DAVE PALACIOS
Graphic Artist: MIKE McMAHON
Graphic Artist: ANGELA McCORISON
Production Artist: MIKE DAVIDSON
Senior Staff Photographer: CARL HYNDMAN
Photographer: JASON BOULANGER

CONTRIBUTING WRITERS
MIKE OGLE, TODD GREENWALD, STEVE SOHL, MIKE BOYLAN, MARK CALANDRA, BRIAN KINNEY, JEFF HUNEYCUTT

PRODUCTION & ADVERTISING
Production Director: BOB MACKEY
Circulation Manager: TOM FERRUGGIA
Circulation Assistant: SONYA VELEZ
Advertising Account Exec: ZARY LAHOUTI
Advertising Account Exec: KAREN KINNEY

SUBSCRIPTIONS & CHANGE OF ADDRESS
Phone: 1.800.406.4288
Phone (International): 1.706.291.1554

BACK ISSUES, XRC GEAR, SALES INFO
Phone: 1.888.200.8299
Our Complete Web Site: WWW.RC411.COM

HOBBY SHOP SALES
Phone: 1.800.381.1288

ADVERTISING RATES
AVAILABLE UPON REQUEST. CONTACT:

ADVERTISING DEPARTMENT:
XTREME RC CARS
13401 Yorba Avenue
Chino, CA 91710
PH: 909.517.3366 FAX: 909.517.1601

NATIONAL/ INTERNATIONAL NEWSSTAND DISTRIBUTION
THE CURTIS CIRCULATION COMPANY

Xtreme RC Cars (ISSN 1535-9646) is a publication of Think Omnimedia LLC, 13401 Yorba Avenue, Chino, CA 91710; Phone: 909.517.3366; Fax: 909.517.1601; E-mail: mikev@rc411.com. Subscription rates are $24.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico.

All rights reserved. The entire contents are copyright 2007 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capital of the world, Southern California.

Xtreme RC Cars is published monthly. Application to mail at Periodicals Postage rate is pending at Ontario, CA and at additional mailing offices. Postmaster: Send address changes to *Xtreme RC Cars*, PO Box 469063, Escondido, CA 92046-9488.

We occasionally use material that we believe has been placed in the public domain. Sometimes it is not possible to identify and contact the copyright holder. If you claim ownership of something we have published, we will be pleased to make the correct acknowledgement.

100% recyclable. Save the planet. Race frequently. Read Xtreme RC Cars. Printed in the U.S.A

THE 2ND GENERATION
BRUSHLESS POWER



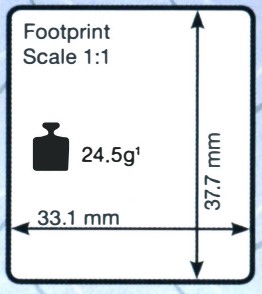




Sphere Competition 2007 Edition

- Automatic brushless/brushed adaptation
- ADVANCED Digital Phase Control • IceDrive Design
- AutoCell System – Automatic NiMh-LiPo adaptation
- Optimized for use with 4,5 and 6 Sub-C cells
- Sensored Design • 3.0A BEC • Blue LEDs
- Weights only 24.5g • Multi-Protection System
- External soldering tabs • 2.6mm wire

Part number: LRP80700
Motor Limit: 4 turn brushless and 6 turn brushed
Input Voltage: 4 – 6 cells (4.8 – 7.2V)
Forward and Brake Only



Sphere Competition TC Spec

- Internal-Temp-Check-System
- Low-profile heat sink with integrated high-performance fan
- Fan on/off via speed control main switch
- Power capacitor optimized for Touring Car racing
- Special Touring Car software • Launch Control
- Optimized ADPC profiles • 4,5 and 6-cell optimized
- Totally redesigned brake software

Part number: LRP80750
Motor Limit: 3 turn brushless and 5 turn brushed
Input Voltage: 4 – 6 cells (4.8 – 7.2V)
Forward and Brake Only



Vector X-11

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

VECTOR X11	13.5 Turns STOCK Spec	7.5 Turns	6.5 Turns	5.5 Turns	4.5 Turns	4.0 Turns	3.5 Turns	3.0 Turns
Order No.	50631	50661	50671	50681	50691	50701	50711	50721
RPM[2]	24.120 rpm	42.480 rpm	49.680 rpm	58.320 rpm	56.160 rpm	61.920 rpm	70.560 rpm	82.080 rpm
Specific rpm per volt, kv	3.350 rpm	5.900 rpm	6.900 rpm	8.100 rpm	7.800 rpm	8.600 rpm	9.800 rpm	11.400 rpm
Power[2]	180W	291W	332W	393W	528W	581W	653W	745W (1.0 hp)
Efficiency[2]	93%	92%	92%	91%	90%	89%	88%	87%
Magnet material	Bonded	Bonded	Bonded	Bonded	Sintered	Sintered	Sintered	Sintered
Pre-Wired	yes	yes	yes	yes	-	-	-	-
Min. speed control requirements	LRP SPHERE Brushless + Brushed digital (Order No. 80500)[12]			LRP SPHERE Competition digital (Order No. 80700)[20]		LRP SPHERE Competition TC-Spec (Order No. 80750)		

for detailed technical data see current price list [2]measured at 7.2V [12]For race usage in combination with the VECTOR X11 – 6.5 Turns the Brushless Worlds Option Kit (Order No. 82700) is recommended. [20]For race usage in combination with the Vector X11 – 4.5 Turns motor the Brushless Worlds Option Kit (Order No. 82700) is recommended.

LRP

Backed and serviced in North America by
Team Associated
3585 Cadillac Ave., Costa Mesa, CA 92626
www.rc10.com or www.teamassociated.com

ae

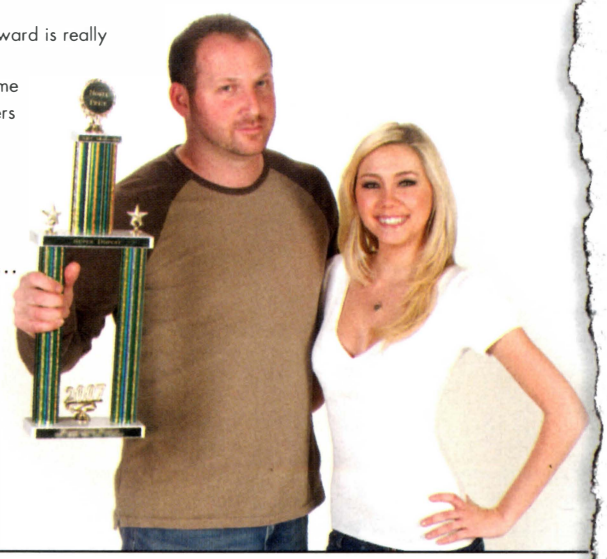
RANDOM THOUGHTS

We received an unusual but still very gratifying gift in the mail from one of our advertisers, and I'm quite proud of it. I've won a lot of trophies in my day, but this is my first award as a member of the media. It's called the Super Dopest Magazine Award.[1] This isn't a well-known award. An underground committee of an undisclosed number of members only meets once every seven years to vote for the winner. I gladly accepted this award on behalf of everybody involved in our publication, which includes all of our advertisers and you, the reader. This is my acceptance speech that I modeled after the ones I've seen many artists recite. You know, the ones who were "a little too intoxicated," resulting in a random string of thoughts.[2]

Thanks for the award!

Did you ever wonder why you can see spelling bees, baking contests, juggling, and other random things on TV, and not RC?[3] Why is it that we can have a 1/8-scale buggy that won't break if you crash at 45 mph, but electric seems to be made of glass? Why does cheese sometimes smell so bad yet taste so good? At what point do we think we know so much about RC that we assume nobody else knows what the hell they're doing?[4] Why do we accept that companies can embellish claims and numbers, but when we, as an outside source of verification, contradict them we get accused of not being truthful?[5] Have you ever seen a 7-11 being built? Are jockeys athletes or just people who can hold on tight? Why would Canada build the world's most advanced jet, then destroy it for the good of the world? How is it that everybody can have a friend who is a policeman with a radar gun and get their stock RC car to go faster than possible? Does that mean my last ticket was really for 20 mph less? If this were a real award, would we win it again? Isn't it funny that each different RC group (land, sea and air) seems to include a specific type of person? Why does my brand-new PC with the latest operating system take so long to turn on and load a program, yet the PC I had eight years ago loaded Word in half a second?[6] Is that progress?

And on a serious note, this award is really for and because we have the super dopest readers and some really bad-ass mofo advertisers who even take the time to remind us that we rule. Oh, and it's my birthday month so I'm expecting gifts from everybody this year.[7]



Derek got to keep the trophy, but we had to return the girl.

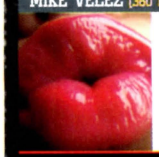
Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

1. We had to blur the part where it mentions that we're the MF'in best, but we appreciate that title too!
2. Please picture me on stage with purple pants and my entourage around me.
3. I've watched juggling and spelling bees.
4. Right now.
5. It's the rule of "I believe what makes me happier." I just made that up, but it's pretty accurate. People believe that whatever they buy is better than whatever somebody else buys, and will only listen to the people who say what they want to hear.
6. We make things faster to overcomplicate them. Do I need a word processor to have that much memory allocation?
7. Your gift comes to me just by subscribing ...or even sending me love/hate e-mail!

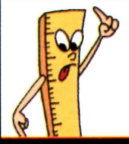
» TEAM RANTS

MIKE VELEZ [360 BROKE; PLAYS COD:4 ON PS3 NOW]



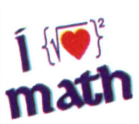
TROPHY I'M MOST PROUD OF: Haven't we done this one before?
TROPHY I'M THE MOST ASHAMED OF: I don't like to kiss and tell.
I WANT A TROPHY FOR: Being such a cool guy.

DEREK BUONO [SAYS PS3 COD:4 PLAYERS SUCK]



TROPHY I'M MOST PROUD OF: Probably my hat trick of F-Main Trophies from the Reedy Race.
TROPHY I'M THE MOST ASHAMED OF: My B-Main Trophy from the ROAR Nitro Sedan Nats...it looks like a monkey.
I WANT A TROPHY FOR: Ruling.

MICHAEL WORTEL [WOULD RATHER PLAY FROGGER]



TROPHY I'M MOST PROUD OF: My math award.
TROPHY I'M THE MOST ASHAMED OF: My "most improved player" in little league (that only means that you suck, less.)
I WANT A TROPHY FOR: Making artichokes.

JAMES REVILLA [NOONEBETTER ON COD:4. OH REALLY?]



TROPHY I'M MOST PROUD OF: Ex-girlfriend pics. Those kinds of pics.
TROPHY I'M THE MOST ASHAMED OF: Scars, which I won from the idiot contest in high school.
I WANT A TROPHY FOR: Becoming a man at 10, to a "working girl."

DAVE PALACIOS [SUCKERED INTO BUYING PS3 FOR COD:4]



TROPHY I'M MOST PROUD OF: My two Little League championship trophies.
TROPHY I'M THE MOST ASHAMED OF: Do speeding tickets count as trophies?
I WANT A TROPHY FOR: Getting the most speeding tickets in one day.

MIKE McMAHON [PS3 COD:4 ONLINE DESTROYER]



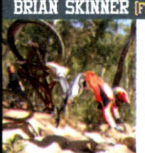
TROPHY I'M MOST PROUD OF: I won't shame you with my multiple National RC victories, I am humble.
TROPHY I'M THE MOST ASHAMED OF: I dont want to discuss it right now.
I WANT A TROPHY FOR: Breakfast Potatoes Champion. I makes em' spicy!

CARL HYNDMAN [PS3 COD:4 TAG TEAM WITH MCMONEY]



TROPHY I'M MOST PROUD OF: Swimming trophy I got when I was 10.
TROPHY I'M THE MOST ASHAMED OF: My trophy at the Mirra Golf Tournament. I'm a terrible golfer, but my team ruled.
I WANT A TROPHY FOR: Machoness. Yeah.

BRIAN SKINNER [FINGERS TOO BIG TO HOLD A CONTROLLER]



TROPHY I'M MOST PROUD OF: Mountain Bike HOF Trophy.
TROPHY I'M THE MOST ASHAMED OF: 2nd place in Fartentaug.
I WANT A TROPHY FOR: ANY A-main trophy.

JEFF EVELEIGH [DO THEY HAVE COD:4 IN CANADA?]



TROPHY I'M MOST PROUD OF: Hard to say, let me walk through my Trophy room again.
TROPHY I'M THE MOST ASHAMED OF: If I win I'm never ashamed!
I WANT A TROPHY FOR: Knowing more than Derek about everything (except Trinity Engine Mounts.)

SHANE ARCHER [COD:4 > DORKY SHELL SCRIPTING]



TROPHY I'M MOST PROUD OF: Some B-Main trophy from the Snowbirds when I used to actually be halfways decent.
TROPHY I'M THE MOST ASHAMED OF: Those Little League trophies, where you basically get one for participation, even if you're the guy that strikes out every time. Like me.
I WANT A TROPHY FOR: Champion Shell Scripting.

Mongoose

Sensored Micro Brushless Systems for 1/18 & 1/16-scale cars

catch one for yourself

Three Mongoose Micro Brushless Systems available:
#3050 (8.5-turn, 9,000 Kv)
#3051 (10.5-turn, 7,300 Kv)
#3052 (13.5-turn, 6,000 Kv)

Mongoose #1718



Mongoose Micro Brushless/Brush ESC

This full-featured ESC includes Built-in Li-Po Cut-off Circuitry, On-Board Programming, Auto-Detect Brush Mode, & Multiple Throttle Profiles.

Three-80



Three-80 Micro Pro Brushless Motor #3450 #3451 #3452

These sensored, full 380-size motors have the most power you can squeeze into a micro vehicle!

micro systems for micro cars

Novak has bred a new micro brushless system that is ready to be set loose—the ***Mongoose Micro Brushless System.*** *The* ***Mongoose is the first micro brushless system that is sensor-based and designed specifically for 1/18 and 1/16-scale cars.*** *Its sensored and lightweight design give micro-scale cars the ability to maneuver at high speeds in extremely tight spaces, all with unsurpassed low speed and braking control. In short, it handles with the agility and speed of a mongoose.*

NOVAK

www.teamnovak.com

©2008 Novak Electronics, Inc. • Product specifications and features are subject to change.

17032 Armstrong Ave. • Irvine, CA 92614 • www.teamnovak.com

SAVAG

1/8 SCALE 4WD MONSTER TRUCK



SAVAGE X

#867 RTR SAVAGE X w/GT-2 BODY

SAVAGE X FEATURES:

4.6cc BIG BLOCK ENGINE, 2-SPEED TRANSMISSION, ALLOY DIFF CASES, DUAL STAGE AIR FILTER, 2.5mm TVP CHASSIS, DUAL DISC BRAKES, 17mm HEX HUBS, HEAVY DUTY TRIPLE SHOE CLUTCH and more . . .

TWO CHOICES.

BOTH BASED ON THE UNDENIABLY DURABLE, POWERFUL, TOUGH, SAVAGE PLATFORM.

THE SAVAGE XL, AVAILABLE SOON. PEEP THE VIDEO.

HPIRACING.COM



NEW!

SAVAGE XL

#10515 RTR SAVAGE XL w/GIGANTE BODY

SAVAGE XL FEATURES:

5.9cc BIG BLOCK ENGINE, 3-SPEED TRANSMISSION, MACHINED STEEL SPUR GEAR, MACHINE CUT DIFFERENTIAL GEARS, METAL GEAR STEERING SERVO, 3mm TVP CHASSIS, DUAL DISC BRAKES, HEAVY DUTY DOGBONES, HEAVY DUTY ALUMINUM CLUTCH, NiMH RECEIVER PACK, 7" ALL-TERRAIN TIRES and more. Complete information available on our website: www.hpiracing.com

hpi·racing™

WWW.HPIRACING.COM

Sold at finer hobby shops. See our website to locate one in your area.

©2008 Hobby Products International. All rights reserved.

SPY SHOTS!

The R&D team over at OFNA has been up to something, and everyone in the industry knew they were working on a secret project. Well, thanks to a little palm-greasing and silky maneuvering, we were able to commandeer their new prototype car—the Hyper Mini ST. Until now, the mini truggy class was a one-horse race, dominated by the Jammin' CRT.5. It appears that in a short time the Mini ST will be every bit as competitive (and fun) as Jammin's product, with some unique characteristics. Here's a quick list of its features. Rest assured that when we're "allowed" to, the Mini ST will be put through its paces in one of our critical performance reviews.

WWW.OFNA.COM

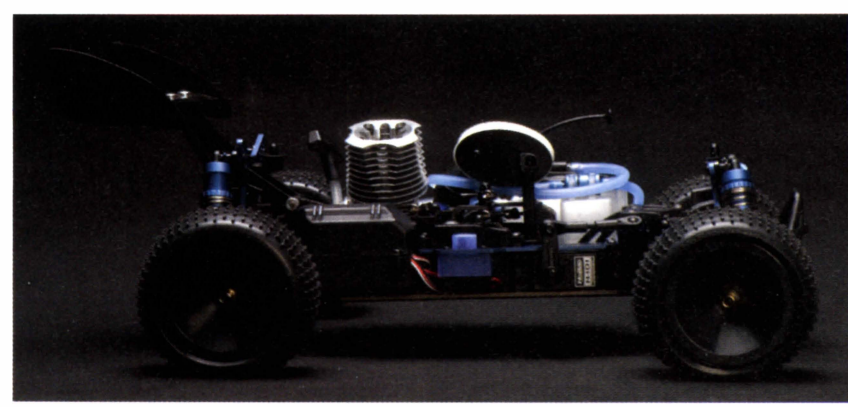
We were told not to show too much of the chassis...



FEATURES

- Pivot-ball front suspension
- Uses full-sized servos
- CV-style drive axles
- Angled engine mounts
- 3-gear differentials
- Threaded aluminum shocks
- Full-blown racing vehicle





ALUMINUM SPUR GEAR FOR NITRO EVADER BX



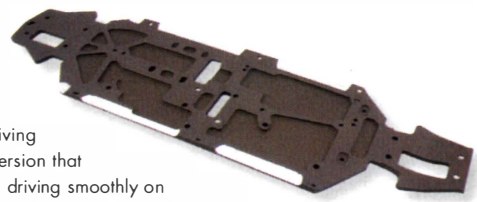
RC Precision Products has released an aluminum spur gear upgrade for the Duratrax Nitro Evader that replaces the stock plastic. The stock gear was notoriously easy to strip, and since the Nitro Evader frequently falls into the hands of first time RC'ers, durability issues were compounded. Well, no more. The aluminum spur gear will greatly increase its durability and increase throttle response.

Part #: DTXC9397
Street price: $1
WWW.PRECISIONRCPRODUCTS.COM

TWO NEW CHASSIS KITS FROM TEAM LOSI RACING

WWW.LOSI.COM

8IGHT Tuned Flex Chassis



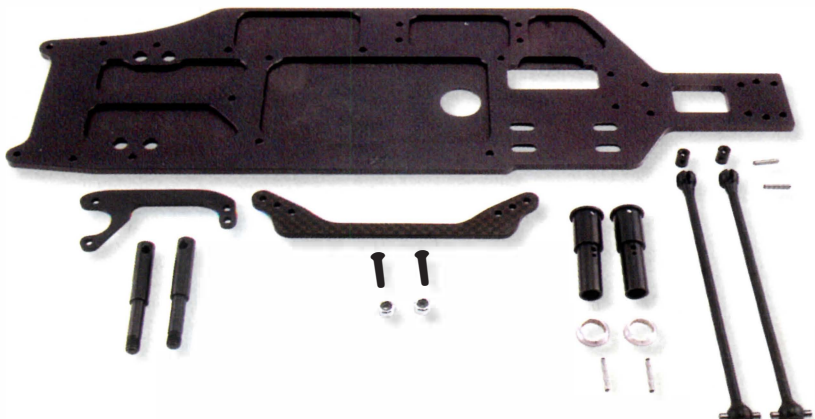
To make Losi's highly successful 8IGHT more forgiving on rough tracks, Losi has released a chassis conversion that provides more flex in the right places to keep you driving smoothly on the track. It's milled at precise locations to give more flex without sacrificing gear mesh flex, and top Losi drivers like Adam Drake and Mike Truhe have been testing the new chassis on tracks across the world. The new TFT chassis claims to improve overall traction, which is good news for all drivers, regardless of skill level.

Part #: LOSA4400
Street price: $100

AD2 ROAR TQ Chassis Kit

If you want to turn your AD2 into the truck that TQ'd the Gas Nationals, you're now in luck. Team Losi Racing is releasing a chassis conversion to turn the AD2 into a more stable racing machine. The chassis itself is lengthened, as well as the brace, and sports a black anodized finish. The axles are widened via spacers which gives drivers the ability to tune the truck for more varying tracks. New rear crossbones are also included, along with a new rear shock tower brace. The entire package is a bargain, but the individual parts are also available separately.

Part #: LOSA0911
Street price: $68



DRAKE MOVES TO GRP!

2007 National Champion Adam Drake announced that he'll be racing GRP engines through 2010, effectively ending his 9-year run with Team Trinity. Drake will be joining Mike Truhe and Yannick Aigoin, also running for GRP, in an attempt to grab some podium spots at the upcoming Worlds. Drake also announced that he's switching to Losi Nitrotane fuel in his new engines. Here's what The Drake had to say about his recent, groundbreaking move:

"First of all, I want to thank Trinity for their support over the past nine years. They've been a very important part of my racing success. I'm really excited about this new opportunity to race GRP engines and join Yannick and Mike to focus the efforts of the Losi/GRP combination on the 2008 Worlds."

This move is less of a coincidence when you realize that Horizon Hobby (Losi's distributor) recently signed on to exclusively distribute GRP engines as well. Politics and business relationships like these are extremely important in RC. They affect our industry— and more specifically racing— more than most consumers know.



...I hope I didn't get Velez in trouble!

NEW LI-POS FROM AIR THUNDER

You may not be familiar with them, but Air Thunder is a name that's been around aero RC for quite some time. Based out of the heartland of America, Air Thunder has just released some new Li-Pos for varying car applications. If you run a mini, 2.2" rock crawler, or are a project guy, Air Thunder may have just what you're looking for. They also offer a wide array of Li-Po accessories, from chargers to adaptors to balancers. Air Thunder products are inexpensive, reliable, and are backed with some excellent support.

WWW.AIRTHUNDER.COM



...for he is the signer of paychecks.

SPI RACING WHEELS

Most regarded aluminum wheels as nothing more than showpieces. They are traditionally much heavier than plastic, and much, much more expensive. Well, it appears that SPI Racing is starting to bridge the gap. Using 6061 aluminum, SPI claims to have produced aluminum "racing" wheels for the MT class. A 1 5/16" offset is used, which seems wide, but SPI claims that it adds stability and corner speed around the track. These wheels should be able to take much more abuse than plastic ones, and that could potentially help you finish a race. Plus, SPI warrantees the wheels (at their discretion) as added protection to your investment.

Street price: $95 (set of 4)
Part #: American
WWW.SPIRACINGWHEELS.COM



Snow-Bound E-MAXX

The new E-Maxx 16.8 is going places that no other RC has been encouraged to visit before. The new truck is nearly waterproof, and to demonstrate some of its capabilities, Traxxas charged up some packs, grabbed the video camera, and hit the slopes. Head over to www.traxxas.com to check out their new, snowy footage of the E-MAXX 16.8. After talking to Damron Atkins, I learned that the footage was gathered in Park City, Utah, on a ski hill. Stunt driving was performed by Steve Slayden, and all of the killer video was done by in-house guys. Check it out!

WWW.TRAXXAS.COM



ONLY WHEN YOU'RE READY FOR THE VERY BEST.



TEAM ORION 3600mAh Lipo #ORI14005

- Proven Team Orion SLPB cells ensure quality
- 25C and 3600mAh for extreme conditions
- 2 cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Carbon look impact resistant case
- Bottom bumps & shape designed specifically for use in today's R/C cars.
- No cheap harness or balancing device needed
- Use of Team Orion's revolutionary balancing port design allows acces to individual cells

A perfect compliment to our award winning 4800 and #1 selling 3200 Lipos!

(both models still in production.)





The Safest batteries in the industry! Don't just take our word for it...

IATA

THIS PRODUCT MEETS OR EXCEEDS THE SAFETY STANDARDS FOR INTERNATIONAL AIR SHIPMENT SET FORTH BY THE IATA

Quality levels so high they are the exclusive Lipo legal for use in the following racing series:

TCS TAMIYA Championship Series IN F103GT CLASS

SWT Championship Series

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

20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

LOSI SPEED-T

It looks like Losi's jumping into the top-speed competition with their new 1/10-scale Speed-T RTR. Based on Losi's proven, durable 2WD chassis design, equipped with high-grip street treads and sporting a lowered stance, you can tell that the goal of this machine is to hit terminal velocity. We can't wait to get it in the office, slap in some high-voltage Li-Pos, and see just how fast we can make it go.

Part #: LOSB0101
Street Price: TBD
WWW.LOSI.COM



CHECK OUT SOME OF THE FEATURES:

- Losi Xcelorin 4800 kV brushless system
- ESC Quick Programming Card
- MTX Pro Radio system w/Spektrum technology
- Digital steering servo
- Lowered chassis and suspension
- Road Weapon 3.2 Series low-profile tires
- Standard wheelie bar
- Losi EC3 connectors
- Ni-MH and Li-Po ready

Pick your speed. Losi offers four different battery packs to reach their claimed speeds:

40 mph = 7.2V 6-cell Ni-MH
45 mph = 7.4V 2-cell Li-Po
50 mph = 8.4V 7-cell Ni-MH
55+ mph = 11.1V 3-cell Li-Po

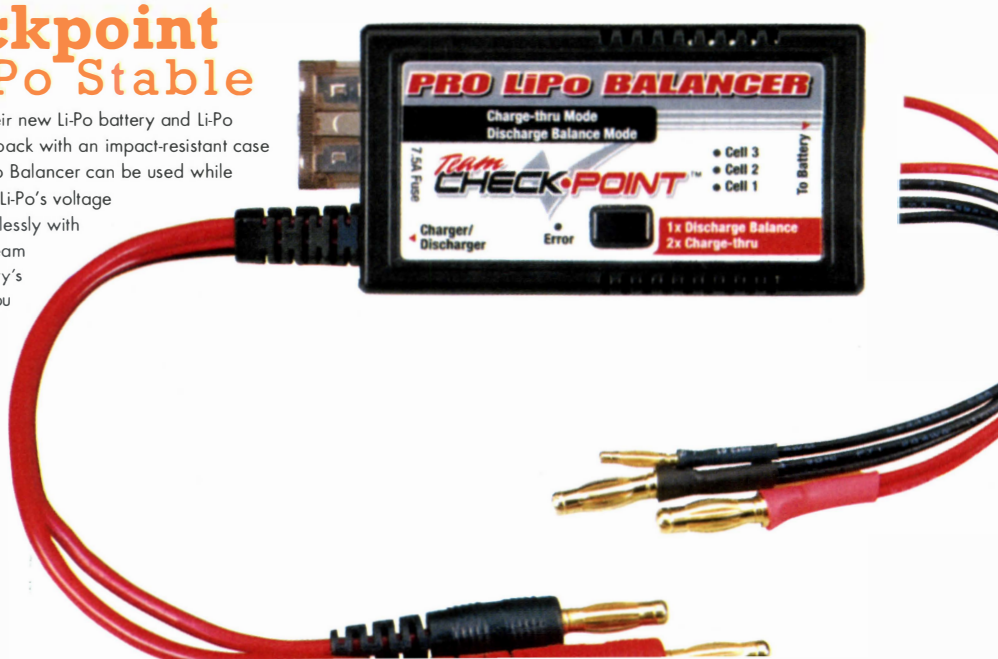


Losi's version of "take that!" to the Traxxas VXL.

Team Checkpoint
Expands Li-Po Stable

Team Checkpoint steps it up a notch with their new Li-Po battery and Li-Po balancer. The battery is a 7.4V 5400 mAh pack with an impact-resistant case to protect against damage. The Pro Car Li-Po Balancer can be used while charging, or as a stand-alone to check your Li-Po's voltage levels. Both items are designed for use seamlessly with Team Checkpoint's TC-1030 Pro Charger. Team Checkpoint is regarded as one of the industry's leaders in electric racing and technology. You can expect paramount quality and support when you buy a Checkpoint product, so their Li-Pos shouldn't disappoint.

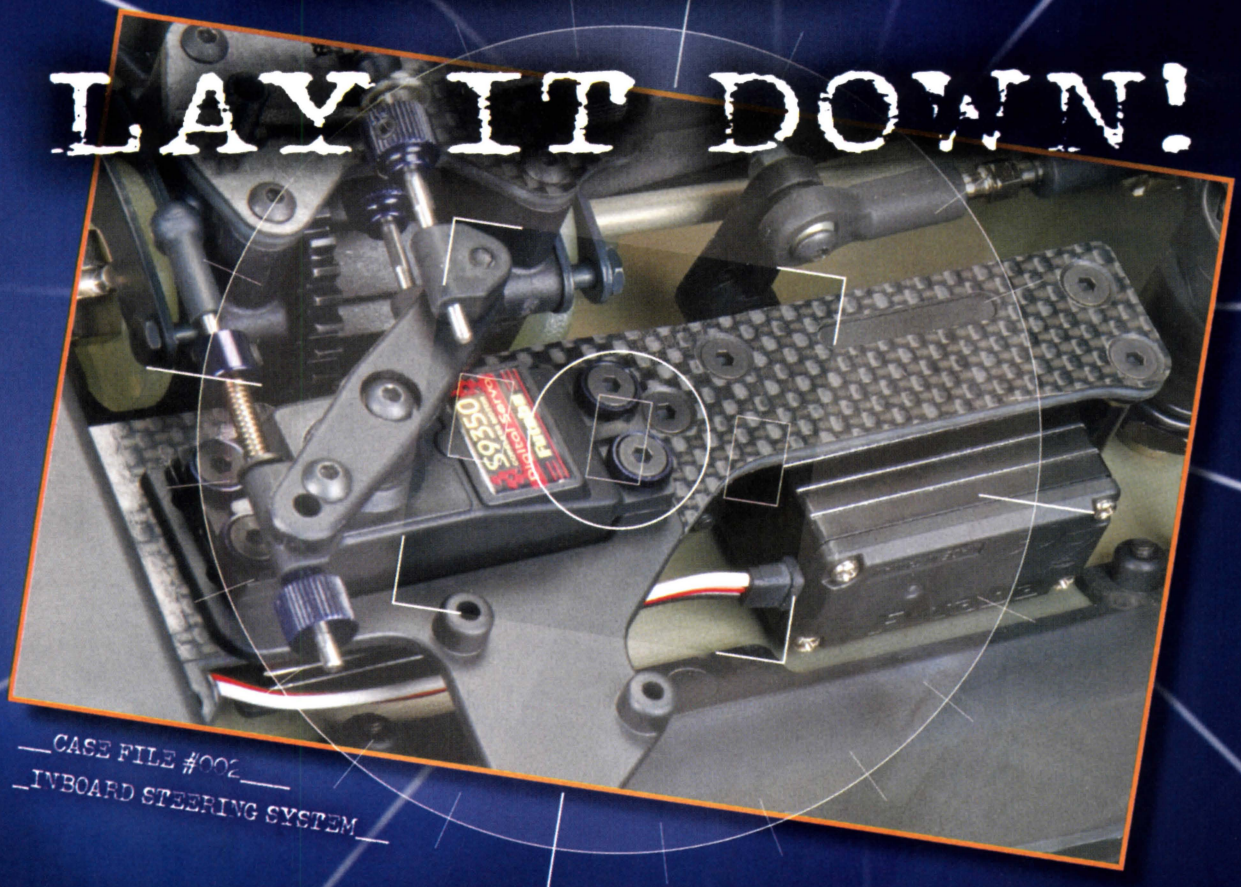
Part #: TCPC3656 (battery); RCPP9150 (balancer)
Street price: #140 (battery); $60 (balancer)
WWW.BESTRC.COM/TEAMCHECKPOINT/



Z01B™

To lower CG and protect your steering servo. . .

LAY IT DOWN!



CASE FILE #002
INBOARD STEERING SYSTEM

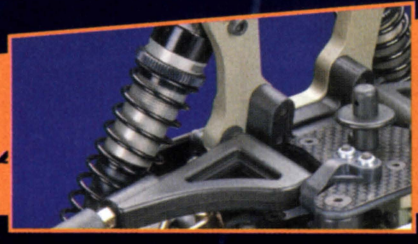
The best way to improve stability and performance is to lower your center of gravity. That's just one reason why the ZO1-B – the most advanced buggy on the market – features a low-CG inboard steering system.

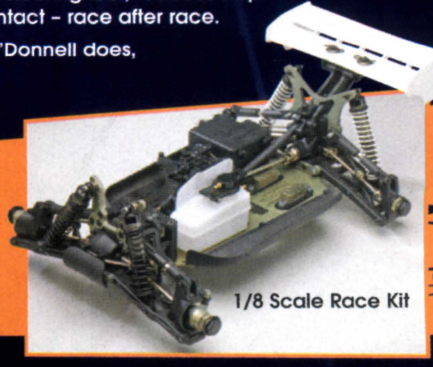
Turning the servo inboard shields it against side impacts and damage – protecting what is arguably the most important part of any R/C buggy.

But that's not all. You also get a simpler, more direct linkage that improves steering feel, reduces slop and minimizes maintenance. The best part? Your steering set-ups remain intact – race after race.

Not every company is willing to go to such lengths for its customers, but O'Donnell does, again and again...







1/8 Scale Race Kit

Z01B.com

O'DONNELL® RACING

For more information on the O'Donnell ZO1-B, see www.z01b.com or call 1-800-862-8948 and mention code number 2380E.

Distributed Exclusively Through GREAT PLANES® MODEL DISTRIBUTORS COMPANY, P.O. Box 9021, Champaign, IL 61826-9021

© Copyright 2008 — 3075246

TGN

www.teamgonads.com

5B BILLET CHOKE LEVERS

Manufactured by Rhino Racing, TGN offers a choke lever that's easy to access, adjust, and simply looks cool. The billet lever comes with dual O-rings, assuring a firm grip, and it uses duel set screws to make sure the lever stays in place. This aftermarket piece fits perfectly over the stock carb, using the stock filter.

Part #: 6505

Street price: $12



5B HIGH PERFORMANCE SPARK PLUG WIRES

These MSD brand spark plug wires serve as a direct replacement for the wires found on Zenoam and CY Baja 5B engines. It's a high-quality spark plug wire, terminal, and boot that will increase efficiency and maximize your spark plug's performance. The plug is available in either red or blue.

Part #: 11600

Street price: $13





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 quad-magnet motors are the perfect upgrade motor for your electric Ready-To-Run!

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

Reedy WolfPacks

A battery pack is only as good as its individual cells. That's why Reedy's new WolfPacks are assembled using Reedy's all-new high-tech SC-R Nickel Metal Hydride cells. This exclusive cell features high capacity for extended run times while delivering maximum output thanks to its current-carrying capabilities and ultra-low internal resistance. Low resistance welded connections between each cell and thick 14AWG silicone power wires ensure maximum performance and reliability. Each WolfPack comes equipped with an industry-standard style connector. Look for the WolfPack display box in local hobby shops and make your car howwwwl!

#693 Reedy WolfPack 7.2V 2400 mAh Ni-MH
#694 Reedy WolfPack 7.2V 3000 mAh Ni-MH
#695 Reedy WolfPack 7.2V 3600 mAh Ni-MH

MICRO-T BUMPER

If you've ever driven a Losi Micro-T, you know how much fun it is to have a fully functioning micro RC car—until you crash it hard into the leg of the kitchen table. Well, TGN now offers a black carbon fiber bumper that bolts right onto the Micro-T. It will help protect the front end from damage if you crash, and for a bumper, it actually looks pretty cool!

Part #: 5700

Street price: $12



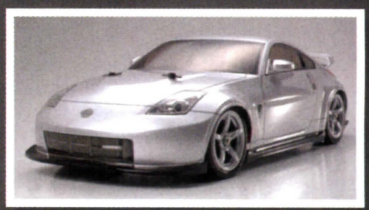
My Fairlady?

Nissan's cool looking Fairlady Z Version NISMO will soon be released in an R/C version on the latest "Enhanced" platform of Tamiya's widely popular TT-01chassis, the TT-01 type E. The newly evolved TT-01 type E chassis has many new features. But here are just a few to wet your taste buds.

- Damper Stay and Gear Case parts are made from fiberglass-reinforced resin for greater strength. These parts are now also separately molded to enable easier maintenance.
- Improved steering linkage design features TA05 steering posts for sharper steering response.
- Includes ESC (TEU-101BK), Type 540 motor, and LEDs for headlights and tail lights.

Part #: 58402

WWW.TAMIYAUSA.COM





#300 Reedy Stockstar 27T
24° Stock Motor



#517 Reedy Challenger
19T Spec Motor

IFMAR WORLD CHAMPIONS
28 TIME
REEDY

Reedy Stockstar 27T Stock and Challenger 19T Spec motors
Reedy is back and better than ever! The all new RM6 based Stockstar 27T Stock and Challenger 19T Spec motors have been designed and conceived in house by our team of dedicated engineers. By incorporating state-of-the-art technology, these all-new creations are poised to become the must-have motors for the hardcore racer. Dyno and on-track testing reveal all-around performers. A dynamic balance between RPM and torque make both motors the perfect choice for 1/10 scale on and off-road racers and well as the dedicated 1/12 scale racer. Both motors feature the new Reedy 6-sided diamond shaped brush. Competition beware, the Stockstar and Challenger are the first in a series of new power products designed to continue Reedy's winning heritage.



Reedy VMX Concept High-Performance Competition Cells
The Reedy VMX Concept begins by applying an intense energy pulse to new IB4200 WC edition NiMH cells using high-tech equipment designed in house by our engineering staff. This exclusive process results in reduced internal resistance, increased voltage output, and more POWER! These enhanced cells are then cycled, and power-matched using a 35-amp discharge, weeding out the percentage of cells that are good enough to be hand selected as Reedy VMX Ultra-Output grade.

#672 Reedy VMX Concept, 6-cell
#673 Reedy VMX Concept, 5-cell

www.ReedyPower.com

REEDY

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

B44 FACTORY Team



Factory Team B44 shown equipped with items NOT included in kit:





The 4WD podium at the 2007 IFMAR World Championships was Jared Tebo claimed the top qualifier the win, with teammates Ryan Maifield and Ryan Cavalieri taking the second and third place, respecti

The Factory Team B44 project came to life in 2003 as a cooperative effort between Team Associated and J Concepts' Jason Ruona and Brad Reelfs. After Team Associated's Ryan Cavalieri won the 2005 IFMAR World Championships in Collegno, Italy with the BJ4 Worlds Edition, Area 51 shifted into overdrive to produce a true 'Associated' inspired 4WD buggy that would continue to dominate the 4WD off road racing class. The B44 is the result of this two year development effort.

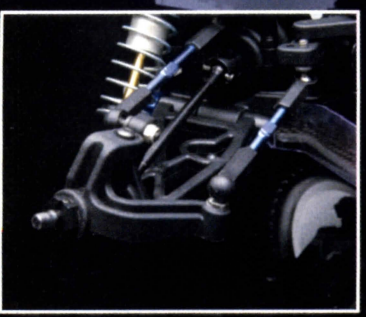
During the design and development stages Associated used their extensive and well proven skills to make a 4wd competition buggy that is better suited to production. The results of this optimization are realized by you the customer in a more cost-effective vehicle with more readily available spare parts.



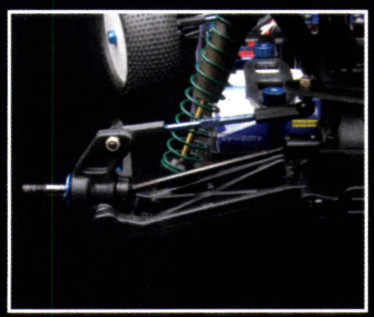
2007 IFMAR 4WD WORLD CHAMPION 1-2-3 SWEEP!

1:10 Scale Electric 4WD Offroad Competition Buggy Kit

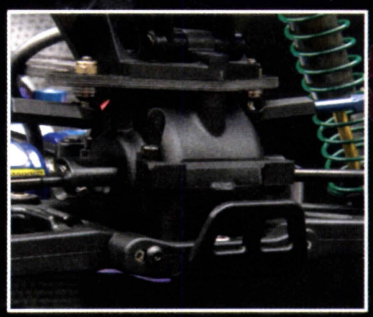
TEAM ASSOCIATED



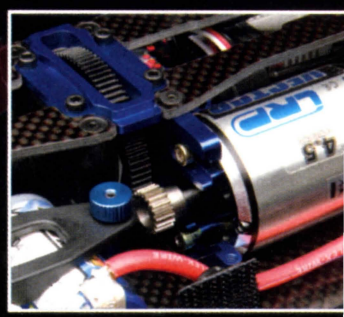
Blue Factory Team titanium turnbuckles Front wheels and hexes are optimized



Hardened steel CVAs with cross pin retaining clips for ultimate reliability



Lightened ball differentials front and rear New and improved front and rear gearboxes



Externally adjustable, dual pad slipper clutch

The B44 is built on a 2.5mm woven carbon fiber main chassis and top plate. What's new is the composite front bulkhead and rear chassis plate. These new features greatly improve overall durability and increase the ground clearance further enhancing the B44's performance.

Area 51 designers also improved the BJ4's slipper clutch. The result is the B44's new externally adjustable, dual pad slipper clutch, which transfers power to the ground more efficiently and effectively.

The B44 employs a hardened steel CVA drivetrain with lightened ball differentials for unparalleled acceleration. The B44 soaks up the bumps using Factory Team hard anodized aluminum threaded shocks with gold shock shafts. The shocks mount to durable 3mm woven carbon fiber shock towers making the B44 more responsive and quicker handling.

The B44 gets the full Factory Team treatment with blue titanium turnbuckles, blue aluminum shock bushings and blue aluminum servo mounts for a car that looks as good as it is fast!

Many Team Associated fans from all over the world have asked us when we are going to build a 4WD buggy. Team Associated is proud to say that day has come with the B44, the only 4WD electric race buggy that comes from a racing heritage with 20 IFMAR World Championships behind it.

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

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.

HOW OFTEN DO YOU TRUE YOUR COMM?

Every run: **5%**
Every week: **8%**
Once per month: **8%**
Once a year: **10%**
Never, I run brushless: **40%**
Never, I don't know how: **30%**



RANDOM POLL QUOTE:

"I DUNNO WHAT A COMM IS. REALLY. IF IT'S EXPENSIVE, CAN Y'ALL SEND ME ONE?"
-Outgunned



BURN ONE

13% have had their car catch fire at some point

40% have been up in smoke

RANDOM POLL QUOTE:

"OVER THE SUMMER SEASON, A GUY HAD JUST GOT A NEW NOVAK GTB AND SOLDERED THE PLUG BACKWARDS. BEFORE GETTING ON THE DRIVERS STAND, HE PLUGGED IT IN AND SET IT ON THE TRACK. IN AN INSTANT, ORANGE SMOKE STARTED POURING FROM HIS CAR. IT WAS KIND OF HARD NOT TO LAUGH AT HIS SITUATION, BUT WHAT DO YOU DO WHEN YOU SEE ORANGE SMOKE POURING FROM THE BOTTOM OF A TOURING CAR?"
-blindingspeed

AARP

17% qualify for the senior discount at McDonalds

RANDOM POLL QUOTE:

"The nice thing about getting old is that you can actually afford the toys you wanted to buy when you were younger."
-oLDskool



HOW MANY TIMES DO YOU READ EACH ISSUE OF XTREME?

51%: More than once a week
3%: Don't even read it once

RANDOM POLL QUOTE:



"I can't wait for them to come in the mail. I usually skim over it and read a few articles, but I have to keep myself from reading all of it in one day so that I have something to read the rest of the month. Your mag is ADDICTING!!"
-aztecducky

DID YOU ASK FOR ANYTHING RC-RELATED FOR THE HOLIDAYS?

YES: **75%**
NO: **25%**



RANDOM POLL QUOTE:

"YES ... MY WIFE TOLD ME THAT THE COMPLETE TEAM KYOSHO VEHICLE COLLECTION AUTOGRAPHED BY JOEL JOHNSON WAS A BIT "OUT OF THE QUESTION." AS A SIDE NOTE, DINNER WITH RONDA SKELTON WAS OUT OF THE QUESTION AS WELL??? I GUESS I'LL SETTLE FOR HOME DEPOT PROJECTS LIKE LAST YEAR."
-abailey21

YOUR FAVORITE OFF-ROAD RACING TIRES:

PRO-LINE: **67%**
LOSI: **17%**
PANTHER: **13%**
JCONCEPTS: **2%**
OTHER: **2%**



RANDOM POLL QUOTE:

"I have always used Pro-Line but have taken a liking to Panther and Losi. All of them are very good, and they all make studs/step-pins. (That's what gets traction, where I live.)"
-eatrice99

What are your favorite servos?

FUTABA: 35%
AIRTRONICS: 18%
HITEC: 25%
KO: 2%
JR: 13%
ASSOCIATED: 2%
OTHER: 8%

RANDOM POLL QUOTE:

"I HATE SERVOS. OVER THE PAST YEAR I'VE STRIPPED FOUR AND BURNED ONE. TWENTY-THREE DOLLARS IS CHEAP FOR A SERVO, BUT WHEN YOU'RE MAKING $12 OR LESS A WEEK, IT HURTS. SERVOS TRULY ARE THE WORK OF THE DEVIL."
-Rocketmini



If the pics don't make sense, you weren't reading carefully.

By: TEAM INTEGY

The Best Monster Hopups for '08



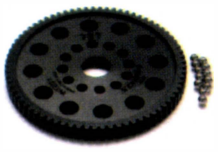
T3693 Ultimate Brake System w/ Titanium Pads for T-Maxx



T6968 Complete Differential w/ Metal Gear for Savage-X



T3652 Steel Universal Drive Shaft (2) for T-Maxx



T3699 Delrin 73T for Rustler and T-Maxx 2.5



T3018 EVO-4 Adjustable Shock Tower for T-Maxx 3.3



T3000 EVO-4 Alloy Main Chassis for T-Maxx 3.3



T3017 EVO-4 Ball Stud (8) for T-Maxx 3.3



T3694 QUAD Exhaust Tune Pipe Set for T-Maxx



T3718 EVO-3 Wheelie Bar for T-Maxx 3.3



T3016 EVO-4 Steering Block for T-Maxx 3.3



T3011 EVO-4 Chassis Brace for T-Maxx 3.3



T3007 Chrome EVO-4 Alloy Servo Mount for T-Maxx 3.3



T3004 Chrome EVO-4 Front Bumper for T-Maxx 3.3



T3009 Chrome EVO-4 Lower Arm for T-Maxx 3.3



T3013 Chrome EVO-4 Upper Arm for T-Maxx 3.3



T3014 Chrome EVO-4 Front Bulkhaed for T-Maxx 3.3

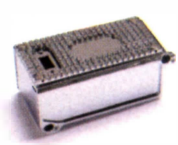


Item #3720BLUE

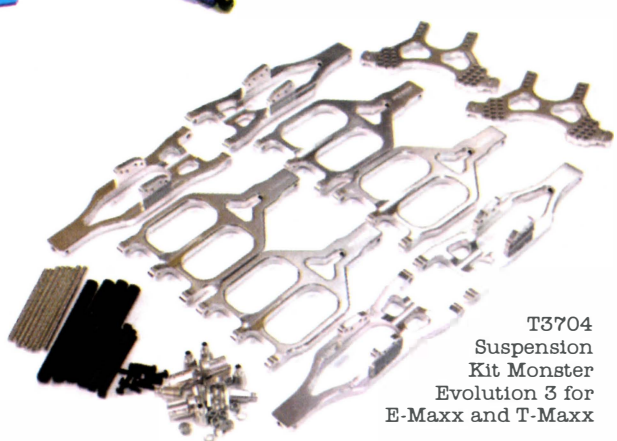




T3002 Chrome EVO-4 Rear Skid Plate for T-Maxx 3.3



T3005 Chrome EVO-4 Battery Box for T-Maxx 3.3



T3704 Suspension Kit Monster Evolution 3 for E-Maxx and T-Maxx



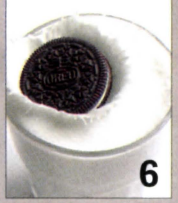
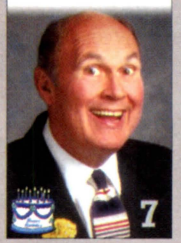
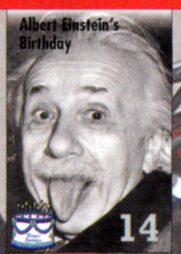
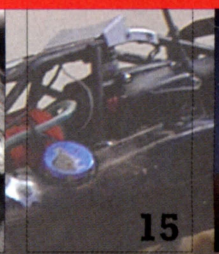
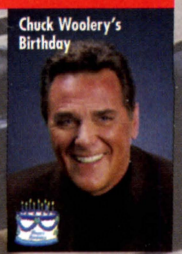
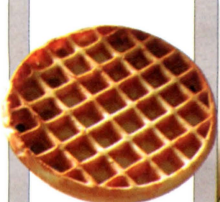
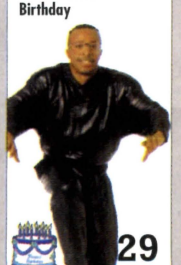
T3015 Chrome EVO-4 Rear Bulkhaed for T-Maxx 3.3



T3008 Chrome Body Posts

MARCH 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
25	26	27	28	29	Tamiya Championship Series Regional Aliso Viejo, CA - Tamiya USA www.tamiyausa.com National Pig Day  1	2
National Anthem Day  3	4	Eva Mendes' Birthday  5	Oreo's go on Sale, 1912  6	Willard Scott's Birthday  7	Dayight Savings Begins  8	Drift Showdown 2008, Round 1, San Gabriel, CA - Speedtech RC URL: www.rcdriftclub.com Emmanuel Lewis' Birthday  9
Chuck Norris' Birthday  10	11	ROAR Carpet On-Road Nationals Omaha, NE - Hobbyplex Raceway www.hobbyplexraceway.com Girls Scouts Day Girl Scouts Where Girls Grow Strong 12	Organize Your Room Day  13	Albert Einstein's Birthday  14	 15	Chuck Woolery's Birthday 
St. Patricks Day 17	Pillsbury Doughboy's Birthday  18	Chocolate and Caramel Day  19	Earth Day  20	Rosie O'Donnell's Birthday  21	HPI/HB Off-Road Challenge Hemet, CA - Hemet RC Track www.hpiracing.com 22	Easter Sunday  23
Houdini's Birthday  24	Waffle Day  25	Derek's and Keira Knightley's Birthday  26	National Fly A Kite Day  27	National Something On A Stick Day  28	M.C Hammer's Birthday  29	Doctors' Day  30 Christopher Walken's Bday  31

James will call in "sick" on March 26th, but not because of Derek.

70+MPH*
AND IT DROPS RIGHT IN!



TEAM ORION Graphite Edition 3200mAh 3 cells Lipo #ORI14004

- Proven Team Orion SLPB cells ensure quality
- 20C and 3200mAh for extreme conditions
- 3 cell construction for 11.1 volts nominal
- Cycle life measured in the hundreds
- Carbon look impact resistant case
- **Drop in fit for Traxxas® and most of todays RTR's!**
- No cheap harness or balancing device needed
- Use of Team Orion's revolutionary balancing port design allows acces to individual cells

ATTENTION: Team Orion is NOT responsible for damage to persons or property resulting from the increased voltage and extreme speeds that will occur when using this battery. You have been warned.

A perfect compliment to our award winning & #1 selling line of Lipos!

(All models still in production.)



The Safest batteries in the industry! Don't just take our word for it...

IATA

THIS PRODUCT MEETS OR EXCEEDS THE SAFETY STANDARDS FOR INTERNATIONAL AIR SHIPMENT SET FORTH BY THE IATA

Manufactured exclusively for Team Orion by

Kokam®

Quality levels so high they are legal for use in the following racing series:

TCS TAMIYA Championship Series

2 cell packs legal for use in all classes sans GT1

SWT Championship Series

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, if it's not Team Orion SLPB, Good Luck.

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

*70+mph was achieved on a level surface in testing with a Traxxas® Rustler® Velineon using the stock gearing and the slipper clutch locked down no other modifications needed. All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending

20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

THIS IS HOW WE ROLL!

MORE NATIONAL WINS THAN ANY OTHER TRUCK!

'05, '07 - ROAR

'05, '06, '07 - RC PRO

JAMMIN' X1X CRT

X1X-CRT Factory Team Edition

#34963

Now Includes

- 16 mm Super Big Bore shocks with Threaded Shock Bodies
- Top loading servo saver
- High downforce wing
- Pro-Line Crimefighter MT Tires w/Jammin Dish Wheels
- Large 150cc Fuel Tank —Lower and Closer to the Chassis
- Longer Front and Rear Suspension Arms



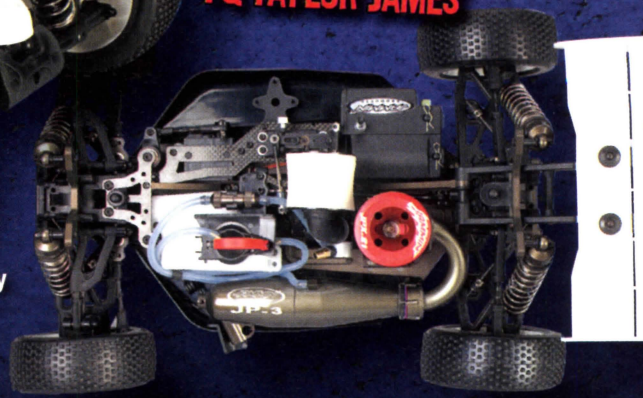
Pro-Line is used under the license to OFNA

Now with 16mm Super Big Bore Shocks!



FASTEST BUGGY AT THE PRE-WORLDS!

TQ TAYLOR JAMES



Both Pro Kits Feature

- 16mm Super Big Bore Shocks w/Threaded Shock Bodies
- Top loading Steering Servo
- Lower CG Components Provide Faster Response and Greater Stability
- New Kingpin Design w/T-Bolt and Nut Hardware—No More Gluing
- Engine Mounted Lower and Closer to the Center of the Chassis
- New Steering Geometry Reduces Bump Steer
- Front Billet Spindles
- Lightened Front and Rear Billet Shock Towers
- All Aluminum Parts are Hard Anodized
- Front/Center/Rear Universal Joints
- Lightened Front and Rear Billet Chassis Stiffeners
- Carbon Fiber Front Top Plate, Radio Tray, an Center Diff Plate
- 3mm CNC Billet Chassis
- Captured Hinge Pins / No E-Clips
- Front Lower CNC B Block
- Fiber Brake Disks

(Pro kits come without electronics or engine and are unassembled, and unpainted)

JAMMIN' X1X CR

X1X-CR #34959

Now Includes

- 16mm Super Big Bore Shocks with Threaded Shock Bod
- Top loading servo saver
- 5mm Front and Rear Shock Towers
- Captured Hinge Pins / No E-Clips
- Front Lower CNC B Block
- Fiber Brake Disks
- High down force wing
- Low friction spiral cut ring and pinion

JAMMIN' PRODUCTS—A DIVISION OF OFNA Racing

7 VANDERBILT, IRVINE CA 92618 949-586-2910

JAMMIN X1 CRT

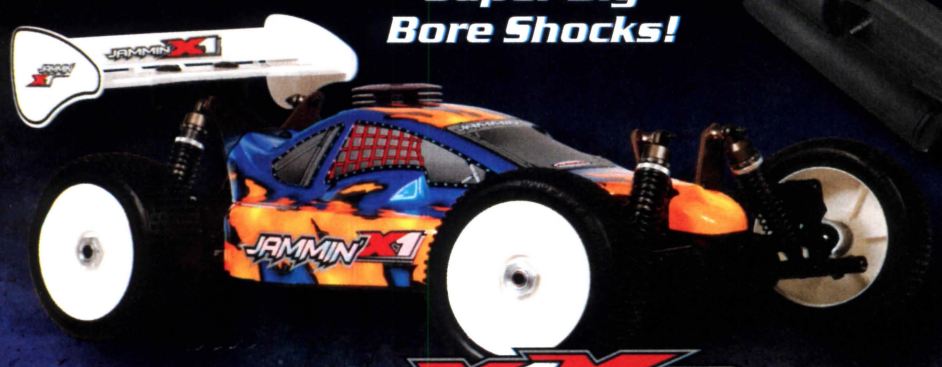
READY-TO-RIP

X1X-CRT RTR #34962

- 16mm Super Big Bore Threaded Shock Bodies
- Pre-mounted Brick Pin Tires on Jammin Dish Wheels
- Aluminum Radio tray/Top Plate/ Brake Brace
- Molded Front/Rear Chassis Stiffeners
- Unique T-Bolt Kingpin Design
- Shaft-Start System
- Fully Assembled
- High-Torque Steering Servo



Now with 16mm Super Big Bore Shocks!





BOTH RTR INCLUDE: Force .28 Engine, 2-Channel Radio System w/ rechargable receiver pack, Glow Igniter, Fuel Bottle, Pre-Mounted Tires, and Shaft Start System

JAMMIN X1 CR

READY-TO-RIP

X1X-RTR #34961

- 16mm Super Big Bore Threaded Shock Bodies
- 2 Car Carrying Bag
- Pre-mounted Ripper Tires on Jammin Dish Wheels
- Aluminum Radio tray/Top Plate/Brake Brace
- Molded Front/Rear Chassis Stiffeners
- Unique T-Bolt Kingpin Design
- Shaft-Start System
- Fully Assembled

Jammin' Pipes & Manifolds

Both pipes available in Polished or Hard Coated

JP-1
Great for low to mid range power

JP-2
Perfect for mid to high speed power



Jay Halsey

1st IFMAR OFF-Road World Champion

1st ROAR OFF-Road National Champion

1st ROAR Unlimited Monster Truck National Champion



JAMMIN' PRODUCTS

www.jamminproducts.com

17 SPRING CLEANING MUSTS!

PULLING IT OUT DIRTY

words: Michael Wortel



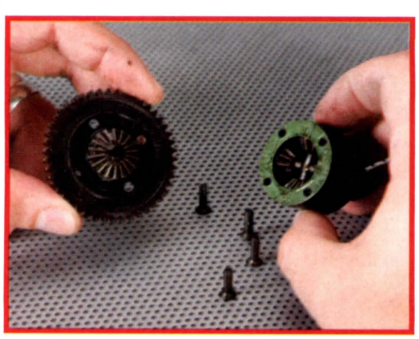
The king of hearts is the only king without a moustache on playing cards.

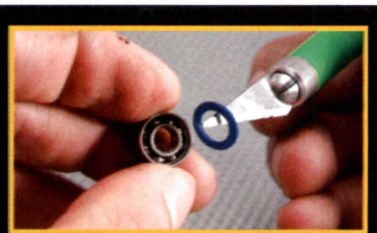
If you read and followed last month's How-To article about storing your car, you can pretty much skim through this one and just look at the pretty pictures. It explained what to do at the end of a driving season to make your car ready for springtime. But in case you didn't read last month's issue, or simply don't remember it (don't worry, I already forgot what I did two minutes ago), it's not too late. If your version of storage is throwing your car in the back of the closet, then this article is for you. The fact is, preventive maintenance sucks, so most of us do the minimum. Although we thrash our RC cars at 45 mph through mud, clip sideboards, and clear 40-foot jumps, the fact remains that most of our equipment is delicate and precise, and if it's not cared for, it won't work properly. At the beginning of a new driving season, there are some measures you can follow to ensure that your car will start, be dialed, and stay running for the new season. The following 17 tips are musts!

CHASSIS >

1. MAINTAIN THE GEAR DIFFS:

When you pull your car out of storage, rip out all the diffs, take them apart, and clean them. Inspect the O-rings and seals for cracks, lacerations, or dry rotting. Replace any parts as necessary, and make sure to reshim the assembly correctly. Finally, refill the diffs 70 percent of the way with oil (or grease, if they aren't sealed).



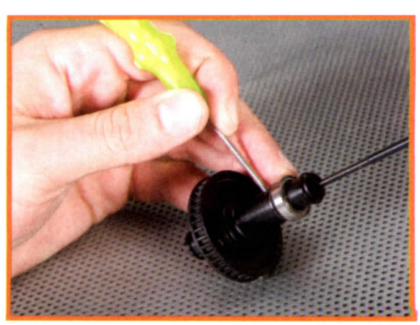


2. REVAMP BEARINGS:

When your car sits around for a while, the bearings (oddly enough) seem to seize, especially if you put your car away dirty for the season. Go through your car and remove all the bearings. Clean them thoroughly with motor spray until they spin freely in your fingers. If they still feel gritty, either disassemble them by removing the shield and straying internally, or replace them completely. Finally, lightly oil them with bearing-specific oil—just enough to lubricate the works. They shouldn't be dripping when you're done.

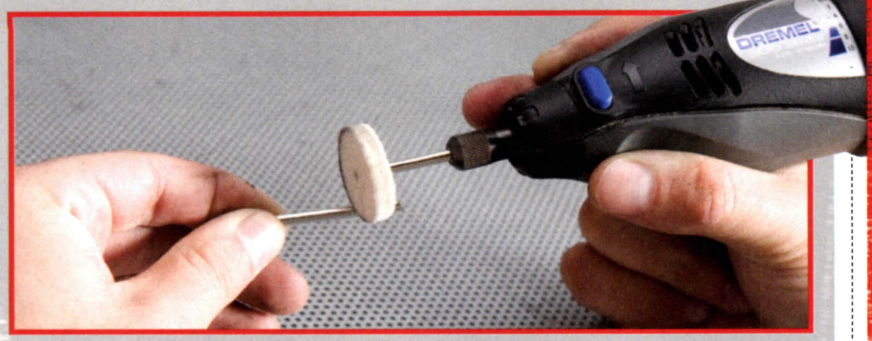
3. REBUILD THE BALL DIFFS:

Ball differentials are more high-maintenance than gear diffs, so sometimes a complete rebuild is necessary, though not always. Start by removing the diff and taking it apart. If there are excessive grooves on the diff rings, they'll probably need to be replaced, along with the balls. If everything on the main gear assembly looks fine, proceed to rebuilding the thrust bearing. New balls, washers, and black diff lube will be needed, as the thrust bearing goes through a lot of turmoil in your car.




HUDY
ULTIMATE PROFESSIONAL
RC TOOLS
HUDY DESIGNED THE WORLD'S FIRST RC TOOLS AND LEADS THE MARKET WITH THE WORLD'S LARGEST LINE OF TOOLS FOR PROFESSIONAL RACERS AS WELL AS BUDGET TOOLS FOR THE DISCERNING SPORTSMAN.
COMPLETE LINE OF 84 UNIQUE TOOLS
HUDY TOOLS USED BY WORLD CHAMPIONS
ORIGINAL HUDY IS ALWAYS BEST
Developed, designed & styled by
Dipl. Eng. Juraj Hudy, Chief Designer, HUDY
MADE IN EUROPE
RCAMERICA
167 Turtle Creek Blvd. Suite C, Dallas, Texas 75207
Phone: 1-800-519-7221, Phone: 214-744-2400, Fax: 214-744-2401
E-mail: hudy@rcamerica.com
www.rcamerica.com
www.hudy.net

4. HINGE PIN MAINTENANCE: Like many places on your chassis, hinge pins and the parts they fit through or into tend to become gunked up with dust, mud and sticky nitro fuel. Remove all of your car's hinge pins, wipe them off, then buff them with a little chrome polish (if you have some) and the buffing wheel on your roto-tool. Before you reinstall the hinge pins, clean out the arms, steering blocks, and captured ends with a pipe cleaner. This removes any debris that may be trapped inside that could cause the hinge pins to bind.

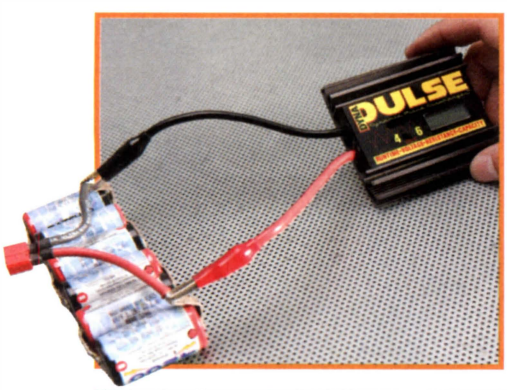


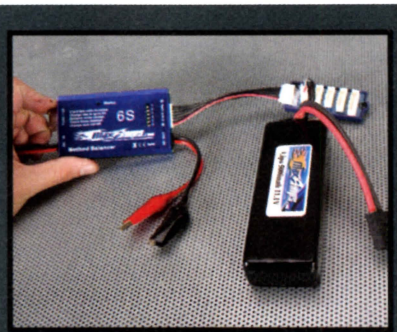
5. REBUILD SHOCKS: If your shocks sit around for a while, it's a good idea to rebuild them before you hit the track again. Rubber O-rings and seals deteriorate over time, and this inevitably causes your shocks to leak. When you pull your car out of storage, completely disassemble the shocks, replace the O-rings, clean the bodies and shafts, and add new oil. Shocks are precise, so they need to work almost flawlessly, or you'll feel the difference.



ELECTRIC >

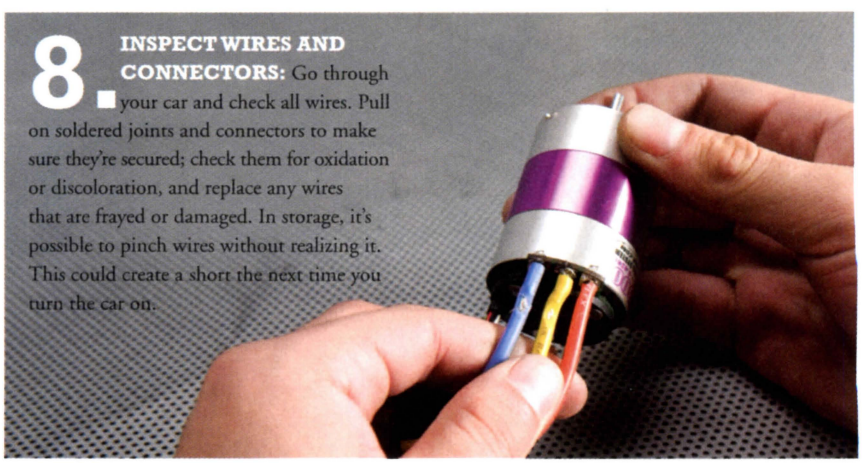
6. CYCLE NI-MH BATTERIES: When you throw Ni-MH batteries into hibernation, it can take a little work to zap them back into shape. For a more in-depth look at how this is done, check out James' article *Bringing Batteries Back From the Dead* in issue #142. Basically, you want to first charge the pack at a relatively high amperage (around 5A for a 3300 mAh or 6A for 4200 mAh+), then discharge it on a balancing tray. Let the pack sit for a day, then charge it like normal. For receiver or transmitter packs, zap them at around 2A, then discharge them using the discharge feature on your charger.



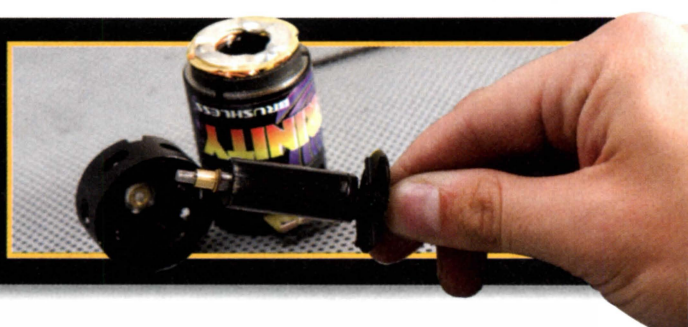


7. BALANCE LI-POS: Assuming you stored it with enough voltage, there isn't much you need to do to bring a Li-Po out of storage. Simply give the pack a fresh charge at the normal 1C rate, and use a balancer. Do not discharge the pack. If your pack won't accept a charge, don't try using a higher charge rate, because it probably dropped below its minimum voltage, and it's ruined. To prevent this, always store Li-Pos with a 50 percent charge.

8. INSPECT WIRES AND CONNECTORS: Go through your car and check all wires. Pull on soldered joints and connectors to make sure they're secured; check them for oxidation or discoloration, and replace any wires that are frayed or damaged. In storage, it's possible to pinch wires without realizing it. This could create a short the next time you turn the car on.



9. MOTOR MAINTENANCE: Before you fire up your electric RC, it's a good idea to take out the motor and do a thorough cleaning. For brushed motors, you may also want to true the comm as well. Disassemble the motor, clean and lightly oil its bearings, and inspect the armature, can, brushes, and springs for wear. If you're running a brushless motor, there is less to worry about. Disassemble the motor and clean and oil the bearings. Then do a visual inspection of the rotor and can just to make sure everything is working properly.



Taphephobia is the fear of being buried alive.

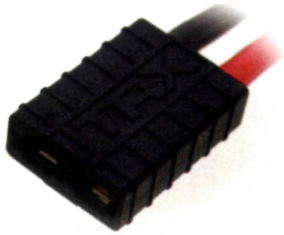
We Know How FAST You Want to Go!



STEP UP TO MAXAMPS.COM 3S 11.1V FOR 70+ MPH!



To get MAX speed out of your new Traxxas® VXL brushless system you need the power of a MaxAmps.com Lipo, available up to 8000mAh, with the new Traxxas® High Current Connector already installed.* Not ready for Lipos? Try a MaxAmps.com 4400 mAh NiMH in a six- or seven-cell configuration, also featuring the Traxxas® Connector.



RTR LIPO PACKAGES AVAILABLE NOW!

MaxAmps.com
High Performance RC

ORDER ONLINE NOW!

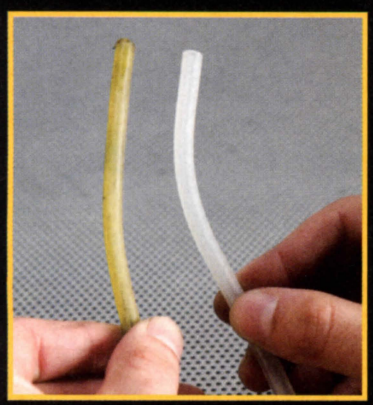
www.maxamps.com

14420 W Charles Rd.
Nine Mile Falls, WA 99026
1·888·654·4450
Dealer Inquires Welcome

Traxxas® and the Stampede®, Bandit®, Rustler® and VXL® logos are registered trademarks of Traxxas®, used with permission.

NITRO >

10. REPLACE FUEL TUBING: Simply put, the silicon fuel tubes used on your nitro engine get nasty in storage. The ends become split, oil coagulates in the lines and stains them, and the exterior of the lines dry out and lose some flexibility. At the beginning of a new season, replace all of the fuel tubing. It's cheap and easy, and gives your engine a real good chance at starting easily in spring and staying running.





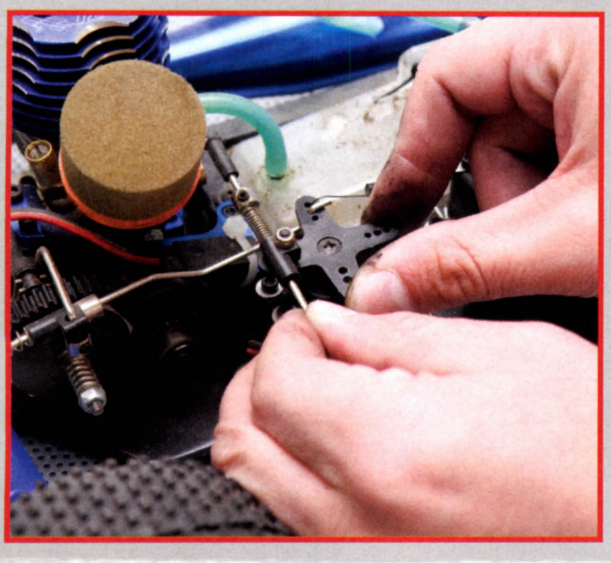
11. INSPECT/CLEAN FUEL TANK: Remove your fuel tank and inspect it for cracks. If it's cracked, replace it. If it's still in good shape, flush some new fuel into it, close the cap, and shake it. Afterward, dump it out. This cleans the inside of the tank, preventing old oil or debris from entering the engine the next time it's started. Last, inspect the cap and seal. If the cap doesn't seal correctly under the spring's pressure or the seal isn't airtight, replace the cap. Most manufacturers offer a replacement cap for cheap.

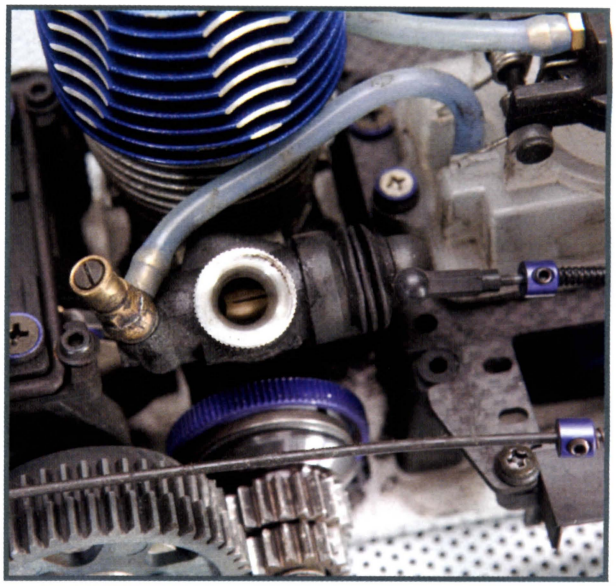
12. REPLACE THE PLUG: Sometimes it isn't easy to turn over your nitro engine when the new season starts. Glow plugs tend to varnish and corrode a bit over time, even if the car isn't running, and this phenomenon tends to magnify when the car sits for awhile. Your car won't stay running with a bad plug, so after you pull your car out of storage, replace it. Make sure to use the same number of plug shims as you used previously.



TEMPGUN.COM
A DIVISION OF THE MIGHTY PRO EXOTICS
The Most Important R/C Tool!
The Professionals agree -
Super Dope Pro Driver Adam Drake
Nova RC Products
Checkered Flag Raceway
Pacific Coast Hobbies
MHOR R/C Raceway Denver
A Main Hobbies
Distributed by -
Horizon Hobby
Racer's Edge
ERI
Our Customers agree -
"The best $25 you could ever spend!"
"Very easy to use, quick and accurate!"
Satisfaction Guaranteed!
Increase your R/C IQ
& Understanding!
Instant &
Accurate Results
-27°F to 428°F
Min / Max Lock Mode
Great for:
Engine Temps
Track Temps
Tire Temps
Foxy Chick Temps
PE-1
Infrared
Thermometer
$25!
3 more
Models
Available
Metal Case
too!
Order Online
WWW.PROEXOTICS.COM
(303) 347-0500
ROBYN@PROEXOTICS.COM

13. CHECK LINKAGES: The entire throttle/braking responsibilities of your car rests on the linkages. For such small, wimpy parts, they're extremely important. Inspect the linkage system and make sure everything is working properly. If any of the rods are bent, replace them. If the ballcup pops off the carb too easily, replace it. And if it uses springs, check that they still have enough tension to do their job. Last but definitely not least, re-threadlock the setscrews. If your linkages fail, you could end up with a 45mph runaway. This is not only dangerous, it's expensive!





14. CHECK THE THROTTLE SETTINGS: When you've gotten to the point where you're ready to plug in the battery or start the engine, stop. In nitro, before proceeding, you'll need to power up the RX, remove the air filter, and actuate the throttle and brakes. Make sure the carb is open 100 percent at full throttle (but not overextending the arm), and at neutral, make sure the carb is open enough for the car to stay running, even with the brakes applied. If any of these parameters are off, reset the trims on your TX or adjust the linkages appropriately.

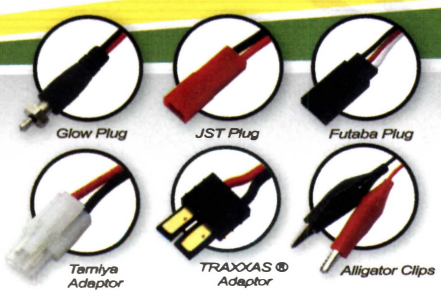
venom PRO CHARGER

LEAN, GREEN, CHARGING MACHINE

- Charges, Discharges Most Types of Li-ION, Polymer, LIFE, NiMH, NiCD and Lead Acid Batteries
- Includes Battery Temperature Probe
- Built-in Micro Processor for Faster, Safer Charging
- Includes Selection of Balance and Adapter Plugs

Charge Current Range:	0.1 - 5.0A
Li-ION/Polymer Cell Count:	1 - 6 Series
Discharge Rate:	0.1 - 1A





VEN-0656 Venom Pro Charger With DC Power Supply

VEN-0657 Venom Pro Charger With AC/DC Power Supply

WWW.VENOM-GROUP.COM

venom

© Copyright 2008 Venom Group International

Traxxas®, TRX®, and the Traxxas logo are registered trademarks of Traxxas

DON'T STOP AT YOUR CAR >

If you're the kind of person whose version of storage consists of throwing your car into a dark corner and forgetting about it, then chances are you also do the same with your tools and pit bag. Even if you aren't as organized as James, you should take some time at the beginning of a new season to track down your tools and organize your pit bag.

15. Start by emptying all the stuff from the doors and compartments of your box, and if possible, wash out or wipe down the insides. There's a year's worth of dirt, oils, nitro fuel, and other car scum in there.



16. Place your tools in separate piles and take inventory. If you're missing something, make a list. It will help you to track it down later. Inspect your tools and wipe them down with a rag if they're dirty.



17. Take all of your oils—shock, diff, learning, comm., after run, etc.—and wipe off the bottles with a damp rag. When you're done, try to store them in a plastic bag or container before putting them back into the box.



OKAY, NOW YOU CAN HAVE YOUR TOY BACK!

We tend to abuse our RC equipment on the racetrack or bashing paths, and we sometimes forget just how precise and delicate our cars really are. To keep your car running well, it takes maintenance. Many people, however, make the mistake of thinking that maintenance stops the second the season is over. Before you bust out your car and its accoutrements for a brand-new season, there are a number of things that you'll need to do to start the new season off right. If you simply pull your car out of the closet, fill the tank, and expect your car to feel new, you're wrong. When RC cars sit around for a while, certain things start to go bad. When you're ready to start driving again this year, follow the steps in this article. If you do, your car will start without problems, stay running, and drive true and fast.

The average lifespan of a Major League baseball is about three pitches.


THEY'LL CALL YOU THE
"POLYCARBONATE PICASSO"
TAMIYA COLOR
WORLD CHAMPION TEAM
TRF
TAMIYA
WIDE COLOR RANGE • EXTREMELY FINE METALLICS • FOR BOTH POLYCARBONATE AND PLASTIC
SPRAYS ON THIN WITH GREAT COVERAGE
RACE WINNING COLORS! Tamiya's RC Color range is bigger and better than ever. All of our 50+ spray colors come in 100ml cans. Our PS colors are specially formulated to perfectly adhere to your polycarbonate RC bodies. Our TS synthetic lacquer colors dry to the touch in 10 minutes and cure with a harder finish than standard enamel paints. Our RC Colors spray on smooth and are available in solid gloss, solid flat, metallic, translucent, fluorescent and iridescent finishes. So whether you have a Polycarbonate, ABS or styrene RC body shell, we've got the perfect paint for you. Shoot down to your local hobby shop to pick up your paints today, and try to keep it on the car.
TAMIYA
RC COLOR
all paint and supplies are available 24-7 at www.tamiyausa.com
© 2008 Tamiya America Inc. 36 Discovery Suite 200 Irvine, CA 92618-3765 • 800.826.4922

1:8 SCALE IS THE PINNACLE OF R/C RACING. IT IS SAID TO BE THE ONLY TRUE INTERNATIONAL TEST OF A BRANDS TECHNOLOGY AND QUALITY. WHEN THE WORLD IS TRULY MEASURED...

Three time on-road 1:8 World Champions



kyoshoamerica.com

Kyosho Corporation of America, 20322 Valencia Circle, Lake Forest, CA 92630-8158, USA


...ALL OTHER BRANDS
ARE SIMPLY FOUND
WANTING.
Seven time off-road 1:8 World Champions
WORLD CHAMPIONS
WORLD CHAMPIONS
WORLD CHAMPIONS
WORLD CHAMPIONS
WORLD CHAMPIONS
WORLD CHAMPIONS
WORLD CHAMPIONS
KYOSHO
THE FINEST RADIO CONTROL MODELS

THE SKINNY



FORTUNE COOKIE SAYS:

"I CAN PLEASE ONLY ONE PERSON PER DAY. TODAY IS NOT YOUR DAY. TOMORROW ISN'T LOOKING GOOD EITHER."

words: Brian Skinner



SPECIAL KIND OF PERSON?

AS A LARGE EDITOR (PUN INTENDED!) AT A LARGE MAGAZINE for a relatively small industry, I'm always involved in ways to grow our hobby. In fact, ever since I re-entered our wonderful hobby back in 1999, I've been on a personal mission to help this industry expand. My motivation, you ask? I love playing with toy cars that do incredible things and go fast!

If you read my ramblings with any regularity, you know that I often write about how our industry should be doing more to expose our hobby, and I offer suggestions. Heck, I even go out and do things to help our cause. But you know what? Despite the fact that our hobby and our enthusiasts are trying to move our industry forward, we haven't made much of a dent and it's frustrating me to no end. I've recently come to think that it's not all our fault that RC is not as popular as we think it should be. While I still hear comments like "Gee, I had no idea these things can do this stuff," and "Wow, I used to think RC cars were all from Radio Shack," as an industry we still have our work cut out for us. But what I've come to realize is that RC attracts a special kind of person, and that group is limited in size. RC does attract a good many people, but not all of them get hooked. Why, you might ask? Here's the rub, and my observation: RC is rather hard and labor intensive for most people. It takes time to become skilled enough to operate an RC decently, and these little bullets require a lot of maintenance to keep them running. Let's face it, today's society wants instant gratification. Folks have (they think) little time to tinker with RC, not to mention having to run after the vehicle when it crashes, or learning how to tune it, or understanding how to properly charge batteries, and so on. Why do you think RTR vehicles are so popular? It's because people get instant gratification—just like setting up an X-Box and playing a video game. Just think, if you crash playing MX Unleashed, you push a button and you're playing again, with no need to run out to get your vehicle, and no need to wrench. It reminds me of the cycling industry. Many people buy bikes to have fun or get in shape, but they find that it takes work and effort, so the bike winds up sitting in the garage. No, my friends, it takes a special kind of person to get into these types of hobbies—a person who likes to tinker, to learn, to get better. The kind of person with a caring, patient nature, and a willingness to see something through. They're the ones who get totally involved in our type of hobby. Unfortunately, as time marches on, that pool of special kind of person is shrinking. The modern world has catered too much to instant gratification. In fact, I think the world lost its patience back in the late 80s. So, my fellow hobbyists and racers, the question arises: How do we cater to a generation of people who can't or won't take the time to enjoy our world of RC? And do we care?

The world is your sandbox
—ROOST it!
SKINNY

Skinny gives us something to ponder over.



OOOPS, MY MISTAKE!

It's true, friends, I do make mistakes now and then. So I appreciated hearing about a phone call letting us know I made a mistake in the February 2008 issue. It was in the RC Pro Finals coverage (page 154) where I did a mini interview with Keeton Ford, not "Keaton Sord." I did the interview over the phone and I misheard the name. I apologize about that. So to give Keeton his due, and to let y'all know, Keeton is a super kid who's fast on the track, and that's why I did the interview. Young talent like Keeton should be talked about. RC needs talented young drivers like Keeton. So if you read the story, it was Keeton Ford, not Keaton Sord. It's a name I'll never forget, that's for sure.

Keeton Ford at the RC Pro Series International Finals.

TWISTER TIRES

Twister tires are best known for on-road tires, but now they're venturing into the off-road world with their new 1/8-scale Adherence tire. The tire is available in two compounds (soft and super soft) to suit different track conditions, but best of all they're premounted with molded foams. The tread pattern is formulated around the current trend in buggy tire design and looks like it will be a good performer. Now here's the deal maker: Adherence tires are available to you for $20 a pair. Now that's a pretty sweet deal. Rumor has it that Twister will be offering another tire soon called the "Sticky." With a name like that, it has to be good.



Contact twistertiresusa.com, or call 238.263.0500.



FUNNY PHOTO CONTEST

For some reason I like this photo of Scott Hughes, but could never think of a caption. Your mission is to give me a good caption for this photo and win a prize. Post your caption at rc411.com under "Ask Skinny."

VEHICLE COLOR TRENDS FOR 2008

Since we RC people are as fashion conscious as our counterparts—the automobile people—I thought y'all might want to know about the hottest car colors in 2008. DuPont (the world leader in paint supply for the auto industry) compiled their statistics on paint trends for 2008. Since the season for RC is coming up, I know you're getting ready to paint some bodies, so I'm posting their list. Here's how to use it: Look at your RC vehicle's category and pick a color. The color with the larger percentage is the most popular color. The larger the percentage you pick to paint, the cooler you'll look to your friends.

Find out more about high-tech paint at: www2.dupont.com.





MAGIC 8-BALL SAYS...

For fun, let's ask my Magic 8-Ball more questions about this year in RC. Just so you know; I actually ask the 8-Ball once and shoot the photo, no tricks, and I don't keep asking until I get an answer I want. E-mail me at: brians@rc411.com.

This month's Magic 8-Ball question:

"Even though there are a ton of events for RC racing this year, is RC racing attendance dropping off in 2008?"

Magic 8-Ball's answer...

"Without a doubt!"



IT PAYS TO PAY ATTENTION!

In the February 2008 issue I covered the Pro Series Finals and discovered that if you want your team to win first and second, you need matching shoes. For fun, I offered a prize to the first person to guess whose shoes were whose (page 151). Well, Robert H. was the first to guess, and he now has 48 cans of liquid NOS to drink at the races. The correct answer is Cody King (left) and Ryan Lutz (right). Both are super racer honchos from Team Kyosho. Nice call, Robert. Enjoy the NOS!



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 the only editor who can get away with saying, "Ya'll."


RTXan™
1/8 Scale Ready-to-Run 4WD Nitro Racing Truck
www.duratrax.com
• Race-engineered.
• Rugged metal parts.
• Adjustable for any track.
DuraTrax Pistol Grip Radio
By Futaba

DURATRAX®

www.duratrax.com

PROTECTED BY STRESS-TECH GUARANTEE 1 YEAR™

Fastest Monster on the Block!





Kwik-Pit™ SUPER START™ RTR



For more information and the location of the dealer nearest you, visit www.duratrax.com or call 1-800-682-8948 and mention code number 2379Q.

© Copyright 2008 • 3075293

RPM Hop-Ups!

Associated 18th Scale Trucks



REVOLVER BULLY SPIDER



Wide Front Bumpers
Black or Blue



Front & Rear Shock Towers
Black or Blue



Front & Rear A-Arms
Black or Blue

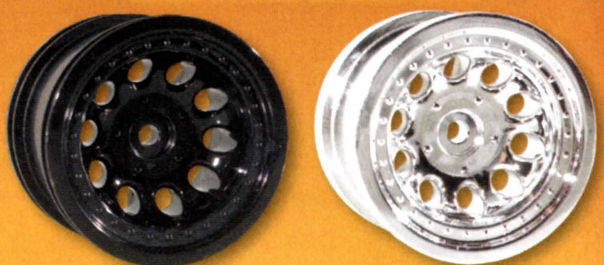
Losi Micro T



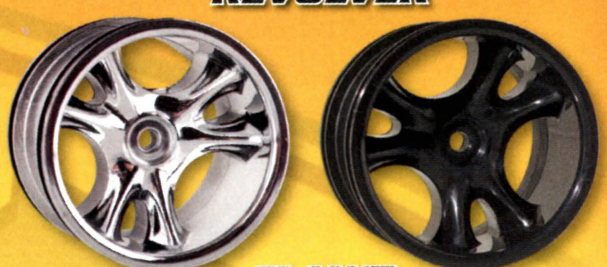
Front Bumper
Black

Crawler Wheels

0.4" Narrower than Standard 2.2" Wheels
Available in 2 Offsets and Black or Chrome



REVOLVER



CLAWZ

Traxxas E-Savage



Front
Chrome

Rear
Chrome



Bumper Mount

Front or Rear Bumper with Bumper mount

(Each bumper comes with an RPM bumper mount and switch plate.)



Switch Plate



For part numbers, applications & MSRP visit us at:

WWW.RPMRCPRODUCTS.COM

Or send $4 for our complete catalog and decals to:
RPM R/C Products 14978 Sierra Bonita Lane, Chino, CA 91710

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

A PIRATE'S LIFE FOR ME

When the Tamiya Hilux High-Lift review was green-lighted, I knew I had to find someone who could work the paint magic on its highly detailed body. Dave suggested I contact Todd Kerby of TK Customs, in Taylorsville, Utah. A well-known painter, Todd's website had some samples of his airbrush work, so I contacted him with my super complicated vision of a pirate-themed body. Once Todd started sending me progress pictures, I was blown away by the detail, from the skull and crossbones on the hood, to the accurate reproduction of the skeleton captain on the left door, and finally to the rendering of Davy Jones from *Pirates of the Caribbean* on the right door. Everyone in the office was amazed by Todd's work, so I decided to get some behind-the-scenes info on this masterpiece.



JAMES: How long have you been painting, and what are your favorite tools?

TODD: I've been painting since 1985 and airbrushing since 1989. My favorite tool is the one that allows me to perform the task at hand the most effectively.

JAMES: When I first sent you the example of what I wanted on the paint job, what were your thoughts?

TODD: I was excited because I love this kind of paint job.

JAMES: How long did it actually take to complete the paint job?

TODD: More than 20 hours.

JAMES: How did you transfer the image examples to the body? Or was it all freehand?

TODD: I made a paper shield for the outside dimension to give me the general proportion and to lightly airbrush the edge; from there it was all freehand.

JAMES: What would a paint job like this cost if someone wanted to recreate it?

TODD: Over $1000!

JAMES: Any tips for aspiring painters who would like to paint as well as you some day?

TODD: Practice, practice, practice. Don't get discouraged, learn from your mistakes, and push yourself to try things that you don't think you can do.



See more of his work:
WWW.TKCUSTOMS.COM

If Todd didn't run out of time, he was going to paint Keira Knightley on the surfboard.

GET WRENCHIN'

ST Racing Concepts has some fresh new tools for your pit box. First up is their aluminum wheel wrench, featuring 23mm/17mm/8mm ends, with the 17mm side extended to reach deep inside offset wheels. In addition, ST Racing Concepts also offers Aluminum Shock Shaft pliers, featuring a longer handle for a better grip on any shock shaft, from 1/10 to monster 1/8-scale trucks.

- ***ALUMINUM 17/23MM WHEEL WRENCH, BLUE (STRA004B) / SILVER (STRA004S) / GUNMETAL (STRA004G); $26 EACH***
- ***ALUMINUM SHOCK SHAFT PLIERS (SILVER/GUNMETAL), ST22353, $21***

WWW.TEAMSTRC.COM



NO TOE PROBLEMS!

One of the most misunderstood settings on monster trucks is rear toe. For the basher crowd, this is one of those things that shouldn't even be adjustable because it just causes confusion, and weird, sidesaddle running trucks. For you Traxxas T/E-Maxx owners, RPM saves your brain and keeps your truck's rear toe set right with their new True-Track Rear A-arm Conversion Kit. The kit replaces the rear suspension with RPM's tough arms (upper and lower), axle carriers (with their oversized bearing design), and all hardware, including new ball bearings. So what's the difference? The rear hubs no longer use a pillowball at the bottom; instead they use a standard hinge pin that angles the rear hubs exactly at 1.5 degrees of toe-in. The design adds no extra weight compared to the stock pieces, and it eliminates the stock rear toe link while keeping the geometry identical to the factory. Also available is a replacement hinge pin set.

- ***TRUE-TRACK REAR A-ARM CONVERSION, 80942 (BLACK) / 80945 (BLUE), $50/KIT; 80970***
- ***REPLACEMENT HINGE PIN SET FOR TRUE-TRACK A-ARMS, $7/SET***

WWW.RPMRCPRODUCTS.COM



NO TENNIS BALLS

Stop cutting up tennis balls and use Pro-Line's new Gate Markers. Designed to work on a variety of surfaces and angles, the gate markers allow for complete course set-up diversity. The bright blue color gives contrast between the tires and gates, making forward gate touches easy to determine. The markers include a directional arrow at the top, so visibility of course direction is a breeze.

- ***ROCK CRAWLING GATE MARKER, 6002-00, $19.50/PACK OF 6***

WWW.PROLINERACING.COM



Color Coded Turbo Plugs

Take the guesswork out of your upgrades





Heavy Duty
HD #5 Red -• HD #6 Green • HD #7 Blue

Extra Heavy Duty
EHD #5 Red • EHD #6 Green • EHD #7 Blue

Merlin Glow Plugs



708.246.3730

"Magic for your Engine"

www.merlinglowplugs.biz



Mario Rossi-Tuned GRP performance engines now available from Losi

THE ENGINE CHOICE OF CHAMPIONS

Join the ranks of world-class racers like YANNIK AIGOIN, JASON ASHTON, ROBERT BATLLE, ADAM DRAKE, RYAN MAIFIELD AND MIKE TRUHE.



.21

TUNED .21 BUGGY ENGINE LOSR2000
TUNED .21 BUGGY PROMO KIT LOSR2000P





.28

TUNED .28 TRUGGY ENGINE LOSR2010
TUNED .28 TRUGGY PROMO KIT LOSR2010P

Get a GRP performance engine in your buggy or truggy and dominate the track today.

Italian-made nitro engines are some of the highest performance power plants available. And now, thanks to Losi, you can take your race vehicle to another level with new Mario Rossi-Tuned GRP race engines. Designed and built to exacting specifications, GRP Racing Engines offer unsurpassed power and reliability, lap after lap and race after race. And utilizing tuning expertise from internationally renowned engine expert Mario Rossi, every engine offers unbeatable throttle response, torque and power.

GRP Engines are offered in North America exclusively through Losi, a division of Horizon Hobby.
For more information, visit www.LOSI.com

©2008 LOSI, A DIVISION OF HORIZON HOBBY, INC. WWW.HORIZONHOBBY.COM 12794

3X THE PERFORMANCE

MX-3FHSS

The MX-3FHSS has an ergonomic feel and the performance you need to fine tune your car or truck whether bashing in the back yard or winning at the Nationals. Years of development were dedicated to ensuring the MX-3FHSS would be comfortable to hold, have a smooth and responsive wheel and trigger, light enough to hold for those long 45-minute mains, and have the advanced looks to make it a radio you can be proud to own.

Additionally, most importantly to the race-minded, the MX-3FHSS is ***FAST***. That's not an acronym. That's simply the only adjective to properly describe the response of the MX-3FHSS system. It does what you want, when you want it to. It is simply faster than most computer radio systems out there. The main computer chip used in the MX-3FHSS system provides a response time usually only found in very expensive radios. Drive it once and you'll see this computer radio has the features you've been wanting.



Features

- 18-Model Memory
- 3-Channels
- Digital Trims
- Dual Rate Steering
- End Point Adjustments for Steering, Throttle, and AUX
- Adjustable Rate Control for Steering and Throttle
- Sub-Trim for Steering and Throttle
- Servo Reversing

2.4GHz Frequency Hopping Spread Spectrum Technology

Complete your MX3 system with our high performance servos. Choose the servo that will give you the advantage.



94162Z
High torque servo

94357Z
ERG VR High speed and high torque aluminum gear servo

94358Z
ERG VB High torque and high speed aluminum gear servo

Sevos not included with the MX3-FHSS radio system

www.airtronics.net

AIRTRONICS®

Get The Advantage™

Airtronics is proudly distributed exclusively by Global Hobby Distributors, Fountain Valley, CA 92708 Visit us online: www.globalhobby.com

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: Mike Wortel

BRIAN KINWALD JOINS XRAY

XRAY has announced a very valuable addition to their racing team, with "The Dirtinator," and his two world championships, jumping aboard. Kinwald will help XRAY get some added respect in the American off-road scene. Not only will be driving for Team XRAY, but he'll also be a huge influence in R&D. Here's what Kinwald had to say about his new move:

"I have been doing R&D for numerous companies for over 15 years, and I have been watching XRAY for many years now. I truly believe they have a superior product; I have never seen such great craftsmanship and innovation in an RC company, and trust me I have ran and seen it all! Since I am now in a position to make a change, I am very happy to announce that I will be working and racing for them...I can't wait! It's also very exciting to have the very best equipment, tools, and set-up accessories from HUDY which will ensure that all my XRAY cars will be perfectly dialed all the time."



TEAM ASSOCIATED

www.teamassociated.com

2008 HOODED SWEATSHIRTS

If you've ever been to a race, it's easy to spot Team Associated's pit area the second you walk in. Associated's signature electric blue color stands out from the crowd and suggests the team's legendary, cool confidence. Well now you can dress like a FT member, even if you aren't quite as fast as them. AE's new, 2008 version of their hooded sweatshirt is on the market, and it helps you stay warm at the track, around the home, at Target, the liquor store, wherever you need to go! The 2008's are extra durable, fade resistant, and feature a cool, small back print.





Item #: SP60 (S-XXL)
Street Price: $36

Hey - use female models for clothes!



PRO-LINE

www.prolineracing.com

DESERT RAT FOR THE BAJA 5B

Since it's come onto the market, people have been racing the HPI Baja 5B. The pros aren't doing the racing, rather people gather in groups who throw down on impromptu tracks. It was just a matter of time before Pro-Line made a body for the 5B, giving racers the ability to make their buggy unique. The body panels come clear, with overspray film, but Pro-Line also includes a full Desert Rat decal sheet to finish it off. If you have a stock 5B body, it's time to upgrade, and Pro-Line is a name that many racers swear by.

Part #: 3263-00
Street Price: $32



LOSI

www.losi.com

XBT BUGGY TIRES

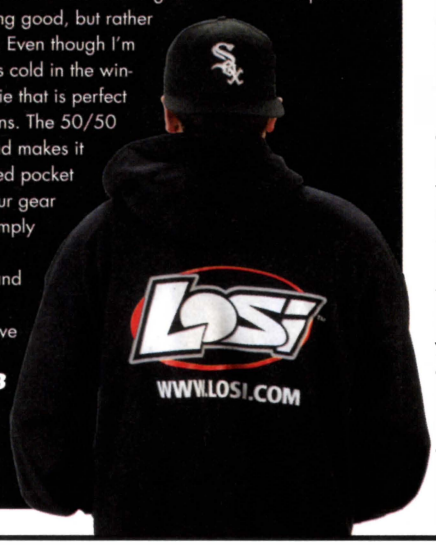
Losi tires one of your top choices when it comes to off-road racing, which is very respectable, since the field is littered with so much competition. Losi is introducing new 1/8-scale buggy tires which are sure to find their way onto tracks across the world. The block pattern looks similar to the competition, but the center X-pattern makes the XBT's unique. The compound and revised carcass produce increased stability and traction, and they are available in silver and red compounds. Each package includes two tires and precision-cut foam inserts.

Part #: LOSA7763R(S)
Street Price: $20

LOSI HOODIE

More than anyone, racers know that dressing for the track is important. It's not really about looking good, but rather comfort and functionality. Even though I'm here in So Cal, it still gets cold in the winter. Losi has a new Hoodie that is perfect for cool outdoor conditions. The 50/50 cotton and polyester blend makes it durable, and the oversized pocket is perfect for carrying your gear to the drivers' stand or simply keeping warm. All of the Losi drivers sport these, and now you can look like a pro, even if you don't drive like one.

Item #: LOSP003 (M-XXXL)
Street Price: $30



Nope, that's not a chick either.

MAXAMPS

www.maxamps.com

METHOD BALANCER

MaxAmps has released a new balancer designed to work perfectly with MaxAmps and other Li-Po packs on the market. The "Method" balancer comes with your choice of balancing tap adapters including Hyperion, Thunder Power, Align and Kokam style taps. These adapters are made with connections for 2S-6S packs, so that you only need one adapter. instead of five separate harnesses. You can balance 2S-6S packs, simultaneously with a charge, or standalone.

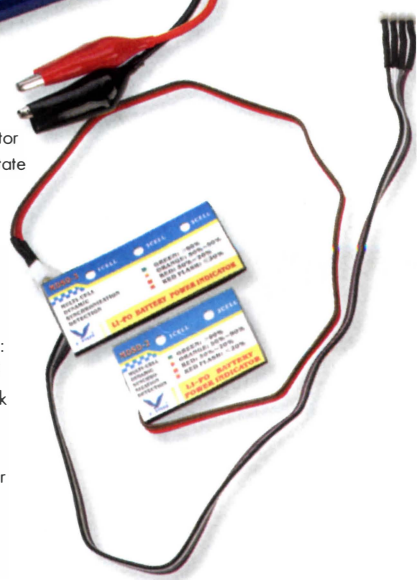
Part #: MA-Method_Balancer
Street Price: $60



LOW VOLTAGE PROTECTOR

The MaxAmps Low Voltage Detector is used to monitor the discharge state of your Li-Po packs. The device has an LED system that keeps you updated on the voltage status of your pack while it's discharging. Each model of LVD is designed for a particular pack voltage. There are three available: 2S, 3S and 4S. These are great if you use a Li-Po RX pack or for rock crawling, where it's hard to feel power drain. The unit is slim and includes tape to mount it onto your chassis or the battery itself.

Part #: LUD-Z5LU2
Street Price: $15







POWER to WIN

Latest Team Results with the FX ESC Series

2008 Snowbird Nationals
Jeff Cuffs / 12th Stock / 1st
Jeff Cuffs / TC Stock Foam / 2nd
Jeff Cuffs / F1 Demo / TQ+1st
Ray Darroch / 12th 19t / 3rd
Phil Marabella / 4c 12th 19t / TQ+1st
Steve Salvas / 4c Sprint / TQ+1st
Eric Salvas / 4c Sprint / 3rd
Brock Gravis / 4c 27t / 3rd
Cleveland Indoor Champs
Jeff Cuffs / TC Stock / 1st
Mark Smyka / 12th Stock / 1st
Jeff Cuffs / 12th Stock / 2nd
Jeff Cuffs / TC 19t / 3rd
11th Annual WinterHeat Challenge
James Schlick / 19t 2wd / 1st
James Schlick / 2wd Mod / TQ+1st
James Schlick / 4wd Mod / TQ+1st
International Indoor Champs
Mike Dumas / TC 19t / TQ+1st
Jim Maddison / Stock Rubber / TQ+1st
2007 ROAR Region 9 Off Road
Jerald Lewis / Stock Truck / 1st
Oval Masters 2007
Phil Marabella / 12th 19t / 1st
ARCOR Oval Worlds
Phil Marabella / 4c 12th 19t / TQ+1st
Adrian Chandler / 4c Stock / 2nd
Alan Behler / 4c Stock / 3rd
Halloween Classic
Mo Denton / TC Stock / TQ+1st
Jim Herrman / TC 19t / 2nd
East Coast: Race Against Cancer
James Schlick / 4wd Mod / 1st
James Schlick / Truck Mod / 1st
Australian On Road Nationals
Luc Botton / TC Stock / TQ+1st
2007 ROAR Region 2 Off Road
Braydon Obremski / Truck Mod / TQ+1st
Braydon Obremski / 2wd Mod / 2nd
Open Wheel Championships
Eric Salvas / Stock Sprint / TQ+1st
Dan Gill / Stock EDM / TQ+ 1st
. . .and more wins to come!



Some photography courtesy of RC10.com

Superior R/C Electronics

FX Series: Professional Brushed Electronic Speed Controls



Actual Size



TT1092
Fwd/Brk
no motor limit



TT1090
Fwd/Brk
10t limit



TT1091
Fwd/Brk/Rev
14t limit



TT1093
Fwd/Brk/Rev
no motor limit

HOTWIRE COMPATIBLE



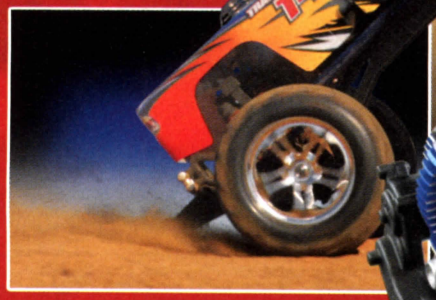
WWW.TEAMTEKIN.COM

TEKIN

KING OF MONSTERS

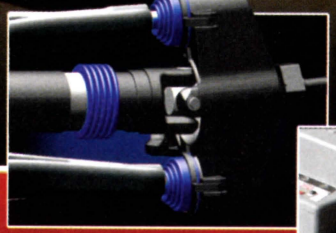
Maxx Fun
Powered By Traxxas

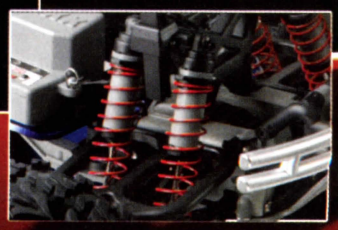
The best-selling T-Maxx® is legendary for providing the perfect balance of size, speed, power, and agility. T-Maxx 3.3 turns that balance upside down with mind-bending, ***over-the-top horsepower.*** In our book, horsepower equals fun, and the T-Maxx 3.3 over-delivers on both! Imagine brutal bottom-end torque for amazing ***wheel-standing launches,*** and hard-charging acceleration that is second to none. Hammer the throttle at any speed and T-Maxx ***responds like a caged animal*** that's been unleashed for destruction. Top speeds ***soar past 45mph!*** Raise the adjustable wheelie bar and the action gets wild, with giant wheelies that hang on as long as you keep mashing the throttle… even through second gear! The T-Maxx 3.3 is faster on two wheels than most other trucks are on four. It's all in a day's play for T-Maxx.





TRX3.3 RACING ENGINE





Famous Maxx Suspension

One of the hallmarks of T-Maxx is its incredible WideMaxx™ 4-wheel independent suspension. Wicked long travel (nearly four inches at each wheel), and eight oil-filled shocks (two at each corner) deliver the *plush feel and 'bottomless'* suspension travel that T-Maxx is famous for. The suspension is fully tunable with up to 10 shock-mounting positions, adjustable front caster angle, front and rear toe, and front and rear camber angles. The heavy-duty Revo-Spec axle carriers house large diameter rubber-sealed bearings for ultra-smooth and practically maintenance-free running. For true Maxx® performance, rubber-sealed pivot balls maintain factory smooth performance even in the harshest environments.

2P-4909-080207 © Copyright Traxxas 2008

T-MAXX® 3.3

45+ mph

FREE Pipe Promotion!

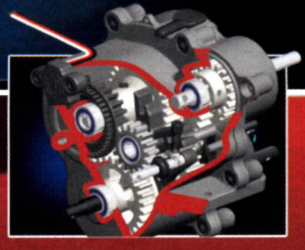


$55 Value!

Free Resonator™ polished tuned pipe with purchase from now until March 31st. See your hobby dealer for details.

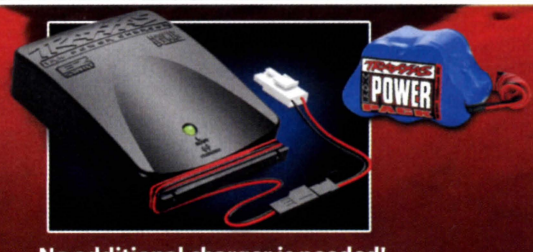
Powerful Steering Response

T-Maxx 3.3 now includes the TRX® Power Charger and an on-board NiMH receiver battery pack. It also charges your 7.2 volt EZ-Start® pack.



Revo-Spec® Transmission

T-Maxx 3.3's transmission delivers innovative **two-speed, forward/reverse** operation in an ultra-compact package. The OptiDrive® electronic shift module uses advanced microprocessor control to sense vehicle speed for optimized forward and reverse shifting. The combination of the powerful TRX 3.3 Racing Engine and a low-mass two-speed transmission delivers no-compromise acceleration and unmatched top speed in one package.



4 Skill Level

No additional charger is needed!

TRAXXAS®

www.Traxxas.com

TOURING CORNER

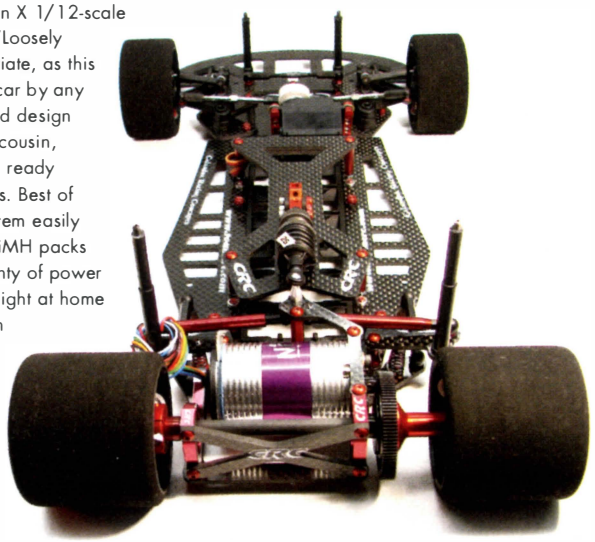
Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. If you've got a tip, secret or new part you'd like to see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

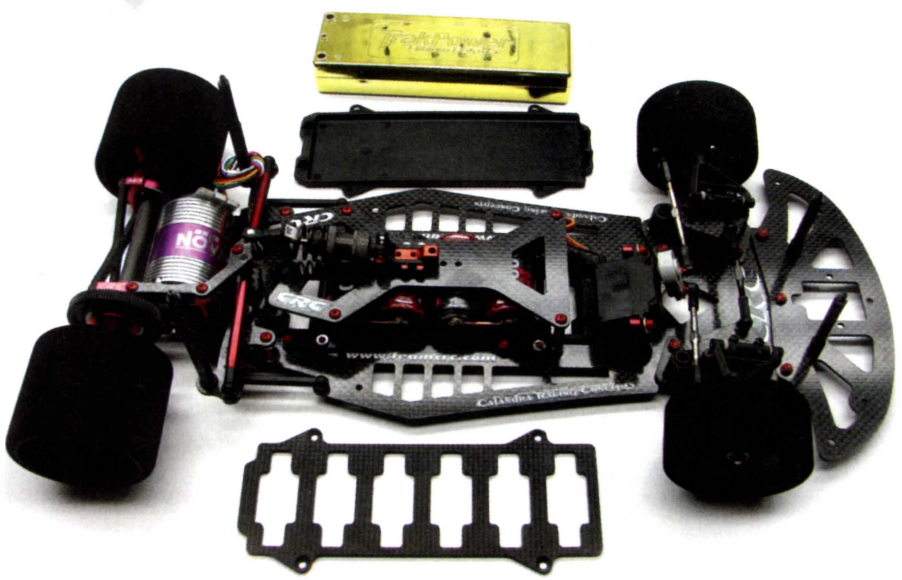
words: Shane Archer

BACK IN THE PAN

Who says 1/10-scale pan car racing is dead? Certainly not Calandra Racing Concepts (widely known as Team CRC) who have just released a 1/10-scale car based on their popular Generation X 1/12-scale chassis, dubbed the GenX10. "Loosely based" might be more appropriate, as this is a fairly radical looking pan car by any standard. The Pro Strut front end design is carried over from its smaller cousin, and the GenX10 is primed and ready for the latest in brushless motors. Best of all, the bottom-load battery system easily accommodates both 4-6 cell NiMH packs and LiPo packs, giving you plenty of power options. The GenX10 will feel right at home on any smooth surface, so even if your club doesn't currently have a 2WD 1/10-scale class, there's never been a better time to start one up.

www.teamcrc.com





To Shane, pan cars qualify as touring cars.

» RUMOR MILL

In years past, the ROAR On-Road Carpet Nats has been somewhat of a **red-headed stepchild** of the indoor season. It's typically the last major indoor race before summer, and usually after the 1-2-3 punch of the IIC, Cleveland Champs, and Snowbirds, people are a bit burned out. This year things are different! With the recent ROAR rule changes, this will be **a monumental event** for electric touring car racing. For the first time in a sanctioned race here in the US, we will see brushless motors in every class, and LiPo batteries in the cars. It will be very interesting to see how ROAR pulls off the tech and other aspects of the event, given the new technologies and new rules **all colliding at once**.

Those aren't the only changes, though. In the spirit of making events like this **cheaper for Joe Q. Racer**, ROAR has taken a few interesting steps. First, unlike most events, you will be able to bring your own stock and 19-turn brushed motors if you choose (and your own brushless motors, of course). That's right, no more having to purchase 3-4 handouts at the race–one of the biggest limiting factors for a "privateer" driver. Second, a rubber tire class has been added, and will be limited to 3 sets of Jaco handout tires throughout the event, **further lowering the cost** and adding an element of tire strategy.

Still, the event hasn't been without controversy. A number of commonly used touring bodies are, according to ROAR, **not compliant with their standards** and were initially set to expire as ROAR-approved on December 31, 2007. This caused some uproar both from racers and from the body manufacturers, who felt as though a change to the standards should not be applied like this. ROAR disagreed and is "working to resolve the issue," and in the meantime has **extended the expiration date** to March 31 to encompass the Nats. Fun stuff!

STATE OF THE ART...



- The GFX uses LINEAR (constant current) charge and discharge technology. This is the ultimate "clean power" for your batteries and motors. GFX discharge results compare directly with cell labels.

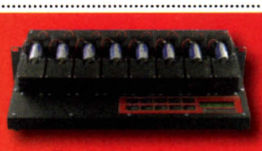
- Many PRO drivers choose Competition Electronics products for their performance and reliability. Our products are designed to be upgradable for a long service life.

Turbo 35 GFX
#CEI-3760

...INSIDE AND OUT.

GFX Lipo

For over 20 years Competition Electronics has been producing the world's best chargers, battery matching systems, and power supplies. Find out for yourself why so many top racers choose Competition Electronics.



TurboMatcher 8
#CEI-4900



Pit Bull X3
#CEI-4310



23 Amp Power Supply
#CEI-3710

- *As the name implies all Competition Electronics products are designed for racing.*
- *Exceptional service and support is just a phone call away.*
- *Our chargers are recommended by many battery matching companies.*

COMPETITION ELECTRONICS
WWW.COMPETITIONELECTRONICS.COM

COMPETITION ELECTRONICS, INC. • 3469 PRECISION DR. • ROCKFORD, IL 61109 • 815.874.8001 • FAX 815.874.8181

GH Racing specializes in manufacturing high quality CNC aluminum hop-ups and option parts for HPI Racing, Traxxas, Team Associated, Team Losi, Axial and Duratrax product lines. We use high quality materials to make affordable parts. Not only do we make great stock replacement parts, we actually redesign them and make them better.

HPI RACING - BAJA 5B

Front Hub Carriers - $99.99
Orange #2679 / Silver #2680



Gas Cap - $44.99
Orange #2675 / Silver #2676



Clutch Bell Carrier - $59.99
Orange #2677 / Silver #2678



Front Lower Arms - $99.99
Orange #2697 / Silver #2698



Front Upper Arms - $69.99
Orange #2693 / Silver #2694



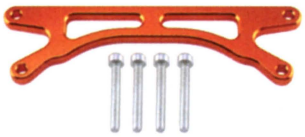
Rear Upper Arms - $59.99
Orange #2695 / Silver #2696



Rear Lower Arms - $99.99
Orange #2699 / Silver #2700



Rear Shock Brace - $34.99
Orange #2691 / Silver #2692



Front Shock Tower - $34.99
Orange #2689 / Silver #2690



Rear Hub Set - $104.99
Orange #2683 / Silver #2684



Front Piggy Backs - $54.99
Orange #2669 / Silver #2670
Purple #2658



Rear Piggy Backs - $64.99
Orange #2681 / Silver #2682
Purple #2659



Spur Gear Mount - $54.99
Orange #2671 / Silver #2672



4 Degree Spacers - $24.99
Orange #2664 / Silver #2665



AXIAL - AX10

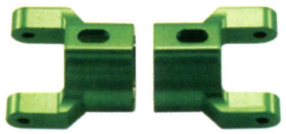
Solid Axle Set - $89.99
Green #4031 / Silver #4032



Knuckles - $29.99
Green #4033 / Silver #4034



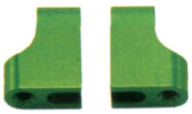
C Hubs - $29.99
Green #4035 / Silver #4036



Tranny Set - $44.99
Green #4039 / Silver #4040



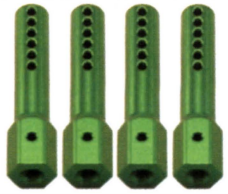
Servo Mount - $12.99
Green #4037 / Silver #4038



Upper 3 Link Mounts - $19.99
Green #4053 / Silver #4054



Body Mount Set - $19.99
Green #4045 / Silver #4046



Radio / Tranny Mount - $27.99
Green #4043 / Silver #4044



Visit our website at www.ghhobby.com to see our complete line up of products.
You can also order parts by phone at 604.767.8522

Available at local hobby shops or from these Distributors

GREAT PLANES · HORIZON HOBBY · HI-PERFORMANCE.CA

www.ghhobby.com
ph: 604.331.2526 // fx: 604.331.2528
311-938 Howe St. Vancouver, BC, Canada V6Z-1N9

GH RACING
BX GOLDEN HORIZON

STIFFENING THE TC5



In the ongoing push for carpet racing, manufacturers have time and again turned to stiffer composite materials to bolster suspension stiffness against the rigors of a high-bite environment. Associated is the latest to do this, coming up with a full line of stiff suspension components for their popular TC5 touring car. Using these "hard" parts on your car will reduce suspension flex, creating smoother and more consistent performance on a high-traction surface. Associated's line of Hard TC5 parts includes both front and rear suspension arms, steering blocks, a full set of caster blocks (0, 2, 4, and 6 degrees), and a full set of rear hubs (0, .5, and 1 degree).

www.rc10.com



JOSH CYRUL JOINS T.O.P. RACING

Ever since Josh Cyrul's racing contract with Kyosho expired at the end of last year, people have been wondering where he'll go next. Josh is known throughout the industry as a great tinkerer and innovator, and of course, for his excellent driving skills. After winning the 10.5 class at the Novak US Touring Car Championships (see www.trackside.com) using a mostly homebuilt ride–a feat almost unheard of these days–Josh emerged at the Snowbirds with a T.O.P. Scythe touring car in hand. The Scythe has not seen much action in the US yet, so this was both surprising and intriguing. There's no word yet on what nitro cars Josh will be driving, but as a prolific 1/8- and 1/10-scale nitro champion, you can expect he won't be without a ride for long.

www.topracingusa.com



LIPO & 17.5 ROAR IN

We've known that it's been on the way for a few years now, and in mid-January the news finally arrived: ROAR has decided to legalize LiPo batteries for competitive racing, a move that probably impacts 1/10-scale touring and 1/12-scale racing moreso than any other popular racing class. And if that wasn't enough, ROAR has further approved the use of 17.5 brushless motors in the Stock class, and has renamed the 19-Turn class to the "Super Stock" class, allowing both 13.5 and 10.5 brushless motors to compete in it. All in all, this is great news across the board for technology fans and early adopters of brushless and LiPo equipment.

www.roarracing.com

MICRO TEMP
DIGITAL INFRARED THERMOMETERS
THE BEST IN TEMPGUNS

MT-100
-27°F TO 230°F MEASURE RANGE
1:1 DISTANCE-TO-SIGHT (D:S) RATIO
SUPER-COMPACT SIZE: 3.2" X .75"
FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY 2 LR44 BATTERIES

MT-200
-67°F TO 428°F MEASURE RANGE
2.5:1 DISTANCE-TO-SIGHT (D:S) RATIO
L.E.D. "SCAN" INDICATOR
COMPACT SIZE: 2.8" X 1.9 X .7"
FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY A CR2032 BATTERY

MT-002
-67°F TO 428°F MEASURE RANGE
1:1 DISTANCE-TO-SIGHT (D:S) RATIO
METAL CASE INCLUDED
COMPACT SIZE: 3" X 1.5 X .75"
FITS ON KEY RING OR IN POCKET!
CELSIUS AND FAHRENHEIT MODES
POWERED BY A CR2032 BATTERY

MT-PRO
-76°F TO 932°F MEASURE RANGE
LASER TARGETING
11:1 DISTANCE-TO-SIGHT (D:S) RATIO
BACKLIT DISPLAY
MIN / MAX / DIFF. TEMP MODES
EASY PISTOL GRIP DESIGN
CELSIUS AND FAHRENHEIT MODES
POWERED BY 2 AAA BATTERIES

THERMO TOOLS.COM
WWW.THERMOTOOLS.COM
FOR MORE INFO, OR TO BUY, VISIT:
HORIZON HOBBY
WWW.HORIZONHOBBY.COM
MICRO TEMP
WWW.MICROTEMPUSA.COM

Stainless Steel & Ceramic Ball Bearings



Lithium Ion/Polymer 6.2V ~ 5A Voltage Regulators



Lithium Polymer Receiver Battery Packs



Lithium Polymer Flight Packs



Available at

A MAIN HOBBIES.COM

1.800.705.2215

ProTek RC

A higher level of performance!

Lithium Polymer Car Power Packs



Lithium Polymer Transmitter Battery Packs



Wire & Connectors



ProTek RC provides high quality, competitively priced R/C products and accessories. See the complete line at your favorite hobby retailer.

HRP

Dealer Inquiries through HRP Distributing
www.HRPDealer.com

Xtreme XRC Cars magazine GEAR!



FREE STICKER SHEET WITH ANY PURCHASE!

Call TOLL FREE to order:
1.888.200.8299
or order online at:
www.rc411.com



XRC HAT
Genuine Flexfit cap maintains comfort and shape with repeated wear.
www.rc411.com stitched on back.



<2 COLOR CHOICES

XRC T-Shirt & Hat Order Form

CHECK ITEM:	CHECK SIZE:	COLOR:	QUANTITY:	PRICE:
❍ "Stripper" T-shirt	❍ M ❍ L ❍ XL ❍ XXL	❍ Black with Orange ❍ Charcoal with Green		$15.00 ($17 for XXL)
❍ XRC Hat (FlexFit cap)	❍ S/M ❍ L/XL	❍ Black		$25.00

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Country: _____

Phone Number (REQUIRED): _____

Please mark payment method: ❍Check/Money Order ❍AMEX ❍MC ❍Visa ❍Discover

Card Number _____

Exp. Date: _____ Security Code: _____

$1.95 Per Item Shipping	
Add $7.50 for foreign orders	
CA residents add 7.75% sales tax	
Total	

All shirts are heavy 100% cotton.

Make checks payable to Think Omnimedia LLC.

MAIL ORDERS TO:
13401 Yorba Ave.
Chino, CA 91710

Please allow 7-10 days for delivery. While supplies last.

TRINITY NOW

FROM NEXT TO NOW

1:16 | 4WD

words: Michael Wortel | photos: Carl Hyndman

It's difficult to say exactly where an insanely fast, electric-mini RTR fits in our industry. In a scene that's now dominated by 1/8-scale nitro, it's hard for some to view a mini as anything more than a toy. But what if I told you that there's a "diminutive" mini that's just as fast as your 1/8-scale—maybe even faster—out of the box? Well, guess what? I'm telling you right now that Trinity's 1/16-scale NOW is just that: a nitro-gobbling rocket mini. Having evolved from Trinity's successful NEXT platform, the NOW features a Trinity Li-Po and charger, Castle Creations brushless system, and second-to-none brand confidence. NOW it's time to see if it performs as good as it looks on paper.

NOW: "At this time or juncture in some period under consideration or in some course of proceedings described."

TRINITY NOW

PART #: TRI90015
STREET PRICE: $225
PRICE AS TESTED: $225 (includes all test gear)
SETUP TIME: 45 minutes (includes charge time)
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:16			4WD

The first mini I tested was 10 mph out of the box ...



OIL-FILLED SHOCKS: *Four coil-over, threaded bodied shocks handle damping responsibilities on the NOW, making it fully capable off-road.*

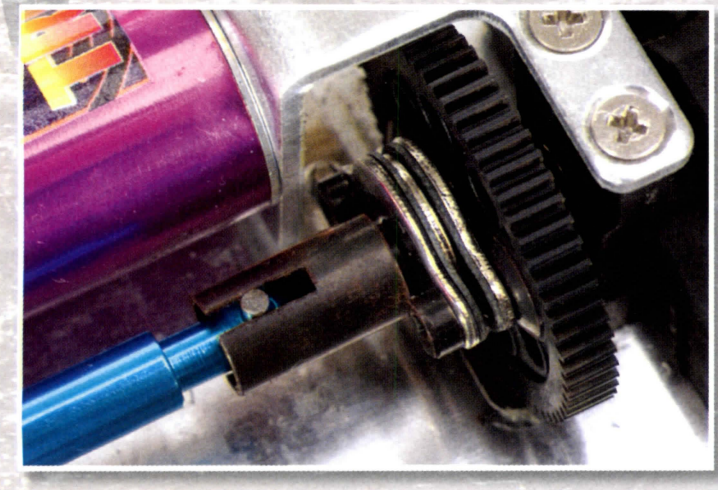
SWAY BARS: *To help eliminate body roll and compensate for axle flex, swaybars are found on the front and rear ends of the NOW.*

METAL MOTOR MOUNT: *The brushless motor bolts onto a metal mount, which not only offers more durability than plastic, it also helps keep the motor cool.*

ALUMINUM SHOCK TOWERS: *Because crashing is an inevitability, aluminum shock towers are found on the front and rear of the chassis.*

01

SLIPPER CLUTCH • Although spinning the wheels from a stop is fun, it both slows you down and puts a ton of strain on most of the drivetrain. Trinity includes an adjustable slipper clutch on the NOW, which allows the spur gear to slip, instead of the wheels. This will help out on lap times and keep the tranny safe under hard acceleration and landings from big jumps.



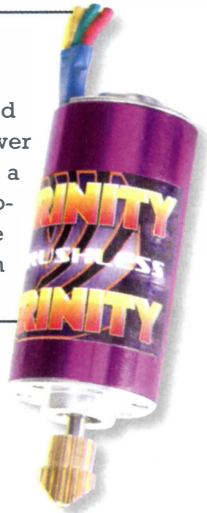
"THANKS LARGELY IN PART TO THE 11.1V LI-PO, ACCELERATION WAS BLINDING, AND THERE WAS ALWAYS PLENTY OF TORQUE TO SPARE."



METAL GEAR DIFFS • Little gears strip easily, especially at 40,000 rpm. Most minis aren't equipped to handle an 11.1V Li-Po, but the NOW includes metal diff gears that should be capable of handling the high voltage and rpm of brushless and Li-Po power. Inspired by its nitro predecessor, the NOW's drivetrain should be bulletproof.

POWERPLANT INFO

Trinity's purple can brushless motor is manufactured by Castle Creations, a trusted brand that has helped bring brushless power to our hobby. The 280-sized motor features a long rotor for added torque, and three zero-loss connectors that accept power from the ESC. This motor is a great all-around match for the NOW and delivers a lot of power.



VEHICLE INFO

CHASSIS

LAYOUT:	Double deck (aluminum lower, fiberglass upper)

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Yes (steel)

SHOCKS

BODIES:	Plastic, threaded
DAMPING (F/R):	20 wt.

DRIVE TRAIN

TYPE:	4WD, shaft
DIFFERENTIAL:	Gear (2)
AXLE TYPE:	Dogbone
BEARINGS:	Metal-shielded bearings

GEARING

	1st
PINION/SPUR:	15/61, 48-pitch
GEAR RATIOS:	
PRIMARY:	4.07:1
INTERNAL:	2.71:1
FINAL:	11.03:1

DIMENSIONS

WEIGHT:	2 lbs., 0 oz. (918g)
TRACK WIDTH (F/R):	8.25 in. (209mm)
WHEELBASE:	7.75 in. (197mm)
RIDE HEIGHT	.75 in. (19mm)

ACCELERATION

0-60FT:	1.95 sec. @ 35.1 mph
TOP SPEED:	41.2 mph @ 189 ft.
AVERAGE RUN TIME:	9 minutes

MAIN COMPETITION

IRC Photon, RC18T

WHO IT'S FOR

Electric guys who want a mini speed demon; nitro guys who forgot how fast electric can be



... NOW, 40 mph is becoming more common

TESTING

The NOW is a mini off-road truggy, but its high-speed potential means that it's equally designed to be run on the street. With that in mind, testing was not only done on the off-road bashing paths, it was also brought to the high-speed proving grounds, and made a visit to the skate park. A beautiful, sunny, 72-degree day served to create a perfect testing environment.

ACCELERATION AND SPEED • The stock gearing on the NOW felt perfect. Thanks largely in part to the 11.1V Li-Po, acceleration was blinding, and there was always plenty of torque to spare. Given a little space, the NOW built some very impressive top speeds, enough to start making me a little nervous, as I tend to blow up my test cars from time to time.
Rating: 10/10

HANDLING • At low speeds, the NOW showed a lot of steering and agility. The steering servo was more than powerful enough to swing the bellcranks with authority, which translated to responsive handling. At high speeds, the NOW definitely exhibited understeer, but as the speeds approached 40 mph, this effect was actually welcomed, as it helped keep the truggy from spinning out. Thanks to front and rear swaybars and a large rear wing, the wheels stayed planted through high-speed turns. The NOW actually performed better on rough surfaces than I had anticipated. The efficient 4WD system and large-bore shocks soaked up the bumps and kept the truggy moving forward with control, even on short grass.
Rating: 9

WRENCHING

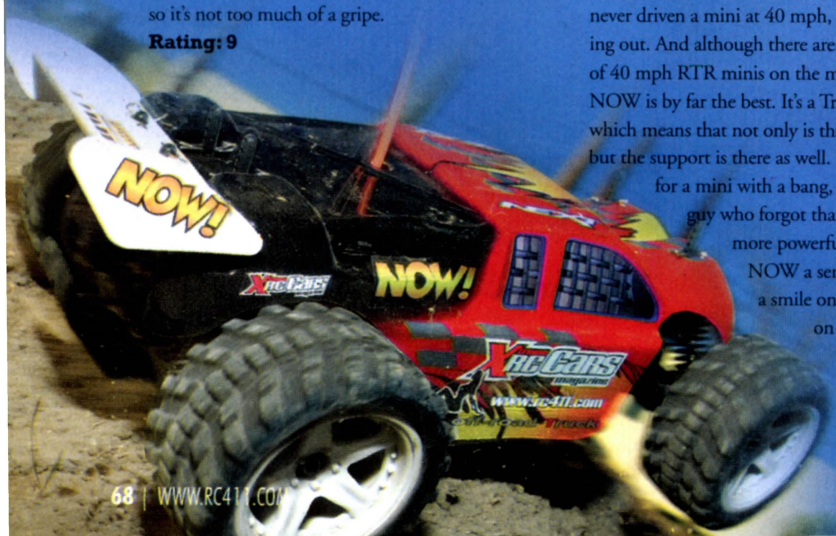
MAINTENANCE • The NOW is one of the most user-friendly minis that I have ever worked on. The chassis is wide open, leaving plenty of room to wrench, and there are no weird or awkward screw angles. The differentials come out easily and didn't require me to remove extraneous parts in the process. One of the truck's few drawbacks, however, is that the screws seem relatively susceptible to stripping. But this is the case for most small screws, so it's not too much of a gripe.
Rating: 9

WEAR AND TEAR • Historically, the biggest durability issue involving high voltage minis is the durability of the diff gears. But since the NOW is based heavily off of Trinity's NEXT, it had already been designed with metal diff gears, ring gears, and bevel gears. After a bunch of high-speed runs (including my customary, no-holds-barred durability testing), the gears showed absolutely no signs of wear. Aside from a few scratches on the chassis and occasionally sucking up pebbles in the open-air primary drive, the NOW took a perfect beating.
Rating: 9

TUNING • Although the NOW is unlikely to find its way onto the track any time soon, it features a respectable amount of tuning options. Things like camber and toe are adjustable via turnbuckles, and Ackerman and an adjustable servo saver are integrated into the bellcranks. The diffs aren't sealed, which unfortunately means that you're relegated to grease instead of being able to experiment with Si oils. The shocks are fully adjustable but could use more bottom mounting position options. The adjustable slipper clutch is a big plus, although it's a bit tricky to access.
Rating: 8

CONCLUSION

In an industry where we too often find ourselves competing and nit-picking over buggies and truggys that are 99.9% the same, we tend to forget that RC cars are really made for one thing: FUN! Trinity's NOW is a whole lot of name-brand fun, wrapped into one RTR package. If you have never driven a mini at 40 mph, you're missing out. And although there aren't a plethora of 40 mph RTR minis on the market, the NOW is by far the best. It's a Trinity product, which means that not only is the quality high, but the support is there as well. If you're looking for a mini with a bang, or you're a nitro guy who forgot that electric is actually more powerful than fuel, give the NOW a serious look. It will put a smile on your face and white on your knuckles, and will only create minor damage to your Visa.



IFMAR is now conducting blood tests that search for HGH. Just kidding.

TRINITY NOW

1:16 | 4WD

RTR GEAR

RADIO:	Trinity 2-channel FM
RECEIVER:	Trinity 3-channel FM micro
STEERING SERVO:	Trinity micro servo
SPEED CONTROL:	Castle Creations Mamba 25
MOTOR:	Trinity (Castle Creations) 280-sized brushless
BATTERY:	Trinity 1350 mAh 11.1V Li-Po
CHARGER:	Trinity Li-Po Balanced Charger

CONTACT

TEAM TRINITY:	www.teamtrinity.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

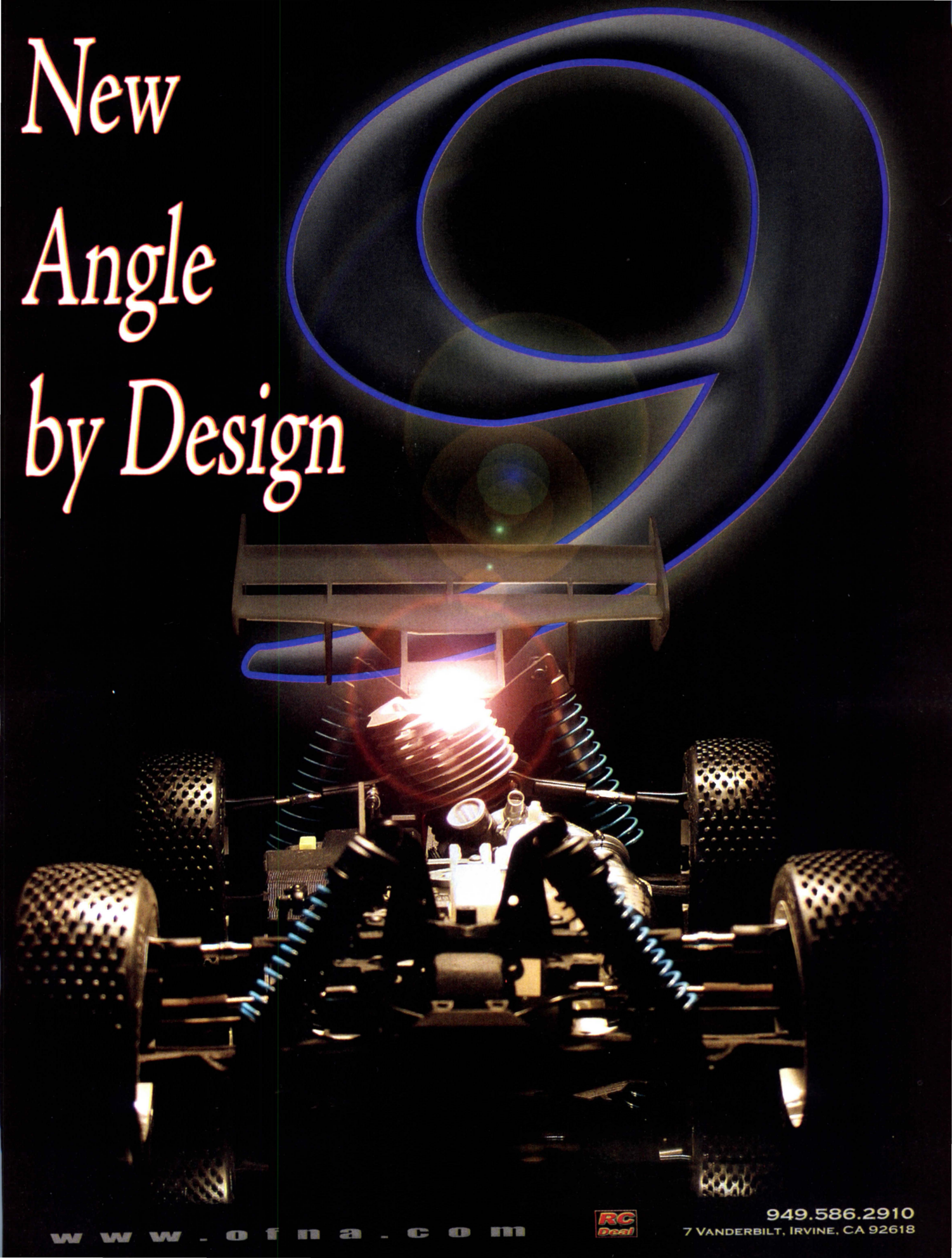
7	INSTRUCTIONS
8	PARTS QUALITY/FIT
9	DURABILITY
8	TUNABILITY
9	OVERALL PERFORMANCE
8	VALUE

HITS

- Crazy fast, out of the box
- Name-brand electronics included
- Li-Po battery pack and charger, standard

MISSES

- Tamiya-style plugs
- High price point for a mini


New
Angle
by Design
www.ofna.com
RC Deal
949.586.2910
7 VANDERBILT, IRVINE, CA 92618



Notes: ... share of "raminator" jokes in the office.

LOSI RAMINATOR

JUMP THAT MOTHER

1:8 | NITRO | 4WD

words: James Revilla | photos: Carl Hyndman

THE HALL BROTHERS RACING MONSTER TRUCK TEAM might not be familiar to you (unless you're Mr. B), but they happen to run two monster trucks on the full-sized circuit: the Rammunition and the Raminator. Based on the Dodge Ram Heavy Duty trucks, these $150,000+ monsters each stand at 10 feet tall, weigh over 10,000 pounds, and pack over 2,000 horsepower under the hoods. Forget those 909 wannabes; these are real monster trucks. And what better inspiration for a scale monster than these two car crushers? Losi must have been inspired, as their new Raminator 4WD monster truck is a 1/8-scale, nitro-breathing replica of the real thing. Underneath the replica body, you'll find a well-capable 4WD platform. Let's take a closer look.


www.rc411.com
HEMI
DODGE

LOSI RAMINATOR

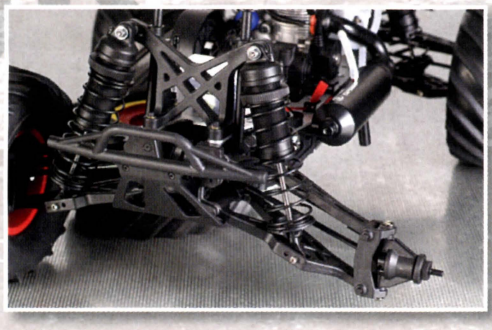
PART #: LOSB0020
STREET PRICE: $430
PRICE AS TESTED: $484
SETUP TIME: 2 hours
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



By the time you read this, Rambo 4 should be on DVD.

01 **SUSPENSION STROKE** • The Raminator rides atop the proven suspension design of Losi's LST/Aftershock trucks. Long double A-arms are on all four corners, with the inner hinge pins supported by metal plates. The outer hubs feature 14mm hex drives, and Losi's gigantic big-bore oil-filled shocks dampen the bumps. Camber is preset, but toe angles can be adjusted on all four wheels.

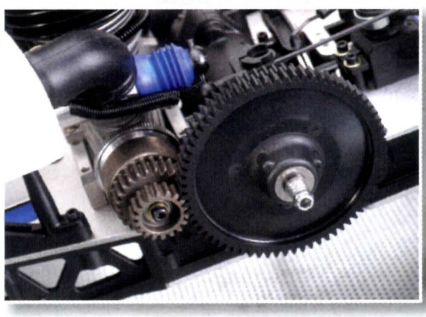


"There's not much else that's as exciting as launching this monster into the air at full throttle"



02 **PROTECT AND SERVE** • A clear molded receiver box is mounted high and held closed by a body clip for ease of access. Inside you'll find Losi's updated 2.4 GHz DSM system (based on Spektrum technology). Notice all the wires? That's because the Raminator uses three servos—two high-torque servos for steering the large front wheels, and another for throttle and brake duty.

03 **SHIFT IT, COOTER** • The Raminator is equipped with a 3-shoe clutch on the engine's output shaft. From here, power moves through the clutch bell out to an adjustable 2-speed transmission. In addition to the two gears, a molded gear cover and more importantly a triple-pad slipper clutch protect the drivetrain. With this, the Raminator can take on big jumps and uneven terrain without exposing the universal driveshafts and transmission gears to driveline shock.





VEHICLE INFO

CHASSIS

LAYOUT:	Plate double deck
THICKNESS:	2mm
MATERIAL:	Aluminum, molded plastic
TANK CAPACITY:	171cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	None
STEERING:	Dual-servo, dual bellcranks
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded plastic
DAMPING (F/R):	30wt./30wt.
PISTONS (F/R):	24-hole/24-hole
SPRINGS (F/R):	Black/black

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	2 (F/R) / gear
DIFF. FLUID:	Grease
AXLE TYPE:	Universal-type
TRANSMISSION:	Bevel-gear
SPUR GEAR MATERIAL:	Molded
CLUTCH:	3-shoe
BEARINGS:	Yes, rubber shielded

GEARING

	1st	2nd
CLUTCH/SPUR:	18/70	25/63
GEAR RATIOS:		
PRIMARY:	3.88:1	2.52:1
INTERNAL:	2.09:1	
FINAL:	8.11:1	5.26:1

BODY, TIRES & WHEELS

BODY:	Losi Raminator
TIRES (F/R):	Losi Raminator tires
DIAMETER/ WIDTH:	6.75 in. x 3.25 in. (171mm x 82mm)
HEX SIZE:	14mm
WHEELS:	Losi Raminator

DIMENSIONS

WEIGHT:	13 lbs., 1 oz. (5924g)
TRACK WIDTH (F/R):	18.5/18.5 in. (470/470mm)
WHEELBASE:	14.2 in. (360mm)
RIDE HEIGHT	2.5 in. (63.5mm)

There's still a company called Ram Lites. They make ... lights.

LOSI RAMINATOR

1:8 | NITRO | 4WD

TESTING

The weather was nice and sunny, with some wind to keep us from cooking on location. The Raminator was ready to go through the usual driving tests after an easy break-in period over three full tanks of Losi Nitrotane 20%. Since bashing is about going anywhere and driving on anything, we headed out to a local park near the office. The park had wide-open fields, dirt berms, some dirt jumps, gravel … you name it.

ACCELERATION AND SPEED • With a 4.26cc engine and two speeds on tap, I was expecting some good velocity. The first thing I noticed was that the engine was very responsive. There didn't seem to be any lag between when I pulled the trigger and when the truck took off. It's not that the clutch engaged quickly, it's just that the engine was that strong. Still, acceleration wasn't out of control. The built-in slipper kept all four tires from spinning and wasting power. Once the second gear kicked in, you'd hear the engine change its melody and the truck would suddenly be disappearing into the horizon. Top speeds weren't as impressive as the acceleration curve, but still enough to satisfy.
Rating: 9/8

BRAKING • From the factory, the brake linkage was set a tad too close to neutral, as the disks would rub even with zero trigger movement. A quick adjustment fixed this, and afterward the brakes showed what they could do. Well capable of locking up all four of the Raminator's wheels, the brakes would bring the massive truck to a stop in a few feet, even when I running in second gear. This almost instant clamping force did have a slight downside. After a couple consecutive tanks, the brakes would fade a tad, and braking distances got longer. For its intended purpose, though, they held up fine. Remember—that's a lot of truck to stop!
Rating: 8

LOW-SPEED • You'll get my listed turning radius if you go really slowly; other than that, the Raminator had some understeer. Each change in direction would be accompanied with chassis lean, and the truck would squat its rear end. Make sure you have some room, as the truck needs about five feet to turn around on throttle. Then again, this isn't a small wheelbase 1/12-scale, it's a monster truck—and monster trucks demand a lot of room to maneuver.
Rating: 7

HIGH-SPEED HANDLING •At higher speeds, the truck felt pretty stable, even with the high center of gravity and soft suspension. On asphalt the truck would lean to the point where I thought I'd do a roll, but there was enough tire slip to keep the Raminator on all fours. The chassis lean at low speeds was amplified at higher speeds, which is a given. However, even on slippery dirt the truck wouldn't spin out or lose control, even if I twisted the steering wheel.
Rating: 8

ROUGH-TRACK HANDLING • On the rougher areas of my faux test course, the soft suspension and massive tires absorbed a lot of punishment. All the while, the

I wish my office computer had more RAM.

RTR GEAR

RADIO:	Losi MTX Pro DSM
RECEIVER:	Losi MRX-3000, 3-channel DSM
STEERING SERVO:	Losi MSX Digital High-Torque (2)
THROTTLE SERVO:	Losi MSX Digital
ENGINE:	Losi M26MB .26
PIPE:	Losi Aftershock Sport

TEST GEAR

RECEIVER PACK:	Losi 900 mAh 6V with charger, LOSB9949, **$20**
FUEL:	Losi Nitrotane 20% Sport, LOSF0120, **$34/gallon**

CONTACT

LOSI (Dist by Horizon Hobby): www.losi.com



MONSTER MT

1/8+ 4WD
NITRO MONSTER TRUCK
FACTORY ASSEMBLED
READY-TO-RUN



IT'S HUGE!

Stomp your friends' smaller trucks!

The 1/8+ sized MMT is huge. Look at the size comparison! Other 1/10 and regular 1/8th trucks cannot compare. The features list is HUGE too. Inside you'll find a 3-channel FM computer radio, metal gear digital steering servos x2 (yes TWO digitals!), steel gears, two speed, double chassis bracing, rear-exhaust tuned pipe, XTM 28 engine, large-series wheels/tires, and all the adjustments and features you'd find in the competition's tiny trucks. Bigger is better. You're getting the biggest truck in the monster truck catagory with the MMT.

40+ MPH



MONSTER MMT

Regularly $499.99

Only 449.99

MMT 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)



1/10 Truck shown for size comparison

WWW.TEAMXTM.COM

XTM Racing®

Get one now. You'll find a list of authorized dealers at www.Globalhobby.com. Global Hobby Distributors supplies dealers nationwide with XTM. Can't find it locally? Call 1-800-854-8471 (regular business hours) and order one. XTM distributed in North America by Global Hobby Distributers, 18480 Bandilier Circle, Fountain Valley, CA 92708. www.globalhobby.com

truck was still easy to drive, the wheels bobbing up and down over rougher, rock-infested surfaces that would knock other trucks onto their lids. Losi's big-bore shocks would work overtime, but the return was a monster truck that could tackle anything I threw at it. I found myself going full throttle over rough sections, needing only slight steering corrections to keep the Raminator in its intended direction. The proven LST suspension design easily convinced me that it was made to work the rough stuff, and work it did.
Rating: 9

JUMPING • With racing-type off-roaders, you approach every jump with the intention of hitting a specific landing angle or position, but with the Raminator I was allowed to throw all that out the door. Full-throttle jumps would result in a massive, gigantic, 4-wheeled monster floating in the air. The truck would stay level, and it was easy to land wherever it wanted. Again, the big-time suspension stroke and dampening took care of touchdown. Jumping was really fun, and it was very easy to control, even if I was launching a 13-pound monster into the sky. This was probably the Raminator's best category; there's not much else that's as exciting as launching this monster into the air at full throttle.
Rating: 10

WRENCHING

MAINTENANCE • Large-scale vehicles are almost naturally easier to work on, and the Raminator is no exception. The main chassis is comprised of many molded and metal parts, but access to important components is relatively easy. The transmission is removed with five screws. The slipper and 2-speed transmission can be serviced without removal from the chassis. Losi even employs a simple system for removing the diffs. Speaking of which, the Raminator's front and rear diffs feature metal gears, ball bearings, and diff housing seals, so you shouldn't need to get to them that often.
Rating: 8

WEAR AND TEAR • Thirteen pounds of truck slamming nose-first into the ground might sound bad, but the Raminator took it like a Mack truck hitting a cardboard wall. Numerous times during the photo shoot I took a jump wrong and ended up tumbling, but the Raminator would keep going, unscathed and with no signs of trouble, save for some body scratches. At one point I temporarily lost control of the throttle servo; luckily the truck came equipped with a standard throttle return spring. After checking plugs and linkages, the throttle servo would suddenly come back online, and I was able to continue my testing. Possibly a weird incident, but nonetheless it did happen.
Rating: 8

TUNING • From a basher point of view, the Raminator doesn't have a lot of suspension tuning options other than toe angle and shock position, but for the most part this is all you need. Adjusting the slipper clutch and two-speed shifting point is all done externally. Camber is preset, and Losi's big-bore shocks feature threaded shock collars to adjust ride height and spring preload. With these types of machines, you shouldn't have to constantly tune suspension; you just fill the tank to the top, fire up the engine, and bash away. If you're the type who likes to tinker, many of the Raminator's parts are interchangeable with the LST, so you can tune at will if you feel the need to.
Rating: 8

CONCLUSION

First of all, Losi seems to have this RTR thing on the right track, as I had no problems getting the Raminator off and running from the second I pulled it out of its box. The new Losi 2.4 GHz radio not only had DSM, but also end point adjustments—what we at the office feel is a must for any RTR nitro, low- or high-end. From behind the wheel, driving the Raminator was a blast. The high ground clearance and proven suspension gave me the all-clear to drive wherever I wanted to, with little regard to where I'd end up. At about $430, the Raminator is in the average range for a no-holds-barred, nitro-breathing monster truck RTR. The engine was easy to break in and tune, and its power was strong and satisfying. If you're in the market for a monster truck that's imposing, loud, and powerful, Losi's Raminator should be on your test-drive list.

The office dogs ram into desk legs (and each other) all afternoon.

LOSI RAMINATOR

1:8 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Jumps like the beast that it is
- Excellent drivability on rough surfaces
- 2.4 GHz radio with end points!

MISSES

- Needs a lot of room to turn around
- Receiver pack not included
- Pull-starts are as fun as pocket lint

MAIN COMPETITION

Associated MGT 3.0, Traxxas T-Maxx 3.3

WHO IT'S FOR

Monster truck bashers and Rominator fans who want something that can handle off-road like the real deal





INTRODUCING RACE Gen2 FUELS

The LARGEST and most measureable IMPROVEMENTS to car fuels in DECADES!

WHY did we spend nearly two years in researching, reformulating and laboratory testing our new Gen2 Fuels?

WHY did we field test in competition on 3 different continents?

WHY did we insist in exceeding the racers' expectations instead of just meeting their needs?

WHY? Because our customers expect ***nothing less*** from the global leader in car fuels!

The heart of the new RACE Gen2 formulas is a unique and revolutionary lubrication package that combines a greatly increased flow rate with increased film strengths, allowing:

- ***MORE POWER THROUGHOUT THE ENTIRE THROTTLE RANGE***
- ***COOLER OPERATION***
- ***GREATER MILEAGE***
- ***EASIER TUNING***
- ***ENHANCED FLOWABILITY***
- ***EXTENDED ENGINE LIFE***

RACE Gen2: Proven superior in competition—and getting attention from industry leaders!

"Gen2 Fuel is REMARKABLE! I am able to lean the engine more and remain at the same head temperature producing more power—exactly what every racer wants!"

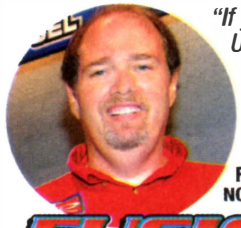
Mark Sweeney
2007 1/8 4WD Nats On-Road Masters Champion



"Gen2 provided phenomenal results! I was able to lean the top 7 hours and the bottom 2 hours, got an extra 2 minutes run time per tank at lower temperatures than the previous RACE 3000. What an effect this will have on the industry!"



Ross Denny
1st Place and TQ Monster Truck, 2007 U.S. Gas Championships



"If you were to describe the ULTIMATE FUEL for today's car engines, the new Gen2 RACE Fuels from Byron Originals would fit that description perfectly..."

Jim Hottinger, CEO
Fusion Motorsports/ NOVAROSSI USA

FUSION Motorsports



BYRON FUEL PERFORMANCE BLENDED

Gen2 is on the shelf at a hobby shop near you—look for the ***new orange color.***

Byron RACE Gen2—all other brands are officially put on notice!

FUEL YOUR PASSION!

AVAILABLE AT LEADING HOBBY SHOPS AND TRACKS AROUND THE WORLD

BYRON ORIGINALS, INC. • P. O. BOX 279, IDA GROVE, IA 51445 • 712-364-3165 • WWW.BYRONFUELS.COM

LOSI

RAMINATOR

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



Someone rammed the RAMINATOR's rear bumper. He was pissed.

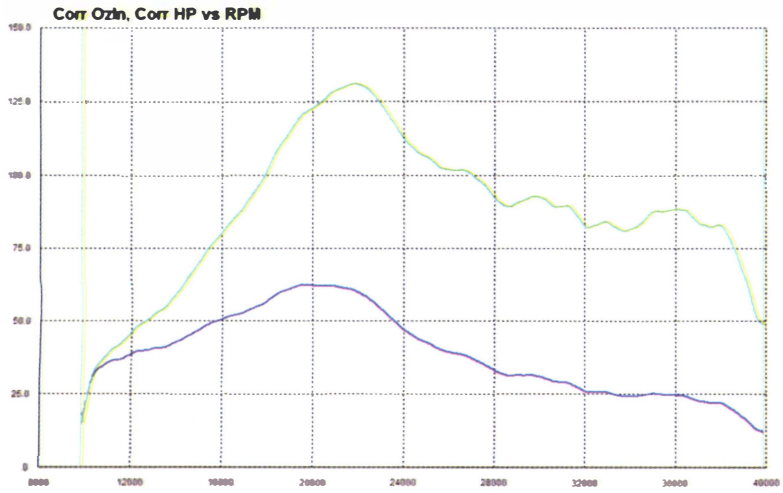
POWERPLANT INFO

The Raminator's M26MB is a variation of their M26 engine lineup. With .26 cubic inches, the engine has enough power to move the Raminator's giant wheels and tires. Losi equips this mill with a combination pull-start/roto-start. New buyers will get by with the pull start, and in the future you can easily upgrade to Losi's roto-start system without hassle. On the dirt, the M26MB's throttle curve is quick yet forgiving. It's not too twitchy, yet it doesn't lag when you pull the trigger. It's a screamer, too, and it didn't flinch when the transmission shifted into second gear. Break-in beforehand was one of the easier tasks; from the initial start, idle was steady and needle tuning wasn't difficult at all. This is probably one of the easier, more reliable and powerful engines I've had to work with.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-25,000, and the top end power factor will be from 25,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	Losi M26MB
BORE AND STROKE:	0.74 in. x 0.66 in. (18.8mm x 16.75mm)
DISPLACEMENT:	.26 in.^{3} (4.26cc)
FUEL:	Losi Nitratane 20% Sport
PIPE:	Losi Aftershock Sport
PLUG:	Dynamite DYN2500
PEAK X-DYNO HP*:	1.31 @ 21,750 rpm
PEAK X-DYNO TQ*:	63.32 oz.-in. @ 19,500 rpm
PEAK X-DYNO RPM:	39,750 rpm
AVERAGE TQ:	43.97 oz.-in.
AVERAGE HP:	0.90
POWER FACTOR	
LOW END (TQ/HP):	49.20 / 0.88
TOP END (TQ/HP):	28.20 / 0.88
CORRECTION FACTOR:	1.047

*All numbers are SAE corrected

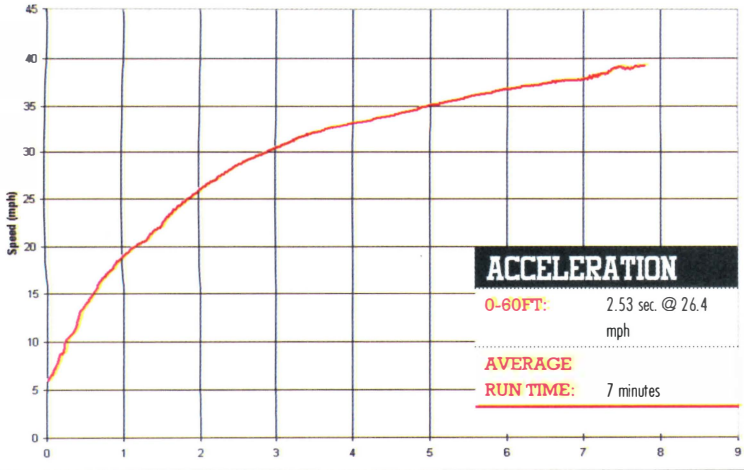
NEEDLE SETTINGS

HIGH:	2.75 turns out from flush
LOW:	3 turns out
MID:	N/A
OPERATING TEMP:	218-225°F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 39.4 mph @ 256 ft.



ACCELERATION

0-60FT:	2.53 sec. @ 26.4 mph
AVERAGE RUN TIME:	7 minutes

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	71° F/29%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Unprepared asphalt, loose dirt

HANDLING

TURNING RADIUS:	4 ft., 11 in.
ON POWER:	Mild understeer
OFF POWER:	Neutral

BRAKING

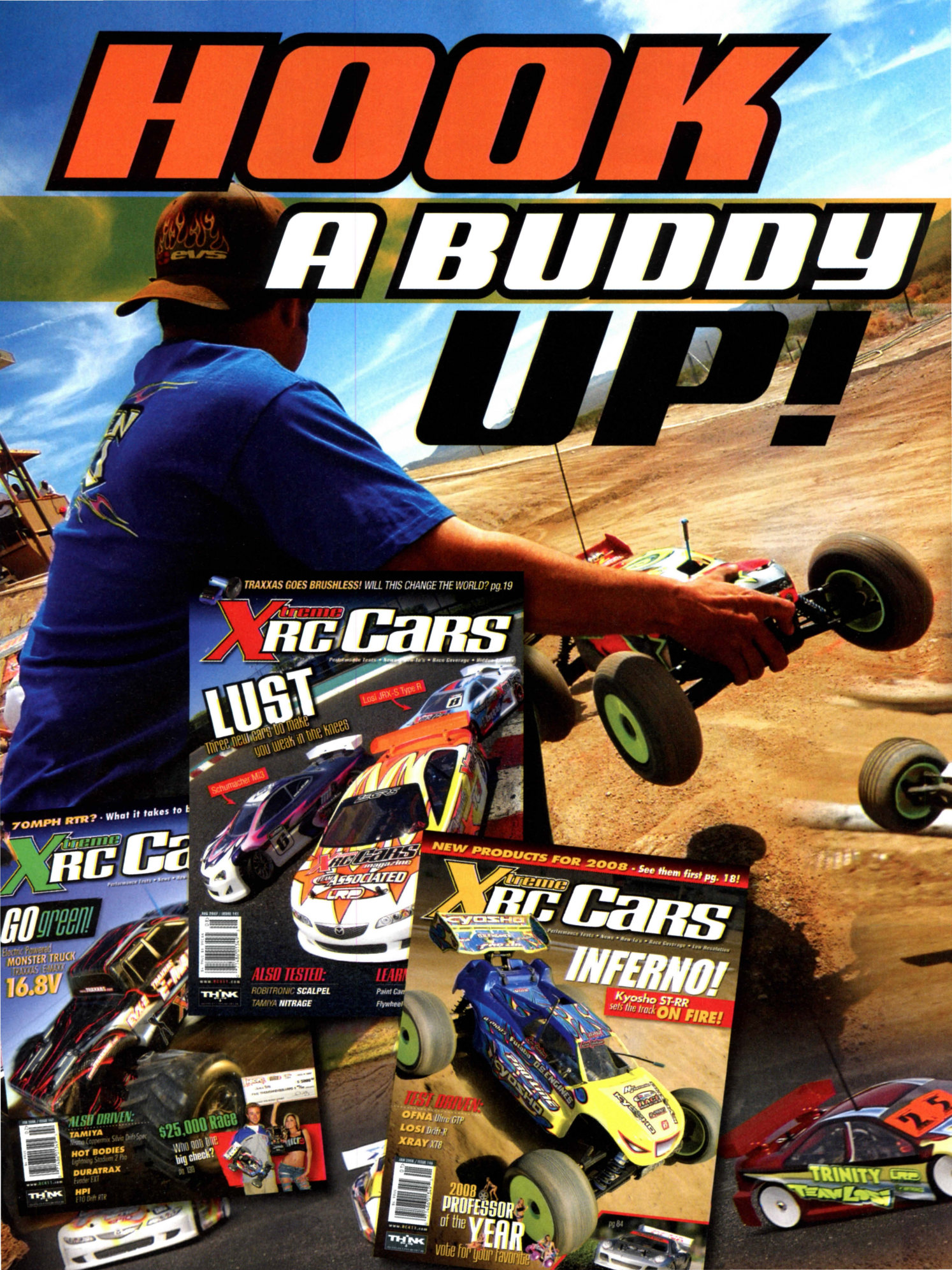
CONTROL:	Poor Satisfactory Good Excellent
FADE:	Poor Slight None
OVERALL:	Poor Satisfactory Good Excellent

What the hell does "Bah ram yew" mean, anyways? Silly piglets.


Durga
DURGA
DB01
TAMIYA
With the release of the Durga, Tamiya has all three markets, the beginner, intermediate and the advanced covered. So depending on your budget, Tamiya has a buggy that is just right for you.
TRF 501X (WCE)
Item #42105
Dark Impact (DF03)
Item #58370
Durga (DB01)
Item #58395
Fiberglass Reinforced Nylon Resin
Bathtub Chassis • One Piece Wheels
Central Motor Position
CVA Oil-Filled Dampers
Independent Double Wishbone Suspension
Fully Adjustable Damper and Camber-link positions
High Density spike tires with molded inserts

ANY MORE INVINCIBLE...
AND THIS THING WOULD NEED A CAPE!

HOOK A BUDDY UP!




LIMITED TIME
OFFER
2 FOR 1
Don't wait, this offer won't last for long. Get a new subscription (or renewal) to XTREME RC CARS while getting a free subscription for a friend!
Both of you will receive XTREME RC CARS each and every month delivered to your door!
• Unbiased reviews
• In depth race coverage
• Informative and useful how-to's
• Late breaking news and exclusive interviews
• The Professor
and much, much more!
MUST USE ATTACHED CARD!
DO IT NOW!
Subscription card must be received no later than April 11, 2008. Two people must subscribe; one person can not receive both subscriptions. Only the donor may be a current subscriber renewing, recipient must be a new or previous subscriber. Offer good to US residents only. Please allow 6-8 weeks for both subscriptions to begin.
Xtreme RC CARS magazine



Look close enough and you'll see gummy bear camo.

TEAM ASSOCIATED FACTORY TEAM B44

LONG LIVE THE KING OF 4WD

1:10 | 4WD

words: Derek Buono | photos: Jason Boulanger

THE 4WD CLASS HAS ALWAYS BEEN ONE OF THE MOST INTERESTING. Many of us can remember the early days of RC when 4WD was way more complicated and a grip more expensive than the mere 2WD counterpart. Today, motors are more efficient, batteries provide more power and runtime for about two runs, and the cars are easier and cheaper than ever before. When AE released details about their new B44, we all hoped that the RC giant would help make the 4WD class popular again. Will it? Only time will tell, but the B44 will provide you with handling like no other, and parts support like other cars can only dream about. It's already won the Worlds and countless other titles. Now the only thing left is to lift electric 4WD back into the limelight. It's a tough mission, but the B44 is ready. Are you?

Someone forgot to put Pro-Line decals before the photo shoot.

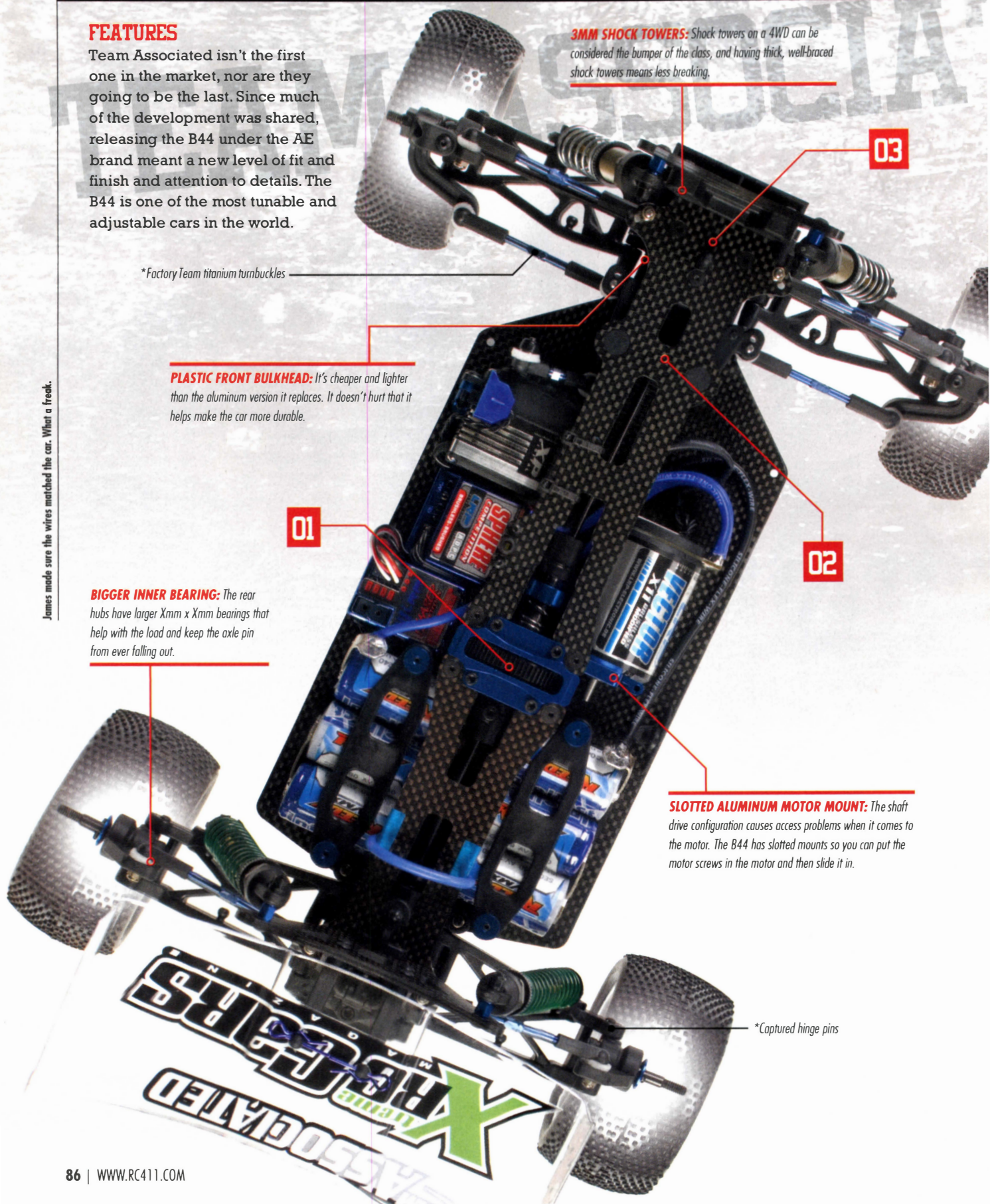
TEAM ASSOCIATED
FACTORY TEAM B44

PART #: 9060
STREET PRICE: $349 (price may vary)
PRICE AS TESTED: $1,393 (includes test gear)
SETUP TIME: 8 hours
EXPERIENCE LEVEL: Advanced

SCALE	POWER	TYPE	DRIVE
1:10			4WD

FEATURES

Team Associated isn't the first one in the market, nor are they going to be the last. Since much of the development was shared, releasing the B44 under the AE brand meant a new level of fit and finish and attention to details. The B44 is one of the most tunable and adjustable cars in the world.

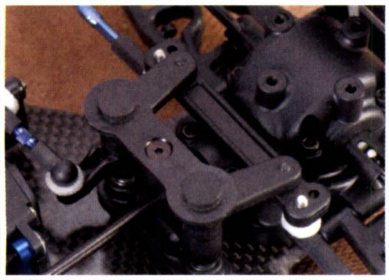


James made sure the wires matched the car. What a freak.

01 **SLIPPER PERFECT** • The difficulty with shaft drive is getting a slipper into the system, something that BJ4 found out early. The externally adjustable slipper makes it easy to get the setting right, which will help the car tremendously in the bumps.

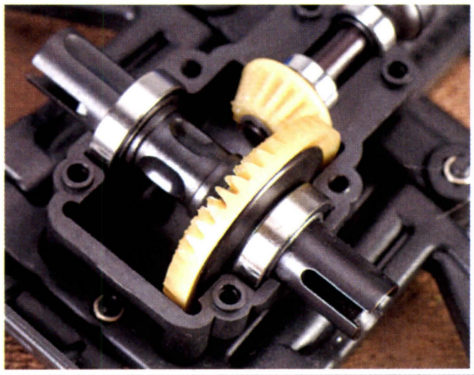


> "The big track allowed me to stretch the legs a little with the car, and it all added up to a really impressive show."



02 **CAPTURED RACK** • Details make the B44 better than most other buggies on the market. The captured steering rack is simply a godsend. When you take the top deck off you don't have to worry about the steering rack falling apart. The bearings and bearing caps are call captured.

03 **THE DIFFS** • If you're a racer, you'll know that there's magic in those AE diffs. It's something that most other companies can't seem to match, and the lightweight setup of the B44 means smooth action, high adjustability, and U.S. Postal Service reliability.





VEHICLE INFO

CHASSIS

LAYOUT:	Double deck
THICKNESS:	2.5mm
MATERIAL:	Carbon fiber

SUSPENSION

TYPE:	4-wheel independent with adjustable upper link
TURNBUCKLES:	Titanium
STEERING:	Dual bell crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Threaded Aluminum
DAMPING (F/R):	35 wt. / 25 wt.
PISTONS (F/R):	2-hole/1-hole
SPRINGS (F/R):	Silver / Green

DRIVE TRAIN

TYPE:	4WD shaft drive with integrated slipper clutch
DIFFERENTIAL:	Ball / Ball
AXLE TYPE:	CVD universals
TRANSMISSION:	Three-Gear
SPUR GEAR MATERIAL:	Molded plastic
BEARINGS:	26 Bearings/metal-shielded

GEARING

PINION/SPUR:	18/84 (48 pitch)
GEAR RATIOS:	
PRIMARY:	4.66:1
INTERNAL:	2.50:1
FINAL:	11.66:1

BODY, TIRES & WHEELS

BODY:	Stock
TIRES (F/R):	Pro-Line
DIAMETER/ WIDTH:	3.3 in. x 1.3 in. / 3.3 in. x 1.6 in. (84mm x 34mm / 84mm x 42mm)
HEX SIZE:	9mm / Pin drive
WHEELS:	Team Associated white dish

DIMENSIONS

WEIGHT:	3 lbs., 15 oz. (1788g)
TRACK WIDTH (F/R):	9.84 in. (250mm)
WHEELBASE:	11.02 in. (280mm)
RIDE HEIGHT	0.94 in. (25mm)

We know some other places to get an "impressive show."

TEAM ASSOCIATED FACTORY TEAM B44

1:10 | 4WD

TESTING

For testing I had to compromise a little, which didn't turn out to be much of a compromise. I originally intended to test at Hot Rod Hobbies, one of the few electric-ish tracks left in the area, but a rain spell ruined my fun multiple times. I also wanted to have Ryan Cavalieri and his dad come out to make sure I got the setup right (which was stock), but as it turned out, it was almost spot on. I headed instead to the old reliable Revelation Raceway, where I thought I would have a tough time on the big track, but it wasn't meant to be.

ACCELERATION AND SPEED • I'll admit that it's been a long time since I've run electric, more specifically 4WD electric, but once on the track I remembered instantly just how fast electric can be. The B44 is a rocket, both out of the corners and down the back straight. Since I only had 1/8-scale buggies as a comparison, the fact that I could hang with them at top speed shows just how fast I really could be.
Rating: 10/10

BRAKING • The LRP brushless setup that sometimes felt like it struggled to stop touring cars was way too strong for off-road. I ended up dialing back to 60/100 on the EPA to get it smooth. Once set, the car was a dream to control. It had consistent brakes and easily sucked the front down when I jumped nose up. Adding a front one-way might make it a little more sensitive on the braking, but as it is, it gives you what you'd expect from a full-time 4WD setup, i.e., immediate braking.
Rating: 8

LOW-SPEED • I'm not sure that I'd call any part of the track "low speed" since it's for 1/8-scale, but I could cut the corners tightly to get a good feel for the car. Its immediate response did catch me offguard a little. Remember, I'm used to running nitro off-road, where reaction times are much slower by comparison. But once I got a feel for it, I could put the B44 anywhere I wanted and run the line I wanted. I ran the kit tires, which weren't the best choice for the loamy surface (rain made it soft), but they weren't far off from what it might do with a meatier tread pattern.
Rating: 9

HIGH-SPEED HANDLING • The big track allowed me to stretch the legs a little with the car, and it all added up to a really impressive show. I was easily outpacing most of the 1/8-scale cars out there (not that they were factory drivers), and even on some of the choppy sections, the "lil buggy" was on point. Initially, I thought the rear end needed more side bite, but once I altered my driving style to better suit the car, it went away. Lots of people tend to blame or think it's the car, when it's more of a driving style correction.
Rating: 10

TEST GEAR

RADIO:	KO Helios, KOP80066, **$300**
RECEIVER:	LRP Phazer, LRP8727, **$110**
STEERING SERVO:	AE XP DS1015, 29167, **$110**
SPEED CONTROL:	LRP Sphere Quantum Sphere, LRP80606, **$275**
MOTOR:	LRP Vector X11 6.5T, LRP50671 (included 80606 combo)
BATTERY:	Reedy IB4200, 672, **$45**
TIRES:	Pro-line Holeshot, 8185-12 front / 8184-12 rear **$15 pr.**
CHARGER:	LRP Pulsar 3. LRP41552, **$175**

CONTACT

KO PROPO:	www.kopropo.com
LRP: (Dist by Team Associated):	www.rc10.com/lrp
REEDY:	www.rc10.com/reedy
TEAM ASSOCIATED:	www.teamassociated.com
SPEKTRUM RC: (Dist by Horizon Hobby):	www.spektrumrc.com
TEAM TRINITY:	www.teamtrinity.com



Bee four four? Bee fourty-four?

WHY SETTLE FOR ANYTHING LESS THEN THE BEST

We are proud to offer the best selection of high performance batteries at the best possible prices. If we do not list a particular pack for your application on our site, it does not mean we can't build it. Our online pack builder lets you create the pack you need from the cells we stock. So what does that mean for you? ALL our packs are built to order with the parts you specify.

Don't Forget to Check Out The Other Elite Products at CheapBatteryPacks.com

These are the best 2/3A cells on the market today. Forget IB1400's, the Elite 1500 has them beat and at a much lower cost to you. We will go as far as to guarantee this cell will out perform the IB1400 cell or your money back. You just can't go wrong!

CELL SPECIFICATIONS		
2/3A		
Chemistry:	NIMH	
Capacity:	1500mah	
Length:	1.13in.	28.70mm
Diameter:	0.66in.	16.76mm
Weight:	0.81oz.	22.95gm



CELL SPECIFICATIONS		
2S - 7.4 volts		
Chemistry:	LiPo	
Capacity:	4800mah	
Weight:	10.06oz	285gms
C Rate	25C - (120 amps) continuous	
Burst C Rate	35C - (168 amps) under 10 seconds	

These cells are designed to fit in the physical space of a 6 cell pack of SC NIMH cells. This means that a 2s pack fits perfectly in almost any RC car or RC vehicle that uses a 6-8 cell NIMH pack.



CELL SPECIFICATIONS		
SC		
Chemistry:	NIMH	
Capacity:	4500mah	
Length:	1.71in.	43.43mm
Diameter:	0.9in.	22.86mm
Weight:	2.45oz.	69.42gm



CELL SPECIFICATIONS		
SC		
Chemistry:	NIMH	
Capacity:	4000mah	
Length:	1.73in.	43.94mm
Diameter:	0.9in.	22.86mm
Weight:	2.24oz.	63.47gm

CheapBatteryPacks.com
Faster, Stronger, Longer

Get Your Packs Your Way

v: 503.356.5567 f: 503.214.8499 www.CheapBatteryPacks.com

NiCad Packs • NiMh Packs • LiPol Packs • Custom Packs • Loose Cells • Battery Pack Parts & Supplies

BBB RELIABILITY PROGRAM BBBOnLine

TEAM ASSOCIATED FACTORY TEAM B44

1:10 | 4WD

ROUGH-TRACK HANDLING • Surprisingly, the B44 wasn't as far away from home as I thought it might be on the 1/8-scale style track. The rain smoothed the track (not to mention the fact that Revelation Raceway keeps the track groomed), and there weren't too many buggies tearing things up. But even with the track more chopped up from larger cars, it never felt like it was overwhelmed.
Rating: 9

JUMPING • One of the most impressive parts of the B44's handling was its rock solid in-air feeling. It launched like a high jumper and seemed to lock on to being level no matter how you screwed up the approach. I'm not sure if I can describe it perfectly, but it really jumped well and landed well. Sure, there was engine noise to cover up the "slap," and the dirt was softer than you might typically run on, but there was no landing hesitation that you can feel in some cars … you know, that pause in forward momentum … and it didn't bounce out of shape. Very impressive.
Rating: 10

WRENCHING

MAINTENANCE • We've done a few articles on the B44's features, and one of the key points was its ease of maintenance. It's really easy to work on, and you're never more than four screws away from what you want to get at. The captured steering rack is almost as smart a feature as you can get … so simple it almost feels stupid that more cars don't have it.
Rating: 10

WEAR AND TEAR • Running with cars at triple the weight and built to last over an hour without even the thought of breaking will test any car not in the category. All the crashing I did while I was learning the car and messing up didn't seem to phase it, but when I checked up over a jump to avoid a crashed-out 1/8-scale, the slightest tap into the rear sent the front shock shaft to the hospital broken. I'm not even sure I'd blame the car, since the damage I put to it was far more severe than that slight tap, but in the world of racing, sometimes it's when you get caught off-speed that you cause the most damage. Despite that problem and a shock body that didn't want to hold the retaining clip, this car far exceeds most others I've driven when it comes to durability.
Rating: 9

TUNING • When I set out to have some factory reps make sure we got the car set up correctly, I was ready to make some serious setup changes. Who runs the stock setup? Well, apparently they do. That stock setup felt good at Revelation in conditions that were out of the norm for this car. Since my rear shock did leak, I took the opportunity to move up to 30 wt. (32.5 wt. Losi is almost equal to 30 wt. AE) in the rear shocks. The rest of the car was run with the stock setup.
Rating: 8

CONCLUSION

As a club racer, I'd have to say that I'd pause before buying this car … for no other reason than to wonder why the hell I didn't buy it before and get others at the track to join me in one of the most enjoyable classes in the hobby. You'll notice that the number of choices in the class throughout the world are the largest of any off-road electric class, and that's for a reason. It's fast, durable, and easy to drive. Picking up the B44 and remembering that electric is amazing (brushless also helps!) is something I say everybody should do.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- AE parts support
- Externally adjustable slipper
- Winning record speaks for itself
- Details that make tuning and maintenance a dream
- Price leader in category

MISSES

- Still more complicated and more expensive than 2WD
- Tracks are becoming hard to find

MAIN COMPETITION

Kyosho Lazer ZX-5, Hot Bodies D4, Tamiya 501x, Losi XXX4

WHO IT'S FOR

Pro racer looking to go fast

Here's some of that "mood lighting" again.



ELECTRIC



RALPH BURCH JR.
2007 US Indoor Champs
Cleveland, Ohio
Touring Mod
1st Place & TQ

Powered By The New
EP4600

PAUL LEMIEUX
2008 SnowBirds
Orlando, Florida
Touring Mod
1st Place & TQ

Overall SnowBirds
On-Road Champion

Powered By The New
IB4600

FASTEST OF THE FAST

At the 2 biggest races in the world!

More Capacity, Higher Voltage, Lower Resistance, Greater Cell Life



The Choice is Yours!

Exclusive US Agent for
EP by Enrichpower and
IB by Intellect

TRINITY PRODUCTS INC.,
47 COLONIAL DRIVE
PISCATAWAY, NJ 08857
732-562-1234
www.teamtrinity.com

TEAM ASSOCIATED

FACTORY TEAM B44

SCALE	POWER	TYPE	DRIVE
1:10			4WD



We need more SoCal dirt tracks.

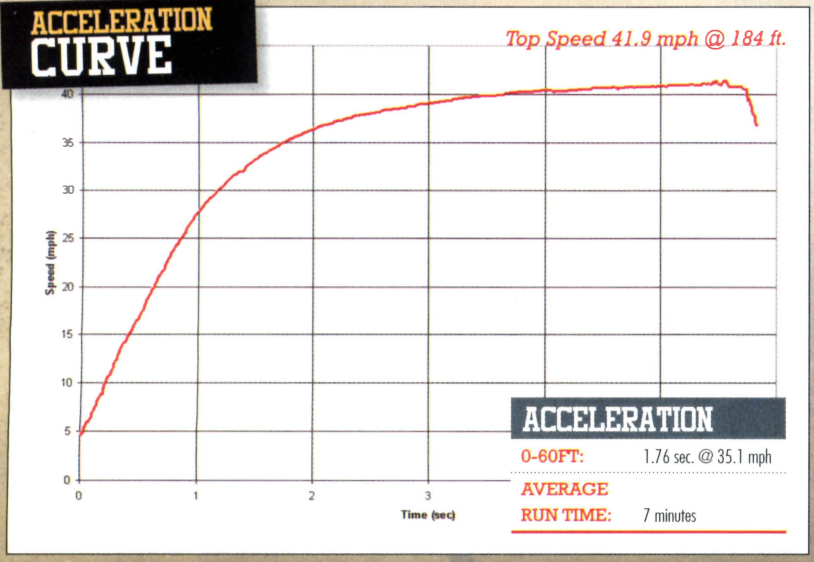
POWERPLANT INFO

Brushless for the common racer is the best upgrade you can make. I won't say the feel is the same as a brushed motor (realistically, how could it?), but there's the worry-free running, abundance of power, and did I mention the near zero maintenance? Off-road is special because you can't use the spider monkey power of the low-turn mods, and that makes it easy to not have to worry about who has the fastest motor. The LRP X11 5.5 produces the right amount of power for the huge track, and felt even better on the short straights that it would be more accustomed to. Also, did I mention that I haven't taken the motor out? Awesome.



PERFORMANCE INFO

ACCELERATION CURVE



ACCELERATION	
0-60FT:	1.76 sec. @ 35.1 mph
AVERAGE RUN TIME:	7 minutes

TEST CONDITIONS	
WEATHER:	Overcast
TEMP/HUMIDITY:	51°F/87%
BAROMETRIC PRESSURE:	30.19 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Damp, low-medium traction

HANDLING	
TURNING RADIUS:	2 ft., 5 in.
ON POWER:	Neutral
OFF POWER:	Neutral

BRAKING	
CONTROL:	Excellent
FADE:	None
OVERALL:	Excellent

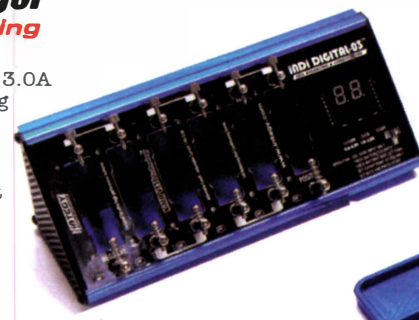
We need some on-road too, but let's not talk about that here.



INDI Digital-03 Discharger

Cell Balancing & Conditioning

Adjustable Discharge Current 0.1A to 3.0A
Perfectly equalize cells before charging
Cutoff point adj. from 0.0V to 0.9V
Blue aluminium case with heatsink
6 spring loaded pins for cell contacts
Blue LED display and 6 blue LED light
Use 12VDC input
Street Pirce $59.99













#2915 Precision Alloy
Suspension Camber Guage



C22816 Wrench Set Ti-Nitride
Hex Light Weight Version



C22802 thru. C22806
10 different Workbench
Tray Organizers



T7983 Alloy Gear Box Set for Traxxas
Stampede, Rustler & Bandit



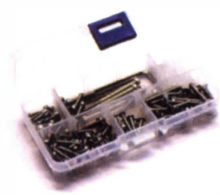


C22774 Quad Hex Socket Wrench
7mm, 8mm, 17mm & 23mm





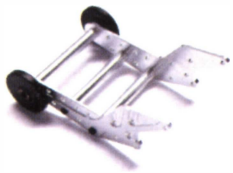
T7638 Wide Suspension
Conversion Kit for RC18 series



T6920 Stainless Steel
Screw Set for Savage-X

PRECISION PARTS FOR AX10

CNC MACHINED FROM BILLET ALUMINUM ALLOY



T8114 Willy Bar Set for
HPI Wheely King













Type I Wheel 2.2 Size & Crawler Tire Set

SEE THE LATEST RELEASES ONLINE AT www.integy.com



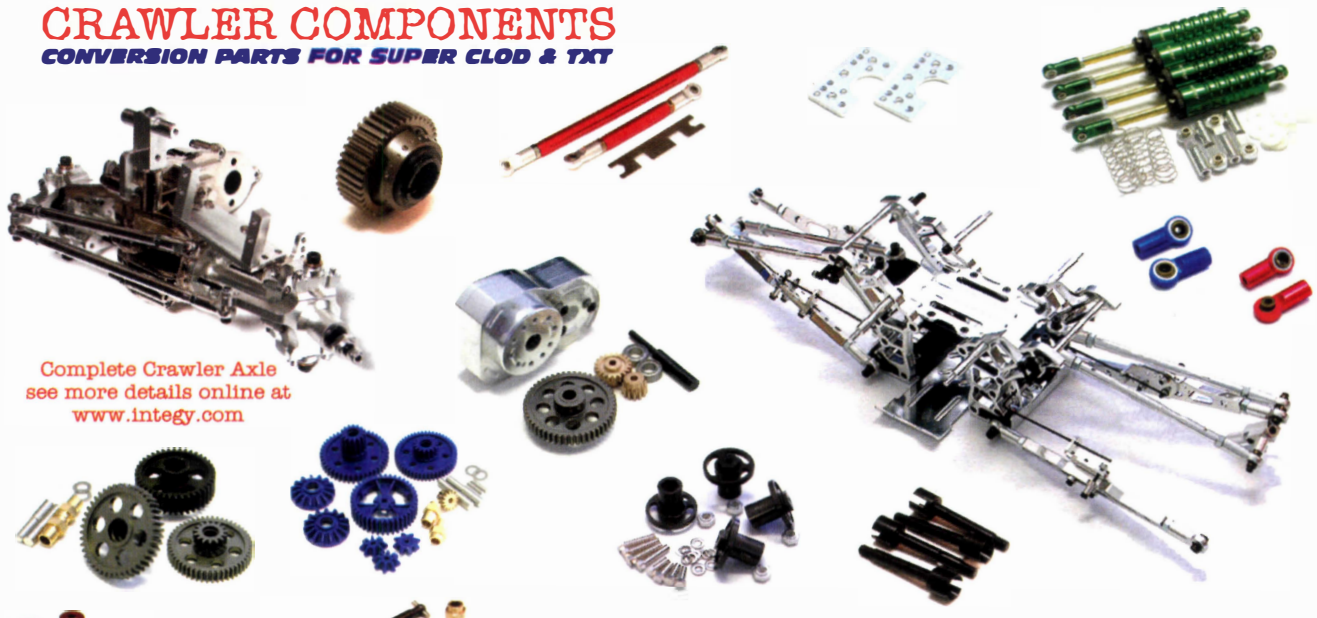






CRAWLER COMPONENTS

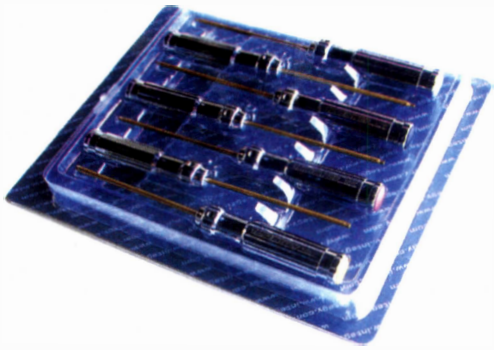
CONVERSION PARTS FOR SUPER CLOD & TXT



Complete Crawler Axle
see more details online at
www.integy.com

Ti-Nitride Hex Wrench Set

featuring quick release & adjustable torque handles



C22773 Wrench Set Chrome Ti-Nitride Hex (6pcs)
C22777 Wrench Set Chrome Ti-Nitride Hex (7pcs)



C22778 QuickPit
Hex Wrench
7sizes Set

C22779 QuickPit
Dual Hex Wrench
7sizes w/ Case

C22780
V-Torque Dual Hex Wrench 7sizes w/ Case

Modified Parts for the HPI Baja 5B

Precision hop-ups made with light weight 6061 aluminum alloy



TEAM ASSOCIATED XP3D RADIO SYSTEM

UPGRADE YOUR RTR



Words: Michael D. Wortel

In the past, sport radios were AM, lacked features, and if you wanted more out of your radio, you definitely had to pay for it. Well, times have changed. When AE announced the release of their new budget FM radio system—with a small price tag—consumers had a reason to get excited. The XP3D appears to be the perfect system to replace the one that comes with your RTR. It's FM, digital, and has everything you need to run a nitro car properly. Let's take a closer look at AE's new release.

FEATURES:
- 10-model memory
- Removable FM module
- EPAs
- Large LCD screen
- 3-channel operation
- Adjustable wheel tension
- Quick trim adjustments

TESTING

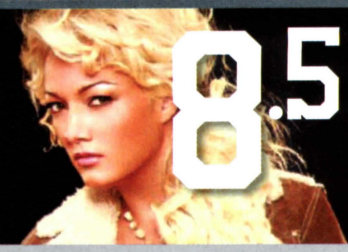
As far as operation, the XP3D transmits and receives a clear, glitch-free signal. The LCD menu is extremely easy to use. There is no need to navigate through menu pages, as all of the adjustments are visible on the same screen. Four buttons are used to move around on the screen, and changing values is as easy as pushing the up or down button.

CONCLUSION

If you're looking to replace your RTR radio, the XP3D deserves a serious look. As far as EPAs, it offers all of the adjustments that you need for nitro and also has a few nice features that make navigation and operation simple. If you spend a little more money, you start getting into the DSS price range, but if you're on a budget and don't mind crystals, the XP3D may be your perfect match.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.5

HEATHER

HITS
- Removable FM module
- Brainless menu navigation

MISSES
- Some spread spectrum systems are within reach at this price
- Menu "beep" can't be turned off

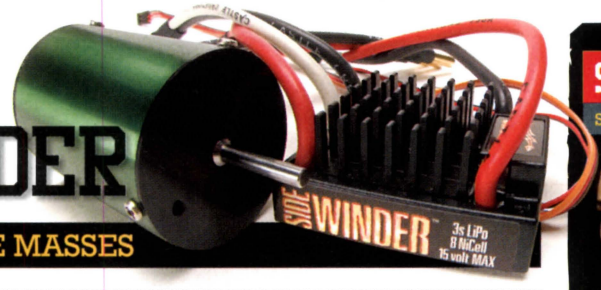
CONNECT

Manufacturer: Associated Electrics
Web: www.teamassociated.com
Part Number: 29155
Street Price: $100-$120

RECEIVER DIMENSIONS
Length: 1.40" (35mm), width: 1.02" (26mm), height: .91" (23mm)

CASTLE CREATIONS SIDEWINDER

BRUSHLESS FOR THE MASSES



Words: James Revilla

Brushless is everywhere these days, although there are still some people who haven't switched over because of cost. Castle Creations offers a solution in the form of their latest—the Sidewinder 1/10-scale brushless system. At about $170, you get their new Sidewinder brushed/brushless ESC, which is compatible with up to a 3S Li-Po (4600 kV version) or 8-cell Ni-MH (5700 kV version).

TESTING

With no weird installation procedures, I got right into testing. I found that using the Sidewinder ESC was very similar to Castle's high-end Mamba Max ESC. Even the Castle Link user programmability feature is included (cable sold separately), which is a nice touch. Also, because the Sidewinder uses the same motors as the Mamba Max, motor output and performance was powerful and controllable.

CONCLUSION

The easy way to describe Castle Creations' Sidewinder: Mamba Max with a motor limit, slightly fewer features, and lower price point. I like the programmability, and Castle fits this feature in a low-price, high-quality setup. Hardcore racers will still go for their Mamba Max, but for everyone else who wants a high quality, powerful, and easy-to-use system, the Sidewinder is an excellent value.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.0

RACHEL LEIGH COOK

HITS
- Competitive price for "sport" brushless
- Castle Link allows for fine-tuning
- Same motor as the more expensive Mamba Max combos

MISSES
- Castle Link cable optional
- 5700 kV limit

CONNECT

Manufacturer: Castle Creations
Web: www.castlecreations.com
Part Number: N/A
Street Price: $169

HITEC

NEED TORQUE?
NEED SPEED?
NEED BOTH?

Consider It Done!



HITEC'S NEW 2ND GENERATION LINE-UP of high performance digital servos is here. Hitec's New HS-79XX Series satisfies all of your needs no matter how tough the conditions. These second generation servos provide programmable circuitry, twice the resolution as before and now feature programmable resolution and overload protection. The technology doesn't stop at the circuit boards. Industry leading gear trains available in Titanium, All-Metal, and Hybrid give the HS-79XX everything you need no matter what the demands.



HS-7955TG

TORQUE @ 6V
333 Oz/In
SPEED @ 6V
0.15 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.29 Oz.
Part#: 37955S



HS-7965MG

TORQUE @ 6V
139 Oz/In
SPEED @ 6V
0.10 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.18 Oz.
Part#: 37965S



HS-7966HB

TORQUE @ 6V
111 Oz/In
SPEED @ 6V
0.08 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
1.87 Oz.
Part#: 37985S



HS-7975HB

TORQUE@ 6V
144 Oz/In
SPEED @ 6V
0.11 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
1.87 Oz.
Part#: 37975S



HS-7985MG

TORQUE@ 6V
172 Oz/In
SPEED @ 6V
0.13 Sec
DIMENSIONS
1.57" x 0.78" x 1.45"
WEIGHT
2.18 Oz.
Part#: 37985S

The HS-79XX series replaces the HS-59XX series. When coupled with the new HFP-20 Servo Programmer the following features are programmable: Dead Band, Rotation Direction, Speed Reduction, End Points, Fail Safe Protection, Fail Safe On/OFF, Overload Protection, Resolution.

All Hitec servo products feature the UNIVERSAL Hitec "S" connector compatible with all modern receivers and wiring.

HITEC MULTIPLEX

Contact your local hobby shop to purchase Hitec products.

12115 Paine Street, Poway, CA 92064 · 858-748-6948 · *www.hitecrcd.com*

UNDER THE SCOPE

MUCH MORE TRUE BALANCE

KILL WOBBLE



words: James Revilla

Gymnasts, tightrope walkers, and Much More Racing understand that balance is important. I haven't talked to any gymnasts or tightrope walkers recently, but Much More sent us their new True Balance tire balancer.

TESTING

Nicely finished in black anodized aluminum (they also have purple and blue versions), the balancer uses small (about 10mm in diameter) magnets to suspend the balance shaft in the air while you spin your wheel and tire. This is similar to how a prop balancer works. The center shaft has two friction-locking adapters that fit practically all types of 1/12- to 1/10-scale wheels (metric and standard), except for the larger 1/10-scale monster truck type. I tested touring car wheels and 4WD buggy rears, all of which fit easily inside the True balance base.

Speaking of the base, there's a small channel at the bottom for storing the balance shaft; this, too, uses magnets to hold the shaft in place during transport.

CONCLUSION

True Balance balances true (say that five times fast). It does what it's meant to do, and the ability to work with more than just one class of wheel makes it useful for many. The price is a bit high, but if you want to join the ranks of Andy Moore and Marc Rheinard (at least in the toolbox category), then you can start here.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

KATE HUDSON

HITS

- Super easy to use
- Nice craftsmanship
- No sharp edges

MISSES

- Price is on the high side
- Don't lose a magnet!

CONNECT

Manufacturer: Team Much More
Web: www.teammuchmore.com
Phone: 604.270.1687
Part Number: MM-SWBK
Street Price: $70

GRAND MOTORSPORTS

DragSpec Kit #2100



ProStock Kit #800



Funny Car Kit #1900



ProMod Kit #1800



Grand's electric dragster chassis have run over 100 mph in 132 feet... in just 1.4 seconds!

Over 100 mph.. in 1.4 seconds... NOTHINGS QUICKER!

The AFTERSHOCK... the state-of-the-art .21 Nitro Dragster!



Check out RC Drag Racing: gSquidRC.com

Dragster Kit #1000

Electric and Nitro Drag Kits, Unique Bodies and parts...

WWW.GRANDMOTORSPORTS.COM

Grand Motorsports • Mt. Vernon, IL . USA

TAMIYA HILUX HIGH-LIFT

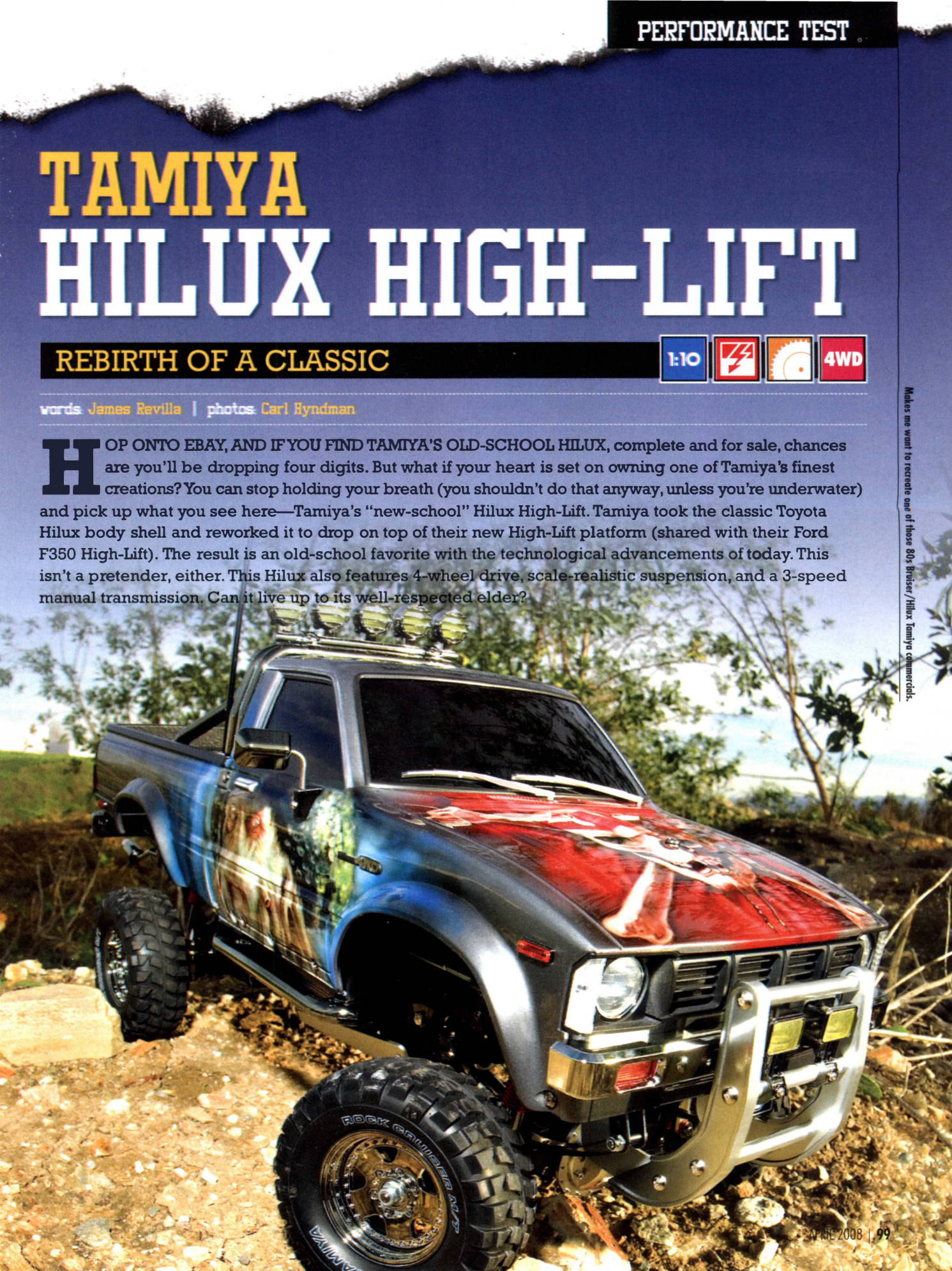
REBIRTH OF A CLASSIC

1:10 | 4WD

words: James Revilla | photos: Carl Hyndman

HOP ONTO EBAY, AND IF YOU FIND TAMIYA'S OLD-SCHOOL HILUX, complete and for sale, chances are you'll be dropping four digits. But what if your heart is set on owning one of Tamiya's finest creations? You can stop holding your breath (you shouldn't do that anyway, unless you're underwater) and pick up what you see here—Tamiya's "new-school" Hilux High-Lift. Tamiya took the classic Toyota Hilux body shell and reworked it to drop on top of their new High-Lift platform (shared with their Ford F350 High-Lift). The result is an old-school favorite with the technological advancements of today. This isn't a pretender, either. This Hilux also features 4-wheel drive, scale-realistic suspension, and a 3-speed manual transmission. Can it live up to its well-respected elder?

Makes me want to recreate one of those 80s Bruiser/Hilux Tamiya commercials.

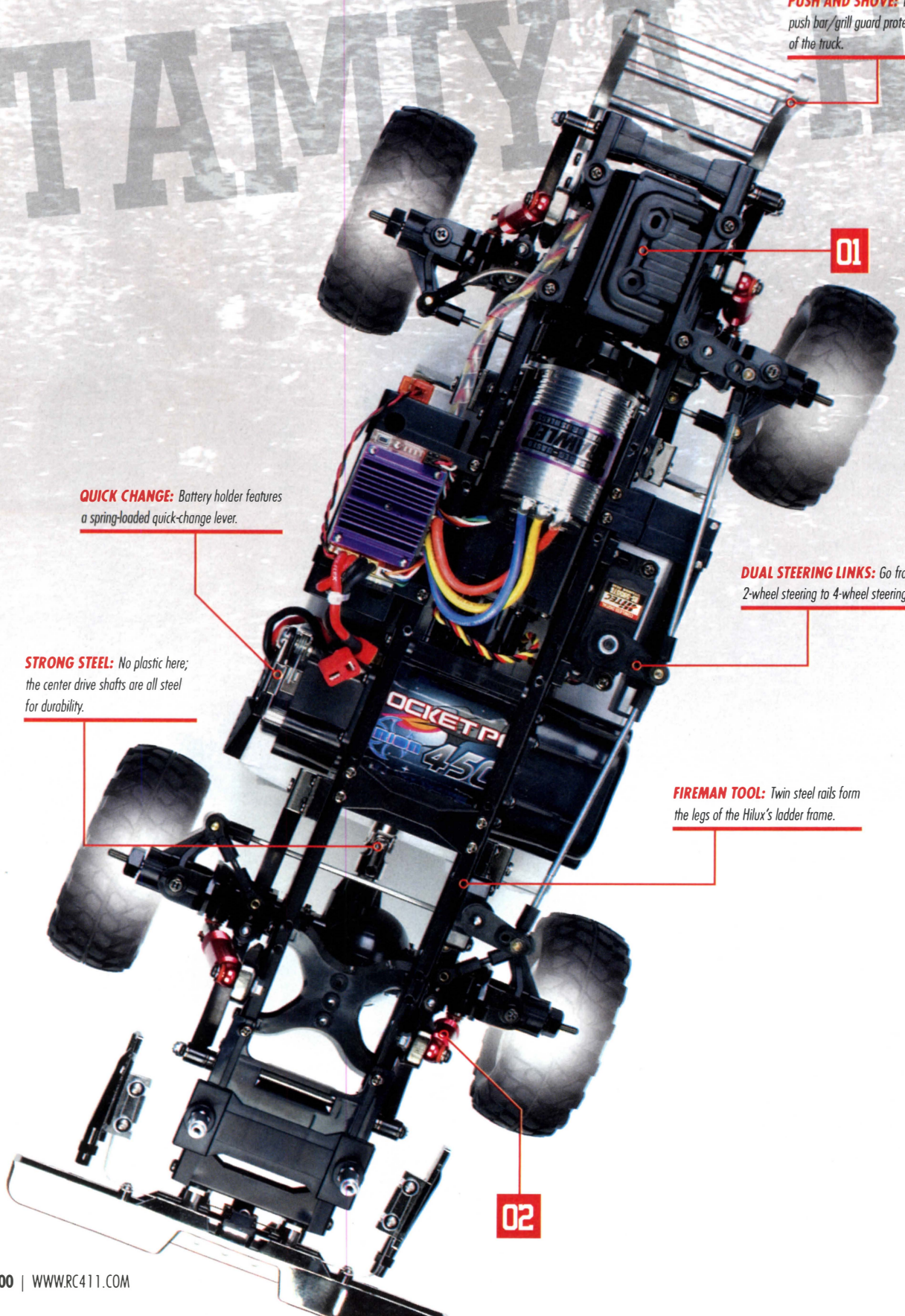


TAMIYA
HILUX HIGH LIFT

PART #: 58397
STREET PRICE: $380
PRICE AS TESTED: $962
SETUP TIME: 11 hours
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD

High-five to Todd who did the amazing graphics ... yes, it's all paint!



PUSH AND SHOVE: *Beefy steel front push bar/grill guard protects the front end of the truck.*

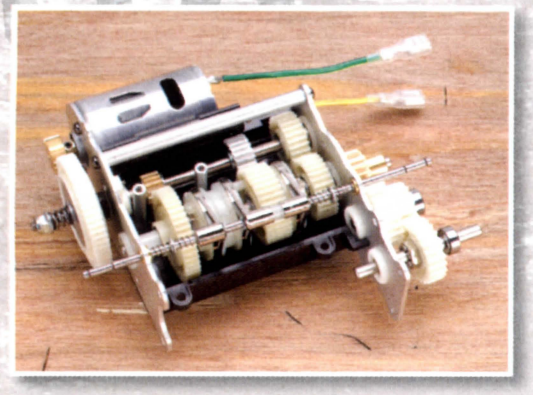
QUICK CHANGE: *Battery holder features a spring-loaded quick-change lever.*

DUAL STEERING LINKS: *Go from 2-wheel steering to 4-wheel steering easily.*

STRONG STEEL: *No plastic here; the center drive shafts are all steel for durability.*

FIREMAN TOOL: *Twin steel rails form the legs of the Hilux's ladder frame.*

01 **GEARED OUT** • One of the most talked about features of the high-lift platform is the transmission. Harkening back to Tamiya's classic Bruiser days, the Hilux is equipped with a driver-controlled 3-speed manual transmission. You change gears using your radio's third channel, and with each flick of the switch, steel forks slide and engage a combination of molded rings to change gears. All of this is protected by a built-in adjustable slipper clutch.



> "No matter how you look at it, this truck is probably one of the best scale models Tamiya has ever made."

02 **KEEPING IT REAL-ISTIC** • If it weren't for the giant Phillips screw heads, you'd easily mistake the Hilux suspension for the real thing. Steel leaf springs serve duty on all four corners, mounted to the ladder frame with steel brackets. Molded blocks support the leaf springs, which are adjustable simply by adding or removing leaves. Another steel bracket serves as an attachment point for the aluminum friction-type shocks, anodized in a nice red hue.





POWERPLANT INFO

Originally, I was thinking of using Novak's 21.5 brushless, but I went ahead and installed the 18.5 that comes in the Rooster Crawler Edition brushless system. As it turns out, the 18.5 was fast enough in third gear, yet with a nice heaping of torque in first. It wasn't ballistic fast—what do you expect, it's a high CG, 4WD scale truck—but it was faster than if I used the kit Mabuchi silver can.

VEHICLE INFO

CHASSIS

LAYOUT:	Steel ladder frame

SUSPENSION

TYPE:	Solid axle, leaf spring with spring dampers
TURNBUCKLES:	None

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	Friction-type

DRIVE TRAIN

TYPE:	Shaft-driven 4WD
DIFFERENTIAL:	Lockable gear/2
AXLE TYPE:	Straight axle
TRANSMISSION:	3-speed multi-gear with slipper clutch
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Bearings and metal bushings

GEARING

	1st
PINION/SPUR:	16/54
GEAR RATIOS:	
PRIMARY:	3.37:1
INTERNAL:	1st: 7.09:1 2nd: 4.09:1 3rd: 2.33:1
FINAL:	1st: 23.92:1 2nd: 13.80:1 3rd: 7.86:1

BODY, TIRES, WHEELS

BODY:	Tamiya Hilux
TIRES:	Tamiya Rock Cruiser M/T

DIMENSIONS

WEIGHT:	7 lbs., 5 oz. (3316g)
TRACK WIDTH (F/R):	8.5 in. (216mm)
WHEELBASE:	11.25 in. (285mm)
RIDE HEIGHT	1.6 in. (41mm)

ACCELERATION

0-60FT:	6.42 sec. @ 7.8 mph
TOP SPEED:	7.8 mph @ 24 ft.
AVERAGE RUN TIME:	18 minutes

MAIN COMPETITION

The only scale-looking competition is Tamiya's Ford F350 High-Lift

WHO IT'S FOR

Scale model fans that remember the original Hilux/Bruiser trucks

Check out his other work at www.rkcustoms.com.

TAMIYA HILUX HIGH LIFT

1:10 | 4WD

TESTING

Coming into this review I was already familiar with the High-Lift platform; I drove Dave's F350 in the office when he reviewed it, but that was only in the office, on carpet, for a few minutes before going home. This time I got a chance to drive it outdoors, in a dirt field near the office. The field wasn't flat. Actually, it was far from flat, with random rocks, dips, and hills strewn across the surface.

ACCELERATION AND SPEED • In first gear, the Hilux has some power. Shift into second gear and the speed is about right for a scale vehicle. For the most part, you'll probably stay in second gear anyway, as it seemed to be the right gear for general off-roading. Find a wide open stretch of flatland and go into third, and the Hilux is moving, a nice dust cloud trailing the truck similar to what you'd see on a Toyota commercial on TV. Taking into account that it's not a speed demon (nor was it designed to be), the Hilux had enough acceleration and speed to enjoy driving.
Rating: 7/7

HANDLING • Not blessed with high-articulation A-arms or long-stroke shocks, the Hilux suspension simply cannot handle super rough terrain unless you drive it like you would a real truck. Taking my time over certain obstacles, the Hilux made its way forward with handling similar to what you'd experience in a real truck. Suspension was a tad on the bouncy side, but the truck did fine. The high CG meant a lot more ground clearance underneath, enough to clear some of the bigger rocks I drove over during testing.
Rating: 8

WRENCHING

MAINTENANCE • With everything in-between a ladder frame, access to components is fairly easy. The transmission will take some work to get to, but since it's sealed up and well built, it shouldn't need attention often. The steering servo isn't buried anywhere, and with the top-deck mounting of the radio and ESC, access is unobstructed.
Rating: 8

WEAR AND TEAR • The High-Lift chassis is built tough, so the only damage you might encounter would be cosmetic. Likewise, this isn't a 6-foot high jumping machine, nor was it designed to be. In its element, it can handle off-road excursions with its massive front bumper and thick aluminum skid plate. The leaf-spring suspension is pretty strong, too, and it easily took the beating of rock running.
Rating: 9

TUNING • Because the Hilux is more scale than race, you can't expect the same tuning options as competition trucks. However, Tamiya incorporated some scale-like adjustments that you'd actually do on a real truck like this. Toe angle is adjustable, and suspension stiffness can be tuned by adding or subtracting leaf springs (Tamiya includes extra leaf springs just for that purpose). Both front and rear differentials can be locked (a la spool), and if you need more body clearance, you can use spacers to raise the body, just like on a real truck. 12mm hex drives mean you can easily upgrade to the more common 2.2" wheel. Finally, if you get the urge to go 4-wheel steer, the required hardware is right there in the box.
Rating: 8

CONCLUSION

I remember, as a kid, looking through Tamiya's yearly RC guidebook and reading the original Hilux descriptions over and over, as I couldn't come close to affording one back then. Years later, I'm finally a proud owner of one. No matter how you look at it, this truck is probably one of the best scale models Tamiya has ever made. It's probably not the best performing off-roader out there, but who really cares? You don't get a truck like this to race. This is the epitome of a scale, RC machine for those who still appreciate RC models that actually look like the real thing. It looks good, drives well, and is probably destined to become yet another classic in Tamiya's stable.



After action was shot, the Hilux got lifted.

TEST GEAR

RADIO:	Futaba 4VWD, AM 4-Channel, FUTJ60XX, $109
RECEIVER:	Futaba R124H Receiver, with radio
STEERING SERVO:	Hitec HS-5955TG, $165
SHIFTING SERVO:	JR Racing Z590M, JRPSZ590, $40
SPEED CONTROL:	Novak Brushless Crawler, 3219, $130
MOTOR:	Novak Crawler 18.5, 3419, $83
BATTERY:	Team Orion 4500 mAh Rocket Pack, 10308, $55

CONTACT

FUTABA RC: (DISTRIBUTED BY HOBBICO)	www.futaba-rc.com
HITEC RCD:	www.hitecrcd.com
JR RADIOS:	www.jrradios.com
NOVAK:	www.teamnovak.com
TEAM ORION:	www.teamorion.com
TK CUSTOMS: (PAINT: TODD KERBY)	www.tkcustoms.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Tamiya is king of scale design
- Driver-selectable 3-speed
- Lots of fun seeing a realistic truck moving around

MISSES

- Suspension is a bit bouncy
- A full set of ball bearings would have been nice
- Hard plastic body isn't as durable as Lexan

YOUR FAVORITE MAGAZINE IS NOW ON-LINE WITH ZINIO!



Xtreme RC Cars magazine

Get your Xtreme RC mag delivered every month to your In Box at least a week before the on-sale date!

Zinio™

www.rc411.com

Subscribe now for just $24.99 for a full-year!

- Download every issue to your PC or Mac so that you can take it anywhere.
- Instant delivery! Don't wait for your first subscription issue to arrive, download it immediately when you sign-up.
- Get the entire issue, every page in a crisp, clean, easy to read and printable format.
- Instant search ability.
- Hot links to your favorite companies and websites.
- Foreign subscribers, pay the low US subscription rate no matter where you live
- Saves Trees!



SIGNAL EXPERT

MOUNT AN ANTENNA RIGHT

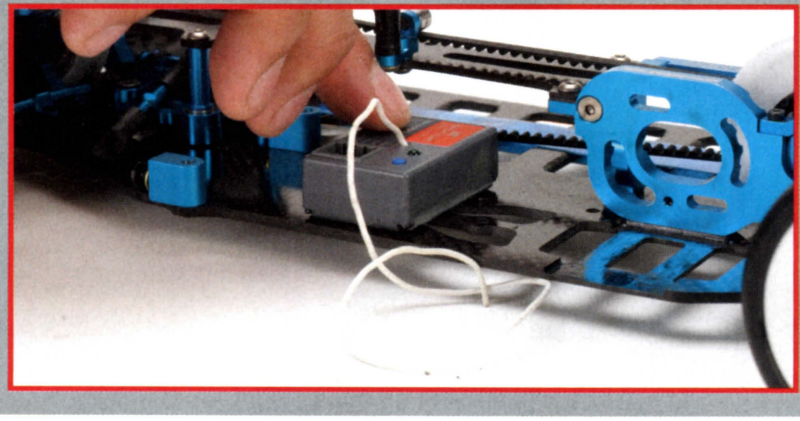
We would have shot a bunch of antennas for the opener, but then it would look like spaghetti.

words: James Revilla

For every radio transmitter out there, from budget $50 AM pistol grips to $300+ multi-function, LCD-equipped spread-spectrum systems, there's a matching receiver somewhere in an RC vehicle. The most important part of that receiver? The antenna. For veteran RC'ers, mounting an antenna is almost second nature. However, this simple task has a large impact on how much trouble-free control you have over your vehicle. There are some who say "stick the antenna in a tube and go drive," but let's go over the ins and outs of mounting an antenna the right way. This way, you won't have to worry about radio interference, you'll lessen your chances of cut antenna wires, and you'll have nice, clear reception.

PICK YOUR SPOT

Most kits have predetermined mounting locations for the antenna, and for the most part, they're usually the best place to put it. However, depending on certain factors (antenna wire length, receiver location, etc.), you might want to move the antenna location to a better spot. The alternative: You'll need a tube and a plastic or metal tube mount. For most on-road chassis, it's as easy as drilling a hole (or using a pre-existing hole elsewhere on the chassis or upper deck) and attaching the tube mount to this hole. Before you do that, though, first make sure you know where you want your receiver. When you're installing your electronics, temporarily place the receiver in the desired position, keeping in mind where you plan to route all your servo wires. Off-road electric trucks are usually the most forgiving, with large areas on which to mount the receiver. With your receiver in place, it's now time to pick a location for the antenna tube mount. Be sure to select a location where the antenna is as far from the motor (for electrics) as possible, or away from any heat sources if it's a nitro. Both have the potential to cause unwanted interference or heat.



GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0 Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

20 MINUTES

TOOLS NEEDED



- Denatured alcohol or motor spray



- Clean rag



- Antenna cap



- Heat shrink tubing



- O-rings



- Small set screws



- Dremel



BEST ROUTE

As stated earlier, heat and electric motors are sources for trouble. Other sources of trouble include carbon fiber and belts/drive shafts. Carbon fiber is notorious for being a glitch machine, so don't run the antenna along a piece of carbon fiber, or you'll leave yourself open to some interference. Also, be sure to steer clear of mounting your antenna too closely to any moving parts, such as drive belts or drive shafts.

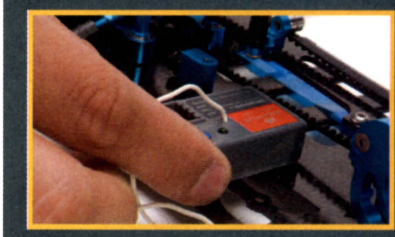
RECEIVE ON THE RECEIVER

If you can't find a suitable spot for the antenna mount, or you switch receivers between chassis a lot, you can also attach the antenna mount directly to the receiver case itself. Some receivers snap closed, while others use small screws to hold the receiver case together. Carefully open the receiver case and check out the component placement on the receiver's circuit board. Find a spot on the top half of the case that has enough clearance underneath, drill a small hole, and attach your antenna base directly to the receiver case. Reassemble the receiver case halves, and tada—you've got yourself a mobile receiver.



THE DEAL WITH DSM

With the influx of spread spectrum technology making its way into the market, this type of radio equipment offers clean signals and automatic frequency-hopping convenience. However, care should be taken when using spread spectrum components. For example, antennas on spread spectrum receivers are usually a lot shorter than their FM or AM counterparts. Nevertheless, spread spectrum antennas work a whole lot better with the antenna as close to vertical as possible. Horizontal antenna runs will definitely cut your reception down and cause something similar to glitching. While we're talking antennas, your transmitter spread spectrum antenna should also always be pointing straight up to the sky. We've experienced loss of range simply by having the spread spectrum transmitter antenna folded down. Spread spectrum receivers should be cushioned for impact absorption. Use some foam, and wrap the receiver before placing it inside a radio box, or use Velcro to mount your receiver. The Velcro will have a built-in "cushion" comparable to a thin piece of servo tape. Finally, try to run the antenna wire away from any servo harnesses. Servo harnesses have current running through them, and like an electric motor, they can cause loss of spread spectrum signal.





THREADING THE NEEDLE

One of the most troublesome jobs when mounting a receiver is threading the antenna wire through the antenna tube. The best tip I can give you here is to make sure that the antenna is as straight as possible. Bends in the antenna wire will catch the inside of the antenna tube. If the antenna isn't straight, each one of those bends will amplify the problem as you work the antenna wire through the tube and it will eventually cause the wire to bind up inside the tube. Also make sure that the antenna wire itself doesn't have any oil or residue on the outside. A quick pipe with motor cleaner or denatured alcohol works well here too.

CAP COVER

We're not going to show you a video of how to put an antenna cap on; the picture illustrates the obvious. Fact is, this little rubber cap will not only protect the tip of your antenna wire in the event of a rollover, it will also (in some bumper-car sort of way) look better than a bare plastic tube with a wire hanging out of it. You only need about 1/4" to 3/8" of wire sticking out from the top of the tube. Fold it over and secure with the rubber cap. You can also use some heat shrink tubing to secure the top of the antenna if you don't have a cap, or in quick trackside fixes, a small O-ring will do the job temporarily.



It's safe to have a cap cover on "other things" too.

EASYWIRING 101

All Deans products are designed and manufactured to exacting tolerances, to give you unmatched quality and performance. From the legendary Ultra Plug, to the innovative Speed Jig, and now the ProBar 3, each product was created with one goal in mind... TO BE THE BEST!

PROBAR 2™



Plated to military specs., the ProBar 2.0 is designed for RC1700, RC2000, RC2400 and similar cells.

#1600 .....6pcs
#1601 .....25pcs
#1602 .....100pcs

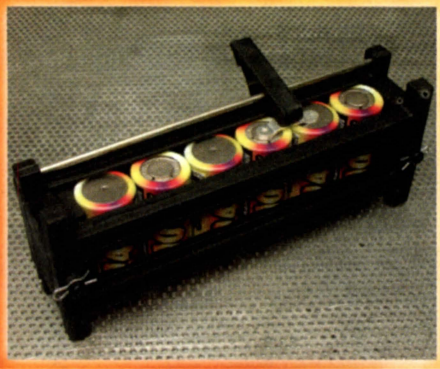
PROBAR 3™



Plated to military specifications. The ProBar 3.0 is designed for RC3000H cells.

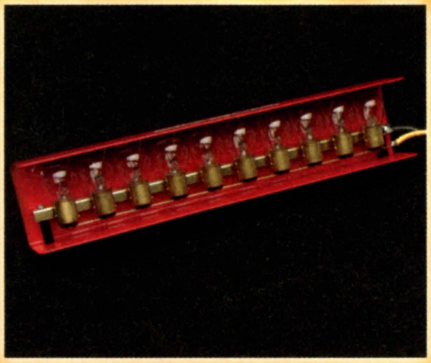
#1610 .....6pcs
#1611 .....25pcs
#1612 .....100pcs

SPEED JIG™



"Ten Must Have Tools" - R/C Car Action
"Rating: A+" -Xtreme R/C Cars
"The best building jig on the market" - R/C Car
#2040

DISCHARGER



Car stand and discharger in one

#2030 .....kit
#2031 .....assembled

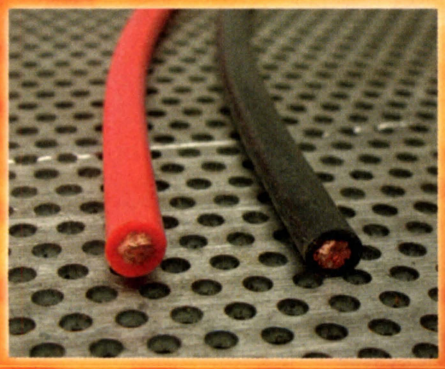
RACING SOLDER



Silver alloy and ProFlux™ a Deans exclusive - the highest quality electronic solder available

#2020 .....1oz

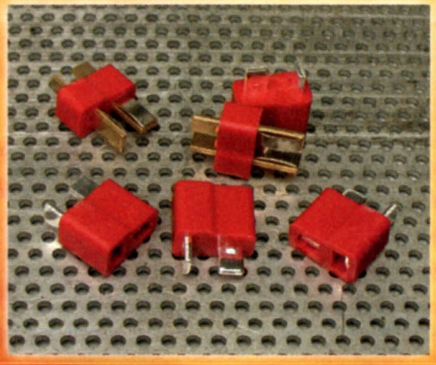
WET NOODLE™



The most flexible 12 gauge wire available... 1660 strands of pure copper!

#1410 .....2ft ea. red/blk
#1430 .....25ft Red
#1431 .....25ft Blk
#1432 .....25ft Blue

ULTRA PLUG™



Less resistance than the same length of 12 gauge wire... MAKES HARDWIRING OBSOLETE!

#1300 .....1pair
#1301 .....4 pack female

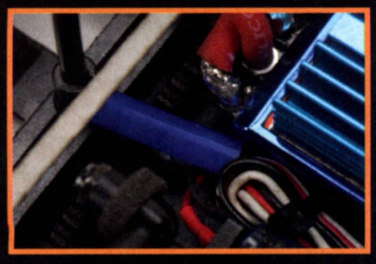


deans®
...CAUSE HARDWIRING SUCKS!

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

PROTECT THE LINE

If the world were perfect, antennas would all run vertically—glitch-free and with the best reception. However, the world isn't that perfect, and neither are mounting options for receivers. Sometimes you'll find that your ideal (or available) receiver mounting spot isn't near the antenna tube mount. Usually you'll have to run an inch or two of bare antenna wire from the receiver case to the actual antenna mount. You can easily protect this short length of antenna, and it should be protected, especially if it runs near any moving parts or heat sources, like engines or motors. The most common way is to use a short piece of fuel tubing. Run the antenna through the fuel tubing before you insert the antenna wire into the antenna tube. The fuel tubing can protect the antenna from moving belts, chaffing on graphite chassis pieces, or touching engine blocks.





SECURITY STEPS

Oftentimes (especially in racing) you get into weird situations where the antenna tube comes out from the mount and you drive around with a plastic tube flopping around. Worse, you sometimes lose the whole tube altogether and your antenna wire dangles dangerously off the body (sometimes scraping the track). To prevent this from happening, secure the bottom of the antenna tube to the antenna mount. There are many options for doing this, and the first is with silicone. With your antenna mounted, dab some silicone around the area where the antenna and antenna mount meet. Another option is to use a setscrew. Similar to how suspension shafts are secured, drill a small hole into the side of the antenna mount and thread a small setscrew into it. When you install the antenna tube, use the set-screw to secure the tube in place. You really don't want to lose the tube during a race, especially if you use a rubber cap on top. You can literally rip your antenna wire out of the receiver, ending your race day and costing you some green to get the antenna repaired.

CONCLUSION

You didn't think there was so much to mounting an antenna, did you? If you knew half of these tips, then you've been around for a while and you probably have trouble-free motoring. But for those of you who are still learning, these tips can save you from a DNF (did not finish) to a DOA (dead on arrival) when it comes to mounting your antenna properly!



YOU'RE GONNA WIN.

MBX5R

- Titanium Rear Upper Arm
- Rear Lower Arm Support (5mm)
- Al. Front Tension Rod
- Al. Rear Tension Rod
- Lower Arm Shaft
- Rear Lower Arm Shaft
- Al. Rear Upright R/L
- Rear Anti-Roll Bar (Φ2.9)
- Front Anti-Roll Bar (Φ2.4)
- Front Lower Arm Support (4mm)
- Servo Saver Plate (5mm)
- Front Damper Stay (5mm)
- Rear Damper Stay (5mm)
- One-Piece Engine Mount
- Al. Clutch Shoe
- Titanium Turnbuckle Rod 35mm
- Titanium Steering Rod 36 (Φ4)
- Light-Weight Body
- Fuel Filter S
- Color Silicone Pipe (Gray)
- Carrying Bag M (Gray)



MBX5R BUGGY WINS

2007 RC PRO Caribbean Series Final Race *Puerto Rico*	2007 Rio de Janeiro Championship Off-Road Round 3 *Brazil*	2007 3 Annual Off-Road Meeting Fortaleza Ceara *Brazil*	2007 ARCCC Three Hour Enduro Race *New Zealand*	2007 Mugen Seiki Cup Off-Road Race *Korea*	2007 Mugen Seiki Asian Cup *Thailand*	2007 North Island Off-Road Championships *New Zealand*	2007 1/8 Off-Road Grand Prix de Montpellier *France*

Ninja

The complete MR NINJA engine line was born from an absolute new and high-tech industrial project, under the technological supervision of Mario ROSSI. Everything has been studied with the most up-to-date and advanced software of mechanical simulation, to know and reproduce the conditions of use and deformation of components and materials at high temperatures. All components (even the ones apparently less important) have been meticulously studied and the result has confirmed a very high basic quality that will set a new worldwide standard quality in this field.



MR21 B01A

CHOOSE HOW.



MBX5T

- Fuel Filter S
- Front Upper Plate
- Center Diff. Mount Plate
- Titanium Rear Upper Arm
- Rear Lower Arm Support
- Front Lower Arm Support
- Lower Arm Shaft
- Rear Lower Arm Shaft S
- Rear Lower Arm Mount
- Al. Rear Upright
- Al. Front Tension Rod
- Al. Rear Tension Rod
- Radio Plate
- Servo Saver Plate 5mm
- Front Damper Stay 5mm
- Rear Damper Stay 5mm
- One-Piece Engine Mount
- Titanium Steering Rod 76 (φ4)
- Titanium Turn Buckle Rod 47

MBX5T TRUGGY WINS

2006 ROAR Nationals Championship	2007 North Island Off-Road Championship	2007 R/C Car Action Manufacturer's Cup
USA	*USA*	*USA*



MR28 B01A

MUGEN SEIKI

MUGEN SEIKI RACING LTD. 20525 Crescent Bay Dr. Lake Forest, CA 92630,
U.S.A. Phone: 949-707-5607 Fax: 949-707-5614 www.mugenracing.com



Skinny's impression of Dr. Satan.

"UNGLUE" YOUR TIRES AND WHEELS

WHY DITCH YOUR WHEELS WHEN YOU CAN REUSE THEM?

words: Brian "Skinny" Skinner

Did you know that you can reuse your rims? It's a little-known fact, and in our current economy, saving a few dollars here and there is a great idea. Most RC wheel sets are glued, and once you wear out your tire, you throw the whole wheel out and buy a new set and start again. If you race, you can run through two or three sets of wheels in a single race weekend, and that can add up to a good chunk of change. This How-To will teach you how to unglue worn-out tires from your rims so that you can reuse them for another day of battle. You'll save money and you'll look cool to your environmentalist buddies. After all, "Going Green" is the new craze for 2008!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

2-3 DAYS

TOOLS NEEDED



- Acetone (1-gallon container)



- Two containers, preferably coffee cans



- Rubber gloves and goggles



- Body scissors



- Hot dog tongs



- Used wheels—as many as you can find!

STEP ONE: Before you start, check the wheels to see if they're bent. Do this by spinning the wheel and seeing if it wobbles. Also check for cracks around the rim and around the lug area. If it spins true and there are no cracks, proceed to the next step.



» TECH TIP

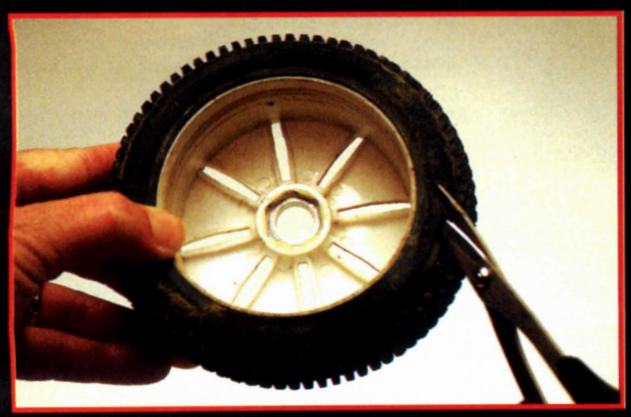
JUST LIKE BOILED LOBSTER

Much like cooking lobsters, you can also boil your wheels to get the tires off. However, I've found this method to be harder and a lot hotter, and I like to keep peace in the family (my wife likes her pots to be used for food only). Just boil a pot of water and throw your wheels into the boiling water like you would a lobster. Let them cook for about 15 minutes and pull them out. I've found that pulling the bead off while the wheel is still hot works best for me. Be careful, though, because skin is sensitive to heat and you can get an ouchy. To save time, you can boil your lobster and your wheels at the same time. Yummy!



That lobster looks damn good!

STEP TWO: Cut the tire from the rim. It's best to cut a quarter inch up on the sidewall of the tire; this way you'll have something to grab when it comes time to pull the bead from the rim. Since we're being good recyclers, put the old tires and foam in the recycling bin. We have to be "green" in 2008! Once you've done this, wash the rims in soap and water to get the dirt and oil off. Doing four wheels at a time will speed up the process.





PUNISHER

Hinge Pins

Precision ground and polished 6AL 4V American Titanium. Exact fit in both metric and standard sizes.

3005	RC10 B4/T4
3006	RC10 B4/T4 Inner Front-2
3007	RC10 B4/T4 Inner Rear-2
3012	RC10T2/GT
3031	RC10 TC3
3032	RC10 TC3 2-Inner Front/Rear
3033	Nitro TC3
3034	Nitro TC3 2-Lower inner Front/Rear
3035	Nitro TC3 2-Upper inner Front
3036	Nitro TC3 2-Upper inner Rear
3037	RC10 TC4
3056	XXX-4
3057	XXX-BK2
3066	XXXT MF2
3067	XXX-T
3068	XXX-NT
3072	XXX-S
3073	JRX-S



Turn Buckles

CNC machined from 6AL 4V American Titanium. 3mm left and right hand threads. Guaranteed for replacement if broken or bent.

2005	RC10 B4
2012	RC10 T2 / T3 / GT
2014	RC10 T4
2031	RC10 TC3
2033	Nitro TC3
2037	RC10 TC4
2056	XXX-4
2057	XXX-BK2
2067	MF2 / XXX-T
2068	XXX-NT
2072	XXX-S
2702	Traxxas Nitro Rustler
2703	Traxxas Nitro Stampede
2722	Traxxas Rustler
2723	Traxxas Stampede
2073	JRX-S



Turn Buckle/ Hinge Pin Kits



All the Titanium goodies plus a free aluminum billet wrench.

4005	RC10 B4
4012	RC10 T2/GT
4014	RC10 T4
4031	RC10 TC3
4033	Nitro TC3
4037	RC10 TC4
4056	XXX-4
4057	XXX-BK2
4066	XXXT MF2
4067	XXX-T
4068	XXX-NT
4072	XXX-S
4073	JRX-S



Wrenches

9901	Punisher Wrench
9902	Punisher Pro Wrench (the purple one)
9903	Sport Sedan Wrench (the little one with the flat head)

LUNSFORD



Check out our completely revised web site:

www.lunsfordracing.com

2500 Three Lakes Rd. Suite A, Albany, OR 97322

STEP THREE:

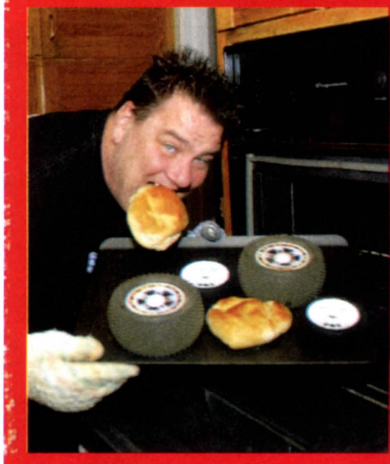
Take two containers (coffee cans work well, or any container that's not affected by acetone), and fill them about two inches from the top. This allows room for the wheels to fit inside the can, and prevents the acetone from spilling over. Use one can for doing your wheel sets, and the second can for the wheels that need extra time for soaking. Home Depot has metal cans and acetone for about $23 for the setup. This system will let you be a rim recycling master, and will cost you almost nothing compared to multiple sets of rims.



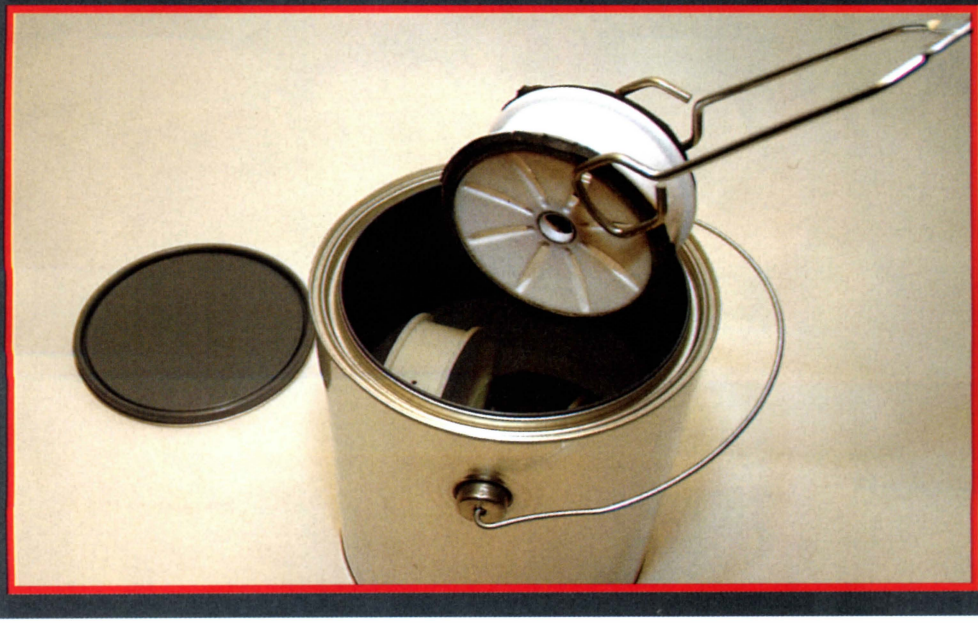
» TECH TIP

LITTLE SUZIE'S EASY-BAKE OVEN

Here's a suggestion I've heard of but never tried. You can throw your tires in an oven and bake them to get the tires to de-bond. The expansion and contraction, coupled with the heat exposure, causes the CA glue to break down, thus rendering the bond between the tire and the rim moot. Basically, the CA shrinks and loses its bind, which allows you to pull the tire off. Bake at 250 degrees for a few minutes and let cool. Be careful to watch the wheels, as this method will melt the rims quickly. Good luck!



Wow - keep your fire extinguisher handy.



STEP FOUR:

Take the four wheels and submerge them inside the first can of acetone with your hot dog tongs. Do this step carefully, and wear gloves and safety glasses as a precaution. Acetone is nasty stuff! Make sure all rims are completely submerged in the acetone. If needed, you can add a little more acetone to cover the rims completely. It's important to have them completely submerged. Now put the lid on the can and let it sit for two days.

JUMP IN!

TO THE EXCITING WORLD OF 1/8 SCALE RACING

If you are one of the few people who have not yet experienced the thrill of 1/8 scale racing now is the time to jump in and test the waters! Bustin' the triple jump and blowing up berms is all too easy with the massive power and precision handling of the Lightning 2 Sport!



66205 1/8 Lightning 2 Sport RTR

- 6061(T6) 4mm Front and Rear Shock Towers
- 5052 3mm Main Chassis
- Front & Rear Chassis Braces
- Full Ball Bearings
- Front CVA Axles
- Exhaust-Tip Bash Guard
- Low Profile Fuel Tank
- Low Profile Upper Deck and Receiver/Batt Box
- 22° Hub Carriers
- Hot New Printed and Trimmed Body Design
- Rear Sway Bar
- 2pc. Racing Clutch
- .26 Power House Engine with Pull Start
- Complete Radio System
- Extra Steering Knuckles and Wing included


1ST ANNUAL
ARRIVE & DRIVE
RACE SERIES
2007
Special thanks to all our sponsors:
JIMMY BABCOCK
R/C Racing League
R/C CAR
Futaba
up grade
2.4GHz FASST
"Wish HB was doing this 14 years ago when I started racing"
-Travis Amezcua
FINAL RUNDOWN
The HotBodies Arrive & Drive series was a huge success and we are proud to announce our newest team member, Brian Sullivan! After swapping positions several times, this kid was able to get to the front and hold it until the end! A big congratulations is in order as this was no easy task. It was a full heat and everybody wanted the grand daddy of all prizes, a Factory Ride on the HotBodies race team!
ENDURANCE TESTED
The Lightning 2 Sport buggies held up great under the most extreme conditions, including: heat, cold, a dust storm and the most extreme of all....entry level drivers, trying to win a race on gnarly JBRL track designs!
12345
NOVEMBER 19, 2007
PAY TO THE ORDER OF: BRIAN SULLIVAN $3,500
[2008] with up to $3,500 worth of merchandise.
HOT BODIES/
HB
By: hpi·racing
70 Icon Street, Foothill Ranch, CA 92610 USA
Tel: 949.753.1099 Fax: 949.753.1098
Check out our new web site:
WWW.HOTBODIESONLINE.NET
WORLD CHAMPIONS

STEP FIVE: After two days of soaking, the rims should be ready. The CA glue should be dissolved between the rim and tire bead. Carefully, and using the proper safety equipment, pull the rims out of the can with your hot dog tongs and rinse with water. The rubber bead should now pull from the rim easily. If one of the rubber beads is difficult to remove, set the problem rim in the second can of acetone for another day of soaking. After soaking it for one additional day, the rubber bead should now come off. The second can allows you to start your next set of rims in the first can.



Yellow dish gloves? Sweet.

STEP SIX: If all has gone well, the wheels you were going to throw in the trash should almost look like new—all for a mere few cents! Just think, you probably just saved about $20 to $30 on your next wheel purchase. Now that you're saving big bucks, I suggest you re-up on your Xtreme subscription to learn more money-saving tips.



CONCLUSION...

All kidding aside, reusing your wheels is a good idea for most of us. A new set of wheels can cost anywhere from $40 to $80. If you race, it adds up quickly. Once you have your production facility set up, you can build a stockpile of refurbished wheels and save major coinage. It really doesn't take that much effort to do this, and why not? You save money for other things you must replace, not to mention the fact that we RC people will be doing our part to save the planet. It takes 500 years for a wheel to decompose, and reusing your wheels is equivalent to removing 223.5 automobiles from the road ... or something like that!

America's Choice!

PARMA PSE

RC18T Buggy Conversion Clear 1 Piece Body
#10094

1/18 Devil Tail Paint Mask
#60026

EASY PEEL PROTECTIVE FILM

Add a set of race foams to your mini. Available for RC18T Front/Rear Or Mini-T Rear. Sold In Pairs.
#16040 Purple (40)
#16041 Pink (30)

Bodies, Decals, Paint And More For Most Vehicles

FASMASK

FASKOLOR

FASHINE

RC18T Custom Classic Truck Clear Body
#10093

Direct Fit Bodies

RC18T Modified Oval Clear Body Kit w/Hardware
#10095

Visit Your Local Hobby Shop Or See Our Online Catalog For More...

Mini-LST

Panel Truck
#10083

Classic
#10085

X-citer
#10086

Mini-T Bodies

Titan
#10097

Mod Oval
#10096

X-citer
#10099

Buggy Conversion
#10092

Panel
#10098

1/64 Micro-T Bodies

Direct Fit - Clear With Masks/Decals Or Pre-Painted w/Decals

Modified Oval Clear Body Kit
#60100

X-citer Truck
#60101
#60101P

Baja Truck
#60102
#60102P

Custom Classic Truck
#60103
#60103P

TrailMaker RTV Truck
#60104
#60104P

Now Race Ready - Trued PROs

New Coral And Pink

We've added a Coral compound, they rank between Pink and Magenta. They are softer for more grip when traction is needed. Softer Pink 1/12 Rears Also Available.

1/12 ON-ROAD

PARMA PSE

1/12 PRO Tires

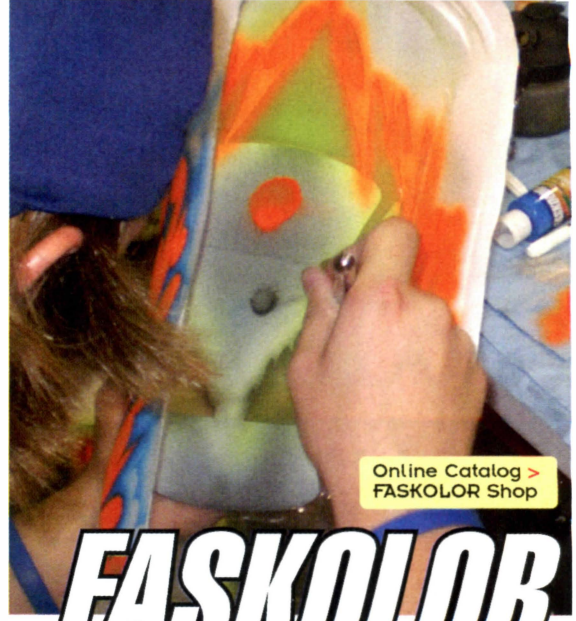
#16520 1/12 PRO 38 Front - Purple (42) Pair
#16521 1/12 PRO 38 Front - Magenta (37) Pair
#16524 1/12 PRO 38 Front - Coral (35) Pair
< 46mm Dia x 26mm Wide > Trued

#16530 1/12 PRO 38 Rear - Pink (32) Pair
#16532 1/12 PRO 38 Rear - Grey (30) Pair
#16534 1/12 PRO 38 Rear - Magenta (37) Pair
#16535 1/12 PRO 38 Rear - Coral (35) Pair
< 48mm Dia x 48mm Wide > Trued

1/10 PRO Tires

#16501 1/10 PRO 53 - Magenta (37)
#16502 1/10 PRO 53 - Coral (35)
#16510 1/10 PRO 53 - Cyan (37/55)
#16512 1/10 PRO 53 - Indigo (37/55)
< 60mm Dia x 28mm Wide > Trued

Consistent shore ratings, quality tires



Online Catalog > FASKOLOR Shop

FASKOLOR

FASKOLOR is a water-based paint specially formulated for clear bodies. It can also be used for any hobby project. It's foam safe for airplanes and can be top coated with clear acrylic or enamel for gloss and protection.

Visit your local hobby shop!





PRO Air Compressor #40259

NEW F-1 PRO Gravity Feed Airbrush #40260GF Coming Soon!

Kit Includes air hose, with brass compressor adapter and holder.

See our full line of paint mask designs and decal sheets online...

www.parmapse.com

1:10 Scale Ready-to-Run 4WD Nitro Monster Truck



IFMAR WORLD CHAMPIONS
20 TIME





TEAM ASSOCIATED



MINI MGT 3.0

THE MMGT 3.0 IS A CHIP OFF THE OLD BLOCK.

Inspired by the overwhelming popularity and success of Team Associated's original MGT, the Mini MGT 3.0 packs all the same dirt-kicking performance into a compact 1:10 scale package. The Mini MGT 3.0 brings with it all the features like a 2-speed automatic transmission with reverse, eight coil-over oil filled shocks, full precision ball bearings and specially designed Team Associated all-terrain tires, just to name a few! The Mini MGT comes factory assembled with a painted body, ready for you to fire up and rip up the road!

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

49 OF THE BEST QUICK TIPS OF ALL TIME



Every month Jeff gives us his four quick tips. Along with that comes his complaining that he never gets credit. We thought it was time to look back over the past 5 years and see which we thought were the best...and if he deserves the credit.

We learned lots looking back over the past 60 issues.



SWITCH DIRECTION

This sounds silly, but it works. When you are mounting an on/off switch, make sure that the "on" position faces forward. When you crash your car, physics has decided that everything on the chasses wants to continue going in the direction that it was going in, which is forward. This means that if a switch is mounted with the "off" position forward, it could potentially turn your vehicle's power off during a collision. I've seen this happen a couple of times and it is a crappy way to lose a race.

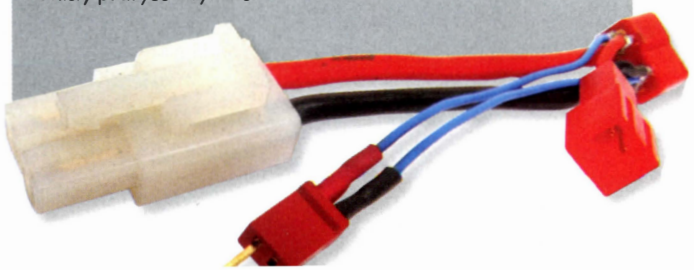
MARK YOUR SHOCKS

Most shock oil looks the same when you dump it out of your shocks. The clean stuff is probably clear and the dirty stuff is brown or black. Either way you won't have a clue what weight oil it was, and if you are like most of us, you won't remember what you put in a few weeks ago either. To help refresh your memory simply write the viscosity number of the oil on the bottom of the shock body whenever you put fresh stuff in. This way if you forget what oil you were using you can quickly reference it and do *the proper* rebuild every time.



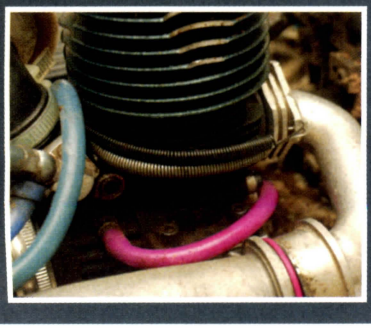
MULTI CONNECTOR HARNESS

Most chargers these days are multipurpose, so they can charge anything from your six-cell electric car battery to your five-cell nitro receiver battery. The robustness of the charging units has not caused connectors to follow suit. For this reason one charger usually requires many sets of connectors to accomplish all of its duties. Install one set of high-quality connectors onto the output wires of your charger and solder up a multi-connector harness that can accommodate all of the other connections and can also plug into the style of connector that was used on the charger unit. This way you can charge from the main connector on the charger or use the multi-harness to charge any other battery pack you may have.



PAIR of NUTS *or* Double Spring?

There is nothing worse than the sound of an open header during a nitro race. To help prevent this from happening to you, drill a second set of tiny holes in your round port header and use two retaining springs to attach the header to the exhaust port. If you are using a side port exhaust engine that uses screws to attach the header, install slightly longer screws and a pair of nuts onto the screws after they protrude from the header. This will keep your header secure to your engine in case it gets knocked in a crash.



MAXIMUM THREE POPS

The nature of design for a snap-on ball link makes it sloppy and more prone to failure the more times it is popped off. If a ball link pops off in a collision, then it should be replaced to ensure it will remain intact for your next bobble. Even if you don't pop a ball end in a crash, simply wrenching on your car and removing the link a few times can cause excess slop and a weak link. After you've removed a ball link a few times, it is wise to replace it with a fresh one so you don't have to retire from a race early with an upper link dragging behind your car as you pull it off the track.





NEW USE FOR OLD TIRES

What to do with those used touring car tires? You've no doubt lost countless hours of sleep weighing this important problem in your head. Don't just throw them in the trash. Put them to work. Once your touring car tires are worn, take a curved scissor and cut out the carcass of the tires. Do this by simply cutting a ring around the sides of the tires when they're mounted on the rim. Don't go too deep with the scissors. That way, you can reuse the inserts. Once the tires are completely cut off, use those tire carcasses as rubber bands the next time you need to glue off-road tires. After you've applied the glue to your off-road tires, pull the touring car tire carcass over the edges of the off-road tire to keep the tire nice and round as the glue cures.

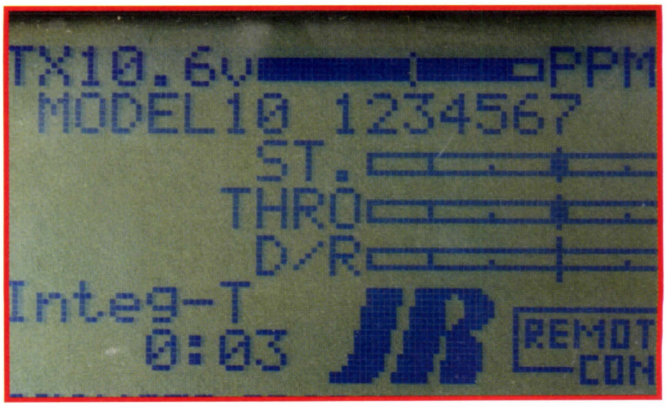


RTR Reglue

As we become increasingly lazy, this hobby handles more and more of the work for us. The latest craze is premounted and glued tires. Although this is an amazing bonus (I hate gluing tires), it is not a perfect system. Preglued tires are mass-produced, so they do not get the care that you would put into a set. Whenever you get a new set of preglues, try to pull the tire away from the rim all around the wheel assembly, and if there are loose sections, use a drop of CA to reattach it securely. A thin bead of CA glue around the rim and tire is a good insurance policy as well. Always be sure to let the glue fully cure before you drive your vehicle or glue could fly away from the wheel and into your eye, and then you could take a nap and you'd be glued to your pillow for the rest of your life.

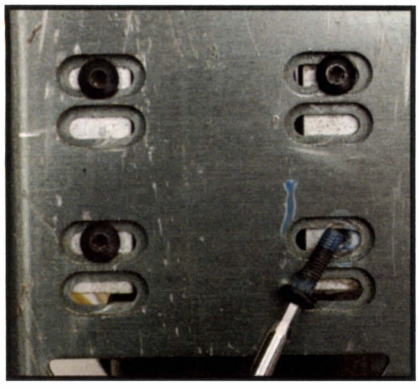
PT MEMORY

Some serious racers have many race cars and many personal transponders but with the multi model memory that high end radios offer, most drivers only use one radio. When storing your model names for each race car you should also store your personal transponder number in your radio so when you go to sign up and impound your radio you can just look up the specific transponder number for the class you are entering. This will prevent you from having to run back to your pit table to write down the number each time the race director asks you what it is.



Jeff repeats tips pretty often.

ADJUSTABLE THREAD LOCK



When installing parts into your nitro ride—such as engines that require adjustment for gear mesh but also require thread-locking compound—it can be difficult to apply the thread lock, install the engine, and set the gear mesh in a timely manner before the thread lock cures. To eliminate this problem, first install the engine and set the gear mesh without thread lock applied. Tighten all four screws when you are happy with the settings. Then, simply remove two screws at a time (in a cross pattern), apply your thread lock, and secure them in place again. This will allow you to use thread lock without changing the gear mesh setting that you worked so hard to get.

CLEAN TRUING

While truing foam tires, place a plastic trash bag below your truer to help keep the area clean. The static within the plastic bag will attract the tire dust and make cleaning up afterwards way easier. You can also place your truing machine in a cardboard box, but it is still wise to line the base of the box with the plastic bag to prevent foam bits from flying out.



ANTI SPAGHETTI

Once you've installed all of your radio gear, don't just leave your wires in a spaghetti-like mess. Try to organize them to make everything look neat and tidy, but also to keep stray wires from getting ripped out or damaged in moving chassis parts such as gears or drive shafts. You have a few options when it comes to compacting your radio wires, but the two most common ones are to fold up the excess wires and use a zip tie to hold them together, or tightly wrap the wire around a pen or screwdriver to create a spring-like coil. Either method works well at keeping your wires in check and making your chassis look a little nicer when all of your fans come to have a look.





Throw 'Em Out

When you replace a glow plug, do yourself a favor and throw it away as soon as you take it out. If you think that's the reason you're having trouble keeping the engine running or it's what is hurting the performance, then why keep it? We see tons of racers put the bad plug in their box, and we have a few in our parts boxes as well. You can bet that when you are in a hurry trying to make a race that bad plug is going to be the one you frantically screw in before the start of the race.



MATCHED LAYOUT

If you're racing electric cars with friends, set up the polarity of your batteries, motors, and ESC the same so you can lend and borrow accessories from each other. That way if you forget to charge a battery before a qualifier and your friend has a spare charged pack, you can borrow it and the positive and negative wires will route the same way in your car as it does in his. This sounds simple enough but if you start borrowing things from friends with different setups you can easily damage your ESC from wiring with reversed polarity.





He leans more toward nitro tips.

TANKED FUEL

Don't leave fuel in the tank when you are done running your vehicle for the day. I still can't believe the number of people who do this! The alcohol in hobby fuel absorbs moisture, nitro evaporates, and the oil gums up your vehicle's tank, lines, and engine. When you are done running an engine for any length of time, safely dump the fuel and fire up the engine one last time to burn away any residual fuel left in the fuel tank, lines, and crankcase. This will ensure that the next time you plop some fresh fuel into the tank, the fuel system will flow and your engine will roar to life just like you want it to. Always dispose of fuel in an environmentally safe manner.



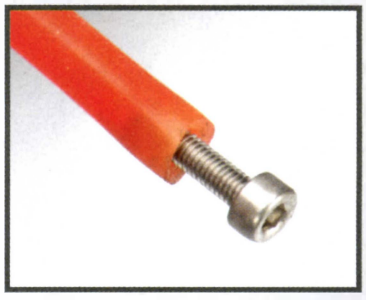
CHECK YOUR PLAY

Many cars come with shims and a bearing crush mounted between the axle bearings so you can crank your wheels on tight without binding the balls, but if the tolerances aren't just right the axle could bind anyway, causing unwanted drag in the drive line. Take some extra time with your box-o-shims to reduce the axle slop as much as you can without binding the drive. You are best to remove the universal from the differential outdrive while playing in this area so you can truly feel if the axle is spinning freely within the hub. Also, be sure to tighten your wheel securely when testing the slop, since a perfect shim job could begin to bind once your wheel assembly is installed.



TEMPORARY FUEL PLUGS

Whenever you have to remove the engine from your car's chassis you need to disconnect the fuel and pressure lines from the carburetor and tuned pipe. If you still have fuel in the tank you run the risk of it leaking out of the fuel line and all over your pit area or even all over you. To prevent this, once you pull the fuel lines from their fittings, plug the holes in the lines with the 3mm mounting screws used to keep your car's engine in place. This will stop fuel from leaking and also keep track of at least two of your engine mounting screws.



CLUTCH SPACING

When mounting an engine onto your chassis, you want to ensure that the clutch bell gear lines up from front to back (or from side to side depending on the chassis) at the center of the spur gear. Since every engine is slightly different you may have to alter your clutch shimming to get the gears to match properly. The correct place to install shims is in between the tapered collet and the front bearing on the crankshaft. Either add or remove shims from this area to center the clutch bell onto the main gear. This tip is especially important when setting up two-speed transmissions, since there are two sets of clutch bell and spur gear combinations to worry about. Shimming this area will not alter the actual clutch shimming, which should be performed as explained in your vehicle's instruction manual.

He is Canadian so some tips don't apply here.



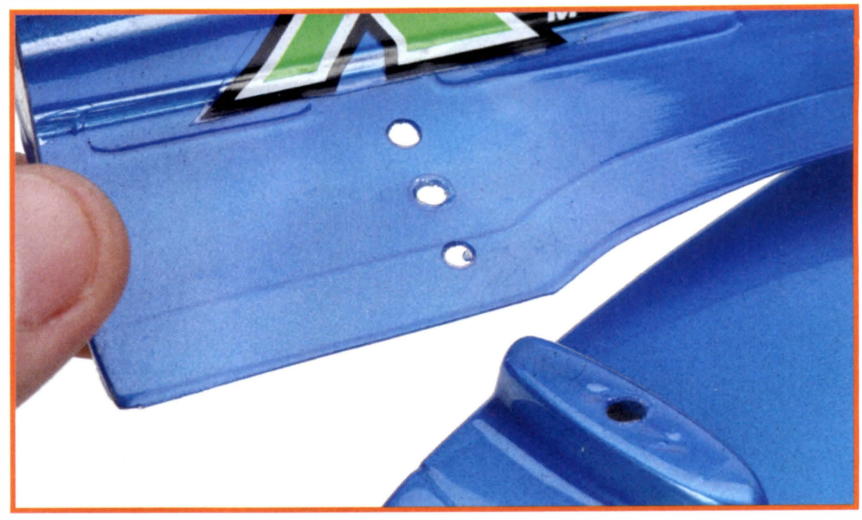
COLOR ORDER

When painting on the inside of Lexan bodies you want to slap the paint on starting with the darkest colors and ending with the lighter ones. This will prevent the dark colors from showing through the lighter ones that may be slightly transparent. However, depending on the paint scheme, it isn't always possible to follow this order of operations. If you have to hit the light stuff first and the color of choice may show the darker shades through it, be sure to spray an opaque backing coat of silver or white behind the light one before following it up with darker colors. Go as thin as possible with all coats of paint to keep the layers flexible but also ensure you have enough coverage to prevent the next coat from bleeding through.



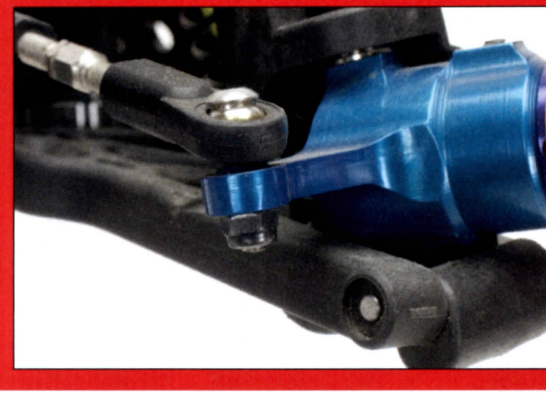
ADJUSTABLE WING

Altering the mounting of your touring car wing from forward to back will allow you to fine tune the balance of your chassis for differing track conditions and setups. When preparing your body, drill two or three sets of holes in the wing standoffs so you have some options when you want to move your wing. Try different settings on the track to see what works best for your driving style and setup.



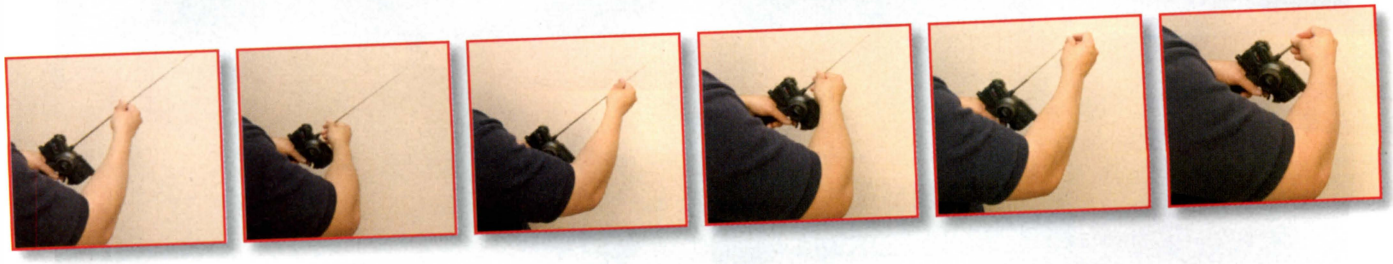
RANDOM NUTS

Look over your car for areas where screws or ball joints are used to secure parts but don't have a retaining nut on their backside. If you think the area could become a problem during longer races then add a small locknut to the back to help keep the part from coming loose. This is especially important when the screw threads into a plastic part that might be (or become) slightly worn out. Good examples are on the back of shock tower mounting screws, behind ball links, and on throttle linkages for nitro cars. Be sure that the new nut doesn't cause any other moving parts to bind once it's installed.



ANTENNA CLOSURE

This one sounds silly but it is a common problem, especially among new hobbyists. When collapsing your transmitter antenna don't grab it from the top and push it all the way down from fully extended as this method will usually cause a bow and then a bent antenna. Instead, grasp your transmitter antenna about one third of the way up and collapse that section, then move half way up the antenna again to collapse the next section, and finally push from the top to completely shrink it down to size. This method of putting your antenna down in three smaller sections will eliminate the chance of bending it. Stick around because next month we'll teach you how to eat soup with a spoon.

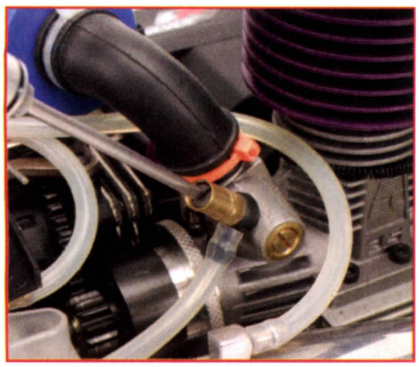


There were lots of tips on "checking nuts."


MARK PAVIDIS
2006 - 2007 IFMAR OFF ROAD WORLD CHAMPION
"THIS RACE WAS WON ON RUN TIME. WHEN EVERYONE ELSE WAS PITTING I WAS ABLE TO STAY ON THE TRACK AND PUT DISTANCE BETWEEN ME AND FIELD. SIDEWINDER "WCB" HAS THE MOST POWER AND RUN TIME OF ANY OTHER FUEL I'VE TESTED."
2006 + 2007
IFMAR WORLD
CHAMPIONS
30% WORLD
CHAMPIONSHIP BLEND:
POWERED THE ONLY 2 AMERICANS TO VICTORY IN IFMAR OFF ROAD WORLD CHAMPIONSHIP HISTORY.
GREG DEGANI 2002 - 2003
MARK PAVIDIS 2006 - 2007
SIDEWINDER
A DIVISION OF MORGAN FUELS. THE LARGEST FUEL MANUFACTURER IN THE WORLD FOR 30 YEARS.

NITRO CHANGE

Some people switch their fuel mixtures from time to time but don't realize that this will affect the tune of their engine. When it comes to changing nitromethane and oil content, you have to re-adjust the main air/fuel mixture on your carburetor. The amount of adjustment necessary will depend on many factors so you'll have to do some tuning on your own but the basic changes are below:



If you...	You need to..
Reduced nitro content	Lean the mixture slightly
Increased nitro content	Richen the mixture slightly
Reduced oil content	Lean the mixture slightly
Increased oil content	Richen the mixture slightly



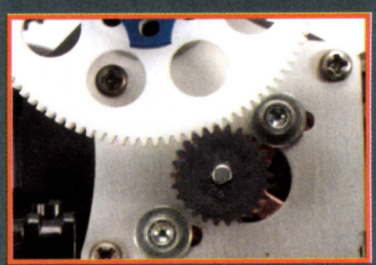
GRAPHITE SEAL

Graphite parts such a s chassis' and shock towers are made of many layers of carbon that are laminated together with epoxy. The nature of their design can allow the layers to tear apart if you crash your car. To help strengthen the graphite, you can seal the edges with some thin CA glue. Simply place a small drop on one of the edges of the part and roll the part around to allow gravity to move the drop of glue around the exposed edge. Continue this process until the entire part has been sealed with CA glue. Keep a rag on hand in case you get some glue on the top or bottom surface of the component. Allow the glue to dry and you are good to go.



HIGH SPOT

All gears have high spots, regardless of whether they are molded nylon or machined steel. When setting your gear mesh, either from pinion to spur, clutch bell to spur, or between crown and pinion differential gears, make sure you check the backlash all the way around to ensure there isn't an excessive gap or a power-robbing bind. Try to find a happy medium with the mesh where it isn't too tight on the high spot or too sloppy on the low spot. It may take a little time to find the perfect setup, but once you get it right you can be certain that you won't blow out a gear because you set the perfect mesh on the high spot only to tear the tops off of the teeth once you rotate over to the low side of the gear.



Informative Tires

Tires don't talk, and once you start building a nice collection of them it can be difficult to figure out what each tire has done in the past. Whether you use rubber or foam, on-road or off-road, it is wise to know what condition your tires are in. Set up a system of markings and keep them up to date on either the rim or on the packaging that you store your tires in. For foam tires, record the tire diameter on the outside of the box along with the condition of the tires, such as any chunks taken out of the foam. For rubber touring tires, record how many runs they've been used for and what type of foam inserts are in them. For off-road tires, identify the number of runs, the inserts, and what modifications have been made, such as a row of spikes having been removed. If all of this data is marked on your tires' packaging you'll be able to sort through them much more quickly and get the right ones bolted on to your car where they belong.



Lots of times are timeless.

FUSION MOTORSPORTS

is now the exclusive distributor for all Novarossi products in North America.

MICROMOTORI NOVAROSSI

United States Canada Mexico

CONGRATULATIONS
Scott Kimbrow & Garen Hagobian

for finishing 1st and 2nd at the Mugen Grand Prix and for Scott's TQ and win of the Capital Classic in Maryland



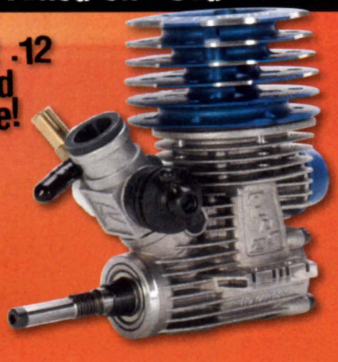
NEW NovaRossi 359 Race .21
3.5cc 1/8 on-road

- **Displacement:** 3.49 cm³
- **Bore x Stroke:** 16.26mm x 16.80mm
- **Maximum Power:** 2.90 hp
- **RPM (MP):** 38,200 rpm
- **Number of Ports:** 9
- **Piston Type:** Microcasted
- **Crankshaft O:** 14.50mm
- **Crankshaft:** SG
- **Glow Plug Type:** Turbo
- **Exhaust Type:** Rear
- **Carburetor:** 9mm Slide (interchangable insert)

MICROMOTORI NOVAROSSI *Exclusive importer*

NEW 353 Race .12
Tuned on-road

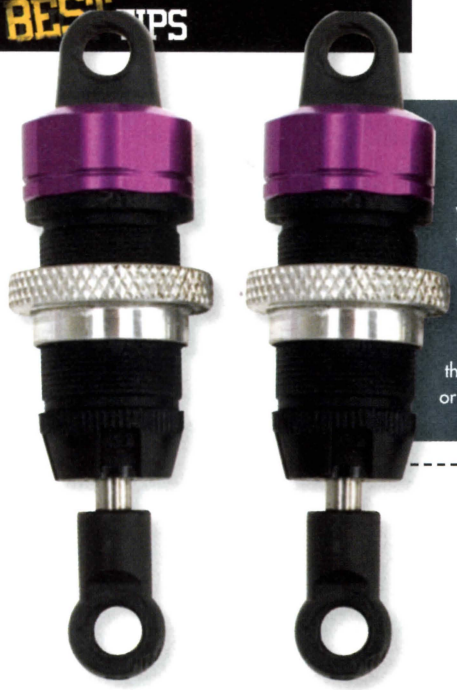
The fastest .12 you'll find anywhere!



HOTMODS CUSTOM MODIFICATION

FUSION Motorsports

28382 Meadow Ct., Highland, CA. 92346
Ph: 909.862.4000 Fx: 909.862.4004
www.fusionmotorsports.com



EQUAL SHOCKS

When building shocks, it is important that they have equal pressure and the same amount of rebound from the left to right sides of the car. When the shock shaft is pushed all of the way in, all four shocks should have the same amount of rebound travel, and the rate of movement of each should be the same. A good test to ensure that your shocks are built with the same internal pressure is to hold one shock by its body in each hand and butt the plastic ball cup ends together so the shafts run along the same plane. Push the shocks together and both shock shafts should bottom out on the shock body at the same time. If they don't, the pressure is not equal between the two shocks and you need to either add or remove a bit of oil from one of the shocks. Make your changes and repeat the test until they are equal.



SPIKE REMOVAL

You can tune your spiked off-road tires by removing some of the spikes with sharp side cutters. The most common tire modification is removing the outer row of spikes. If you are driving on a track that is rutted, the outer row of spikes can catch the ruts more easily and cause traction rolls. By removing the outer row of spikes, the tire can roll through the ruts more consistently when the rear of the car slides. Basically, it makes the car a little more predictable on extremely rough and blown-out race surfaces.



Hard to beat.

THS816H
1/8 Truggy Hardcoated
Exhaust System

When it comes to performance and durability, THS Racing's new hardcoated exhaust pipes are the one's to beat. Choose a pipe specially designed for larger displacement truggy engines, .21 onroad & offroad engines or the all-new Revo system. Look for these and many other THS Racing exhaust systems at your local hobby shop or at www.thsracing.com.



www.thsracing.com

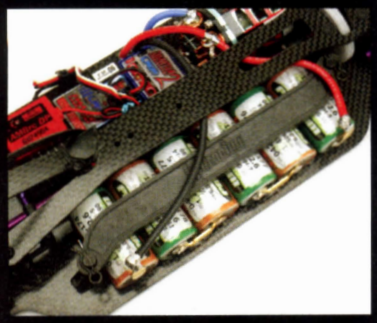
THS Racing

RACE PROVEN PERFORMANCE

Exhaust pipes,
tools and accessories
for your r/c addiction.

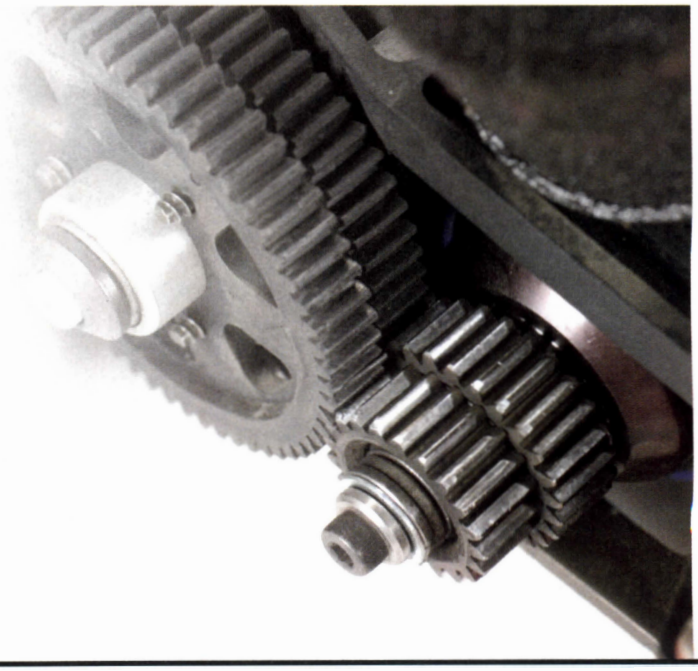
I WANT A **SHORT WIRE**

There's no point in having spaghetti both for dinner and in your car, so to keep the wire mess to a minimum and help reduce resistance, keep your battery and motor wires from your ESC as short as possible. There is no benefit in having 10 inches when all you need is 4 inches to get the job done. Keep in mind that you don't want to go too short or you may limit cell placement for batteries, motor movement for gear changes, or bind suspension systems if the wire interferes with the suspension travel. Leave a little bit extra, but keep long wires for the phone company.



TWO SPEED **GEAR TWIST**

Properly setting the gear mesh between the clutch bell and spur gear on your nitro car can be tricky, and it is twice as difficult with a two-speed transmission. Keep in mind that the engine can twist slightly, creating the perfect gear mesh on one set of gears but incorrectly meshing the other pair. Be sure to check the backlash on both sets of gears when adjusting the engine mounts to ensure your engine is mounted squarely.









BACKUP BATTERY

If you use rechargeable batteries in your transmitter, you've probably had them go dead just before a race and scrambled around the pits looking to borrow someone else's pack. To prevent this, buy a spare battery holder for your radio and get a set of alkaline batteries to use as a backup in case your rechargeable pack dies on you. Be sure to load the alkaline cells into your battery holder ahead of time so you can do the switch-a-roo quickly after you realize that you goofed and completely drained your rechargeable battery pack.



SIMPLE STEERING TUNER

When racing with foam tires (or with rubber tires, at times), you can *greatly alter the amount of steering* your vehicle has by altering the amount of traction compound you apply to the front tires. When it comes to rear tires, full application of traction compound is generally used, but running a quarter, a half, or three-quarters coverage on the front tires is a quick and easy way to slightly increase or decrease front grip when trying to fine-tune your vehicle. Of course, full coverage will offer more front grip, while a small line will offer the least amount of steering. Partial coverage is usually done on the inside of the tire. Don't forget to use this when you want subtle changes to your car's handling without rebuilding and altering suspension settings.

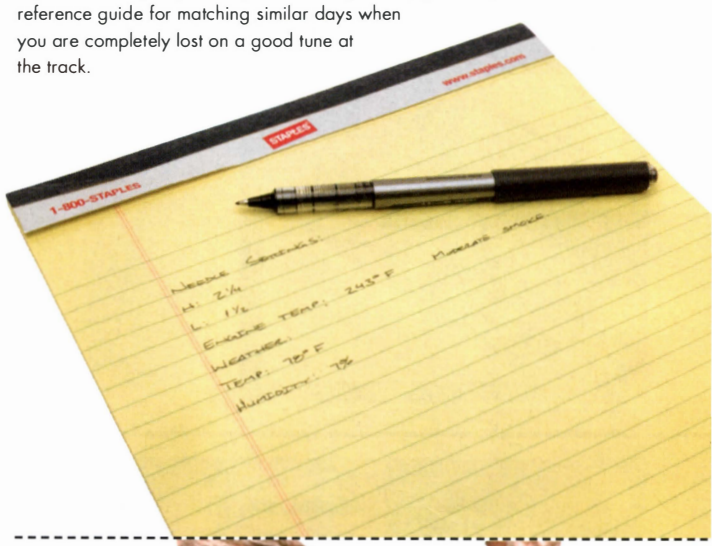


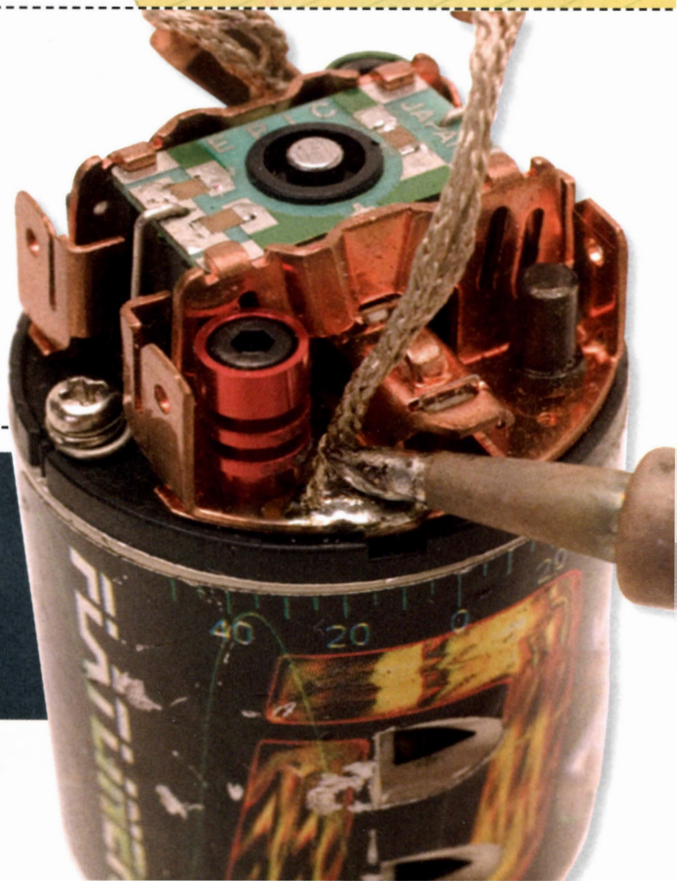
SOLDER YOUR BRUSHES

To reduce the resistance and increase the conductivity of your electric motor, cut the mounting eyelets from its brushes and solder each brush's shunt directly to the motor's brush hood. Less resistance means more power! When you solder the brush on, also solder the old mounting screw to the brush hood so that the hood doesn't shift after you've aligned it. Be careful when you apply the solder to the brush shunt, since it acts like a wick and can suck up too much solder, causing the wire to lose its flexibility.

ENGINE TUNING LOG

Regardless of how good you are at tuning nitro engines, I'm sure you've had a bad day and gone way out into left field with your tuning screwdriver. Try keeping a log of your engine settings and environmental conditions on days when your engine is working well, so you have a reference for the days when the tune just doesn't seem to work. Record the number of turns out on the needle for both the main needle valve and the low-speed adjustment. Also record the ambient temperature, the humidity, the engine temperature after the race, and a quick description of the smoke coming from the pipe. This logbook won't give you the perfect setting on any given day, but it is a useful reference guide for matching similar days when you are completely lost on a good tune at the track.





Some tips aren't that good when we look back.

MADE IN THE USA?



castlecreations.com





PHOENIX BRUSHLESS CONTROLLERS

PHOENIX HV

THUNDERBIRD BRUSHLESS SPEED CONTROLS

MAMBA 25 1/18TH SCALE EXTREME BRUSHLESS POWER SYSTEM

MAMBA MAX 1/10TH SCALE EXTREME BRUSHLESS POWER SYSTEM

SIDEWINDER 1/10TH SCALE SPORT BRUSHLESS POWER SYSTEM

castle creations berg FULL RANGE RECEIVERS

castle LINK USB PROGRAMMING KIT

CC BEC

HYDRA WATER COOLED MARINE SPEED CONTROL

HYDRA HV HIGH VOLTAGE WATER COOLED MARINE SPEED CONTROL

*Castle controllers and receivers are made in the USA using components sourced globally. Castle electric motors are made in China.

A little more than ten years ago Patrick del Castillo, an avionics engineer in the Kansas City area, decided that he could make a better electronic speed control for his fellow electric flight enthusiasts. He and his family made the controls in their home, often working from the kitchen table. One thing led to another and Castle has grown to be a leader in brushless control technology for hobby, military, and industrial applications. Patrick is still making controllers for his friends; he simply has many more worktables and thousands of friends around the world!

Patrick was proud to state that his Castle Creations' controllers were "Made in the USA." After all, Castle has more than 45 employees working in Kansas who design and produce the Castle products* using electronic components that we buy from American suppliers. We use advanced robotic equipment to place the components on the circuit boards and our skilled employees solder the wires and capacitors to the boards by hand. We test and then package the controllers here using materials that are printed locally. It would appear to most that Pat could rightfully state that his controllers and receivers were made in the USA.

Castle Creations was recently the target of a legal claim in California. California does not allow a manufacturer to state that products are "Made in the USA" if any component parts are made outside the USA. Even though Castle Creations chooses U.S. made components when possible, some components such as certain capacitors and chips are simply not made in the U.S.

We wish to apologize to anyone who was mislead by the previous packaging or advertising. We have changed our labeling and advertising to reflect the fact that our component parts are sourced globally. As part of our apology, we would like to offer a one-time only discount of 25% from MSRP on our products. This offer is good only during the month of MARCH 2008 on purchases made directly through Castle's website - www.castlecreations.com. Please visit our website for complete pricing and details.



castle™

www.LargeScaleRC.com

Large Vehicle + Large Motor = LARGE FUN!

HPI Racing



1/5 HPI Racing Baja Buggy 969.99
1/5 HPI Racing Baja and Jetpro Pipe Combo 1149.99
1/5 HPI Baja, 27cc conversion and Jetpro Pipe 1215.99
1/5 HPI Baja, 28.5cc conversion and Jetpro Pipe (Installed) 1286.99
1/5 HPI Baja, 30.5cc Motor and Jetpro Pipe (Installed) .1475.99
New Baja SS Kit 26cc 919.99
New Baja SS Assembled Ready To Run 1380.95
New Baja SS Assembled w/ 28.5cc & Jetpro RTR ..1599.99
New Baja SS Assembled w/ 30.5cc & Jetpro RTR ..1679.99

Full Line of HPI Parts and Hop-Ups In Stock and ready to ship!



Largescalerc.com is the Largest On-line Retailer of 1/5 and 1/6 Scale Radio Controlled Products in the United States!

MCD Racing



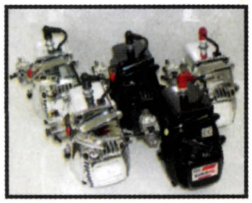
MCD 1/5 Scale Black Line Monster Truck 1465.81
Ready To Run 2061.48
MCD 1/5 Scale Proline Monster Truck.....1682.83
Ready To Run 2278.50

Full Line of MCD Parts and Hop-Ups In Stock and ready to ship!



1/5 4x4 Titan Truck 28cc motor RTR 1299.99
1/5 4x4 Extreme Titan 30.5cc motor & Jetpro Pipe RTR 1699.99

Motors up to 30.5cc



CY27cc Chrome 189.99
CY27cc Black.....179.99
CY29cc 2mm Stroker Chrome ..219.99
CY29cc 2mm Stroker Black.....209.99
CY30.5cc2mm StrokerChrome.299.99
CY30.5cc 2mm Stroker Black ...289.99
CY30.5cc 2mm Stroker Ported..399.99
Zenoah G230rc 23 cc.....225.99
Zenoah G260rc 26 cc.....249.99
Trevor Simpson 30.5cc Reed....1150.00

Outerwears Pre-Filters and Pull Start Covers



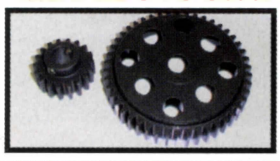
Pre-Filter 3x2 .....12.99
Available in: Red, Blue, Black, Yellow, Orange, and Purple
Pull-Start Cover.....22.99
Available in: Red, Blue, Black, Yellow, Orange, and Purple
HPI Baja Shock Covers.....34.99
Available in: Red and Black with Flames

JETPRO Pipes Add Up to 1.5 HP



HPI Baja V3.....199.99
HPI Baja.....189.99
MCD Monster Truck 189.99
MCD Race Runner 189.99
FG Monster Truck 169.99
FG Monster Truck V2.....189.99
Buggy Unsilenced.....169.99
Buggy Silenced.....189.99
Stadium Truck.....189.99
Monster Beetle.....189.99

CAT5 MFG-FG Steel Gear Conversion



18/46 combo.....72.99
16/48 Combo 72.99
48 Tooth Spur.....52.99
46 Tooth Spur.....52.99
16 Tooth Pinion 22.99
18 Tooth Pinion 22.99



4X4

MCD Racing 1/5 Scale Proline 4x4 Stadium Truck 1682.83
Ready To Run 2278.50



4X4

MCD Racing 1/5 Scale Proline Race Runner Buggy Competition 1525.00
Ready To Run 2120.67
Race Runner Basic.....1223.39
Ready To Run.....1819.06



4X4

1/5 MCD Racing Proline Rally Car with Body Pack . 1519.10
Ready To Run. 2185.35

FG Modelsport



Largest stocking FG Dealer in the U.S.!



FG Monster Truck.....1196.99
Ready To Run 1550.99
FG Monster Beetle Pro 1185.99
Ready To Run 1550.99
FG Stadium Truck.....1195.99
Ready To Run 1550.99
FG Monster Hummer 1095.99
Ready To Run 1373.99
FG Stadium Hummer 1195.99
Ready To Run 1550.99
FG Marder.....892.99
Ready To Run 1192.79
FG Monster Beetle.....1023.99
Ready To Run 1323.99

FG Sportline F-1 With Body 1759.99
Ready To Run 2059.99
FG Competition F-1 W/O Body 3311.99
FG Sportline 04 .....1266.99
Ready To Run 1666.99



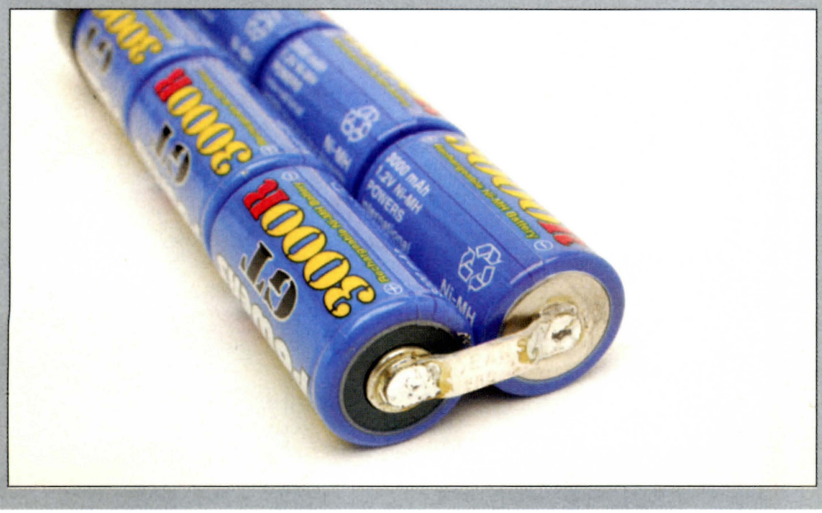
MCD Baja 1000 Pro Truck!

MCD 1/5 Scale Baja 1000 Truck Evo 2 Competition 1525.00
Ready To Run 2120.67

www.LargeScaleRC.com
6289 North 150 East, Monon, IN, 47959
Phone: (219) 253-8356 Fax: (219) 253-8580
Email: sales@largescalerc.com Website: www.largescalerc.com

STICK PACK UPGRADE

Most stick packs of batteries are simply spot welded together. Spot welding is a process that welds a thin battery bar to the cell in three or four tiny spots. Once you start passing 25 or 30 amps through the spot welds, you can be sure there will be trouble. The internal joints on a stick pack are usually OK because, along with the spot weld, the cells faces are butted up against each other. However, the jumper connection at the end of the pack needs some attention. Tear off the thin, spot welded piece of metal and use a good soldering iron with a fat tip to solder on a heavy battery bar. This upgraded connection won't overheat when you start running your turbo motor, which can cause melting and poor battery performance.



DRY PRE-FILTER

If you run your nitro machine in extremely dusty conditions you should install a dry pre-filter over your oiled air filter to reduce the amount of cleaning necessary to keep your mill breathing clean, unrestricted air. Dusty race tracks will clog up an oiled air filter within a few tanks of fuel, and the most effective way to keep your air filter clean longer is to wrap a dry element around your oiled one. The dry element will keep large chunks of dirt and some of the finer dust out, and the oiled element inside will stop any debris that gets through from entering your engine.





SNUG BATTERIES

If your electric car uses tape or straps to secure your battery packs to the car, you need to ensure that they hold the cells firmly to the chassis and do not allow battery movement at all. If the batteries move during a race, you will upset the balance of the car, causing it to handle erratically because the mass within the car is always shifting. Flipping and loss of traction are common problems with loosely mounted cells, so make sure the tape is tight or the straps are secure. If you are using straps, don't tighten them to the point that you are applying excessive force onto the battery pack or you may damage the cells.

TEMP CHECK



When you get a temperature reading with your infrared probe pointing straight down the top of your cylinder head towards your glow plug, some of the reading comes from the cylinder head itself. Some fancy cylinder heads—including the magnesium heads that are becoming popular—have differing rates on heat conduction, which could result in overly decreased temperature numbers that will cause you to run leaner than you should. To check if this situation affects your mill, simply obtain temperature readings at your glow plug as well as at the side of the crankcase. If these numbers are drastically different, be aware that your future glow plug temps may need some mental adjusting before you start playing with your mixture settings.



Even our worst tips are better than other people's tips.

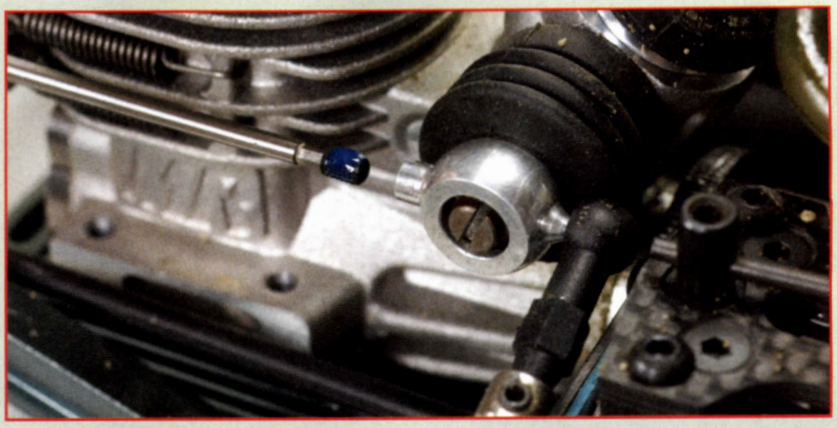

1/5th SCALE DESERT BUGGY
bpf
05.10.2006
RTR BAJA 5B DEBUT
01.17.2007
BARSTOW TO VEGAS - 120 MILES
06.23.2007
1400km AROUND ICELAND
OWN



©2008 Hobby Products International. All rights reserved.

SECURE CARB PARTS

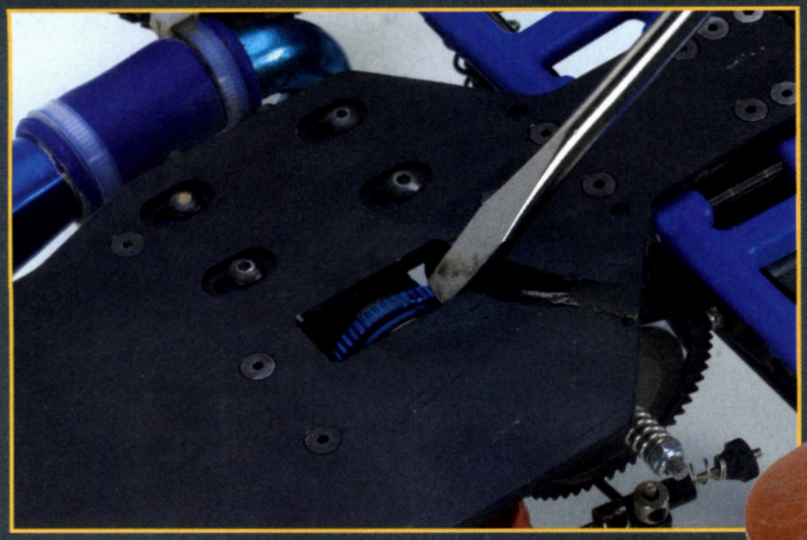
You can have the ultimate throttle linkage setup with every fail-safe known to man, but if your throttle arm comes loose on your carburetor, you aren't finishing the race and you definitely aren't winning it. After you've set the angle on your throttle arm/ball link, it is a wise idea to use a small amount of thread lock on the retaining screw or setscrew to ensure it will stay put. Also, make sure you use a good pro hex wrench to tighten that sucker up so it won't fall off at an inconvenient point in the race.



Jeff dug a hole by saying "I can do quick tips in two minutes."

STARTER BOX STOP

Some engines are so tight at their pinch point at top-dead-center (TDC) that they will actually stall out the electric motors in your starter box. This is especially true with brand new engines that are about to get the break-in treatment. If you are trying to start your engine and it seizes in the pinch zone, stop trying to start it immediately. Use your finger or gently use a flathead screwdriver to rotate the flywheel away from TDC, then try again. You can even loosen the glow plug a bit during starting to reduce the compression, but this won't help too much since most of the tightness is from the pinch zone and not compression. Still, sometimes every little bit helps. If you do loosen the glow plug, don't forget to tighten it back up as soon as your engine starts. Once your engine is broken in and has a few tanks run through it, it will loosen up on its own and be much easier to start without the risk of burning out your starter box motors.



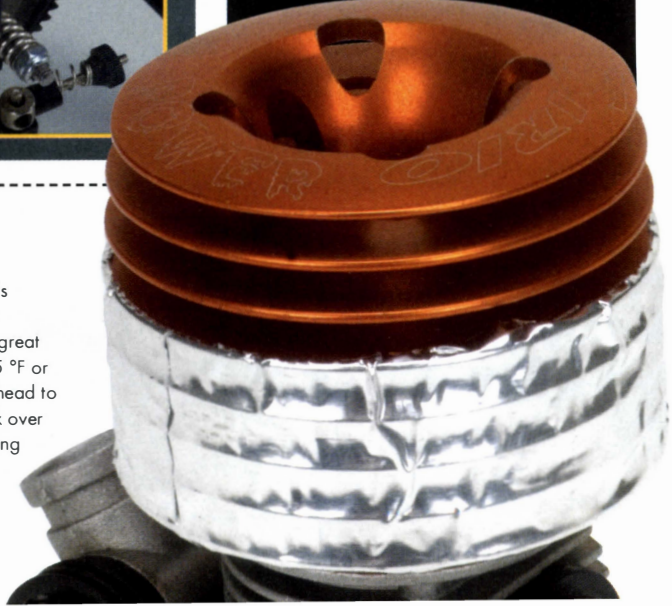
SAFETY ENDPOINTS

When setting your endpoint adjustment on your radio, always start by turning them down to 50%, then work your way back up to the perfect setting. This method will avoid overextension of your servos and linkages that could cause undo stress to your servos and chassis components. You don't want your servo trying to move your steering past the lock points, and you especially don't want your servo trying to rip the barrel out of your carburetor each time you grab a handful of throttle on the back straight-away.



WRAP YOUR HEAD

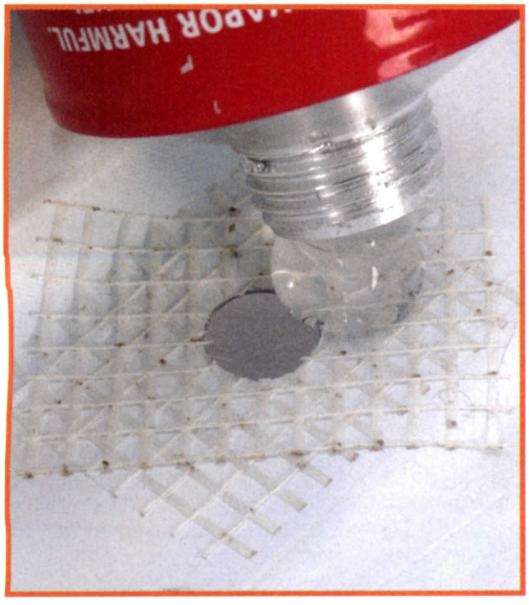
When running your nitro engine in weather with cooler ambient temperatures, it is sometimes difficult for your mill to generate enough heat to bring itself into a safe operating temperature. This is because cylinder heads are designed to cool with great efficiency for hot summer days. When the ambient temperature is low, such as 45 °F or less, it is a wise idea to wrap aluminum tape around a few fins on your cylinder head to help retain some heat once your engine is running. You can also slip a baby sock over your cooling head to offer the same outcome. You'll have to do some experimenting to determine the correct number of fins to cover, as well as some creative tuning to get your air/fuel mixture just right.



NEW *FUEL LINES*

Air leaks in your nitro fuel system are a nightmare and they are commonly caused from pinholes in your fuel lines. Every time you stretch your line to pull it away from the fitting you run the risk of creating a pinhole. Holes in the fuel lines can also occur on their own either from the manufacturer or from old dried up silicone. Fuel line is inexpensive; usually costing less than a buck per foot, so keep some spare in your pit box and replace it on a regular basis. You are best off to replace lines every time you pull them from their fittings, but if you don't want to do it this frequently, every few races will be fine as well.





STRONG HOLES

A very common place for bodies to break or tear is around the mounting holes. You can easily strengthen the holes with a little fiber tape and some Goop or CA glue. Place some narrow strips of tape in a cross pattern around the outside of the mounting hole on the underside of the body. Be sure that the body is clean or the tape won't adhere. Once the tape is applied, spread on a little bit of Goop to strengthen the tape's bond to the body. You can also use CA glue (it will dry faster), but CA isn't flexible like the Goop so if you have the time to wait, the Goop is a better way to go. Let everything cure and your body's holes will be much stronger the next time you tag a wall at speed.

STINGER ANGLE AND PLUG

When mounting your tuned pipe to your chassis and engine it is important that the stinger angles downward at about a 30-degree angle to allow unburned fuel and oil to escape from the pipe. If you mount your tuned pipe straight out the side these contaminants won't remove themselves from your pipe, and if you mount your stinger facing downward you could flame out your engine if your vehicle bottoms out on the track. Even with a properly mounted tuned pipe you should still pour out any excess fluid from the stinger and place a rubber plug over the end once you are done running your machine for the day to prevent any spillage and staining of your mom's, wife's, landlord's, or stripper's carpet.



STRONG & SEALED BULKHEADS

They're abused, exposed to dirt and dust, and are generally put through hell once they hit the track. To help keep your 1/8-scale buggy and truggy in one piece and free of dust, it's wise to use silicone sealer between your front and rear differential bulkheads and the chassis before you bolt them up. This will both increase the strength of the assembly between the bulkhead and chassis and prevent dirt from entering your diffs and damaging your crown and pinion gears. This tip will make it a little more difficult to disassemble your chassis, but the extra few minutes wrenching in the pits could help secure you a win on race day.



Jeff still uses a dogsled and loves Derek's mom.

Most of these are common sense if you have at least 11 brain cells.

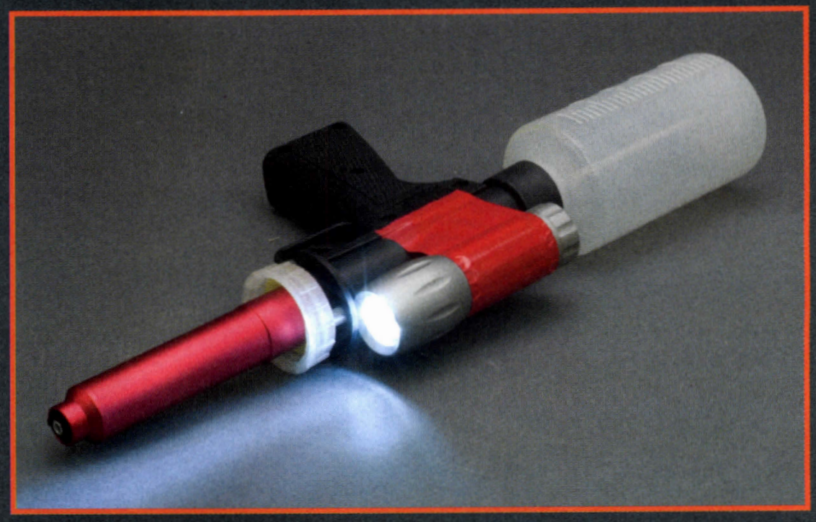
CARBURETOR ROTATION

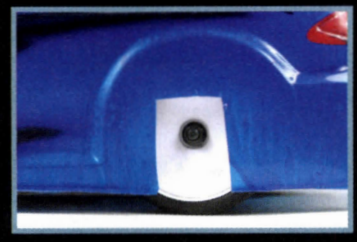
Many people don't realize that you can easily alter the angle of your carburetor within your engine's crankcase to better *suit your throttle* linkage setup. Sometimes a minor twist of your carburetor will allow everything to line up better, so don't be afraid to make changes to your carb position. When changing carburetor angles simply loosen the retaining screw or nut, rotate your carb to the desired position, push your carb firmly into the crankcase to ensure a good seal, and tighten up the retaining screw or nut again. Be careful not to overtighten the retainer, as you may damage your carburetor body, and remember that thread-lock should never be used on any engine components other than engine mounting screws.



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.





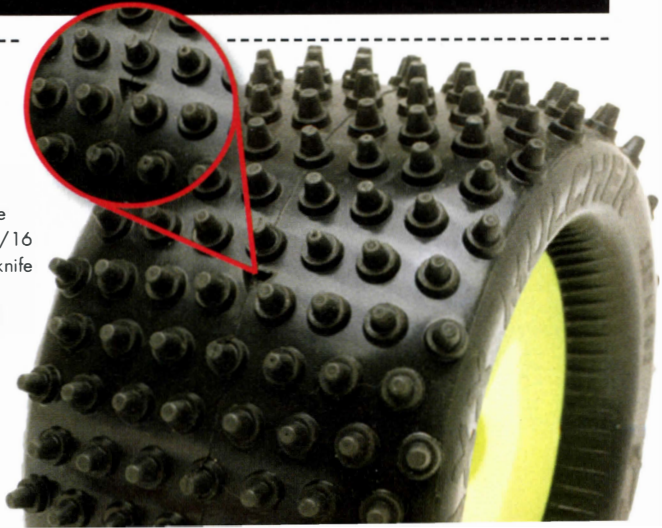


BLIND WHEEL WELLS

Most people paint their bodies before they cut them out and mount them, which is fine as long as you make all of your vital cut markings before you hit the paint. There are some instances when you'll end up with a painted body and no markings for your wheel wells. Front wheel wells are usually molded into the body so they are easy to cut, but the rear wheel wells are not always molded (to allow the body to fit various chassis lengths). To cut the perfect rear wheel well in this situation, simply cut a small rectangle close to the center of your wheel to expose the axle while the body is mounted on your chassis. Place another wheel assembly over the outside of the body, match the hole in the rim with your axle, and trace a line around the tire onto the body to give you the perfect cut line for your rear wheel well.

TIRE HOLES

It is important to have holes in your off-road wheel assembly allowing air in and out of the tire to prevent tire bounce and tire disfiguration. Holes in the rims will work fine, but they won't allow water that has entered your tire to escape. Punch a hole in the face of the tire so you can squeeze out any water that may build up within the tire while running your vehicle or during tire cleaning. The tire hole should be between 1/16 in. and 1/8 in. in diameter, and you can use a tire punch, a Moto-Tool, or a hobby knife to cut the hole. Drill bits don't usually do a good job of cutting open holes in the tires since the drill bit will usually just "screw" itself into the rubber and the rubber flex will not allow it to bore an open hole. A tire punch, like a small hole-punch, will leave an open hole, a Moto-Tool will grind an open hole, and you can use a hobby knife to cut a small open square, triangle, or circle that will allow water to escape from within the tire.



Loyalty does pay off.

Get up to 10% Back.



http://Rewards.CarolinasRC.com

1.888.RC CARS 8

R/C Rewards is a Customer Loyalty Program exclusively at Carolinas R/C. Customers get up to 10% of the price of merchandise purchased from Carolinas R/C back in the form of Gift Certificates and other products of their choosing. The percentage back varies based on the number of Reward Points that the customer accumulates, as well as the total purchases for the customer over the past year. Program details are available at http://Rewards.CarolinasRC.com. Program rules, regulations, and details are subject to change at any time.

xxx main
X-WRAPZ



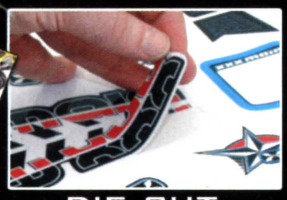


INCLUDED WITHIN EACH KIT~

UNIVERSAL FIT

RETAIL $19.99 EACH KIT ($17.99 FOR MICRO KITS)

X-WRAPZ KIT FEATURES_



DIE CUT



WING WRAPZ



TRUCK BED



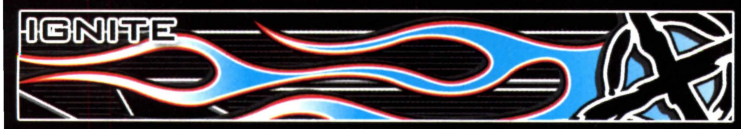
UNIVERSAL

XXX MAIN X-WRAPZ are complete graphic kits designed to fit Monster Truck~ Truggy~ 1/8 Buggy~ Micro~ or Touring Car classes_ X-Wrapz are universal so you don't need a specific kit for each chassis or body design and they are die cut making them fast and easy to apply_ Simply paint~ apply the graphics~ and you've just hacked out a gnarly looking body in under 20 minutes_

DESIGNS~ All four designs below are available for Truggy~ 1/8 Buggy~ Monster Truck~ Touring~ or Micro classes_









X-WRAPZ ARE AVAILABLE FOR~ WWW.XXXMAIN.COM



TRUGGY



1/8 BUGGY



MT



TOURING

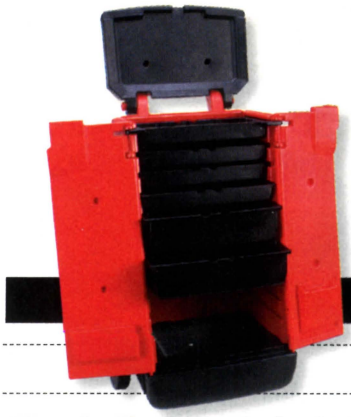


MICRO

XXX MAIN RACING INC_
PO_ Box 42198~ 128 Queen St_ South~ Mississauga~ ON~ L5M 1K8~ Canada_
Ph~ 905_816_1551 Fx~ 905_816_9834 Orders~ 1_877_744_6793

xxx main Racing products are distributed in the USA and Canada by:

HRP GREAT PLANES GLOBAL



TOOL KADDIE MODEL K-II

STORAGE TO THE EXTREME

words: Brian "Skinny" Skinner

If you're like me, you're hooked on RC and you probably have a lot of tools. We both know that getting to and from races or a day of bashing can be a hassle when lugging around tools, not to mention spare parts. Luckily for us, Tool Kaddie has a solution for transporting and storing tools and parts. The K-II Tool Kaddie is built tough with lots of storage to keep everything organized, and it's ready for transportation at a moment's notice. With the K-II in hand, going out for a day of RC just got a little easier.

HOW IT WORKS

The Tool Kaddie K-II is designed to hold 16 square feet of tools and parts with built-in shelves, bins, and tool holders. It's constructed of double wall polyethylene plastic that will take a beating, and it sits on a single steel axle with large tires that easily rolls over dirt and nasty stuff. It's designed to be tossed into the back of your car, and it's approved for air transportation. It has two large front door panels that swing open to give easy access to the sliding shelves, plus it's lockable. The Tool Kaddie is also designed to have additional tool racks and holders. All you have to do is screw extra holders or compartments to the double wall plastic and you've increased your storage and organization.

TESTING

Derek told me that testing would be straight forward with the Tool Kaddie, and he was correct. I loaded up the K-II Tool Kaddie with all my stuff and it worked! To make that Boss Editor of mine happy I could end it right here, but I won't. True, it's a toolbox, and it holds stuff, but the K-II is clean and very open. I loaded all my RC stuff in the K-II and found it to be excellent for working in the pits. It sat right next to me, and getting to my tools and parts was a pleasant experience, for once. It felt like I had a mini rollaway next to me. To see how it handled Xtreme fieldwork, I decided to work on the back shed at the Shrek lair. I loaded the K-II up with my skillsaw, drill, a couple of cans of Quick-Set, and roof tar. It was heavy as I headed out, and it rolled down the stairs and through the dirt with ease. Unfortunately it started to rain, so I packed up and went back to the secret RC garage. The K-II was wet, but the tools and hardware were dry. With the testing done, I would have to say that the K-II is a worthy toolbox for any wrenching or chores.

CONCLUSION

I don't know about you, but I love a good toolbox. Having a good one makes working on things so much easier. Heck, if I could travel around with a full Snap-On Mechanics rollaway, I probably would. Realistically, the K-II Tool Kaddie makes a great RC rollaway. It's great for the pits and carries a lot of stuff. Another thing I like about the K-II is the fact that you can customize it. Right now I'm adding tool holders, making some lids for the shelves, and creating a carrier bracket to hold cars. You can't do that too often with other toolboxes. With the design of the K-II, it lends itself to being modified the way you want your mobile toolbox to be, and we RC people love to modify things.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

LOIS GRIFFIN

HITS

- Durable construction
- Great for mobile pit use
- Stores a lot of stuff

MISSES

- A little heavy for air travel
- You'll need to make tray covers to keep small tools in place, if you lay it down

CONNECT

Manufacturer: Tool Kaddie
Web: www.toolkaddie.com
Part Number: toolkaddie2
Street Price: $149.99

GO TO: RC411 DOT COM

RC-nation
Your #1 Source for High Performance Parts
Upgrade the performance of your 1/8th scale buggy or truck
• Mugen
• Kyosho
• OFNA/Jammin
• HPI Racing
• Fioroni
• Novarossi
• Racers Edge
• Airtronics
• Pro-Line
• Team VTX
• Venom Racing
• Align
Order Online 24 Hours:
www.rc-nation.com

AB MODS
AB Mods is proud to be one of the few engine modifying service that utilize the NitroDyno systems X-Dyno for all engine development.
This allows us to perform proven modifications to our customers' engines while having hard factual data to back up all changes made.
If you want your engine modified for proven performance,
LOOK NO FURTHER THAN AB MODS!
www.abmods.com
3310 Deerwood Dr.
New Albany, IN 47150
502•751•3805

FOR THE TRACK:



Spektrum DX3R
Radio System

Team Losi 8ight-T Truggy



Team Losi 8ight Buggy





Full line of JR Servos



Spektrum DX3
Radio System

FOR THE AIR:

E-flite Blade CX2
Coaxial Helicopter



E-flite Blade 400 3D RTF
Electric Mini Helicopter





E-flite Blade CP Pro
RTF Micro Helicopter

Spektrum DX7
Radio Systems

www.amainhobbies.com | 1.800.705.2215

OR JUST FOR FUN:

Team Losi 1/18th
Raminator Monster Truck





Team Losi 1/36th
Micro Desert Truck



Team Losi 1/18th
Mini-Baja RTR



Team Losi 1/18th
Mini-LST2 Monster Truck



Team Losi 1/18th
Mini-Slider RTR



hobbyzone
radio control sports

HobbyZone Millenium
PTU Ready-To-Fly

A MAIN HOBBIES.com

GREAT PRICES ~ HUGE SELECTION ~ AWESOME CUSTOMER SERVICE

2008 TRINITY SNOWBIRD NATIONALS

RACING FOR THE RIGHT REASON

words & photos: Derek Buono



"All by myself" takes on a new meaning.

Sponsors

Team Trinity, Team Associated, Team XRAY, Xtreme RC Cars, TQ Cells, TM Tires, TOP Racing, Superior Hobbies, Steel City Hobbies, Speed Juice, Spektrum RC, SMC, Silva Concepts, Serpent, Schumacher, RCResults.com, RC4LESS, Protoform, PRS, ORC Racing, Ohio Hobby Plus, Novak, Much More, MonsteRCUSA, Molzer Mowery

I've been covering the Snowbird Nationals for well over six years, and over those years I've come to appreciate many things about RC, including the races and the people involved. It's easy to get caught up with watching the factory drivers, as they put on a show every year that seems to surpass the previous year (or maybe we just have a short memory). But the real reason the Birds has been so successful for so long is because of the people who aren't in the A-Main. I witnessed something this year that I'm sure has happened in the past. I got to the track early in the morning on main day to witness someone race himself. That's right, a single racer, alone. While it was comical at first, it really shows just how much racers love to race, and particularly this race. During a time when it's uncommon for factory drivers to show up if they didn't make the A-Main, a single common racer reminded me that this sport has some of the most dedicated people around. Where else would you spend over a week to qualify in a single main and actually run that entire five minutes without another person on the track, and in front of maybe 100 racers watching and cheering? What this proves is that the Birds is more than just another race, it's a place where you come to race against others, enjoy time with friends, and strive for personal success, regardless of other people's thoughts. The cheers … the applause … these moments bring you back year after year. This race was also at the new location, which was way better than the older hotel (I actually slept in my socks at the old hotel for fear of things touching my feet). There are many things that people forget when they race all the time and at top levels, or are in too deep. But the Birds keeps you real and offers a world-class show of the best drivers around. It is arguably the biggest RC race in the world.



Wow that's a lot of sponsors!

2008 Sponsors

Meridith Group, MaxAmps, MACS, KSG Motorsports, JPH Racing, JBR Cells, JACO, IRS Racing Hyperdrive, Hobby Talk, Hacker Brushless, GSHobby, Futaba, Finish Line, FastTracks, FastLane, Darkside, Custom Works, CRC Racing, Corally, Comp Electronics, Checkpoint, BSR Tires, Boca Bearing, A.A. Mortgage

BUZZ

SMYKA GETS SPONSORED ON THE STAND

Right before the start of his main, Mark Smyka decided to switch sponsors. And in true dramatic form, Paul Lemiuex threw a Trinity shirt that was "prestickered" and ready to go.



TRINITY LI-PO

Trinity had their latest Li-Po batteries and balancer on hand. If you didn't read the winners' chart, both Paul and Peter used the Trinity DUO brushless motors to win both "major" classes in on-road and oval.





NITRO SPRINT CAR

Oval is still the racing form of choice in mainstream America, and really, what kid hasn't watched sprint car racing? Custom Works has offered an electric sprint car for a year or so, but the excitement level gets kicked up a notch with the addition of a nitro version. The nitro version will be priced more reasonably, and will be fully upgradeable to the more exotic electric version, which uses carbon fiber everything. We're bugging them already to get us a car!

www.customworksrc.com





Figure out how to hack the FastLaps and you'll be the next winner!



FASTCATS

One of the many cool things at the track was this data station that Fast Cats brought. When you registered you were given a barcode for your car, and with that you could have access to your lap times and qualifying information at any time. Just scan your car and print out the data. Freakin' sweet.

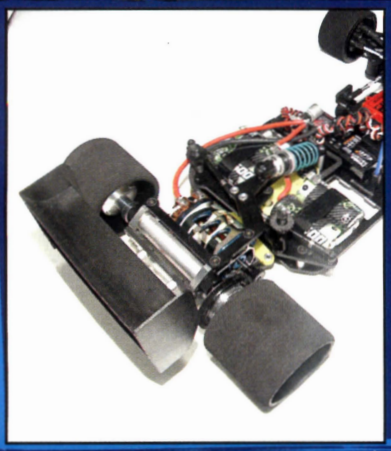
www.fastcats.com

PARMA

Parma has always had a good reputation for having some of the fastest carpet bodies out there, and they've gone smaller. Their new Speed8 body is designed to fit the Sportwerks recoil touring car.

www.parmapse.com





CORALLY F1

This year there were some exhibition classes, and the F1 class had only a few entries, but this Corally F1 car was pretty sick looking. They brought them to the states before, but this latest edition had some nice scale looks and handled well.

www.corallyusa.com



REEDY LIPO

If you haven't figured out that Li-Po is on the move, just look at the number of companies showing off their latest Li-Pos. Reedy packs should be available around the time you read this, and like many of the packs, they fit the new ROAR rules and are race legal!

www.rc10.com/reedy



CRC CLIK-TRAK

CRC has been making killer 1/12-scale products and other RC accessories for years. They've also been the leading force in the carpet we race on. To create the total track-in-a-box, they've made a new track barrier system that was tested at a large RC race for the first time. The Click Track is made from square plastic and clicks together. The corners come in a few different radii and allow you to make almost any track design you could think of. It's light, easy on cars, and looks professional. If you were thinking of starting an indoor track, or want to ditch the heavy, hard-on-cars wood barriers, you'll want to look into this setup.

www.teamcrc.com

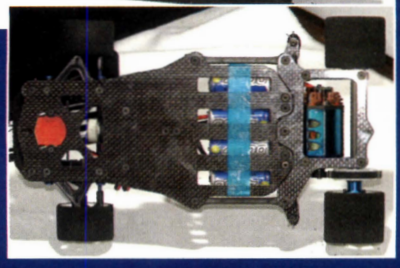


TEAM ASSOCIATED RC12R5

AE has been back on the kit release program, and their latest is a revision to their 1/12-scale program that is probably the first major redesign since ditching the kingpin suspension. The R5 offers a pivot ball link rear suspension. This was done to improve the performance on bumpier tracks (carpet does get bumpy) and has a new shock design with consistent damping in both directions.

www.rc10.com





RETURN OF THE 1/10 PAN SEDAN?

We're giving away our feature for next month, but the pan sedan might just be starting to gain popularity. Speedmerchant has sold a spec 200mm pan sedan for a long time, and their latest is based on their highly capable Rev5, which now puts more performance into the class. The good news is that other companies are starting to look into this high-performance, cheaper-priced sedan alternative ... which you'll read all about next month.

www.teamspeedmerchant.com



Say "1/10 pan sedan" 5 times fast.

2008 TRINITY SNOWBIRD NATIONALS



WINNING ONROAD SETUP

Oh hey there's some race winners too in those pictures.



PUTTING A YOUNG GUN IN THE RUNNING

Dynamite Platinum Series Powers the Youngest IFMAR 1/8-scale Qualifier

Young or old, one thing is for certain – it takes serious power to compete against the world's best. Take it from Dynamite team driver Derek Weatherholt. Derek has blazed through the ranks of nitro competition to become the youngest ever qualifier for the IFMAR 1/8-scale World Championships. Out of 235 total drivers competing, Derek and his Dynamite Platinum-powered Losi 8IGHT buggy captured one of only 30 slots for US drivers at the up-coming 2008 IFMAR Worlds. And two things have helped Derek get there – his determination to win and Dynamite Platinum Series engines and accessories. Derek knows that when he wants to get to the top, he has to have performance and reliabilty. That's why he chooses Dynamite Platinum Series.

DYNAMITE PLATINUM SERIES



DYNP5220
.21 SG Off-Road



DYNP5230
.28 SG Off-Road



DYNP5188
8IGHT Max Life Aluminum Clutch Shoe Set



DYNP5001
1/8 007 Hi-Torque Hard-Anodized Inline System



See yourself at the top of the podium and get your Dynamite Platinum Series system at your local hobby retailer.

Step up to Platinum. Dynamite Platinum Series.

dynamite PLATINUM

www.dynamiteRC.com

© 2007 Horizon Hobby, Inc., Champaign, IL. Dynamite™ is an exclusive brand of Horizon Hobby, Inc. 11179 HORIZON

2008 TRINITY SNOWBIRD NATIONALS



Thank God the boots and skirts were on the trophy girls.

WINNING OVAL SETUP

















YOUR #1 NIMH SOURCE

NOW DELIVERS CELLS SO GOOD THEY DESERVED THE TEAM ORION NAME!



NEW Team Orion 4200 SHO (Super High Output)
Performance Racing NiMHCells
Available in various matched and unmatched configurations

ALSO NEW AND IN STORES NOW:

ROCKET PACK
High Power Stick Packs



Available also w/TRX® style plugs

SUPER DUTY
Performance
Stick Double Packs



SUPERCHARGE
Mini Race Packs 1600
HIGH VOLTAGE



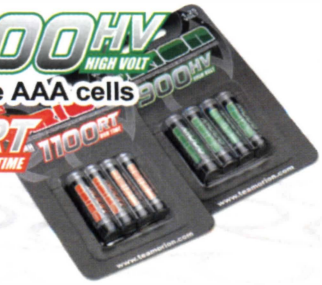
MARATHON
Receiver Packs 1600
HIGH VOLTAGE





2700
Performance AA cells

900HV
HIGH VOLT
Performance AAA cells
1100RT
RUN TIME



TEAM ORION

For more info these and other great products go to www.teamorion.com

The use of Team Orion cells ensures the highest quality and safety in the industry.
All Team Orion racing components are designed and manufactured with pride by those who race.
20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

2008 TRINITY SNOWBIRD NATIONALS

X-MINUTES OF FAME

For this race we pulled a name for the raffle and did a short interview with the winner about the race and himself. This month we got Wolfy up for a few questions and snapped some shots of him, his car, and some trophy girls, for what we're going to call X-Minutes of Fame. We had originally named it 10 minutes of fame, but depending on how long you keep the issue it could be any length. Look for more X-Minutes of fame in future issues!



Name: Mike "Wolfy" Dispenza
Age: 46
Home track: MTR in Brayton, Florida
Hometown: Planthopper, Florida
Years Racing: "A lot" since "the whip"
Number of Birds Attended: The first two and the last four or five
Finishing Position: First in G-Main (10.5 class), fifth in E-Main (13.5 Class)

Why do you come to the race? Mostly to see the guys I used to race with and hang out. I do it for the fun and sportsmanship.

What is oval's appeal to you? Oval is about trying to go fast consistently, and then going faster. Oval is all about tight, close racing, and I don't think you see this in roadcourse racing.

TMA MARKETING & DISTRIBUTION

EXCLUSIVE IMPORTER and DISTRIBUTOR OF:

UR ULTIMATE RACING

TEAM TITAN RACING EQUIPMENT

Attention Hobby Dealers!

Contact us for a FREE Sample Pack!
Rules and restrictions apply.



Differential & Shock Oils

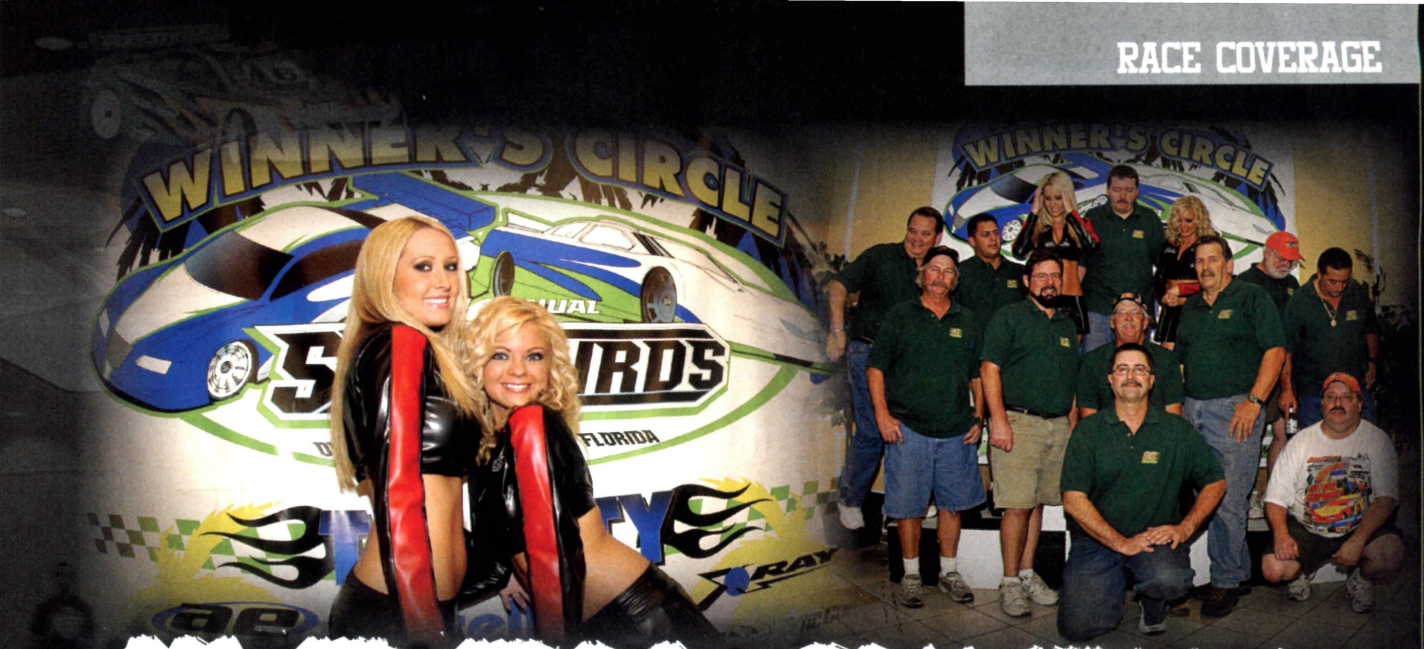
BLITZ Lola





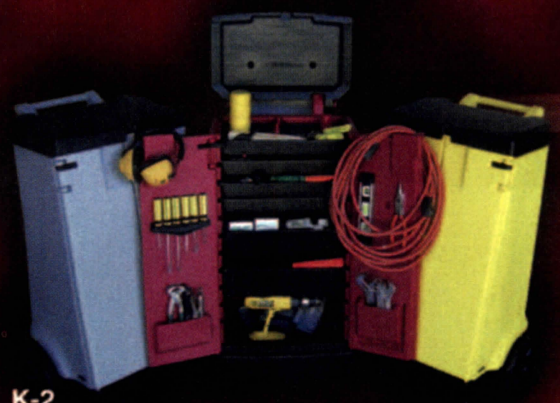
Wheel Balancer

TMA MARKETING & DISTRIBUTION
1000 W. Apache Trail Suite B, Apache Junction, AZ 85220
Ph: 480-983-4016 · Fax: 480-288-1231 · www.teammarketingamerica.com



FLYING NORTH FOR THE SUMMER

Every year the Snowbirds attracts a lot of racers looking to have a good time, enjoy warmer weather, and use their on-road or oval cars for their intended purpose. This race started the "big race" trend that we now see, and even with slightly fewer entries than previous years, it's still one of the biggest and most important races in the country. With the new location providing better conditions, a better track, and better racing, we're betting that next year the race picks up some steam. We'll be there.



THE BEST PORTABLE TOOL STORAGE AVAILABLE

Water Resistant | Lockable | Rolls Anywhere

K-2

Stop Lifting and Start Rolling!

- High volume tool storage and transport
- Takes the work out of carrying tools and parts
- Double wall polyethylene durability
- Store - Lock - & Roll tools and supplies to the job IN ONE TRIP!



K-1

1-800-KADDIES (523-3437)

WWW.KADDIESINC.COM

ON ROAD RESULTS

2008 TRINITY SNOWBIRD NATIONALS

1/12-Scale Stock

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	4	44:8:08.53	Jeff Cuffs	Corally SP12X	Handout	Tekin	SMC	Parma	Futaba	JACO
2	3	44:8:09.45	John Schreffler	BMI DB1ZR	Handout	Tekin	Express EnerG	Parma	Futaba	Parma
3	1	44:8:05.89	Jeff Brown	Corally SP12X	Handout	Novak	Kwik EnerG	Protoform	KO	JACO
4	10	43:8:00.16	Donny Lia	Speedmerchant Rev.5	Handout	Tekin	SMC	Protoform	Airtronics	JACO
5	2	43:8:00.25	Brad Johnson	Corally SP12X	Handout	Corally	Hurricane EnerG	Parma	KO	Parma
6	5	43:8:01.79	Eric Anderson	CEFX C12	Handout	***	EnerG	Parma	Futaba	JACO
7	6	43:8:03.76	Mark Smyka	CRC Gen-X	Handout	Tekin	EnerG	Protoform	JR	JACO
8	7	43:8:06.48	Tom Firsching	CRC Gen-X	Handout	Novak	TQ Cells	Parma	KO	CRC
9	9	42:8:00.57	Joe Trandell	CEFX C12	Handout	Novak	SMC	Parma	KO	JACO
10	8	29:5:29.55	Mo Denton	Corally SP12X	Handout	Tekin	SMC	Parma	Spektrum	BSR

1/12-Scale 19T

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	48:8:10.14	Jilles Groskamp	CRC Gen-X	Handout	Nosram	SMC	Protoform	KO	CRC
2	2	47:8:03.70	Markus Mobers	***	Handout	LRP	SMC	Parma	Sanwa	JACO
3	4	47:8:03.84	Ryan Darroch	Corally SP-12X	Handout	Corally	SMC	Parma	JR	JACO
4	8	46:8:01.23	Michael Skeen	CEFX C12	Handout	Novak	Express	Parma	KO	JACO
5	3	46:8:04.47	Paul Cicarello	Corally SP-12X	Handout	Novak	Pro-Match	Parma	Futaba	Parma
6	6	46:8:06.31	Walter Henderson	Associated 12L4	Handout	LRP	Reedy	Protoform	KO	JACO
7	10	46:8:07.86	Sean Cochran	Associated 12R5	Handout	LRP	Reedy	Protoform	Spektrum	JACO
8	5	46:8:08.93	Mark Smyka	CRC Gen-X	Handout	Tekin	Trinity	Protoform	JR	JACO
9	9	44:8:01.84	Randy Caster	BMI DB1ZR	Handout	Much More Racing	Orion	Parma	KO	Parma
10	7	39:6:54.60	Tom Firsching	CRC Gen-X	Handout	Novak	TQ Cells	Parma	KO	CRC

1/12-Scale Modified

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	50:8:07.52	Teemu Lino	Hot Bodies Cyclone 12	Orion	LRP	Orion	Protoform	Sanwa	JACO
2	5	50:8:08.82	Mike Dumas	Speedmerchant Rev	Trinity	LRP	Trinity	Protoform	JR	JACO
3	8	49:8:04.19	Andy Moore	Hot Bodies Cyclone 12	Orion	Noskam	Orion	Protoform	KO	JACO
4	6	49:8:04.58	Jilles Groskamp	CRC Gen-X	Speed Passion	Noskam	SMC	Protoform	KO	CRC
5	4	49:8:09.01	Mike Blackstock	Corally SP-12X	Checkpoint	LRP	SMC	Parma	Futaba	JACO
6	10	49:8:09.86	Paul Lemieux	CRC Gen-X	Trinity	LRP	Trinity	Protoform	Futaba	JACO
7	3	48:8:10.59	Simo Ahoniemi	Corally SP-12X	GM	GM	Corally	Parma	Sanwa	Parma
8	9	43:7:19.79	Mark Fisher	Corally SP-12X	GM	GM	Corally	Parma	Futaba	JACO
9	2	39:6:37.42	Markus Mobers	***	LRP	LRP	SMC	Parma	Sanwa	JACO
10	7	15:2:52.64	Barry Baker	CRC Gen-X	Trinity	LRP	Trinity	Protoform	Futaba	JACO

1/10-Scale TC 19T

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	30:5:03.23	Jason Schreffler	Losi JRXS- Type R	Handout	Tekin	Express	Parma	Futaba	Parma
2	3	30:5:06.27	Paul Lemieux	XRAY '008	Handout	LRP	Trinity	Protoform	Futaba	JACO
3	2	30:5:07.57	Travis Schreven	XRAY '008	Handout	Novak	Trinity	Parma	Futaba	JACO
4	7	30:5:10.13	Jeff Cuffs	Corally RDX Phi	Handout	Tekin	SMC	Parma	Futaba	JACO
5	9	29:5:02.18	Kevin Hebert	Associated TC5	Handout	LRP	Reedy	Parma	JR	Parma
6	5	29:5:04.13	Juho Levanen	Associated TC5	Handout	LRP	Reedy	Parma	Sanwa	JACO
7	10	29:5:07.42	Josh Cyrul	TOP Racing Scythe	Handout	LRP	SMC	Parma	KO	JACO
8	6	29:5:08.44	Mike Blackstock	Corally RDX Phi	Handout	LRP	SMC	Parma	Futaba	***
9	8	28:5:00.29	Billy Easton	Serpent S400	Handout	LRP	Full Throttle	Parma	Futaba	Parma
10	4	28:5:01.54	Christopher Goetz	Schumacher Mi3	Handout	Futaba	Hurricane	Parma	Futaba	Parma

Five pages of race results begins NOW.



NITRO BURNING MONSTER

Ready to roar at the tip of your finger is the nitro-burning, sod-ripping, stump-pulling 28XZ — a raging bull big-block that arms your monster truck or truggy for the most unsuspected power surge this side of a nuclear meltdown. Extremely balanced torque and rpm keep it smooth and drivable, while a super-cooling cylinder head makes sure nothing gets burned...except your competition. For more information and the location of an O.S. dealer near you, visit www.osengines.com or call 1-800-682-8948 and mention code number 2375P.

Flywheel sets are required with some vehicles. Use OSMG2648 with Mugen and OSMG2649 with Kyosho (both available separately).

O.S.® ENGINES

XZ

Distributed Exclusively Through GREAT PLANES® MODEL DISTRIBUTORS COMPANY, P.O. Box 9021, Champaign, IL 61826-9021

www.osengines.com

© Copyright 2007 — 3071311

2008 TRINITY SNOWBIRD NATIONALS

1/10-Scale TC Rubber Stock

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	25:5:05.31	Mike Haynes	Losi JRXS-Type R	Handout	Speed Passion	TQ Cells	***	JR	Handout
2	4	25:5:05.53	Larry Fairtrace	Losi JRXS-Type R	Handout	Tekin	Xpress EnerG	Protoform	Futaba	Handout
3	3	25:5:08.82	Tony Fiorella	Corally RDX Phi	Handout	Novak	Xpress EnerG	Protoform	Airtronics	Handout
4	2	25:5:10.22	Mike Herald, Jr.	XRAY '007	Handout	Keyence	Xpress EnerG	Protoform	Futaba	Handout
5	6	24:5:02.27	E.J. Evans	TOP Racing Scythe	Handout	LRP	SMC	Protoform	Futaba	Handout
6	8	24:5:04.37	Dave Bowser	Corally RDX Phi	Handout	***	Kwik	Protoform	KO	Handout
7	5	24:5:05.58	Jason Ertrachter	TOP Racing Scythe	Handout	Novak	Xpress EnerG	Protoform	KO	Handout
8	10	23:5:01.31	Brandon Melton	Associated TC5	Handout	LRP	Reedy	Protoform	Futaba	Handout
9	9	23:5:06.57	Bryan Ford	Schumacher Mi3	Handout	LRP	SMC	Parma	KO	Handout
10	7	7:1:49.85	Jamie Hanson	Schumacher mi3	Handout	Novak	OHP EnerG	Protoform	Futaba	Handout

1/10-Scale TC Foam Stock

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	2	29:5:10.04	Jason Schreffler	Losi JRXS-Type R	Handout	Tekin	Xpress EnerG	Parma	Futaba	Parma
2	4	28:5:02.49	Jeff Cuffs	Corally RDX Phi	Handout	Tekin	SMC	Parma	Futaba	JACO
3	1	28:5:03.40	Travis Schreven	XRAY '008	Handout	Novak	Trinity	Parma	Futaba	JACO
4	6	28:5:07.93	Mo Denton	Corally RDX Phi	Handout	Tekin	SMC	Parma	JR	BSR
5	7	27:5:00.04	Christopher Goetz	Schumacher Mi3	Handout	Futaba	Hurricane EnerG	Parma	Futaba	Parma
6	5	27:5:01.15	Jim Herrmann	XRAY '008	Handout	Novak	EA Motorsports	Parma	KO	Parma
7	3	27:5:05.43	Brad Johnson	Corally RDX Phi	Handout	LRP	Hurricane EnerG	Parma	KO	Parma
8	9	27:5:06.03	Mark Strasnick	Corally RDX Phi	Handout	KO	Team Kwik	Parma	KO	JACO
9	10	26:5:00.67	Steve McNichols	XRAY '008	Handout	Novak	SMC	Parma	KO	JACO
10	8	5:0:58.60	T.J. Bradley	Corally RDX Phi	Handout	Corally	SMC	Parma	Airtronics	JACO

1/10-Scale TC Modified

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	31:5:00.96	Paul Lemieux	XRAY '008	Trinity	LRP	Trinity	Protoform	Futaba	JACO
2	2	31:5:02.12	Simo Ahoniemi	Corally RDX Phi	GM	GM	Corally	Parma	Sanwa	Parma
3	6	31:5:05.78	Keven Hebert	Associated TC5	LRP	LRP	Reedy	Parma	JR	Parma
4	3	31:5:06.08	Mike Balckstock	Corally RDX Phi	Checkpoint	LRP	SMC	Parma	Futaba	JACO
5	10	31:5:07.51	Bobby Flack***	XRAY '008	Trinity	***	Trinity	Parma	KO	JACO
6	7	31:5:07.80	Andy Moore	Hot Bodies Cyclone	Orion	Nosram	Orion	Parma	KO	JACO
7	4	30:5:06.73	Juho Levanen	Associated TC5	LRP	LRP	Reedy	Parma	Sanwa	JACO
8	5	30:5:11.32	Billy Easton	Serpent S400	Speed Passion	LRP	Full Throttle	Parma	Futaba	Parma
9	9	29:5:05.10	Mike Dumas	Corally RDX Phi	Trinity	LRP	Trinity	Parma	JR	JACO
10	8	29:5:05.23	Barry Baker	XRAY '008	Trinity	LRP	Trinity	Parma	Futaba	JACO

1/10-Scale TC Outlaw

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	26:5:02.31	Bart Wabben	Serpent S400	***	LRP	SMC Li-Po	Protoform	Ico***	Handout
2	4	26:5:02.94	Mike Haynes	Losi JRXS-Type R	Full Throttle	Speed Passion	TQ Cells Li-Po	***	JR	Handout
3	6	26:5:05.85	E.J. Evans	TOP Racing Scythe	Novak	LRP	SMC Li-Po	Protoform	Futaba	Handout
4	2	26:5:09.69	JR Mitch	Associated TC5	Novak	Novak	Reedy Li-Po	Protoform	Airtronics	Handout
5	3	25:5:04.09	Tony Fiorella	Corally RDX Phi	Hacker	Novak	Thinder Power Li-Po	Protoform	Airtronics	Handout
6	9	24:5:00.52	Jason Ertrachter	TOP Racing Scythe	Hacker	Novak	Express Li-Po	Protoform	KO	Handout
7	8	24:5:04.48	Steve Weiss	XRAY '008	Novak	Novak	SMC Li-Po	Protoform	Airtronics	Handout
8	7	24:5:06.45	Brent Thielke	Associated TC5	LRP	LRP	Reedy Li-Po	Protoform	Airtronics	Handout
9	10	23:5:06.71	Bryan Ford	Schumacher Mi3	Novak	LRP	SMC Li-Po	Parma	KO	Handout
10	5	8:2:00.24	Kyle Bergstrom	Losi JRXS-Type R	Hacker	Novak	Thinder Power Li-Po	Protoform	Airtronics	Handout

Is your name here somewhere?

OVAL RESULTS

4-Cell Pro Modified

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	66:4:02.34	Peter D'Agnolo	KSG Generation 3	Trinity 4.0	**	Trinity	**	**	Jaco
2	3	66:4:03.81	Greg Honeycutt	Team Associated	LRP 3.5	LRP	Reedy	Protoform	Futaba	Jaco
3	8	65:4:01.85	Monti Panzila	Silva Concepts	Novak/Checkpoint	Novak	SMC	Protoform	**	BSR
4	7	64:4:01.18	Eric Salvas	Customworks Aggressor	Novak 3.5	Novak	TQ Cells	Protoform	Spektrum	BSR
5	2	63:4:02.68	Steve Salvas	Customworks Aggressor	Novak 3.5	Novak	TQ Cells	Protoform	Spektrum	BSR
6	10	63:4:03.01	Mario Marsilio	KSG	LRP	LRP	Hefty Cells	Windtunnel	Futaba	Murdock Racing
7	9	63:4:03.51	Frank Ulbrik	Hyperdrive	Novak	Novak	Pro-Match	Protoform	**	BSR
8	6	62:4:01.46	Andy McClellan	KSG	Novak 3.5	Novak	SMC EnerG	Protoform	Futaba	Jaco
9	5	25:1:37.83	Sean Cochran	Team Associated	LRP 3.5	LRP	Reedy VMX	Protoform	Spektrum	Jaco
10	4	8:0:28.86	John Foister	KSG Generation 3	Novak 3.5	LRP	SMC EnerG	Protoform	Futaba	BSR

4-Cell 19-turn

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	57:4:02.25	Bud Denning	Hyperdrive Pro-3	EA Motorsports	Novak	EA Motorsports	Protoform	Futaba	T.M. Racing
2	5	57:4:03.57	Jonathan Medlin	Silva Concepts	**	LRP	Express	Protoform	Futaba	Jaco
3	4	56:4:01.43	Chris Lawson	RIP Motorsports	Ultrabird	Novak	TQ Cells	Protoform	Futaba	RC4Less
4	2	56:4:01.59	Brian Card	Hyperdrive	Handout	Tekin	Pro-Match	Protoform	Futaba	BSR
5	6	56:4:03.35	Bruce Triplett	Team Associated	EA Motorsports	LRP	SMC EnerG	Protoform	Futaba	RC4Less
6	10	56:4:03.95	Brandon Tonkin	Hyperdrive Pro-3	Handout	Novak	Express	Protoform	KO Propo	T.M. Racing
7	9	56:4:04.34	Bryan Shumate	Silva Concepts	Handout	LRP	Trinity	Protoform	Futaba	GRP
8	8	55:4:00.34	Barry Hill	Hyperdrive Pro-3	Handout	Keyence	SMC EnerG	Windtunnel	Futaba	BSR
9	7	53:4:02.51	Greg Finam	CEFX	Ultrabird	Futaba	SMC	Protoform	Futaba	Jaco
10	3	47:3:37.26	Steve Downs	CRC Gen-X 10	Handout	Tekin	TQ Cells	Protoform	Futaba	Jaco

27-turn Stock

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	2	51:4:00.19	Jody Miller	Hyperdrive Pro-3	EA Motorsports	Novak	Pro-Match	Protoform	Futaba	BSR
2	1	51:4:00.66	Justin Belfiore	RIP Motorsports	Team Quick	LRP	JBR Cells	Protoform	Futaba	BSR
3	4	51:4:01.54	Brock Garis	RIP Motorsports	Handout	Tekin	JBR Cells	**	**	T.M. racing
4	8	50:4:02.15	Jeremy Dobb	Hyperdrive Pro-3	**	**	TQ Cells	**	Futaba	**
5	6	49:4:01.15	Mitchell Jack	Customworks	MCM Cobalt	Tekin	SMC	Protoform	Futaba	BSR
6	10	49:4:01.96	Brooks Derting	Hyperdrive	Handout	Tekin	EA Motorsports	**	Futaba	BSR
7	9	46:4:00.11	Dan Thibodeau	KSG	Handout	Novak	JBR Cells	Protoform	Airtronics	BSR
8	3	46:4:03.02	Tyler McKinney, Jr.	Hyperdrive Pro-3	**	Novak	Express	Protoform	Futaba	BSR
9	5	22:1:45.00	Doug Parisano	Customworks	Handout	LRP	TQ Cells	MD	Futaba	BSR
10	7	11:0:52.46	Henry Green	Hyperdrive Pro-3	Handout	LRP	Express	Protoform	Futaba	BSR

Brushless 10.5

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	4	60:4:01.65	Arnie Fie	Customworks	**	LRP	Truespeed/SMC	Protoform	Futaba	Jaco
2	2	60:4:01.80	Frank Ulbrik	Hyperdrive	Novak	Novak	Pro-match	Protoform	**	BSR
3	1	60:4:02.52	Peter D'Agnolo	KSG Generation 3	Trinity	**	Trinity	**	**	Jaco
4	3	60:4:03.85	Andy McClellan	KSG	Novak	Novak	SMC Energy	Protoform	Futaba	Jaco
5	5	59:4:00.44	Greg Honeycutt	Team Associated	Novak	LRP	Reedy	Protoform	Futaba	Jaco

We don't look for our names, because we know we're in every magazine!

2008 TRINITY SNOWBIRD NATIONALS

6	7	59:4:02.64	Steve Salvas	Customworks	Novak	Novak	TQ Cells	Protoform	Spektrum	BSR
7	9	58:4:00.62	Sean Cochran	Team Associated	Novak	LRP	Reedy	Protoform	Spektrum	Jaco
8	6	58:4:03.13	Jamie Hanson	Leading Edge	Novak	Novak	OHP	Windtunnel	Futaba	**
9	10	57:4:00.89	Danny Bartholomew	KSG	Novak	Novak	SMC EnerG	Protoform	Futaba	BSR
10	8	12:0:48.47	Josh Cyrul	CEFX	Novak	LRP	SMC EnerG	Protoform	KO Propo	Jaco

Brushless 13.5

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	56:4:03.34	Jamie Hanson	Leading Edge	Novak	Novak	OHP	Windtunnel	Futaba	**
2	3	55:4:02.80	Caleb Mullins	KSG	Novak	Novak	Team Scream	Protoform	Futaba	BSR
3	7	55:4:03.18	Jason Nick	RIP Motorsports	Novak	Novak	JBR Cells	Protoform	Airtronics	BSR
4	6	55:4:03.80	Billy Kimpton	DEI	DEI	LRP	**	Protoform	Futaba	Jaco
5	4	54:4:04.02	Jonathan Medlin	Silva Concepts	**	LRP	Express	Protoform	Futaba	Jaco
6	8	54:4:04.19	Dusty Dean	Leading Edge	**	Novak	OHP	Protoform	Futaba	BSR
7	2	53:4:00.09	George Verbonitz	Hangman	Novak	Novak	OHP	Protoform	Futaba	T.M. Racing
8	9	53:4:01.00	Kenny Roberts	KSG	Novak	LRP	Pro-Match	Windtunnel	Spektrum	BSR
9	10	27:2:03.47	Barry Hill	Hyperdrive Pro-3	Novak	LRP	SMC EnerG	Protoform	Futaba	BSR
10	5	17:1:17.28	Jody Miller	Hyperdrive Pro-3	Novak	Novak	Pro-Match	Protoform	Futaba	BSR

1/12-scale 19-turn

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	57:4:01.07	Phil Marabella	IRS	Handout	Tekin	TQ Cells	Bandit	Futaba	BSR
2	3	57:4:03.81	Mike Bean	Trinity	Ultrabird	Novak	Pro-Match	Bandit	Futaba	RC4Less
3	4	56:4:00.47	Antonio DeNino	KSG	Express	Tekin	Express	Protoform	Futaba	BSR
4	10	56:4:01.26	Barry Hill	Hyperdrive Pro-3	Handout	Novak	SMC EnerG	Putnam	Futaba	BSR
5	6	56:4:04.05	Mike Bush	Hyperdrive Pro-3	KC Racing	Futaba	Pro-Match	Bandit	Futaba	**
6	8	55:4:03.15	Eric Brust	IRS	**	**	**	**	**	**
7	9	53:4:00.39	Jorge Moreira	KSG	Putnam	Tekin	SMC	Putnam	Futaba	Jaco
8	2	43:3:02.83	Mark Smyka	CRC Razor 2	Handout	Tekin	Trinity	Putnam	JR Radio	Jaco
9	7	42:3:05.33	Tommy Hargrave	CRC Razor 2	Putnam	LRP	JBR	Putnam	Futaba	BSR
10	5	18:1:15.76	Steve Miller	KSG	**	Keyence	**	CRC	Futaba	Jaco

Customworks Sprint

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	51:4:03.97	Steve Salvas	Customworks	Novak	Novak	TQ Cells	GBX	Spektrum	Handout
2	4	51:4:04.30	Bernie Boy	Customworks	Novak	Novak	SMC	Customworks	Futaba	Handout
3	3	50:4:02.35	Eric Salvas	Customworks	Novak	Novak	TQ Cells	Customworks	Spektrum	Handout
4	2	50:4:03.11	Jody Miller	Customworks	Novak	Novak	Pro-Match	**	Futaba	Handout
5	9	50:4:03.66	Chris Roberts	Customworks	Novak	Novak	SMC	Sprint	Spektrum	Handout
6	7	49:4:00.89	Kip Ellerbusch	Customworks	Novak	Novak	OHP	Customworks	Futaba	Handout
7	8	49:4:01.61	Michael Lively	Customworks	Novak	Novak	TQ Cells	**	Futaba	Handout
8	5	48:4:03.93	Stephen Pedono	Customworks	**	LRP	TQ Cells	Sprint	Futaba	Handout
9	6	47:4:00.29	Dana Silva	Customworks	**	**	SMC	**	Airtronics	Handout
10	10	9:0:56.28	Scott Cramer	Customworks	Novak	Novak	SMC EnerG	Customworks	Futaba	Handout

NASTruck 4WD

F	Q	LAPS, TIME	DRIVER	CAR	Motor	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	51:4:00.48	Tony Moffre	Hyperdrive	Novak	LRP	SMC/EA Motorsports	Protoform	Futaba	Parma
2	6	50:3:58.15	Jeff Maturo	**	**	**	Pro-Match	**	**	RC4Less

NASTruck had 10 drivers; go look on the next page.

3	2	50:4:02.96	Philip Harwood	Hyperdrive	Novak	LRP	SMC/EA Motorsports	Protoform	Futaba	Parma
4	3	49:4:03.96	Scott Davis	Hyperdrive	Novak	LRP	SMC	Protoform	Futaba	Parma
5	10	48:4:05.79	Heath Mahar	Hyperdrive	Novak	LRP	Max Amps	Protoform	Futaba	Parma
6	9	47:4:01.44	Clifford Kline	X-Treme	Novak	Novak	Team Orion	McAllister	Nomadio	T.M. Racing
7	4	46:3:47.77	Chuck Kleinhagen	CK Racing / Losi	Novak	Novak	SMC	Protoform	KO Propo	BSR
8	8	46:4:02.86	Wade Lichtenberg	X-Treme	Novak	Novak	Team Orion	**	Spektrum	T.M. Racing
9	5	19:1:31.92	Jim Cukla	Hyperdrive	**	Novak	SMC	Protoform	Spektrum	Parma
10	7	6:0:32.20	Tim Koiru	Corrally/Hyperdrive	**	LRP	SMC	**	Spektrum	Parma

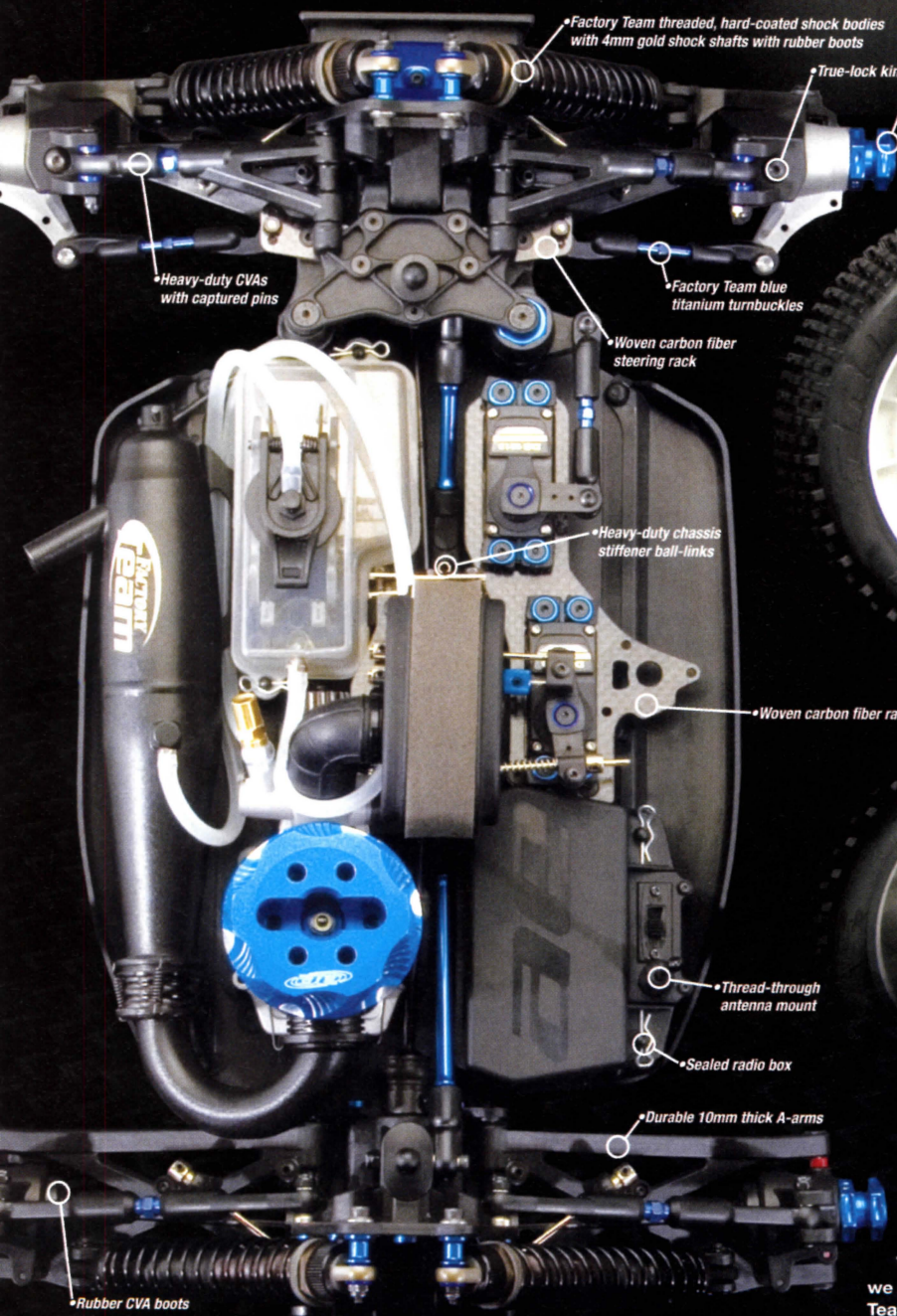
SK Modifieds

F	Q	LAPS, TIME	DRIVER	CAR	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	50:4:03.45	Ken Kerttula	KSKT	EA Motorsports	LRP	Powerpush	KSKT	Futaba	BSR
2	4	49:4:04.96	Kenneth P. Boehm	KSKT	Trinity	KO Propo	JBR	KSKT	Futaba	T.M. Racing
3	5	46:4:02.62	Eric Dimmick	KSKT	Full Throttle	LRP	Powerpush	KSKT	Futaba	Jaco
4	6	45:4:00.29	Michael Santactoce	KSKT	Trinity	Novak	Powerpush	KSKT	Airtronics	BSR
5	9	42:4:03.10	Brian MacDonald	**	**	**	**	**	**	**
6	7	41:4:02.52	David Carter	KSKT	Trinity	Novak	**	KSKT	JR Radio	BSR
7	3	40:4:05.04	Alan Behler	**	**	**	**	**	**	**
8	8	40:4:05.04	Larry Boyd	KSKT	Express	Novak	Express	KSKT	**	**
9	2	5:0:25.12	Dan Thibodeau	KSKT	Novak	LRP	JBR	Windtunnel	Airtronics	BSR



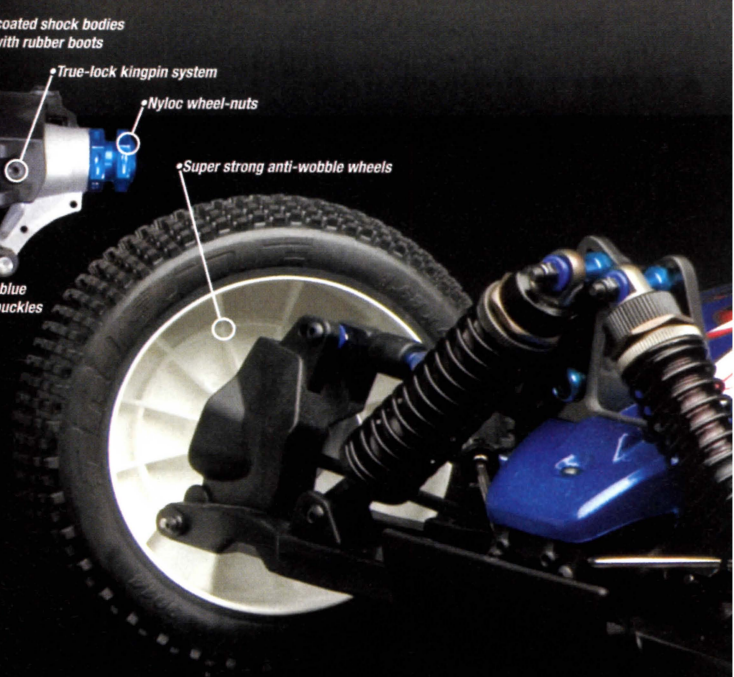
Holy Britney Spears - the race results are done!

RC8 Factory Team





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.



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.

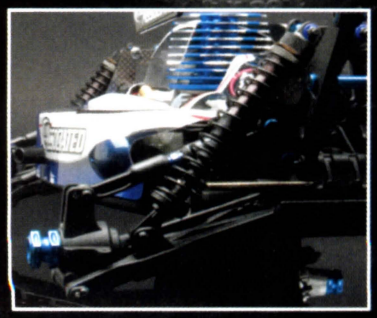
The Factory Team RC8 brings with it many new ideas, touching on every detail ensuring that the RC8 will live up to the high standard that is expected from Team Associated. To start with the RC8 is the first Factory Team kit ever to come fully assembled and set up, ready for you to install your engine, 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.

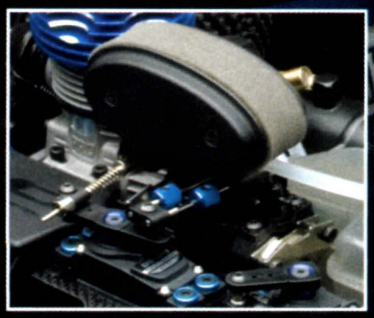


1:8 Scale Nitro 4WD Offroad Buggy Kit

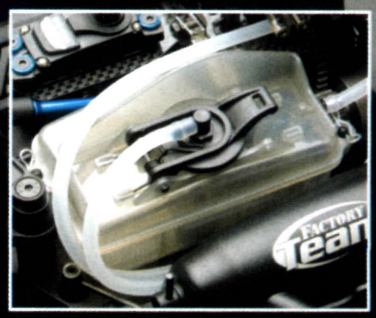
TEAM ASSOCIATED



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.

ae

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

» RUMOR MILL

There are rumors America may one day have a woman President... But it's no rumor RC racing does, as Dawn Sanchez is now the **new head of ROAR**. She is very respected in the industry and has been extremely hands on these past few years with racing, so it looks like she will be doing an outstanding job for us. Good luck Dawn. Lipo's are spreading like wildfire, as more and more parts of the country are running them. Racers seem to be gaining support of them and racing results look to be positive. Most tracks are running **Lipo's with brushless** 13.5, 17.5 and 21.5 motors. So now what does this do to racing classes? Are there too many now and are there enough racers to fill them? Some are getting a little confused as they don't know what direction racing is going and what will be raced next week or even next month. Maybe it is time for all tracks to **get together and standardize.** Back in the day there were just stock and mod and 10th and 12th (very few options and bigger class counts). Some of the consistent success of off-road and dirt oval might be the simplicity of classes and uniform racing across the USA. Batteries tend to be a big topic with some 'failures' still occurring. Please **be safe when charging** and handling packs. Point them away from you when charging and always listen for hissing. Hissing sometimes means the pack needs to be quickly put out of harms way. Keep a heavy towel around to cover them, or even a sand bucket to throw them in if this happens. The **new batches of EP** 4600s, IB 4600s and Ener-G 4600s do look very promising and many racers are happy with their results.

There are 935 classes in oval racing.

Can't get enough circle track racing? Want the lowdown on the newest parts and news in the world of oval? Got a picture of your buddy dancing on a stool at Hooters? Check in every month to get the inside line on all things oval. This is Oval Nation!
Got something cool you want to see in the Nation? E-mail it to ErichR@rc411.com.

words: Mike Boylan

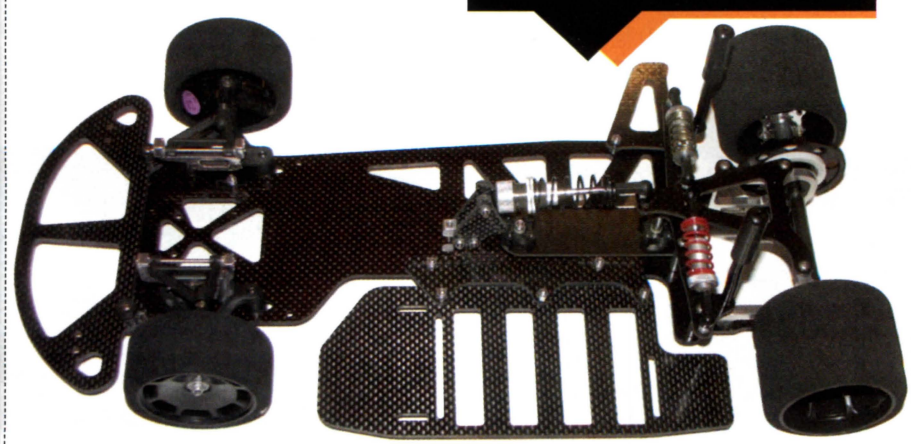
SAME NAME - NEW FACE: SILVA CONCEPTS 2008

Back several years ago, some might agree that Silva Concepts started the trend away from the box stock pan cars we all used to race with their introduction of the slider conversion for the L40. As the company grew, the owner Duane had a difficult time keeping up with it's demand while maintaining his 'real' job. So a couple months ago Duane passed on Silva Concepts to his older brother Dana and Dana's wife Carrie, and the future looks extremely bright for them. Many of you know Dana as he is an established racer and travels to all the big events including the IIC and Snowbirds each year. Dana and Carrie are working hard to get all products stocked up and are already working on some new products and directions for the company. His brother will still be heavily involved with product development. Their X-Factor 4 is a very popular racing car and is a winner of the 6cell Factory Modified class at the Snowbirds. Here are some of it's features:

FEATURES

- All new revised geometry. Improved chassis configuration for better chassis flex.
- Advanced grade of composite fibers and fiber orientation.
- New 4-cell tray allows greater left side weight bias.
- Personal transponder mounting position in the front of the chassis.
- Adjustable right front a-arm position.
- New added adjustments to the rear cross brace for various shock angles.
- A forth standoff has been added for better rear chassis stability

Check *www.silvaconcepts.net* for more info and see what's new. Make sure to check out *www.hobbytalk.com* and the oval product section, where you can get one-on-one setup advice and help from the Silva Concepts race team.



A KILLER BODY IS JUST A PHONE CALL AWAY

If you are one of the many that hate painting bodies then this is for you. Killer Koncepts is in the RC business for just one thing: 'Custom RC Painting'. The owner, Jody Miller, has built a reputation as one of best body painters in racing. It all began for Jody back in 1998 when he started racing, and paid someone to paint his body. He was disappointed in the quality and decided to start doing his own. Since then he has learned he has a talent for this and has won numerous concourse awards across the country at Roar, BRL, and Arcor events. Each 'lid' has his heart and soul put into them and he assures you will receive only his very best. His company motto says it all: "quality comes before quantity". Will the big races with one color paint jobs and no stickers be over, we hope so!



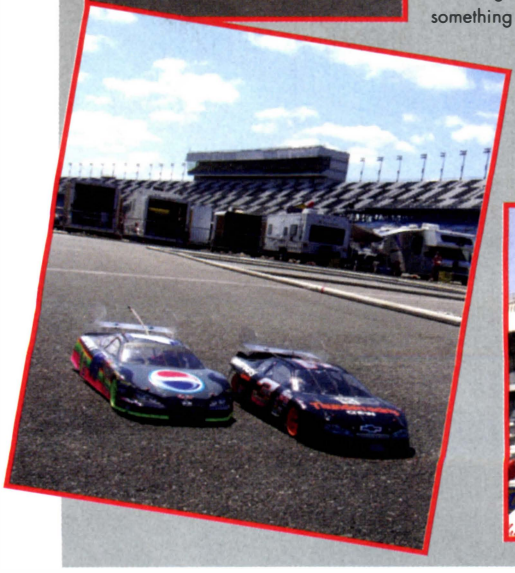


Go to www.killerkoncepts.org for more information and pictures of his work.

'RC OVALHEADS' HEAD TO DAYTONA SPEEDWAY THIS MARCH



Just as Nascar does each February, RC oval racers make the trip each March to the birthplace of speed, Daytona USA, for the Speedway Spectacular. MB Racing hosts this annual event, now in it's 12th year, being held March 28th-30th. Many consider this one of the most unique and thrilling events found for oval racing each year. There is not thrill like driving through the tunnels and crossing into the infield at Daytona to race. And top that with a classic car show in the infield that attracts thousands of spectators, you can see why everyone's adrenaline is at full speed. Racers get the opportunity to pit in the actual Cup garages, and there is a ton of room for trailers. The large flat asphalt oval track is open for practice on Friday with racing Saturday and Sunday. It is built for this race weekend, so there are no local favorites. The race hosts many classes, including nitro, lipo, brushless and brushed, allowing something for everyone. And while here, make sure to drive on the famous Daytona white sand beaches and visit all the great attractions Daytona Speedway has to offer, and of course the infield car show is always cool with great cars, food, and entertainment. Race entry can be found at: ***www.rcthunder.net***





ONE OF AMERICA'S LONGEST RUNNING OVAL RACES IS GOING STRONG

This year's 19th Annual Winterblast at Turn 4 RC Speedway, formerly K&N, in Stafford Springs, CT saw the best attendance yet to date for this historical indoor banked carpet oval track since new owners Mike Gordon and Kim Miller took over ownership and operations in August '07. Attendees of the 2-day race noted that the races just keep getting better at this track and look forward to the positive changes happening every week at Turn 4. Concourse judging and 2 rounds of IFMAR qualifying took place Saturday, January 5th and the final qualifier and Mains were run on Sunday. The top 3 of each of the A and B Mains took home trophies and the top 3 Concourse winners for pan car and SK each took home personalized plaques with the photo of their car. Winners and TQ's are as follows:



Derek used to race at K&N.

10th pan 13.5:	1st: Charlie Stewart	TQ: Charlie Stewart
10th pan 17.5:	1st: Bob Pedone	TQ: Bob Pedone
SK Spec:	1st: Al Saunders	TQ: Nick Jacobsen
SK Stock:	1st: Clayton Jennings	TQ: Bob Pedone
SK 13.5:	1st: Carl Edwards	TQ: Ted Connolly

www.fthobbies.com

FAST TRACK HOBBIES

NEW IN STOCK

ADD TO CART TO VIEW LOW PRICE

PART # AX190001 4WD ELECTRIC ROCK CRAWLER UNASSEMBLED KIT

axial

WIDE VARIETY OF ROCK CRAWLING ACCESSORIES & PARTS

2.2 BEADLOCKS AND TIRES IN STOCK IN VARIOUS COLORS AND PATTERNS.

AX10 SCORPION





2.2 BEADLOCK RINGS STARTING AT $11.99

AVAILABLE NOW

ADD TO CART TO VIEW LOW PRICE

TRAXXAS

READY TO RUN 2WD BRUSHLESS MONSTER TRUCK

LOOKING FOR SOMETHING FUN AND VERY DURABLE, HOW ABOUT SOME BLAZING 65MPH SPEEDS. THEN THE TRAXXAS BRUSHLESS ELECTRIC 1/10 MONSTER TRUCK IS THE VEHICLE FOR YOU.

PART # TRA3608

STAMPEDE VXL



ADD TO CART TO VIEW LOW PRICE

PART # TRA5309

TRAXXAS

READY TO RUN 4WD NITRO MONSTER TRUCK

REVO STOCK PARTS ALWAYS AVAILABLE

WE CARRY A HUGE SELECTION OF REVO HOP-UP PARTS FROM MANY DIFFERENT BRANDS.

REVO 3.3



ADD TO CART TO VIEW LOW PRICE

PART # LOSK0800

LOSI

1/8 4WD NITRO BUGGY UNASSEMBLED KIT

THE POPULAR 1/8 SCALE BUGGY KIT FROM TEAM LOSI IS YOUR 2007 ROAR NATIONAL CHAMPION, WHYP IT'S HIGHLY TUNABLE AND ROCK SOLID TOUGH.

WE CARRY A LARGE SELECTION OF PARTS AND HOP-UPS FOR BOTH THE BUGGY AND TRUGGY

TEAM LOSI



your hop-up parts superstore

WERKS · INTEGY · COMMON SENSE RC · HITEC · Futaba · RC · AS · LOGICS RD · KO PROPO · ACER Racing · IMEX · Vantage · DRV · TRINITY · CUSTOMWORKS R/C CARS · GRP · American CNC Machining · RB · KING HEAD Z · FOXCOM

AND SO MANY MORE ...

DRIFT CAR

ADD TO CART TO VIEW LOW PRICE

hpi racing

READY TO RUN DRIFT CAR 1/10 ELECTRIC SPRINT 2

HPI HAS RELEASED TWO NEW 1/10 ELECTRIC DRIFT CARS TO SATISFY ALL YOUR DRIFTING ACTION NEEDS.

WE ALSO STOCK MANY DIFFERENT STYLES OF RIMS, TIRES AND BODIES TO CUSTOMIZE YOUR RIDE.

PART # HPI750 / HPI754





- RACING MOTORS
- AFFORDABLE REPLACEMENT MOTORS
- ENGINE REPLACEMENT PARTS
- PIPES & ACCESSORIES
- TOOLS AND FLUIDS



customer service 7 days a week
call between the hours of
12:00pm to 5:00pm (pst)

Save 10%
use coupon code
xr308ft



FAST TRACK HOBBIES HAS A LARGE SELECTION OF ITEMS FOR ALMOST ANY NEED YOU MAY HAVE, WE CARRY A VAST SELECTION OF ITEMS FOR THE RACER, AS WELL AS FOR THE EVERYDAY BASHER.

- TOP BRAND SELECTIONS
- GREAT PRICES
- GREAT SERVICE
- HUGE SELECTION



safe and secure online shopping

1-916-725-1722
7635 auburn blvd
suite b
citrus heights, ca 95610

www.fthobbies.com



SPORTIN' A WOODIE

HOW TO SIMULATE A REALISTIC WOOD GRAIN FINISH WITH PAINT

words: M. R. Ogle

A few issues ago, in the XRC Custom Works' "Bowling Ball Finish" article, I was illustrating a sponge painting technique to duplicate a finish I saw on a Fender electric guitar. When I was trying out several different methods, I noticed that some of the patterns hinted at a figured wood grain look. I filed this away in the back of my mind in case I ever needed to try to paint a wood panel on an RC body. Then, after receiving a Pro-Line 1972 Chevy C-10 pickup body, it hit me. This would look classic with simulated wood grain side panels, sort of like an old "Country Squire" wagon look. After further experimentation with different colors of paint and backing coats, I found the combinations that gave a strikingly realistic wood grain texture, yet were quite simple and easy to reproduce. Here's how to do it.

Yes, it's a dorm title.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0

FASKOLOR by Parma International
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED



- Parma Faskolor paint



- Sponge



- Masking Tape

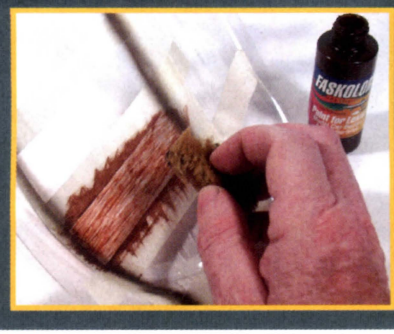


- X-Acto knife

THE TEST

In experimenting to try to get the best, most realistic wood grain effect, I masked off four areas of a scrap Lexan body and tried different colors and types of paints, application techniques, and backing colors. A few of the methods produced pretty good results, but the best combination seemed to be achieved by using a sponge to streak on a light coat of Parma Faspearl Gold and Fasdark Brown, then backing it with Parma Fasbeige. The gold added the highlights and shimmer, and the dark brown added depth and the "grain" to the panel.

On the top panel of the experimental body, an interesting burl walnut look was achieved by blotting on brown, medium brown, gold, and beige with a sponge. On the second panel, only Faspearl Gold was streaked on, then it was backed with beige on the left and dark brown on the right side. The third panel was only streaked with medium brown, then backed with beige on the left, and black on the right. The bottom panel produced the desired results, with a layer of both lighter (gold) streaking and darker brown streaking over a beige backing coat.





01 As always, start by masking off your windows with the supplied vinyl window masks, then wipe the body thoroughly to get any fingerprint oil or mold release residue out of there. It'll help the masking materials stick better, and will also help the paint adhere better. It's a good practice to insure best results.

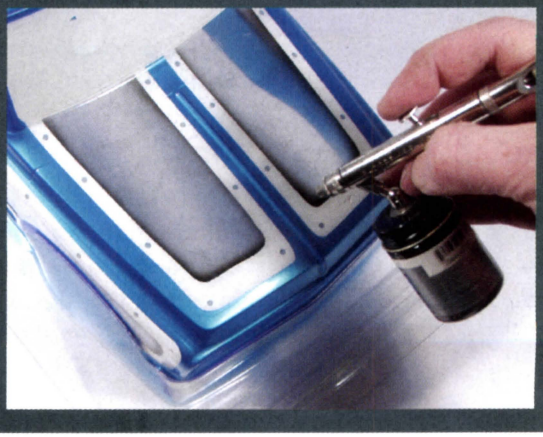


02 We're going to add wood grain side panels, hood panels, and a simulated hardwood trunk bed to this classic 1972 Chevy pickup body. Here, I used 1/4" wide flexible white and blue 3M tape to create a "border," which will be a light wood color (like maple). The border will surround each panel, which will be a darker wood color (like mahogany) in the style of the old station wagons of the 1960s.



03 First spray your main body color, in this case a nice pearl aqua. Be sure to get good coverage so that any subsequent paint colors don't bleed through. You can use a spray can or airbrush for this step.

04 Remove the masking from your inner panels and spray a light, thin shading of Pactra Outlaw Black around each panel's edge. This adds depth to the panel, hides the end of the wood grain, and being a solvent-based paint, will not be disturbed or wiped out by the subsequent applications of Parma water-based colors



Bigger, Tougher Trucks Need Bigger, Tougher GEARS!

For More Information, Visit our Website: www.kimbrough-products.com

If you want to chew up rocks and spit them out as gravel, you need teeth with a strong enough bite. Chew up the competition with a super-tough Kimbrough Products spur gear on your Associated or Traxxas "MONSTER" truck!

Associated Monster GT: The sheer size and weight of this monster alone will eat most other spur gears alive!!!



Module 1 Gears 46T, 48T, 50T, 52T

T-Maxx/ E-Maxx Gears, 32 Pitch: 64T, 66T, 68T, 70T, 72T

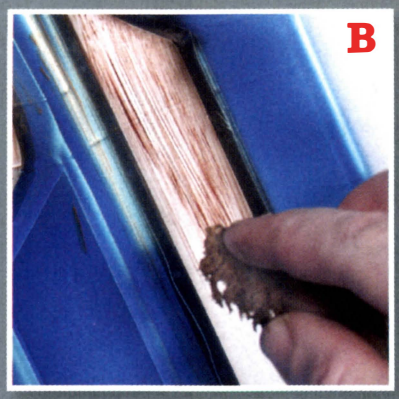
New & improved Traxxas gear design!!! Beefed up strength and tighter fit!

1322 Bell Ave. Unit 1-C Tustin, CA 92780

Kimbrough

05 Pour a small amount of Parma Faspearl Gold and Fasdark Brown into a paper plate, and dip a small piece of natural sponge into it. Blot off the excess and "streak" each panel repeatedly until you get the simulated wood texture you want. Fewer streaks will result in a coarser wood grain look; the more you wipe the streaks, the "finer" the grain will get.

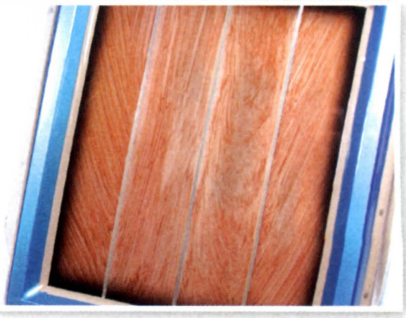






06 At the back of the truck, I wanted to simulate a multi-board hardwood trunk bed. By masking off the bed into four sections and wiping on the "grain" in different directions in each one, the look of four separate boards of the same wood was achieved. Alclad Chrome strips separate each section.







Revo 3.3



Losi 8ight


Associated RC8

gshobby.com


Kyosho 777 WC


RB Concepts C6 BB

www.gshobby.com
1-888-922-6474


NovaRossi Plus 21-5K

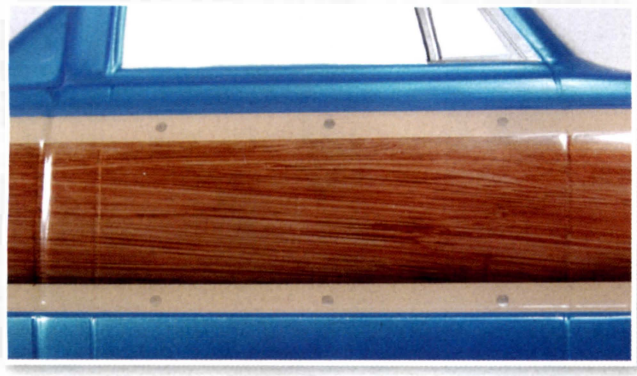



King Headz

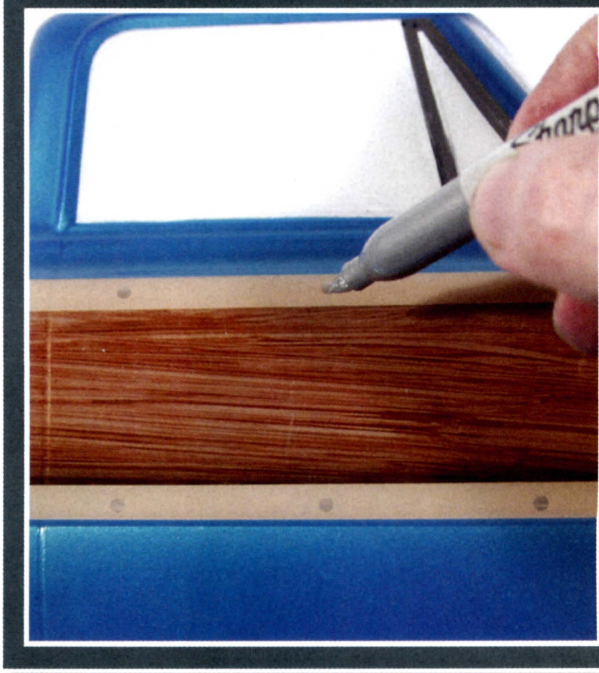

Xray XT8

07 After all the graining is done to your liking, remove the outer border masking strips and spray the entire panel areas with Parma Fasbeige. It really pops the wood grain!





08 Remove the protective overspray film from the body, and add your grille and headlight decals. As a final touch, you may want to place small chrome rivets in the light border areas to add a bit of detail. That's it!



09 Here's the finished Pro-Line 1972 Chevy C-10 body. I also detailed the side vent window frames, front windshield, and front bumper with Alclad Chrome paint for a little extra authenticity. The finished product really does look like correctly scaled wood, and it's all paint! ✪



That's a lot of wood. That's what she said.

HOT RACING ALUMINUM

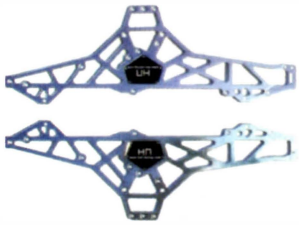
HOT WK1008 $13.88



HOT WK2808 $18.88



HOT WK1408 $38.88



WheelyKing 4x4

hobbyetc.com keyword: wheely king

HOT WK14M08 $8.88



HOT WK4808 $18.88



HOT WK20108 $9.88



HOT WK12M08 $18.88



HOT RACING ALUMINUM

hobbyetc.com keyword: motorcycle



HOT WK2108 $18.88



HOT WK1908 $23.99



We stock a complete line of custom Hot Racing brand aluminum parts, upgrades, and accesories for the Kyosho 1:8 scale Hang-on Rider bikes. Check them out online!

HOT RACING ALUMINUM

FIRESTORM HOT

hobbyetc.com keyword: Firestorm

HOT FST4008 $4.88



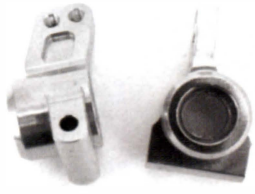
HOT FST5508 $23.88



HOT FST5508 $23.88



HOT FST2208 $23.88



HOT FST0808 $18.88



HOT FST15M08 $18.88



HOT FST1008 $13.88



HOT FST5608 $23.88



HOT FST80A08 $6.88



HOT CDH4100 $8.88



HOT FST2108 $18.88



HOT FST1908 $18.88



www.hobbyetc.com

Hobby Etc., Inc.

VISA MasterCard

Sorry, No COD's

Telephone Hours:
Tue-Sat Noon to 6pm
24-7 hobbyetc.com

All warranties and guarantees handled directly by manufactures with exception of GPM Racing Products. Prices subject to change without notice. Mailed orders must include copies of the front and back of your credit card as well as your signature. Personal checks will need 3 weeks to clear. Shipping charges are not refundable. All returns must have approval. Electronics and opened merchandise may not be returned.

Phone:603-595-8549
Fax:603-595-1498

Hobby Etc., Inc.
90 West Pearl St
Nashua NH, 03060

Hobby People®

800-854-8471 to order

MasterCard VISA DISCOVER AMERICAN EXPRESS

MONTHLY PRICE WAR



TRAXXAS FROM START TO FINISH

No. 629189
Regularly $519.99

SAVE $20.00

REVO 3.3

Until 1st day of cover month: **499.99**

HOT NEW ITEM!

NEW!

XTM Racing

Only stands 4-inches tall!

RAGE

1/18th 4WD Truck
Awesome ready-to-run electric powered mini!



No. 145604
List $189.95

Now Only **129.99**

GET STARTED THE RIGHT WAY!

Here's all that you need!



XTM Racing

X-Cellerator *Electric Ready To Run with Radio, motor, and ESC*

No. 145612
List $210.00

Now Only **149.99**



- 6 Cell 3000 mah NiMH Sub-C Battery Pack, No. 233060, **Just $24.95**
- Delta 3 AC Fast 4-8 NiMH/Nicd Charger No. 158333 **Just $34.99**





- AA Alkaline Battery 8 Pack, Ultralast No. 849440, **Just $4.99**

All for just $214.92

THE HOTTEST BRANDS:

*To see **ALL** the R/C items we sell from each of these lines, click on:* **www.hobbypeople.NET**

AIRTRONICS Get The Advantage
ae
axial
8 TM Badger Airbrushes
BONDHUS Timesaving GorillaProof Tools
castle
deans
DREMEL
Emerald Industries
EPIC MOTORSPORTS
Excel
HBZ HARD BODY'Z USA
HiTEC
hpi-racing
TEAM INTEGY
KIMBROUGH RACING PRODUCTS
LRP ELECTRONIC
Mpi
MOTOR SAVER FILTERS THAT CAN MAKE YOU FASTER
Mtroniks
NOVAK RACING ELECTRONICS
Team ORION
Paasche Airbrushes
pactra
Panther
PRO-LINE
PRO-MAX
PRO-PEAK
RPM
SH ENGINES
ST RACING CONCEPTS
Thunderbolt American Made Premium Glow Plugs
TAMIYA
TRAXXAS FROM START TO FINISH
TRINITY
XTM Racing

...and MORE!

Prices and specifications subject to change without notice. Not responsible for inadvertant errors in this ad. Prices good through the first day of the cover month.

www.hobbypeople.NET

America's best web site! Huge selection. Fastest l

SAVE ON EVERY ITEM!

ADD MORE, SAVE MORE!

INSTANT SHIPPING REWARDS

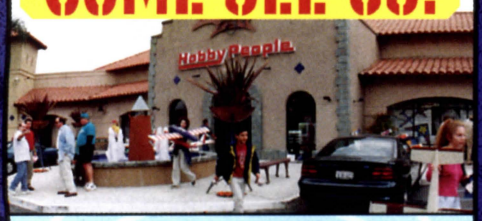
- Add to your shopping cart and your shipping credit automatically recalculates and updates.
- The more you add, the bigger your shipping credit!

FREE CATALOG

Get on our web site and request yours! Sign up now for e-mail newsletter & sale notices.



COME SEE US!



Hobby People®

DISCOUNT HOBBY STORES

Visiting Southern California or Nevada?

We have stores within easy driving distance to just about everywhere!

Camarillo
El Cajon
Escondido
Hesperia
Lake Forest
Las Vegas East
Lawndale
Murrieta
Rancho Cucamonga
Riverside
Santa Clarita
Chino Hills
Encino
Fountain Valley
La Habra
Las Vegas North
Lakewood
Orange
Pasadena
Redlands
San Diego

For more information, dial:

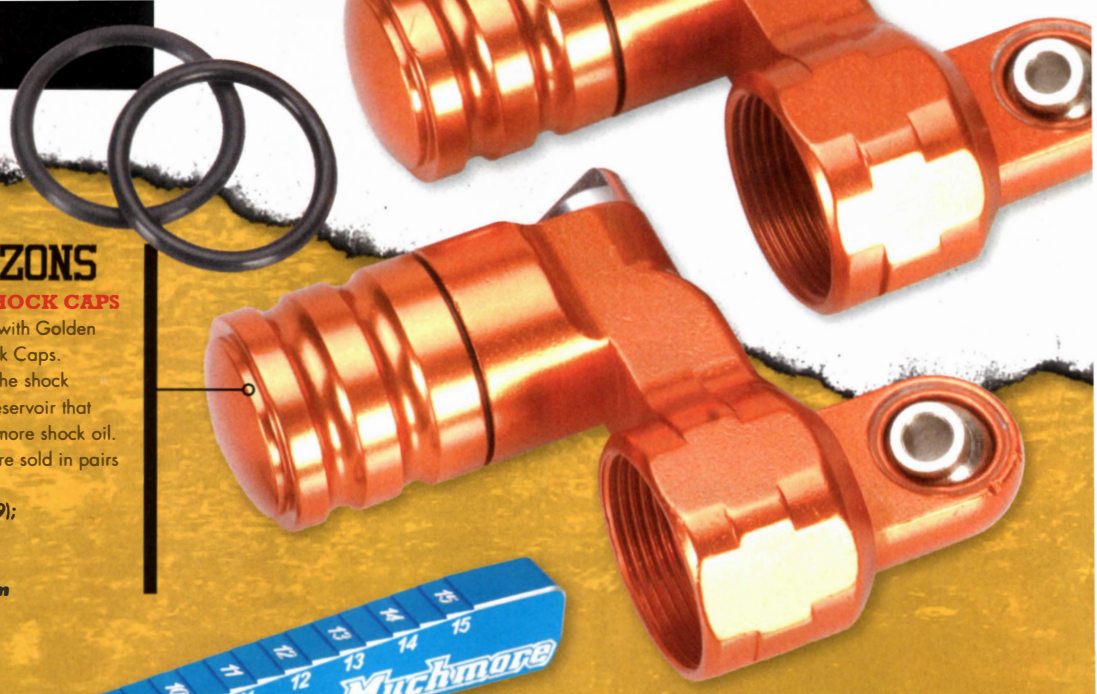
1-866-HOBBY-4-U

or log on to our web site.

+Low prices, everyday!
+Fast & Easy checkout!
+Hot new products
+Top 10 sellers lists
+Quick browse categories
+Easy to find what you want



Sign up for weekly e-mail sale events, new product announcements, and special events!

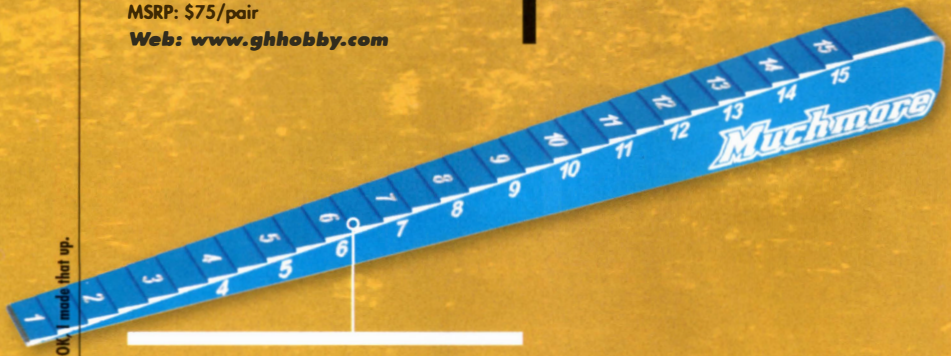


GOLDEN HORIZONS

BAJA 5B PIGGYBACK SHOCK CAPS

Beef up your Baja 5B's shocks with Golden Horizon's new Piggyback Shock Caps. Made of anodized aluminum, the shock caps incorporate an external reservoir that allows your 5B shocks to hold more shock oil. Matched in orange, the caps are sold in pairs for the front or rear.

Part Number: Front pair (02669); Rear pair (02681)
MSRP: $75/pair
Web: www.ghhobby.com



"Sweep-cleans the competition!" OK, I made that up.

MUCH MORE RACING

LUXURY ALUMINUM RIDE HEIGHT GAUGE

Toss your plastic height gauges and go pimp with Team Much More's new Luxury Aluminum Ride Height Gauge. Named after what it does, the gauge has a working range of 1-15mm, and has measurement markings on all three sides for easy height checking.

Part Number: MR-HGB
MSRP: $20
Web: www.teammuchmore.com

DYNAMITE

DIST. BY HORIZON HOBBY

RADIAL PREMOUNTS

Dynamite has new wheel and tire sets for your touring car. You get premounted ST radials on your choice of chrome 5-spoke, 10-spoke, and "Stinger" designs, in 2mm or 10mm offsets. Sold in packs of 4, ready to bolt on and roll.

Part Number: Varies by wheel style
MSRP: $23
Web: www.dynamitorc.com



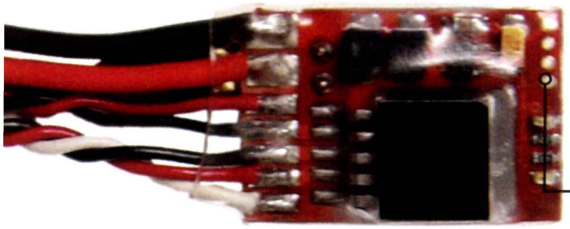


PRO-LINE RACING

HUMM-VEE URBAN

Pretend you're the governor of California and drop Pro-Line's new Humm-Vee Urban body onto your Wheely King or Scorpion. The included decal sheet has door hinges, hood straps, gas cap, headlights, taillights, grill, and even the hood vents. Molded from .040 Lexan, it's tough enough to handle the rough stuff. Overspray film is included.

Part Number: 3266-00
MSRP: $26
Web: www.prolineracing.com

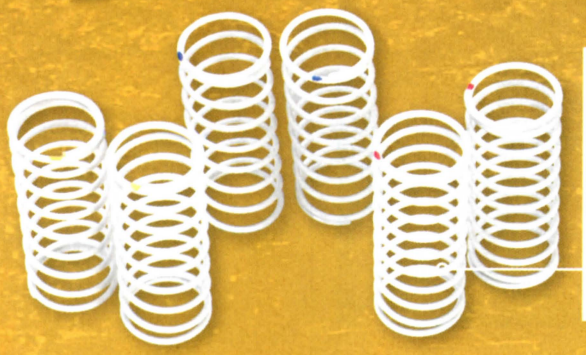


NOVAK

5-AMP BEC WITH LI-PO MONITOR

As its name states, Novak's new 5-Amp BEC with Li-Po monitor is small and lightweight, provides a steady 5 amps to electronics, and alerts the user when the Li-Po voltage drops below 6.25 volts. Designed for use with 2S Li-Po receiver packs, the monitor uses a combination of flashing LEDs to tell pack voltage level.

Part Number: 5473
MSRP: $39
Web: www.teamnovak.com



TAMIYA USA

TRF501X SETTING SPRING SETS

Tune your 501X with Tamiya's new optional Setting Spring Sets. Available for the front or rear shocks, each set comes with three pairs of springs in different rates to enable you to dial into the track.

Part Number/Price: Front (53974) $10.50/set; Rear Set (53975) $11.50/set
Web: www.tamiyausa.com



ST RACING CONCEPTS

WHEELY KING ROCK CRAWLER CONVERSION KIT

Drop the stocks and bolt on some links with ST Racing Concepts' new Rock Crawler Conversion Kit. Designed to replace your factory Wheely king arms, the STRC setup comes in blue, silver, and purple, and includes all hardware needed.

Part Number: ST85264CP (purple); ST85264CB (blue); ST85264CS (silver)
MSRP: 23
Web: www.teamstrc.com

Please don't run 10mm offset up front and 2mm offset in the rear, stupid.



SWEEP

DIST. BY MUCH MORE USA

TIRE CLEANER AND TRACTION COMPOUND

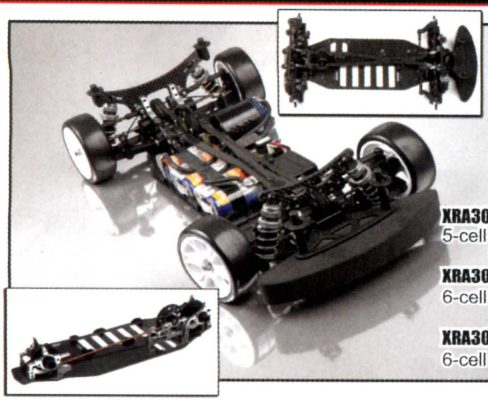
Sweep has your rubber tires covered with their new lineup. First, clean and condition with the Tire Cleaner and Refresher bottle. Then follow up with your choice of two traction compounds: Z1 for high traction conditions such as carpet or indoor asphalt, or Z1 for low traction conditions such as parking lot racing.

Part Number / Price: Tire Cleaner and Refresher (SWP-TCR); Traction Compound (SWT-Z1 Z1); Traction Compound (SWT-Z2 Z2)
MSRP: $20-22
Web: www.teammuchmore.com

Stormer Hobbies

Stormer Hobbies
PO BOX 126
Glasgow, MT 59230

Hours
M-T 8-7
Friday 8-6
Saturday 9-2



XRAY T2'008

Based on the coveted and ultra-successful T2 and T2'007 platforms, the new XRAY T2'008 is a top-quality "no-compromise" engineering marvel that was designed for a sole purpose, to put you in the winners circle.

XRA300010 Team Touring Car Kit, 5-cell Rubber Tire Edition .. **$Call**

XRA300011 Team Touring Car Kit, 6-cell Rubber Tire Edition ... **$Call**

XRA300012 Team Touring Car Kit, 6-cell Foam Tire Edition..... **$Call**

TEAM LOSI 8ight 8ight-T





LOSK0800 8ight 1/8th Scale Nitro Buggy Kit .. **$599.99**
LOSB0081 8ight RTR 1/8 Buggy with 427 engine and DX2 radio 649.99

LOSB0083 8ight-T RTR 4WD 1/8th Truggy **$749.99**
LOSB0802 8ight-T 1/8th Truggy Race Roller Kit 679.95

Academy GV2



ACD15108 GV2 Pro 2WD Off-road Buggy. **$199.95**

TEAM LOSI JRX-S type R



LOSK0256 JRX-S Type R Sedan Kit.. **$439.99**
LOSA0255 JRX-S Pro Sedan Kit **$299.99**

TEAM ASSOCIATED TC5 Factory Team



ASC30103 Factory Team Touring Car Kit.. **$348.95**

CRC Generation X



CRC3200 Generation X 1/12th Kit .. **$249.95**

HB Cyclone S



HOT66403 Cyclone S with stratus body .. **$159.99**
HOT66405 Cyclone S without body $153.99
HOT66450 Cyclone Andy Moore Edition Kit 449.99
HOT66400 Cyclone Hara Edition Kit 399.99

TEAM ORALLY RDX Phi



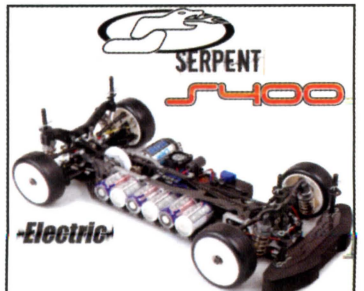
COR01619 RDX Phi US Spec Car Kit ... **$499.95**
COR01618 RDX Phi EU Spec Car Kit.....479.95

TEAM LOSI Micro Desert Truck



LOSB0233 Losi 1/36 Micro Desert Truck RTR. **$89.99**

SERPENT S400



SER400001 1/10 Electric Touring Car Kit . **$439.95**

XRAY XT8



XRA350200 1/8th Off-road Truggy Kit. **$599.95**

hpi-racing WHEELY King 4x4



HPI10830 4wd RTR Monster Truck... **$189.95**

TRAXXAS Jato 3.3



TRX5509 2wd RTR Racing Truck **$357.95**

Schumacher Rascal



SCHK064 1/16 Nitro Truck RTR Kit.. **$299.95**
SCHK061 1/16 Nitro Truck ARR Kit 249.95

TEAM ORALLY I2X



COR00066 SP12X Graphite Kit..... **$259.95**
COR00067 SP12X Graphite Kit, US Spec..... **$267.95**

TRAXXAS Revo 3.3



TRX5309 Revo 3.3 RTR Monster Truck . **$476.95**

Schumacher Mi3



SCHK073 Mi3 Touring 1/10th Kit..... **$409.95**

Cyclone 12 HB



HOT61600 1/12 On-road Pan Car Kit . **$219.95**

Order Toll Free: 1-800-255-7223

Ground UPS shipping anywhere in the continental USA is only $6.95. If you order more then one car kit add $6.95 for shipping per kit. Oversize items may require additional shipping and handling charges. We ship to Canada and specialize in overseas destinations. See website for details

DISCOVER AMERICAN EXPRESS MasterCard VISA

Brushless Combos



CCMMS4600	Castle Creations Mamba Max Brushless Controller with 4600 Motor	186.95
CCMMS5700	Castle Creations Mamba Max Brushless Controller with 5700 Motor	186.95
CCMMS6900	Castle Creations Mamba Max Brushless Controller with 6900 Motor	186.95
CCMMS7700	Castle Creations Mamba Max Brushless Controller with 7700 Motor	186.95
LRP80581	LRP Ai Brushless Controller with Eraser 15.5 turn Motor	149.95
LRP80582	LRP Ai Brushless Controller with Eraser 13.5 turn Motor	149.95
LRP80583	LRP Ai Pro Brushless Controller with Eraser 10.5 turn Motor	189.95
LRP80584	LRP Ai Pro Brushless Controller with Eraser 9.5 turn Motor	189.95
LRP80597	LRP Sphere Comp. Brushless Control with Vector X-11 6.5T	289.95
LRP80598	LRP Sphere Comp. Brushless Control with Vector X-11 5.5T	289.95
LRP80599	LRP Sphere Comp. Brushless Control with Vector X-11 4.5T	274.95
LRP80600	LRP Sphere Comp. Brushless Control with Vector X-11 4.0T	279.95
LRP80601	LRP Sphere Comp. Brushless Control with Vector X-11 3.5T	279.95
LRP80602	LRP Sphere Comp. Brushless Control with Vector X-11 3.0T	279.95
LRP80605	LRP Sphere Comp. Brushless Control with Vector X-11 7.5T	259.95
LRP80606	LRP Sphere Comp. Brushless Control with Vector X-11 6.5T	259.95
LRP80607	LRP Sphere Comp. Brushless Control with Vector X-11 8.5T	259.95
LRP80608	LRP Sphere Comp. Brushless Control with Vector X-11 10.5T	259.95
LRP80609	LRP Sphere Comp. Brushless Control with Vector X-11 13.5T	259.95
MTR159226	Mtronics Genesis Brushless Pro Combo for 1/10	279.95
MTR159227	Mtronics Genesis Brushless Truck Combo for 1/10 E-Maxx and E-Zilla	299.95
NOV3000	Novak GTB Racing Brushless System with Velociti 3.5R motor	269.95
NOV3001	Novak GTB Racing Brushless System with Velociti 4.5R motor	239.95
NOV3002	Novak GTB Racing Brushless System with Velociti 5.5R motor	239.95
NOV3003	Novak GTB Racing Brushless System with Velociti 6.5R motor	239.95
NOV3004	Novak Super Sport Plus Brushless System with SS5800 motor	204.95
NOV3005	Novak SUPER SPORT BRUSHLESS MOTOR AND CONTROLLER SYSTEM	224.95
NOV3007	Novak GTB Racing Brushless System with Velociti 7.5R motor	239.95
NOV3008	Novak GTB Racing Brushless System with SS 8.5 motor	249.95
NOV3010	Novak GTB Racing Brushless System with SS 10.5 motor	249.95
NOV3013	Novak GTB Racing Brushless System with SS 13.5 motor	249.95
NOV3019	Novak The Goat Brushless Crawler Motor and ESC	219.95

Brushless Motors



ASC0110	Reedy MOTOR-NEO ONE 1 Star, 13 turn Brushless	79.95
ASC0112	Reedy MOTOR-NEO ONE 2 Star, 11 turn Brushless	79.95
CCMS4600	Castle Creations Mamba Max 4600 Brushless Motor	77.95
CCMS5700	Castle Creations Mamba Max 5700 Brushless Motor	77.95
CCMS6900	Castle Creations Mamba Max 6900 Brushless Motor	77.95
CCMS7700	Castle Creations Mamba Max 7700 Brushless Motor	77.95
DYN3720	Dynamite C4 Big Stick Brushless 540 Motor, 4600Kv	79.99
HBM1000	Hacker Brushless Motors E-MAXX C50 BRUSHLESS MOTOR, 14.5 turn	219.95
HBM1026	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 6 turn	169.95
HBM1027	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 7 turn	169.95
HBM1028	Hacker Brushless Motors C40 BRUSHLESS MOTOR, 8 turn	169.95
LRP50350	LRP Eraser 9.5T Brushless Sport Motor	64.95
LRP50360	LRP Eraser 10.5T Brushless Sport Motor	64.95
LRP50370	LRP Eraser 13.5T Brushless Sport Motor	64.95
LRP50380	LRP Eraser 15.5T Brushless Sport Motor	64.95
LRP50631	LRP Vector X-11 13.5T Brushless Motor	79.95
LRP50641	LRP Vector X-11 10.5T Brushless Motor	79.95
LRP50651	LRP Vector X-11 8.5 turn Brushless Motor	79.95
LRP50661	LRP Vector X-11 7.5 turn Brushless Motor	79.95
LRP50671	LRP Vector X-11 6.5 turn Brushless Motor	79.95
LRP50681	LRP Vector X-11 5.5 turn Brushless Motor	79.95
LRP50691	LRP Vector X-11 4.5 turn Brushless Motor	79.95
LRP50701	LRP Vector X-11 4.0 turn Brushless Motor	79.95
LRP50711	LRP Vector X-11 3.5 turn Brushless Motor	79.95
LRP50721	LRP Vector X-11 3.0 turn Brushless Motor	79.95
NOV3303	Novak Velocity Light 3.5L Brushless Motor	79.95
NOV3304	Novak Velocity Light 4.5L Brushless Motor	79.95
NOV3305	Novak Velocity Light 5.5L Brushless Motor	79.95
NOV3306	Novak Velocity Light 6.5L Brushless Motor	79.95
NOV3307	Novak Velocity Light 7.5L Brushless Motor	79.95
NOV3404	Novak Velociti 4.5R Racing Brushless Motor	79.95
NOV3405	Novak Velociti 5.5R Racing Brushless Motor	79.95
NOV3406	Novak Velociti 6.5R Racing Brushless Motor	79.95
NOV3407	Novak Velociti 7.5R Racing Brushless Motor	79.95
NOV3410	Novak Velociti 10.5 Pro Brushless Motor	79.95
NOV3413	Novak Velociti ss13.5 Pro Stock Racing Brushless Motor	76.95
NOV3417	Novak SS 17.5 Pro Brushless Motor	79.95
NOV3419	Novak 18.5 Crawler Brushless Motor	89.95
NOV3421	Novak 21.5 Crawler Brushless Motor	84.95
NOV3424	Novak HV 4.5 Brushless Motor	139.95
NOV3426	Novak HV 6.5 High Voltage Brushless Motor	129.95
NOV3430	Novak EX 8.5 Extreme Sport Brushless Motor	59.95
NOV3431	Novak EX 10.5 Extreme Sport Brushless Motor	59.95
NOV3432	Novak EX 13.5 Extreme Sport Brushless Motor	59.95
ORN28101	Orion Vortex 3.5 Brushless Motor	79.95
ORN28103	Orion Vortex 4.5 Brushless Motor	79.95
ORN28104	Orion Vortex 5.5 Brushless Motor	79.95
ORN28105	Orion Vortex 6.5 Brushless Motor	79.95
ORN28106	Orion Vortex 7.5 Brushless Motor	79.95
ORN28109	Orion Vortex 10.5 Brushless Motor	79.95
ORN28110	Orion Vortex 13.5 Brushless Motor	79.95
PEK75000	Peak Performance Vantage 3.5 Brushless Motor	79.95
PEK75001	Peak Performance Vantage 4.5 Brushless Motor	79.95
PEK75002	Peak Performance Vantage 5.5 Brushless Motor	79.95
PEK75003	Peak Performance Vantage 6.5 Brushless Motor	79.95
PEK75004	Peak Performance Vantage 7.5 Brushless Motor	79.95
PEK75005	Peak Performance Vantage 10.5 Brushless Motor	79.95
TEKTT1150	Tekin R1 ESC, Forward and Reverse for Brushless Motors	194.95
TEKTT1151	Tekin R1-Pro ESC, Forward/Reverse for Brushless Motors	224.95
TRI10201	Trinity N40 Brushless Racing Motor for 1/12 scale cars, 4-cell	74.95
TRI10202	Trinity N60 Brushless Racing Motor for 6-cell, Touring cars	74.95
TRI10203	Trinity N80 Brushless Racing Motor for Offroad Monster Trucks	74.95
TRI10206	Trinity Duo 3.5T Brushless Motor for Touring	84.95
TRI10207	Trinity Duo 4.5T Brushless Motor for Truck and Touring	84.95
TRI10208	Trinity Duo 5.5T Brushless Motor for Off-road and 1/12	84.95

Brushless Speed Controllers



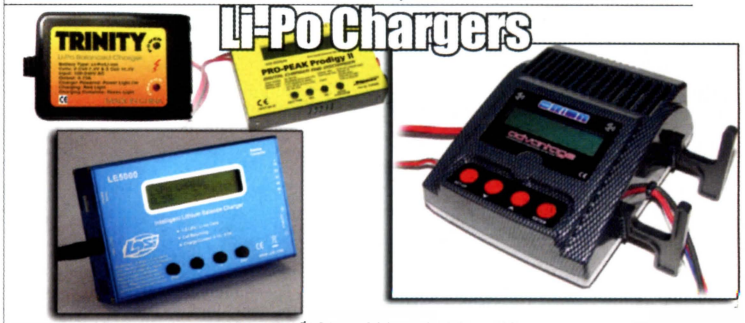
CCMMB2025	Castle Creations Mamba Max Brushless Controller	119.95
HBMQUARK125B	Hacker Brushless Motors Quark Monster Pro 125B Brushless Controller w/BEC	274.95
HBMQUARK80B	Hacker Brushless Motors Quark Competition 80B Brushless Controller w/BEC	199.95
LRP80100	LRP ESC-Ai Brushless Reverse	89.95
LRP80150	LRP ESC-Ai Brushless Pro Reverse	114.95
LRP80500	LRP ESC-SPHERE BRUSHLESS CONTROLLER	179.95
LRP80700	LRP ESC-Sphere 2007 Competition Brushless Controller	189.95
LRP80750	LRP ESC-Sphere TC 2007 Competition Brushless Controller	199.95
NOV1705	Novak Super Sport Plus, Brushed or Sensored Brushless	146.99
NOV1710	Novak GTB Racing for Brushed or Sensored Brushless motors	174.95
NOV1711	Novak GTB for Spread Spectrum Brushless/Brush ESC	187.95
NOV1714	Novak GTB 4 Cell Racing for Brushed or Brushless motors	179.95
NOV1715	Novak GTB 4-cell Spread Spectrum Brushless/Brush ESC	189.95
NOV1720	Novak Extreme Brushless Sport Controller	129.95
NOV3220	ESC-HV Maxx Brushless Control for HV Maxx Motors	199.95

Li-Po Packs



DYN1421	Dynamite Mini-T Li-Po 1900 mAh Battery Pack, 7.4 volt (MLST, Baja)	49.99
LOSB9820	Losi High Capacity 2000mAh Li-Po Receiver Battery Pack-1/8th	49.99
MXA120002S3P	MaxAmps 12000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	229.95
MXA15502S	MaxAmps 1550 mAh Micro Li-Po Battery Pack, 7.4 volt, 2 cell	35.95
MXA15503S	MaxAmps 1550 mAh Micro Li-Po Battery Pack, 11.1 volt, 3 cell	46.95
MXA21002S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 7.4 volt, 2 cell	39.95
MXA21003S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 11.1 volt, 3 cell	63.95
MXA21004S	MaxAmps 2100 mAh Micro Li-Po Battery Pack, 14.8 volt, 4 cell	79.95
MXA30002S	MaxAmps 3000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	54.95
MXA40003S	MaxAmps 4000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	114.95
MXA50002S	MaxAmps 5000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	98.95
MXA50003S	MaxAmps 5000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	142.95
MXA55002S5P	MaxAmps 5500 mAh Li-Po Battery Pack, 7.4 volt, 2 cell Saddle Pack	109.95
MXA60002S2P	MaxAmps 6000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	109.95
MXA60003S2P	MaxAmps 6000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	164.95
MXA80002S2P	MaxAmps 8000 mAh Li-Po Battery Pack, 7.4 volt, 2 cell	154.95
MXA80003S2P	MaxAmps 8000 mAh Li-Po Battery Pack, 11.1 volt, 3 cell	229.95
ORN14000	Orion 4800mAh Li-Po Platinum Edition Battery Pack	139.95
ORN14001	Orion 3200mAh Li-Po Carbon Edition Battery Pack	79.95
PEK43300	Peak Performance 4800mAh Li-Po Platinum Edition Battery Pack	129.95
RCELP5000	Racer's Edge 5000 mAh Li-Po Battery pack, 2S-1P 7.4 volt	129.95
THP45003SX	Thunder Power 4500 mAh 3S 11.1 volt Li-Po Battery Pack	159.95
THP50003SX	Thunder Power 5000 mAh 3S 11.1 volt Li-Po Battery Pack	179.95
TRI20218	Trinity 4500 mAh Li-Po Racing Battery Pack	79.95
VEN1568	Venom 800mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	27.95
VEN1569	Venom 1250mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	31.95
VEN1570	Venom 1550mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	39.95
VEN1571	Venom 1800mAh 2S 20c Li-Po 7.4 volt Battery Pack with Rec. Conn.	47.95
VENF7783	Venom 800mAh 2S 8c Li-Po 7.4 volt Battery Pack with Rec. Conn.	31.95

Li-Po Chargers



DYN4053	Dynamite VISION PEAK ULTRA AC/DC for NiCD, NiMH and Li-Po	89.99
DYN4058	Dynamite Li-Po Charger for 2-4 Cell Packs, DC	44.99
DYN4060	Dynamite AC/DC Li-PO Charger — MSRP $89.99	59.99
INTE2040	Integy Charger-Indi 16X-Lithium DC for Li-Po Batteries	64.95
INTE2041	Integy Charger-Indi 16X-Lithium AC/DC for Li-Po Batteries	89.95
KKMLIPOCH6S10	Kokam Balance Pro Li-Po Charger 6S 10A	179.95
LOSB0862	Losi Micro-T/B/DT Li-Po Battery and Charger — MSRP $59.99	44.95
LOSB0864	Losi Micro-T Li-Po AC Peak Battery Charger for 2S 7.4v packs	17.95
LOSB9603	Losi Intelligent Li-Po Balance Battery Charger for 1-3 cells	39.99
LOSB9605	Losi Intelligent Li-Po Balance Battery Charger for 1-5 cells	144.99
MRC989	MRC Charger-Super Brain 989 for NiCD, NiMH and Li-Po Batteries	149.95
MXAEOS5IDP	MaxAmps Hyperion EOS 5i DP DC Battery Charger for Li-Po packs	89.95
MXAEOS5IDPAC	MaxAmps Hyperion EOS 5i DP AC/DC Battery Charger for Li-Po	129.95
MXAVXLKIT	MaxAmps 5000 mAh VXL Li-Po Battery, Charger, and Balancer for Traxxas	299.95
ORN30117	Orion Advantage Battery Charger for NiCD, NiMH, and Li-Po cells	149.95
ORN30118	Orion Advantage Battery Charger with 4800 Li-Po Battery Pack	289.95
PPKIP2801	Propeak Prodigy II DC Battery Charger for NiCD, NiMH, Li-Po	69.95
THP1010	Thunder Power TP1010C Li-Po Battery Charger for 1s-10s packs, DC	199.95
TRI22004	Trinity Balanced Li-Po Battery Charger	34.95

Want to run Lithium batteries for more power and longer runtimes but don't want to have to buy an expensive Lithium charger?

You no longer have to with the Losi Lithium Charge Converter. The Lithium Charge Converter will allow you to charge a Lithium battery with a charger you probably already own. Just plug a Lithium battery into the charge converter, select the cell type and confirm the number of cells, adjust the charger to the correct output, plug it into the charger and start charging!



LOSB9607 Losi Li-Po Charge Converter..... **$32.95**

Your Li-Po and Brushless headquarters

GO TECH 25R PRO

GO'ING FOR BROKE

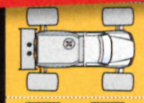
words: Brian Kinney

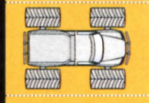


It seems that more and more engines are being introduced to the market by Taiwanese engine manufacturers. The quality of engines from these sources varies, from crappy RTRs to very decent engines capable of competing on the world market with the best of the best. I'll be taking a look at the Go 25R/Pro engine, the latest offering from Go Engine Co. Ltd. This engine was designed with the buggy/truggy owner in mind, and fits perfectly in place of any 21-size engine. With the growing trend in overpowering buggies and truggies, this engine is sure to find a home in machines everywhere.

Stop Tech makes brakes!

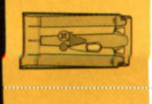
ENGINE APPLICATIONS


TRUGGY

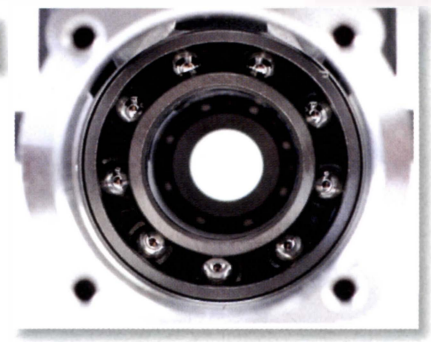

MONSTER TRUCK


1/8-SCALE BUGGY


1/10-SCALE TRUCK


1/8-SCALE *ON-ROAD*


1/10-SCALE ON-ROAD





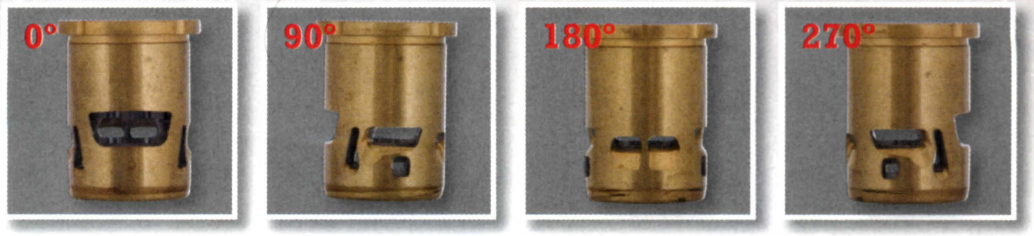




ENGINE SPECS:

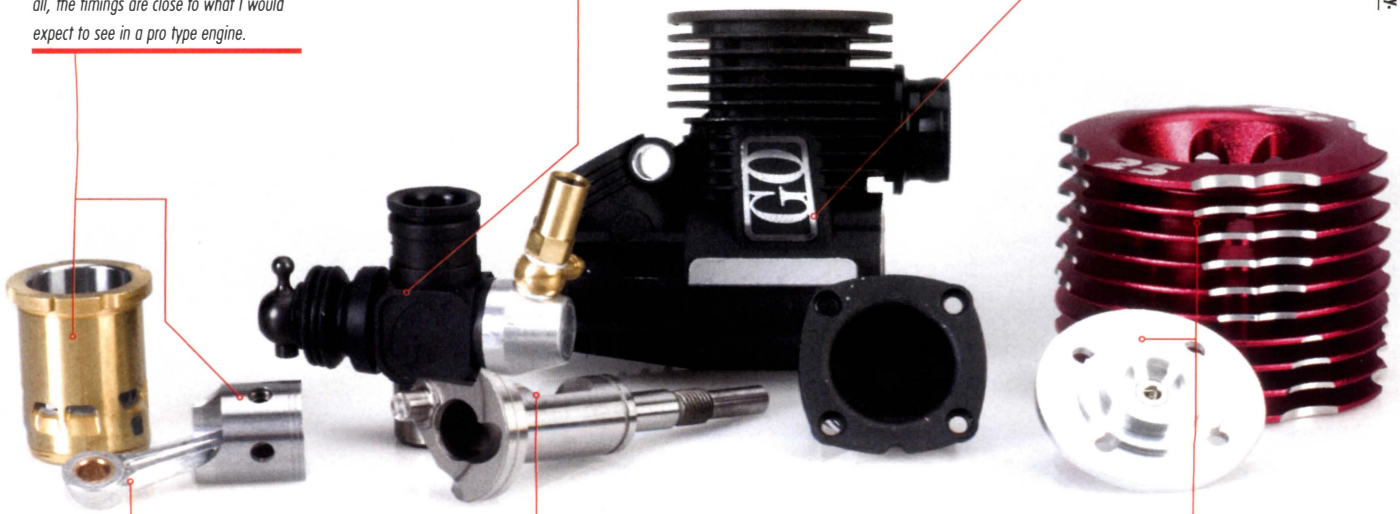
CON ROD LENGTH:	29.5mm	INTAKE PORT DURATION:	204°
EXHAUST PORT HEIGHT:	6.5mm from BDC	CRANKSHAFT BORE:	10mm
TRANSFER PORT HEIGHT:	3.65mm from BDC	GLOW PLUG TYPE:	Med #5 (Std)
EXHAUST PORT TIMING:	167.5°	CARB TYPE:	Plastic body, slide type with metal collar
TRANSFER PORT TIMING:	124.5°	CARB BORE:	7.95mm
INTAKE PORT OPENING:	35° ABDC	SUPPLIED CARB INSERT (VENTURE):	8.0 plastic
INTAKE PORT CLOSING:	59° ATDC	SUGGESTED CARB SETTINGS:	HSN: 3 1/4-3 1/2 turns out from lightly seated LSN: One turn in from flush

PISTON AND SLEEVE: *The piston has been cast/ground to size, and features a very thick upper wall with a thinned lower skirt. This design should prove very durable, but may leave a small amount of performance on the way side. Also incorporated in the piston design are two small bypass ports to propagate better charging efficiency. The piston design is flat topped with two small lubrication rings around the crown of the piston. Upon inspection of the sleeve, I was impressed by the detail in the machining of the 6+2 port design. There are decent size primary transfer ports with large upward slanted secondary transfer ports. The rear boost ports are well blended to the sleeve, and great care has been taken to machine them this way. The exhaust port seemed a bit small for an engine of this size. All in all, the timings are close to what I would expect to see in a pro type engine.*



CARBURETOR: *The carburetor is primarily composite construction with a steel sleeve lining the carb boss. It has a 2-needle adjustment, with HSN, LSN, and idle screw. The factory settings of 3 ½ HSN and 1 turn in from flush LSN are a good starting point. I ended up at 2 7/8 HSN and 1 ¾ LSN @ 3000 ft. above sea level, and 45 degrees ambient air temp. The carby comes with an 8mm plastic removable venturi, and Go offers a set of four different size aluminum venturis, from 6.5mm to 8mm.*

CRANKCASE: *The crankcase is well casted and looks very clean. There are seven large cooling fins and some nice fat front bearing bosses for support and rigidity. The crankcase is nicely machined internally and is coated black for appearance sake. On an odd note, the exhaust port passage seems a bit small for an engine of this size.*



CONNECTING ROD: *The connecting rod is a rough Novarossi clone with a thick lower brass bushing. It's knife-edged and polished, as one would expect.*

CRANKSHAFT: *The crankshaft is a hefty 14mm diameter with an internal bore of 10mm. It's been turbo scooped like most high-performance engines these days. To complement the turbo scoop, the leading edge of the crank weight has been knife-edged for flow and windage improvements. An oil lubrication hole has been added to the crank bore for rear bearing lubrication. The entire unit has been hardened for durability.*

HEAD AND BUTTON: *he head is a typical 10-fin big block head, powder-coated red and lasered with the company's logo. The head button, however, is a unique shape—a very deep bowl with an unusually wide squish band. This design definitely lends itself to power low in the rpm. Oddly, the head shims were of a strange size that neither fit the head itself nor cleared the head bolts. In fact, there are four small cutouts on each shim for bolt clearance. It seems as though a slightly smaller ID and OD of the shim would have fixed both issues.*

PERFORMANCE

Getting this baby started for break-in was initially a real chore. This engine has such a tight pinch that I was beginning to doubt if I could get it lit at all! After setting the needles to the factory recommended "super rich" settings, I loosened the plug two turns and heated the block with the heat gun to 220 degrees. After 20 minutes of frustration, I finally got her started. Once brought to life, this engine ran decently and would idle indefinitely with the idle up and the LSN set rich for break-in. I opted for the operating temp/heat cycle method of break-in and kept the engine between 200-220 degrees during the first three 150cc tanks of fuel idled through it. Many pulls on the X-Dyno were performed, and the engine was dialed into its optimum performance. What I was starting to see was a trend. The bottom end power was quite impressive as each pull was initiated. The engine would rip right up to around 25,000 rpm, then slowly start to labor for more revs. Once the needle reached 30,000 rpm, the engine seemed to pick up a bit of a second wind and rev to a maximum of 37,000 rpm. The best performance achieved from a multitude of runs was 61.31 oz.-in TQ @ 22,900, and 1.42 hp @ 23,500, and max rpm of 37,000.



CONCLUSION

The output of the engine is definitely respectable, but I believe this engine will be a modder's dream. After carefully inspecting the timings and port shapes, I think there's a lot of potential still locked up within this engine's design. While not the cheapest Taiwan engine on the market, the Go 25R/Pro engine offers good performance and good quality for the money. And with a bit of time, I think the engine modders of the world will make this engine a jewel! ✪

You go now!

GO TECH 25R PRO

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

JENNIFER ANISTON

HITS

- Stable idle
- Comes with glow plugs
- Decent power for price range

MISSES

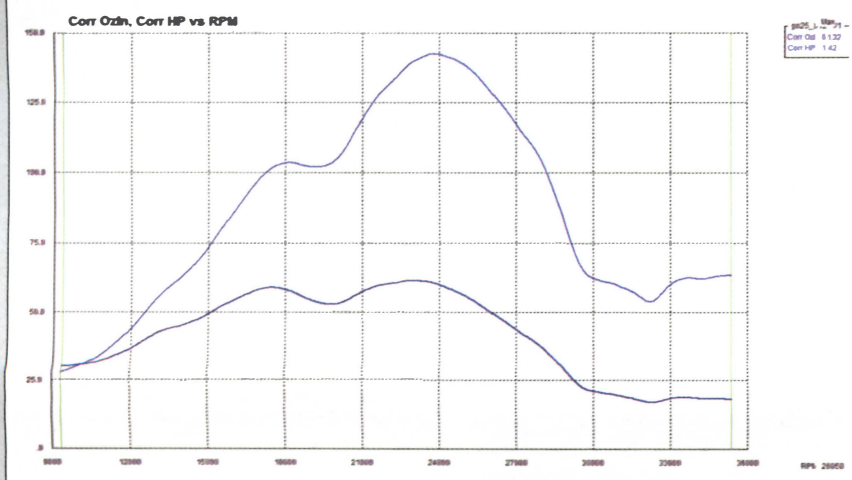
- Major pinch when new (tough to break in)
- Piston alloy needs refinement
- Head shims are a pain to line up with head bolts

CONNECT

Manufacturer: Go Tech
Distributed by: Race Factor Industries
Web: www.racefactorindustries.com
Part Number: R256P-P420SG
Street Price: $200 (varies)

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30% nitro, 12% oil	PLUG:	#5
PIPE:	X-Dyno standard	OPERATING TEMP:	220-260° F

MOTOR DATA

ENGINE:	Go Tech .25R
BORE:	17.2mm (0.677 in.)
STROKE:	17.6mm (0.693 in.)
DISPLACEMENT:	4.0cc (0.25 cu.in.)
PORTS:	6+2
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Standard
CRANKSHAFT:	14mm / Pilot shoft (SG)
PEAK X-DYNO HP*:	1.42 @ 23,500 rpm
PEAK X-DYNO TQ*:	61.31 oz.- in. @ 22,900rpm
PEAK X-DYNO RPM:	42,250
AVERAGE TQ*:	41.50 oz.-in.
AVERAGE HP:	0.86
POWER FACTOR	
LOW END (TQ/HP):	50.34 / 0.90
TOP END (TQ/HP):	28.60 / 0.82
CORRECTION FACTOR:	1.047

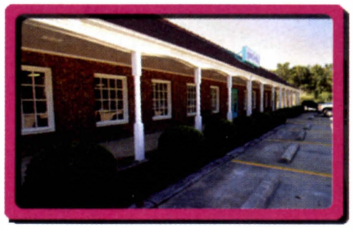
*All numbers are SAE corrected

POWER FACTOR: This is a new section to rate an engine in two areas of the graph. We are using an average HP/TQ for a set range of RPM. We set the low-end from 10,000-25,000 and the high end from 25,000-40,000 (ranges are adjusted if max or min is not reached). This will allow comparison of engines 2 power ranges.


Debbies
RC WORLD

OVER 12,000 ITEMS...IN STOCK!!!







"Why Go Anywhere Else?"





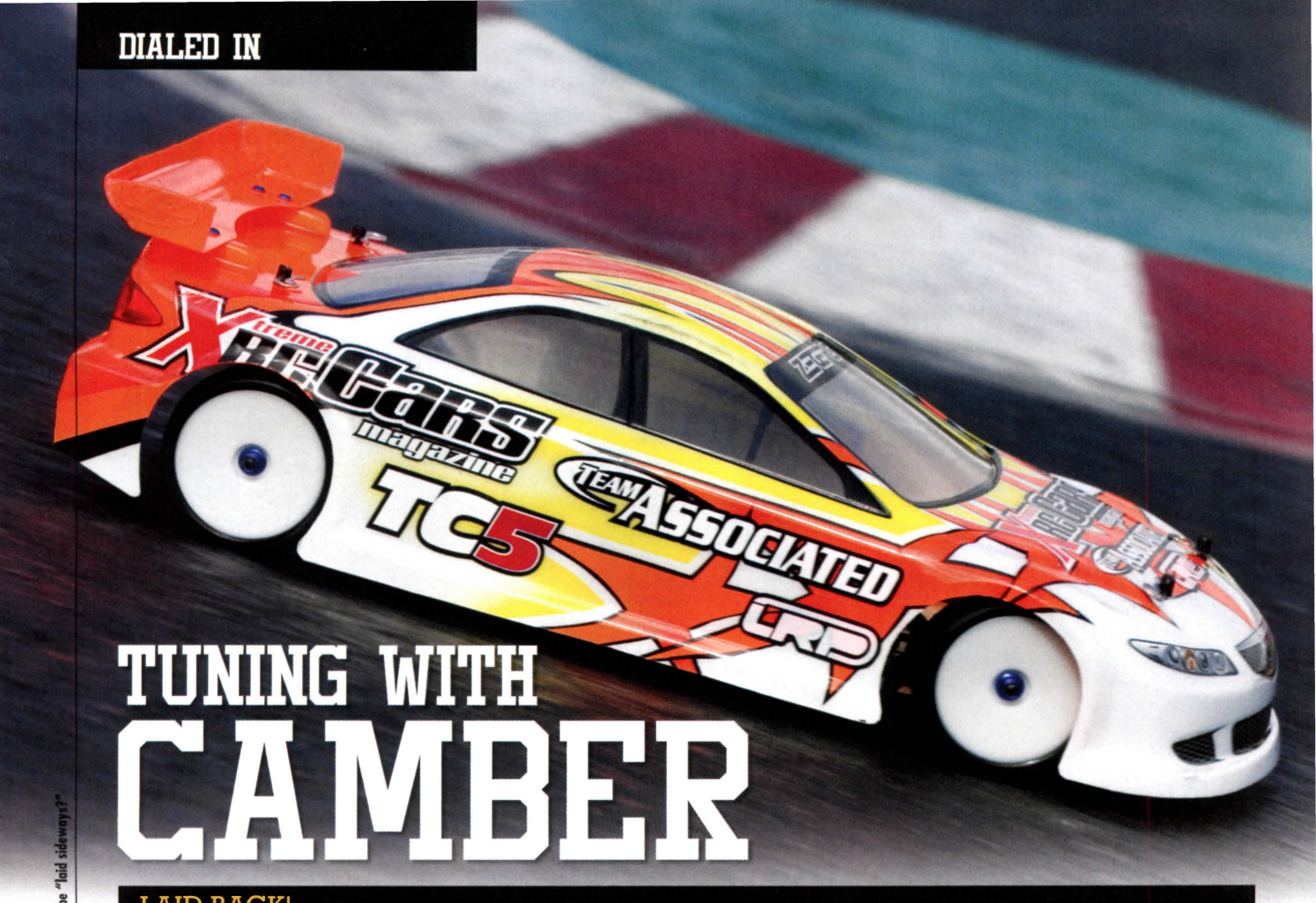
Family Owned, Family Operated, Family Service!

CHECK OUR WEBSITE
FOR THE BRANDS LISTED BELOW
...AND MORE!!

KYOSHO JR RACING NOVAK MUGEN SEIKI OFNA

WWW.DEBBIESRCWORLD.COM

DEBBIE'S RC WORLD Inc. 1828 S. MILITARY HIGHWAY, CHESAPEAKE, VA 23320 Phone: (757) 361-6681



TUNING WITH CAMBER

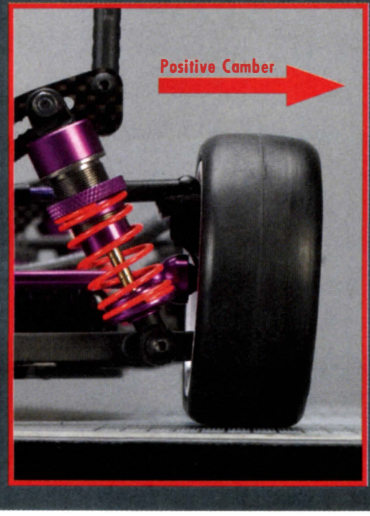
Shouldn't it be "laid sideways?"

LAID BACK!

words: Jeff Huneycutt

It can be difficult to imagine that even when you're racing on a flat surface, the best way to maximize traction isn't by keeping all four wheels straight up and down. Angling your wheels—both front and rear—can actually help improve grip in the turns when you need it most. This tuning option is called "camber," and making the most of it can make your on-road tourer or your off-road buggy feel like it's planted on rails through even the sharpest turns.





WHAT IS IT?

Camber is the measure of the angle of your wheels. Zero camber is when the wheel is perpendicular to the ground. If the top of the wheel is pointing toward the center of the chassis, that's negative camber. If it's leaning away from the center of the chassis, that's positive camber.

As mentioned earlier, camber is the angle at which your wheels and tires lean in or out vertically. For example, if you're looking at the front of your RC car, when the top of the front wheels lean outward (away from the chassis), that means they both have positive camber. If they lean in toward the center of the chassis, that's negative camber. The same holds true for the rear wheels.

Camber is usually measured in terms of degrees. If the wheel is perfectly straight up and down, that's considered zero camber. The number of degrees from vertical describes the camber, either positive (leaning out) or negative (leaning in).



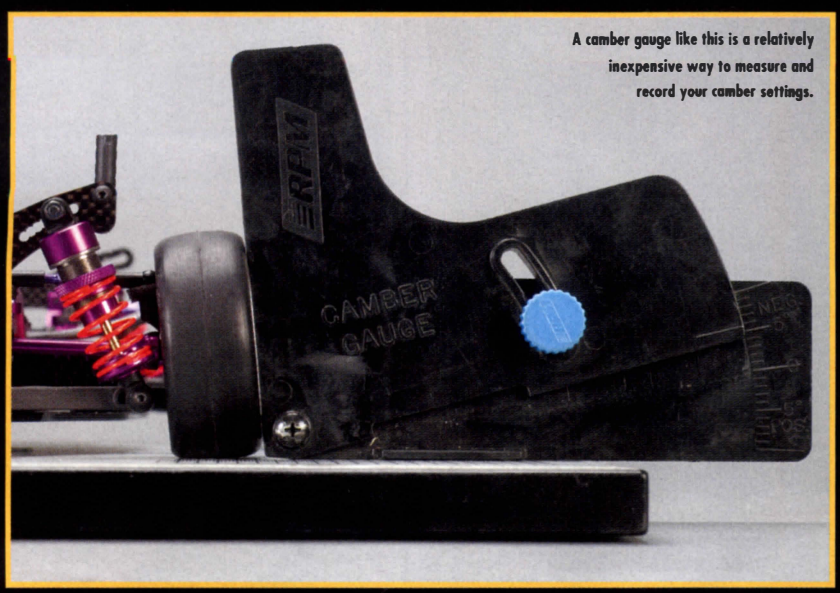
Camber is one of the easiest chassis adjustments to make. Most upper-level RC vehicles use turnbuckles in the upper control arms that allow easy and quick camber changes with a turnbuckle wrench or a pair of pliers.

ADJUSTING CAMBER

Most modern chassis designs have settled on a consistent way to adjust camber settings. By using a turnbuckle or length of threaded rod in the upper control arm, camber can easily be dialed in or out to your liking. Some economy models use a fixed upper link and two attachment points and the hub to provide two camber options. But the turnbuckle option is the best because it allows infinite levels of adjustment.

If you're building your own kit, one trick when it comes to adjustable camber links is to assemble the turnbuckles so that they're all oriented the same way. In other words, when you're adjusting camber at the front wheels, you normally have the car pointing towards you. It's easier if both turnbuckles add positive camber when turned in the same direction (either toward you or away from you). Technically, it means you have to install one of the turnbuckles "backwards," but it can save a lot of frustration if you're trying to make a quick adjustment between heats.

Camber is easily measured with a camber gauge. You simply place your vehicle on a flat surface, then use the gauge to measure how many degrees from perpendicular each wheel is. If you don't own one of these gauges, you can also use a set of calipers to at least make sure your camber is equal on the left- and right-side wheels. This is done by measuring the amount of the turnbuckle that's exposed between the outside sections of the car's upper control arms. Turning the turnbuckle so that more of it is exposed reduces negative camber, while turning it so that less is exposed adds negative camber. You may have different camber readings between the front and rear wheels, but both front wheels and both rear wheels should almost always have the same amount of negative camber.



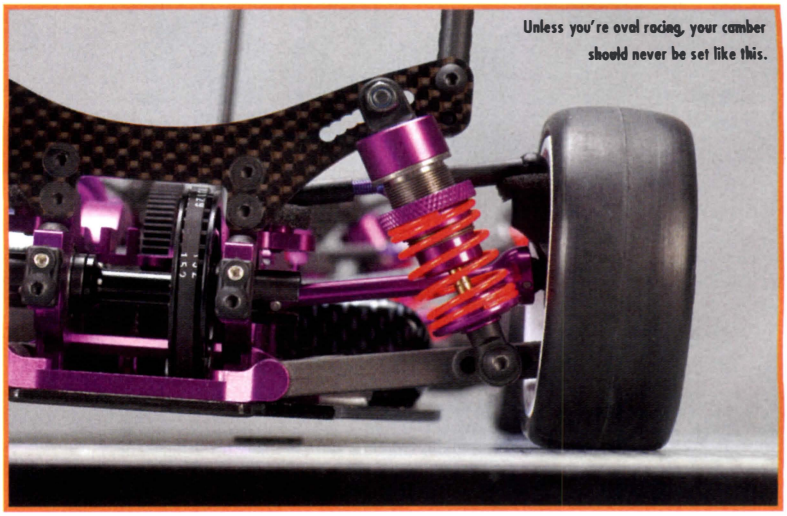
A camber gauge like this is a relatively inexpensive way to measure and record your camber settings.

Our RPM camber gauge has some mileage on it.

HOW IT WORKS

A few degrees of negative camber at all four corners is almost always helpful at all four corners. The only time you want to run any amount of positive camber is in oval racing, and only on the inside wheels. When racing on a track, either on-road or off-road, with both left- and right-hand turns, it's almost always best to keep the same amount of negative camber on both the left- and right-side wheels. The front wheels, however, will usually have more negative camber to aid steering. Generally, as the turns get tighter or the available traction increases (because you'll be going faster), the more negative camber you'll need.

The reason some negative camber is helpful is because as the suspension rolls over on the outside wheels, the tendency is for the tire to roll up on its outside edge. This wastes the available traction for the inside of the tire. By increasing the negative camber angle, it increases the tire's contact patch through the turns (but it's reduced when the car is going straight).



Unless you're oval racing, your camber should never be set like this.

TEKNO RC
PERFORMANCE PARTS
ORDER ONLINE
OR CALL
(877) 857-2872
IMPAKT RC

PERFORMANCE PARTS FOR YOUR REVO

ALL NEW:
BRUSHLESS/ELECTRIC
CONVERSION FOR REVO
BOLT-ON KIT!!!

ALSO AVAILABLE FOR REVO:
*SWAY BAR KIT
*PRO THROTTLE LINKAGE
*ADJUSTABLE WHEELBASE REAR A-ARMS
*RX/BATTERY BOX & FUEL TANK CONVERSION
*THROTTLE SERVO MOUNT
*DEALER INQUIRIES WELCOME
*INFO: WWW.TEKNORC.COM

REVO 3.3 W/ FREE TEKNO WINGMOUNT - $479.95

SPECIALIZING IN
TRAXXAS REVO
ASSOCIATED
LOSI
JAMMIN'
AND TRAXXAS VXL

WWW.IMPAKTRC.COM



$95 set of 4
Factory warranty for life!
Made in U.S.A

SPI RACING WHEELS
Built for the curves
248-546-9499
www.spiracingwheels.com

- Billet aluminum
- 14 mm hex drive for monster trucks
- Super-Lite under 95 grams
- Super stock offset makes your truck 2-3/8" wider
- Faster corner speeds
- Quicker lap times
- Contingency money paid
- Easy online ordering

American Saber Twisted F1 Tri Star Motion Reaper

AD INDEX

AB Mods	141	Merlin Glow Plugs	50
A-Main Hobbies	142-143	Micro Temp	61
Airtronics	52	Morgan Fuels/Sidewinder	125
Associated Electrics	C2, 4-5, 26-27,118-119, 160-161	Mugen Seiki Racing	108-109
Byron Originals	77	Novak Electronics	15
Carolinas RC	139	OOC R/C Products	54
Castle Creations	131	O'Donnell Racing	23
CheapBatteryPacks.com	89	OFNA Racing	69
Competition Electronics	59	O.S. Engines	155
Deans	106	Parma	117
Debbies RC World	179	Pro-Line	6-7
Duratrax	46-47	ProPinch	129
Dynamite	149	ProTek RC	62-63
FTHobbies.com (Fast Track)	164	RC America/Hudy/Xray	35
Fusion Motorsports	127	RC Nation	54
Gandini Racing Production (GRP)	51	Reedy Modifieds	24-25
Golden Horizons	60	RPM	48
Grand Motorsports	98	Spektrum	194-C3
Grand Slam Hobbies	167	SPI Racing Wheels	182
Hitec	97	Stormer Hobbies	174-175
Hobby Etc	169	Tamiya	41, 80-81
Hobby People	170-171	Team Orion	21, 31, 151
Hot Bodies	114-115	Team VTX	50
HPI Racing	16-17, 134-135	Tekin Inc	55
Integy Technologies	29, 94-95	Tekno RC	182
Jammin' Racing Products	32-33	Tempgun.com	38
Kaddies Inc	153	THS	128
Kimbrough Products	166	TMA	152
Kyosho	42-43	Traxxas	56-57
Large Scale RC	132	Trinity	3, 8-9, 91, C4
Losi	11	Venom Racing	39
LRP	13	XTM Racing	75
Lunsford	112	xxxmain	140
Majestic	129		
Max Amps	37		

USING CAMBER TO YOUR ADVANTAGE

You never want your camber settings to go outside of the range of 0 to negative three or four degrees. This may seem small, but you can make some dramatic tuning changes working within that range. On the front, as a general rule, you can reduce negative camber to smooth out steering response and reduce a loose condition. Increasing negative camber at the front wheels will help correct for a push and increase steering sensitivity, especially mid-corner.

At the rear of the car, reducing negative camber will generally loosen up the car in the turns, but it can help acceleration. More negative camber at the rear wheels can tighten the vehicle up through the turns. Also, in dirt racing, more negative camber at all four wheels will also help reduce the chances of catching the edge of your tire in a rut and flipping.



If your wheel looks like this, back off a little and tune with other suspension changes.

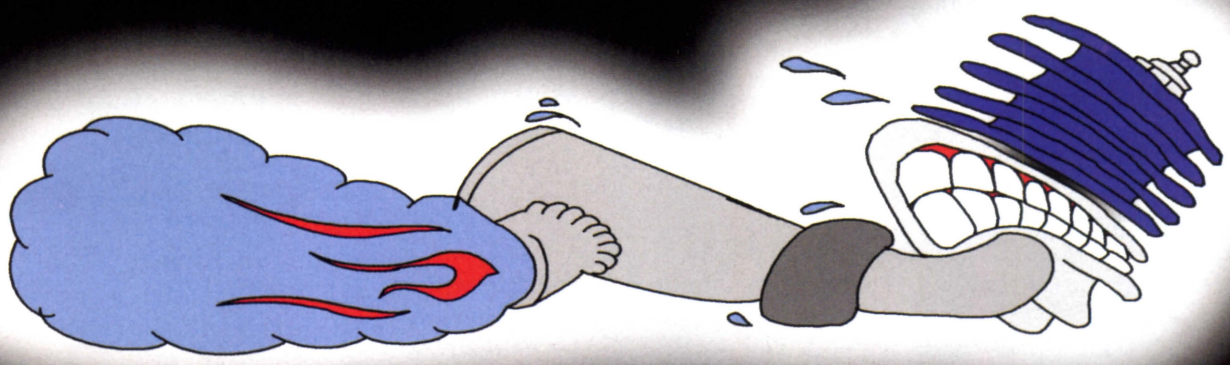
CONCLUSION

Camber is one of the easiest changes to make, and it can usually be made very quickly if necessary. Practice changing your camber settings to get a feel for how much you would need to make a noticeable difference on your car. It can become your favorite tool for last-minute setup tuning changes that are necessary on a changing track—which can give you that edge on the competition.

LUNSFORD

March 28-30

Gas Blast



Tear it up at Hindsite indoor motocross track

March 28-30

The most fun you can have without a broken bone

YOU'LL WANT TO BE THERE

WWW.LUNSFORDRACING.COM

WWW.AMAINRACEWAY.COM

CROSS POLLINATING

Would a Traxxas controller work with an HPI E-Savage?

Mack



A: One of the great things about this industry is that 99% of it is compatible with everything else. Radio, receiver, and servo compatibility is 100% in the E-Savage or any other car for that matter. If you wanted to just use the radio, you'd have to make sure to use the right set of crystals in both (the set from the Traxxas or the HPI). Since most RTRs come with 27 MHz, it shouldn't be an issue. Just remember to put the transmitter crystal in the right place and you'll be set.

DerekB

Mmmmm honey! That's what bee's make.



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 and help.



WHICH GOO?

This may be a dumb question, but is Shoe Goo something special, or is it just clear silicone with the brand name "Shoe Goo"?

jsears

A: There are many types of "goo" on the market, but RC makes mention of Shoe Goo the most. It's not exactly the same as clear silicone, but you could use both. Shoe Goo seems to be a little stickier than plain silicone. Sometimes you need a really clean surface to get silicone to stick well. Since Shoe Goo was designed for shoe repair, it's made to stick better to dirty surfaces. (Who repairs new, clean shoes?)

DerekB





Chemistry Class

I saw a battery type I wasn't familiar with at Tower Hobbies—a Li-MN (lithium manganese). Has anybody used these yet? The reason I'm asking is that I found some for around $50 at Tower and was wondering why they were so much cheaper than Li-Po batteries.

Chris

A: Chris, we did an article on Li-MN batteries a while back. They're slightly different than the current chemistry make up of Li-Po (which is a pretty general term), as the manganese makes the battery composition much more stable. This makes them more "beginner friendly" in that they aren't as dangerous when overcharged or overdischarged (something you have to watch out for with Li-Po cells). The drawbacks of Li-MN are lower voltage and an odd shape that doesn't fit into the industry standard 6-cell spot. You can add another cell into series and bump up the voltage. They are a good, safe alternative to Li-Po for those who don't really want to pay too much attention to their cells. But as it stands right now, they aren't really designed for many of the cars out there because of their non-standard shape and length.

DerekB



Is that a bomb or a battery pack?

The Right Channel

Tamiya says to use a 4-channel radio for the High-Lift, but I was wondering if I really had to. Could I use a 2-channel radio instead?

himoto guy

A: You can use a 2-channel but you'll lose a function. There's one channel for each function:



1. Steering
2. Throttle
3. Shifting
4. Light control (with the optional kit)

So you can run two channels, but you'd have to lock out the transmission to one speed. You need three channels to run it as intended out of the box.

JamesR

GREASY SHAFT

I have an HPI Savage X with a 4.1, and the one-way has been giving me trouble, lately. I took the back plate apart to find out what was wrong. I don't know what it's called, but the shaft that comes out of the motor that the one-way is on is slipping. The shaft can be pushed or pulled about a millimeter. That's not much, but it moves. When it's pushed in, it turns the engine over, but when I put the roto-start back on, it just slips and doesn't start.

HPIsavagex

A: A slipping one-way is common. If any oil gets in there it can cause it to slip, which requires you to take it apart and clean it before it becomes too worn out and needs to be replaced. Depending on the style of the one-way, it may also wear out fast. I know HPI had the cheaper one-way on some kits, but they do sell the longer lasting, higher quality one-way as well.

The play in the shaft shouldn't really matter, either. I think you might just be noticing something that moves when the back plate is not installed.

DerekB

XTREME TOOLS

Xtreme Tools is devoted to anything and everything that can be used for wrenching on your RC. We search the world over for tools that will be helpful in your wrenching sessions and may even help you around the house for the "honey-do" list. There's no limit to what Xtreme Tools may bring you each month so kick back and enjoy. If you have a killer idea you want to share with fellow RC fanatics, send it on over to: brians@rc411.com. Who knows ... maybe it will wind up here for everyone to see!

words: Brian "Skinny" Skinner

JLR TUNE + STOP

Somebody over at OFNA is thinking, and I like it. This new tuning screwdriver falls under OFNA's JLR line, and it has a few things we will all appreciate. To start with, it has a nice machined aluminum handle with knurling for your fingertips. It gives you a nice feel for the adjustments of your needles. Next, the shaft is adjustable so you can set it up for your car's dynamics, and if you need space in your toolbox, you can collapse it for easy storage. Last, it has a rubber tip that's used for an engine stop, and it also feels good in the palm of your hand. All in all, it's one of the nicest tuning screwdrivers I've seen in awhile.

The best part is, it will cost you only $14.95!

Pt#10790

WWW.OFNA.COM



Roc-It-Up reminds us of the Slam Man.



ROC-IT-UP

Here's a great idea for your CA glue bottles. It's a little spherical ball called Roc-It-Up that will absolutely not let you spill your glue. Remember Weebles? They were those little guys you played with as a kid, and they would wobble around and not fall down? Well, this is the same idea, but for your glue bottles. You set your CA bottle in the orb and it centers itself no matter where you set it. I've dumped CA on my work bench several times, and just ask Derek about his CA adventure. Now that I have the Roc-It-Up in my shop, I don't worry about spills. At less than $5, its great insurance for keeping your glue bottle from spilling. The best part of all is that you get to play Weebles Wobble But They Don't Fall Down and not get laughed at!

WWW.ROCITUP.COM

I ACTUALLY BOUGHT SOMETHING AT RADIO SHACK?

Believe it or not, I went to Radio Shack to buy something and I found this neat pick set for under $5. It has three picks that are great for cleaning your car and getting into screw heads. The best part about this kit is the mini metal brush that's perfect for sweeping away crusty dirt from around the chassis and hard-to-reach areas. It's thin and long, so getting to any area on your RC will be a snap. I know it's hard to believe that Radio Shack would have something for our hobby, but here it is, and it's a good find for less the $5.

WWW.RADIOSHACK.COM



BUDGET FUEL LINE SEPARATORS



I like things that make it easier to work on cars. Now, this might not be a tool per se, but these plug wire separators do help when it comes time to work on nitro cars. And to me, that's a tool in itself! I love fuel line separators because they hold the fuel line in place and keep all fuel lines nice and neat. They also keep things in place when you work on the engine, fuel tank, and pipe, but I'll be darned if I can ever find them. I discovered by accident that plug wire separators are just the same as fuel line separators, except that they're for the automotive world and for spark plug wires. So now when I need these little bad boys, I know I can walk into any AutoZone or Pep Boys and find them on the wall for about $2. You'll thank me when you work on your engine the next time and your fuel line is still together after you disconnect everything.

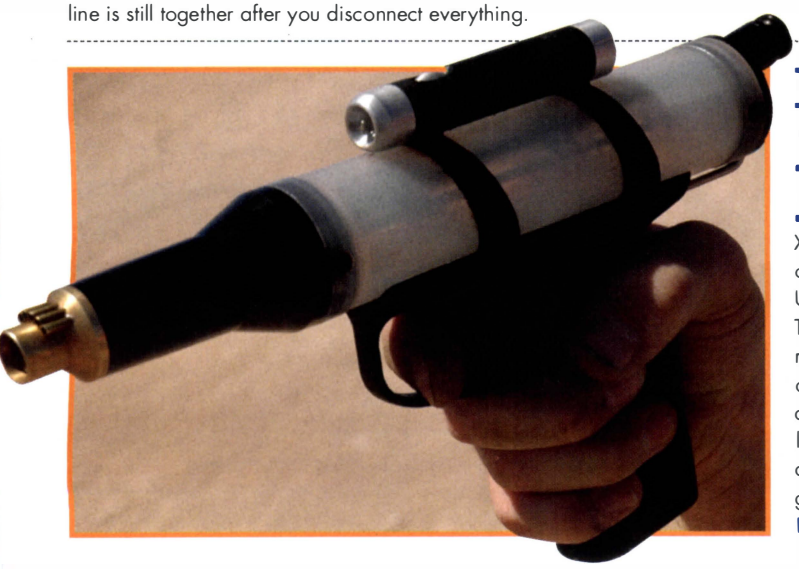


IT'S A BLAST

Performance Duster can be found at most hobby shops and comes in handy for little cleaning jobs. Basically, this is a can of compressed air that removes dirt and dust. This 10 oz. can amazingly delivers up to 96 psi blasting power. I've had this can for a while, and I find I'm using it more and more for small jobs that need a little blast of air. It's great for blowing out engine bearings and carburetors. Performance Duster is safe for use on plastics, and it beats walking over to the air compressor for the little things. Plus, you can be sure it has zero residues, and it's moisture-free for your electrical parts. The general price is about $7.

WWW.TAEINDUSTRIES.COM

If Skinny read our magazine, he'd know that the fuel gun light was a Quick Tip!



PRO-LINE "ONE-OFF" FUEL GUN

Xtreme Tools is about extreme tools that are cool. Some you can buy, and some you can only hope to have one day. Unfortunately, this "one-off" fuel gun from Pro-Line is the latter. This fuel gun is basically Pro-Line's production gun, but with a molded-in flashlight. I see the boys use it at the race events, and thought you all might like to see it as well. It looks cool, and I wish I had one, but alas, this version will never see the light of production. Now if one of you readers could think of a way to make one out of Pro-Line's stock fuel gun, I would greatly appreciate it.

WWW.PRO-LINERACING.COM

XTREME CHRONICLES

Chances are, if you're anything like me, you've already fallen-off the wagon on your New Year's resolutions. In fact, the only times I can remember sticking to a resolution was if it was something very easy and beneficial to me. I think it works like that for a lot of us. So next year, I'm only going to make resolutions that I'll keep, because my lifetime winning % is terrible. What does this have to do with RC? Well, many people in the industry make bold claims, and the great thing about looking back is seeing who was right and who was wrong, and which products stood the test of time, while others simply faded into the realm of suck.

words: Michael Wortel

James likes this section because Wort always mentions his name.

10 YEARS

APRIL 1998: ISSUE 3.7



REMEMBERING SANYO

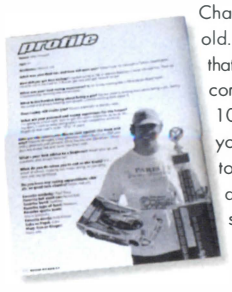
For a number of years, Sanyo was the dominant battery presence on the racetrack. Many of us started racing with their red cells, then the black 1700's. By the time the NiMH stole the scene, Sanyo starting waning as the top battery dog, in favor of companies like GP. Sanyo started seeing less value in the RC market and took their focus elsewhere.

TURN MARSHALLING ARTICLE

Back in the day, James wrote an article about "Turn Marshalling Like a Pro." Many times, at a race or a practice afternoon, people tend to forget that marshalling is part of everyone's duty at the track. No matter whether it's a race or just practice, take marshalling seriously. Always take your turn, pay attention to your corner, and treat every car like it's Adam Drake's.

SWAUGER: STILL FASTER THAN HELL

We did a driver profile on Mike Swauger 10-years ago, and aside from a little less hair, not much has changed; he continues to be on top of the racing scene. In '98, Swauger was fresh off of his World Championship at 21-years-old. Mike commented that he hoped to remain competitive for at another 10-15 years. Well Mike, you still are one of the top drivers in the world, and you haven't lost a step since that last interview.



5 YEARS

APRIL 2003: ISSUE 89



B4 FIRST LOOK

In '03, we were able to get our hands on the Associated's B4, before anyone else. Associated did a good job of keeping their lips sealed, and the buggy out of the public eye, so this first look was a big deal. The car featured new suspension geometry, dual-disc slipper, modular front end and new tranny. To this date, there have been few changes since the buggy was released 5-years ago.



FUTABA 3PK

When Futaba released the 3PK 5-years ago, it was widely considered to be the most advanced transmitter in the history of RC. Everything was adjustable, including the TX's ergonomics, and the large LCD display offered more detail than any transmitter in history. The 3PK is still used today, and it only looks slightly different.

THE DIRT NITRO CHALLENGE

If you live in So Cal, chances are that you've heard of The Dirt. If not, The Dirt was the name of a track which was a staple in Hemet, CA for a handful of years. The Nitro Challenge emerged as one of America's fastest growing races, with more and more pros entering every year. The Nitro Challenge is no longer held in Hemet, but its designer/race director Joey Christensen is still in charge of the show.

1 YEAR

APRIL 2007: ISSUE 137



NUREMBERG TOY FAIR

Although trade shows have lost some of their luster (on the consumer side) over the last number of years, one of the world's largest is still located in Germany. Every year, Mike and Derek jump on a plane for 18-hours, spend a few hours at the trade show, and make it home in time for work the next day. Hey, it's all about face time! Look in the next issue of Xtreme for complete coverage of Derek and Mike's 34-minute European Vacation.



BAJA 5B: BARSTOW TO VEGAS

Being the publicity geniuses that they are, HPI setup an event, or rather caravan, of 5B's who rode full-scale off-road trails from California to Las Vegas. Derek went along and brought back a really cool article about his journey. In the end, the 5B's made their 120-mile journey successfully, using 1.188 gallons of fuel, and braving a 40° temperature variance.



INTRODUCING THE WORLD TO ROCK CRAWLING

More than a year in the making, James and Dave did an expose article on rock crawling: "The Battle on the Boulders." They introduced many readers to what rock crawling is all about, how a competition is executed, and the tremendous potential of crawling as a legitimate RC segment. In the last year, crawling has probably grown more than any other class in RC. Dave is absolutely mental over it, and it even pushed me to get involved in competitive RC for the first time in years.

1/8th Indoor Offroad

NATIONALS

MARCH 28, 29 & 30 2008 ■ PRACTICE ALL WEEK ■ 3 ROUNDS OF QUALS ON SATURDAY ■ MAINS ON SUNDAY

RC Driver MAGAZINE

castle

Xtreme RC Cars MAGAZINE

Class Sponsors

REEDY

APOGEE High Performance Lithium Polymer Technology

TEAM SCREAM

XCELORIN

TAMIYA

QUARK BRUSHLESS SYSTEMS

LOSI

DURATRAX

ATOMICMODS.com Micro R/C High Performance

SMC

For More Info www.rcmadness.com

- Novice
- 1/18 Production Buggy
- 1/18 Buggy Open
- 18R Stock (RC18R ONLY)
- 18R Open (RC18R ONLY)
- 2wd TamTech Off Road Class
- 4wd Stock
- 4wd Open
- 2wd Stock
- 2wd Open
- 2wd Mini Slider Open
- Mini Monster Open

Best Paint sponsor upgrade

MOTORS FOR STOCK & NOVICE CLASS PROVIDED BY REEDY



Entry Fee $35.00 First Class (includes T-shirt)
$30.00 Each Additional Class

Send Payment To
R/C Madness
640 Enfield Street P.O. Box 64
Enfield, CT 06082

Phone: 860-741-6501

Email: cmarcy@rcmadness.com
dberry@rcmadness.com
Call For More Info

All Entries Final No Refunds

Class 1	Freq.	Freq.	Per.
Class 2	Freq.	Freq.	Per.
Class 3	Freq.	Freq.	Per.
Class 4	Freq.	Freq.	Per.
Class 5	Freq.	Freq.	Per.

Name

Address

City State Zip Code

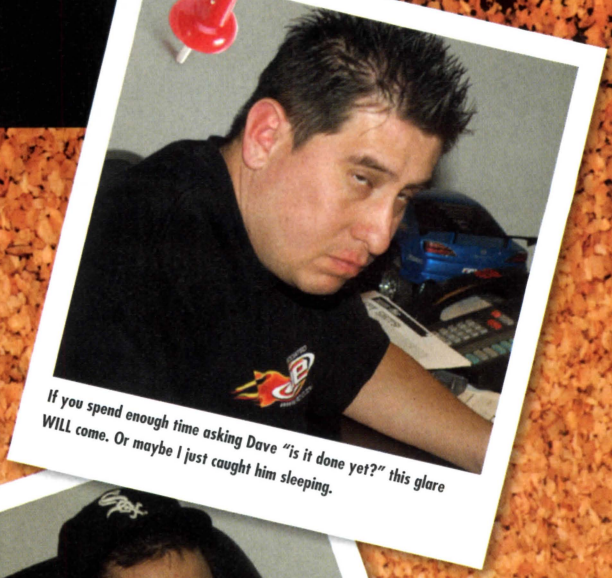
Phone Email

CONCENTRATION FACES

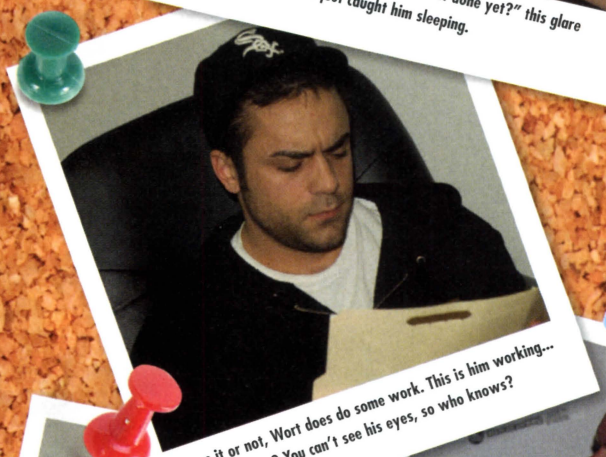
WE MAKE THEM ALL

Did you ever notice that when someone concentrates—I mean really concentrates—you can see it on their face? It's really the purest form of expression you can catch someone making. It's almost like a window into someone's brain. As I was looking through some pictures of an old race, I saw a bunch of different concentration faces on the drivers' stand. When I rushed to James' office to show him some of the better ones, I noticed something even better—HIS concentration face. Low and behold, James served as my Xtra Stuff muse. Anyone who reads this magazine regularly realizes how much detail is entwined in its pages. Everything from the carefully (most of the time) chosen words, to the finer points of the page layout takes lots of attention and concentration. Armed with the Nikon D100 (the only camera I'm somewhat competent with), I set out to capture some concentration faces at work. And perfect! It's deadline!

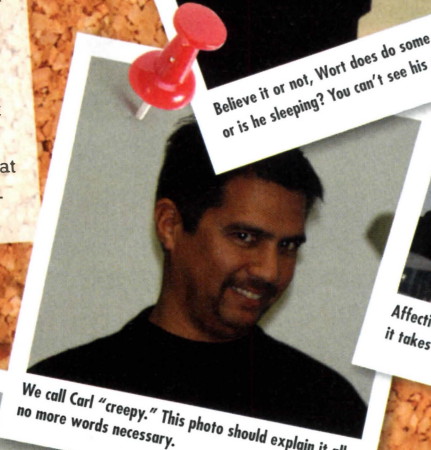
Art department manager Joanna isn't shown here, because she'd kill us if we put a photo of her on these pages.



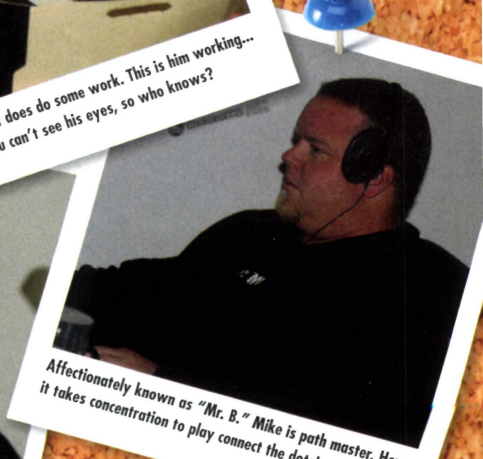
If you spend enough time asking Dave "is it done yet?" this glare WILL come. Or maybe I just caught him sleeping.



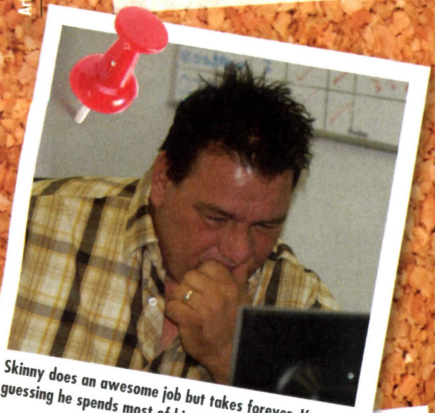
Believe it or not, Wort does do some work. This is him working... or is he sleeping? You can't see his eyes, so who knows?



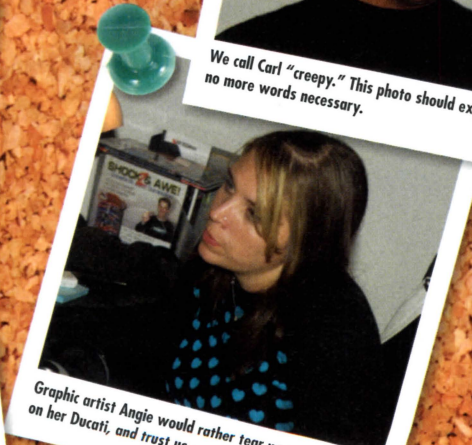
We call Carl "creepy." This photo should explain it all, no more words necessary.



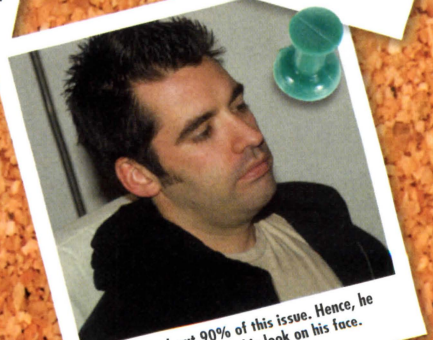
Affectionately known as "Mr. B." Mike is path master. Hey - it takes concentration to play connect the dots!



Skinny does an awesome job but takes forever. I'm guessing he spends most of his time doing this.



Graphic artist Angie would rather tear up some asphalt on her Ducati, and trust us - we've seen her do it.



McMahon laid-out 90% of this issue. Hence, he spent a lot of time with this look on his face.



I thought he was working hard on Monster Pit, turns out, Keira has a new upskirt shot.

Now that you've read my ramblings and seen some of the concentration that goes on at work, I'm sure that you're going to be looking for some good concentration faces in your own life. And it's best if you catch the rare combination of frustrated-concentration, and trust me, there's plenty of that to spare around here, especially during deadline. In the end, I probably just ended up annoying our staff with my candid, blinding flash, followed by my annoying laugh. But I think it was worth it anyway.

Xtreme RC Cars

THEY'RE BACK!

Classic Xtreme RC Cars hats are back in stock at a new low price!

Flex-Fit brand
High-Quality embroidery
Two sizes for the perfect fit



$20

Call TOLL FREE to order:
1.888.200.8299
or order online at:
www.rc411.com



BACK DETAIL

Order Yours Today!

XTREME RC CARS HAT ORDER FORM

CHECK ITEM:	CHECK SIZE:	COLOR:	QUANTITY:	PRICE:
❍ XRC Hat (FlexFit cap)	❍ S/M ❍ L/XL	❍ Black		$20.00

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

Country: _____

Phone Number (REQUIRED): _____

Please mark payment method: ❍Check/Money Order ❍AMEX ❍MC ❍Visa ❍Discover

Card Number _____

Exp. Date: _____ Security Code: _____

$1.95 Per Item Shipping	
Add $7.50 for foreign orders	
CA residents add 7.75% sales tax	
Total	

All shirts are heavy 100% cotton.

Make checks payable to Think Omnimedia LLC.

MAIL ORDERS TO:
13401 Yorba Ave.
Chino, CA 91710

Please allow 7-10 days for delivery. While supplies last.

YITB 1726

XTREME RC CARS WINNER of the month RACERS RIDES

I thought I would send some pics of my PTI Goliath crawler for Racers' Rides, mostly so that Deep-o-licious can get another free plug. He painted this body for me for a night comp that the BPRCA recently held. The white parts glow green and were a big hit at the comp. The truck runs the PTI 12" extension and uses the PTI gear reduction unit to slow things down. Wheels are Axial beadlocks wrapped with Pro-Line Masher 2ks. Hope this makes it in.

Matt Soileau



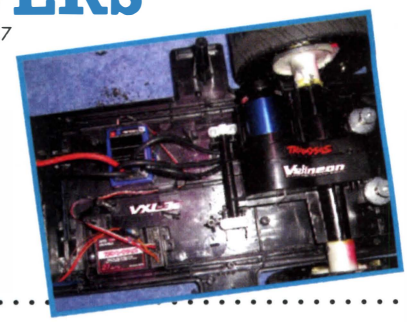
If you don't get Matt's headline, then you aren't supposed to.



NO NEED FOR ANSWERS

This is my 1/6-scale, 2009 Camaro that hit 57 mph thanks to Traxxas' new brushless system. The car is from Wal-Mart so I ripped out the junk inside and built my tranny from a mix of HPI, CEN, and Traxxas gears, pinion, and spur. It would mean a lot to me if you could e-mail me back with your thoughts or questions if my car does not make it into your mag. Thank you for your time.

Kevin Frankle



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 xxx-main paint 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
13401 Yorba Avenue
Chino, CA 91710



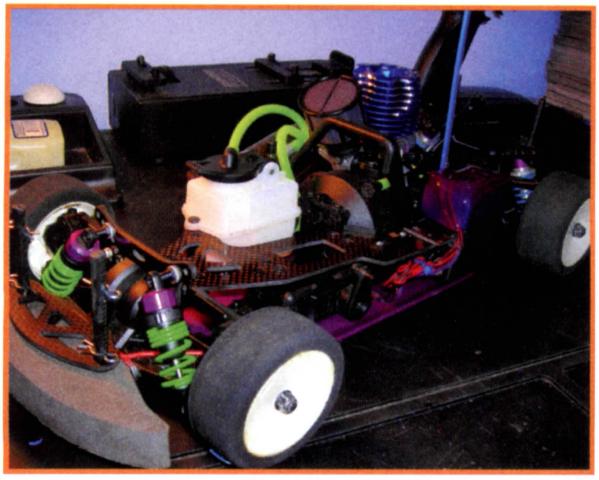
IF IT'S FAST, WHO CARES IF YOU CAN DRIVE?

Hey, this is my X-RAY T1FK05. It's powered by a crazy CO27 that passes 19T regularly, Team Trinity 4200s, JR 8800, Novak XXtra, and a KO Propo VFS 2000. This car is fast, easily keeping up with T2 '007. Now I just need to work on my driving (cough, cough). Thanks for the freaking amazing mag. Without it I'd be stuck with the competitors. Thanks again. Don't change anything.

Bob Pelletier

DON'T WORRY ...
MOM STILL BUYS ME THINGS TOO

Hey, guys, here are a few pics of my first "serious" project. It's an old RS4 3, given to me by my friend. It was stock when he gave it to me, but now it has every carbon fiber part available for it: an O.S. 18TZ, Vantage tuned carbon fiber pipe, threaded shocks with blue springs in the back and green in the front, swaybars, and foam tires. The body is a racing Stratus painted in the familiar blue/pink scheme. Being only 14, it's hard to get around to the money needed for this car, so I have to admit that my parents did help with the carbon fiber parts. Otherwise, it was left to me.



Michael Kvasic

TOP SECRET NO LONGER

My son and I just got into RC with his stock Traxxas Stampede. We painted and decaled a plastic body after our favorite motocross rider, Ricky Carmichael. We bash it at a top-secret backyard track in Orange County, California, called "randos"! We love the magazine. See you at Pegasus' track soon!

Darrin Wall

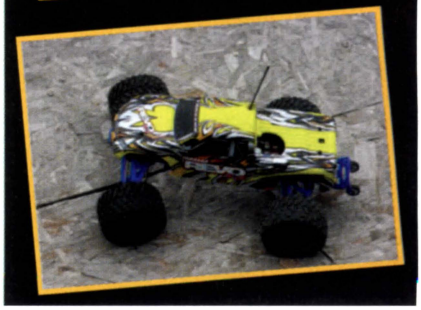


NITRO BEWARE

Here are some pics of my electric Revo 3.3. The conversion is the best thing you can do to a Revo. The brushless motor/Li-Po package makes a lethal combo! Wheelie city! I'm running a Mamba Max and 14.8V/ 6000 mAh Li-Po. Other add -ons include a full lineup of Golden Horizons Blue Aluminum, full set of RPM A-Arms, RPM Oversized Hub Carriers, HPI 8-spoke black wheels, Traxxas forward-only conversion and diff spool to put the power to the ground. The brushless setup has all the nitro trucks scared, while at the same time it's convenient and keeps the neighbors happy. Anyone interested in an electric Revo can contact me at chad.link@sasktel.net. Can you please include my truck in your mag. Also, could you include more articles on brushless and Li-Po, as this is the future of RC and it's already here.

Chad

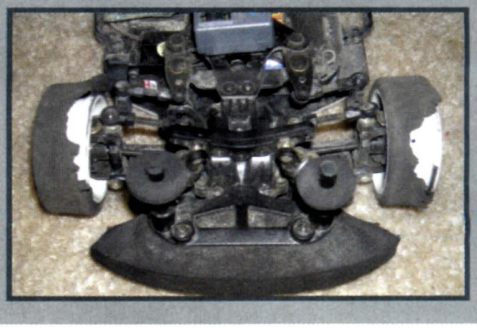




One thing that's not a secret? The track is called "Rando's."



NOW THAT'S BASHING



Wort, I'm a longtime reader and thought you'd find these pictures *cool. It would* be great if these were in the mag. This is what happens when you mix a Sportwerks Recoil with a Mamba 25 and CM-2080 Competition X Motor (8000 kV) and a 1400 mAh battery pack. The speed is brutal but great fun. This is the first set of tires I have blown off of it.

Robin

THE GREAT 2.4GHz



©2008 Horizon Hobby, Inc. www.horizonhobby.com 11113
Spektrum is used with permission of Bachmann Industries, Inc. Spektrum radios and accessories are available exclusively from Horizon Hobby, Inc.

DSM GIVEAWAY

THE CHANGE HAS COME.
THE TIME IS NOW.

Buy a Spektrum™ DSM® radio or module system and a DSM receiver, get a receiver free. Better yet, buy two extra receivers and get two free.

Spektrum 2.4GHz DSM radio systems are the cutting edge of the radio control hobby. And now it is even easier and more affordable than ever to convert your entire RC collection to Spektrum, thanks to the Great 2.4GHz DSM Giveaway. Purchase a DSM radio system and additional receiver, get another receiver free. Purchase 2 additional receivers, get 2 free. It's that easy. Convert each of your vehicles to Spektrum 2.4GHz DSM technology for less than ever before. Find out more about how to make the switch to Spektrum 2.4GHz DSM technology at www.SpektrumRC.com/giveaway. There's never been a better time to take your RC experience to the next level with Spektrum.

STOP WAITING.
JOIN THE FUTURE OF RC.

www.spektrumrc.com/giveaway

SPEKTRUM®
Leaders in Spread Spectrum Technology

DOMINATION



PAUL LEMIEUX
Touring Mod
1st Place & TQ

Overall SnowBirds
On-Road Champion

PETE D'AGNOLO
4 Cell Modified Oval
1st Place & TQ

Overall SnowBirds
Oval Champion

TRINITY DUO & IB BATTERIES
Dominate The Two Premier Horsepower Classes at the 2008 SnowBirds!





IB 4600mAh MATCHED CELLS
All new chemistry for high performance & long cell life. Trinity matched packs come zapped for increased voltage, multiple cycled and final matched on the latest CE matchers.

Available in 4, 5 and 6 cell "Team" and "Race" matched, stick and sport packs plus oem.

14TH ANNUAL
SNOWBIRDS
ORLANDO, FLORIDA 2008

DUO BRUSHLESS MOTORS
Designed to work with sensor or sensor-less speed controls. Adjustable timing, 2.5 to 8.5 Turns including stock and 19 turn equivalent models.

www.teamtrinity.com

TRINITY PRODUCTS INC. 47 Colonial Drive, Piscataway, NJ 08854, 732.562.1234, FX.732.562.1332