

SNEAK PEEK! Venom's New GPV-1 Road Rocket. pg. 40

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Web of Lies

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AXIAL AX-10 Scorpion RTR

ABC HOBBY Genetic

LOSI Speed T

pg. 44

JULY 2008 / ISSUE 152

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Discharge: 100A continuous, 125A - 150A burst
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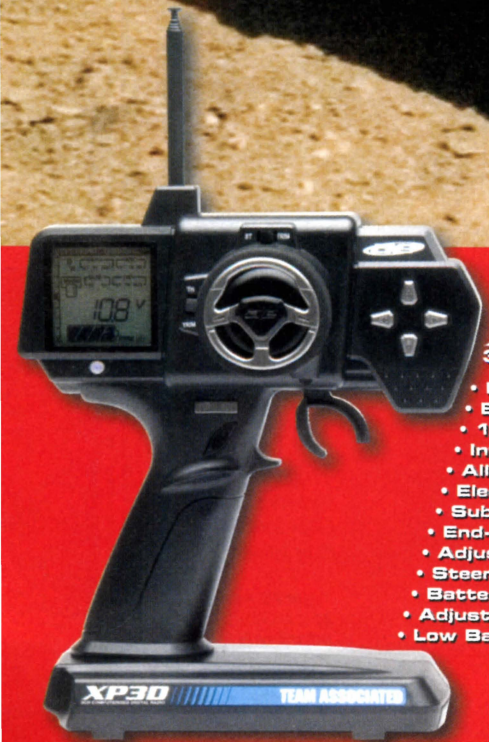

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1:8 OFF-ROAD PERFOR



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Crowd Pleazer 2.0
#3192-00 fits Mugen MBX-5 & X-Ray XB8
#3208-00 fits Jammin X1-CR (shown)
#3214-00 fits Kyosho MP 777 SP2
#3232-00 fits Losi 8ight
#3260-00 fits Associated RC8
#3265-00 fits Ofna Hyper 8/8.5
(wing sold separately)

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Black #6024-03
White #6024-04

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White #2655-04
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Hole Shot	Bow-Tie	Step Up	Inside Job	Knuckles 2.0	Crime Fighter	MOAB	Badlands	Road Rage
#9026-01 (M2) #9026-02 (M3)	#9025-00 (XTR) #9025-01 (M2) #9025-02 (M3)	#9024-01 (M2)	#9023-01 (M2) #9023-02 (M3)	#9020-01 (M2)	#9014-00 (XTR) #9014-01 (M2) #9014-02 (M3)	#9022-00	#9021-00 (XTR)	#9012-00



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RMANCE



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#1496-00 fits Losi 8ight T (shown)
(wing sold separately)

Crowd Pleazer 2.0
#3213-00 fits Jammin X1-CRT
#3228-00 fits Mugen MBX5T (shown)
#3250-00 fits Losi 8ight T
#3258-00 fits Kyosho ST-RR
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23mm Hex #6038-02



Velocity HD 23mm Standard Size
White #2684-04
White #2682-04 ½" Offset



Velocity 17mm Hex Standard Size
Yellow #2690-02
Yellow #2692-02 ½" Offset
White #2690-04
White #2692-04 ½" Offset



LPR (3.7") Velocity 17mm
Yellow #2699-02
Yellow #2700-02 ½" Offset
Black #2699-03
Black #2700-03 ½" Offset
White #2699-04
White #2700-04 ½" Offset
fits LPR tires only

Check out PROLINERACING.COM for Pre-Mounted MTR tires and info

Crime Fighter MT	Bow-Tie MT	Badlands MT	Hole Shot MTR	Bow-Tie MTR	Crime Fighter MTR
#1121-00	#1127-00	#1132-00	#1133-00 (M2)	#1134-00 (M2)	#1135-00 (M2)

Pre-Mounted Hole Shot LPR (M2)
#1139-11 White
#1139-14 White ½" offset
#1139-12 Yellow
#1139-22 Yellow ½" offset
Hole Shot LPR
#1139-01 (M2)

Pre-Mounted Bow-Tie LPR (M2)
#1140-11 White
#1140-14 White ½" offset
#1140-12 Yellow
#1140-22 Yellow ½" offset
Bow-Tie LPR
#1140-01 (M2)

Pre-Mounted Crime Fighter LPR (M2)
#1141-11 White
#1141-14 White ½" offset
#1141-12 Yellow
#1141-22 Yellow ½" offset
Crime Fighter LPR
#1141-01 (M2)



CONGRATULATIONS!

Ryan Cavalieri sweeps **1:8 Truck** and **1:8 Buggy** at the **2008 The Dirt Nitro Challenge** using Pro-Line's 1:8 Truck **Hole Shot LPR** & 1:8 Buggy **Hole Shot** tires!

Kris Moore also chose the Hole Shot to capture the Over 40 1:8 Buggy class title, and **Todd Jonas** used the Hole Shot LPR to claim the Over 40 1:8 Truck class win.





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TRI40063, 21 Tuned Pipe, pipe & manifold



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TRI20532, 1/10th Truck, hump
TRI20533, 1/8th On-Road, side x side

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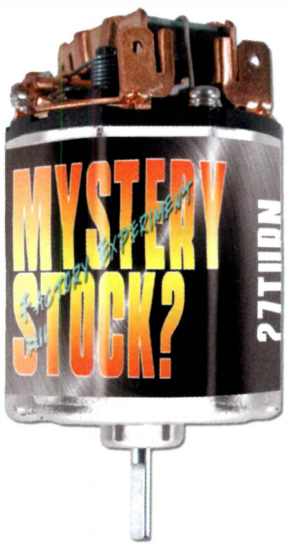

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Xtreme RC Cars magazine

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SUBSCRIPTIONS & CHANGE OF ADDRESS
Phone: 1.800.406.4288
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BACK ISSUES, XRC GEAR, SALES INFO
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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 $19.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico.

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

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ON THE COVER
Traxxas really "keeps it real" with their Slash CORR truck. Also, meet James' future wife, Sunisa Kim (he wishes!)

THE CHOICE OF WORLD CHAMPIONS

QC3 FEATURES:
- IFMAR World Champion 2005, 2006 and 2007
- Improved 6.0V/3.5A BEC
- IceDrive Design
- AutoCell System – Automatic NiMH-LiPo adaptation
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- Multi Protection System
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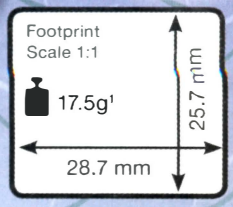

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PULSAR 3



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- Auto-Restart-System and Auto-Start-Timer

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- Adjustable cut-off voltage from 0.9V to 9.0V
- Matching Mode: fully automatic measurement of a battery pack

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Never store NiMH and LiPo-batteries empty. The PCC-3 features a "Partial Charge" mode for batteries. With this function you can set a fixed capacity value, e.g. 1000 mAh, and the PCC-3 will charge exactly this capacity amount into your battery. The advantage is optimized battery storage makes for optimal battery lifespan.

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- Can be used to break in brushes, run comm-lathes or power 7.2V soldering irons, tire warmers and many more.

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ARE WE MAINSTREAM & DONT KNOW IT?

I saw a discussion on RCTech the other day that caught my eye[1]. It was about a plan from some members about getting RC into "mainstream." There were a lot of good ideas for companies to pay attention to in the thread, but there also was a lot of misleading and almost "not knowing" information posted. The Cliff's Notes version of the thread was that RC is not mainstream, but the more I thought about it, the more I started to take the opposite position on the topic.

I am in a position that most RC "people" never get to see[2]. I deal with both the public and the industry. This probably makes me more aware of what goes on in and around the industry than 99% of the industry. To my surprise, many enthusiasts on RCTech didn't know lots of the things companies have done to promote RC, so I responded to the discussion by listing all the places that certain companies have tried to advertise and promote RC. I started with Traxxas; they've advertised in Motortrend, Car and Driver, Maxim, Stuff, and other "mainstream" publications. They sponsored a Monster Truck in the Monster Jam Series (T-Maxx duh!), and are now running a full race team in the amazing CORR series. Don't get me started on how the word "T-Maxx" has become household. HPI sponsors two Subaru race cars, attend Monster Jam, and demo at other venues like GT Live. Pacific Coast Hobbies has been out doing amazing things at X-Games for the past three years and seem to be at every event in the area. I've seen RC products in Playboy, the newspaper, commercials on TV, and many other places. Not to mention that I spoke with an old lady at a park one time, and even she knew that her husband (65 years old) had one of those "T-Maxx things."[3]

These are all "things" that RC companies have done and continue to do to try and expand the hobby and get into what people perceive as "mainstream." But even without that, I honestly think RC is already mainstream and most of us don't know it. Go ask 10 people if they know what an RC car is...I'm going to bet at least seven do, and if they are younger than 40 I bet most of them either have or had one.[4] Things that aren't mainstream are really obscure, and RC really isn't something that only a select few participate in. At the CORR event I went to with Traxxas, I heard something that sums up where RC is right now: "[Traxxas] even has RC replicas of their CORR trucks; if that's not going mainstream I don't know what is!" This coming from a series that is on Speed and NBC! So maybe "mainstream" all depends on your point of view. Those of us in the hobby just think different. RC is everywhere, but it always can be more.

Traxxas owes James $20 for the last-minute vinyl job. Just kidding.

Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com



1. Really? I was reading a thread and arguing in it? Get out!
2. I'm not show boating, I'm just really in a position to see both sides, and even more sides, than most people.
3. I still think this is one of the most telling signs of how mainstream RC is I've ever heard.
4. What do we honestly think mainstream is? A sitcom on Disney? A top 40 radio show about RC?

» TEAM RANTS

MIKE VELEZ [68 WHO'S ON CHANNEL 68]



MY FAVORITE FORUM IS: 6speedonline.com.
MY FAVORITE RACING VIDEO GAME IS: Ivan "Ironman" Stewart's Super Off Road; "Nitro Boost!"
MY FAVORITE PART OF RACING IS: Being a hack, then yelling out my frequency so it looked like a glitch.

DEREK BUONO [APPARENTLY F-MAIN MODELS ARE BUFF.]



MY FAVORITE FORUM IS: Any forum that has stupid people arguing about something they don't know about.
MY FAVORITE RACING VIDEO GAME IS: Rc pro am. The first and best RC video game.
MY FAVORITE PART OF RACING IS: Trophy girls! Even in the F-Main you get one!

MICHAEL WORTEL [THAT IS MCMONEY'S DRIVING FACE]



MY FAVORITE FORUM IS: I don't waste my time on forums. If i wanted to argue with people who don't know what they're talking about, I could do that here.
MY FAVORITE RACING VIDEO GAME IS: Mario Kart N64.
MY FAVORITE PART OF RACING IS: Watching everyone's concentration face on the drivers' stand.

JAMES REVILLA [AS LONG AS THE GRASS IS GROWING.]



MY FAVORITE FORUM IS: www.rcdriftclub.com (plugged it!) and www.sunisakim.com.
MY FAVORITE RACING VIDEO GAME IS: Gran Turismo for life.
MY FAVORITE PART OF RACING IS: Trophy babes... umbrella girls, and Sunisa Kim's smile.

DAVE PALACIOS [WANTS TO BUY A BMX BIKE AGAIN.]



MY FAVORITE FORUM IS: www.rcdriftclub.com and www.rccrawler.com.
MY FAVORITE RACING VIDEO GAME IS: Road Rash on the old Sega Genesis system. There's nothing like beating up on other racers.
MY FAVORITE PART OF RACING IS: The competition. I don't do that great, but I have fun anyway.

MIKE MCMAHON [PREFERS GETTING MAD IN VIDEO GAMES]



MY FAVORITE FORUM IS: No forums, just worky work.
MY FAVORITE RACING VIDEO GAME IS: Then = Excite Bike. Now = ATV Fury
MY FAVORITE PART OF RACING IS: Love the competition and the challenge.

CARL HYNDMAN [LIKES THE BUDDY SYSTEM FOR RACING]



MY FAVORITE FORUM IS: rctech.net got to find out whose racing where.
MY FAVORITE RACING VIDEO GAME IS: Grand Turismo, feels pretty real.
MY FAVORITE PART OF RACING IS: Racing with a group of friends.

BRIAN SKINNER [NOT SO FAVORITE PART? G-MAIN.]



MY FAVORITE FORUM IS: The Unofficial Husaberg Forum.
MY FAVORITE RACING VIDEO GAME IS: MX Unleashed.
MY FAVORITE PART OF RACING IS: Driving on the track.

JEFF EVELEIGH [WHAT? NO MOM REFERENCE?]



MY FAVORITE FORUM IS: Screw forums, I just strap a keyboard around my neck so I can treat people like crap in real lifetoo!
MY FAVORITE RACING VIDEO GAME IS: I don't play racing video games... What do you think RC cars are for????
MY FAVORITE PART OF RACING IS: Winning! But, hanging with friends at the track is awesome too!

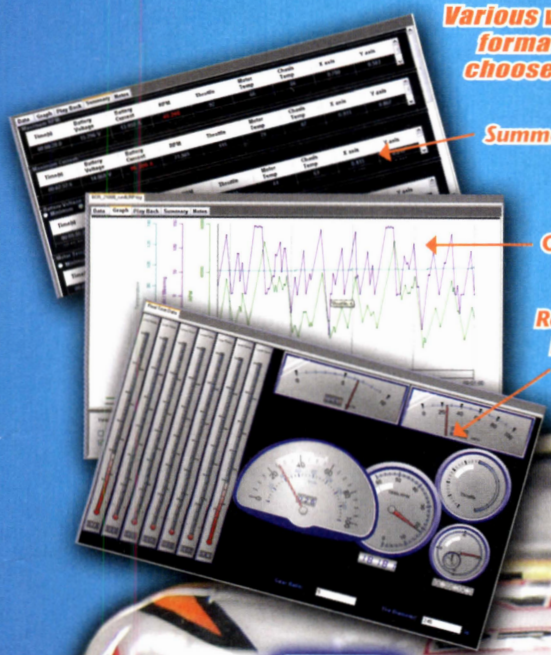
SHANE ARCHER [LIKES THE WORST RC GAME EVER]



MY FAVORITE FORUM IS: Does the Penthouse Forum count?
MY FAVORITE RACING VIDEO GAME IS: Re-volt was this faux RC-racing game a few years back, I loved it.
MY FAVORITE PART OF RACING IS: You can be slow on the track, as long as you look fast in the pits.

Get the 411 on your vehicle

Novak's unique Sentry Data Logger gives you an in-depth, close-up look into how your car is performing



Various viewing formats to choose from

Summary Sheet

Graph

Real-time & Playback Gauges

- **Small and Lightweight** fits easily inside any R/C car
- **For brushless, brush and nitro cars** Information is measured and recorded
- **Built-in XY Accelerometer** Improves steering setup, analyzes suspension performance and improves driver's throttle response
- **All data downloadable via included USB cable** Analyze your vehicle's performance and make adjustments



Actual Size



Weight: 7 grams

2 Models

Sentry Data Logger #2000
Sentry Data Logger - Pro #2010

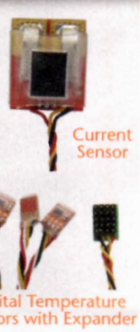
Software compatible with Microsoft® Windows XP™ & Windows Vista™

Sentry DATA LOGGER

included sensors



sensors included with Pro version



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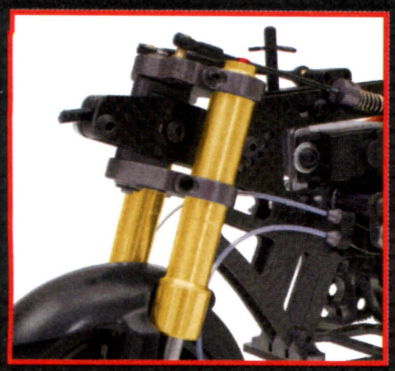
GPV-1

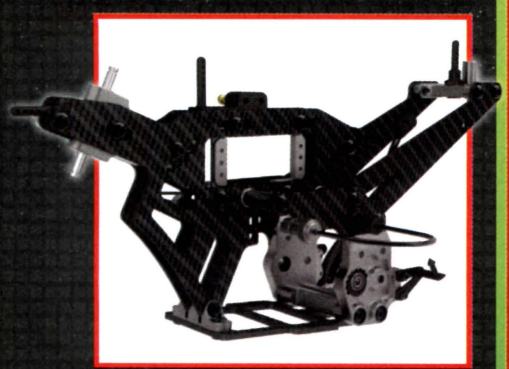
OPTION PARTS



ALLOY & PRELOAD ADJUSTABLE FORKS



UPGRADABLE BRAKE SET



ALLOY & CARBON FIBER CHASSIS UPGRADES

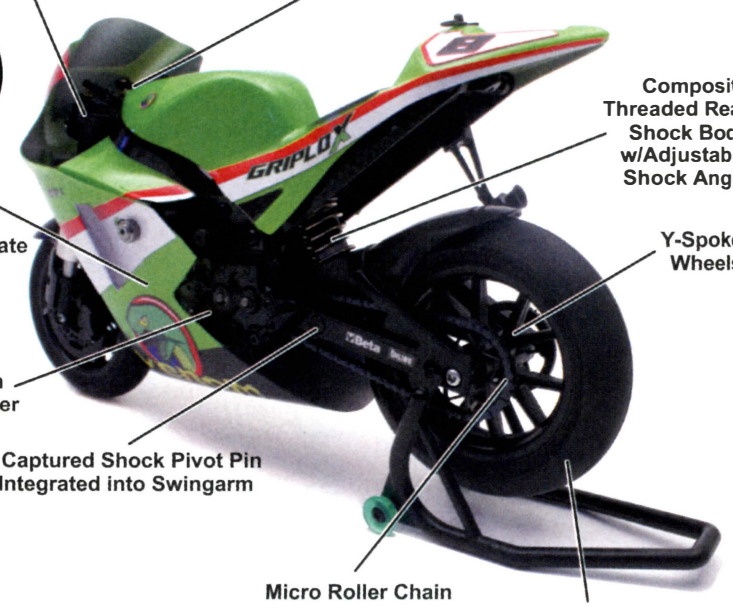


OPTIONAL WHEEL STYLES & TIRE COMPOUNDS AVAILABLE

FEATURES

- Adjustable Rake & Wheel Base
- Dual O-ring Sealed Inverted Front Forks with Teflon Bushings
- Hybrid Carbon Glass Chassis Plates
- One-Piece Truss Type Swingarm
- Adjustable Swing Arm Down Stop
- Quick Change Style Spur Gear
- 6 Ball Bearings
- 6061 T6 Aluminum Components







Finally, an RTR Radio you'll want to keep using
The VR3T is a 3-Channel Computerized FM
Radio featuring 3rd Channel Mixing and 1
Model Memory. With the freedom of 3r
Channel mixing, the VR3T is ready to integrat
directly with Venom's optional Front Bake K
(VEN-0355) and adjust brake bias with ease
The VR3T has so many high-end features you'
forget you're using an RTR kit radio!

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1:8 Scale R/C MOTORCYCLE

IT'S ALL IN THE DETAILS











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XRC AT RCX

...OR, XTREME RC CARS AT THE RADIO CONTROLLED EXPO, WHATEVER IS LESS CONFUSING.

words: Michael Wortel | photos: Carl Hyndman

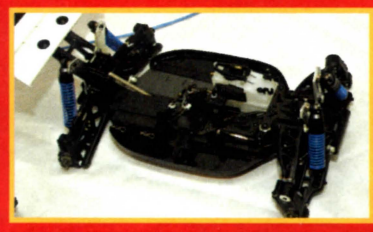
If you're a hobbyist living on the left coast, chances are you've heard of RCX. It's one of our hobby's most well-known trade shows in America, and it comes at the perfect time—the beginning of the new driving season. This year, it was held at the Fairplex in Pomona, CA, a huge complex where multiple trade shows occur at the same time. If you've been a regular reader over the years, you may be wondering where RCX went. Well, RCX didn't go anywhere; we just weren't allowed to attend for the past couple years. Imagine that! Anyway, this year we got our invite back. Maybe it had something to do with us getting caught sneaking in last year, or maybe someone figured out that it's best if we pull together as an industry and work for a common purpose. Either way, we proved that you can't keep us out; you can only hope to contain us. Without further delay, here's a look at the products we saw and the many side attractions of the RCX show.

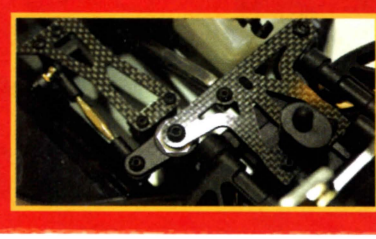


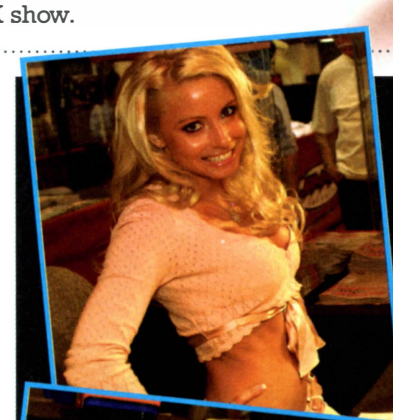
One of the few times chicks and RC come together.

TEAM VTX

Team Vertex was on hand, and along with some tools that you'll see In The Dirt, they brought their new "Race Roller" buggy. It looks like a competitive platform that could compete with all of the other racing buggies on the market. We look forward to getting it into our office soon. • www.teamvtx.com









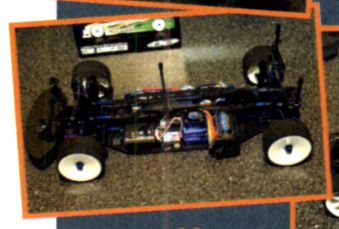
OFNA

OFNA always has a really cool booth at RCX, not just because Jammin' Jay Halsey is right next door. They are always on the cutting edge of gas racing, and they always have a hot chick signing posters at their booth too! OFNA was on hand to display their latest and greatest, highlighted by the highly anticipated release of the Hyper 9 buggy, a pro level kit that seems to offer a fair amount of out-of-the-box innovation. Feast your eyes on the first production shots of the Hyper 9 to ever grace our pages.
www.ofna.com











TEAM ASSOCIATED

Associated always has an impressive display at every show. They grab the whole team, all of their products, and hit the floor to do some politicking. Associated had some cool new products at the show. Li-Po power is here and here to stay, and Reedy has taken their race heritage to the next generation with their new Li-Po battery packs. Also seen at the Associated booth were two versions of the TC5: the TC5 R and the TC5 Foam Spec. AE incorporates continued development in both kits, and gives you a winning setup out of the box. Most know the RC12 as one of the original, great 1/12-scale cars, and when AE announced the release of a 5th-generation car, everyone was stoked. The 12R5 is Associated's newest 1/12-scale race kit, and if its recent success on the track is any indication, the new RC12 is likely to become highly coveted.

www.rc10.com

THE DIRT PRESENTS...

RCX featured a raceworthy, indoor dirt track where manufacturers could demo products and where the pros got together to race in front of the public. The track was great for spectators and really caught everyone's attention. Our booth was located right across from the track, which gave us a lot of attention, but at the expense of our hearing... what?



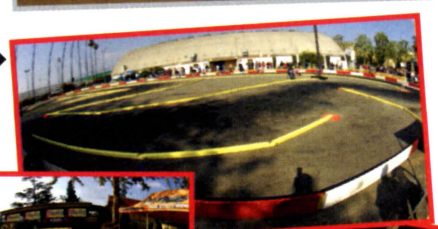


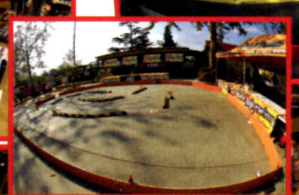
BUGGY AND TRUGGY DIRT TRACK RACES



Here is a look at some of the other demo tracks that RCX had to offer:











- MINI-Z TRACK
- XTM DEMO TRACK
- RCP CRAWLERS TRACK
- HPI/HOT BODIES DRIFT DEMO & COMP
- OUTDOOR ASPHALT TRACK

XTM

The award for the coolest Super Class rock crawler goes to XTM, and their X-Crawler. This beast is entirely aluminum and the suspension is incredibly articulate. The out of the box price isn't going to be too bad either. For someone who wants to be competitive right out of the box, the X-Crawler will be the way to go.

xtm.globalhobby.com



BLUE GROOVE

Blue Groove brought a couple of new things to RCX. They manufacture a CRT.5 electric conversion kit. They also had some of their new bodies to put on display. If you've never checked out Blue Groove's products before, head over to their page and see what all the fuss is all about.

www.bluegrooveconcepts.com



PTI

Paul over at PTI brought a new, more competitive version of the Goliath to RCX this year, and it will be available competition-ready out-of-the-box. The new Goliath features steel and aluminum where there used to be a lot of plastic, and the RTR electronics are excellent. Keep your eyes peeled for this new rig, because it may become a big hit on the crawling scene.

www.ptiracing.net



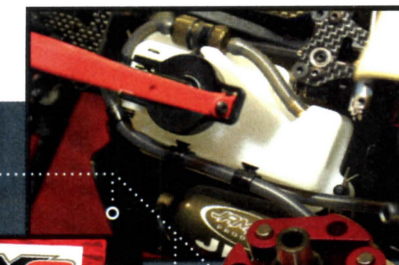
We still don't have all of our hearing back.

JAMMIN'

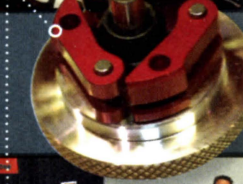
Right next to the OFNA booth, Jammin' was pitted with their crew and their latest gear. Jammin' has a lot of cool, new apparel that I'm anxious to get my hands on. The new shirts, hats, and hoodies feature sweet designs and feel good to the touch! Also on hand was the new XT truggy with an innovative "smart" fuel line routing system. Jammin' also brought their new aluminum clutch shoes to the show—the same ones factory drivers have been finding great success with. And in the tradition of Jay's famous RC10 ad, where he was superimposed with a full-scale buggy, Jammin' brought a full-scale buggy to the show.

www.jamminproducts.com













PANTHER

The good people at Panther brought some of their new stuff to RCX, and I was there to check it out in person. They have a new 1/8-scale buggy tire available, and as racers tend to run Panther pretty frequently, these tires are sure to hit the track soon. Among other items, Panther also featured some new rock crawling gate markers, so using half-sliced tennis balls may become a thing of the past.

www.pantherteam.com



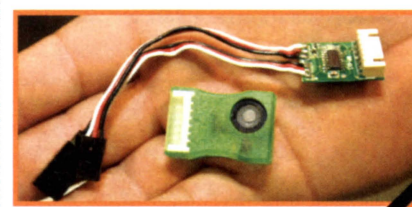
Not seen at the show: James at our booth.

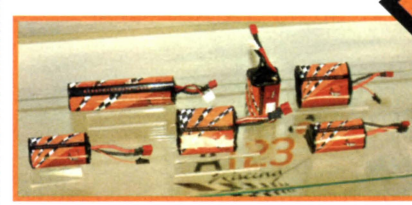


NOVAROSSI

Fusion Motorsports was on hand to give the low-down on the newest engines Novarossi has to offer. Racers generally regard Novarossi engines as some of the best available, and Novarossi has been in so many winning cars, it's not even funny. Here's a look at the -35 +21 LC/WC Cordoba Engine, the Lamberto Collari replica engine from the Worlds. It's not going to be cheap or easy to find, but it should be one of the fastest engines to ever breathe nitromethane.

www.fusionmotorsports.com





A123 RACING

As they're starting to become more RC minded, A123 is making packs and accessories that make more sense for RC. On hand were a bunch of new lightweight battery packs that should be excellent for rock crawling because of their small, unique footprints. Along with some new packs, A123 also displayed their current limiter and voltage indicator, for the ultimate in control and battery telemetry.

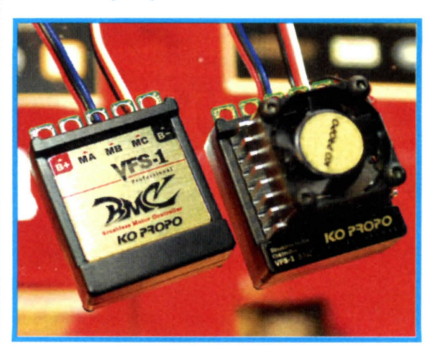
www.a123racing.com

KO PROPO

KO offers some of the coolest electronics imaginable, and they brought a ton of new stuff to the show. They had a new brushless ESC that is on the competitive side of the market. They also introduced a new module and teeny tiny receiver! It was definitely the smallest I've ever seen, and should be a big hit in America soon enough. To finish it off, KO brought two low-profile receivers to the table. One emphasizes torque (2502), the other (2501), speed!

www.kopropo.com







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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







TRAXXAS

Traxxas, the world leader in RTR sales, always has a large display of their products at every trade show. Along with their already impressive arsenal of vehicles, Traxxas is getting ready to drop a brand new one on the scene—the "Slash" CORR trophy truck. It's scale and sure to be very affordable when it comes out. The Slash is destined to be used by bashers, but it should also spawn some classes in club races across the nation. Why do I say that? It's cool to watch and could easily develop into an inexpensive spec niche. Also, be on the lookout for an E-Revo, straight from Traxxas at some point. That is all I can say before I'm reprimanded...

www.traxxas.com



HAKKO

Hakko makes some of the best soldering equipment for use with RC. Their units have been in the toolboxes of various world champions, as well as in those of the greatest of weekend bashers. Not only did they have this cool, waterless tip cleaner on display, they were also selling soldering units for a show special of $60!

www.hakkousa.com

HPI/HOT BODIES

In addition to their cool drift track right outside the door, HPI and Hot Bodies had a very large indoor booth as well. Their new SRT 8 and Double Deuce combo combine to give your car a scale, custom lowrider look. Also, a new Wheelie King trim, a more capable out-of-the-box rock crawler, was on display. As rock crawling keeps growing, HPI is capitalizing.

www.hpiracing.com

















NOVAK

Team Novak has three big releases that are hitting the shelves soon, yes, three things that should spread across our hobby like the plague (the good plague, that is). The Sentry Data Logger is an all out telemetry/data storage module that interfaces easily with the car, and thanks to ingenious programming, gives you more info about your car's performance than you'll know what to do with. People have been talking about 1/8-scale electric conversions for quite some time now, but Novak is stepping up and producing conversion kits for many popular 1/8-scale vehicles. Many of the models were on display at RXC, and they'll be hitting the public soon. Finally, Novak has produced a mini brushless system that doesn't skimp out on the frills and features. The Mongoose system looks bulletproof and should quickly become a favorite among small-scale'ers.

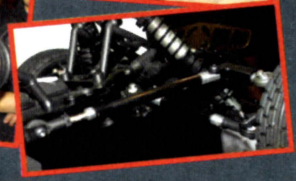
www.teamnovak.com

The Slash is sitting on my desk right now. I'm in love with the tires.





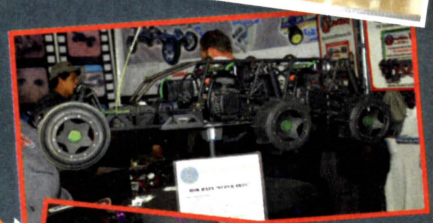




TGN

Team Go Nads is the distributor for some of the biggest Baja 5b aftermarket companies around, and when you take one look at one of these tricked-out buggies, you'll understand why. Everything from new pipes to rims to chassis are available through TGN; they have pretty much every part imaginable! Take a look at TGN's page and see for yourself.

www.teamgonads.com





Takin' off-road (and value!) to EXTremes!



For "No Fear" fun in the fast lane, it's the Evader EXT — affordably priced, ready-to-run and built to be practically bullet-proof! Extra-tough MagnaFlex™ molded parts take brutal poundings right in stride, while the DuraTrax Stress-Tech free parts replacement guarantee gives you an extra edge of confidence. As for the future: Every Evader series graphite and aluminum hop-up bolts onto the EXT for enormous upgrade potential. Play now...make challengers pay later!

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PRO-LINE/PROTOFORM

Pro-Line Racing makes it to almost every tradeshow and major event, so their large booth is always a welcome sight. They were showcasing four bodies, two on-road and two off-road. Their new F-MD (medium down force) on-road oval body had some really smooth lines, and from what we heard, works great on the track. A new TC body was also on hand—the R9-F (foam) with a rubber version coming out shortly. Two new off-road bodies were on display, the Vortex series of the B4 and B44, and the Desert Rat series for Traxxas vehicles. Pro-Line makes some great aftermarket components, and you're likely to see all of these on the racetrack soon enough.

www.prolineracing.com



SCHUMACHER, SPEEDPASSION, & CORE

The guys at Schumacher brought their highly anticipated Cat SX to the show, and everyone was excited to check it out. Much like the original, it looks revolutionary and should be a hit. Schumacher's Speedpassion line also debuted the GTLPF ESC and programmer, and their very own Crawler ESC. Look for these units to start popping up on the tracks, and on the rocks, in the near future.

www.racing-cars.com



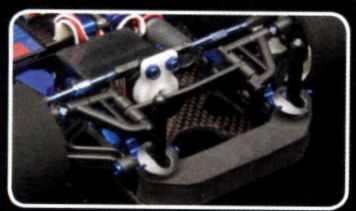
*Factory Team 12R5 shown equipped with items NOT included in kit: Reedy batteries, servo, wheels, tires, body, pinion gear, LRP ESC, motor and receiver



Factory Team shocks with through-shaft design making for equal damping in both directions side-to-side.



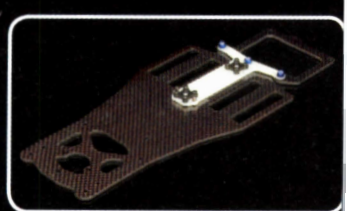
Wide rear pod allows easy installation of brushless motors and features blue aluminum motor mount and left bulkhead.



Updated active strut front end features symmetric components with adjustable caster and track width.



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment.



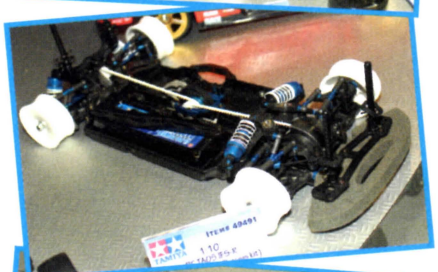
Optional 12R5 Factory Team T-plate chassis for more rear traction on low-grip track surfaces.

TAMIYA

Sporting one of the industry's largest displays at RCX, Tamiya brought a bunch of cool new stuff to the show. So much that I can't even name it all in the space I have. They brought a new TA05 trim, which features a ton of new aluminum upgrades. The new TRF 801X truggy, expected to be released in fall, was also on hand for us to drool over. Here's a look at the truck; hopefully a production version will get to us as soon as possible. As the drifting scene gets bigger and bigger, Tamiya is releasing more drift related products. Seen here is the TB02 Drift Spec and LED light sets for various cars. Tamiya always brings popular products to the public, and this is just a glimpse of what's soon to come.

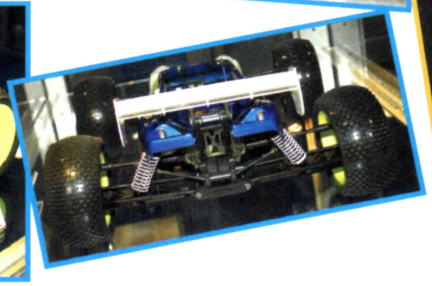
www.tamiyausa.com











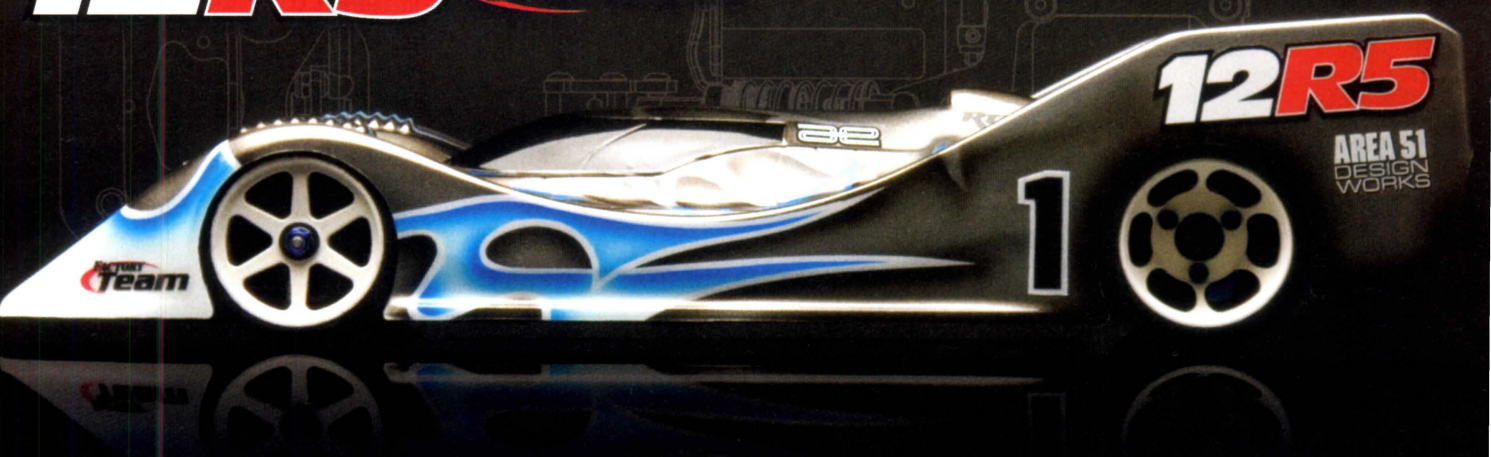
CASTLE

Castle Creations is one of the industry's leaders in brushless tech, especially in the micro world. After a number of years, Castle is releasing a brand new ESC—the Mamba Micro Pro. It promises to perform more smoothly than its predecessor, is fully Li-Po compatible, and comes enclosed in a new plastic case, keeping the internals safe and giving the unit a sleek appearance.

www.castlecreations.com



12R5 FACTORY Team
1:12 Scale Electric 2WD Competition Car Kit

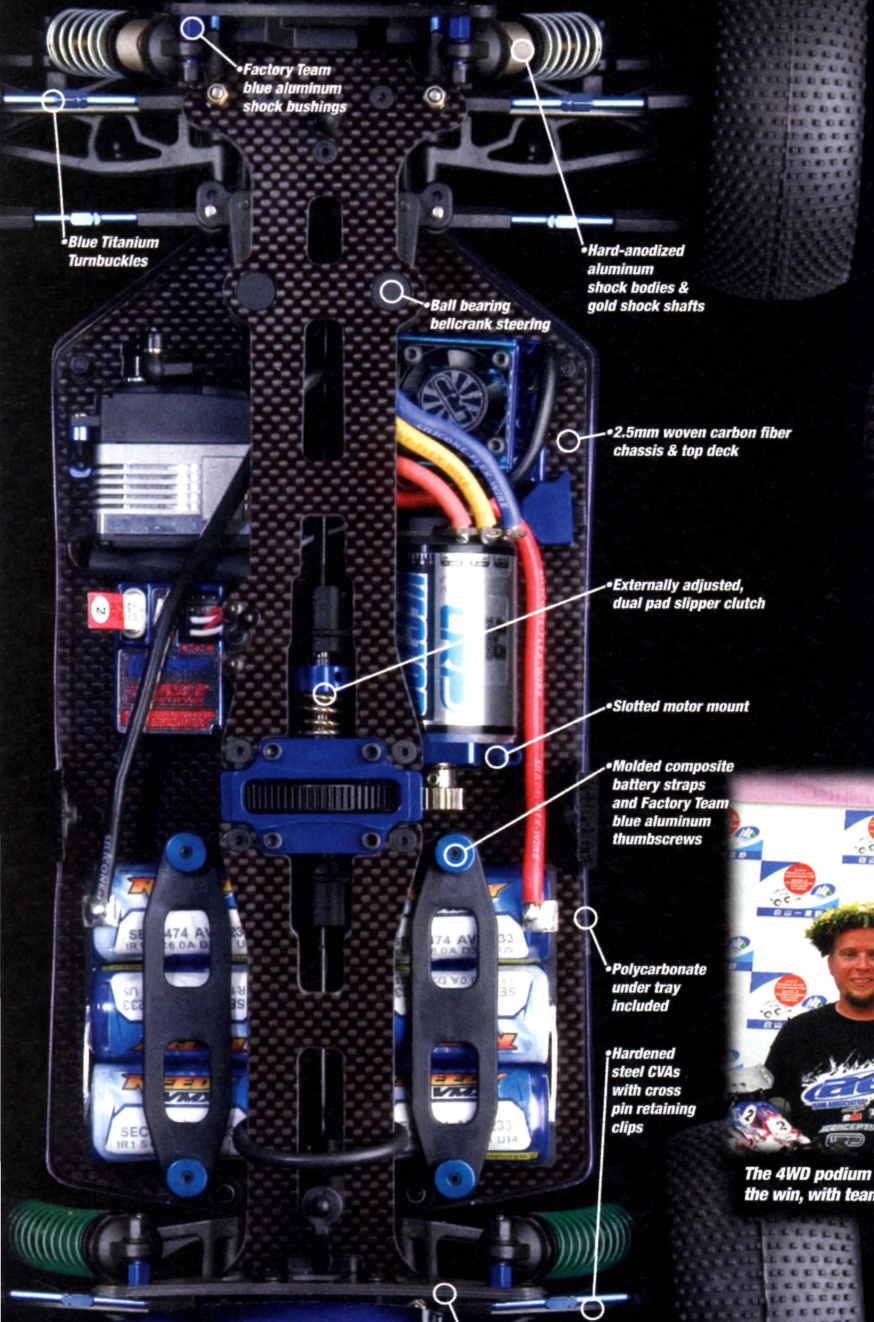


- New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment
- The pivot ball-link chassis has proven to be more durable in high speed impacts and better in bumpy track conditions
- 2.5mm woven carbon fiber chassis
- New Factory Team shocks features a through-shaft design making for equal damping with no rebound in both directions
- Woven carbon fiber center shock tower allows for incremental adjustments of rear spring rate
- Foam front bumper helps protect body and chassis during impact
- Servo mounts flat for a lower CG and includes Ackerman adjustment spacers
- Factory Team T-plate chassis option is available
- Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut
- Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead

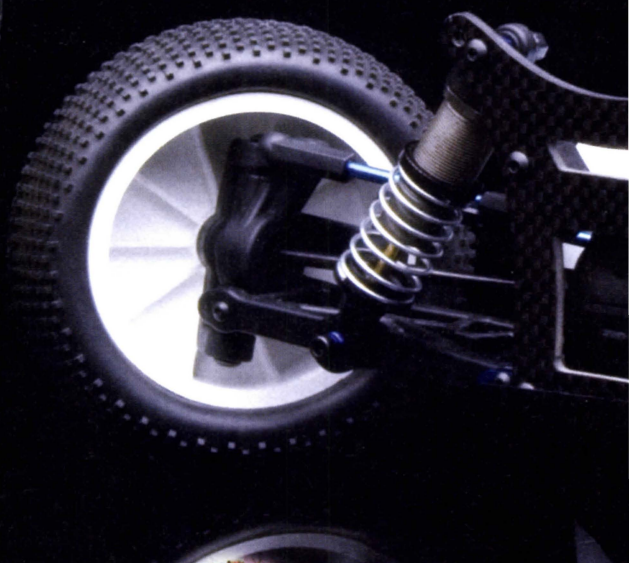
ae

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

B44 FACTORY Team



Factory Team B44 shown equipped with items NOT included in kit: Reedy batteries, servo, pinion gear, LRP ESC, motor and receiver





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

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.

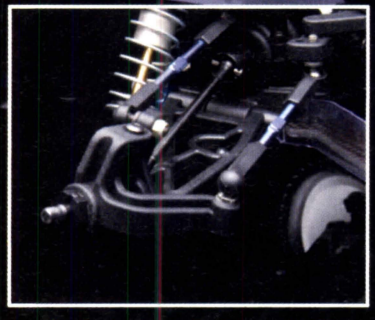
During the design and development stages Associated used their extensive and well proven skills to make a 4wd competition buggy that is better suited to production. The results of this optimization are realized by you the customer in a more cost-effective vehicle with more readily available spare parts.



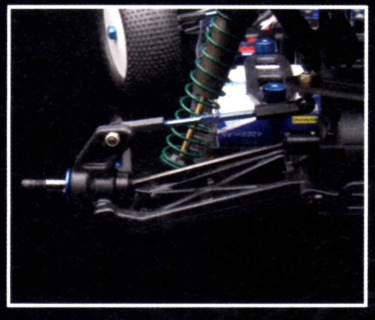
2007 IFMAR 4WD WORLD CHAMPION 1-2-3 SWEEP!

1:10 Scale Electric 4WD Offroad Competition Buggy Kit

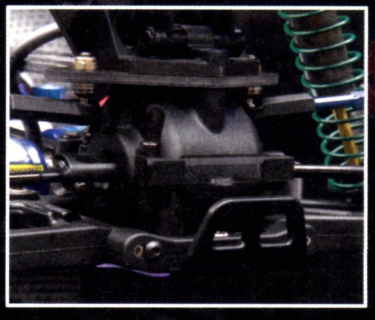
TEAM ASSOCIATED



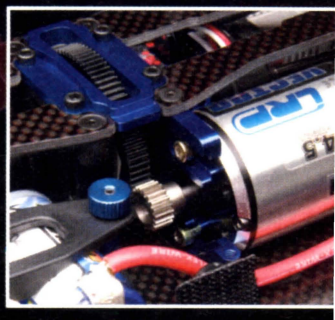
Blue Factory Team titanium turnbuckles Front wheels and hexes are optimized



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.

ae

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www.rc10.com or www.teamassociated.com

KYOSHO



The Red Army was on hand to show off a couple of things... Needless to say we were excited to see both. We couldn't really pick a winner. The RBT is a their new stadium truck that should go to production soon. It's based closely on their newest buggy, but we're told it will have some notable differences as well. Here're a couple shots. We're told the new body, not shown here, kicks some real ass! And that second thing Kyosho was showing off? Well, the girls! Duh! In the Sirio corner, three new .21s were on display, along with some new tuned pipes. Sirio is huge on the high-end racing scene, and these engines will make their way into many 1/8-scales.

www.kyoshousa.com

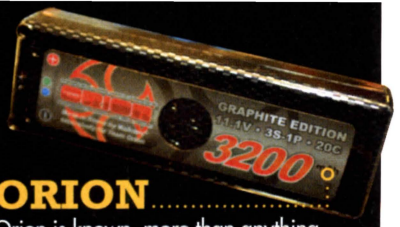








ORION



Orion is known, more than anything else, as a racing company. It's always cool to see the sweet, new stuff they bring to RCX every year. For 2008, their new electric goods caught my eye most. First, the "Experience" prototype brushless system looks like it will be a winner, due to Orion's history of producing high-line products. And for the speed crazed, they're making 3S Li-Pos that are sure to find their way into 1/8-scale conversions and cars like the Traxxas VXL series and the Losi Speed T, where people are trying to hit 70 mph.



www.teamorion.com

AKA

AKA isn't a super-household name, but then again, if Mark Pavidis is giving them his endorsement, you know you've stumbled onto a winner. Here are some shots of their new racing wheels and treads. The IBeam and Cityblock tires are a new mold and feature a traction-rich compound. With Mark using them, look for them to fly off the shelves in no time.





RPM

Richard and the rest of the RPM team were on hand to show off their newest products and wheels. These new truck wheels should hit the market soon, and if RPM's past lends anything to the future, they'll show up on trucks and tracks around the world.

www.rpmrcproducts.com



"I was at the XRC booth, like 3 times!" - James



MAX AMPS

It's always nice to see the Max Amps team on hand. In the past year or so, they've grown from a Ma and Pa company into a respected, household brand, because their Li-Pos are fast and on the less expensive side of the spectrum. At the show, they were exhibiting all of their gear, and some of the new things that caught my eye were their saddle pack, designed specifically for use in the B44, and their Mini-T/MLST sized Li-Pos. These mini packs will find a nice home on the crawling circuit.

www.maxamps.com

TIME TO GO HOME

In the end, after show hours ended on Sunday, we were exhausted but excited about all of the new RC products we had seen. There's no secret that electric is making a big comeback, as 1/8-scale conversions start to become more prevalent. This fuels the need for higher-voltage battery packs and more capable brushless systems. Also, what once seemed like a small niche and a cultish afterthought, rock crawling is starting to get really big. Electric aside, there were some exciting, new products on the nitro side as well. Although there weren't quite as many manufacturers at RCX as there used to be, the show was still strong, and the foot traffic was there to prove it. If you missed the 2008 RCX show, make plans to be with us next year. If you're looking for our booth, it probably won't be next to the track again, as our insurance company is pretty pissed about having to provide hearing aids to our staff.

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

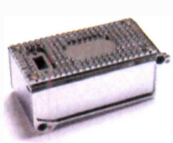


Item #3720BLUE





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

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.

WHAT'S YOUR FAVORITE PRODUCTION ROCK CRAWLER?



#1 Axial AX-10
#2 HPI Wheely King
#3 Tamiya Land Cruiser

RANDOM POLL QUOTE

"Wheely King!!! My wife got me one for my birthday and before it was ever ran I did the mods needed to make it a capable rock crawler. All the parts used I made myself and it's a kick in the butt! The next mod will be a custom chassis which will take care of the only complaint I have, and that's the problem of high centering with the stock chassis."

-DirtRacinFool

HOW OFTEN DO YOU REPLACE YOUR NITRO ENGINE?

Twice a racing season: 13%
Every racing season: 18%
Every 2 years: 38%
Every 3 years: 31%

RANDOM POLL QUOTE

"I rattle the change jar, and if it sounds full enough, I'll buy a new engine. Considering I use my debit card for most of my transactions now, I don't use cash that often. So at my current rate of saving change, I'm due for a new engine in about 2027."

-Ghostman



WHAT'S THE MOST AMOUNT OF MONEY YOU'D EVER SPEND ON A BATTERY PACK?

78% have a girlfriend? Yeah right!

$50: 18%
$75: 31%
$100: 9%
$150: 17%
$200+: 21%



RANDOM POLL QUOTE

"When you spend $370 on a Li-Po there's something wrong with you. And I think I have a really big problem. It all started when I was five..." **Reyzo14**

HAVE YOU EVER BEEN TO AN RC TRADE SHOW?

Yes: 38%
No: 13%
It never comes to town: 50%



RANDOM POLL QUOTE

"All I get is boat shows and full scale mt's both are really cool, but, it's just not the same as what I bet the RC shows are... living in cowtown, VT has its disadvantages."

-rclugnut10

HAVE YOU EVER BROUGHT YOUR WIFE/GIRLFRIEND TO THE TRACK WITH YOU?



Yes: 44%
No: 33%
I don't even have one to bring: 22%

RANDOM POLL QUOTE *"I messed up last summer when I let her come rock crawling with some friends and I... Now she is bugging me about building her a PURPLE AX-10."*

-nitro_mt

WHERE DO YOU GET MOST OF YOUR PARTS FROM?

The local hobby shop: 46%
The Internet: 50%
I make them: 4%

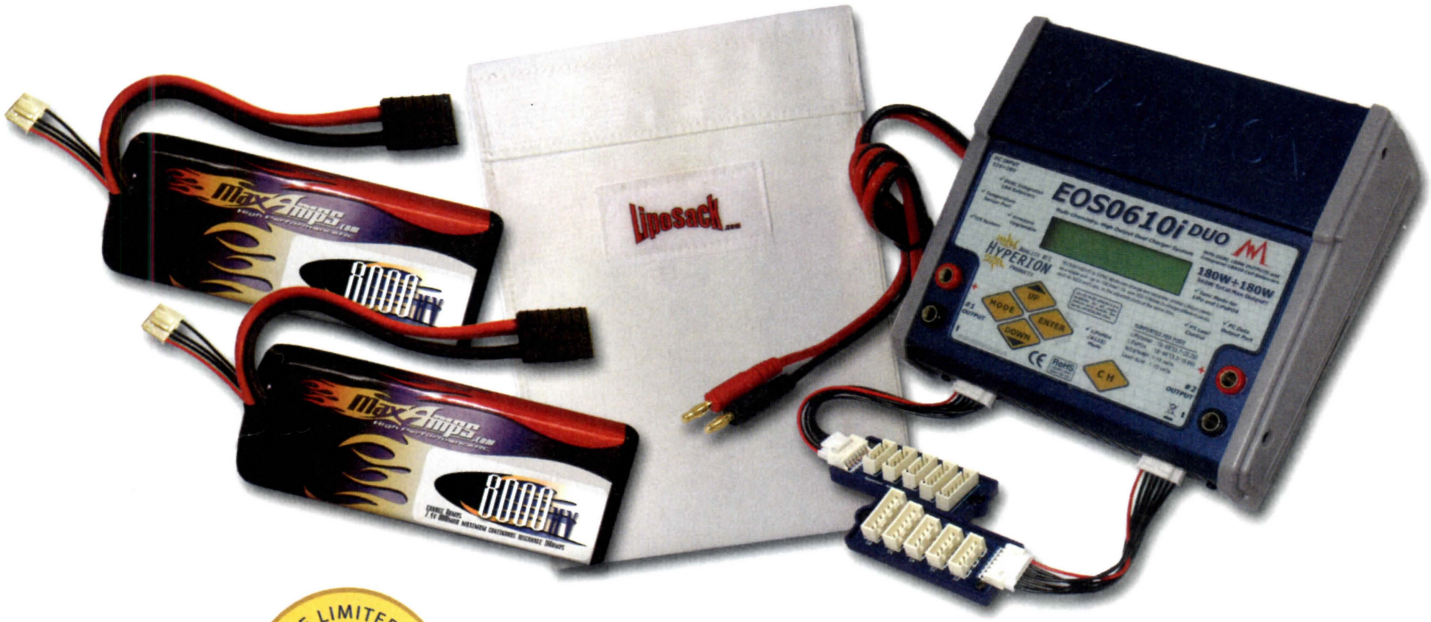


RANDOM POLL QUOTE

"I wouldn't call it local if I have to drive an hour, but I support the LHS before ebay. Not to say that I did not buy a lot on ebay, but the LHS needs business as well, and I want to see someone thrive in this economy being the way it is. I am fortunate that I have a GREAT hobby store that only stocks RC stuff, and plenty of parts for NEARLY EVERY MODEL! Mid-Mo Hobby Shop RULES!!!"

-eatrice99

READY TO RIP



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JUNE 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
26	27	28	29	30	31	Donut Day 1
Egg Day 2	3	4	5	6	7	8
Donald Ducks' Birthday 9	Gina Gershon's Birthday 10	11	Magic Day 12	13	RC DriftClub Drift Showdown, Round 4 Foothill Ranch, CA – HPI Headquarters www.rcdriftclub.com 14	Father's Day 15
National Fudge Day 16	Eat Your Vegetables Day 17	18	19	20	21	22
23	U.F.O. Day 24	25	Adrianna Costa's Birthday 26	27	28	29
30						

June 4-8, 2008
2008 Capitol Classic
Brandywine, MD – 301 Raceway
www.301raceway.com

June 13-15, 2008
RC Pro Series Northwwest Div. R1
Rome, NY CRC Raceway
www.crcraceway.com

June 18-22, 2008
ROAR Paved On-Road Electric Nats
Jonesboro, AR – RC Hobbies Raceway
www.rchobbiesraceway.com

June 27-29, 2008
11th Annual Hot Rod Hobbies Shootout
Saugus, CA – Hot Rod Hobbies
www.hotrodhobbies.com

June 28-29, 2008
Byron Fuel On-road Nitro Challenge
Joliet, IL – Leisure Hours
www.byronfuels.com

RC Pro WI Series #2
Hortonville, WI - OCC
www.rcprowi.com

What a coincidence – donut day and egg day in the same month!


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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 . . .

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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

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BEDMAS

Just like in math class, there is an order of operations when tuning your nitro mill, but before we get into that, I want to refresh everyone on the common carburetor adjustments. The main needle valve adjusts the full range of mixture (from idle to full speed). The low-speed mixture only affects from idle to approximately mid-throttle. The idle adjustment is simply a stop-screw that determines how far your carburetor barrel is able to close, thus setting your idle RPM. Now back to order of tuning; always adjust your main needle first (also known as the high-speed needle), then your low-end mixture, and finally set your idle, as low as you can, while still being able to maintain reliability in the low RPM range.



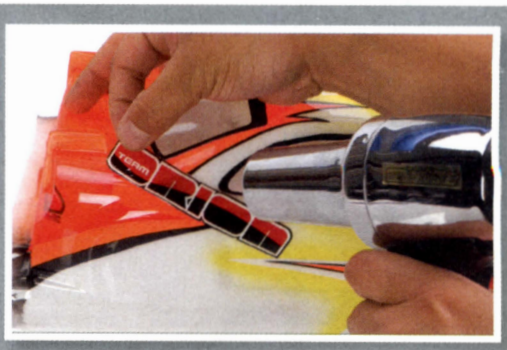
WD-40 TRICK



This one is an oldie but a goodie. Spray a bristle brush with some WD-40 and brush down your off road chassis and components. Stay away from electronics, engines, and polycarbonate, concentrating mostly on chassis, driveline, and suspension. By brushing down your vehicle with WD-40, you'll leave an ultra thin layer of silicone that won't attract dirt, but it will prevent it from adhering to your car. This will offer two benefits; first, most dirt will simply fall from your chassis during your race, keeping your suspension smooth and your chassis lighter, and second, any mud that does manage to hang on can be knocked off much more easily, making after race cleaning a snap. More is not better here; go light with the lube and this tip will work much better.

WD-40 is here and it's not written by Skinny.

A LITTLE HEAT



Applying decals, especially larger ones, over gnarly body curves can be a pain in the Lexan! Try using a hair dryer on the low-heat setting to help soften the graphic so you can bend it around the compound curves of your body. There are slight differences in the type of vinyl used for decals, and each type of vinyl may react differently to the heat, so test the characteristics of your decals with a scrap piece, along with some heat, before you work with the final decal to be applied. Keep in mind that not much heat is required and if you overheat it, you can damage the decal or cause it to stretch too much and look terrible, so practice a bit with scraps until you become an expert. When you do get the technique down, your decal applications will look amazing every time!

MOTOR MAINTENANCE



The brushless motor phenomenon has blinded much of the hobby when it comes to brushed motors. Brushless technology is amazing, but much of this hobby still rubs brush against commutator to produce their power. Maintenance is still a major issue with brushed electric motors and it is easy to forget this (especially for non-racers that can easily put dozens of battery packs through their motors before cleaning them up). If you haven't addressed your electric motor in a while, now is the time. The simple fix is to use some motor spray and give her a good cleaning, followed by re-oiling of the bearings with light machine oil. A fresh set of brushes would be a good idea as well. If you have access to a motor lathe, through a friend or your local hobby store, then a quick hack job of the commutator to re-surface it would greatly increase performance and longevity. Don't forget the give the motor a quick break-in to re-seat the brushes and then you can slap it back into your ride.

Xtreme RC Cars magazine GEAR!



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❍ XRC Hat (FlexFit cap)	❍ S/M ❍ L/XL	❍ Black		$25.00

All shirts are heavy 100% cotton.

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Put to the test at 2007's R/C Pro Series Championships, the Team Checkpoint LiPo pack came out on top — winning Brushless Truck and Modified Truck in the Electric National Finals.

And if that's not enough, Team Checkpoint has a complete system for maintaining its maximum performance. Use the Pro Car LiPo Balancer with the TC-1030 Programmable Charger to charge, balance and condition your LiPo pack...for a long life of state-of-the-art power!

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VENOM GPV-1



words: Mike Velez

Let's face it: very few people will ever experience the thrill of piloting a full blown race car down a straight at 200 miles per hour, or jumping a monster truck over a row of cars in front of thousands of rabid fans. Luckily for us, we have RC. Radio-controlled cars and trucks allow us to live out our dreams, albeit on a smaller scale (and with a much smaller cost). If you're a bike aficionado, however, your choices are pretty limited, and this segment of the RC industry hasn't seen much growth in recent years. Venom has stepped up to the plate, however. At the 2008 National Hobby Retailer's Association Expo in Las Vegas, they debuted their all-new GPV-1 1/8-scale electric motorcycle. Let's take a closer look. And look for the GPV-1 in stores soon.

The GPV-1 does an excellent job of not only providing scale looks, but scale looks in the engineering. The main chassis of the bike is built up using Hybrid Carbon Glass™ (HCG) frame work that's precision cut. Most of the molded pieces including the single piece rear swing arm are molded from glass filled nylon. This stuff provides a great balance between rigidity and durability. The chassis, mainframe, and suspension system is very scale in their design. The front end features telescopic inverted forks. These forks use Teflon bushings to help keep the shock shafts in-line and straight through the full range of the fork stroke. Damping can be adjusted by adding more Teflon fork pistons and changing the oil weight. In the rear a single coil-over oil-filled shock does the suspension and handling duties.

To keep things under control the GPV-1 comes with a 3-channel computerized FM radio that uses the third channel for mixing. The radio is fully programmable so that you can load up to 15 models in the memory, program the steering dual-rate, mixing will allow you to add the optional front brake kit when the time comes. A Venom V Series 18R Micro ESC comes mounted to the bike and gets the power feed from the included micro-sized 1200mAh NiMH battery pack that's designed specifically for the GPV-1.

Other features included the detailed Lexan cowlings and neo-cell foam rider. The kits are available on 27 band and each frequency is represented with a different color cowling setup.

Looks fast just standing still.

THE HYBRID CARBON GLASS FRAME SET CAN BE UPGRADED TO FULL CARBON FIBER.

COIL-OVER, OIL-FILLED REAR SHOCK DAMPENS THE SINGLE PIECE MOLDED SWING ARM.

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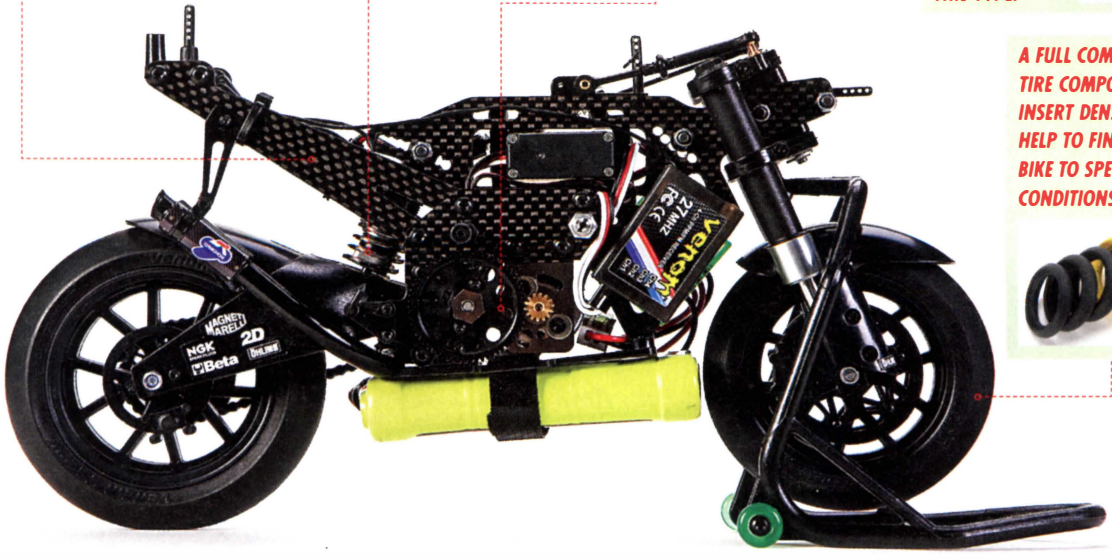
THE RADIO AND POWER SYSTEM ARE RELATIVELY HIGH-END FOR AN RTR KIT OF THIS TYPE.

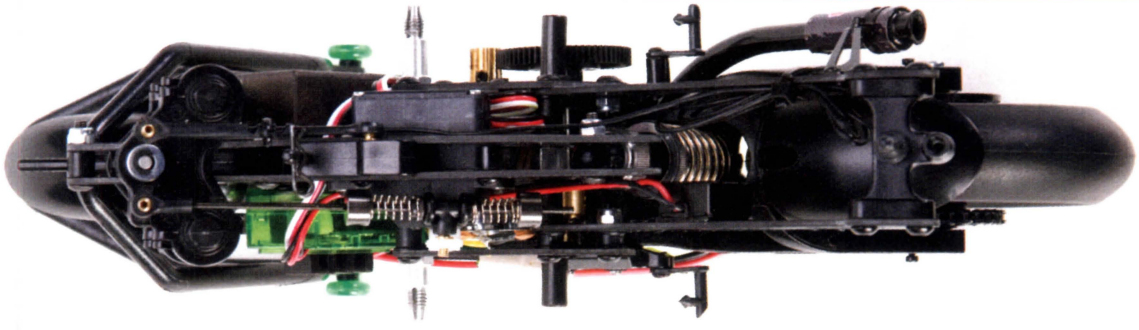


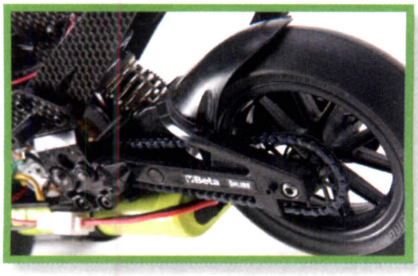
A FULL COMPLIMENT OF TIRE COMPOUNDS AND INSERT DENSITIES WILL HELP TO FINE TUNE THE BIKE TO SPECIFIC TRACK CONDITIONS.



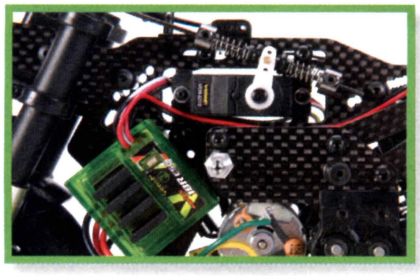


Knee dragger.

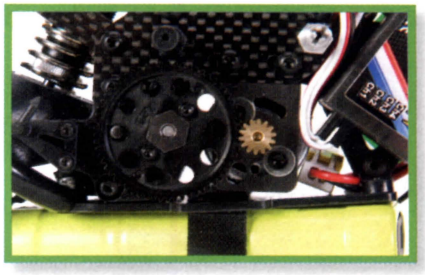




No belts here; The GPV-1 relies on a real chain to transfer power to the wheels, just like a real motorcycle. Venom uses a cam system to adjust chain tension.



Venom's V Series 18R micro ESC harnesses power from the battery and sends it to a Fireball 370 micro motor. Up top, you'll find a micro servo on steering duty. Two springs dampen the steering to keep every little bump in the road from sending the bike off course.



The drive train is ball bearing supported and spur gears are easy to change thanks to just a few screws. Being able to change the gearing ratios helps to provide the best balance of top-speed and take-off so that the bike's realistic looks translate into realistic performance.

Stainless Steel & Ceramic Ball Bearings



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Lithium Polymer Receiver Bat



Lithium Polymer Flight Packs



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Lithium Polymer Car Power Packs



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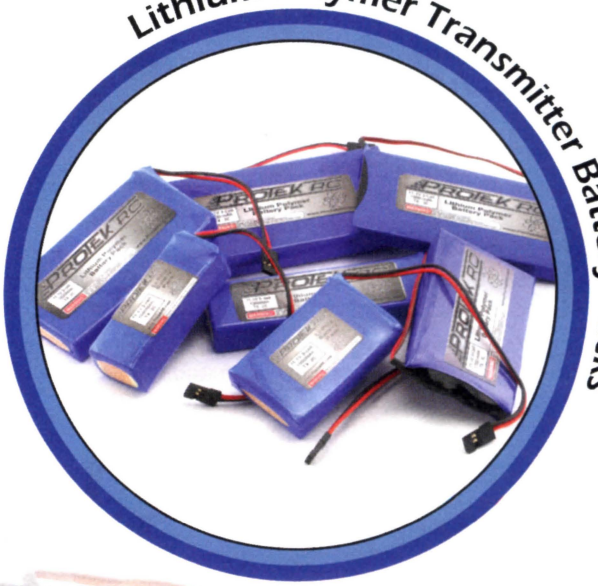

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TRAXXAS SLASH



words: Michael Wortel

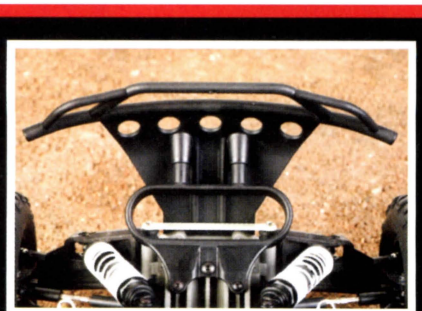
Traxxas continues to prove why they are truly industry leaders. They are one of those companies who looks at the big picture and makes decisions that really do affect the industry, and how RC is perceived both in the public sector and in our hobby's circle. Their most recent venture is full sponsorship in the full-scale realm, the Traxxas CORR trophy truck that runs regularly on the full-scale racing circuit, spreading the good word of Traxxas. But that's only half of the master plan. Traxxas has just released the Slash, which is a replica of its full-scale counterpart. This product-to-real-life relationship could pay off in a lot of big ways. First, the name Traxxas is on a real life, non-RC product, which not only spreads the brand of Traxxas to the non-RC public, but it introduces them to the hobby as a whole, much in the same way that T-Maxx ads appear in non-RC places. And we all know that the T-Maxx did a great deal of good for the hobby, because it got a bunch of people into it who had probably would have never seen a real RC car otherwise. And the other brilliant part of Traxxas' move? Well, thanks to its exposure and great price point, they are destined to sell a ton of Slash trucks in the near future. Here's a crazy, hybrid article for you to feast your brain on: a first look at the Slash, and coverage of the full scale CORR event held in our backyard. Well, almost. Pomona is about 15-minutes away.

Traxxas - not a member of Guns N' Roses.

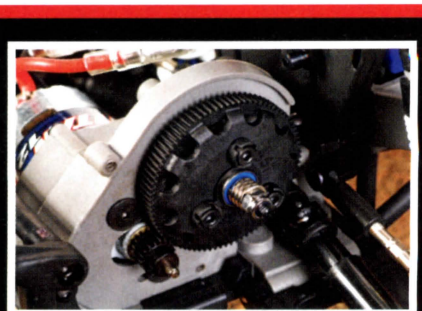
SLASH FEATURES

CHASSIS: Upon initial inspection, you may be tempted to think that the Slash is nothing more than just a bunch of borrowed parts from one of Traxxas' other vehicles, but if you look closely, you'll figure out that the Slash is a 90% brand new design. The plastic, tub-type chassis looks like the one used on the new E-Maxx, but it's actually a lot different. It features a sturdy one-piece construction which is supported on the undercarriage by front and rear plastic braces, looking a lot like the Stampede, but the pieces are entirely new and aren't borrowed. The battery slot allows for the use of many different kinds of batteries—stick packs, side-by-side, hump cells, extended packs, and Li-Po's. All of which can be used right away, without having to buy extra battery strap expenders, because Traxxas includes them with the kit.

DRIVE TRAIN: The Slash is a 2WD truck and utilizes Traxxas' classic slider axles on the drive train. And the transmission is tough—REALLY tough. Not only does it utilize a full set of metal gears internally, but it features a Revo spec slipper clutch. With that combination, it's almost impossible to ruin your transmission by landing a jump or strapping in a super-hot motor or battery. In fact, the tranny follows the same demanding construction as used in Traxxas' VXL series of cars, which many people have gotten well about 65 mph. Basically, it's almost impossible to mess up this tranny, even if you decide to soup-up the power like crazy. The Slash comes standard with a sealed 12-turn brushed motor, which has bas proven trustworthy in other Traxxas cars like the Bandit, Rustler, Stampede and E-Maxx. It's fast, and fairly efficient for an RTR motor, and should have no problem getting the Slash to 30 mph.









SUPER SCALE WHEELS AND TIRES: The Slash comes equipped with these ultra realistic trophy truck tires that sit on some sweet silver five-star wheels. Plush, soft foam inserts help to cushion the suspension, and the tire treads are soft and very versatile.

WATERPROOF SERVO: Because backyard bashing often results in running through some water, Traxxas includes a waterproof steering servo. It's also durable and gives plenty of torque to the bell crank.

NERF WINGS: Both sides of the chassis are lined with nerf wings, which not only help stabilize the body on the chassis, they protect the rear axles from side swiping collisions or being t-boned by a fellow racer.

SEALED RX BOX: Not only do you get Traxxas' new micro receiver, but it's also enclosed in a waterproof electronics box. Most electric cars leave the receiver area exposed, but the Slash protects it with submersible technology.

VERSATILE ESC: The XL5 speed controller comes standard with Traxxas' high-performance battery plugs, and 14awg wire for high-current demands. It's also waterproof and features a "drivers ed" learning profile.

INTEGRATED BUMPERS: The front and rear bumpers not only give the truck excellent protection, they cap off the super-realistic look of the truck—truly mimicking a CORR racer. The rear assembly is sure to also serve as a wheelie bar, for when you start stepping up the voltage.

The 7-cell hump pack returns!

SUSPENSION: The Slash utilizes a 4-wheel independent suspension and rests on a very smooth set of plastic-oil filled shocks. A cool note is the progressive springs on the front and rear, which give you the best of both worlds, soft, bump-soaking abilities, and enough hardness to land some pretty gnarly jumps without bottoming out. The axles are an a-arm construction which are supported by upper camber links on the front and rear, made of adjustable steel. The front end also features adjustable turnbuckles, allowing you to mess around with different toe settings at a whim. The suspension arms on the Slash are made of a beefy plastic composite and can take a real beating. These parts are borrowed directly from the Rustler, which not only means they're proven, but they will be super common. And since a-arms are one of the first things t break in a major crash, it's a nice peace of mind knowing that they'll be easy to find—pretty much at any hobby shop that sells RC car parts—and you can probably find them at 10,000 places on the Internet.

IMPRESSION

Without having driven the vehicle yet, I still get a pretty good idea of what to expect out of the Slash. First of all, Traxxas makes some of the best RTR vehicles in the world, and their instructions, availability, and support are second-to-none in the industry, and their cars welcome newcomers with open arms. So far, this truck's biggest appeal is its ultra-scale appearance. Picturing six or seven of these things running together on a short off-road track is awesome. Remember Tamiya's TA02 stadium trucks? It would look like they did in the mid 90's, but bigger, faster and better. The nice thing about the Slash is that it's truly for everyone. For a first time RC'er, it brings simplicity, durability, and a cheap price to the table. But for more experienced drivers, it brings the ability to achieve crazy fast speeds with high-voltage battery packs and brushless motor upgrades. And since it shares suspension components with three other Traxxas vehicles, tons of aluminum parts are already available. Look for the full review of the Slash to come really soon, and let's see if it performs as well as its looks suggest.

CONNECT:
Manufacturer: Traxxas
Distributor: Traxxas
Web: www.traxxas.com

VITAL INFO
Scale: 1/10
Part Number: 5805
Estimated Street Price: $210

What if they tackle the USLMRA next? Lawnmower racing for everyone!

TRAXXAS RETURNS TO RACING!!

LONG AGO SOME MAY REMEMBER TRAXXAS HAD A RACE TEAM. Well it's that time again, but if you're thinking RC you're about 10 "scales" off. This year Traxxas is running the full CORR (Championship Off Road Racing) with a ful fledge race team! They aren't just running a single truck either. In typical Traxxas "go big or go home" fashion Traxxas burst on the scene with THREE full factory rides. They pitted their teams of against the big guns of the series which includes Ricky Johnson, Jeremy McGrath, and a slew of Hebst.



This schedule coincides perfectly with the release of their Slash 1/10-scale.... CORR truck which all the full sized cars resemble (or was it the other way?)

Attending the event was much like attending an RC event. The mid-size track was completely visible from the stands allowing fans to watch every inch of action (if you've ever attended some races you'll know you are sometimes stuck watching one corner). Even watching the trucks reminded me of watching a good truggy race. Traxxas wasn't the only RC team at the track this weekend. Team Associated is sponsoring the Red Bull team, and Jammin' Jay Halsey drove his own buggy.



If you remember the Mickey Thompson series and how fun that was to watch, you'll want to get out to see these amazing trucks sky 100 feet and rub fenders (literally off!) and cheer on Traxxas as they attempt their first season.







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Inferno ST-RR Truck #31353B





Technical Specifications:

- **Scale:** 1:8
- **Length:** 22.64 in. (575mm)
- **Width:** 16.85 in. (428mm)
- **Wheelbase:** 14.68-14.88 in. (373-378mm)
- **Track width:** 13.90 in. (353mm)
- **Approx. weight:** 151.7 oz. (4300g)
- **Final drive ratio:** 16.54:1

Features:

- **Long Chassis** tested and proven for rock steady stability*
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- **Lightweight Universal Driveshafts** made from chrome moly steel
- **Low Profile, High Down-force Body** for perfect fitment and looks
- **Extended Wing Mount** improved high speed grip and air handling
- **Wide Offset Wheel Hubs** now increased handling is standard equipment
- **High-Grade (HG) Air Filter** high flowing with a world champ pedigree
- **Legendary Kyosho Quality!**

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Top Qualifier 2007 ROAR Truggy Nationals

Winner 2008 CRCRC

Winner 2008 Nitro Challenge

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BASH LIKE A PRO



WHO SAID YOU HAD TO ACTUALLY RACE TO BE PROFESSIONAL?

words: Jeff Eveleigh

For once Jeff E. writes something that's not obscure come photo time.

Even though this magazine is published in sunny California, many of us reside in areas with weather similar to mine. As I look out my window at the melting piles of snow that still tower over my driveway, I realize that spring is coming (or has come by the time most of you read this). For many, spring is a time to break out your old RC machine and hit the race track, but for even more people, spring is a time to grab a beer and jump your T-Maxx off a roof! Bashers are by far the largest segment of our hobby and although bashing requires less preparation than a serious day of racing, there are some key points that should be addressed before you embark upon your day of random RC craziness.

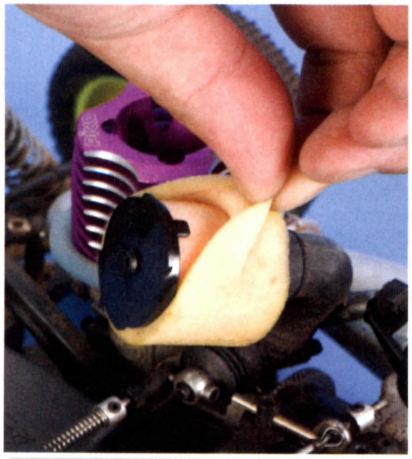


VEHICLE PREP

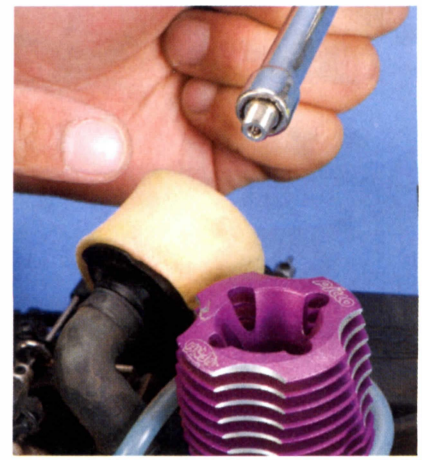
Don't cut your day short with a silly failure that could have been avoided. Give your car a good once-over to ensure everything is working as intended. Keep an eye out for potential problem areas such as loose screws, worn ball cups, cracked fuel lines, broken or damaged parts and be sure to address any problem areas immediately. Quick radio checks never hurt either; test your steering and throttle linkages for smooth operation and also verify your end-points.

There is nothing worse than getting out to the bash location and then finding you are having engine troubles. Check your glow plug before you leave and even fire up your engine so you are sure that you'll hear the high-pitched purr once it's go-time. All of you electron-passing folks can use this opportunity to check your ESC and other electronics and maybe even do a little electric motor maintenance.

Now is also a good time to clean or replace your air filter, flush out your fuel filter, slap some fresh oil into your shocks, cut your commutator, re-set your gear mesh or wax Derek's legs. However, general vehicle maintenance is a whole other article so I'll leave it at this—regardless of your vehicle's power source, do whatever sort of prep is necessary to ensure your vehicle will last the entire day of abuse.







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- 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

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POWER

You have to make sure that all of your power needs are covered. Charge everything up! You nitro guys need to hook up your starter box, glow igniter and receiver and transmitter batteries the night before to ensure they are fully charged for the day ahead. It would be wise to bring along some sort of field charger so you can top up your cells throughout the day to avoid a dead battery (sometimes a spare set of 'Energizer Bunnies' will do the trick). Be sure to check your batteries often to avoid a runaway. You also have to remember your other power needs—that being fuel. A quart of your favorite blend will usually suffice but bring a gallon if you plan on ripping it up for an extra-long day.

If you're an electric-powered basher then all-out performance won't be a top priority on your mind so charge up your battery packs the night before. Once you're at your bash location you can give your packs a quick re-peak just before use to ensure they're fully topped up.





One of nine organizers/toolboxes in James' office.

ON-SITE MAINTENANCE

HERE'S THE DEAL: at some point the laws of physics are going to come into play and your 13-pound MT is going to drop out of the sky from 15 feet and blow into pieces. The crash will look way worse/amazing that it actually was but this is a good example of when you'll need to do some on-site damage control. It may not help with the crash just described but here is a list of must-have goodies to keep in your toolbox that will help you MacGyver your chassis back into a usable state.

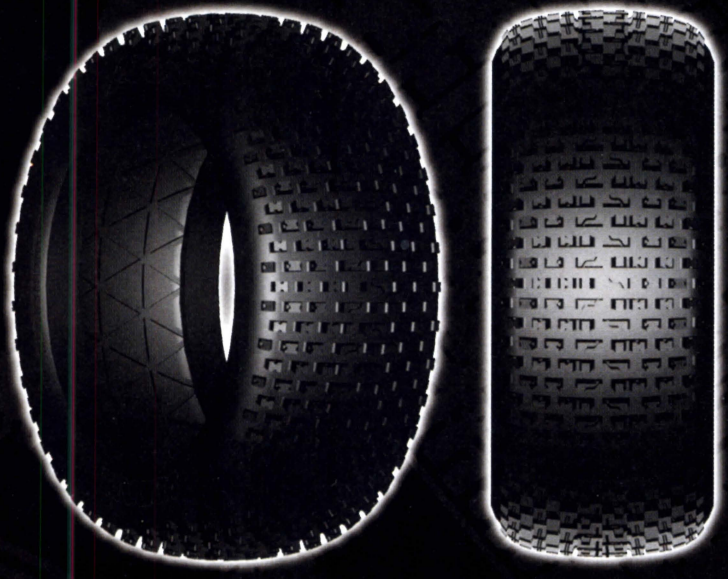
- CA tire glue
- General tools (you should have one for every screw/nut/ job on your vehicle)
- Motor spray or cleaner
- Towels and rags
- Sharp hobby knife
- Blue Thread-lock
- Zip-Ties (various sizes)
- Fiber tape or Duct tape
- Extra air filter element



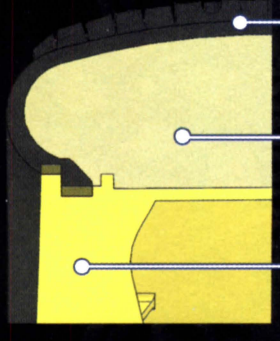
Who is making YOUR tires?!...

Tires are a big investment for RC racing enthusiasts, so you want to be sure that you're getting you're money's worth on the track. AKA Racing tires are *designed* by Gil Losi, Jr. and Mark Pavidis, the designers of the world's best performing tires of the last decade. So, if you're not running AKA, who's making your tires?

T-BEAM 1:8 BUGGY #14001S (soft)
1:8 BUGGY #14001M (medium)



Superior balance - tire and wheel molds are precision made to ensure the most consistent wall thickness, density, etc. to produce tires and wheels that are more balanced for ultimate performance.



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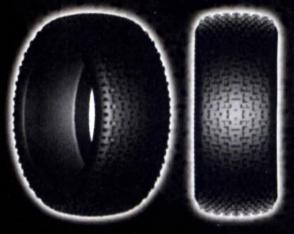
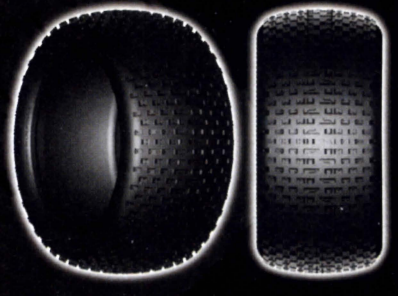
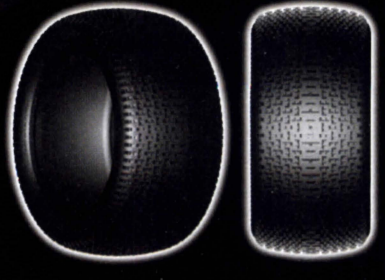
CITYBLOCK 1:8 BUGGY #14002S (soft)
1:8 BUGGY #14002M (medium)



T-BEAM TRUGGY PART#14101S (soft)
TRUGGY PART#14101M (medium)



CITYBLOCK TRUGGY #14102S (soft)
TRUGGY #14102M (medium)



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PACK SMART

Packing for an RC outing can be difficult. You don't want to bring your entire workshop but you don't want to leave the single part that you need that day on your pit table either. Try your best to pack your gear light yet effective. I usually like to bring two bags of junk with me; one field bag filled with common accessories that you know you'll use and a second package filled with vital yet less common items (leave this less popular bag in the car until emergency strikes).

First and foremost make sure you pack your vitals such as vehicle, radio, starting equipment, batteries and chargers. Then move onto your support equipment such as tools, spare parts, tuning aids, etc. Compile a checklist that you can run through as you're packing up for each event so you don't miss anything.



Crawling

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COMMON PARTS

Let's get this over with—you're going to break parts when bashing. That is what makes this a hobby and not a set of toys. You tag a tree at 40 mph then you buy a $12 set of suspension arms and you fix it. It's a pretty simple system but it relies on the fact that you have the parts on hand to make the necessary repairs. By now you should know what commonly blows up on your machine in the event of a collision so keep some spares. Keep a small stock of replacement parts such as suspension components, main gears, clutch parts, glow plugs, ball cups, whammy bars and gamma rays. Basically if it can break and it isn't too expensive then keep a spare with you. A five-minute parts swap isn't a big deal but missing out on a day of driving with your friends really sucks if it's a $2 ball joint that is keeping you out of the action. You can keep most of these spare parts in your backup bag that is left in the car to allow you to pack light yet still address broken part issues.





BRING A CAMERA GUY

CHANCES ARE THAT IF YOU DIDN'T HAVE A CAMERA on it you're lying about how high you jumped or how many flips you did before tearing your rear suspension to shreds. Pay your kid brother in Twinkies and make him camera-boy for the day. If you're going to do some gnarly stuff with your ride you might as well freeze it in time to show off to all of the ladies at the bar.



SMART LOCATION

Just like when you are looking to make a real estate purchase, bashing is all about location, location, location. So, put some thought into what sort of bashing you want to do and where you can possibly do it. One thing to keep in mind when looking for the ultimate bash location is that there is lots of open room that is safe for yourself and others around. Also keep in mind legal issues and noise constraints (for you nitro guys). Don't trespass on private property or fire up your machine right next to the library and you should be ok.

Any other location stipulations should be decided on by you and your group of hooligans. If you are looking to spend some time in the air by launching some sick jumps then try to avoid asphalt or cement landings. Dirt or short grass will offer tons of traction but keep damage to a minimum when you don't re-enter the atmosphere on all four wheels. If at all possible set your bash location close to a hobby store so everyone will have quick access to parts if and when something unexpected fails. The success of a bash is heavily weighed by a great location so scout some areas out with your friends to find the sickest spot and switch it up often to keep it fresh so you don't get bored of the same old area.





That's James minus about 40 pounds.

CLOSING

Bashing—A term used to describe the enjoyment of your vehicle to its maximum capabilities in a completely random fashion usually resulting in a ton of smashed parts and a crapload of fun! On a final note, make sure to pack a bottle of hand sanitizer; you tend to get dirty when you play in the mud so you may want to clean up before you hit the steak house for some beers-with-the-boys (and girls too, hopefully) and to laugh at all of the carnage from the day. ✪

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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.

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If you've been waiting for an affordable buggy to get into 1/8-scale racing it's time to ***stop waiting*** *and* ***start racing****. The popular Hyper 7 now features a more stealthy black anodizing and a powerful Hyper .21 engine at a price you're going to like. The Hyper series of buggies has been a dominant prescence at the track for many years. Isn't it time that you're the one who dominates?*



$300 STREET PRICE*

*Estimated



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READY TO RIP



Part #14326

- Hyper .21 Big Block
- Black anodized Chassis Components
- Thick Hard Anodized Aluminum Chassis
- Full Set of Ball Bearings
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- Efficient Bevel Gear Differentials
- Complete Radio System Installed
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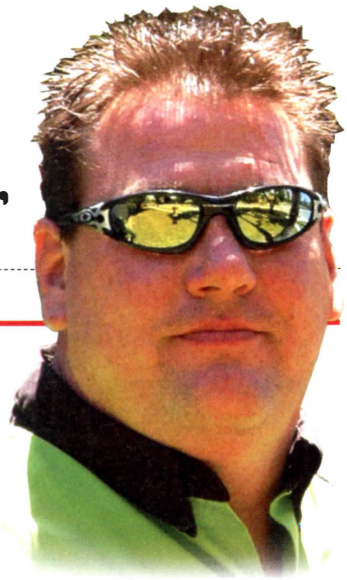
RC Deal



FORTUNE COOKIE SAYS:

"THERE ARE 3 SIDES TO ANY ARGUMENT: YOUR SIDE, THEIR SIDE & THE RIGHT SIDE!"



words: Brian "Skinny" Skinner

MAMA ALWAYS SAID: WORK TOGETHER.

"The needs of the many outweigh the needs of the few" –Spock

The race season is in full swing and has brought to mind an old pet rant of mine I guess needs to be voiced again. This involves race promoters, media, drivers, manufactures, and ultimately you the reader. Of course, I'm talking about race results and driver information for races. This is the information that is reported to you about who wins the races and what the drivers are using, and I think it's important for all of us. After all, readers want to know who won and what they were using, and I'm pretty sure manufactures want you to know this information as well. Additionally, I would think that race promoters would want this information to reach you, since manufactures sponsor these events with money and prizes with the intent of plugging their products as much as possible. The old saying "What wins on Sunday—sells on Monday" is as true today as it ever was. So what's the issue y'all might be asking? It's the lack of available information, or better yet, the difficulty media people have in acquiring the information to report to you. Maybe not all of the people involved understand this, but at the end of an event the media people need to get copies of A-main sheets and tech sheets so we can tell all of you who won and with what. The problem is, there is usually only one available copy of each of these sheets, and there are four magazines for our hobby in the US, not to mention the on-line forums and other media from around the world that might come for the larger events. To make a long story short—there needs to be a better way of getting information to media about what drivers are using to win races. Here are a few ideas that may be helpful:

The world is your sandbox
—ROOST it!
SKINNY

Skinny listens to his mama.

Here are a few ideas that may be helpful:

- Promoters should supply copies of tech sheets and results to the media. Go to any Supercross, NASCAR event, and that's what you'll see.
- Manufactures or sponsored drivers could supply their on-line sites with driver information and sponsors. Many other industries do this, and it's good for promotion.
- A multi carbon-copy tech sheet could be made available to race promoters so drivers would only need to fill out one A-main tech sheet. After the announcer is done with the sheets, they could then be distributed to the media. Maybe one of the sanctioning bodies could supply this to promoters since they are under their sanction...or should be anyway.
- Maybe the media could come together for the common good of the sport and work with each other on this and share this information. Sometimes for the common good of the sport, people and companies need to work together.



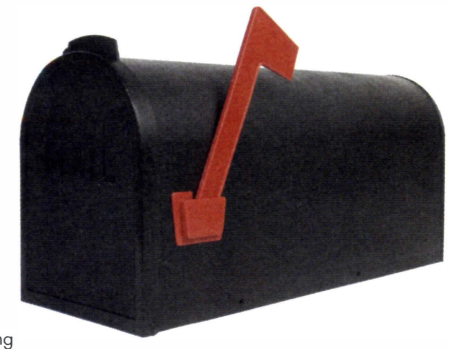


I GOT ROCKS IN MY HEAD!

It's been creeping up on me, and I knew it would happen, but I now have rock crawling on my brain! Crawling is a fun pastime, and I'm hooked. I'm always looking for new stuff to put on my crawler, or simply for something trick to talk about. That's why I have to show you this sweet rock crawler that's available from Team Gonads. This is a 2.2 crawler that has a very custom look, and it is directly available to you. The two features that got me excited are the new crawler wheels and—best of all—the machined aluminum diff housings with bolt on diff cover. If you like what you see check out Team Gonads, and in the meantime I'll try to get one to review. It looks like it will be a great performer!

www.teamgonads.com

MAIL SACK:



From Buffy the vampire slayer

Hello there, Skinny. I have a question about my wife's nitro Rustler, and you guys are the first people I thought of for answers. Does anybody have a brake upgrade for the Rustler? It has the factory cheesy plastic disc with metal pads, which is a real pain in the butt to stop or slow down at speed! We have to let off the throttle long before we anticipate a stop because it takes so long to slow down. The truck is still new with only about three to four tanks of fuel through it since breaking. My T-Maxx 3.3 on the other hand will stop on a dime, but it has a steel disc with fiber pads. Do they have something similar for the Rustler? I have looked everywhere! Also, what would you suggest for keeping the lower spring cups from popping off? Every time we hit a little jump or roll one of the spring cups pops off! Luckily we have found the tinny little buggers every time! Can I glue them to the lower shock spring eye? I know this would mean we'd have to unscrew the spring eye if we wanted to make a spring change... Any help would be appreciated.

Thanks Les and Buffy

Les and Buffy,

Thank you for thinking of Xtreme and your old pal Skinny to help you out. About the brakes: have you checked the adjustment, and did you have full power from the batteries? Sometimes we overlook items like this that may be the cause of our problem. Even though the rotor is plastic, you really should have good braking with it — maybe it needs to seat in a little more? Aside from that, I checked around for you, and could not find a Rustler specific rotor. I did find some brake rotors at Team Integy that will work for you—with a little persuasion. There are three rotors that look good; the HPI Hellfire Carbon rotors, Losi graphite rotors, and a sweet rotor for the TT Ducati 999. The HPI and Ducati rotors look like direct fit, but may need a little filing, and the Losi rotor needs a lot of cutting to work, but there is plenty of material to work with. As for your shock issue—if the spring is loose (has free play) when the suspension is un-loaded, you may need some pre-load, or the shaft eyelet may not be fully screwed on. It's possible the spring retainer clip is stretched out and needs replacing. I would not CA the clip, though I suggest you add a little piece of shrink-wrap to the shock-end to make the clip fit tighter, and look better too.

Check out: www.integy.com



Hey Skinny,

This is Nicholas Hodges; you used my question for "Ask the 8-ball" in the March issue. I was thrilled to get my name in the mag! Sadly, you spelled it wrong (Nocholas)! Derek told me I should just change it so I can say it was right! Love you guys, no harm done, just thought I would get the record straight.

Keep up the great work!

Nicholas

Dear Nicholas,

I apologize about that, Nicholas! My big sausage fingers trip over the keyboard frequently, and I sometimes don't catch the mistake. Just so you know, I have not seen any 1/8-scale cars from Traxxas yet, but the year is still young!



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. Email me at: brians@rc411.com.

This month's Magic 8-Ball question:

"Will the current economy have an affect on the RC industry?"

Magic 8-Ball's answer...

"You may rely on it!"



IN THE GROOVE WITH BLUE GROOVE!

Blue Groove was the first to release a sway-bar kit for the Revo, and now they have one for the HPI Savage. Monster trucks naturally have an issue with body roll because they're large, and roll around like giant marshmallows—that's what makes them so much fun! For people who want to race or get more performance though—the marshmallow effect is a drawback. That's why Blue Groove designed these sweet and simple sway-bar kits that install on to your monster truck with ease. The new Savage kit bolts right on in minutes, and makes the big beast stick to the ground like glue. The Savage sway-bar kit costs about $ 29.00 dollars and will be available when you read this. If you want performance, Blue Groove is the place to go.

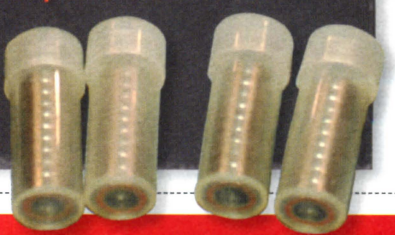
www.bluegrooveconcepts.com



PANTHER PRODUCTS

Panther Products makes some great tires, but did you know that they also offer sealed bearings to help those tires roll even faster? Panther has a full line of sealed bearings from rubber/metal shielded bearings to ceramic sealed bearings to fit just about anything. If you're looking for good quality bearings at a good price, Panther Products is a good place to look. Check out all of their products and see what they got cooking for you.

www.pantherteam.com



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.rc411.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 doll is not in the movie.



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E ROCKS

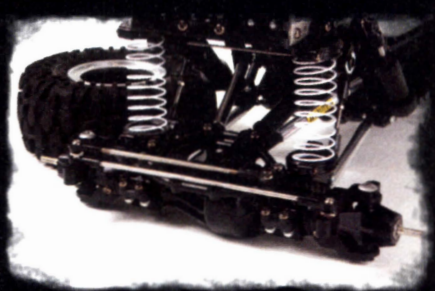
Need To Be Crawled!

(we can help)

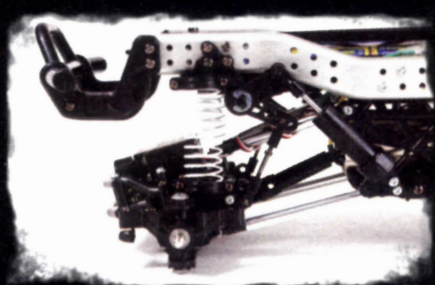
It's time to join the climb with Tamiya's new Toyota Land Cruiser 40 Rock Crawler! Long thought of as a purely custom modification hobby, the Toyota Land Cruiser 40 now opens up the world of Rock Crawling to everyone. R/C Rock Crawling is one of the hottest new areas of R/C competition, and Tamiya is the first large manufacturer to answer the call. By producing this state of the art 2.2 class Rock Crawler, Tamiya continues their history of excellence, by crafting the very popular old school Toyota Land Cruiser 40 in 1/10 scale with an amazing attention to detail. Constructed with the sturdiest components, the Toyota Land Cruiser 40 is the perfect pathway into the obstacle-ridden terrain of Rock Crawling. So why just settle for our parts when you can have the whole package? The Toyota Land Cruiser 40 Rock Crawler... coming out on top.



_New CR-01 ladder frame chassis with lightweight pressed aluminum channels, full ball bearing equipped



_4-wheel steering (optional), All new axle design, full ball bearings, user selectable locked or unlocked diffs



_4-link suspension, adjustable caster positions, adjustable suspension geometry, adjustable wheelbase



_3-piece bead lock wheels, soft compound 125 MM diameter rock crawling tires



_Compact center gearbox, 40.5:1 final gear ratio (standard), 50.6:1 & 32.4:1 optional with 16T-25T pinions (sold separately), telescoping output transmission shafts

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High Quality CNC Aluminum Hop-up Parts

Baja 5B AX10 MGT Micro-T LST T-Maxx Evader
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MONSTER PIT, our monthly department dedicated to nothing but monster trucks: electric and nitro. Look for Monster Pit every month for the latest on new monster parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see in Monster Pit? Let me know at JamesR@rc411.com.

words: James Revilla



IRON IT OUT

Pro-Line's going all out in the crawler scene, and their latest offering is the Flat Iron tire. Designed for slick rock surfaces, the Flat Iron is a 2.2" tire that features a large lug pattern combined with siping to have the perfect amount of flex under throttle acceleration. The Flat Iron is available in M2 and M3 compounds, with standard or memory foam at no additional cost.

FLAT IRON, M2 STANDARD FOAM (1146-01) / M2 MEMORY FOAM (1146-11) / M3 STANDARD FOAM (1146-02) / M3 MEMORY FOAM (1146-12), $20/PAIR

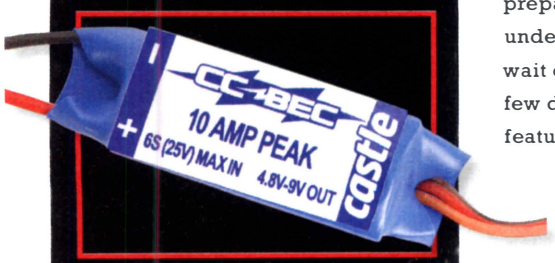
WWW.PROLINERACING.COM

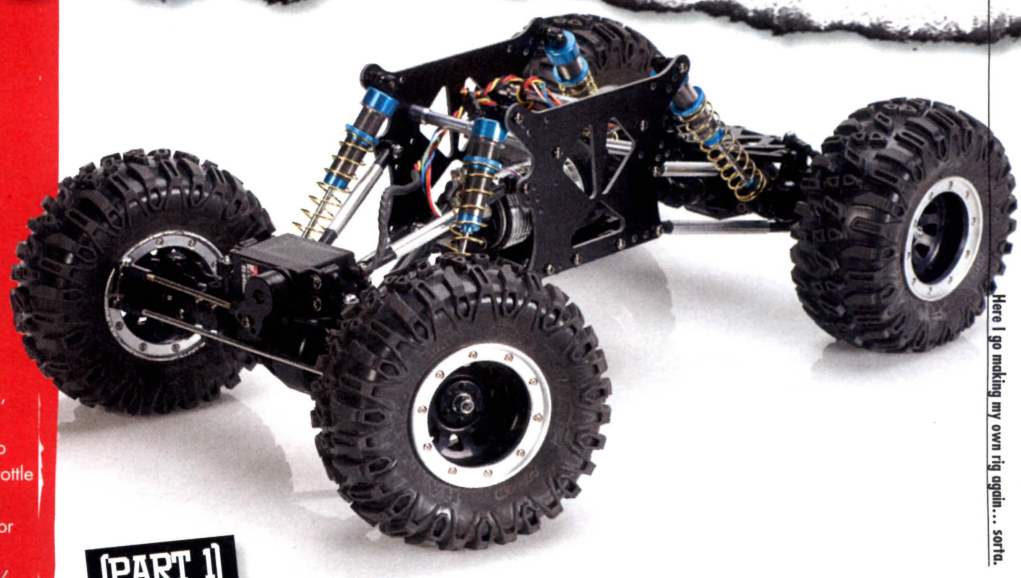
VOLTAGE REGULATION

Ensure that your receiver and high-power servos get the power they need with Castle Creations' CC BEC. Weighing in at only 11 grams, this little unit will regulate voltage to your electronics between 4.8-9.0v with a peak output of 10amps. The CC BEC features an LED indicator, and can be programmed with your PC using Castle's Castle Link USB interface.

CC BEC, 010-0004-00, $25

WWW.CASTLECREATIONS.COM





Here I go making my own rig again... sorta.

(PART 1)

SECRET CRAWLER, MAN

All it took was for me to put the chassis at eye level on my office desk (um, I slouch a bit) to see it. I called Senior Graphic Artist and full-time rock crawler fan Dave Palacios into my office so he could see what I saw. With no body on the top and no wheels installed, it was easier to notice that Tamiya's latest CR-01 chassis (sold as the Land Cruiser 40 kit) was a few steps from scale-looking crawling to full competition rig. The question is, are those crafty Tamiya engineers from Japan using the CR-01 to test some crawler-like features in preparation for a full-competition rig? Or can this actually be THE rig, hidden underneath the scale-oriented disguise of the Land Cruiser 40? Not ones to wait on certain things, Dave and I decided to become Tamiya engineers for a few days. Here's a sneak peek at what we're doing with the CR-01; look for a full feature on the conversion in a future issue of Xtreme!

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

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WWW.HORIZONHOBBY.COM
MICRO TEMP
WWW.MICROTEMPUSA.COM

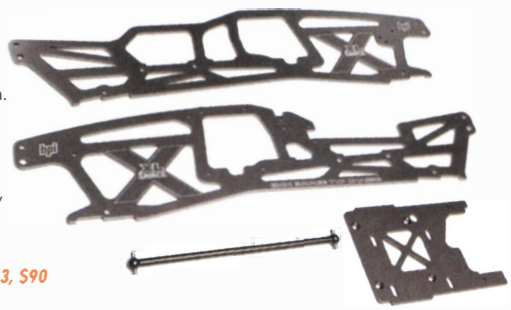


ROCK STEADY

Off-Road regulars will recognize the JConcepts name for their racing bodies, and now they hit the rocks with their new Rock Steady crawler body. Designed to be legal for USRCCA 2.2 class competitions, the Rock Steady is made of heavy-duty lexan and includes window masks and a decal sheet.

ROCK STEADY BODY, 0055, $22
WWW.JCONCEPTS.NET

GROW YOUR SAVAGE



HPI Savage X owners can now upgrade their truck with this Savage XL Chassis Conversion Set. This set includes 55mm longer TVP chassis plates that are 3.0mm. Also included is a 3mm thick engine mounting plate and an extended rear drive shaft. This is a factory engineered conversion set that is made to fit perfectly for quick and easy installation on any Savage X truck.

SAVAGE XL CHASSIS CONVERSION KIT, 100413, $90
WWW.HPIRACING.COM

LITTLE ROCK

Duratrax' new Cliff Climber is a 1/14-scale rock crawler that's ready to go! This little machine features hardened steel axles and spools, 4-wheel steering (with two servos pre-installed), oil-filled shocks, and twin 380 motors to get her over boulders. The Cliff Climber is available in an RTR version, or also as an "Almost Ready to Run" version where you can install your own radio and electronics, with clear body.

*DURATRAX CLIFF CLIMBER, DTXC0018 (ARR), $140 / DTXD18** (RTR), $240*
WWW.DURATRAX.COM





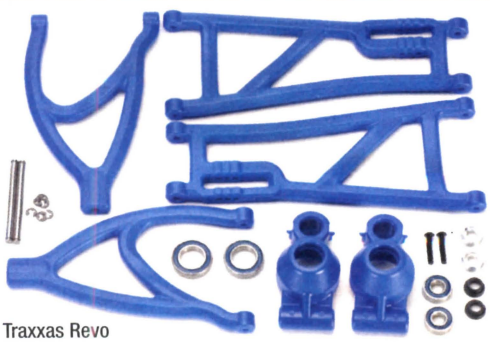
RPM Hop-Ups!

True-Track Rear A-arm Conversion Kit

for the T/E-Maxx
(2.5R, 3.3 & E-Maxx 16.8)
& Revo *(all versions)*



Traxxas T/E-Maxx



Traxxas Revo

Some Benefits of an RPM True-Track Rear A-arm Conversion Kit:

- ELIMINATION OF VULNERABLE & SLOP INDUCING REAR TOE-LINKS.
  - Consistent rear toe angles throughout the entire range of suspension travel.
  - Complete elimination of rear bump steer (the tendency of toe angles to vary during normal up & down suspension travel typical of toe-link rear ends).
- ***PERFECT*** REAR TOE-IN ANGLES FIXED AT 1.5 DEGREES PER SIDE.
  - Superior & predictable rear traction with uniform rear toe angles.
  - Toe angles are perfect in relation to the chassis – virtually unobtainable by current measurement methods & toe-link rear ends.
- ***RPM*** True-Track Kits create ZERO WEIGHT GAIN (32g weight loss on Revo kits!)
- Included oversized bearings that are better than twice as strong as stock bearings.
- Massive 4mm outer hinge pins assure survivability during extreme crashes.
- Made from the ultimate ***RPM*** blend of materials for strength & durability that is unrivaled!
- EVERYTHING'S INCLUDED - No additional parts needed to complete the conversion.
- EXCELLENT VALUE when taking into consideration everything that is included in each kit.

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

SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -
-Takes the Win in two classes. Expert 1/8th scale Buggy and Truggy at the 9th Annual Dirt Nitro Challege.
Ryan used 30% World Champ Blend to power his vehicles.
With the amount of International and American Pro Drivers in the field this race was like a World Championship event.
Proof that with our Two World Championships, Multiple National and Major Race Titles, Sidewinder Fuels are a Force to be Reckoned With.

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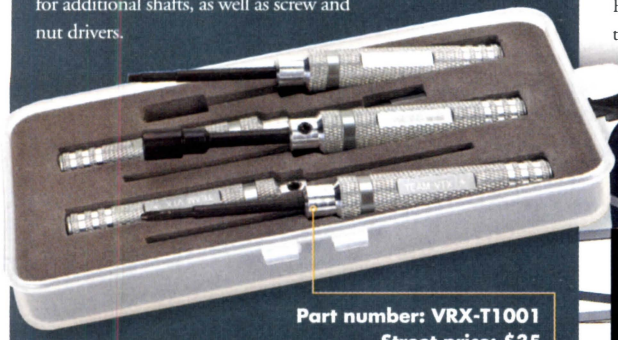
In The Dirt, our monthly department dedicated to nothing but off-road racing: electric and nitro. Look for In The Dirt every month for the latest on new parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see In The Dirt? Email me at MikeW@rc411.com.

words: Mike Wortel

TEAM VTX

PRECISION DRIVERS

Team Vertex is somewhat small on the American racing scene, but they make some really nice, high-end products. I was able to *swindle these new products* from the Team Vertex booth at the RCX show in Pomona. Always attracted by drivers, I spotted these kits. The Team VTX Precision Metric Hex Kit comes with all of the popular sizes you need: 1.5, 2.0, 2.5, 2.5 ball, and 3.0mm. The best part is that the shafts are short, which allows you to easily fit the (included) plastic case into your toolbox. Check out their site for additional shafts, as well as screw and nut drivers.



Part number: VRX-T1001
Street price: $35
WWW.TEAMVTX.COM

HARDWARE

When they weren't looking, I also nabbed a bunch of all titanium fasteners that I spotted! You can now upgrade your car to titanium screws wherever you see fit, because VTX offers all of the popular sizes and types of screws. If you're like me, and tend to lose screws while building a kit, it's not a bad idea to have extras on hand. I have a whole drawer in my toolbox dedicated to spare screws, and thanks to VTX, they're all precision titanium. Many racers may also find their countersunk washers helpful too, especially for engine and motor mounting duties. They're all available from VTX.

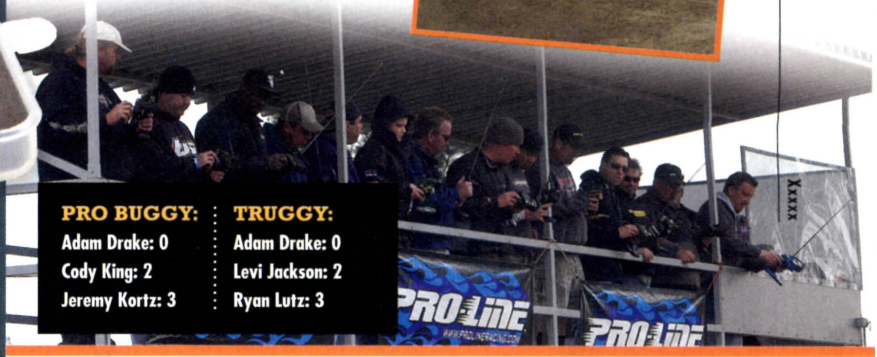


Part number: Varies
Street price: $4-$7
WWW.TEAMVTX.COM

SATURDAY SERIES UPDATE

In this issue, you'll find complete coverage of the 8th Annual So Cal Saturday Series. After some movin' and shakin', I was able to convince my higher-ups to allow me to post the top three points leaders for the pro classes. Here's what it looks like after round one. Remember, the fewer points, the better. Stay tuned to In the Dirt for monthly updates.





PRO BUGGY:	TRUGGY:
Adam Drake: 0	Adam Drake: 0
Cody King: 2	Levi Jackson: 2
Jeremy Kortz: 3	Ryan Lutz: 3

TEAM TRINITY

EXTECH NITRO X3 CLUTCH SYSTEM

The X3 adjustable clutch system is a brand new clutch that allows you to choose among three different spring settings without having to remove any of the hardware. Adjustments are made by removing the nut and clutch bell, and that's it! The inner adjuster lifts and rotates to the next slot to adjust spring tension, allowing you to tune the clutch to specific tracks and conditions. The conversion comes with everything you need to transform your current clutch into something a lot more versatile.

WWW.TEAMTRINITY.COM



Available: End of May
Part Numbers: TRI40101 (Kyosho, Mugen, XRAY); TRI40102 (Losi)
Street price: $90

TEAM LOSI RACING

NEW MOLDED INSERTS

Losi has just released these new, yellow inserts for use on 1/8-scale buggies. Losi is known for producing racing components that feel mostly at home on the racetrack, and their new inserts don't buck the trend. Designed specifically for use with Losi racing tires, the new inserts fit flawlessly in the contour of Losi's tires and maintain proper sidewall support and fit. The inserts are made of a compound that ensures consistency and won't break down like many of the cheap foam or generic molded inserts available on the market. If you run Losi tires, these inserts are made for you.



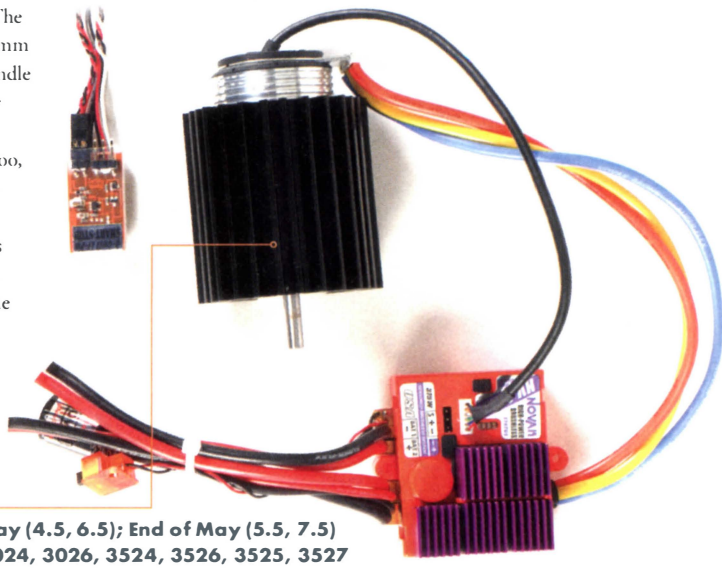
Part number: LOSA7730
Street price: $5 (pair)
WWW.LOSI.COM

They look like lemon donuts.

TEAM NOVAK

NEW HV PRO BRUSHLESS SYSTEMS

If you've been paying attention to the rumblings and grumblings around the industry, you know that electric 1/8-scale conversions are the next big thing. And that isn't just for casual bashers and drivers; this trend will most likely result in some new racing classes as well. Team Novak is the first big company to make conversion kits, and they stepped-up their HV brushless system to handle the task. The new HV system is chop-packed full of improvements. The new motor features a 5mm rotor—HUGE—to handle the torque produced by 14.8V of Li-Po power. The ESC is improved too, with a 4S Li-Po voltage meter to make sure your expensive batteries stay safe and additional programmability to tune your car for the track. These items will be available soon, and include four different motor winds: 4.5, 5.5, 6.5 and 7.5.



Available: Mid May (4.5, 6.5); End of May (5.5, 7.5)
Part Numbers: 3024, 3026, 3524, 3526, 3525, 3527
Street price: TBD
WWW.TEAMNOVAK.COM





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N21-3T/RT – .21 Rear Exhaust 3 Port Slide Carb. SG Crank, Turbo Plug Roto Start

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NS12TS1/RT – .12 Rear Exhaust 3 Port Standard Carb. SG Crank, Turbo Plug

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

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- 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*

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MR21 B01A

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MBX5T

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- 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

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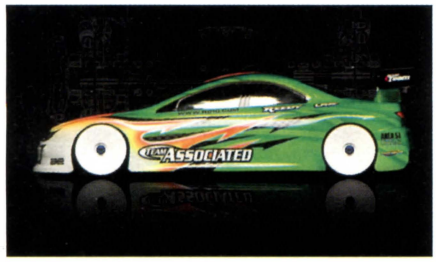
TOURING CORNER

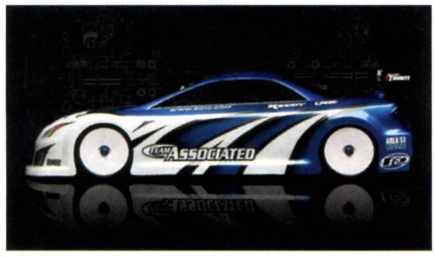
Want to cut to the chase and see what's new in the on-road scene? Just flip to these pages each month and you'll get all the latest news, gossip, and products on the market. From the latest body to the newest speed secret, you'll find it here. If you've got a tip, secret or new part you'd like to see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

words: Shane Archer

TEAM ASSOCIATED TC5 SPLIT PERSONALITIES

As sedan racing has evolved here in the United States, drivers and manufacturers alike have discovered the common differences between setting up a chassis for rubber tire racing versus foam tire racing. In the beginning, it was simple: slap a thicker chassis on a car and you're good to go on foam tires. Nowadays, however, the cars are different throughout, from different suspension mounting positions to different materials, and everything in between. In some cases, if you'd like to race on a particular surface you may end up buying an expensive kit, and then dropping a few hundred bucks on parts, just to get the car running.





Luckily, Associated has an answer for you, making its home-grown Factory Team TC5 available now in two separate editions: the TC5R for rubber-tire racing, and the TC5F decked out in foam-tire racing trim. Each car is a professional racing chassis, complete with all the bells and whistles you'll need to compete at the highest level, and comes with a default setup that should work well on most foam- or rubber-tire tracks, depending on which kit you choose. And if your local club lays down a new racing surface, don't worry—like the original FT TC5, either car can be easily converted to its sibling. The kits also feature updated parts and upgrades from the original TC5 kit, which has already proven itself a winner around the world. You can read more about both Associated touring car kits at **www.teamassociated.com.**

First XRAY, now Associated... who's next?

NEW R9 FROM PROTOFORM

Dale Epp and the PROTOform crew have been hard at work on new designs for touring racing, and the brand new R9-F (pictured here) and R9-R are the fruits of their labor. Designed to be fully compliant with the new GBS (Global Body Spec) standards enforced by IFMAR and other organizations, these new bodies will drop onto any 190mm-compatible sedan chassis. Not only that, they are a nice departure from the standard every-body-looks-the-same designs that have populated a lot of tracks lately. Paul Lemieux was among the early R9 testers and gave the bodies his blessing; we expect to see them all over in the near future! The R9-F is meant to be slammed down for foam tire racing, while the R9-R is optimized for rubber tire racing. You can find more information about these and other PROTOform bodies at **www.prolineracing.com**



» RUMOR MILL

Times certainly have changed! A couple years back we were talking about **"set it and forget it"** brushless motor racing, and where are we today? A new submarket for brushless maintenance and tuning products is emerging, led by **computer-driven tuning products** that can analyze motor performance characteristics. While these certainly aren't must-have items for racing, they sure make for interesting-looking work areas at large events. Do they really work? Who knows, but they'll sure make you **look faster in the pits.** At the recent Worlds Warm-Up in Thailand, a few team drivers were spotted using pre-production devices plugged into their motors, that looked like nothing more than a collection of circuit boards and an LCD. **Dynos of the future?** Speaking of brushless motors, it looks like they will be the handouts of the future. The ETS (European Touring Series), a 4-race traveling series that has made stops in Germany, Denmark, and the Netherlands this year, will be supplying Speed Passion 9.5 **brushless handouts** in its fourth and final race. It looks like these types of BYOSC (Bring Your Own Speed Control—aren't we clever?) events will be getting more popular as time goes on; rumor has it that the stock and amateur classes at this year's Vegas IIC will use the same format. Just look at what we're talking about: brushless tuning, dynos, and handout motors? **The circle is now complete.**

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JAC2040	$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	JATO Rear Nitro Stampede Rear Nitro Rustler Rear Nitro Sport Rear
JAC2050	$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	Rustler/VXL Rear Stampede/VXL Rear

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NEWS FROM THE IFMAR WORLDS WARM-UP

There is no bigger race in any RC class than the IFMAR World Championships, which only come every other year for each class, and usually take us to all corners of the world. This year's IFMAR Worlds for 1/10-scale touring and 1/12-scale will take place in Bangkok, Thailand, from November 8-16. However, one tradition that has popped up in recent years is the "Pre Worlds" or "Worlds Warm-Up" (depending on which you prefer), in which most of the elite drivers who plan to compete in the Worlds show up to the host track and try to learn as much as they can about tuning their cars to the surface. Such a race took place in Thailand in April, and attracted most of the best sedan drivers from around the globe.

Even though this race wasn't officially "on the books," with such heavy competition it still featured a post-race trophy podium and all of the usual hoopla. Tamiya's Viktor Wilck took the overall win with his Tamiya 416, by winning the second and third finals, with Yokomo's Masami Hirosaka winning the first final, driving his special Yokomo BDM car (we assume the 'M' stands for Masami). One of the interesting things seen at the race was drivers choosing between 5- and 6-cell packs; IFMAR rules still allow up to 6, so it comes down to driver choice on this large track. With nearly everybody running brushless motors (and some interesting tuning gadgets being used on them), some drivers reported that 5 cells led to more consistent performance with the high-power systems like 3.5s, while others opted for the higher top end with 6 cells.

For a detailed report of the race and more information about the upcoming Worlds, check out ***www.thailandwc08.com***

WARM-UP RESULTS

1. Viktor Wilck (Tamiya/Sweden)
2. Marc Rheinard (Tamiya/Germany)
3. Masami Hirosaka (Yokomo/Japan)
4. Hayato Matsuzaki (Hot Bodies/Japan)
5. Billy Easton (Serpent/USA)
6. Jilles Groskamp (Tamiya/Holland)
7. Surikarn Chaidajsuriya (Hot Bodies/Thailand)
8. Atsushi Hara (Hot Bodies/Japan)
9. Meen Vejrak (Xray/Thailand)
10. Hupo Honigl (Tamiya/Austria)



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Part Number:
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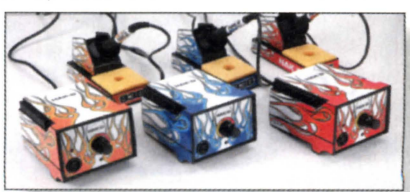
936-RC-B (station with blue flames)
936-RC-O (station with orange flames)



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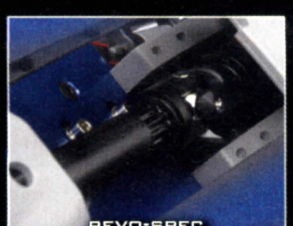

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When did RC get caught up in the blingin' rims craze?



LOSI SPEED-T

THE "T" STANDS FOR "TOO FAST!"

1:10 | 2WD

words: Jeff Huneycutt | photos: Jason Boulanger

Lately, Losi has been on a tear, introducing some really innovative RC vehicles that are loosely based on the big hitters on their lineup. For example, the Mini-Slider is in a class by itself, but shares many components with the stalwart Mini-T. Now they've reworked the classic design of the XXX-T, to produce two very different 1/10-scale electrics: The Speed-T and the Desert Truck. The two share many of the same components, but where the Desert Truck is a scale version of a Trophy class desert racer, the Speed-T is purpose built to be the fastest RC in your neighborhood. So, let's find out if it can stand up to the claim.

Brushless is going to save the 1/10 electric class like Lebron did the Cav's!

LOSI SPEED-T

PART #: LOSB0101
STREET PRICE: $330
PRICE AS TESTED: $405 (includes battery)
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Beginner to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			2WD

Wouldn't a more appropriate name be the Speed-D?

ASPHALT FRIENDLY: *Losi's Road Weapon tires are perfect for multiple high-speed runs in an empty parking lot.*

01

OPTIONS ARE GOOD: *The battery tray is adjustable, to easily accommodate NiMH stick packs or two- or three-cell lipos.*

03

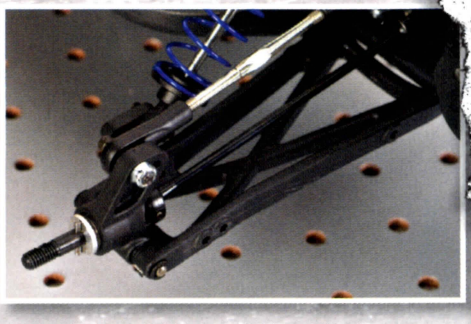
CRYSTAL FREE: *2.4 GHz technology means no interference from other radios when you are blasting along at 60 mph.*

02

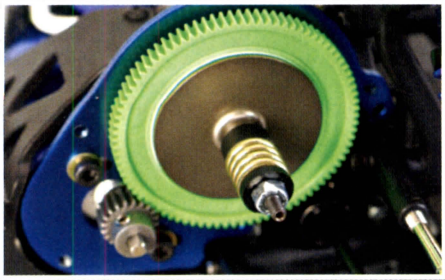
POWER UP: *The heart of the Speed-T is Losi's new Xcelorin Brushless system. With the slipper clutch tight, we are talking about wheelies anytime you mash the trigger, and run times are also quite good.*

01 LONG ARMS

• The drive train is outfitted with CVDs on the hubs, and all the standard adjustments are available to you. Unlike the XXX-T, the hubs aren't Losi's quick disconnect style. It may miss out on some of the cool factor, but it also opens up many more choices for wheel and tire combinations.



> "Having a brushless motor on board means maintenance levels that border on negligence when compared to a standard brushed system."

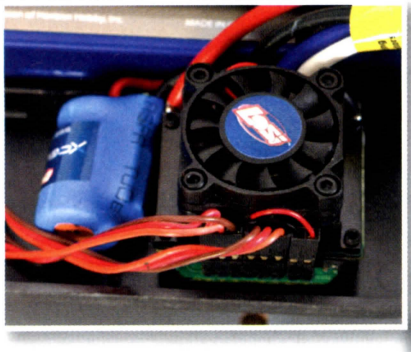


02 SLIPPER CLUTCH

• With so much power on tap, getting the power to the ground reliably can become an issue. Access to the slipper clutch is easy, thanks to the Speed-T being equipped with the same cover found on the high-end XXX-T.

03 CONTROL ISSUES

• Guiding the brushless motor is a quality ESC that can handle both NiMH and lip battery packs. In fact, Losi's Xcelorin ESC is built to work with high-output 11.1V three-cell lipos, which will burn out many lesser-quality units. A quick programming card allows you to quickly and easily adjust top speed, low-end punch and even if you want reverse, and the fan is included to keep everything cool.





VEHICLE INFO

CHASSIS

LAYOUT:	Molded tub
THICKNESS:	0.080 in (2 mm)
MATERIAL:	Composite

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Yes, steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	40/60
PISTONS (F/R):	#55 (orange) / #56 (red)
SPRINGS (F/R):	Green/Blue

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Spool
AXLE TYPE:	CVD Universals
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Rubber shielded

GEARING

PINION/SPUR:	20/88
GEAR RATIOS:	
PRIMARY:	4.4:1
INTERNAL:	2.43:1
FINAL:	10.70:1

BODY, TIRES & WHEELS

BODY:	Losi Speed-T
TIRES (F/R):	Losi Road Weapon
DIAMETER/ WIDTH:	3.99 in. x 2.08 in. (101 mm x 53 mm)
HEX SIZE:	12 mm
WHEELS:	SpokeZ Chrome

DIMENSIONS

WEIGHT:	58.1 oz (1.6 kg) (without battery)
TRACK WIDTH (F/R):	12.75 in (323.9 mm)
WHEELBASE:	11.6 in (294.6 mm)
RIDE HEIGHT	1.3 in (33 mm)

I wish everybody would follow Losi's lead with the DSM radios.

LOSI SPEED-T

1:10 | 2WD

RTR GEAR

RADIO:	Losi, Pro DSM
RECEIVER:	Losi, DSM
STEERING SERVO:	Losi, 80818
SPEED CONTROL:	Losi, Xcelorin
MOTOR:	Losi, Xcelorin
BATTERY:	Losi, 2S 5000mAh Lipo

CONTACT

LOSI:	www.teamlosi.com

TESTING

Make no mistake: While the Speed-T can claim its origins from Losi's XXX-T off-road race truck, in box-stock form, this truck isn't meant for the dirt. Instead, it's an asphalt basher primed for speed runs, wheelies and maybe some jumping. With that in mind, I spent most of my review time with the Speed-T in a freshly paved parking lot, and in my driveway, with the occasional forays onto the dirt.

ACCELERATION AND SPEED • When you are talking about the Speed-T, this is where it's at. After all, we are talking about a 1/10 scale stadium truck that feels the need to sport a wheelie bar, right? With any of the battery packs, acceleration is so strong it's tough to keep the front wheels on the ground. And you break the speed limit with a three-cell lipo. In fact, some of the other aspects of the truck were compromised, because achieving top acceleration and speed were such a priority on this model. For example, a spool in the rear end is a great way to make sure both rear wheels are always pulling equally, which helps acceleration in a straight line, but it is a detriment to maneuverability.

Rating: 10/10

BRAKING • The Speed-T suffers from the same braking problem as every other 2WD truck out there—rear brakes only. The brushless motor setup provides strong, responsive brakes, and the Quick Programming Card allows you to quickly dial in the level of braking response you need (in three increments). But the high speeds the Speed-T is capable of, combined with the spool that locks both rear wheels together, makes braking before turn-in all the more critical. When slowing to a stop after a straight-line, high-speed run, the spool helps make things smoother and more predictable—especially when the Road Weapon tires are on asphalt or concrete, where they shine—but when you combine the brakes with any movement of the steering wheel, spinouts are in your future.

Rating: 6

LOW-SPEED HANDLING • To be fair, Losi does provide settings in its Quick Programming Card to dial back the Xcelorin brushless motor's brutal acceleration and top speed, but what fun is that? Doing so would improve the low-speed handling, and I did test those settings as your loyal reviewer, but that's not nearly as much fun as setting the burners to high and letting the Speed-T cook! This is the area where this truck suffers because of its high-speed pedigree. But it still isn't bad. It's kind of like judging a NASCAR Sprint Cup race car for how well it handles rush-hour traffic. Like braking, this is mostly a result of the spool making spinouts, when either decelerating into, or accelerating out of, a turn that much more likely. But once you have the front wheels pointed straight ahead and the throttle pegged, that spool is your best friend. The inclusion of a digital steering servo is also nice, and it has plenty of torque to get the big front wheels turned quickly.

Rating: 6

HIGH SPEED HANDLING • Once the Speed-T is up to speed, it is in its element. Dial out a little Steering dual rate so it isn't as twitchy, peg the throttle and let it eat pavement. The low-drag, high-downforce body really does seem to help keep the Speed-T planted and handling smooth. Just be aware that it always seems to want to lift the front end, so steering response is a little lazy—if the front wheels are even on the ground.

Rating: 8

ROUGH TRACK HANDLING • If you want to put the Speed-T through its paces on something rougher than pavement, it really isn't that hard to convert it to off-road duty. The Speed-T will never be a XXX-T CR, but it can be a competent off-road performer. I got good results by simply swapping out the treaded tires to a set more appropriate for dirt, converting the spool to a ball diff (all that is required is adding a set of diff balls) and raising the ride heights. The gearing is also too tall, at 10.7:1, so any club racing should include a pinion, and possible spur gear, change. But otherwise, the Speed-T already has a plush suspension, long travel and plenty of adjustability—you just have to put in a little time to make it fit your needs.

Rating: 7

The quick programming card is handy ...



So, what will it be?

Alfalfa Sprouts • Alfredo Sauce • Almonds • Anchovies • Apple • Artichoke Hearts • Avocado • Bbq Chicken • Baby Leeks • Bacon • Basil • Bay Leaf • Beef • Beetroot • Black Beans • Blue Cheese • Brie • Broccoli • Cajun Chicken • Cajun Prawn • Camembert • Capers • Capicolla • Cardamom • Carrot • Cheddar • Cherry Tomatoes • Chicken Masala • Chicken Tikka • Chilis, Dried Or Fresh • Chives • Chorizo • Cilantro • Colby • Coriander • Crayfish • Cumin • Deep Dish • Dill • Dried Tomatoes • Duck • Eggplant • Feta • Fungi • Fungi Carciofi • Garlic • Goat Cheese • Gorgonzola • Green Peppers • Ham • Hand Tossed Crust • Honey Cured Ham • Jalapeno Peppers • Kalamata Olives • Laurel • Lettuce • Limburger • Lobster • Manchego • Marjoram • Meatballs • Methi Leaves • Monterey Jack • Mozzarella • Muenster • Mushrooms • Olives • Onions • Oregano • Oysters • Parley • Parmesan • Peanuts • Peas • Pecans • Pepper • Pepperoni • Pesto • Pineapple • Pine Nuts • Pistachios • Porcini Mushrooms • Port De Salut • Portobello Mushrooms • Prawns • Proscuitto • Provolone • Red Beans • Red Onions • Red Pepper Flakes • Red Peppers • Red Sauce • Refried Beans • Ricotta • Roast Cauliflower • Roasted Eggplant • Roasted Garlic • Roasted Peppers • Romano • Roquefort • Rosemary • Salami • Salmon • Salsa • Sausage • Scallions • Serrano Ham • Shallots • Shrimps • Smoked Gouda • Smoked Salmon • Snow Peas • Spinach • Squid • Stuffed Crust • Sun Dried Tomatoes • Sweet Corn • Thick Crust • Thin Crust • Tortilla Chips • Turkey • Venison • Walnuts • Watercress • Wild Mushrooms • Yellow Peppers



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... but it's only a matter of time before I lose it.

JUMPING • If you plan to do much jumping, you'll want to remove the wheelie bars. Otherwise, the Speed-T is ready to go. The low shock angles will require thicker oil than your usual setup, but this truck can handle some air. With the brushless motor delivering torque in spades, in-air adjustments with the brake and throttle are responsive, and landings are smooth. You just have to make sure you hit the jumps square. Often, I found myself applying too much throttle, just before a double, and spinning the rear tires instead of accelerating into the jump. But this was more of a problem with the driver than the truck.
Rating: 8

WRENCHING

MAINTENANCE • An electric 2WD layout is the epitome of simplicity, and the Speed-T is no different. The layout is much like a XXX-T and what changes have been made usually are to increase durability. But, like the XXX-T, you do have to deal with e-clips to get at the suspension hinge pins. At least all the fasteners are hex hardware, with no Phillips screws to be found.

Plus, having a brushless motor on board means maintenance levels that border on negligence, when compared to a standard brushed system. Just charge the batteries and go. Is this a great country or what?
Rating: 9

WEAR AND TEAR • Heavy duty captured rod ends are found throughout the steering and suspension systems and are built to withstand high-speed tumbles. The chassis design is also based on the XXX-T and is also a proven performer. During my test of the Speed-T, which included some top-speed flips, I never managed to do anything worse than put a few scratches on the lexan body. At first I was concerned whether the plastic transmission gears would be able to withstand the strain put on them by the brushless setup, but so far everything has been great. And while they won't do much for you off-road, the treaded Road Weapon tires are holding up well after several battery packs' worth of hard asphalt slides and spin-outs.
Rating: 9

TUNING • For a vehicle designed to be a basher, the Speed-T has enough options to make your head spin. Everything from roll centers, to camber gain, to caster, to shock angles can be changed up quickly and easily. And best of all, Losi's excellent owner's manual gives you tips on what many of the adjustments do, how to change them and the conditions they will affect. More important for most bashers, however, are the more basic tuning options included. For example, the battery tray includes foam inserts that allow you to move the battery forward or back in the chassis, to achieve the best weight balance for your driving style. And the Quick Programming Card helps you adjust the throttle response for low traction conditions (or if you are letting someone else drive the Speed-T that you fear cannot handle this truck's top speed). My one quibble here might be the spool, which limits this truck's handling capabilities. It is easy to convert to a ball diff, but it would have been nice if Losi had included the diff balls in the kit to give you that option.
Rating: 8.5

CONCLUSION

It is nice that Losi understands that some RC enthusiasts have very specific wants. And the big one for most of us is outright, tire-shredding speed. Not every vehicle has to be a do-everything type of truck that blends in with the crowd. With the Speed-T Losi has built a truck designed to do one thing very well and because of that, the fun factor for those of us that prefer speed over everything else have just had the fun factor pegged at 10. ✪

LOSI SPEED T

1:10 | 2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Fast!
- Built to take punishment
- Multiple battery options

MISSES

- Poor on dirt in stock form
- An RTR without a battery?

MAIN COMPETITION

Traxxas Rustler VXL, HPI E-Firestorm

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Bashers who want the fastest RC in the neighborhood



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*MOTOR AND CONTROLLER COMBO. PRICES MAY VARY.

POWERED BY castle

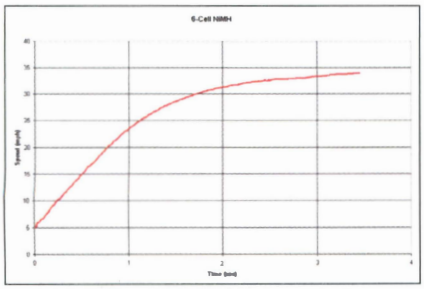
LOSI

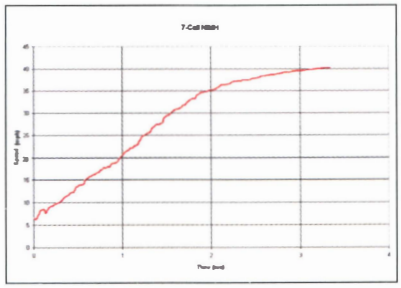
SPEED-T

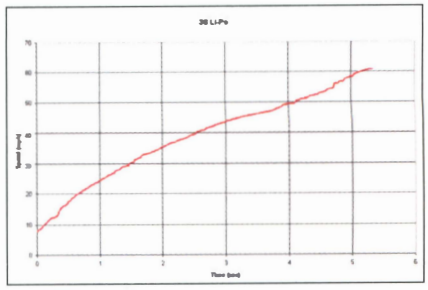
SCALE 1:10 | POWER | TYPE | DRIVE 2WD

LIPO'S GALORE

In the spirit of trying to attain the on-the-box speed claims, James and Wort set out for the proving grounds with a 6-cell NiMH, 7-cell NiMH, 2S Li-Po and the fabled 3S Li-Po. With the stock truck, we charged up the packs and saw what they could do on the radar. You can see for yourself that Losi's claims are indeed legit ...or at lease very possible! Ever driven an electric stadium truck at 60 mph? It's insane!







Can you really call it an RTR if it doesn't come with a battery?

POWERPLANT INFO

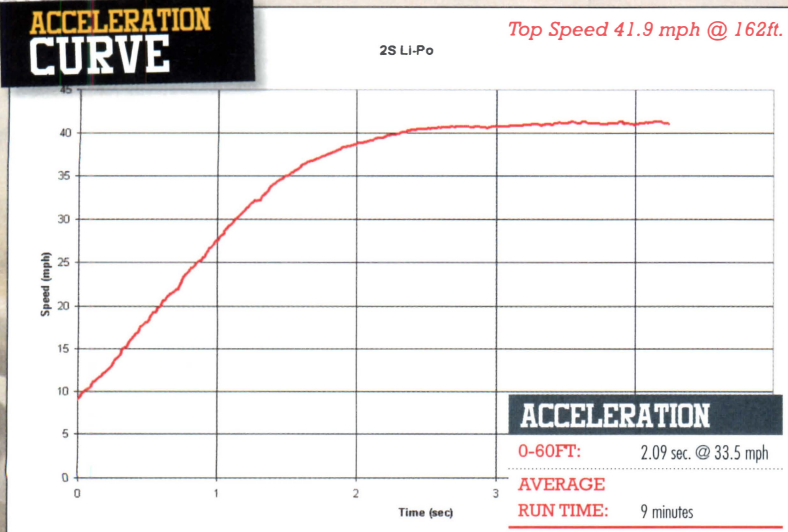
One of the Speed T's highlights is the Xcelorin Brushless System, including this sweet 4800Kv motor. One of the best parts of brushless motors is that if you use the right batteries, the sky's the limit! For our testing we used a 2S Li-Po, and it was more than enough to get the Speed T to some outrageous mph's. The motor had an impressive power band from start to finish, and showed no sighs of weakness or overheating, even as it was repeatedly abused, pack after pack. The Xcelorin motor is a perfect fit for the Speed T. Mix in the extremely low maintenance and high efficiency, and you'll wonder how you ever lived without a brushless motor.



PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 41.9 mph @ 162ft.



ACCELERATION	
0-60FT:	2.09 sec. @ 33.5 mph
AVERAGE RUN TIME:	9 minutes

TEST CONDITIONS	
WEATHER:	Overcast
TEMP/HUMIDITY:	64° F/31%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Asphalt

HANDLING	
TURNING RADIUS:	11 ft., 10 in.
ON POWER:	Understeer
OFF POWER:	Neutral

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

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







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PRESERVE THOSE COLLECTABLE T-SHIRTS



I'M HAVING A MARTHA STEWART MOMENT!

words: Brian "Skinny" Skinner

You may think I've gone Martha Stewart on you, but the thing is, my wife finally put the hammer down on my collection of RC shirts. Yep, I got T-shirts that date back eight years, and I've kept them because they mean something to me even though they don't fit or are too worn to look good in public—got to keep my image up you know! Long story short—Leslie told me to clean out my closet to make room for all the new T-shirts I've collected, or else! What to do...what to do? Well, with great pain, and after I wore them one more time, of course, I trashed a bunch of old shirts. Even so, there were several shirts I wanted to keep for sentimental reasons and because the art work was way cool. Since my dear wife would kill me if I kept them in the closet, I came up with a solution—I would make them into artwork and hang them in my play room! They looked sweet once I finished making them into pictures, and I decided to pass the idea on to you. I know that you too have old RC shirts that your significant other wants you to get rid of. Come on, admit it—I know you do—so let's get Martha Stewart, and make some RC art!

Next month: bronzing your first set of tires.

01 FINDING A FRAME

You can find picture frames just about anywhere, from Target to Ikea. The idea is to find a frame that matches the décor in your room and fits the object you want to frame. I found these black frames with pre-cut borders at Ikea for $15.00. These types of frames can be used for two different sizes of objects—just remove the inside border, and you can frame a larger object. To find the right frame size, measure the item or logo and factor in a quarter inch all around. This will give you the display area with a little room to fudge with.



02 SHIRT PREPPING

First pick out the shirt you want to frame; I wanted to keep this 2001 T-Maxx event shirt because it was from my first RC race after being away from RC for almost nineteen years, and it commemorates the first "official" T-Maxx event ever. After you've picked the shirt you want to frame, wash it, dry it, and spread it neatly on the floor for the next step.



GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 XTREME RC CARS

1 2 3 4 5

TIME TO COMPLETE

60 MINUTES

TOOLS NEEDED



- Picture frames



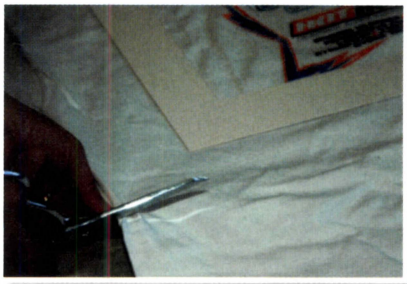
- Your favorite old T-shirt(s)



- 3M spray glue



- Scissors



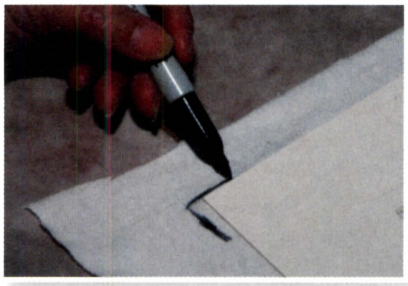
03 MEASURE TWICE—CUT ONCE!

With the shirt laid out, center the frame or border over the logo on the shirt. Next, take your scissors and cut out the logo leaving half an inch to one inch all the way around. This will be hidden so don't worry too much about how it looks.



04 GET THE WRINKLES OUT

When you're done, the cloth should look like this—a big square or rectangle. Take the piece you have cut and iron it to get the wrinkles out. From here on out treat this piece like glass, and keep it clean and free of wrinkles…and don't stretch it!



05 MOUNTING YOUR ARTWORK

Take the backboard, shirt, and border, and set it up the way you want it mounted. Make sure it is centered and free of wrinkles. Once it's in position, take a marker and mark the corners—just to the outside of the edges. This is a reference point for when you flip it all over to glue the backside.



06 GLUING

Once you have the piece centered, very carefully pinch two corners with your fingers and gently turn over the board and cloth together, so as not to move the shirt. Once everything is over and flat; check to make sure the marks are still lined up to the corners—if they aren't, start over. If you're good to go, take the spray glue and run a bead of glue all around the edges. Then gently fold over the excess cloth.



07 CHECK YOUR WORK

If all has gone well, the old shirt should be looking like the one in the photo. If you have some wrinkles, be sure to pull them out before the glue dries. You also need to check that your masterpiece is centered, so quickly sum things up before the glue dries. If all is well, go ahead and put your new masterpiece together.



08 MOUNT YOUR PICASSO

I can't tell you how to mount your works of art on the wall—you need to get Martha Stewart to help you there—but this is what my play room looks like with my "collectables" mounted on the wall. I know you can do it—after all, you build toy cars for fun, so go get your shirts before the one you love puts them in the trash!

» TECH TIP

Martha Mode #2

Here's another idea that came to me while I was in 'Martha Mode:' This poster is from the Swedish 2004 Buggy worlds, and it has all of the top pros' signatures. I found it while I was picking through my old shirts and decided to frame it as well. To frame a poster or other paper item, just lay it square in the frame and you're done. The hardest part of framing is finding a frame that fits the object. Another way to guarantee a good looking picture is buying a frame with a pre-cut border—the border will give your pride and joy a real art gallery look!



CONCLUSION….

I'm sure some of you probably think I've gone over the edge on the "How-To" projects now, but this was a fun project for Shrekette and me. My Shrek lair looks better, and all is now quiet on the western front. I know you RC junkies out there have plenty of t-shirts hanging in the closet with more coming. If you like those old shirts but can't wear them anymore, give them a new life as pieces of art in your room. It may seem silly to some of you, but I've been to many great companies that have multiple signed shirts on the walls and I think it really looks cool. Besides, we all are looking for ways to show off our RC stuff…this is just a different approach!



TIP: turn the shirt inside-out before ironing to preserve the artwork.

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T7638 Wide Suspension
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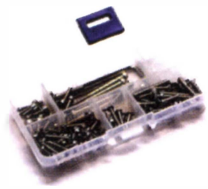
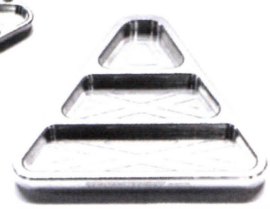


T6920 Stainless Steel
Screw Set for Savage-X













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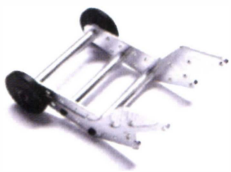

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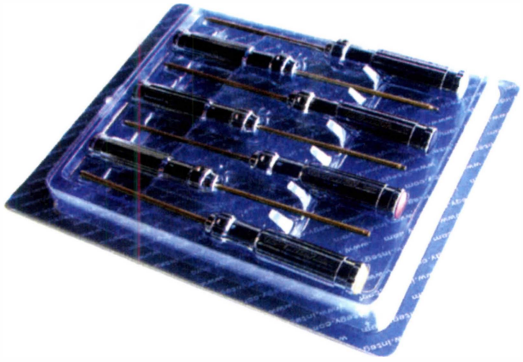

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C22778 QuickPit
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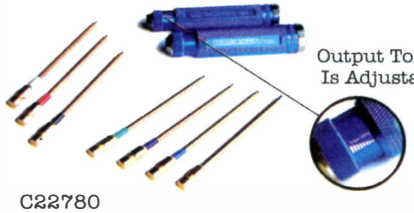

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C22779 QuickPit
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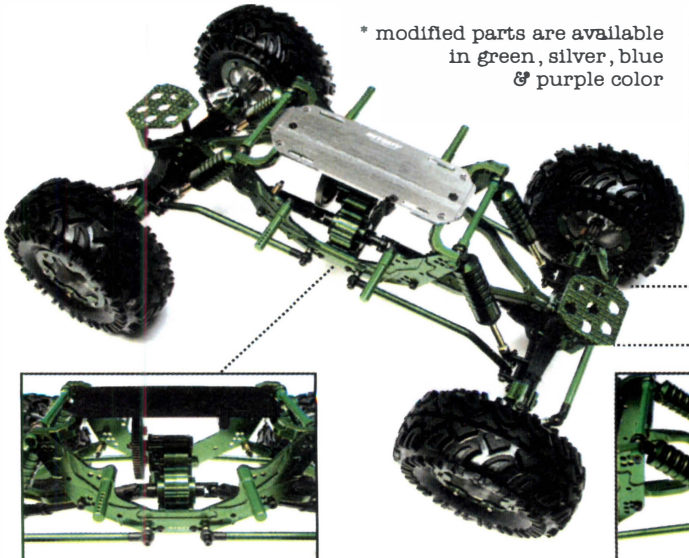

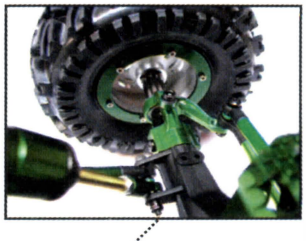

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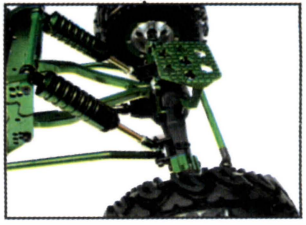
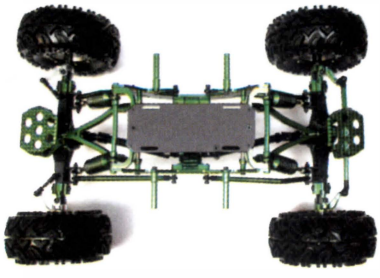






Another pressure save by Mr. Revillo.



Shot, tested, and written 2 days before deadline.

AXIAL AX-10 SCORPION RTR

CRAWLING OUT OF THE BOX

1:10 | 4WD

words: James Revilla | photos: Carl Hyndman

You can't talk about rock crawling anymore without mentioning Axial Racing. Their AX-10 Scorpion has become a highly popular platform for the rock crawling crowd. Since the introduction back in issue #143, Axial's kept the AX-10 up front, with a nice list of upgrades and optional parts to suit any rock crawling enthusiast, from intermediate to pro-level. Now Axial's gone the opposite direction—but it's a good thing, as shown here. Behold the Axial AX-10 Scorpion RTR. Yup—after giving the sportsman and top-level drivers competitive rig, Axial made a few changes, added in electronic gear, and went after the aspiring rock crawler customer with this new ready-to-run. Some of the components have been swapped out for more budget-friendly pieces, but at the same time Axial added in some stuff that you don't even get in the pro kit. Is this setup the means to bring more people into the rock crawling crowd? Let's review this RTR rig and see what it's all about.

AXIAL

AX-10 SCORPION RTR

PART #: AX90002
STREET PRICE: $270-290 (price may vary)
PRICE AS TESTED: $330 (includes test gear)
SETUP TIME: 5 minutes
EXPERIENCE LEVEL: Novice to Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD



OILED MACHINE: *The RTR Scorpion uses the same oil-filled shocks as the pro kit.*

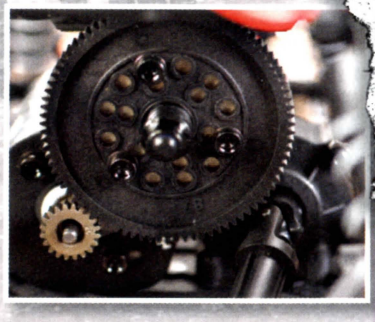
STEERING THROW: *Axle-mounted servo uses molded links for less complication.*

SUB ELECTRONICS: *ESC and receiver are mounted upside-down on top plate.*

LOTS OF SCREWS: *Beadlock wheels are standard issue.*

Like the Jerry West of Xtreme RC.

01 **LOCKED UP** • The AX-10's RTR doesn't stray too far from the full-blown kit version, which means that their excellent center-mounted transmission is present. The 3-gear tranny features a built-in slipper clutch, locked center diff gear, steel output shaft gear, and ball bearings throughout for smooth movement. Just like the kit, a pair of molded slider shafts exit each end of the gearbox and transmit power to the front and rear axles.



> "From novice to "ready for competition" the AX-10 Scorpion RTR is easily capable of covering all the bases."



02 **FROM THE MOLD** • To cut down on some costs and give the owner room for upgrades, the AX-10 RTR uses a molded version of their 3-link suspension setup. The molded lower links rotate on captured balls for bind-free freedom of movement. The Y-shaped upper link is also molded as one-piece. All four corners use the same long-stroke, oil-filled, molded body shocks as the kit version, with triple o-ring seals and 2-hole pistons. Axial blue springs are used on each end.

03 **STRAIGHT REAR** • The rear axle benefits from a pre-installed diff locker, but the front is a standard gear diff. Axial includes a second gear locker for the front axle to give the AX-10 RTR locked 4WD. However you do get straight axle adapters (albeit molded versions) and one-piece solid axles, which eliminate the rear steering hubs, C-carriers, and tie rods that would normally be used. The downside to this is that you can no longer go 4-wheel steering without extra parts, but in 2.2-class crawling this doesn't matter.





VEHICLE INFO

CHASSIS

LAYOUT:	Double vertical plate, upper and lower deck
THICKNESS:	2mm
MATERIAL:	Pressed aluminum frame, molded plastic braces

SUSPENSION

TYPE:	3-link independent axle
TURNBUCKLES:	None
STEERING:	Direct
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Molded
DAMPING (F/R):	30wt. / 30wt.
PISTONS (F/R):	2-hole / 2-hole
SPRINGS (F/R):	Axial blue / blue

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	2, Locked spool-type
AXLE TYPE:	Solid axle, locked differential
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Yes, metal-shielded

GEARING

PINION/SPUR:	20/87, 48-pitch
GEAR RATIOS:	
PRIMARY:	4.35:1
INTERNAL:	7.69:1
FINAL:	33.45:1

BODY, TIRES & WHEELS

BODY:	Axial Rock Buzzard
TIRES (F/R):	Axial 2.2 Rock Lizards
DIAMETER/ WIDTH:	4.72 x 2.2 in. (120mm x 56mm)
HEX SIZE:	12mm
WHEELS:	Axial 2.2 8-hole Beadlocks

DIMENSIONS

WEIGHT:	4 lbs., 3.8 oz. (1924g)
TRACK WIDTH (F/R):	10 in. (254mm)
WHEELBASE:	12.0-12.6 in. (304-320mm)v
RIDE HEIGHT	3.125 in. (79.0mm)

Luckily, these beadlocks were pre-assembled.

AXIAL AX-10 SCORPION RTR

1:10 | 4WD

TESTING

The AX-10 Scorpion RTR gave me a reason to venture out to our nearby rock crawling course, which was within walking distance of the Xtreme RC Cars offices in Chino, CA. The weather was on the colder side, with a slight wind that made the rocks (and traction) a little on the slippery side. I made no modifications and installed no optional parts for this test; I also used the kit tires and body.

TORQUE AND POWER • The kit-installed 27-turn motor, by virtue of motor wind, does not have as much torque as the more common 35-65-turn motors that rock crawlers usually use; that said, the closed-endbell Axial can still had enough torque and power to get around, over, and across rocks of different sizes—and with the kit gearing, the quote/unquote "Rock crawler/rock racer" had a decent top speed as well. However, the kit included ESC throttle setup was too twitchy for times when precise throttle control was required, especially near neutral. Pull the trigger a little and the AX-10 would jump forward, making it more of a task to get through tricky rock sections without overshooting the target. The torque and power levels were good, I just wished that I had more fine control of the throttle.
Rating: 7/7

BRAKE HOLD • The kit Axial 2.2 Rock Lizard tires held their ground on most lines through the rocks. Side grip was decent, and for the most part the AX-10 would easily motor its way through the stones. Similar to the first AX-10 I reviewed, the somewhat high CG would put more weight on the rear tires than the front tires when climbing certain steep inclines, so instead of a straightforward crawl, you'd have to punch the throttle and let the tires claw their way over the obstacles.
Rating: 8

MANEUVERABILITY • With a basically identical suspension design as the pro kit, the AX-10 Scorpion RTR has excellent maneuverability, and including the diff lockers in the box was a nice touch. Add the simplified, yet very popular, straight rear axle adapters into the mix, and you have a rig that is very capable of maneuvering through rock valleys and uneven terrain. Even with the kit tires, the AX-10 RTR fared well next to my competition rig that I brought for comparisons. I was worried a little about the molded steering links up front, but after smashing and bashing, I'm glad to say that so far they've held up about as well as the pro kit's aluminum links.
Rating: 9

CRAWLING ABILITY • With excellent suspension articulation, tires with decent traction, and some good amounts of motor power, the AX-10 RTR still does what it's designed to do. The inclusion of a slipper clutch saved me from breaking anything in the drivetrain, and is a nice feature of the RTR. General crawling ability is present, with a few

This is becoming the new office "want one" item.

RTR GEAR

RADIO:	Axial AX-1 2-channel AM
RECEIVER:	Axial AR-1 2-channel AM
STEERING SERVO:	Axial AS-1
SPEED CONTROL:	Axial AE-1 ESC
MOTOR:	Axial 27-turn
TIRES:	Axial 2.2 Rock Lizards

RTR GEAR

BATTERY:	Team Orion 4500 Rocket Pack, **$60**

CONTACT

AXIAL RACING:	www.axialracing.com
TEAM ORION:	www.teamorion.com



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



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small caveats that should be addressed. For starters, the AX-10 RTR was prone to more than a few slow tip-overs. Again, the high stance of the Rock Buzzard body, combined with the high CG caused by the top mounted battery pack, meant that you couldn't do high-angle crawling without risking a tip-over. Most people will want to upgrade to the optional steering plate, which relocates the steering servo to the side and moves your battery position to the optional spot over the front axle.
Rating: 8

COMPETITION POTENTIAL • Because this is technically a 'stripped' version of their pro kit, the AX-10 RTR was born ready to compete, with a few small changes. In fact, if you want to turn this into a competitive rig, look to Axial's optional parts list for everything you need. As for out of the box, the RTR does take a hit due to its high center of gravity – blame the top-mounted battery and tall body for this one. Also, the durability of the molded suspension links might be pushed to the limit if taken to extreme locations. Regardless of those correctable issues, the AX-10 RTR is still a good way for a novice to get into crawling, as it may not compete at top level out of the box, but it still can compete without making any changes to its box-stock form.
Rating: 8

WRENCHING

MAINTENANCE • In this category the AX-10 RTR matches that of the pro kit. Accessing the center transmission is easy, as it comes completely out of the vehicle with just 4 small screws. Removing the radio plate for access to electronics takes all but two screws. Diff locker means little—if any—reason to have to open up the axles on either end. At most you'd need a small paintbrush to dust off the rig, and unless you run in muddy conditions, you don't need to set aside much time after each run for a once-over.
Rating: 9

WEAR AND TEAR • Albeit with molded components, this RTR version of the AX-10 had no mechanical or suspension issues whatsoever. The ball end issue I had with the original pro kit wasn't present, and we got through the test drive (there were three of us taking turns) without breaking anything. The brunt of the wear and tear went to the tall body. We experienced a fair share of rollovers and tip-overs, and the body had the scratches to prove it. However this is merely cosmetic. If anything, I'd keep an eye on the stock servo (which uses plastic gears and a plastic servo horn) and, when possible, I'd suggest that you upgrade to an aluminum horn and metal-gear equipped servo in the future (see sidebar, "Competition Rigging".)
Rating: 9

TUNING • Like the pro kit, the AX-10 RTR has multiple mounting points for both the suspension links and the upper shock ends. Spur and pinion gears can be reached without taking the chassis apart. Due to the molded links, you don't get toe adjustments, and no extra shock pistons are included in the box. No matter, because any optional tuning part—whether it's an Axial brand or aftermarket—designed for the pro kit will work on the RTR, easily opening up your tuning possibilities. This compatibility is a nice touch, as the AX-10 RTR can be upgraded in steps from stock to pro-level at the same pace as your driving skills.
Rating: 8

Skinny's multiple attempts to get my personal rig were futile.



AXIAL AX-10 SCORPION RTR

1:10 | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Based off a competition-level design
- Slipper clutch and rear straight axle are standard
- Many upgrades available

MISSES

- Kit battery position is high
- ESC throttle modulation too twitchy
- Molded suspension links are suspect

MAIN COMPETITION

PTI Goliath Rock Crawler

WHO IT'S FOR

Anyone who wants to start rock crawling with a platform that can easily be upgraded to a competition-spec 2.2 machine

CONCLUSION

To sum it up in a nutshell, choosing the AX-10 Scorpion RTR is like buying a 4x4 truck with a dealer-installed "sport" package. It's good enough to get new off-roaders into the game, and yet its upper limit can easily reach the level of professional competition. Axial made good choices in keeping the pro kit's 3-gear transmission and shocks intact, and as a bonus you get the slipper clutch and straight rear axle adapters—something that the pro kit doesn't have (it's optional.) At around $270 for the RTR set, it's a good price to start yourself into this fun and challenging class. The good part about this is, if you end up liking rock crawling and want to compete, you don't have to buy a whole new setup. From novice to "ready for competition" the AX-10 Scorpion RTR is easily capable of covering all the bases. ✪

3X THE PERFORMANCE

MX-3FHSS

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- Sub-Trim for Steering and Throttle
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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

Servos not included with the MX3-FHSS radio system

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AXIAL

AX-10 SCORPION RTR

SCALE 1:10 | POWER | TYPE | DRIVE 4WD

COMPETITION RIGGING

I see it now: you read this review, go into your local hobby shop, get yourself an AX-10 Scorpion RTR, take her home, and get out to the rocks as fast as you can. After awhile, you get that itch to compete, but you know that you'll need to make a few upgrades to your RTR in order to get her up to competition-spec. Your question now is, what exactly should you get? What do you really need? Having spent a significant amount of time with my Axial AX-10 Scorpion (pro kit) and comparing it with the RTR kit, there are only three changes chassis-wise that I'd suggest as mandatory if you want to hit the circuit:

(AX30445) 30° THREADED ALUMINUM PIPES – these replace the stock molded lower links for more strength and less flex compared to the plastic units. Also, their 30° angle gives your rig more ground clearance when climbing over rocks and steep points.

(AX30486) BATTERY/SERVO PLATE – This plate repositions your steering servo to the left side of the front axle. As for the right side, this is where you can mount a smaller Li-Po battery, instead of running a 6-cell stick up top. Not only does this drastically lower your rig's center of gravity, but it also places the weight of the battery over the front axle for more front traction.

(AX30215) MEDIUM SHOCK SPRING (GREEN) – these springs are a little softer than the kit springs, allowing the suspension to articulate more over uneven terrain.

That's it – upgrade those three areas and your AX-10 RTR will perform closer to competition level!

Carl tried to fly it, this is one from Derek...

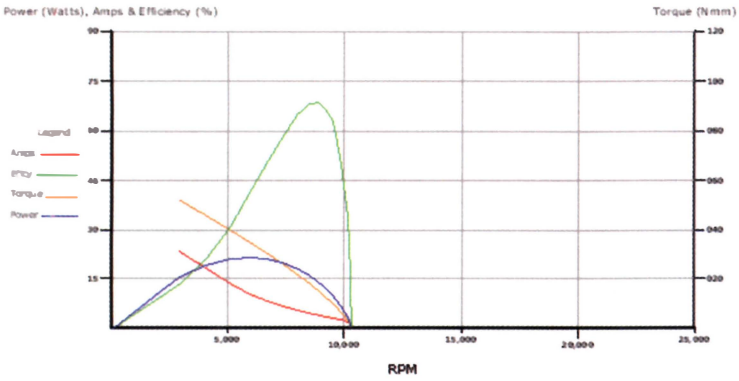
POWERPLANT INFO

For what basically amounts to a stock, closed endbell 27-turn motor, the Axial 27T had decent torque that was enough to get the RTR going. Seeing as the AX-10 RTR was meant for entry-level crawlers, the 27T motor wasn't too weak and wasn't a torque monster either; it had just enough to be enjoyable when climbing over rocks and uneven terrain. Intermediate crawlers will want to upgrade in the future to something with more muscle, but for practice and learning the ways of rock crawling, Axial's kit included can did fine.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

MOTOR:	Axial
WIND:	27-turn
MAX POWER:	21.59 @ 5,900 rpm
MAX TORQUE:	52.40 Nmm

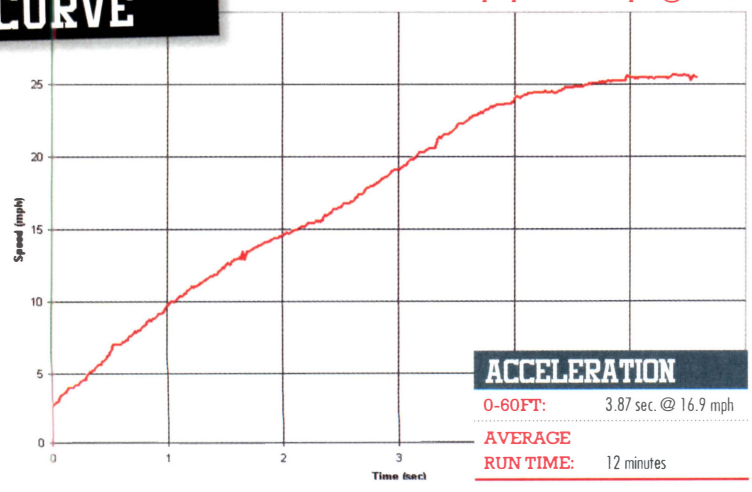
MOTOR SETTINGS

TIMING:	0° locked
BRUSHES:	Internal
SPRINGS:	Internal

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 22.1 mph @ 16.9 ft.



ACCELERATION

0-60FT:	3.87 sec. @ 16.9 mph
AVERAGE RUN TIME:	12 minutes

TEST CONDITIONS

WEATHER:	Overcast
TEMP/HUMIDITY:	64° F/31%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Uneven riverbed rocks

HANDLING

TURNING RADIUS:	6 ft., 1 in.
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

... but he got a "negative" on that.

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HPI Savage Kit Shown



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2831 Titanium Upgrade Kit (Team Associated MGT)

1/18th Scale Kits

Duratrax Mini Quake Kit Shown



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

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ABC HOBBY GENETIC

IT'S ALL ABOUT THE OLD SCHOOL

1:10 | 4WD

words: James Revilla | photos: Jason Boulanger

With the Internet the way it is, it's not hard these days to see stuff from the other side of the globe. This also applies to RC; within seconds you can find stuff that you can only get in Japan, and for some odd reason, the "hard to get" stigma makes you want to click the "buy" button. That's basically what happened to me when I saw the Datsun Sunny Coupe version of ABC Hobby's Genetic 4WD platform. Although classified as a 1/10, it's actually a 1/10 M-Chassis size - so named after Tamiya's M-series of cars which have smaller dimensions, but aren't quite 1/12-scale (i.e. Mini Cooper). With my credit card and a few mouse clicks, I found a nice package from Japan on my front doorstep a couple weeks later.

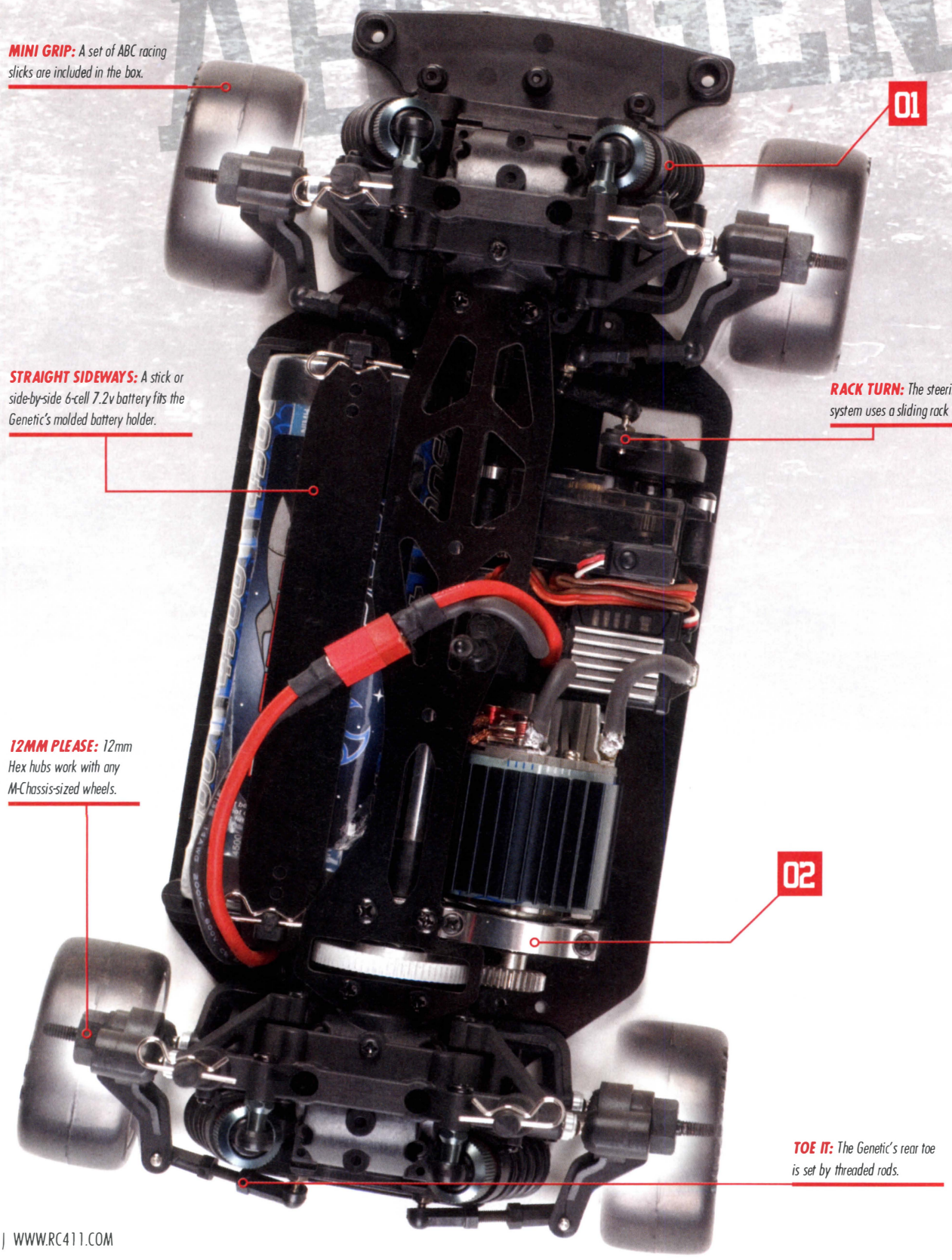
There was never really a company called "Datsun"...



ABC GENETIC

PART #: 24009
STREET PRICE: $150
PRICE AS TESTED: $891
SETUP TIME: 5 hours
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD



MINI GRIP: A set of ABC racing slicks are included in the box.

STRAIGHT SIDEWAYS: A stick or side-by-side 6-cell 7.2v battery fits the Genetic's molded battery holder.

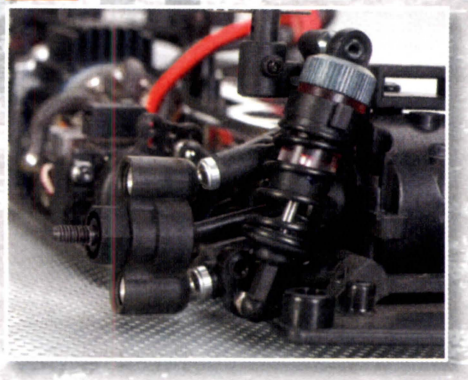
12MM PLEASE: 12mm Hex hubs work with any M-Chassis-sized wheels.

RACK TURN: The steering system uses a sliding rack affair.

TOE IT: The Genetic's rear toe is set by threaded rods.

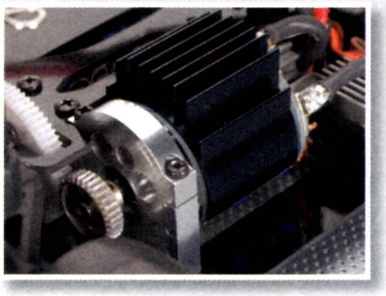
... it was a brand name of a company in Japan called Nissan Motor Co.

01 **MOVEMENT CONTROL** • Take a look at the Genetic suspension. Apart from the shorter arms, it's pretty much the same as a standard 1/10-scale touring car, right down to the 12mm hex hubs. Oil-filled shocks are equipped with transparent main bodies for shock oil inspection, and the hub carriers attach to the upper and lower A-arms through a pillowball setup, which you usually see on 1/8-scale off-road platforms. The lower arms also feature downstop screws for tunability.



"The touring car-style suspension combined with 4wd gives the Genetic great handling in the corners."

02 **SHINY METAL STUFF** • This is no simple chassis. The Genetic has full-time shaft-driven 4WD, and uses a standard shaft drive layout with the battery on one side and the rest of the electronics on the other. The nice looking alloy motor mount features a rotating cam for perfect gear meshing and accepts any 540-sized motor. 48-pitch gears are also standard equipment on this little machine.



POWERPLANT INFO

Team Orion's Revolution cans are always top performers. Although I used a stock 27-turn, it was more than enough to propel the Genetic to excellent speeds. With the short gearing, the Genetic had nice top end, but it still had low-end torque off the line. There was still more room to go faster simply with a pinion gear change, but even with the kit gear ratio, the Revolution motor easily got the mini car moving.



VEHICLE INFO

CHASSIS

LAYOUT:	Double-deck fiberglass

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Pillowball-type

SHOCKS

BODIES:	Plastic
DAMPING (F/R):	30wt./30wt.

DRIVE TRAIN

TYPE:	4WD center shaft
DIFFERENTIAL:	Ball (2)
AXLE TYPE:	Universals
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Metal-shielded

GEARING

	1st
PINION/SPUR:	32/69,48-pitch
GEAR RATIOS:	
PRIMARY:	2.15:1
INTERNAL:	2.50:1
FINAL:	5.37:1

DIMENSIONS

WEIGHT:	2 lbs., 9 oz. (1162g)
TRACK WIDTH (F/R):	6.25/6.41 in. (159mm/163mm)
WHEELBASE:	8.31 in. (211mm)
RIDE HEIGHT	0.35 in. (9mm)

ACCELERATION

0-60FT:	1.98 sec. @ 25.7 mph
TOP SPEED:	26.9 mph @ 161 ft.
AVERAGE RUN TIME:	11 minutes

MAIN COMPETITION

Tamiya M-03 series

WHO IT'S FOR

Hobbyists who want a fun, old school looking mini car to motor around



That stupid "Buy it now" button always gets me.

TESTING

The first thing I realized when I opened the box is that the Genetic was practically assembled. The chassis was put together, the shocks were filled with oil, and the suspension was pretty close to even adjustment. All I had to do was install my own electronics and paint the body. Once I had the little chassis ready to go, I went straight to the asphalt for some mini driving.

ACCELERATION AND SPEED • Although dubbed a "mini," the Genetic had some weight to it. This combined with the low gear ratio gave it good acceleration, just not "wheel-spinning" acceleration, although it is a 4WD chassis. However, once it got going, it really got going! I only had a stock 27-turn motor in there, but once I hit the upper half of the powerband, the Genetic went fast enough to put a smile on most of us in the office who were present during the shakedown run.
Rating: 8/8

HANDLING • Like I mentioned earlier, with the exception of the shorter A-arms, the Genetic is equipped with what is essentially a touring car suspension. The shocks are the same size as a standard touring car! This said, I found that I could actually drive it like a 1/10 touring car, as the 4WD and capable suspension gave the Genetic excellent handling. It wasn't twitchy during cornering, and straight-line stability felt great for a stock, out-of-the-box setup. When I pushed it to the limit, there was a small hint of oversteer, but nothing a quick spring or camber change couldn't fix. Even the racers in the office felt that the Genetic would do well at an actual track!
Rating: 8

I know, Dave's looks better. But I wrote the review!

WRENCHING

MAINTENANCE • The smaller dimensions of the chassis don't change the difficulty of maintenance. Front and rear ball diffs are sealed inside the bulkheads, away from dirt and/or debris. Thanks to the rotating cam, the motor can be removed in a few seconds. There isn't much that gets in the way here, so it makes sense that there's nothing special as far as maintenance is concerned.
Rating: 7

WEAR AND TEAR • Sure, it's a "mini" car by specification, but the components are the same relative size as a full 1/10-scaler. The arms are beefy, the chassis is thick, and the full-sized shocks handle the bumps and dips in the surface better than any mini-sized shock would. Built from the factory, the fit and finish is up to par with bigger brands. The solid lower chassis keeps rocks and junk from fouling the spur and pinion gears. Unless you drive like a madman, the Genetic should (and has, so far) handle the same amount of punishment that a regular touring car experiences.
Rating: 8

TUNING • When you take a close look at the Genetic suspension, you'll see that there are some basic settings missing, and yet there are some advanced settings available. For example, camber and width are adjusted via pillow ball mounts, and both ends of the chassis use adjustable turnbuckles for toe setting. Each lower arm also features downstop screws. On the other hand, there's only one shock position available, and no provisions for altering wheelbase. Shock piston and oil can be varied (there are extra shock pistons included in the box), and ABC offers a host of optional springs and aluminum upgrades for the chassis; the challenge here is actually finding a place on this side of the ocean to get them.
Rating: 7

CONCLUSION

I'm pretty impressed with the Genetic chassis. It's small, looks good, and can run when you want it to. The touring car-style suspension combined with 4wd gives the Genetic great handling in the corners. The ability to use standard 1/10-sized electronics is a plus, and since it shares wheel and tire size with Tamiya's M-chassis, there're a lot of choices for you out there. With a little more tuning, I wouldn't be surprised if the Genetic could go toe to toe with a standard parking lot touring car. DCM Hobbies Creations distributes ABC Hobby in the U.S., so if you like scale style with good performance and you come across an opportunity to buy a Genetic, think twice before passing it up!



ABC GENETIC

1:10 | 4WD

RTR GEAR

RADIO:	KO Propo EX-1 UR, 80181, $300
RECEIVER:	Spektrum SR3500, SPM1210, $100
STEERING SERVO:	Integy C22440, $46
SPEED CONTROL:	Robitronic iCube, RS146T, $185
MOTOR:	Team Orion Revolution 27T stock, $50
BATTERY:	Team Orion 4500mAh Rocket Pack, $60

CONTACT

ABC HOBBY: (DIST. BY DCM HOBBIES)	www.dcmhobbiescreations.com
KO PROPO USA:	www.kopropo.com
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SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Touring car handling
- Pre-built from the factory
- Highly detailed body

MISSES

- Mirrors and exhaust are sold separately

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8th Annual Southern California SATURDAY SERIES KICKOFF

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We told you: crack kills the eyes.

words & photos: Michael Wortel



IF YOU'RE A RACER AND LIVE IN SOUTHERN CALIFORNIA, the Mecca of RC racing in America, you're probably familiar with the Saturday Series. If not, here's the skinny: The Saturday Series is a point-based racing series that spans from late spring till early fall, where racers compete once a month, a total of six times, in a cumulative points championship. Saturday Series is exclusive to nitro and currently features 1/8-scale Buggy and Truggy classes. There are a lot of different point series competitions throughout the nation, so what makes the Saturday Series so unique? Some of the best pros in the entire industry race at the Saturday Series, something that few series can lay a claim to. But if you aren't quite pro, you're still in luck: the Saturday Series features Sportsman and Expert classes too. Xtreme was at the first race of the 8th annual competition to give you the low-down. If you weren't there, here's a bit of what you missed.

The Pits



It wasn't too bad for round one, but once summer heats up, this concession stand is like a beautiful oasis.



Along with a personal transponder and ROAR membership, it's now mandatory to wear a belt at Saturday Series, thanks to this guy.



Scott Hughes is one of the greatest off-road racers in the world, and I named this photo "Sarcastic Pride."

CURRENT LEADERS

Pro Buggy: Adam Drake
Expert Buggy: Anthony Howarth
Sportsman Buggy: Dustin Lewis
Expert Truggy: Adam Drake
Sportsman Truggy: R.J. Dewitt

THE TRACK

Pro-Line's facility is the greatest manufacturer owned testing track I have ever seen ...no wonder their gear kicks so much ass! Here's a look at the track for round one. The terrain is big, fast, and tests every technical aspect of racing an RC car.

FRESHNESS GUARANTEED

Race Date: 04.05.08

Just how big is "too big" for a track?

Conclusion

If round one was any indication of what is to come, this year's Saturday Series is priming to be the best one yet. The fastest racers on some of So Cal's nicest racing facilities, racing once a month like clockwork, gives the entire racing world something great to look forward to. If you want to race but missed round one, you're not out of luck. Just make sure to bring your A-game to round two. You'll find a race flyer for the event in this issue, or you can visit www.pro-lineracing.com and click on events for more details. And stay tuned to Xtreme for updates, as we'll be there in the end to show you how it all wraps up. Also, check the In The Dirt column for monthly updates... assuming I remember to make them. Good luck, and see you in the desert. P.S. bring suntan lotion (spf 30+) and goggles to keep the dust out of your eyes. The Saturday series is the off-road series to follow.

Team Losi and poster boy Adam Drake have become staples of Saturday Series.

A buggy marrying a truggy? ...it's just not natural.

And so has Ronda Skelton.

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TAMIYA LAND CRUISER 40

THIS ON ROCKS

1:10 | 4WD

words: James Revilla | photos: Carl Hyndman

Had it built before I knew if I was going to review it or not...

Mention the word "scale" to an RC enthusiast and if they fail to mention Tamiya in their response, you know they're a newb. Fact is, Tamiya's one of the best (if not the best) in the RC industry when it comes to scale RC machines. Their resume in this category includes their legendary Bruiser pick-up truck, numerous WW1 and WW2-era multifunction tanks, and even big rig truckers. Their latest offering blends two eras together in the Land Cruiser 40. This 1/10-scale off-road machine combines classic Toyota "LC40" styling on top with a current-technology rock crawling platform beneath the lexan. Seeing as one of the current growing trends these days is rock crawling, can Tamiya's new machine take boulders on like the best of them?



...which usually happens with scale-looking stuff anyways.

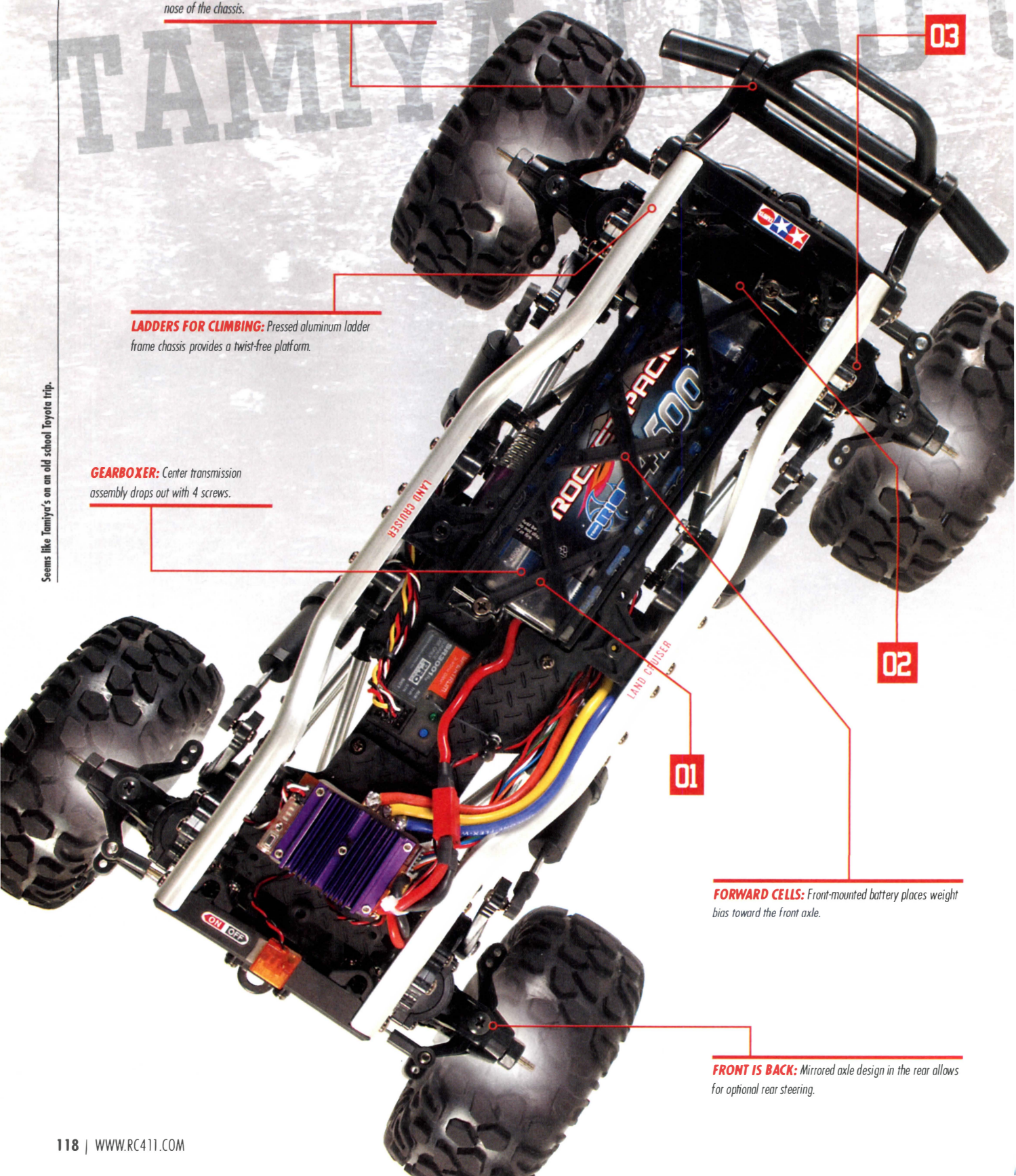
TAMIYA

LAND CRUISER 40

PART #: 58405
STREET PRICE: $320 (price may vary)
PRICE AS TESTED: $1,018 (includes test gear)
SETUP TIME: 12 hours
EXPERIENCE LEVEL: Intermediate

SCALE	POWER	TYPE	DRIVE
1:10			4WD

Seems like Tamiya's on an old school Toyota trip.



FRONT BUMP: *Multi-piece molded front bumpers protect the nose of the chassis.*

LADDERS FOR CLIMBING: *Pressed aluminum ladder frame chassis provides a twist-free platform.*

GEARBOXER: *Center transmission assembly drops out with 4 screws.*

FORWARD CELLS: *Front-mounted battery places weight bias toward the front axle.*

FRONT IS BACK: *Mirrored axle design in the rear allows for optional rear steering.*

01 **GEAR SPACE** • The center of the LC40's drive system is a planetary-gear reduction unit. Three "planet" gears rotate around the central spur gear, which rides on giant 24mmx15mm ball bearings. Talk about built tough! Power moves from the spur gear output shaft through thick molded slider shafts, out to each axle. The rest of the drive system is equally equipped with shielded ball bearings all the way to the hubs for reliability.

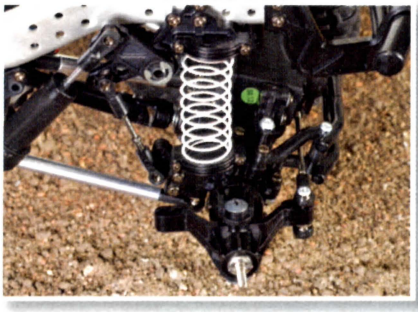


> "Underneath the old-school body, you'll find a well-equipped crawler platform..."



02 **AXLE LOCK** • The LC40's axle uses a conventional setup, with a two-piece straight steel axle and metal gear differential in the middle. Similar to Tamiya's High-Lift platform, the LC40's differentials can be locked in seconds with a locking pin, which is accessible externally (no axle housing disassembly required.) Strategically placed shims position the diff gear and input shaft gear at the proper gear mesh.

03 **HANGING COILS** • The LC40's suspension uses the common 4-link method for positioning the axles. However, the suspension design features a unique cantilever system, where the springs are mounted outboard, separate from the shocks. Pushrods from the axles articulate the cantilevers to extend or compress the side mounted oil-filled shocks. Meanwhile, the coil springs are positioned vertically between the axle and main chassis. It's a different way of doing things, but Tamiya's been known to go unconventional every now and then.





VEHICLE INFO

CHASSIS

LAYOUT:	Ladder frame
THICKNESS:	2mm
MATERIAL:	Pressed aluminum frame, molded plastic braces

SUSPENSION

TYPE:	4-link, solid axles
TURNBUCKLES:	None
STEERING:	Direct
SWAYBARS (F/R):	Torsion bars, silver/silver

SHOCKS

BODIES:	Molded
DAMPING (F/R):	#400 (yellow, soft)
PISTONS (F/R):	1-hole/1-hole
SPRINGS (F/R):	White/Blue Hard/ White/Yellow Medium

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	2 (Lockable gear)
AXLE TYPE:	2-piece straight axle
TRANSMISSION:	Reduction geor
SPUR GEAR MATERIAL:	Plastic
BEARINGS:	Yes, metal-shielded

GEARING

PINION/SPUR:	20/74, 0.4 module
GEAR RATIOS:	
PRIMARY:	3.70:1
INTERNAL:	15.2:1
FINAL:	56.24:1

BODY, TIRES & WHEELS

BODY:	Tamiya Land Cruiser 40
TIRES (F/R):	Tamiya Vise Crawler
DIAMETER/ WIDTH:	4.72in. x 2.16 in. (120mm x 55mm)
HEX SIZE:	12mm
WHEELS:	Tamiya Bead Locks

DIMENSIONS

WEIGHT:	6 lbs., 6.4 oz. (2,902g)
TRACK WIDTH (F/R):	10.25/10.25 in. (261mm/261mm)
WHEELBASE:	11.25 in. (286mm)
RIDE HEIGHT	2.8 in. (71.1mm) at chassis midpoint

Bead locks look rad. Building bead locks? Not so rad.

TESTING

We've been getting some hot days lately, and my testing session was under cloudless, sun-filled sky. There was a nice pile of rocks in a dirt field walking distance from the office, so with Land Cruiser in hand, I took to the outdoors for some rock testing.

TORQUE AND POWER • Even running the kit silver can motor, I knew I'd have good levels of torque due to the transmission's built-in planetary reduction system. At a super high 15.2:1 internal, the Novak brushless motor combined with the CR-01 transmission gave me a lot of climbing power. Obviously, this high gear ratio meant that full throttle runs were about as fast as a turtle on roller skates (um, in mud?), but crawling is about brute force and climbing prowess, and the CR-01's setup works great in those areas.
Rating: 9/8

BRAKE HOLD • The CR-01 setup took full advantage of the built-in brake hold in the Novak ESC. Although positioned high, the bulk of the battery weight leaned on top of the front axle, giving the front tires more grab. Speaking of grab, Tamiya's "Vise" tires had decent traction, albeit with standard foam inserts. The tall body had little effect on performance. I'm sure a lower shell would have given me more range when stalling on steep inclines, but then it wouldn't have looked as cool as that 60s Toyota sideways on the rocks!
Rating: 8

MANEUVERABILITY • Rock crawlers, by nature, aren't cone-splitting machines. Slow speeds combined with locked axles aren't meant to autocross. I built the LC40 with the locked axle option (locking screws are included in the kit) because that's the best setup for tackling the boulders. You get into many situations on the rocks where you have to rely on only one tire touching the surface, and with a moving diff you would go nowhere fast. The LC40 was narrow enough to maneuver through tight quarters on the rocks. With a footprint that mirrored the typical dimensions of a competition-level crawler, the LC40 took some of the same lines as a full-blown crawling machine. If you want more steering, Tamiya includes extra parts in the kit to allow you to mount a second servo on top of the rear axle for four-wheel steering.
Rating: 8

CRAWLING ABILITY • Given that the LC40 had a suspension designed to crawl, the truck did fairly well on the rocks in box-stock form. The 4-link suspension gave the truck good articulation for moving across the uneven terrain. The tall body did cause a few early rollovers, but surprisingly it took an extreme angle to get the LC40 to go end-over-end on vertical inclines. The front-biased position of the battery pack helped the front tires achieve grip when climbing over the top edge of the rocks. Speaking of the tires, they are better than other kit tires I've used, but not quite at the same level as softer-compound competition skins. For general crawling fun however, they did the job.
Rating: 8

Today's Land Cruiser you see on the streets is not macho like the LC40.



TAMIYA LAND CRUISER 40

1:10 | 4WD

TEST GEAR

RADIO:	KO Propo EX-1 UR, 80181, **$300**
RECEIVER:	Spektrum SR3001, #SPM1205, **$90**
STEERING SERVO:	Hitec HS-645MG, **$40**
SPEED CONTROL:	Novak Brushless Crawler, 3219, **$130**
MOTOR:	Novak Crawler 18.5, 3419, **$83**
BATTERY:	Team Orion 4500mAh Rocket Pack, 10308, **$55**

CONTACT

TAMIYA USA:	www.tamiyausa.com
HITEC RCD:	www.hitecrcd.com
KO PROPO USA:	www.kopropo.com
SPEKTRUM RC: (Dist by Horizon Hobby):	www.spektrumrc.com
NOVAK ELEC:	www.teamnovak.com

COMPETITION POTENTIAL • From the second I was finished building the LC40, Senior Graphic Editor and rock crawling addict Dave Palacios and I (part-time addict) gave the chassis a super inspection to see how far we could take it. Underneath the old-school body, we found a well-equipped crawler platform: 4-link suspension, locked solid axles, slider driveshafts, low CG t ransmission and motor position, built-in gear reduction, front-biased battery, axle-mounted steering servo, 2.2" narrow beadlocks, and a center skid. The one part we found intriguing was the unconventional shock/spring/cantilever design; take it away and mount up a standard shock to the axle and chassis, and you've almost got yourself a more conventional-looking crawler! (see this month's "Monster Pit" for more on this!)
Rating: 9

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TAMIYA LAND CRUISER 40

1:10 | 4WD

WRENCHING

Maintenance • Crawlers generally don't need much maintenance, but things do break once in awhile. Getting into the axles took about the same effort and time as any other comparable rock crawler on the market. Although complex in execution, working on the LC40's suspension components was a pretty simple task. The gearbox (and lower skid plate) dropped out of the vehicle with only four screws, giving you quick access to the transmission and motor. You'd have to drop the gearbox anyways if you wanted to make pinion gear changes when fine-tuning your final drive.

Rating: 8

WEAR AND TEAR • Although not subject to a lot of impacts like the rides in off-road racing, rock crawlers like the LC40 do tend to scrape everywhere. The area where I tested had various terrain, from large shale-like rocks, to a pile of asphalt chunks from an old road, to some dirt piles. The lower skid plate and suspension links took a beating; likewise the axle cases. The outboard shock position exposed them to some scrapes as well, but nothing gave way to the test course. After testing I took one axle apart and found nothing unusual to report inside. I also made a pinion change and the gear reduction transmission seemed as good as new. The tall lexan body probably showed the most wear and tear, but this didn't affect performance.

Rating: 8

TUNING • Tamiya loaded up the CR-01 platform with a nice list of tuning options, giving it more flexibility than some of its competition right out of the box. Both diffs can be locked with included screws without disassembling the axles. Casters on all four corners can be set at 15° or 25° depending on your preference. Wheelbase, shock position, and pushrod position have multiple mounting holes for fine-tuning. These are all competition-level tuning abilities, and I would have given this category a 10 if it had adjustable turnbuckles instead of threaded rods for the steering linkages.

Rating: 9

CONCLUSION

With the Land Cruiser 40, Tamiya seems to have successfully combined an even 50/50 split between scale RC looks and all-out rock crawling performance. The Land Cruiser 40 doesn't have the full detail of their High-Lift, and it isn't presented out of the box as a full-time competition-ready machine. What the Land Cruiser 40 does give you is a sweet looking off-roader that is versatile and well capable of hitting the circuit with a few mods. As is, the Land Cruiser 40 can live on the rocks, and if you want to go all out and compete with the CR-01, Tamiya makes it pretty easy to convert it into a full-blown competition rig that can compete with the best of them. For Tamiya fans, it's a leap beyond their previous offering (Their TLT-1), with the detailed scale realism that Tamiya is pretty good at!

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Very capable crawling performance
- Front-biased weight placement
- Scale appearance

MISSES

- You pay for its scale looks
- Non-standard spur gear

MAIN COMPETITION

Axial Scorpion, PTI Goliath Rock Crawler

WHO IT'S FOR

Rock crawling enthusiasts who like a balance of scale looks and performance

I quietly request that Tamiya bring back the Nissan truck body for this platform.



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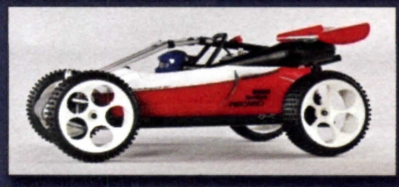

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Tamiya TXT-1, TNX, TNX5.2
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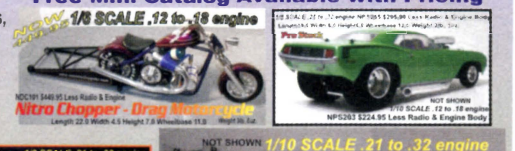

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TAMIYA

LAND CRUISER 40

SCALE 1:10 | POWER | TYPE | DRIVE 4WD

BAJILLION PARTS

Here are some building tips for when you're ready to build your Land Cruiser 40:

- When attaching the link mounts in step #2, note that the mounting holes used on the frame rails are different in the front and rear.
- The kit uses a LOT of screw and nut combos. For the areas that use a standard nut (not locknut), apply a small drop of threadlock to keep them in place.
- In step #20 don't forget to put two spacers (D7) between the shock and the chassis side plate in order to give the shock body clearance.
- Step #26 suggests that you use small pieces of cellophane tape to temporarily hold the nuts in place on the skid plate; use this technique also for steps #3, #8, and #28. Better yet, use small squares of strapping tape instead, then just leave them there to hold the nuts in place permanently.
- When installing the lowest body clip on the body mounts in step #28, don't install them like the diagram shows; instead, insert the clips from the inside going out. Once these pieces are installed onto the chassis, the lower body clip is not accessible. By inserting them the other way, you can easily remove the lower clips and replace or reposition the body mount without having to disassemble anything else.



Quote at the photo shoot - Carl: "Dog. Dog!"

POWERPLANT INFO

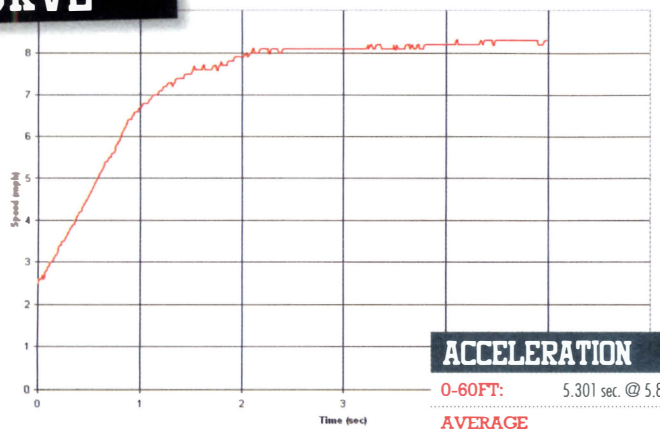
I first used the Novak Goat system to power my Tamiya Hilux High-Lift, and it performed excellently. Moving the system over to the lighter, leaner LC40 let the Goat system make full use of its high torque and climbing power. With the kit gearing, the 18.5 motor wasn't a bullet (it's a rock crawler, hello!), but I never felt the need for more motor power when I hit the rocks. The Novak Goat brushless system showed its nice versatility during this review.



PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 5.8 mph @ 52 ft.



ACCELERATION

0-60FT:	5.301 sec. @ 5.8 mph
AVERAGE RUN TIME:	18 minutes

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	87° F/13%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Placed rocks and stones

HANDLING

TURNING RADIUS:	6 ft., 2.1 in.
ON POWER:	Understeer
OFF POWER:	N/A

BRAKING

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



James: "Huh? Oh dog... BIG dog..."

FUELIE 26S GAS ENGINE



MORE POWER, MORE TORQUE, MORE SPEED!

FUELIE 26S 26CC ENGINE

Powering the Baja 5S to extreme top speeds is the massive, new Fuelie 26SS engine! With more displacement than the standard Baja 5B engine, you will experience quicker acceleration, more torque, extra power and higher top speeds than ever before! Extra horsepower gives you the grunt to get over and through anything in your way!

BAJA 5B SS FEATURES

HEAVY DUTY REAR DOGBONES

All-metal construction for extra durability with high horsepower engines like the Fuelie 26S. Features rubber boots at both ends to keep dirt and rocks out of the joints.

HEAVY DUTY BEADLOCKS

Reinforced design increases durability of the wheels and tires. Protects the sidewalls of your tires in hard cornering maneuvers.

FRONT AND REAR SWAY BARS

Improves handling and gives quicker steering response.



VVC HD PRO SHOCKS

New design VVC/HD shocks for improved handling over rough terrain. Large diameter shock shafts for increased durability.



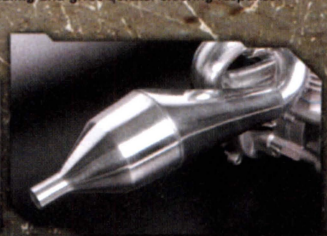
ALUMINUM ALLOY DIFF CASE

For increased drivetrain durability and extended time between maintenance and rebuilds. Perfect for the powerful 26S Engine!



8000 RPM CLUTCH

Launches the Baja 5B at higher RPM for more punch off the line and out of low-speed corners.



ALUMINUM TUNED PIPE

Tuned for increased power and quicker acceleration. The kit also includes the stock muffler for quieter operation.

1/5TH SCALE BAJA 5B SS RWD
GASOLINE POWERED DESERT RACING BUGGY

KIT VERSION!
ENJOY THE PROCESS
BUILD IT YOURSELF

KIT VERSION!





Baja 5B SS
Super Sport

GUNMETAL MAIN CHASSIS
Unique customized looks with a gunmetal-anodized 6061 T6 aluminum monocoque chassis. Super-rigid for supreme performance, it also looks amazing under the body!

ORANGE ANODIZED SS PARTS
From the shock caps to the engine plate and chassis braces, you can see lightweight anodized aircraft aluminum 6061 T6 parts that highlight the incomparable looks of the Baja SS chassis.



METAL GEAR STEERING SERVO
Tough metal gears for extra durability and reliable steering in all conditions and at all speeds.



Kit builders... the Baja 5B SS comes as an unassembled kit with a complete instruction manual for the build-up, and it has a huge list of hop-up parts you won't find on the RTR version. For sand scorching power, a larger 26cc engine is mated to an aluminum tuned pipe and high RPM clutch. To handle the power we added a tough aluminum diff case, re-designed VVC/HD shocks with larger diameter shafts, all-metal dogbones, and heavy-duty beadlocks. And it looks great too, with a new gunmetal anodized chassis, orange anodized trim, and a clear pre-cut body so you can add your own custom paint job. We include a high output metal geared steering servo in the box, you supply your own transmitter, throttle servo, receiver and receiver battery pack. Enjoy the process, build your own high performance Baja 5B SS!



#10610 BAJA 5B SS KIT WITH BAJA 5B-1 CLEAR BODY



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The 2008 APRIL FOOLS CLASSIC

Presented by: Intermountain RC Raceway, Magna, Utah

Some things get better with age

Words and Photos:
Carl "Edseb" Hyndman

THERE IS A REASON SOME THINGS ARE CALLED "CLASSICS," and since I was once again attending one of the oldest ongoing electric offroad races in the country, I was hoping to find out that the name lived up to its hype. With indoor electric offroad becoming less common in parts of the nation, it's great to know that in some places the discipline is alive and doing very well. In this case, a long tradition has adapted and come up with classes for everyone, and new rules that push today's technologies have made this classic race–well–modern.

Though not quite as far reaching as some of the more well known races, this event attracts many factory drivers who want to compete on one of the best layouts and dirt found anywhere. Sure there is some pretty tight competition, but it's not always about work and lengthening resumes; sometimes it comes down to some good old fashion fun!

This year the April Fools Classic saw big turnouts as well as top drivers from California, Colorado, Wyoming, the Northwest, and the East Coast. Luckily, the races were run tight and on time and everyone left with a smile. Read on.

Electric off-road is faaster than ever.

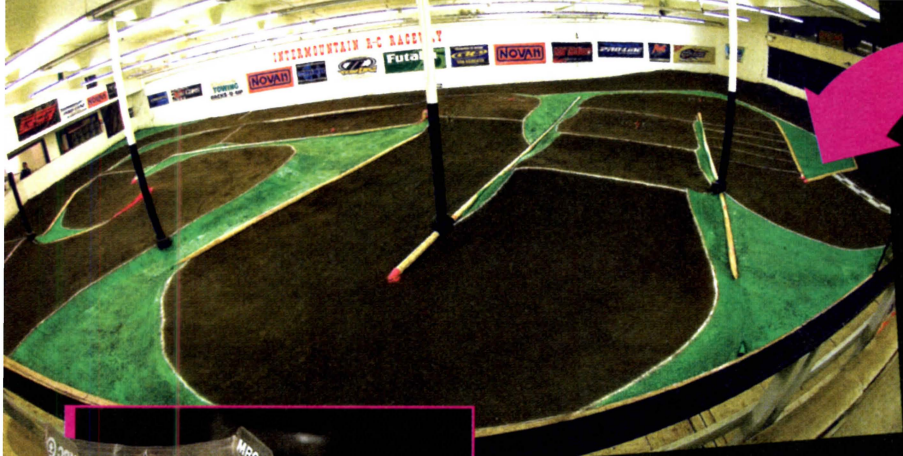




RACING

QUALIFYING

After plenty of time for practice, it was time to start laying it down with the first round of qualifying Friday night. The qualifying was to be done on a points system, with the best two out of four rounds for each driver. By Saturday afternoon, the track was starting to groove up and many took the scary step of switching to slicks. For the risk takers, it was all reward and the traction was very good even off the line. With everyone enjoying the benefits of the higher traction, lap times dropped and close running cars ran together cleaner. At the end of the day, the mains were posted and it was Dustin Evans on the pole for Mod Buggy, Matt Chambers for Mod Truck, Dustin Evans again on pole for 4wd mod, Ed Hoffman for 19t 4wd, Kobe Yonker for Pro Stock Buggy. Nathan Hardy for Pro Stock Truck, Jarod Lynch inheriting Stock Buggy, Nathan Hardy for Stock Truck (hmm, didn't he race Pro Stock Truck too?), Frank Riley for Masters Truck, and Jose Mejla in Novice.



THE TRACK!

Take a look at the photo of the track (don't be mislead by the effects of my wide angle lens; the track had all sorts of big jumps and elevation changes). How the hell did they get so lucky with such great dirt? Well folks, it didn't just happen overnight. They started with some dark topsoil that already had some great components built right in to it (contrary to popular belief, good dirt isn't always clay, but a mixture), but from that point on it was all about elbow grease. After the dirt was moved around according to some rather sketchy drawings, it was time for the track crew, lead by "Murph," to do their magic to transform it in to what you see. Rakes, tampers, shovels, tractor, plenty of water, and some talented eyes get busy in transforming this dirt in to what could easily win a gold medal in a modern sculpture competition. The track was smooth as glass and threw challenges in every form. According to Murph, the secret to consistent dirt is to till in some grass clippings every few months so the dirt has something to bind with and hold water, and which eventually adds to the formula that makes such great traction. Though not the biggest track around, it still packed in all sorts of "fun." There was a broom in every marshalling spot, and after your race, it was time to do your duty (not that kind of duty) and give your respective corner a quick sweep before taking your assigned position.

On top of all that, the traction was fairly consistent and good enough for slicks; it wasn't the crazy, soak your tires in diesel traction that makes offroad stupid, but just enough for lots of tight and technical racing. You didn't have to worry about hitting some random, car-grabbing hole in the face of a jump or losing your car in a rut, yet you could still enjoy an offroad feel. Let the fun begin.



MAINS

Sunday morning came bright and early with the Mod Guys up first. Since they were the only ones running the triple a-main format they started things off, and it was up to them to test the track conditions. Thee had been some concerns about the previous night's decision to water the track and the main's possible track conditions, and some racers got a little overly dramatic in voicing their opinions. When the "Oprah" sob stories were over, the traction wasn't quite as high as is had been, but it was still plenty good enough for the converted slick tires and for the drivers to save their Kleenex for the next chick flick coming to theaters.

In mod buggy, things got interesting quick with strong showings from different drivers. Dustin Evans was on a role, and after his TQ it was time to lay down some quick laps and get going. He never looked back and won the first two mains on his way to the overall. Matt Chambers drove well too and kept Dustin in check in the first, finishing close in second in the first main. He had a tough time staying consistent, though, and fell off in the other two mains, which kept him off the podium. Kody Numedahl poured it on in the second main and took the last final, giving him second overall. Scott Brown made a strong showing and showed everyone that it isn't about horsepower. With a brushless 8.5 lrp motor and LiPo, he laid down clean and fast runs to secure the final podium spot. Kobe Yonker was one of the local guys who has been getting faster in heaps and this race was his time to show that he could play with the big boys. I'm sure we'll see more of him soon at big races everywhere.

Every race in mod truck was a battle every race with the final outcome literally decided in the third main. Kody Numedahl and Matt Chambers each had a win, but with two seconds under his belt, it was time once again for Dustin Evans to show why his win in mod buggy was no fluke. In the third main, Kody had some racing issues that put him back, and Matt Chambers sat up front with Dustin in close chase. With casual patience, Dustin sat on Matt's rear bumper for what seemed like an eternity. With minutes ticking away, he finally saw his opening and made the few inches work in his favor. A quick pass and it was sealed; it was great viewing.

In mod 4wd, it was again time to show the offerings from different manufacturers. Did I mention Dustin Evans was on a role? Yeah, he was TQ, but Kody Numedahl made it interesting by winning the second main after Dustin took the first, forcing a third main for the win. I wish I could say it was battle royale in the third, but with a crash by Kody, it was Dustin's for the taking.

Things got really interesting in 19t 4wd. TQ Ed Hoffman couldn't keep his usual consistency and kept having problems on the "boob," and Ron Chirrick took advantage all the way to the finish line. Even with his mistakes, Hoffman wasn't going to give up. He battled his way back to second.

Pro Stock Buggy was another great class. With Brushless 13.5 motors and LiPos allowed, it was time for many normally mod and fast stock drivers to mix it up. The motors were fast, but not quite fast enough to consistently clear the long triple in the middle without going wide in the approach turn. This made the racing a risk / reward situation with block passes and jump passes highlighting the class. Kobe Yonker got going with his local knowledge and never looked back.

Pro Stock Truck saw Nathan Hardy take his TQ all the way to the finish line. Nathan was one of those guys who took the early risk by switching to slicks in qualifying early on and it paid off. His local knowledge and risk taking worked; his truck was fast, and even with some mistakes was able to capture the title.

Stock Buggy saw Jarod Lynch, "Mister Podium," win the main with hard charging Jason Turner second and Ron Bickel third. All drivers swapped positions and it was great to see the racing unfold. As the finish line approached the top guys started to separate and that's how they ended up.

Stock Truck was a little weird. Nathan Hardy and Jarod Lynch were once again battling with their trucks. Hold on, weren't these guys podium in Pro Stock Truck? Come on, your skills are either classified in Stock or Pro Stock; how can they be both? Anyways, it was Lynch's turn to grab the win with Nathan making some mistakes that put him second.

Masters Truck saw the Vegas TQ man Frank Riley check out. Gordy Willardson charged from fourth to second and "Onroad" Yeti moved up to take third. These guys have skills, and after the "Ol' fart" jokes were cycled through, you could see their experience and speed displayed in the class.

It was pretty much, "run what you brung" in Novice, with trucks and buggies all battling it out. Did someone say "slow is fast?" Well, Weston Sorenson must have heard that somewhere, because he drove clean and took the win. What was even better to see was how big the class was, showing that fresh blood in the hobby is great for everyone.

The 2008 APRIL FOOLS CLASSIC RESULTS

MOD BUGGY FINAL RESULTS

F	Q	Driver	Points	A1/A2/A3	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	1	Dustin Evans	200	100/100/0 pts.	Losi XXX-CR	Novak 7.5	Novak GTB	Slingshot 4500	Losi	Spektrum DX3R	Losi
2	2	Kody Numedahl	199	97/99/100 pts.	AE B4	LRP 7.5	LRP Sphere	Promatch 4600	J Concepts	Airtronics M11	Losi Pink Slicks
3	6	Scott Brown	197	98/96/99 pts.	AE B4	LRP 8.5	LRP Sphere	Reedy Lipo	J Concepts	JR R1 Spektrum	Pro-Line
4	3	Matt Chambers	197	99/98/95 pts.	Losi XXX-CR	Novak 7.5R	Novak GTB	SMC 4600	Losi	Airtronics M11	Losi
5	5	Kobe Yonker	195	95/97/98 pts.	Losi XXX-CR	Novak 6.5	Novak GTB	Orion	Losi XXX	Airtronics M8	Losi Pink Taper Pins
6	4	Joel Eaton	190	96/94/93 pts.	Losi XXX-CR	Novak 6.5	Novak GTB	Promatch 4600	Losi XXX-CR	Spektrum DX3R	Losi BK Bars/ Tapers
7	0	Chris Marsh	190	93/93/97 pts.	Losi XXX-CR	Novak 8.5	Novak GTB	Losi 5000 Lipo	Losi	Airtronics M8	INS
8	7	Skyler Gall	189	94/95/94 pts.	MRC Academy GV2	Novak 7.5R	Novak GTB	Orion 4800	Stock	Airtronics M8	Losi Pink Slicks
9	9	Eric Willardson	188	92/92/96 pts.	Kyosho RB5	Orion 7.5	Novak GTB	Orion 3200 Lipo	Pro-Line	Airtronics M11	Pro-Line
0	8	Corey Peterson	183	91/91/92 pts.	Losi XXX-CR	Novak 6.5	Novak GTB	3200 lipo	Losi XXX-CR	Airtronics M8	INS

MOD TRUCK FINAL RESULTS

F	Q	Driver	Points	A1/A2/A3	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	2	Dustin Evans	199	99/99/100 pts.	Losi XXXT-CR	Novak 6.5	Novak GTB	Slingshot 4500	Losi	Spektrum DX3R	Losi
2	1	Matt Chambers	199	98/100/99 pts.	Losi XXXT-CR	Novak 6.5R	Novak GTB	SMC 4600	Losi	Airtronics M11	Losi
3	3	Kody Numedahl	196	100/96/91 pts.	AE T4	LRP 6.5	LRP Sphere	Promatch 4600	J Concepts	Airtronics M11	Losi Pink Slicks
4	5	Scott Brown	195	95/98/97 pts.	AE T4	LRP 7.5	LRP Sphere	Reedy Lipo	J Concepts	JR R1 Spektrum	Pro-Line
5	4	Joel Eaton	195	96/97/95 pts.	Losi XXXT-CR	Novak 6.5	Novak GTB	Promatch 4600	Losi XXXT-CR	Spektrum DX3R	Losi Pink Slicks
6	6	Chris Marsh	193	96/97/95 pts.	Losi XXXT-MF2	Novak 7.5	Novak GTB	Losi 5000 Lipo	Losi	Airtronics M8	***
7	8	Vincent Mitchel	190	93/94/96 pts.	Losi XXXT-CR	Novak 5.5	Novak GTB	Orion	Losi XXXT-CR	Airtronics M8	Losi Pink Taper Pins
8	9	Cameron Connolly	186	94/92/92 pts.	AE T4	Novak 6.5L	LRP Sphere	Orion 3600 Lipo	J Concepts	Futaba 3PKS	Panther Switch Clay
9	0	Jerrit Knight	186	91/93/93 pts.	AE T4	Novak 7.5	Novak GTB	4800 Lipo	J Concepts	Airtronics M11	Losi Pink Slicks
0	7	Corey Peterson	186	92/91/94 pts.	Losi XXXT-CR	Novak 6.5	Novak GTB	4800 Lipo	Losi XXXT-CR	Airtronics	***

MOD 4X4 FINAL RESULTS

F	Q	Driver	Points	A1/A2/A3	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	1	Dustin Evans	200	100/99/100 pts.	Losi XXX4 G+	Novak 5.5	Novak GTB	Slingshot 4500	Losi	Spektrum DX3R	Losi
2	2	Kody Numedahl	199	99/100/94 pts.	AE B44	LRP 6.5	LRP Sphere	Promatch 4600	J Concepts	Airtronics M11	Losi Pink Slicks
3	4	Scott Brown	197	98/98/99 pts.	AE B44	LRP 6.5	LRP Sphere	Reedy Lipo	J Concepts	JR R1 Spektrum	Pro-Line
4	3	Matt Chambers	195	97/97/98 pts.	Losi XXX4	Novak 5.5R	Novak GTB	SMC 4600	Losi	Airtronics M11	Losi
5	5	Joel Eaton	192	96/96/95 pts.	Losi XXX4	Novak 5.5	Novak GTB	Promatch 4600	Losi	Spektrum DX3R	Losi Pink Slicks
6	6	Skyler Gall	192	91/95/97 pts.	Academy S8V2	Novak 6.5R	Novak GTB	Orion 4800 lipo	Stock	Airtronics M8	Panther Switch Clay
7	8	Vincent Mitchel	191	95/94/96 pts.	Losi XX4 WE	Orion 6.5	Novak GTB	Racer's Edge	Losi XX4	Airtronics M8	Panther Switch Clay
8	0	Robert Gillespie	187	94/93/0 pts.	BJ4	Navak 6.5	***	***	Stock	Airtronics	***
9	7	Eric Willardson	186	93/91/93 pts.	Kyosho ZX5-SP	Orion 5.5	Kyosho	Orion 4200 SHO	Proline	Airtronics M11	Pro-Line
0	9	Moose	184	92/92/0 pts.	Losi XX4 WE	***	***	***	***	***	***

19T 4X4

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	2	Ron Chirrick	AE B44	Novak 10.5	LRP Sphere Comp	Max-Amps 4000 lipo	J Concepts	Airtronics M11	Panther Bobcat/Switch 2.0
2	1	Ed Hoffman	AE B44	Novak 10.5	LRP Sphere	Pro-Tek	J Concepts B44	Airtronics M11	Losi Pink Slicks
3	4	Mike Ensign	Kyosho ZX5-SP	Novak 4300 SS	Novak GTB	Losi 5000	INS	Spektrum 3.0	Panther Bobcat/Switch 2.0
4	3	Zachariah Chirrick	AE 844	Novak 10.5	LRP Sphere Comp	Max-Amps 4400 lipo	Stock	Airtronics M11	Panther
5	9	Justin Lee	AE B44	Novak 10.5	Novak GTB	Max-Amps	J Concepts	Spektrum 3.0	Panther Clay
6	6	Andy Liebmann	AE B44	Novak 10.5	Novak GTB	Lipo	Stock	Airtronics	Panther
7	5	Danny Kline	X-Factory X-5	Novak 10.5	Novak GTB	Pro-Tek	X-Factory	Spektrum 3.0	Losi BK Bars
8	7	Kirsten Hardy	Kyosho ZX5	Novak 10.5	Novak GTB	***	Stock	Airtronics	***
9	0	Gary Fulkerson	***	***	***	***	***	***	***
0	8	Chuck Connolly	BJ4	Novak 10.5	Novak GTB	Orion	J Concepts	Airtronics M8	Losi Pink Taper/ Panther Clay

PRO STOCK BUGGY

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	1	Kobe Yonker	Losi XXX-CR	Novak 13.5	Novak GTB	Orion	XXX-Losi	INS	Losi Pink Tapers/ BK Bars
2	5	Chris Marsh	Losi XXX-CR	Novak 13.5	Novak GTB	***	Losi	Airtronics M8	Losi
3	3	Nathan Lavery	AE B4	Orion 13.5	LRP Sphere	Orion 3200 lipo	Stock	Airtronics M8	Losi Pink Slicks
4	7	Rob Gillespie Jr.	AE B4	Novak 13.5	LRP Sphere	Orion 4800 lipo	***	Airtronics	Losi Pink Slicks
5	4	Tony Newland	MRC Academy GV2	Novak 13.5	Novak GTB	Protek/Full Throttle	Stock	Futaba	Losi
6	2	Joel Eaton	Losi XXX-CR	Novak 13.5	Novak GTB	Pro-Match 4600	Losi CR	Spektrum DX3R	Losi Pink Slicks
7	6	Bobby Gately	AE B4	Orion 13.5	LRP Sphere	Orion	J Concepts	Airtronics M8	Losi Pink
8	9	Ed Hoffman	AE B4	Novak 13.5	LRP Sphere	Orion 3600 lipo	J Concepts	Airtronics M11	Losi Pink Slicks
9	0	Ron Reid	MRC Academy GV2	Novak 13.5	Novak GTB	Orion 3600 lipo	Academy	Airtronics M11	Losi Pink Slicks
0	8	Charlie	AE B4	Novak 13.5	Novak GTB	***	***	***	***

*** Info not supplied.



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#1602 .....100pcs

PROBAR 3™



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

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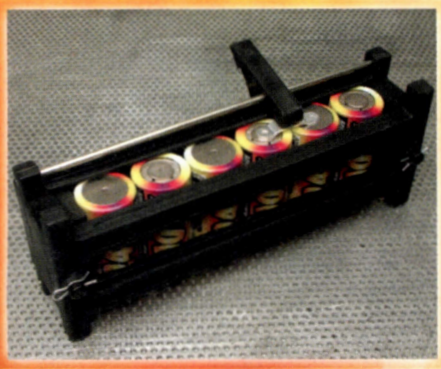

"Ten Must Have Tools" - R/C Car Action
"Rating: A+" -Xtreme R/C Cars
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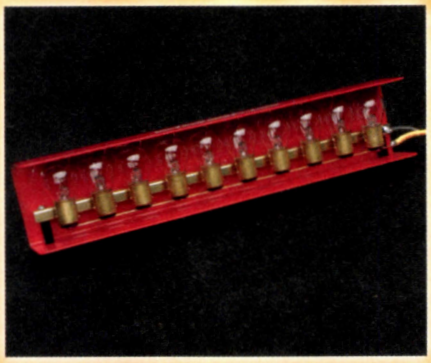
#2040

DISCHARGER



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

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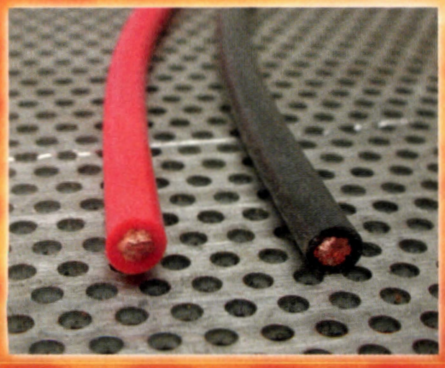

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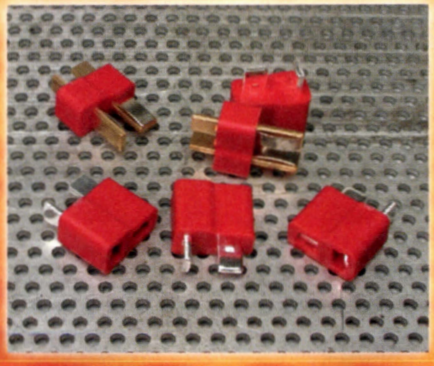

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The 2008 APRIL FOOLS CLASSIC

PRO STOCK TRUCK

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires f/r
1	1	Nathan Hardy	Losi	Novak 13.5	Novak	INS	Losi	Airtronics	Losi Pink Slicks
2	2	Frank Riley	Losi	Novak 13.5	Novak	Pro-Match	Losi	Airtronics	Losi Pink Tapers
3	3	Jarod Lynch	INS	Novak 13.5	INS	INS	INS	INS	INS
4	X	Matt Thompson	AE T4	Novak 13.5	INS	INS	INS	INS	INS
5	X	Ed Hoffman	AE T4	Novak 13.5	LRP Sphere	Orion 3600	J Concepts	Airtronics M11	Losi Pink Slicks
6	X	Jason Swanson	INS	Novak 13.5	INS	INS	INS	INS	INS
7	4	Mike Shirk	AE T4	Novak 13.5	LRP Sphere	Reedy VMX 4600	J Concepts	Spektrum DX3R	Losi Pink Tapers
8	9	Corey Cochran	AE T4	Novak 13.5	Novak GTB	Orion 4600	Proline	Airtronics M8	Panther
9	X	Tony H	AE T4	Novak 13.5	INS	INS	INS	INS	INS

STOCK BUGGY

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires
1	2	Jarod Lynch	***	Novak 13.5	***	***	***	***	***
2	4	Jason Turner	Kyosho RB5	Novak 13.5	***	***	***	***	***
3	3	Ron Bickel	AE B4	Orion 13.5	LRP Sphere	Orion 3600 lipo	Proline	Airtronics	Losi Pink Slicks
4	8	Mike Ensign	Kyosho RB5	Novak 13.5	Novak GTB	Losi 5000 lipo	INS	Spektrum 3.0	Losi Pink Tapers/BK Bars
5	5	Tony Huber	AE B4	Novak 13.5	Novak GTB	Peak 4800 lipo	Proline	Futaba	Panther
6	9	Dan Carn	AE B4	Novak 13.5	Novak GTB	Orion	Proline	Futaba	Panther 755C/Babcat
7	7	Digger	Kyosho RB5	Novak 13.5	LRP Sphere	Orion 3200 lipo	Kyosho	Airtronics M8	Losi
8	6	Ron Chirrick	AE B4	Novak 13.5	LRP Sphere	Orion 3200 lipo	J Concepts	Airtronics M11	Panther Bobcat/Switch 2.0
9	0	Gordy Willardson	AE B4	Novak 13.5	Novak GTB	Orion 4800	Proline	Airtronics	Losi/Panther
0	1	Charles Fallon	AE B4	Novak 13.5	***	***	***	***	***

STOCK TRUCK

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires
1	2	Jarod Lynch	***	***	***	***	***	***	***
2	1	Nathan Hardy	Losi XXXT-MF2	Novak 13.5	Novak GTB	INS	Losi	Airtronics	Losi Pink Slicks
3	7	Kerry Powell	Losi XXXT-CR	Novak 13.5	Novak GTB	Orion 3200 lipo	Losi	Airtronics MB	Panther Clay
4	0	Chan Head	AE T4	Novak 13.5	Novak GTB	Orion 3200 lipo	J Concepts	Futaba	Losi Pink Tapers
5	3	Jason Swanson	***	***	***	***	***	***	***
6	5	Gary Fulkerson	***	***	***	***	***	***	***
7	9	Matt Thompson	AE T4	***	***	***	***	***	***
8	8	Jeff Salinas	Losi XXXT-MF2	Novak 13.5	Novak GTB	Trinity 4200	Stock	Airtronics M11	Losi Pink Tapers
9	4	Chuck Connolly	Losi XXXT-CR	Novak 13.5	Novak GTB	Orion 3600	Losi	Airtronics M8	Losi Pink Tapers/Panther
0	6	Ron Chirrick	AE T4	Novak 13.5	LRP Sphere	Orion 3200 lipo	J Concepts	Airtronics M11	Panther Switch 2.0

MASTERS TRUCK

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires
1	1	Frank Riley	Losi	Novak 13.5	Novak	Pro-Match	***	Airtronics	Losi Pink Tapers
2	4	Gordy Willardson	***	Novak 13.5	***	***	***	***	***
3	6	Yeti	Losi XXXT-MF2	Novak 13.5	Novak XBR	SMC 4600	Losi	KO Helios	Panther
4	9	Digger	Losi	Novak 13.5	LRP Sphere	4800 lipo	Losi MF2	Airtronics M8	Losi
5	3	Kerry Powell	Losi XXXT-CR	Novak 13.5	Novak GTB	Orion 3200	Losi	Airtronics M8	Panther Clay
6	2	Tony Huber	AE T4	Novak 13.5	Novak GTB	Peak 4800 lipo	Proline	Futaba	Losi Pink Tapers/Panther
7	5	Jack Eaton	Losi XXXT-CR	Novak 13.5	***	***	***	***	***
8	7	Mike Ensign	AE T4	Novak 13.5	Novak GTB	Orion 4800	J Concepts	Spektrum 3.0	Panther Clay
9	0	Chuck Connolly	Losi XXXT-CR	Novak 13.5	Novak	Orion 3600	***	Airtronics M8	***
0	8	Gary Fulkerson	***	Novak 13.5	***	***	***	***	***

NOVICE

F	Q	Driver	Car	Motor	ESC	Batteries	Body	Radio	Tires
1	2	Weston Sorenson	AE T4	Novak 13.5	Novak GTB	3900 lipo	T4	Spektrum DX 2.0	Panther
2	4	Tyson Briggs	***	Novak 13.5	Novak	Lipo 6000	***	Spektrum	Losi Pink Tapers
3	1	Jose Mejia	Losi XXX-CR	Novak 13.5	Novak GTB	Checkpoint 4200	Losi	Airtronics M11	Losi
4	4	Scottie Carn	AE B4	Novak 13.5	Novak GTB	Orion	Proline	Spektrum	Panther 755C/Bobcat
5	3	Marshall Hawkins Jr.	AE	Novak 13.5	Novak XBR	Orion 3200 lipo	J Concepts	Futaba 3PM	Panther Clay
6	5	Kenn Thompson	***	***	***	***	***	***	***
7	6	Sam Howard	***	***	***	***	***	***	***
8	8	*Lynn Walker*	***	***	***	***	***	***	***
9	7	Kenny Terry	AE B4	Novak 13.5 ss	Novak GTB	Orion 3200 lipo	J Concepts	Spektrum	Losi Pink Tapers/Panther
0	0	Dusty Millard	***	Novak 13.5	Novak	***	Stock	Spektrum	Losi Pink

*Info not supplied.

CONCLUSION

Another great Classic came to an end with many happy faces that showed why we all got in to playing with our cars: to have fun with friends in a competitive environment. Hopefully I'll get to experience more of this long-standing traditional event, because chances are with so much fun it will keep going for years to come. Don't miss the next one; I'll be there, and I'll make Ron Reid BQ in our buggy battles.

Brushless and Li-Po power.

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

MGT8.0

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- Super heavy-duty 4-shoe aluminum clutch
- Large 22mm metal wheel drive hexes
- Reinforced engine mounting plate
- Specially designed high grip offroad Team Associated tires
- New heavy-duty roll bar for better protection
- Improved carburetor design makes tuning easier and more consistent
- New heavy duty brake disc and pad
- Wheelie bar with integrated roller

IFMAR WORLD CHAMPIONS 22 TIME



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- All Digital Adjustments
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- Sub-Trim Adjustment
- End-Point Adjustment (EPA)
- Adjustable Rate Control (ARC)
- Steering Dual Rate Adjustment
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- Adjustable Steering Wheel Tension
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Team Associated's PRO 8.0 is the most powerful engine yet to be used in an Associated vehicle and is the heart of the MGT8.0.



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ae

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» RUMOR MILL

Darkside Motorsports is secretly working on a new car called the 'Tornado,' which will accommodate larger rollouts and Lipos and be available in a slider and solid chassis. Look for it in August. They are also updating their 12th-scale, the Mx3, to accommodate brushless. Speaking of chassis, **the new question is Stiff or soft'** . Some racers are going back to a flex design, while others are beefing up their thickness to limit flex. The next big race should show a breakdown of cars with or without flex in the A-main. The theory is that flex allows more steering and more traction overall, but some feel the opposite is true. Battery noise has really calmed down which is a great thing. Current NIMH cells are very consistent and anyone can buy A-main quality packs from their local hobby shop. The word on the street is that in May Trinity will be releasing a **new 3800 Li-Po from IB** made just for the racing market. Several companies are now selling Lipos, and we are learning more about them each day. Overcharging is a big question in this class and some people have found a way to get more voltage out of them. Tracks are stepping up though and are providing a voltmeter to check packs before they go out. **8.44 volts is the maximum** at most facilities. This is very easy to check and keeps everything safe! Racers and tracks are also learning more about brushless motors and how to tech them. Seems that an inductance meter and the naked eye can help greatly in tech. Watch **www.rctvlive.com's** show #717 as they show a breakdown of a brushless motor and a little on tech. 'Sportsman Classes:' is there a place for new racers anymore? There is a good discussion on Hobbytalk.com titled 'Pros vs. Joes.' We **can't lose our sportsmen and stock level racers,** and we have to find a way to keep the sponsored and veteran drivers out of newbie races. New racers like to win too, and many like to just show up on raceday and race their cars without spending hours on the bench. Brushless 17.5 and brushed 27T are very close in speed and with many great deals for used cars on eBay, it is easy and affordable for new racers to get started, as long as they have a place to race, have a chance, and have fun. See ya at the races!

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 RCThunder@aol.com.***

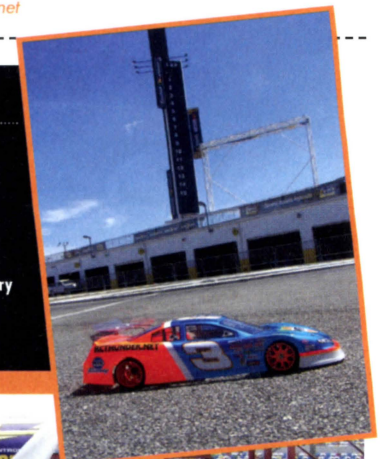
words: Mike Boylan

100+ RACE RC AT THE DAYTONA INTERNATIONAL SPEEDWAY

This past March was the annual Speedway Spectacular inside world famous Daytona Speedway, the home of Nascar. Pitting took place inside the actual Sprint Cup garages, and thousands gathered to watch exciting oval racing all weekend. A classic car show in the infield attracted race fans and car enthusiasts from across the country. MB Racing's Mike Bean was the host of the race and over 100 racers showed up to compete once again this year. There were brushless classes, brushed classes, 12th-scales, Li-Pos, trucks, and even nitros. The RC-Oval Nitro Series had their first series race here at the Speedway event with Nitro Pan cars with .09 engines. The asphalt oval was huge, and speeds hit 50+ MPH on the 300'+ run-line track. Brushless 10.5 was the largest class with 30 racers, and all brushless motors were pre-teched and checked before hand, keeping competition fair and even for all (this was done for all brushless classes). A huge thanks goes out to Novak for their help in tech. The race experience was phenomenal as you drove through the tunnels to get to the racetrack and even got a chance to walk on the speedway where real racecar legends have circled. Make sure to check out the tons of pictures and complete results at: www.rcthunder.net

HERE ARE THE CHAMPIONS

12th Scale 19 Turn Winner:	Mike Bean	TQ: Mike Bean
13.5 Brushless Winner:	Jimmy Flack	TQ: Tom Pedano
10.5 Brushless Winner:	Jerry Parrott	TQ: Jerry Parrott
10th Scale Stock Winner:	Jordan Cumbest	TQ: Roy Phillips
10th Scale 19 Turn Winner:	Bruce Triplett	TQ: Bruce Triplett
21.5 LIPO Brushless Winner:	Ryan Appleberry	TQ: Ryan Appleberry
.09 Nitro Pan Winner:	Sam Presnell	TQ: Clifford Kline
NasTruck 19 Turn Winner:	Rich Baran	TQ: Rich Baran





100 racers takes a long time to get through.



MONTHLY 'Q AND A' WITH OVAL SUPERSTAR ARNIE FIE

THIS MONTH'S QUESTION:

What is chassis rake?

"Chassis Raking or 'Attitude' describes how much lower one end of a chassis is versus the opposite end of the car. Most often, the difference front to rear will come to mind; however, the 'rake' is also considered equally left to right as well. Although many cars will be raked slightly (1/2-1mm) toward the front and the left, it is best to start level at all corners so you can let the car tell you where to adjust it. Consider what handling condition your car has while the chassis is cornering and crossing over bumps and counter against it.



CHASSIS RAKE

RAKING TOWARD THE FRONT: Decreases rear drive especially off the corner. Helps prevent understeer thru bumpy corners but decreases stability as well.

RAKING TOWARD THE REAR: Increases overall stability, good with low traction.

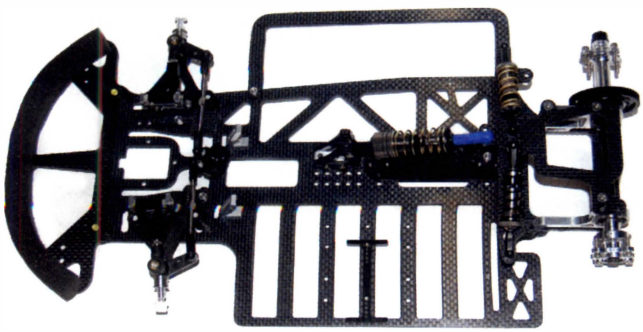
RAKING TOWARD THE RIGHT: Increases corner entry, Decreases drive off the corner.

RAKING TOWARD THE LEFT: Increases corner entry stability, helps keep left front on track thru corner.

Rakes aren't just for gardening.

INTRODUCING THE NEW "SHOCK WAVE" FROM IRS RACING

The 'Shock Wave' has gone through extensive engineering, design, and testing to bring the R/C world one of the most innovative, complete, and adjustable cars on today's market. The light weight chassis is designed to allow multiple wheel base lengths, and you have your choice of a 3mm nerf bar or a 3mm nerf wing and a 3mm bumper. The right front suspension can be adjusted back to front, and the left front suspension can be adjusted in or out. The innovative locking plates allow small incremental adjustment of the front end, and the slotted servo mounting holes accommodate a wide variety of different manufacturers' steering servos. The battery slots are correctly spaced for the latest batteries and include the IRS battery locator. The chassis is also machined to hold your personal transponder. Want to run your t-plate straight up, slightly offset, or a majorly offset? No problem with the Shock Wave! IRSs newly designed T-plate pivot ball pockets are included. The front end of the
Shock Wave features the new IRS light weight caster blocks, upper suspension arms, and IRS universal (left or right) lower suspension arms; the new IRS King Pins have a single e-clip design, and a complete set of front suspension springs top it all off. The new IRS Macro Shock is Nickel/Teflon coated and uses fewer parts, making it smooth and easy to build. The race-proven IRS Nickel/Teflon Micro Shocks are also included. The 3mm bottom pod plate is designed to be adjustable for short or long wheel bases and extra durability, and the IRS axle is complimented with IRS light weight diff rings. Hubs and spacers included to make the Shock Wave an offset or non-offset pod. The kit includes a full set of IRS ride height adjusters, a full set of bearings, three different lengths of ball studs for side shock adjustments, tie rods, hardware, king pin lube, diff lube, Kimbrough servo saver, and 100T spur gear. A complete instruction manual that covers base set up and tuning tips is included, as well as a blank set up sheet. Check out www.teamirsrc.com for more info and pics. Great job IRS!



MOUNT YOUR RIDE RIGHT WITH GFRP

Go Fast Race Parts has some trick body posts out for today's pan cars. These posts are designed to allow simple adjustments up and down so you can easily set your body height to your car while still using the popular button head screws to attach your body. They also allow easier changing between different types of bodies. Check out www.teamgfrp.com for more info. You can buy these online right now at www.lefthander-rc.com. Here are a few tips for mounting bodies: Mark and make your mounting holes before you paint. Make sure that you have the same distance between each of the front wheels and the outside of your body, or your top will be offset and maybe rub a tire. It is very hard to mount a body after it is painted. Also, do all your final trimming when the body is clear. Cut plenty around the tires. Many racers lose races when their bodies fold in and catch a tire. Push in the fenders on your bench and if they catch your tire they more than likely will on the track. With all your weight in your car, and with the tires and body attached, run a Sharpie around the car's bottom using the table as a guide. This is a good way to mark the correct height so your body does not drag the track. Now make a nice straight line to follow your cut. If you are racing at a track that has a height requirement, make sure you don't cut too much off the bottom. Also remember to take the protective paper off before stickering. You can see a little more on body mounting on show #702 at **www.rctvlive.com**



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1/10th Scale 4WD
Racing Buggy



Kyosho DST 1/10th 4WD Nitro
Off Road Truck





Kyosho Ultima RB5
1/10th Scale 2WD Racing Buggy



Kyosho DBX
1/10th 4WD Nitro Off Road Buggy

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Includes a two-speed transmission for increased performance

125cc fuel tank for up to 12 minutes run time

Flip-top fuel tank for quick refueling

Ultra-durable drivetrain, chassis and suspension





You might also need a van if you're going to set up a pit like Skinny does.

SET UP A PIT AREA

IT'S SURVIVAL OF THE PITTEST

words: Skinny

If you spend any time at the track racing or having fun, you know your pit space is important. A pit area is your home away from home and it needs to be dialed. It needs to provide comfort and protection from the elements, and just like in the Three Little Pigs story—you need to set it up right, or the big bad wolf will blow it down. This How-To delves into the basics of picking a good pit area and setting it up so it will survive the elements as well as provide you with some comfort for those long days at the track. So without further ado, let's build a pit space the three little pigs would be proud of!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

XRC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES (APROX.)

TOOLS NEEDED



- Tent/s



- Five gallon buckets



- Tie-downs



- Tables and chairs



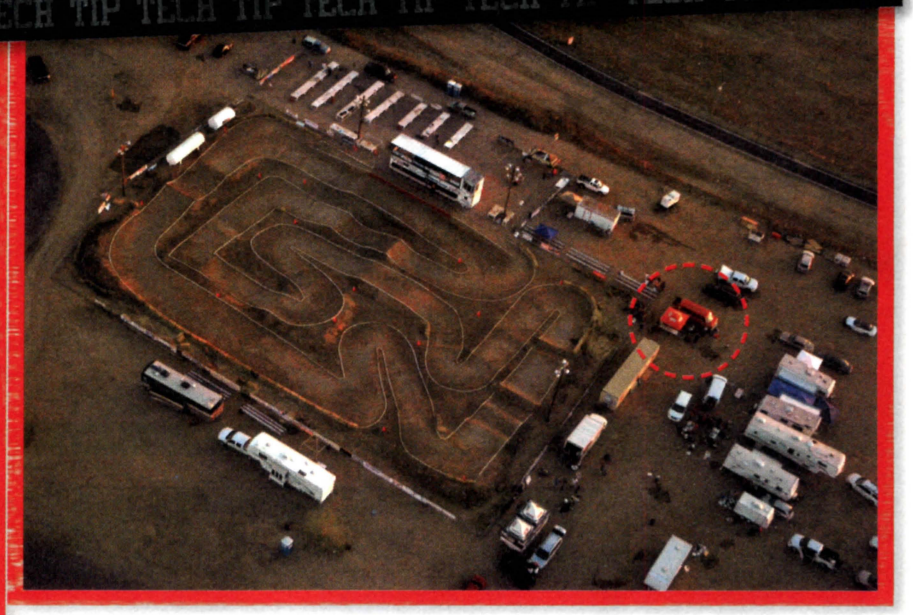
- Whatever other stuff you want

CHOOSING THE RIGHT PIT AREA

I stole the keys to the corporate Xtreme helicopter for this aerial photo of a race track to show you the prime pit spots. There are a few factors to consider when choosing your pit space: do you want to be in a secluded area, a high profile location, or a place where it's easy to get to the drivers stand? Other considerations include which way the wind blows—you don't want to get busted out— and the sun, too. I find it's best to set your pit space up so you have the morning sun to the front and the sunset at your back. If you can find a location that has no sun shining on you—all the better! This photo shows the layout of the ROAR'08 Truck Nationals. Since Xtreme was there to cover the race and hand out free goodies to the crowd, we needed a prime location. It was decided that the North-West corner would be best. Here's why we chose this spot; this will give you an idea of how to formulate your pit needs when it comes time to pick out your pit space.

- Being on this corner gave a clear shot of the track, and centered our pit space between the manufacturers' row (on the north side) and the table pit area on the west side. This put us in a "high flow" area so people could easily stop by and pick up free magazines and NOS drinks.
- The pit space gave morning sun to our front and evening sun (the hot sun) to our back. This arrangement made life more bearable during the summer heat.
- Since this spot was off-set to the track it was safe from track dust blowing through the pit space, which can be unbearable if it gets breezy.
- Sound was another consideration. This spot was far enough from the track to keep the car noise down, plus it was between two large track speakers so we could clearly hear the announcer without it being overpowering.
- Lastly, the food stand and the bathrooms were close...two major things to consider when at the track.

As you can see, this pit area met our list of expectations for what we needed for the event. It might be different for you; maybe you'd have chosen a more secluded area, such as over by the white tables towards the back. Maybe you would have preferred to be in the thick of things, such as in the middle of the tabled area. The idea here is to figure out what you need for pitting, and then check the track out for a spot that will work for you.





01 **TIME TO SET-UP:** When you find a pit space you like, make sure it's level and clear like in the photo. Also check that it's not prone to flooding if it should rain. This area here is in a low spot and would flood if it were to rain. Since there was no rain forecasted for this event, we set up shop!

02 **FIRST THINGS FIRST:** Get your shade set up and build from there. If you're setting up a complete pit area like in the photo, make sure you leave room for people to walk by, and stay out of the way of the track equipment. You want to make it easy for others as well as yourself. Here's a little tip for you: use your vehicle as a wind and sun block if you can.



We've been in that van during lunch runs. Scary.



03 **ANCHORING YOUR TENT:** This is very important; I can't tell you how many times I've seen tents blowing away at events. Do yourself and others a favor and invest in something that will hold your tent down. I use five gallon buckets and tie-downs to do the job. They don't cost much, and they can be used anywhere…plus, they're easy to transport.

- If you have a 10x10 tent you will need four buckets and tie-downs. I suggest you get lids for them as well because otherwise people will use your buckets for cleaning ties, and you don't want that!
- Fill your buckets with water almost to the top and put the lids on, then set them at each leg of the tent.
- Next, take the tie-downs and secure the buckets to the tent like pro racer Robert is doing. Make sure to tie-down all the legs of the tent because you need all corners grounded to keep the tent from lifting up when the wind comes. Trust me, even if it seems like there is no wind—anchor your tent. I've made this mistake and almost took out a very expensive Mercedes with my tent. Remember, it's your tent, so you are responsible for any damage it may cause!







04 **SETTING UP YOUR WORK AREA:** This is easy, but here are a few tips: Set your pit tables so you can move around under the tent. Most seasoned people set up the tables like in the photo with the tables to the outside. This makes it easy to walk in and out of your pit area. You can also see in this photo that the tables were set up so the sun was not in our eyes. This photo was taken at five PM and the tables were still shaded; shade is important when it's hot. The summer heat can zap you of energy and make you slower on the track. A good time to buy tables and chairs is in the spring; most stores like Lowe's, OSH, and Home Depot have sales, and you can find good deals on tables.



»PIT ESSENTIALS



A lot of tracks have power outlets that may be far from your pit area. Make sure to bring a couple of 100 foot extension cords to get to the power outlets. You might need a couple of smaller cords to split the power in your pit area as well. In the photo you can see that the power pole was about one hundred feet from the pit—make sure you have plenty of extension cords.



Once you have power to your pit you need a power strip so you can run chargers, lights, TV, and whatever else. Squidy here is by far the best power strip you can use. The separate plugs make hooking up chargers and transformers simple.



Hydrate or die! Remember to bring plenty of drinks. Bring a cooler stocked with liquids; it gets hot out at the track and you need to stay hydrated to have fun.



Waste Management. It's best to have your own trash can in your pit since track cans get full quickly, and often times are far away. This is a collapsible can that's easy to store and holds a good amount of trash. It cost about ten bucks, and can be found at Ikea, Linens and Things, and hardware stores.



Lights, camera, action! If you plan on being at the track until dark, you need light. One four-foot shop light will light up your 10x10 pit area with ease, and will cost you around twenty-five dollars. Use two bungee cords to hang it from the tent—it works great! A small OTT light is great for close up work and many top drivers use these for wrenching. You can find these lights at hardware stores and electrical stores.

Don't email James; the "Find the NOS can" contest is over!

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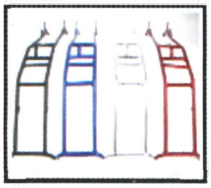

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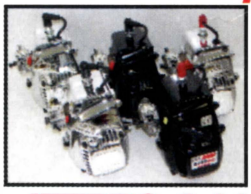

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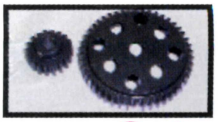

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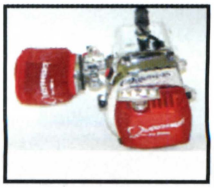

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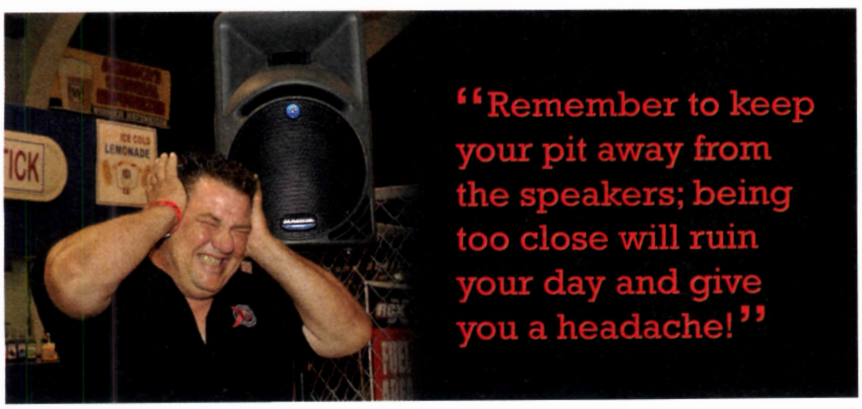
05 **ENJOY!:** Step back and behold the glory of your pit area! If you follow these tips, you will have a dialed looking pit that the factory guys would be jealous of. To recap: get an idea of what you want for a pit space, set up your tent, and make sure you anchor it. Choose a comfortable area where dust and noise are tolerable, and set up your pit so you can work comfortably. If you follow these simple tips, a day at the track will be fun and you'll be ready for roosting the track.





"Remember to keep your pit away from the speakers; being too close will ruin your day and give you a headache!"

CONCLUSION....

Being at the track is fun and exciting; don't blow it by having a poochy pit space. If you're a serious racer, arrive early and stake out a spot that works for you (it's usually first come first served!) If you're a new person or casual hobbyist, make your day at the track fun and comfortable with a nice pit space or pick out a tabled area that is comfortable for your needs. Just like anything else in life—planning ahead and thinking things through will bring you much happiness in the end.



» TECH TIP

ANCHORS AWAY MY FRIEND

Here are some ideas for anchoring your tent to the ground. I can't stress how important it is to do this. EZ-Ups and other tents are a hefty investment. Trust me, tents go flying—one time I saw a tent fly up thirty feet and impale itself on a light pole, and it stayed up there for the rest of the day!



EZ-Up makes an anchor kit that is by far the best you can get. They are pricey, but they work. One drawback is that you have to stake them into the ground, which can be a pain if it's hard dirt or asphalt.



Cordura sand bags are great. They are easy to store, and you only need sand or dirt to fill them. They are a little hard to find, but camera shops and sporting goods stores usually have them. The best part is they only cost a few dollars each.



A homemade anchor is another idea, and they're cheap and simple to make. First take an old coffee can or one gallon whip cream tub, and pour some cement in. Then insert a one inch eyelet into the center and let dry—presto, you have an anchor. The drawback to these is they're heavy, and they take up room when transporting.

We do the same pose when Skinny explains his genius ideas to us.

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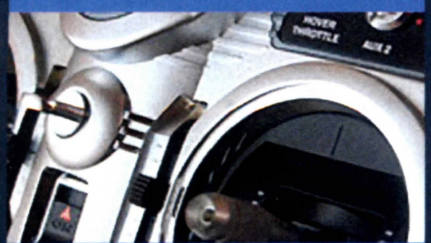

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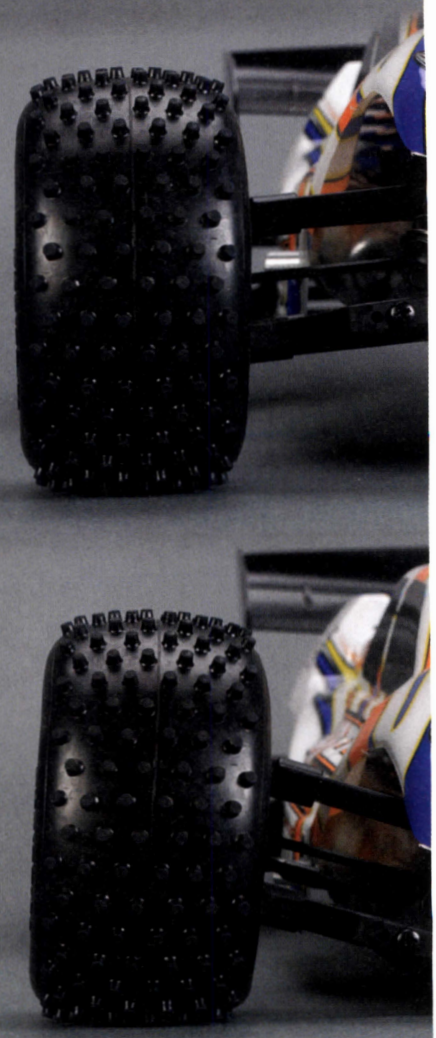
TUNING WITH CAMBER GAIN

BECAUSE NOTHING STAYS THE SAME

words: Jeff Huneycutt

One of the key traits that separates veteran chassis gurus from the rest of the pack is that they understand that, once the car or truck is on the track, the settings you worked so hard to dial in on the pit table are rarely where the car is actually at.

Think about it. You set up your car with the chassis at ride height. That is the position where the springs and shocks allow the chassis to settle when it is at rest. But on the track, when you are pushing to make every lap as quickly as possible, the car is never at rest. Under acceleration, the rear end is squatted down and the front end is kicked up. When you are braking it's the opposite. In the turns, the chassis wants to roll over on the outside wheels. If you are racing off-road, bumps, jumps and ruts keep the suspension working overtime. Ride height is a good starting point, but to be truly effective you need to think about what's going on with your chassis settings, throughout the suspension travel of all four wheels.



Camber gain is the difference in your camber when the car is sitting at ride height (top) compared to the amount when the suspension is fully compressed (bottom).

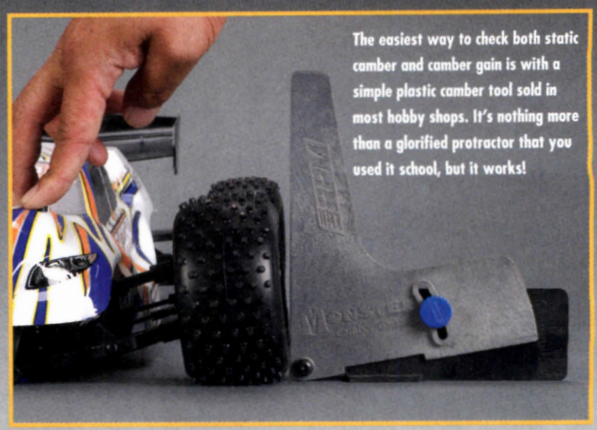
A different kind of lean.

TALKING ABOUT THE GAIN

Because there are multiple suspension links joining each wheel to the chassis, lots of suspension settings change as the wheels move through the suspension travel. One common change is bump steer, which happens when the steering bar connector at the drag link is a different height than the connection at the spindle. As the front suspension moves it can actually change the toe settings in the front wheels and change the direction it is steering.

Obviously, you want to eliminate bump steer whenever possible, but there are other areas where you can take advantage of chassis settings that change with suspension movement. One of the best is camber—which is the angle of lean of the wheel in or out—and the measurement of how much camber changes as the suspension goes from ride height to full compression is called "camber gain."

You camber setting with the car sitting still and level on your pit table is called "static" camber. That is your foundation for your camber gain. As the camber changes, it always starts at your static camber setting and either gains positive camber (the top of the wheel leans away from the car) or negative camber (the top of the wheel leans toward the car). When it comes to camber gain, you almost always want it to gain negative camber. The outside wheels in a turn are always the most critical, and you want them to gain negative camber. If you are racing oval track, you can sometimes set your car up so that the left-side wheels gain positive camber because they will always be on the inside, but for everything else you must prep both the car to handle both left- and right-hand turns equally.



The easiest way to check both static camber and camber gain is with a simple plastic camber tool sold in most hobby shops. It's nothing more than a glorified protractor that you used it school, but it works!

With camber gain you have a variety of ways to make your adjustments. Unfortunately, many of the ways you can change camber gain will also affect some other component of your setup, so which change you make should be chosen carefully. In the rest of this edition of Dialed In, we'll take a look at the different methods for adjusting camber gain.

SO WHAT?

The advantage of camber gain is that it allows you to minimize the negative aspects of running negative camber, while maximizing the benefits when you need it most. On the straights, you want to run little to no camber to get the most acceleration and braking possible. But in the turns, you want some negative camber to maintain traction (from chassis roll and inertia trying to roll the sidewall of the tire up underneath the car) and reduce the chances of catching a rut and flipping.

You can do this by using camber gain to minimize your static camber number (usually between zero and negative two degrees) on the straights and then increasing it by three to six degrees (again, negative) in the turns. The idea is to maximize the tire's contact patch all the way around the track.

Many RC vehicles will allow you to change the length of the upper control arm without affecting camber too much, by giving you options for either inner or outer mounting points for the arm.



UPPER CONTROL ARM LENGTH

The most common method for setting your static camber is by lengthening or shortening the turnbuckle, by threading it in or out. Lengthening the turnbuckle reduces negative camber while shortening it increases your negative number. But it also has an effect on camber gain.

On almost all RC cars, the upper control arm on an independent suspension will be shorter than the lower arm. The shorter the arm is compared to the lower arm, the faster that wheel will gain negative camber. A longer upper control arm will stabilize the camber, so it will not change that much as it moves. So be aware that as you are increasing your static negative camber on the pit table, you are also increasing your camber gain.

As a general rule, a longer upper control arm producing less camber gain will be more stable and predictable in the turns. A shorter upper control arm should make a vehicle feel more responsive, but go too far and it may become twitchy.

Many buggies and truggies—like this one—have multiple mounting holes on the shock tower that not only allow you to move the inner pivot point for the upper control arm up or down but also in or out.



UPPER CONTROL ARM HEIGHT

The standard setup for most RC race vehicles is for the dogbones, or outboard driveshafts, to be level at ride height. This also usually places the lower control arms level and the upper control arms will run slightly uphill from the pivot point on the chassis to the wheels. The angle of the upper control arms also controls camber gain. If the upper control arm points downhill, it will actually gain positive camber as the suspension compresses before possibly going negative. You never want this to happen, because it creates unstable and unpredictable handling.

On most high-end RC vehicles, you will have an option to raise or lower the inner pivot point of the upper control arm. Some will also give you the option of raising or lowering the outside pivot point as well. Just be aware that this also has a significant effect on the chassis roll center. We don't have the space to get too deep into roll centers here, but the roll center—just like it sounds—is the imaginary point in space around which the chassis rolls when it leans to the outside in the turns. Lowering the inner pivot points not only increases camber gain, but it also typically raises the roll center for that set of wheels (front or rear). If the roll center is moved closer to the car's center of gravity, then it will roll less and feel more stable. However, this can also cut down on overall traction. Raising the inner pivot point does the opposite.

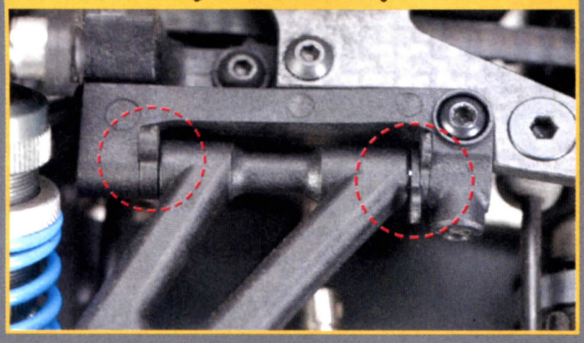
Likewise, raising the outer pivot point also increases camber gain and raises the roll center, while lowering the outer pivot point decreases camber gain and lowers the roll center.

The pivot point can usually be raised or lowered with the use of washers or shims. It doesn't take much, small changes can make a big difference in how a car handles.



Has anyone ever tried all of the shock holes?

Caster is usually controlled by moving spacers to control the position of the upper control arm forward or back. Moving the arm back (more spacers in the front) increases positive caster to stabilize the steering, but it also increases camber gain as the front wheels turn.



CASTER

You should never make a caster change to influence camber gain, but it is important to understand that adjusting your caster settings can influence your camber. Caster is the angle between the upper and lower inner pivot points on the hubs. Usually, the upper point will be further back than the lower pivot point. This is known as positive caster. It also creates negative camber gain when the wheel is turned. This is important to note, because this is the only time we are talking about turning the front wheels and not just about suspension movement.

Again, if you are looking to either increase or decrease camber gain, I do not suggest making a change to your caster settings. But if you are experimenting with your caster settings, it would always be a good idea to take a look to see exactly what it is doing to your camber gain.

CONCLUSION

Camber gain is all about maintaining the maximum possible tire contact patch all the way around the track. That, hopefully, should result in more traction, which will mean a more stable car and faster lap times.

One easy way to see whether your camber settings are correct is to keep an eye on your tire wear. This is especially easy if you are running pins on dirt or foams on asphalt, that show wear patterns quickly. If you notice wear (or chunking for foams) on the outside sidewall, the tire is trying to roll up underneath the car and you may want to try more camber gain. However, if the inside edge of the tire is wearing, that's a sign that you aren't keeping the outside portion of the tire against the track in the turns and you may want to dial out some camber gain.



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words: Brian "Skinny" Skinner



TOOL SACK MAIL

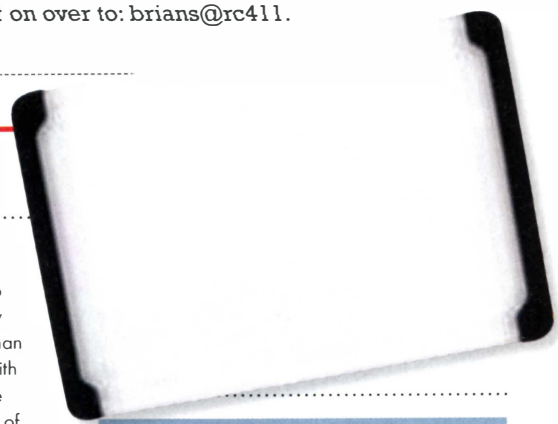
Skinny-San,

Many greetings from the frozen tundra that is New Hampshire! I thought I would send along a couple links to some items that I've been using and have found to be very helpful. I humbly submit them for Xtreme Tools. The Craftsman Midget Wrench sets have been very helpful, particularly with my crawler builds. Drop forged and polished and very nice in Metric and SAE. The other item is pretty sweet. I got tired of pit mats sliding around on my bench at home, so I went looking and found this at Linens N' Things. It's the perfect size, it's nearly indestructible, and the rubber edges keep it solid on my bench. It also has "juice grooves" around all four edges which are great for catching run away screws and bolts and roll away tools. Thank you for the opportunity, Sensei. I hope you are well and I look forward to more of your fine articles each month.

All the best to you!

Cheers!

Grasshopper



Ahhh, Fried Grasshopper,

Sensei Skinny very happy with submission, I will show the world your pearls of wisdom. This is very good finding for Xtreme Tools, and many people will benefit from your advice. For you Tool Disciples out there, Skinny-San humbly ask for you, too, to share your pearls with all of us. BTW, I too invested in your pit mat for my garage!

Skinny-san?

IT'S DYNAMITE!

Dynamite makes a lot of cool tools, but one set I use a lot is the Lexan scissors. I wore my set out finally, and went to the hobby shop to get another. Lo and behold, I found this scissors set that has a curved and straight scissor...for only $19.95. Thinking I had a great deal, I headed home before the shop owner could tell me the price was wrong! If you practice this hobby with any frequency, you know that Lexan scissors are a necessity, and Dynamite has great prices on their tools. Check out their website for this and other great products.



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MUGEN NINJA JX21-B01

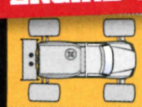
NINJA POWER REVISITED

words: Brian Kinney

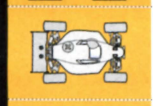
Visually you might not have noticed that the Ninja line of engines from Mugen have changed drastically. If you look closely at the picture, you can see that the country of origin has changed from Italy (GRP-based) to Japan, which means one thing—the baseline engine now has the heart of O.S. and that should sit well with just about everybody in the engine market. What does this mean to you? Well, probably just added tunability and great linear power delivery.

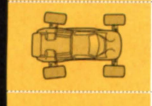
One of the few ninjas you will actually see.

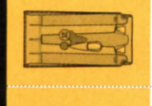
ENGINE APPLICATIONS


TRUGGY

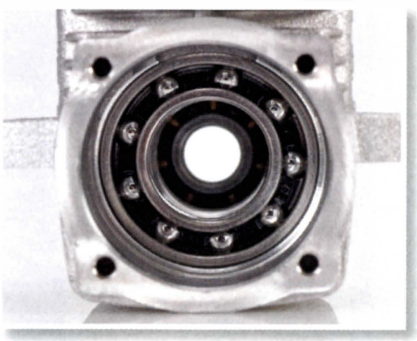

MONSTER TRUCK


1/8-SCALE BUGGY

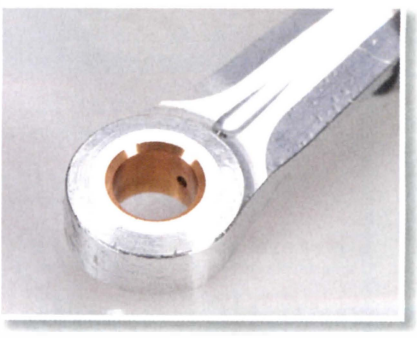

1/10-SCALE TRUCK


1/8-SCALE ON-ROAD


1/10-SCALE ON-ROAD



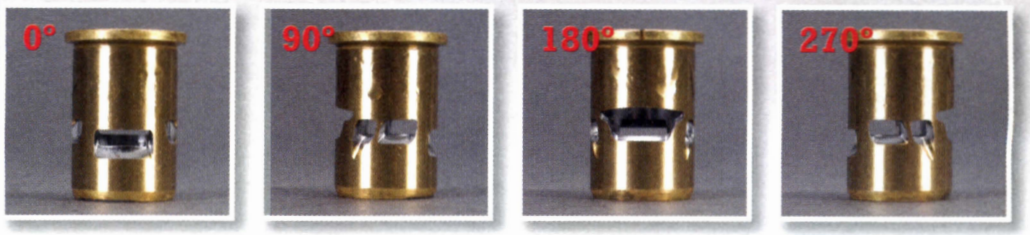






ENGINE SPECS:

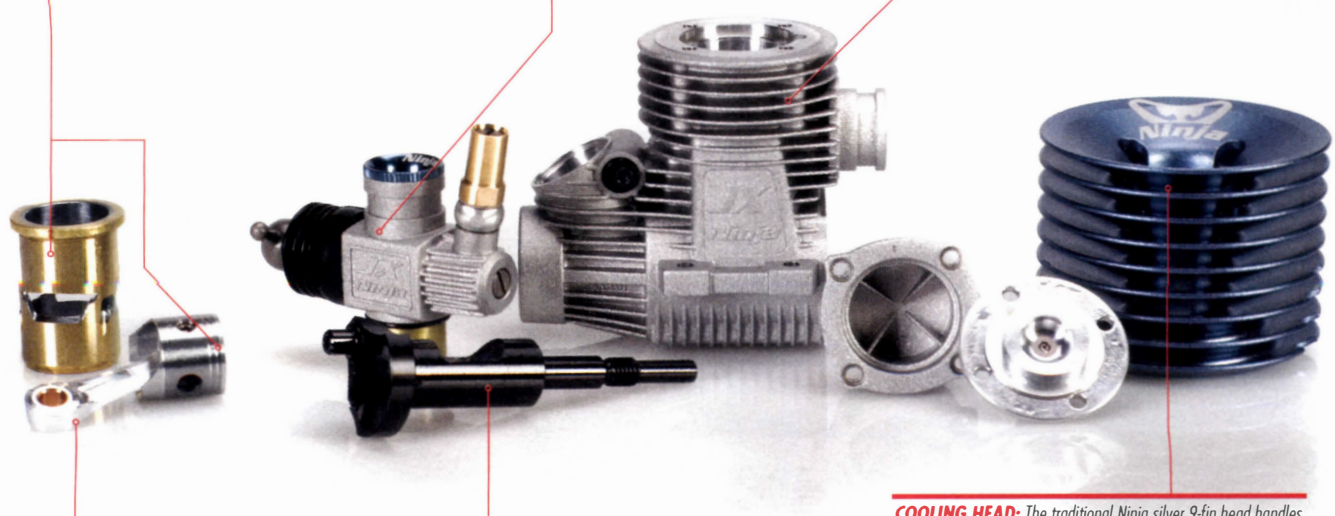
CON ROD LENGTH:	30.00mm	INTAKE PORT DURATION:	215°
EXHAUST PORT HEIGHT:	5.8mm from BDC	CRANKSHAFT BORE:	14mm
TRANSFER PORT HEIGHT:	3.5mm from BDC	GLOW PLUG TYPE:	P3
EXHAUST PORT TIMING:	164° duration	CARB TYPE:	Slide
TRANSFER PORT TIMING:	126° duration	CARB BORE:	8mm
INTAKE PORT OPENING:	35° ABDC	SUPPLIED CARB INSERT (VENTURE):	8mm
INTAKE PORT CLOSING:	70° ATDC	SUGGESTED CARB SETTINGS:	Low: 3 1/2 out / mid: flush / high: 2 3/4 out



PISTON AND SLEEVE: *The top piston is precision CNC'd and ground flat, with large 5mm gas ports on either side, in line with the transfer ports. The sleeve is the typical 5 port layout with nicely machined transfer windows. The exhaust port is quite large with extended 'wings' at the top edge for increased area. Oddly, the timing of the exhaust port is a somewhat conservative 164-degrees, in comparison to the transfer and boost port timings of 126-degrees.*

CARBURETOR: *The aluminum 3 needle carburetor is equipped with an insulator to keep heat from transferring to the carb body. Unlike most carbs these days, this carb has a full length adjustable mid needle that allows more precise metering of transitioning fuel mixture (mid-throttle).*

CRANKCASE: *Externally, the JX crankcase is a beauty. Cooling fins surround the entire body, ensuring efficient heat transfer and the entire case is blasted to a satin finish. Internally, the work is equally impressive, yet is missing one key component that I would have expected from an engine of this caliber: the transfer to boost bypass channels have been omitted (these bypass channels have proven to boost mid to top power by as much as 15%, in my experience.)*



CONNECTING ROD: *The precision CNC'd connecting rod is knife edged for windage and weight.*

CRANKSHAFT: *This is crankshaft technology at its finest: a 14mm SG shaft crank with turbo scoop, knife edge, silicone ramp and ultra slick hard coating for low friction.*

COOLING HEAD: *The traditional Ninja silver 9-fin head handles the cooling duties with ease, and sports the Ninja logos. The head button is turbo style with wide squish band.*

Shouldn't the case be black?

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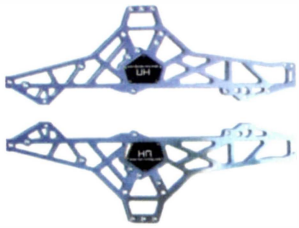

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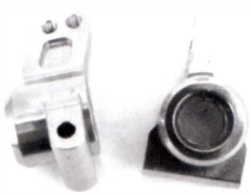

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MUGEN NINJA JX21-B01

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.0

ANNE HATHAWAY

HITS

- Ample power with legs
- Beautiful 3 needle carburetor with through needle design
- Top quality O.S. craftsmanship

MISSES

- Lack of latest crankcase bypass port technology
- Engine no longer comes in the ultra-cool carrying case

CONNECT

Manufacturer: Mugen Seiki Co. LTD
Distributed by: Mugen Seiki Racing
Web: www.mugenracing.com
Part Number: JX21-B01
Street Price: $300-350 (varies)

PERFORMANCE

Break in duties were routine, as the engine required a bit of heat from the heat gun to come to terms with its initial pinch. Once started, this engine had a very steady idle from the get go. Needles were richened for the process, but as this caused the engine to overcool itself, aluminum foil was needed to wrap the cooling head during break-in.

Once I was happy with the break in process, and the pinch was sufficiently gone, I started leaning on the needles to bring the power levels to full potential. 15 runs and several settings later I decided to give the mid needle a tweak. I was attempting to eliminate a bit of sag on the curve, and the adjustment was just what the Dr. ordered, as the power came on seamlessly following this adjustment.

Power output stabilized around run 20, meaning this engine was well run in and making consistent runs back to back. Peak HP measured was 1.36 @ 28,800 rpm, and peak TQ coming in at 53.87 oz.in. @ 24,600 rpm. The maximum measured rpm was a respectable 42,500 rpm.

While on par with the some of the best buggy engines available, there were a few issues worth noting. The engine seemed to suffer slightly from vibration, primarily around 32,000 rpm; nothing severe, but possibly enough to cause the slight dip seen in the power curve. Also, the lack of bypass porting could also be at the expense of a bit of additional power.

With power factors of 39.54/.74 low and 38.91/1.22 high, this engine demonstrated that it has an excellent powerband, perfectly suited for buggy racing and is completely capable of winning races.

CONCLUSION

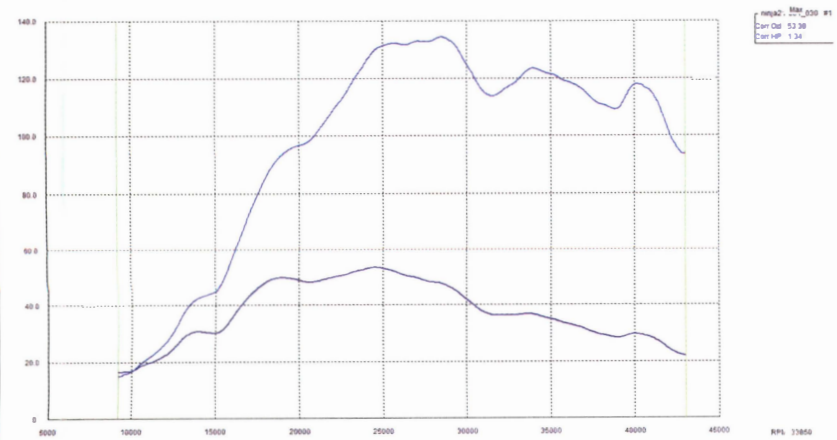
Mugen has been working on this line of engines for some time now, has had their ups and downs, and finally has hit the fast track to success. The Ninja JX21-B01 engine is an excellent performer that brings O.S. reliability, together with Ninja performance. Hopefully that equals one: championship #1 that is!



No sharp throwing stars on the head.

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30% nitro, 12% oil	PLUG:	P3
PIPE:	X-Dyno Standard	OPERATING TEMP:	230-250°F

MOTOR DATA

ENGINE:	Mugen Ninja JX21-B01
BORE:	16.6mm (0.654 in.)
STROKE:	16.0mm (0.630 in.)
DISPLACEMENT:	3.46cc (0.211 cu. in.)
PORTS:	5
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Turbo
CRANKSHAFT:	14mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.36 @ 28,800 rpm
PEAK X-DYNO TQ*:	53.87 oz.-in. @ 24,600 rpm
PEAK X-DYNO RPM:	42,500
AVERAGE TQ*:	39.23 oz.-in.
AVERAGE HP:	0.98
POWER FACTOR	
LOW END (TQ/HP):	39.54 / 0.74
TOP END (TQ/HP):	38.91 / 1.22
CORRECTION FACTOR:	1.041

*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.

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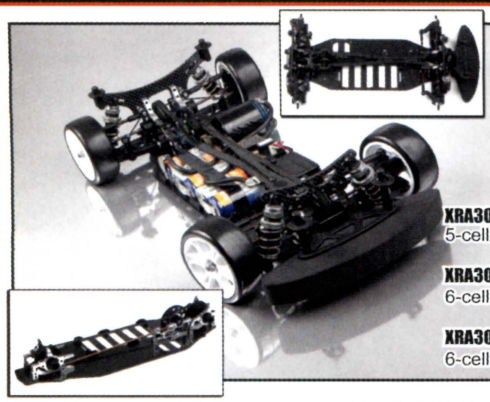

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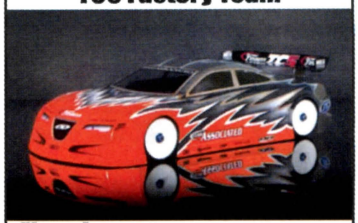

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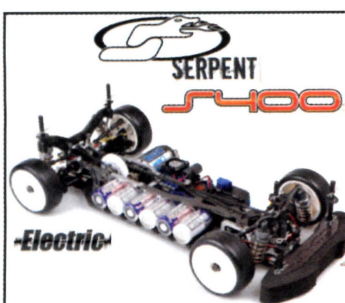

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NOV3002	Novak GTB Racing Brushless System with Velociti 5.5R motor	239.95
NOV3003	Novak GTB Racing Brushless System with Velociti 6.5R motor	239.95
NOV3004	Novak Super Sport Plus Brushless System with SS5800 motor	204.95
NOV3005	Novak SUPER SPORT BRUSHLESS MOTOR AND CONTROLLER SYSTEM	224.95
NOV3007	Novak GTB Racing Brushless System with Velociti 7.5R motor	23 9.95
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	24 9.95
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	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-1110.5T 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	12 9.95
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



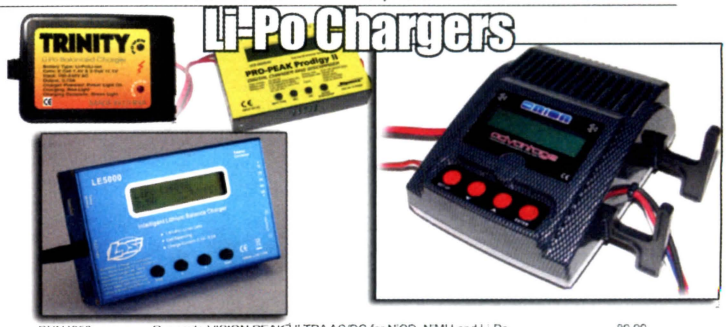
CCMMB2025	Castle Creations Mamba Max Brushless Controller	119.95
HBMQUARK125B	Hacker Brushless Motors Quark Monster Pro 125B Brushless Controller w/BEC	274.95
HBMQUARK80B	Hacker Brushless Motors Quark Competition 80B Brushless Controller w/BEC	199.95
LRP80100	LRP ESC-Ai Brushless Reverse	89.95
LRP80150	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
KKMLIPCCH6S10	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	269.95
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

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NOVAK 1/8-SCALE BRUSHLESS CONVERSION KIT

THE FUTURE OF ELECTRIC RACING?

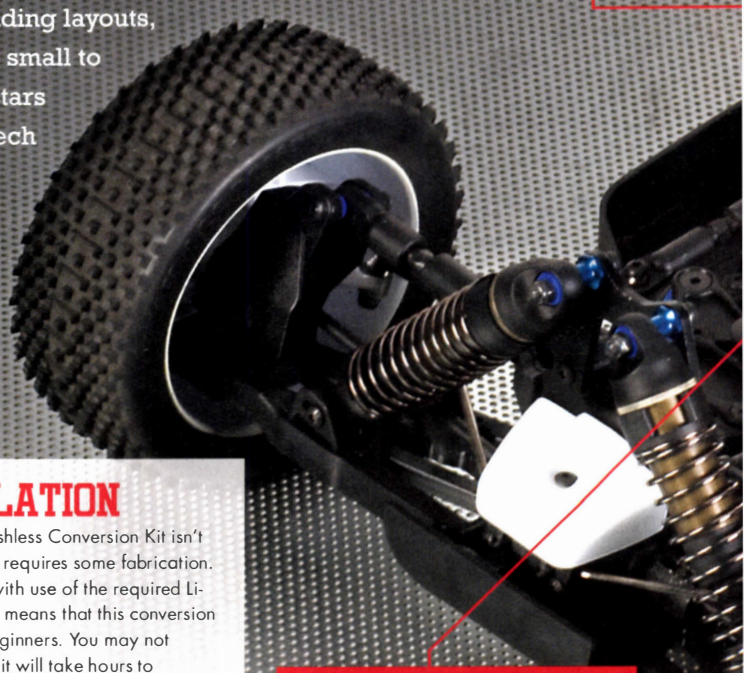
words: Michael Wortel

Over the past year, the big hubbub in the industry has been over electric conversions for nitro, and until now, it had only been attempted by smaller companies. Enter Team Novak—who not only has the ability to produce the physical conversions—they can also supply the electronics to finish it off. Some speculate that 1/8-scale brushless is the future for electric racing, because as more and more tracks are designed for bigger, more demanding layouts, 1/10-scale is becoming too fragile, and simply too small to be run effectively. Well, now it seems as if the RC stars have aligned perfectly. Brushless motors + Li-Po tech + the popularity of 1/8-scale = the newest trend, conversion kits. We take a brand new Associated RC8 RTR, sit down at the workbench, and take a page out of Frankenstein. Here's a look at the process, the performance, and some insight into the big question: is it worth it?

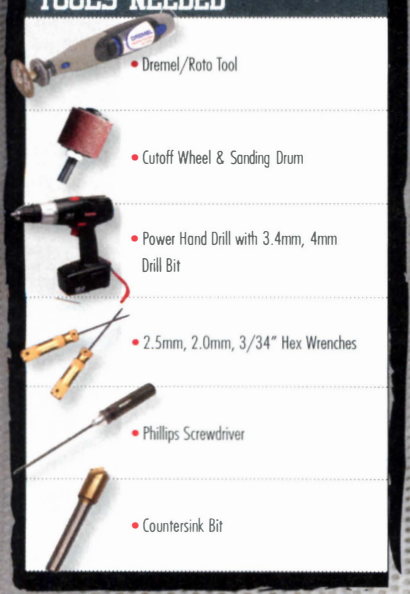
Everyone in the office got to wheel the buggy...

1. *The first thing you're instructed to do for the conversion is to remove the nitro engine, pipe, anything fuel related, the radio box, the braking system and both steering servos.*





TOOLS NEEDED



- Dremel/Roto Tool
- Cutoff Wheel & Sanding Drum
- Power Hand Drill with 3.4mm, 4mm Drill Bit
- 2.5mm, 2.0mm, 3/34" Hex Wrenches
- Phillips Screwdriver
- Countersink Bit

INSTALLATION

Novak's new Brushless Conversion Kit isn't entirely bolt-on; it requires some fabrication. That fact, along with use of the required Li-Po battery packs, means that this conversion isn't meant for beginners. You may not initially think that it will take hours to complete, but if you're anything like me, it's a good idea to double and triple check your steps before you go drilling any holes into the chassis or start cutting the upper deck. Screw-ups there are irreversible.

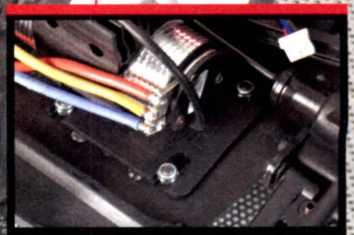


2. *The second step in the conversion process is cutting-out the portion of the upper deck that houses the throttle servo. This requires the use of a Dremel cutting wheel, and must be done precisely.*



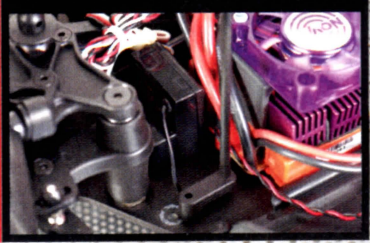


3. *Installing the battery box is the most touchy spot of the entire conversion, because the instructions don't give you an exact mounting location to refer to. Instead, it simply stresses keeping it away from the spur gear, bell cranks, and it encourages you to consider CG in its placement. Then, two holes have to be drilled into the chassis, one on the aluminum, and the other on the plastic mudguard. The chassis hole must be countersunk, as well, on the bottom side.*



5. *The motor bolts onto an adaptor plate that fits onto the car's existing engine mount holes on the chassis. This step is pretty easy, and the new motor plate makes adjusting the gear mesh painless. The mounting block/heat sink slides over the Novak HV motor and bolts onto place with two screws on the top of the block.*

4. *The final step in the conversion process is installing the rest of the electronics. At this point, there isn't a ton of room on the chassis, and the ESC only fits onto this spot. I had to be careful not to install the ESC too close to the driveshaft or outdrives on the center diff. If you're going to do this conversion, you need a small receiver. The Airtronics unit I selected was already small but I was forced to mount it on its side, again trying my best to keep any wires out of the way of the driveshafts.*



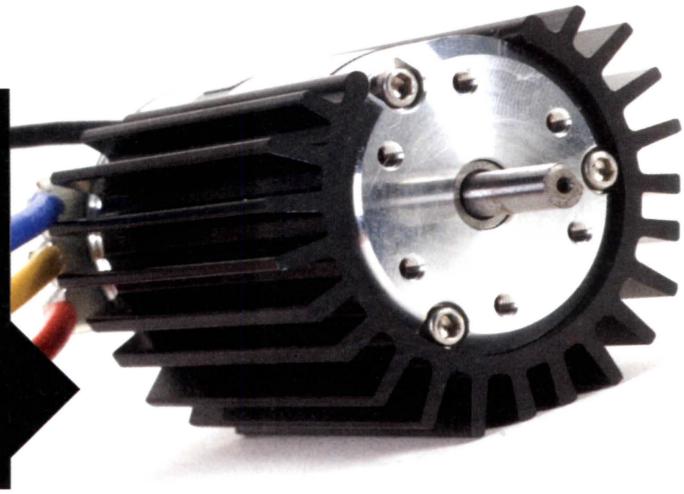
6. *You pick your own antenna mount location and drill one more hole into the chassis. The kit then uses a plastic arm that attaches to the chassis plate and holds the antenna tube.*



...and the smiles spoke for themselves.

PERFORMANCE

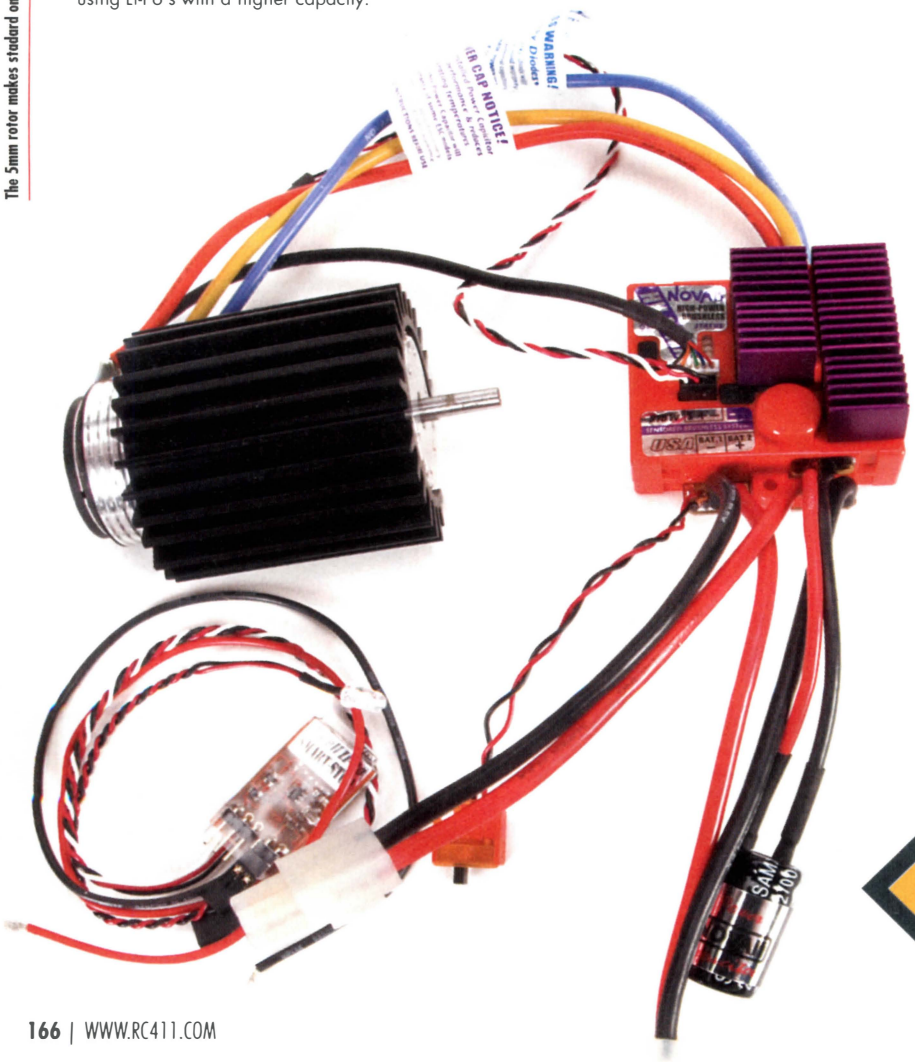
After the conversion was complete, I charged the two Li-Po packs, and headed out to the street. My first impression was, wow! It had a ton of low to mid-range power, which is to be expected, I guess, but coming in at over 8 lbs, the buggy felt incredibly nimble and responsive. The mechanical brakes of the RC8 had to be removed, so braking duties were left up to the ESC, which had a nice array of drag brake profiles to select from. The brakes worked very well and won't ever fade, but the loss of an adjustable bias may irk some drivers, although I didn't have a problem with it. In electric form, the buggy was almost as fast as the nitro on the top end, while providing a lot more torque on the low to mid end. I used two 4000mAh Li-Po's, and my runtime was in the neighborhood of six minutes.



THE COST

When I first got my hands on Novak's brushless kit, I thought my review was going to be pretty simple and clear cut. I thought I was going to throw out some old gear, toss in some new stuff, drive it, write about it—and be done. But in the end, there was a lot more to it than that. Simply, there's a lot to consider if you're thinking you want to convert your 1/8-scale buggy into an electric one. First, let's tackle the cost. Without getting into specifics, it costs about $600 to make the complete conversion, assuming you don't already have two identical Li-Po packs. That's pretty expensive. It's as much as a racing nitro engine and super high quality throttle servo will cost together. So, basically, building a kit with the brushless conversion is the cost of building a pro-level racing kit with nice components. Since the Li-Po's run in series, their voltage is doubled, giving you the incredible torque, but runtime isn't very impressive. 6-minutes of runtime out of $150 in batteries is a bit unsettling, but could be improved using Li-Po's with a higher capacity.

The 5mm rotor makes stadard ones look wimpy.



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.0

SHANNON ELIZABETH

HITS

- Excellent tech support
- Good parts quality
- Makes you a brand new buggy

MISSES

- Requires some fabrication
- The instructions need some help
- The entire conversion is expensive

CONNECT

Manufacturer: Team Novak
Web: www.teamnovak.com
Part Number: 5010
Street Price: $90 (chassis conversion kit)

CONCLUSION

Reading through this review, it may seem that I'm on the negative side, but that's definitely not the case. If you're an experienced RC'er and have some money and parts to spare, I strongly encourage using Novak's brushless conversion. They really do think of everything, and although the instructions are suspect and it requires some fabrication, you'll get a huge smile on your face every time you pull the trigger. For being the industry's first mass-produced conversion kit, Novak gives you the impression that they've been doing this for a long time.

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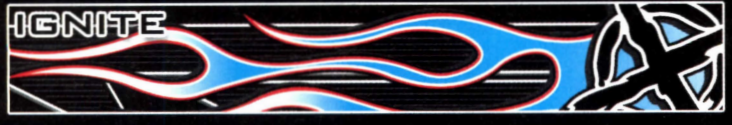



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3-D GRAPHITE

THE BEST DAMN CARBON FIBER TECHNIQUE, EVER!

words: M. R. Ogle

There's nothing that says "high tech" in RC more than carbon fiber. Ask any racer what s/he desires more of and the graphite goodies are always near the top of the list. The distinctive woven-pattern appearance of carbon fiber is something that body painters have been attempting to simulate for years, using foam rubber shelf liner material, drywall tape, screening, and several other methods, some more successful than others.

Last week, I got an email from Dave Palacios telling me about a brand new technique for simulating carbon fiber developed by Marq Marquez from Touge Knights (the name of his drift team). Dave attached a small sample photo of an RC car bumper done with his new method, and... wow... I was completely blown away by how realistic and three-dimensional it looked. Best of all, the trick sounded easy enough that almost anyone could pull it off, and you don't really even need an airbrush to do it. Here's the inside scoop on how to do it:

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0

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for Parma International
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

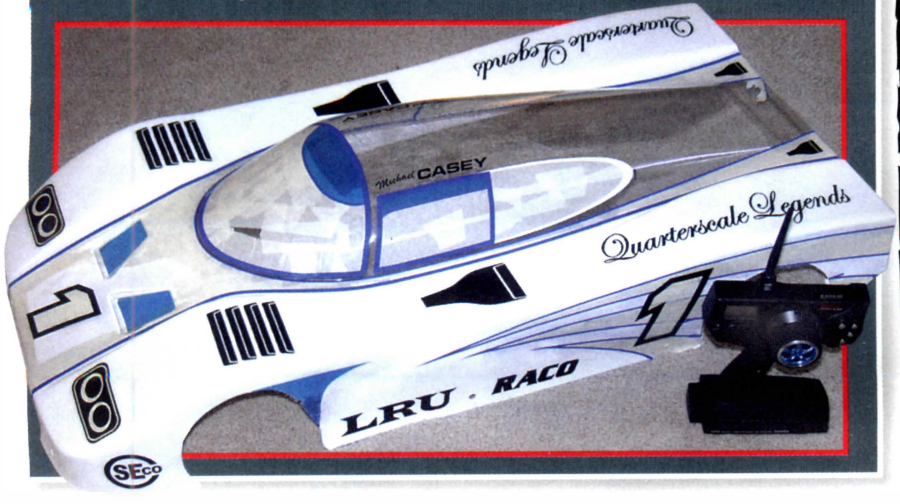
TIME TO COMPLETE

20 MINUTES

TOOLS NEEDED

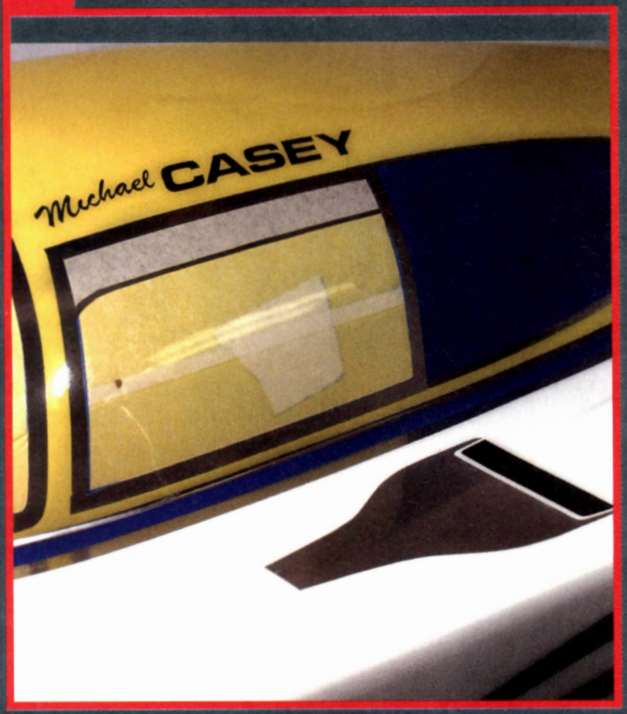
- Tamiya Smoke Polycarb paint
- Duck Fiberglass Carpet Tape
- Black paint

01 I had a very special body in mind for this new carbon fiber technique: this huge quarter-scale Porsche GTP body from Michael Casey, whose website (Quarterscale Legends) is all about vintage large scale cars. Take a look at the photo, and you can see how big this body is compared to the Futaba transmitter. Watch me add some carbon-fiber look scoops, vents, and panels to this rare body.



Does this count as "drift coverage?"

02 After spraying the main body colors, I unmasked the areas where I wanted carbon fiber. I masked off a shade on the top of the side window and a simulated NACA duct on the fender.





03 Because the NACA-style ducts are supposed to be recessed, I first airbrushed a little black paint around the edges to simulate depth. Next, I sprayed one medium, even coat of Tamiya's "Smoke" polycarb spray paint over the entire area. Then I let it dry for a few minutes.

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T-Maxx/ E-Maxx Gears, 32 Pitch:
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New & improved Traxxas gear design!!! Beefed up strength and tighter fit!

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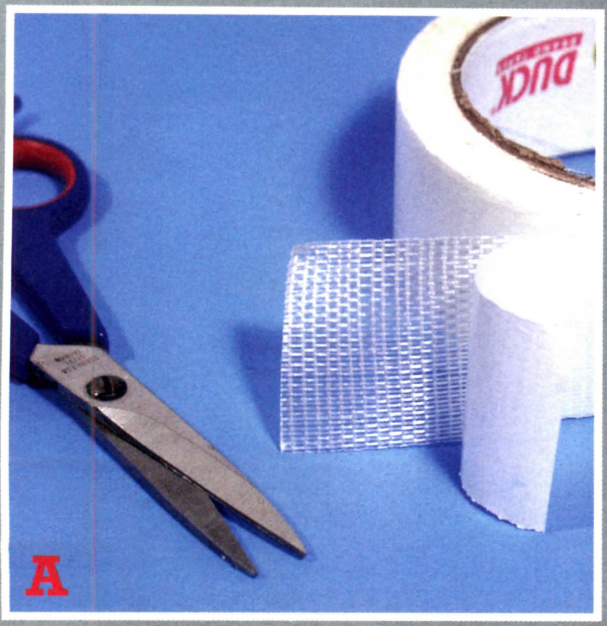
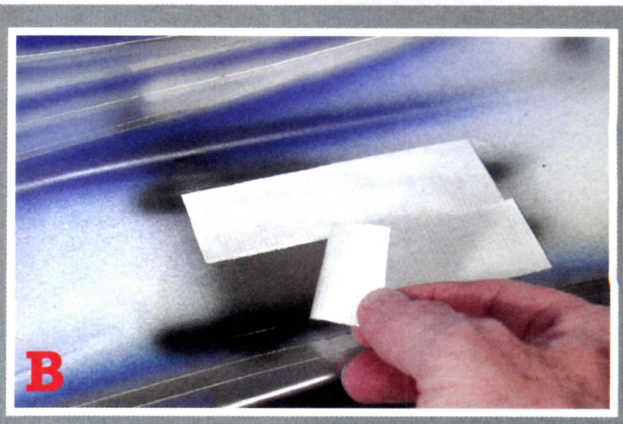






04 Next, I cut a strip of Duck Brand fiberglass carpet adhesive tape(Number 00-07196-0.3) bigger than the area to be covered. I applied the exposed-adhesive side down and firmly pressed it into place. If you need two strips to cover the entire area, try to butt them together closely so there's a minimally-apparent "seam" in the pattern.



Revo 3.3



Losi 8ight


Associated RC8

gshobby.com


Kyosho 777 WC


RB Concepts C6 BB


NovaRossi Plus 21-5K

www.gshobby.com
1-888-922-6474



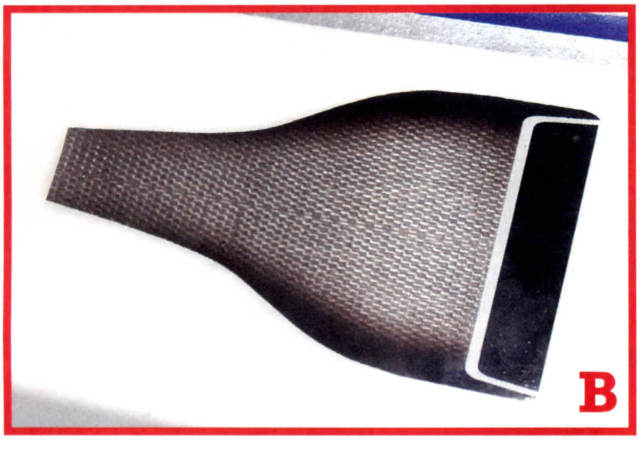


King Headz


Xray XT8

05 Next, I carefully removed the paper adhesive backing strip, leaving just the thin fiberglass "mesh" stuck down to the body in place. Here's what it should now look like before being backed.



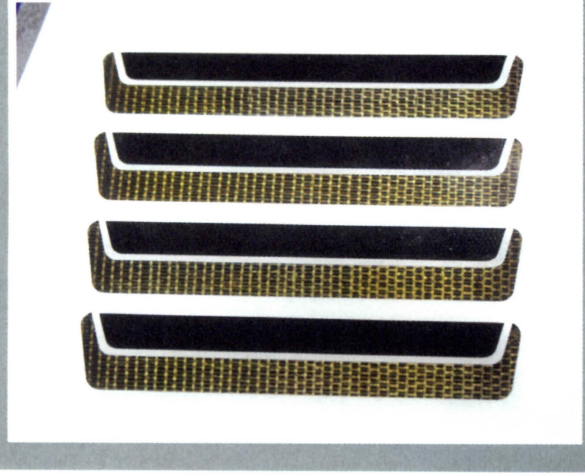


06 Finally, I sprayed a heavy coat of black paint over the entire area. This not only gives the pattern it's depth, but also seals the exposed adhesive on the "backside" of the mesh.





07 I experimented with a couple of variations on this technique and came up with this simulated Kevlar look, with it's distinctive gold color mesh on these fender vents. I simply sprayed a thin coat of Tamiya Transparent yellow on following the Smoke to give it the Kevlar coloration. Of course, you could probably tint the carbon fiber almost any color by using a second coat of a transparent color... try it!





At the office we do carbon fiber the old fashioned way - lots and lots of thin masking tape!

Fast Track Hobbies

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"When You Have the Need For Speed"

DUSTING OFF THE COB WEBS

I have an OFNA Ravager with about a half gallon through it-basically last summer I broke it in, "winterized" it (keep all my nitro models inside out of the heat/cold).

Today I got it out, fired right off and it ran about 30 seconds and died. It was really humid today so I thought perhaps it might need a little HSN adjust. I decided to try and start it again first and it was impossible to crank over and it acted just like a flooded engine. I took off the glow plug—still no go. The drivetrain and clutch bell all move freely, but it just acts like it seized up.

I've heard about some folks using WD 40, or heat, to free up engines? I swear if this engine is shot this soon, I'm gonna swap horses and go electric !

Also if I decided to go with a want/drill starter, anyone know which way to go is best?
Thanks in advance....I really appreciate it.
Troy



A: Proper winter storage is a must if you live in humid areas, or plan to store a nitro engine for a long time. You're stuck engine could be a simple fix, or it could be a tough one. You'll want to take the engine out of the car because you'll need to work on it, and in the car is the worst place to do that. Once out, you can access why it's stuck. Odds are you left the engine with the piston at top-dead-center and you got some rust in there. Clean out the visible sludge. WD-40 will help. Next, take a hair dryer and heat the engine up (get it nice and warm) and then you should be able to get the flywheel to rotate. You should clean the entire engine out at this point, so if you can, look over the manual and take it apart and clean all the bearings with either fresh fuel or WD-40.
DerekB

PLUGGED UP

I keep blowing glow plugs! I blew the first one 2 days ago, then again yesterday, and then again today I only had a half of a run before it went and these were new glow plugs.

Onehotrc10gt

A: 99% of the time when you are going through glow plugs with a stock setup you are way too lean. Make sure you have the right plug (what came with the engine) - if the plug is what is supposed to be in there...then I'm guessing you're too lean. You won't really go through plugs fast by being too rich.

There are a few other things that can cause glow plugs to pop quickly and, even then, being too lean makes it worse. Get a temp gun or re-tune the engine and I'm sure your problem will go away. If you don't think you can retune properly, seek out somebody who can help.

DerekB

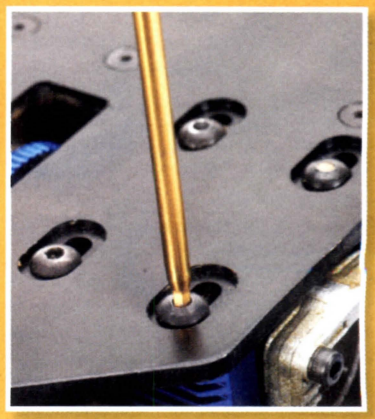
Strange noises

The other day I was driving my OFNA buggy and I noticed that the sound of the drivetrain had changed. It seemed to happen after I had taken a big jump and landed flat. I can't seem to figure out what I did.

OFNAmania

A: Chances are you just moved the engine a little. Often times, if you haven't checked the engine mount screws, they can loosen over time, or they weren't tight enough and a large jump can actually cause the engine to move. Trouble shooting is easy. Take the engine out and check the drivetrain for any binding. If the problem/noise goes away, you found the problem. Re-adjust the gear mesh, and make sure the engine is squared up, and not on an angle.

DerekB



James has officially declared Sunisa as "the one."

AERODYNAMIC

I have a Traxxas Rustler VXL and I've been attempting high speed runs. What I've found is that, at high, it's very hard to keep the front wheels on the ground. Is there a trick to help keep the front down? I know you guys did a lot of testing with the Rustler and I didn't see any mention of setup tips.

radmachotrx

A: You'll notice that race cars that are very fast, or even street cars if they can obtain high speeds, have a lot of aerodynamic tricks to keep the wheels on the ground. Your Rustler doesn't have much front down force, and being a truck, it's lifted off the ground. When we tested the top speed, we actually strapped a NIMH battery to the front, to put some weight on it. The rear wing that comes stock is great to keep downforce on the rear wheels, but it also adds to the lift up front. You don't want to take the rear wing off, but adding a wing up from it will help keep the wheels down.

DerekB

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.



XTREME CHRONICLES

Pretty much every industry has trade shows—some more exciting than others. And RC, being so completely product-driven it's not even funny, falls more on the exciting side of things. However, thanks to the Internet, RC trade shows aren't quite what they used to be. Few new products are "unveiled" at trade shows anymore, because the accessibility of the Internet demands that new products become viewable to the public as soon as humanly possible. Even so, that doesn't take everything away from the excitement of tradeshows, because they're first real opportunity to see the products in person, as opposed to JPG'ng it. In this issue of Xtreme, you get to catch a glimpse of the RCX trade show. The industry looks forward to it every year like clockwork, and if you've never had an opportunity to make the journey and check out an RC tradeshow, it's worth the drive, the $12, and the heartburn from the chili fries.

words: Michael Wortel

James just liked the headlights, not the whole car!

9 YEARS



JULY-AUG. 1999: ISSUE 5.0

Just as we're currently witnessing Ni-MH being faded out in favor of Li-Pos, 11 years ago it was Ni-MH usurping NiCad, the industry standard. Just as now, people then were in an uproar, because their packs were going to become obsolete, and they'd be forced to buy new ones. After a couple years, everyone shut up, made the move, and it benefited RC as a whole. And there's no doubt that Li-Po will do the exact same thing for us now.

RPM, MASTERS OF INDUSTRY

When you think of the companies that have been there since the beginning, like Associated, Tamiya, and Kyosho, chances are you may not think of RPM. But think about it: can you imagine of a time when RPM hasn't been in the industry? RPM has been in RC for an incredible 26 years this month, cementing them as manufacturing legends with staying power.



WHAAT?

"Inside Line" used to feature a "Babe of the Month." When I looked through past issues, this section never really caught my eye until I saw who was featured in issue 5.0: Joanie "Chyna" Laurer. Chyna?! Upon further inspection, there was a disclaimer stating that James was responsible for choosing the man-beast. And at the conclusion of this sentence, I'm going to run into James' office and start making fun of him!



5 YEARS



JULY 2003: ISSUE 92

This issue included an article on traveling to races with your gear, and it actually mirrored some cultural relevance that's worth noting. Although the article was called "Travel to the Big One," it was more related to the implications of having to transport your RC gear in the wake of 9/11, when shipping and air travel were under numbingly strict scrutiny. Although seven years later things have relaxed a bit, many of the restrictions still remain in place.

MUGEN MBX-5



Five years ago, Mugen released the MBX-5 to the American public for the first time at RCX, and in five years, the MBX-5 has become one of the most competitive buggies on the market. Although it has undergone some updates, the buggy has stayed pretty much the same since its introduction and has set Mugen firmly atop the most popular class in all of RC racing to date—1/8-scale buggy.



DRAKE'S TAKEOVER

Adam Drake is currently the biggest personality in the American RC scene, and it has been that way for a few years now. This issue featured a How-To article on installing carbs, with none other than Drake's consultation. In fact, if you look through the media, the races, and the development scene, Adam seems to be everywhere—because he is! Drake is on the job 360-days a year, and is one of the hardest working people in the entire industry. Don't think his fame is a coincidence; it's the result of hard work.

1 YEAR

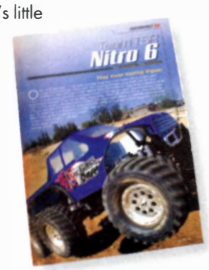


JULY 2007: ISSUE 140

In this issue, we ran an article about packing for bashing. It highlighted the equipment and extras that you need to bring with to ensure a long, fun bashing session. Many people don't realize that nearly 80% of those involved in RC never set foot on a racetrack, not even once! So if you are a racer, you're definitely in the minority.

MUTANT RC

Team TSR's Nitro 6 is a classic example of a great idea for a product, which unfortunately had little demand. It's basically a conversion kit that makes AE's MGT into a 6-axle, 6-wheel drive beast. While the idea is pretty cool, there's little market for such a product. Basically, it boils down to this: anyone who is interested in such a truck is already the kind of person who is willing, and would rather, build the product themselves from scratch.



GIL LEAVES

When Gil Losi, Jr. left Losi to work for Kyosho, it turned RCers into school-girl drama queens. Everyone seemed worried about "the future" of Losi, since the Losi family no longer had ties to the company. A year later, Losi as a company, remains pretty much the same. When a company gets large enough, no single person is bigger than the brand, and last year, we saw a perfect example of this.



8TH ANNUAL SOUTHERN CALIFORNIA Saturday Series

Presented by: The Dirt AT

Sponsored by: Mugen Seiki, AE Team Associated, Futaba, O.S. Engines, Pro-Line, Thunder Alley, Hemet RC, Jammin', Xtreme RC Cars, O'Donnell

Series Winners:

Based on four best results, lowest point total race program.
The top three finishers will receive the following prizes*:

1:8 Scale Nitro Buggy - Sportsman

1ST Mugen MBX-5 Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Mugen Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Mugen Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Buggy - Expert

1ST Associated RC8 Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Associated Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Associated Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Buggy - PRO

1ST Winner receives a customized award.

1:8 Scale Nitro Truck - Sportsman

1ST Jammin X1-CRT Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Jammin Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Jammin Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

1:8 Scale Nitro Truck- Expert

1ST Jammin X1-CRT Kit, Futaba 3PK Radio System, O.S. .21 V-spec Motor, $250 Pro-Line Gift Certificate, 2 cases of O'Donnell fuel, 1 yr. Free racing at Thunder Alley, and 1 yr. free subscription to Xtreme Magazine.

2ND $100 Jammin Parts Pack, $100 Pro-Line Gift Certificate, 1 case of O'Donnell fuel, and 2 free races at Thunder Alley.

3RD $50 Jammin Parts Pack, $50 Pro-Line Gift Certificate, 2 bottles of O'Donnell fuel, and 1 free race at Thunder Alley.

Prizes listed above are subject to change.

Series Rules & Concept:

- ROAR membership required (available at race) and ROAR rules will apply.
- 6 Races with Two Throw-Outs
- Race Entry Fee: *$20 (sign-up @ each race)*
- Visit prolineracing.com/scss or thedirtracing.com for more information.

- Classes: 1:8 Nitro Buggy Sportsman
  1:8 Nitro Buggy Expert
  1:8 Nitro Buggy PRO
  1:8 Nitro Truck Sportsman
  1:8 Nitro Truck Expert

Personal transponder mandatory!

- *15 car heats @ Pro-Line*
- *3 car bump-ups @ Pro-Line*
- *Qualifiers: 5 minutes*
- *B-Mains: 15 Minutes*
- *C-lower Mains: 10 Minutes*
- *A-Mains: 25 Minutes*

(Limited to 160 entries per event)

Look for the results of each series race to be posted on thedirtracing.com, prolineracing.com, and thunderalleyrcraceway.com as the series progresses. Pictures, videos, results, and other info will be a part of the 2008 season.

PRO-LINE
201 W. Lincoln Street Banning, CA 92220

THUNDER ALLEY
38900 Oak Valley Pkwy., Beaumont, CA 92223

HEMET RC
146 S. Santa Fe Ave., Hemet, CA 92544

RACE 1 — APR 5 — PRO-LINE

RACE 2 — MAY 10 — HEMET RC

RACE 3 — JUN 21 — THUNDER ALLEY

RACE 4 — JUL 19 — PRO-LINE

RACE 5 — AUG 16 — HEMET RC

RACE 6 — SEP 6 — THUNDER ALLEY

entry form:

(LIMIT 2 CLASSES PER DRIVER)

Classes:

1:8 Buggy - Sportsman	☐ Freq.	____ ____ ____	PT#	
1:8 Buggy - Expert	☐ Freq.	____ ____ ____	PT#	
1:8 Buggy - PRO	☐ Freq.	____ ____ ____	PT#	
1:8 Truck - Sportsman	☐ Freq.	____ ____ ____	PT#	
1:8 Truck - Expert	☐ Freq.	____ ____ ____	PT#	

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Part Number: varies
MSRP: $13-17/pair
www.rpmrcproducts.com



TRAXXAS

E-MAXX 2-SPEED TRANSMISSION

Double up the gears and have driver-controlled shifting with Traxxas' new E-Maxx 2-speed Conversion Kit. The kit includes everything you need to go 2 gears, including a waterproof sub-micro servo for shifting. Works with any new-generation E-Maxx.

Part Number: 3998
MSRP: $55
www.traxxas.com



We have a "creepy crawler" in our office too; his name is Carl...



JACO

PRISM FOAM RUBBER RACING TIRES

Looking for a different change of pace? Why not see how fast your truck can go with JACO's new Prism foam rubber racing tires! With fitments for Traxxas JATO, Rustler, and Stampede (nitro and electric), you can get some serious traction down to the pavement. The low profile Prism's are pre-mounted on lightweight wheels, ready to mount up and go.

Part Number: varies by compound
MSRP: $32/pair
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Duratrax' new Onyx 230 AC/DC Advanced Peak Charger is perfect for a wide variety of applications from 1/32 scale micros to large 1/8 scale electrics. It charges 1-8 cell Ni-Cd's, Ni-MH, Li-Po, Li-Ion and A123 cells. It has a 9900mAh capacity limit and a charge rate of 0.1-7.0 amps. Other features include 10 battery memories, a reversed backlit LCD, and a built-in fan.

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MSRP: $80
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Part Number: 88017
MSRP: $10
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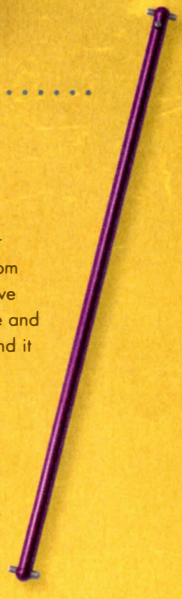

PROTOFORM

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...well actually only creepy to Jason B.

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R.O.A.R. Region 10 Fuel Offroad Championship



July 12th & 13th

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www.sweetwaterrc.com
or call 307.389.7152

CLASSES:
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1/8 Pro Buggy
1/8 Sportsman Truck
1/8 Pro Truck
1/10 Gas Truck
Production Monster Truck

ENTRY FEE:
$25 first class
$15.00 each additional class

Race Schedule:
July 11th - Open Practice 12:00pm - 8:00pm
July 12th - 4 Qualifying Rounds 9:00am
July 13th - Mains 9:00am

RULES/MISC:
ROAR Rules Apply & Membership required.
Qualifiers will be 7 min.
A mains 45 minutes, B mains 20 minutes, all others 10 minutes.
All racers will receive a T-shirt with paid entry, Deadline for T-shirt - June 27th.
Pit tables, EZ ups, chairs, and power cords will be needed, some tables will be available.
AMBrc3 with RC Scoring Pro.
House transponders available, personals encouraged
FREE BBQ for all racers
Check website for additional information
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Name:_____
Address:_____
City:_____ State:_____ Zip:_____
Email:_____

1/8 Sportsman Buggy	Frequency #1 _____	#2 _____	#3 _____	PT# _____
1/8 Pro Buggy	Frequency #1 _____	#2 _____	#3 _____	PT# _____
1/8 Sportsman Truck	Frequency #1 _____	#2 _____	#3 _____	PT# _____
1/8 Pro Truck	Frequency #1 _____	#2 _____	#3 _____	PT# _____
1/10 Gas Truck	Frequency #1 _____	#2 _____	#3 _____	PT# _____
Production Monster Truck	Frequency #1 _____	#2 _____	#3 _____	PT# _____

SANCTION # 2008-01-002
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REAL MEN HAVE TWO WHEELS

XTREME RC CARS WINNER of the month RACERS RIDES



Hi, my name is Lorenzo Schley and I run rcbikes.com. We are trying to get more people into our two-wheel world and thought you would post some pictures in your magazine. Attached are a few pictures of bodies that I have painted along with a text file about the bikes. If you would put some bike information in your magazine it would be greatly appreciated. The site is for information only. I do not sell any products on the site. It's for meets and bike tips along with video. Thanks a ton!

Lorenzo, www.rcbikes.com

There's an angry mob of Racer's Rides winners beating down my door.

WRITES IN THE 3RD PERSON

This is Jay Williams's car, a pink AE86 with all hand made interior, motor, and racing seat. Starting from the front, the car has a front tow hook and custom headlights that were the taillights of a Nissan S15 Silvia. Next comes the outrageous hood with hand painted fish and see through hood where Jay did an engine swap and inserted a 2JZ-GTE Turbo Supra engine. It is all hand made from scratch. The interior is just as detailed with a hand made racing seat, gauge pod, tachometer, and steering wheel. An additional accent is a homemade NOS bottle made from a Vicks nasal inhaler cap. A rear strut bar, roll cage, and tinted windows finish off the interior. The rear of the car features tinted rear lights, rear diffuser, and exhaust pipe. The last thing Jay added on the car is a license plate that is used for Americans who live in Japan. The plate is called a Y plate as a memory of Jay's seven years living in Japan. Be looking for the next unveiling at the 2008 RCX expo where Jay has more modeling tricks up his sleeve. He has posted a few tutorials on rcdriftclub.com under the post name WILFAST.





A BIT OF RC ADDICTION

Here are my trucks! Just got into the hobby seriously 1/2/07 after getting frustrated with "toy" cars. I bought a T-MAXX 2.5R from my LHS and had a great time bashing in the snow. I realized that I wanted something better so I ordered a REVO 3.3 in May '07. I have had a blast with these trucks over the past year but they are nitro and have tuning headaches to go with them. I bought myself a RC18T for a Christmas present and realized how much fun electric could be with the first charge! I upgraded to a Mamba performance system brushless motor and esc; it's a blast. As I was searching for upgrades I stumbled upon some E-REVO conversion kits. Thought the idea of a REVO that was plug and go was awesome so I did some more searching and found the Gorilla Maxx site. I wound up buying a rolling chassis off eBay along with everything to get it running. I put a Novak HV 4.5 motor/esc on it, added Traxxas Gemini wheels and talon tires, took out the spools the previous owner had put in the front and rear and replaced them with stock diffs and 50K fluid. I have yet to get into racing because of the lack of interest in 1/8-scale MT in my area but have had a blast bashing them around. I'm planning on getting a Losi Slider so I can race that and see where my obsession goes. I might not have the trickest collection of rides, but I think I've come a long way in just a year.

Joseph Troup

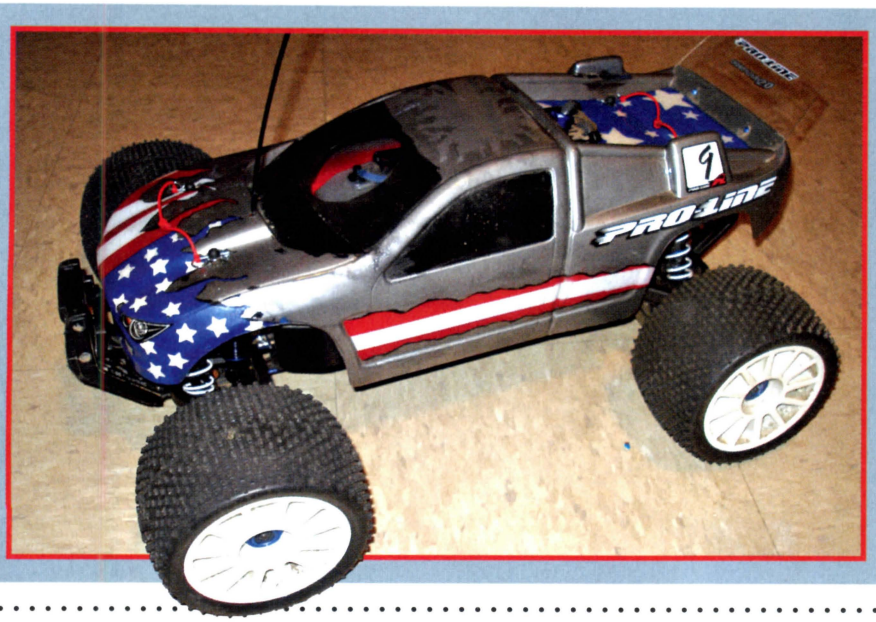


WANT TO SEE YOUR RIDE IN RACERS' RIDES?

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



URBAN ASSAULT

Here I have a Team Associated Monster GT. I have been working on this truck for about eight months now. Upgrades are as follows: FT chassis, Dynamite Platinum .28, Pro-Line 40 series Bow Ties with Wabash wheels, Pro-Line Crowdpleazer body, custom painted by my fellow soldier, Hitec 5955tg steering servo, Hitec 645mg throttle gear servo, 17 tooth clutch bell with Mugen aluminum shoes, forward only conversion, Dynamite manifold with stock pipe, 1400 mAh 5 hump pack, and all of the weight saving I could do without compromising durability.

Sgt. Potito



V FOR...

Hi my name is Walter Lehmann, and I am sixteen years old. I live in Winnipeg, Manitoba, Canada. I have been working on this Duratrax Vendetta for the last year now and finally finished. I named it "Project Permax." Some of the parts include: Permax 400/ Quark 33a combo, rear steel atomic cvds, blue aluminum diff cups, blue screw set, Deans connectors, graphite rims, graphite wing, green springs, adjustable turnbuckles, sway bars, graphite driveshaft, blue bellcrank posts, ball bearings for the steering, graphite front brace, graphite battery hold down, 19/41 gearing, Duratrax tires, and graphite shock towers. My Vendetta is really fast and I did the decaling to the body to make it look carbon fiber. Now just gotta wait for the snow to disappear so I can take it for a rip. I've been reading your magazine for a while now so I thought this would be a good thing to enter. Hope you like it.

THINKS WE'RE WITTY

This is my Wheely King crawler. I custom made the chassis and servo mounts out of carbon fiber. It sports twin JR DS8711 servos, an Integy 65t lath motor, Novak Roster crawler ESC, Revo drive shafts, Axial bead locker rims, Losi Rock Claws, and a 1500 Li-Po pack. It's just one of my collection. Love the mag. Keep up the good work (the side bars crack me up).





CRAWLER *TAKEOVER*

Here're a few snaps of my crawler I just recently finished. Now I'm just waiting for the snow to melt so I can hit the rocks! It's an Axial Ax10 Scorpion, with a 55t Integy Lathe motor, TCS axle battery packs, Tower Pro Servo,Dynamite esc, and Spektrum Dx3 radio system. Hope you like it!

Andy Petterson



Wow crawlers are taking over in here too!



2ND ANNUAL BEAR MEMORIAL GOLF TOURNAMENT

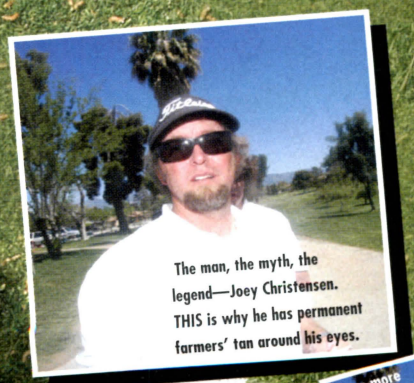
SWINGING STICKS FOR A CAUSE

Joey Christensen is a legend in the RC racing scene. He's responsible for building some of the most gnarly, technical, and impressive track layouts that today's professional racers compete on. His hard work and determination has help shape the complexion of our hobby, and everyone appreciates his contributions. A few years back, his father, Bear, passed away. And since then, Joey has organized a benefit in shape of a golf tournament, to help remember his father by. April 12, in Hemet, CA, a bunch of us RC guys and gals got together to join Joey and his family, and commemorate the life of Bear. If you missed it, here's a look at the afternoon.

We want what that guy drank!

Um, looks like someone pre-partied a little too much this morning!





The man, the myth, the legend—Joey Christensen. THIS is why he has permanent farmers' tan around his eyes.



Cody King drives a helluva' gas car. Apparently he also drives the hell out a golf ball.



Everyone in attendance got a t-shirt to wear at the event. White is a wise decision for Hemet, which is hotter than Venus.



Some more Christensen blood. Cheese!

And if golf becomes boring, why not bust out the beat box, cardboard, and break-dance for the crowd. It's even better to watch when one it's one of the Dirt Girls...





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OUTPUT: 2.5 bhp @ 33,000 rpm
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REQUIRES: Glow fuel, tuned pipe and manifold, and 201 air cleaner.

The O.S. 21VZ-B V-Spec-T

You wanted an engine with first-place power and long-term durability. The V-Spec's hardened true chrome liner delivers both and reduces the need for rebuilds as a bonus. And since the engine that "breathes" better performs better, the V-Spec also features updated port timing and a milled, balanced crankshaft that simultaneously improves airflow and reduces rotating mass.

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You wanted an engine that could keep its cool. The V-Spec responds with a heat-shedding black, powder-coated crankcase and blue anodizing on a unique, 2-piece Turbo head. It's a heat sink on the outside and a button head on the inside, a combination that eliminates hot spots and subtly reshapes the combustion chamber for more output. And for easy starts even in cold and/or damp conditions, the V-Spec offers the new TP-3 — the hottest glow plug O.S. has ever offered.

If you want to know more about the O.S. 21VZ-B V-Spec-T (P) or the location of the O.S. hobby dealer nearest you, visit www.osengines.com or call 1-800-682-8948 and mention code number 2380T.

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HOT STUFF

EX-TECH NITRO News

EX-TECH NITRO TEAM EXPLODES!

Ed Bridges the man behind the world famous EBMods series of tweaked nitro engines will be heading up the new Trinity EX-TECH Nitro racing team. Ed is the team manager and along with traveling to the races Ed will be using his years of experience to design the hottest nitro parts and engines. Ed's EBMods tuned & tweaked engines will be available through Trinity.





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TRI20181, 4000mAh 6 Cell Stick
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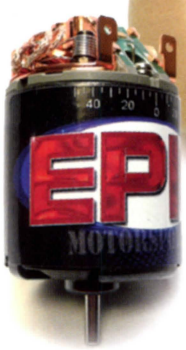

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