

JAMMIN' JP-SERIES PIPE COMPARISON - Which Should You Buy? pg.149

Xtreme RC Cars

Performance Tests • News • How-To's • Race Coverage • Like it Ain't

GO BIG or GO HOME!

HPI's Awesome Baja 5B SS

TEST DRIVEN:

- TEAM VTX B1 RTR
- ACADEMY GV2
- KYOSHO DBX

MAR 2008 / ISSUE 148

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THINK omnimedia

Learn How To

- Run in the Snow and Rain
- Detail Like a Pro
- Store Stuff

Exclusive Clutch Tuning Article with Adam Drake!

TEAM ASSOCIATED

IFMAR WORLD CHAMPIONS 22 TIME

ae

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

MGT 8.0



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

ae

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NITRO
Team Trinity's Adam Drake, The 2007 ROAR 1/8th Off-Road National Champion Takes The 2007 Kyosho Fall Classic!
TRINITY PHATT HEAD FOR .21 ENGINES
TRINITY
PLATINU
DRAKE
TRINITY
TEAM LOSI
THE DRAKE
TRINITY HUB CARRIERS FOR THE TEAM LOSI 8-8T BUGGY TRI43102
MONSTER
HORSEPOWER
TRINITY
R/C FUEL
IFMAR WORLD CHAMPIONS
1 U.S. GALLON (3.784 LITERS)
DANGER POISON. FLAMMABLE. INFLAMMABLE
SEE WARNING AND FIRST AID INSTRUCTIONS ON BACK OF CAN
THE KYOSHO
December 1st & 2nd, Revelation Raceway
FALL CLASSIC
BUGGY EXPERT "A Main"
ADAM DRAKE 1st Place & TQ
Trinity Fuel, Trinity Drake Platinum .21 Engine, Team Losi 8

TEAM ASSOCIATED

RC8RS

RACE-SPEC





XP3D

3CH COMPUTERIZED DIGITAL RADIO

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- Electronic Trim Adjustments
- Sub-Trim Adjustment
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- Battery Voltage Indicator
- Adjustable Steering Wheel Tension
- Low Battery Alarm

PRO.28

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



Pro-Start, Glow Igniter and Fuel Bottle included!



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

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KSTAR

Do you want more clearance on those nearly impossible to get through, over, and around obstacles?

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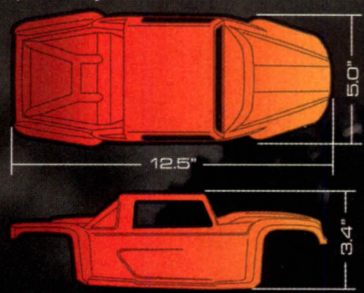
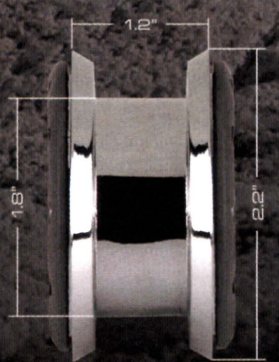


ROCKSTAR
#3262-00

EIGHT SHOOTER



The Eight Shooter wheel is **the narrowest 2.2" wheel on the market**. At only 1.2" wide, it allows the tire to do it's job more effectively by allowing extreme flexibility. Because of it's popular 2.2" diameter, you can outfit your crawler with over 24 different tires from Pro-Line.

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#1074-02 (M3)

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TRI10207	4.5 Turn, (1/12th & touring car, 4, 5 & 6 cell)
TRI10208	5.5 Turn, (4wd & truck off road, 6 & 7 cell)
TRI10214	6.5 Turn, (2wd, 4wd & truck off road, 6 & 7 cell)
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DUO UNIVERSAL HEATSINK

TRI10350	Racer (right)
TRI10351	Monster Truck (left)

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Xtreme RC Cars magazine

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

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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 $24.99 for 12 issues (one year), $79.99 per year for foreign airmail, $39.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2007 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capitol of the world, Southern California.

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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1/10 1/14 SCALE



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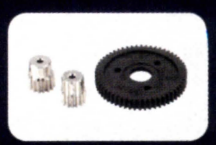
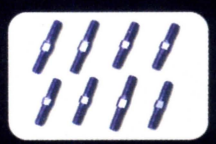

SWK6908 Speed Gear Set


SWK6912 CV Driveshaft Set


SWK6916 Steering Rack Bearing Set


SWK6910 Turnbuckle Set


SWK6936 Graphite Upper Deck Stiffener


SWK6914 C-Hubs, 8 & 10 Degree


SWK6920 Shock Body Set, Alum


SWK6900 Foam Tire Set, 35 Pink (4)
SWK6902 Foam Tire Set, 40 Magenta (4)
SWK6904 Foam Tire Set, 45 Purple (4)


SWK6950 Tailwhip Headlight / Taillight Set


SWK6934 Graphite Main Chassis

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James is almost cross-eyed in that picture.

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

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





ON THE COVER
The always cool, always big HPI Racing Baja 5B SS. Photo by Jason Boulanger

THE 2ND GENERATION
BRUSHLESS POWER



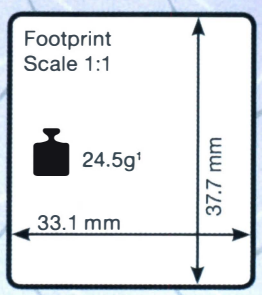




Sphere Competition 2007 Edition

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

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



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

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



Vector X-11

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

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

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

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YOU SUCK

"We tell it like it is." I have to address some funny comments I've read from other magazines and websites claiming to be the only person or place to "tell it like it is." I have to laugh because usually the person who runs around pounding his chest about something—like they have something to prove—has something to prove.[1] RC is at a strange point in its evolution, where our products are so good that some people feel the need to be hypercritical.[2]

I'm a racer. I understand the desire to know what the best racecar is out there. But not everything is a racer, and even if this were the case, a very small percentage of the market actually uses racecars for their original purpose.[3] This doesn't mean that as an editor I overlook the on-track ability of the latest racecar, and it also doesn't mean that I should overlook the bash-ability of it, either.

I'm always very honest and upfront about things. I don't hide that our advertisers get better treatment than our non-advertisers. But that doesn't mean you get a good review because of it. Advertisers get the first opportunity to work with us on articles and reviews. This is generally true of all magazines.

Spin is something that most of us don't really think about when we read a magazine. As an editor, I've learned over my years of writing that we can make the best car sound like a pile of crap, and the biggest pile seem like a Ferrari—just by altering the tone and the focus of the article.[4] It's a fine art and balance that some people have learned and others haven't. Our goal at *Xtreme RC Cars* is to help people and promote RC. If I picked up a magazine and was interested in learning about RC and read nothing but "this sucks" or "it's not good enough," I'd start to think that the industry sucks.[5] The stark reality is that most of the "really bad cars" are light-years better than what we used to get. The cheapest $300 RTR 1/8-scale is basically cheaper than my first Tamiya Falcon. Neither of them is winning the Worlds, nor any race for that matter, but in the end the targeted user (or even the average user) will love that car more than anything in the world. It will be such a blind love that most will overlook its flaws and defend it to other users.

We don't really tell it how it is, here. We tell it how we experience it. For example, the RC8 review we published mentioned that many people were having problems with parts breaking, yet I've run the car for over a gallon and a half of fuel and have only broken a rear hub—not even the parts that were in question. Yet others felt it was necessary to point out that there were durability issues and went so far as to say that they wouldn't buy it.[6] The "truth" is that all first-generation cars have teething problems, EVERY single one, and that's where companies step up and work with their customers. That's where they earn their reputation. And that's who wins my business. So when you're reading a magazine and ask why there aren't any bad reviews, think about how bad things are, really. Most cars these days are super durable and realistically all 9s or 10s. Should we punish the industry for making the standard so high?

That's not to say that we think everything's the cat's meow. Just remember that many reviews are all about point of view combined with spin, and it's my point of view that it's not the product that may suck, it's the user.

Derek's other two word response can't be printed here.

Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com



1. They're usually trying to put somebody else down so that they look better. Poor sales technique.
2. Your first car probably sucked for racing, but it's the one you remember being the most fun.
3. The reason you don't see many Hyundais on the cover of Road and Track is that they aren't selling Hyundais to race. They make very good cars for a very good price.
4. It's a balance that one learns over time, and a fine line to walk.
5. There's a lot of suck in the industry, but it's usually not the product.
6. Are we writing the review of what other people experience or what we experience?

» TEAM RANTS

MIKE VELEZ (LIKES PARIS HILTON BETTER)



TELL IT LIKE IT IS... College Football needs a playoff system!.
TELL IT LIKE IT AINT... Derek is never wrong.
TELL A LIE... I'm sure Britney's a great mom.

DEREK BUONO (HIS KIDS WILL BE BUFF)



TELL IT LIKE IT IS... Global warming is a scare tactic used by the government!
TELL IT LIKE IT AINT... A new study just came out that continents are moving faster because of the rise in obesity.
TELL A LIE... I am wrong all the time!

MICHAEL WORTEL (HEART GIRLFRIEND LOTS)



TELL IT LIKE IT IS... My cat Gus has only one testicle.
TELL IT LIKE IT AINT... Well, you can get into the G37 for not much more than you're paying now.
TELL A LIE... I will never tell a lie.

JAMES REVILLA (1 BIG CHICK = 3 HOT CHICKS COMBINED)



TELL IT LIKE IT IS... We have hot bikini-clad models in every issue.
TELL IT LIKE IT AINT... Small bikini's raise a hot girl's overall score +2.7 points.
TELL A LIE... I personally escort them home every night. And sleep over.

DAVE PALACIOS (MI LLAMO SENIOR PALACIOS)



TELL IT LIKE IT IS... Derek argues his point until he has convinced you that he is right.
TELL IT LIKE IT AINT... Eating pop-rocks then drinking soda will make your stomach explode.
TELL A LIE... I can speak Spanish fluently.

MIKE McMAHON (HE HATES SHAVING, TOO)



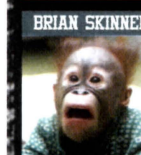
TELL IT LIKE IT IS... Nearly 75% of Americans have internet access.
TELL IT LIKE IT AINT... 85% of those use it to view porn.
TELL A LIE... I hate porn.

CARL HYNDMAN (HAS THAT PHOTO ON HIS WALL)



TELL IT LIKE IT IS... Look up the word Macho in the dictionary and you'll see a picture of me.
TELL IT LIKE IT AINT... Working on a magazine is easy.
TELL A LIE... I love deadlines.

BRIAN SKINNER (IF INCOMPLETE WAS A CONTEST, HE'D WIN)



TELL IT LIKE IT IS... Collectively, the world is a bunch of idiotos'. Left to ourselves, we're pretty smart.
TELL IT LIKE IT AINT... We're all shiny-happy-people-having fun.
TELL A LIE... I don't want to work full-time at XRC.

JEFF EVELEIGH (SECRETLY WISHES TO BE DEREK'S DAD)



TELL IT LIKE IT IS... Stupid people suck to talk to but are fun to play with.
TELL IT LIKE IT AINT... I asked Derek what "tell it like it ain't" meant and he said "no idea really". Awesome!!
TELL A LIE... Derek's mom isn't Hot!!!!

SHANE ARCHER (SINGLE, SHORTLY)



TELL IT LIKE IT IS... Your favorite presidential candidate sucks.
TELL IT LIKE IT AINT... With the current housing decline, I'll be able to buy a beachfront bungalow in SoCal next year!
TELL A LIE... No honey, you don't look fat!

NOVAK

VELOCITI LIGHT



A Smooth Operator

The Novak Velociti Light sensored motors offer drivers yet another "tuning tool" in their arsenal of Brushless Race Weapons. These motors are constructed exactly like the Novak Velociti "R" motors, but use smaller gauge wire in the windings to make the motors feel "softer" – as in easier or milder acceleration and softer braking power. They do everything the original Velociti "R" motor does, just smoother.

Novak Team drivers have used them in both off-road and on-road, from buggys and trucks, to 12th scale and Touring cars. Typically, in off-road when the traction is low, or in on-road, when the track is very tight and technical, the Light motors shine.

In addition to having softer or more subtle acceleration, mid-range and brake response, the Light motors weigh less too—about 20 grams lighter. However, there is nothing light about the Velociti Light's performance or operation. "L" motors are full-fledge race motors exactly like their "R" counterparts. Just lighter.

VELOCITI LIGHT BRUSHLESS MOTOR SPECS

MODEL	TURNS	INP. VOLT.	WATTS	KV	MAGNET
#3303	3.5	4-6/2S	431	10,300	Sintered
#3304	4.5	4-6/2S	413	8,200	Sintered
#3305	5.5	4-6/2S	350	6,800	Sintered
#3306	6.5	4-6/2S	315	5,900	Sintered
#3307	7.5	4-6/2S	250	5,400	Sintered

When to use an "L" Motor

#3303 is ideal for top-level Touring Car racing on tight race tracks, and also ideal for Carpet Racing or open track 1/12th scale racing.

#3304 is ideal for competition level 4WD racing, 1/12th scale racing, or 5-cell 4WD off-road applications.

#3305 is ideal for Truck and 4WD racing, and 1/12th scale "Club" Racing.

#3306 is ideal for Truck and 2WD Buggy racing and very tight 1/12th scale tracks.

#3307 is ideal for loose or slippery track conditions when running 2WD.

VELOCITI

Don't forget about the Original Velociti Brushless Motor. The Velociti Series is Novak's fastest competition brushless motor series. Five motors are available. Each is sensor-based, designed for racing and is capable of reaching speeds fast enough to satisfy the needs of all racers. Velociti motors are also available in factory-wired combo systems with a GTB Racing Brushless/Brush ESC.



#3303, #3304, #3505, #3506, #3507

REBUILDABLE NOVAK BRUSHLESS MOTORS

Novak's line of motors are fully rebuildable, can be customized and are tuned using Novak's complete line of Brushless Motor Accessory items. One of the few companies to actually offer several options for your Brushless motor, Novak has everything from standard replacement parts to tuning and customizing parts. Accessory items range from colored rings to slide on heatsinks, replacement bearings and tuning rotors. Whether you simply need to fix an old motor or personalize your favorite motor, Novak has a full line of motor accessories for you.

Velociti/HV Bearing & Ribbed End Bell Kit



#5919



540-Size Motor Sleeves
#5420, #5421, #5422, #5423

Novak Sintered Tuning Rotor-13MM



#5909

www.teamnovak.com

Novak Electronics, Inc. • 17032 Armstrong Ave. • Irvine, CA 92614


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



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NITRO DRIFT

HPI Racing takes drifting to the nitro arena with their new RTR Nitro RS4 3 Drift packages. Power comes from their potent G3.0 nitro engine (.18 cu. in.), and a new rear exhaust muffler system routes the engine smoke out the back of the car for scale realism and clean operation. Tough 4WD shaft drive, enclosed receiver/battery box, and a stiff purple anodized aluminum 2.5mm gives the Nitro RS4 3 great handling and extra durability. You can get either a Nissan Silvia or Toyota Soarer, and both bodies come trimmed, decaled, and ready to run.

P/N: 10071 (SILVIA), 10072 (SOARER) • MSRP $560 • WEB: WWW.HPIRACING.COM

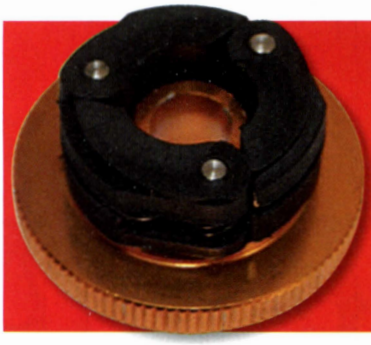
Yes, James put the Soarer in because he owns a real one!

SMALL-SIZED PASSION



Speed Passion has a new race-level brushless ESC, the GranTurismo. It offers everything you'd expect to find on a racing ESC, including a small footprint and nine different driving profiles. The unit also features an adjustable timing function and includes a hand-held programming module. Capable of handling a 2.5 brushless or 4-turn brushed can, this ESC is on the professional racing level.

WEB: WWW.SPEEDPASSION.NET



ULTIMATE RACING COMPAK CLUTCH SYSTEM

Distributed by Schumacher USA

Ultimate Racing's Compak Clutch System is an aftermarket upgrade for your favorite 1/8-scale buggy or truggy. The 34mm flywheel makes it compatible with Mugen, XRAY, HoBao and Kyosho. The kit includes multiple springs and features a CNC-machined flywheel and carbon shoes.

WEB: WWW.RACING-CARS.COM

SPEEDY CLEANER

Clean your ride the O'Donnell way! O'Donnell's new Speed Wash Cleaner contains five cleaning agents and applies with or without water. It's safe for titanium, aluminum, fiberglass, clear coat, stainless steel, chrome, rubber, plastic, vinyl, and leather. It's acclaimed by veteran RCer Steve O'Donnell as the best RC cleaner you can buy! You can pick up a 32-ounce spray bottle at your local hobby shop.

P/N: ODOC8001, $12
WEB: WWW.ODONNELLRACING.COM

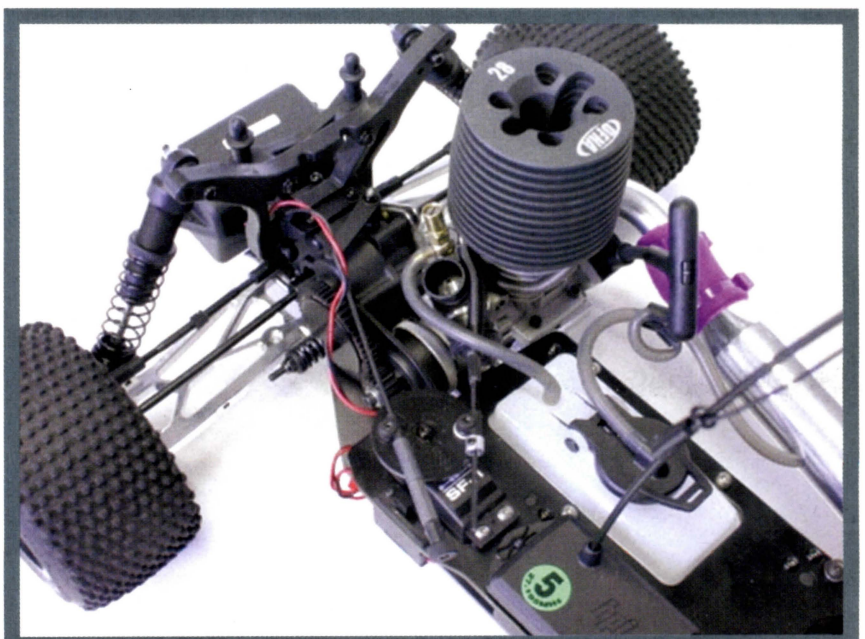




LOW TIES?

Pro-Line's Low Profile Race (LPR) series of tires continues with the release of the LPR Bow Tie. Meant for use on 1/8-scale trucks, the LPR Bow Ties feature Pro-Line's M2 compound, internal ribbing designed for less tire expansion under acceleration, oversized, long-lasting molded foam inserts, and a light 122-gram weight per tire.

P/N: 1140-01 • STREET PRICE (IF APPLICABLE) $31/PAIR • WEB: WWW.PROLINERACING.COM



BIG BLOCK FIRESTORM

Looking for more power for your HPI Firestorm? Well, then, New Era Models has a new big block engine conversion designed specifically for the HPI Firestorm 10T. With their kit, you can easily move up to .21 or larger engines easy. (Ofna .28 is shown as an example.) The kit includes a billet aluminum forward engine mount, a billet aluminum rear engine mount, and a steel throttle return spring. You provide the big block!

P/N: HFS110, $36.50 • WEB: WWW.NEWERAMODELS.COM

JR16 does Inside Line solo this month.



BACK TO MARS?

KO Propo have released details about their latest pistol grip radio, the EX-1 UR. Bringing back the look of their popular mars transmitter, the EX-1 UR features a new ultra high-speed CPU design, and the radio can store up to 30 different cars in its memory and has 3 different levels of response from normal to advanced to Super-Ultra. The radio can be used in 3 or 4 channel mode and the new module has been optimised to provide ultra-stable p erformance. A smaller diameter steering wheel combined with less turning angle gives a quicker turning response from end point to end point and helps increase reaction speeds, while all the steering and throttle functions can be monitored on the transmitters LCD screen.

WWW.KOPROPO.COM

As long as they didn't consider naming it after Uranus.



SMOKIN' THE PIPE

Team Associated's Factory Team introduces this new EFRA Homologated 1/8-Scale Black Non-Stick Muffler for the RC8. They claim that the new muffler's 3-chamber design provides the best combination of bottom-end punch and top-end performance. A specially formulated finish makes the "Non-Stick" muffler easy to clean. Bolt up more power to your RC8.

P/N: 89175 • STREET PRICE (IF APPLICABLE) $60
WEB: WWW.TEAMASSOCIATED.COM



POWERED BY DUO

The 2.5 DUO brushless motor is specifically designed for 4- or 5-cell use, which is starting to gain a lot of popularity on the TC circuit. The DUO motor meets all ROAR and EFRA specs, and it can be run with either a sensor-based system or a sensorless ESC. DUO is Trinity's top-of-the-line brushless racing motor, and many racers should be gobbling up this hot wind in the near future. (The 2.5 is NOT to be used with 6-cells.)

P/N: TRI10216, $130 • WEB: WWW.TEAMTRINITY.COM



WEIGHT WATCHER

The folks at Much More Racing now have wheel balancing weight tape. It's easy to cut with ordinary scissors, and you can use it to fix the wiggle in your wheels for a true, balanced setup.

P/N: MR-BWT8
STREET PRICE (IF APPLICABLE) $4
WEB: WWW.TEAMMUCHMORE.COM

YOUR #1 NIMH SOURCE

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



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

ALSO NEW AND IN STORES NOW:

ROCKET PACK
High Power Stick Packs



Available also w/TRX® style plugs

SUPER DUTY
Performance
Stick Double Packs



SUPERCHARGE
Mini Race Packs 1600



MARATHON
Receiver Packs 1600





2700
Performance AA cells

900HV
Performance AAA cells



TEAM ORION®

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

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



Specifications:
Length: 139mm
Width: 46mm
Height: 23.1mm excluding nubs/25.1mm including nubs
Weight: 3200 mAh/TBD, 5000 mAh/TBD

Available in three flavors:
#703 Reedy Li-Po 5000 mAh Pro 12AWG
#704 Reedy Li-Po 5000 mAh w/plug
#705 Reedy Li-Po 3200 mAh w/plug

REEDY GOES LI-PO TOO

Reedy is proud to introduce their new 7.4V 20C Li-Po battery packs designed specifically for use in RC cars and trucks. A unique hard case design helps protect the battery from damage. Integrated locking nubs simulate sub-C cell profiles to allow the battery to be easily installed in slotted touring car chassis. By simply flipping the battery over, perfect installation in off-road vehicles is achieved.

WEB: WWW.RC10.COM/REEDY

THE MINI LIVES ON

Tamiya keeps the Mini class going with their new MINI Cooper S 2006. Based on their tried-and-true M03L chassis, the Coops features a front-mounted motor and front-wheel drive (just like the actual MINI), monocoque frame, 4-wheel independent double wishbone suspension, new body parts made from lightweight polycarbonate that accurately reproduce the subtle changes of the MINI Cooper S 2006 (including hood scoop and wing), separately molded parts for side mirrors, and stylish wheels equipped with synthetic rubber radial tires.

P/N: 58400 • MSRP $176
WEB: WWW.TAMIYAUSA.COM



Real men don't drive MINI's.



TITANIUM BLACK

Distributed by Speedtech RC

SpeedWay Pal of Japan has a new "Titanium Black" finish for their D9 drift wheels. Now you can give your ride better looks by having a total of six different finishes (white, black, chrome, bronze, silver, titanium black). The D9s come in 7mm or 10mm offsets.

P/N: PA074-BT (7MM) / PA074-10BT (10MM)
STREET PRICE (IF APPLICABLE) $9/PAIR
WEB: WWW.SPEEDTECHRC.COM

Z01B™

Know that extra tenth of a second you've been looking for?

YOU'VE FOUND IT.



Everyone knows that lighter is faster. And the lightest drivetrain in 1/8 scale nitro is inside the O'Donnell Z01-B.

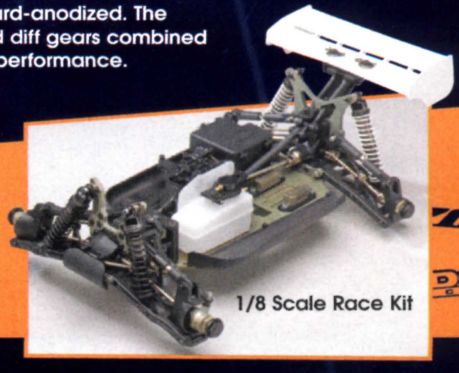
Every part has been meticulously CNC-machined and lightened, to gain you one tenth here and another tenth there. Steel parts like the front and rear universal driveshafts, gears, pinions and outdrives. Aluminum parts like the center dogbone driveshafts. Bottom line, you get more snap! going on-throttle, less momentum going off — and more chance of trimming another few tenths off each lap.

And while it's light on weight, it's 'way long on last. The center dogbones are hard-anodized. The outdrives and driveshafts are hardened and nickel-plated. Spiral cut pinion and diff gears combined with sintered sun and satellite gears provide incredible strength, durability and performance.

Not everyone is willing to go to such extremes. Just the ones that want to win.







Z01B.com

O'DONNELL® RACING

For more information on the O'Donnell Z01-B, see www.z01b.com or call 1-800-862-8948 and mention code number 2380A.

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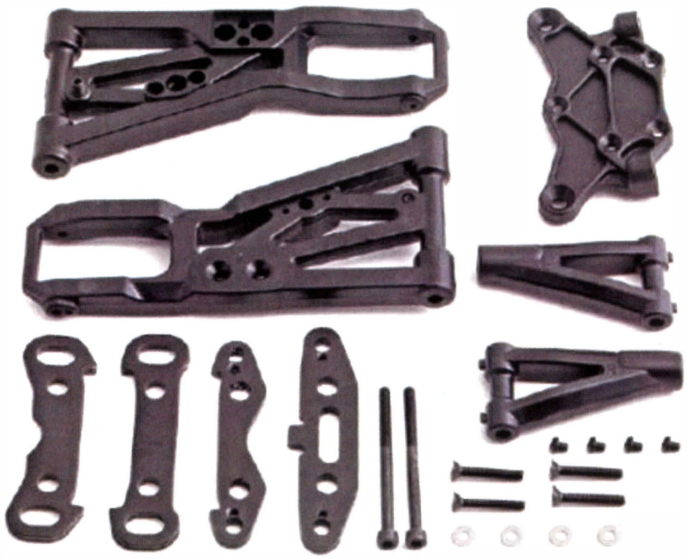
RC8 PIT STOP

In keeping with the tradition of customer service, Team Associated has released the RC8 Service Pack. The parts package is available free of charge to AE customers who purchased an RC8 Factory Team vehicle, and it updates kits to the current spec. Inside the pack you get:

1 - Arm Mount A
1 - Arm Mount B
1 - Arm Mount C
1 - Arm Mount D
1 - Top Plate
4 - Button Head Capture Screws
4 - Flat Head Counter Sunk Screws
1 - Front Lower L/R Arms (pair)
1 - Front Upper L/R Arms (pair)
4 - Washers For The Capture Screws
2 - 45mm Socket Head Capture Screws (For D Plate To Gearbox)

WWW.TEAMASSOCIATED.COM







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

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

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

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

3-SPEEDERS TAKE NOTE

Futaba caters to both the high-end racer and the "run for fun" hobbyist, and in the case of their new 4GWD, they introduce a 2-stick that's suitable for multi-speed transmissions, tanks, and big rig models. A new LCD screen on the front highlights the features list, including digital trims, end point adjustment, sub trims, and 3-model memory. Each radio system includes an R124 receiver and two S3004 servos.

P/N: FUTJ45**
MSRP $179
WEB: WWW.FUTABA-RC.COM





#300 Reedy Stockstar 27T
24° Stock Motor



#517 Reedy Challenger
19T Spec Motor

IFMAR WORLD CHAMPIONS
28 TIME
REEDY



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

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

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

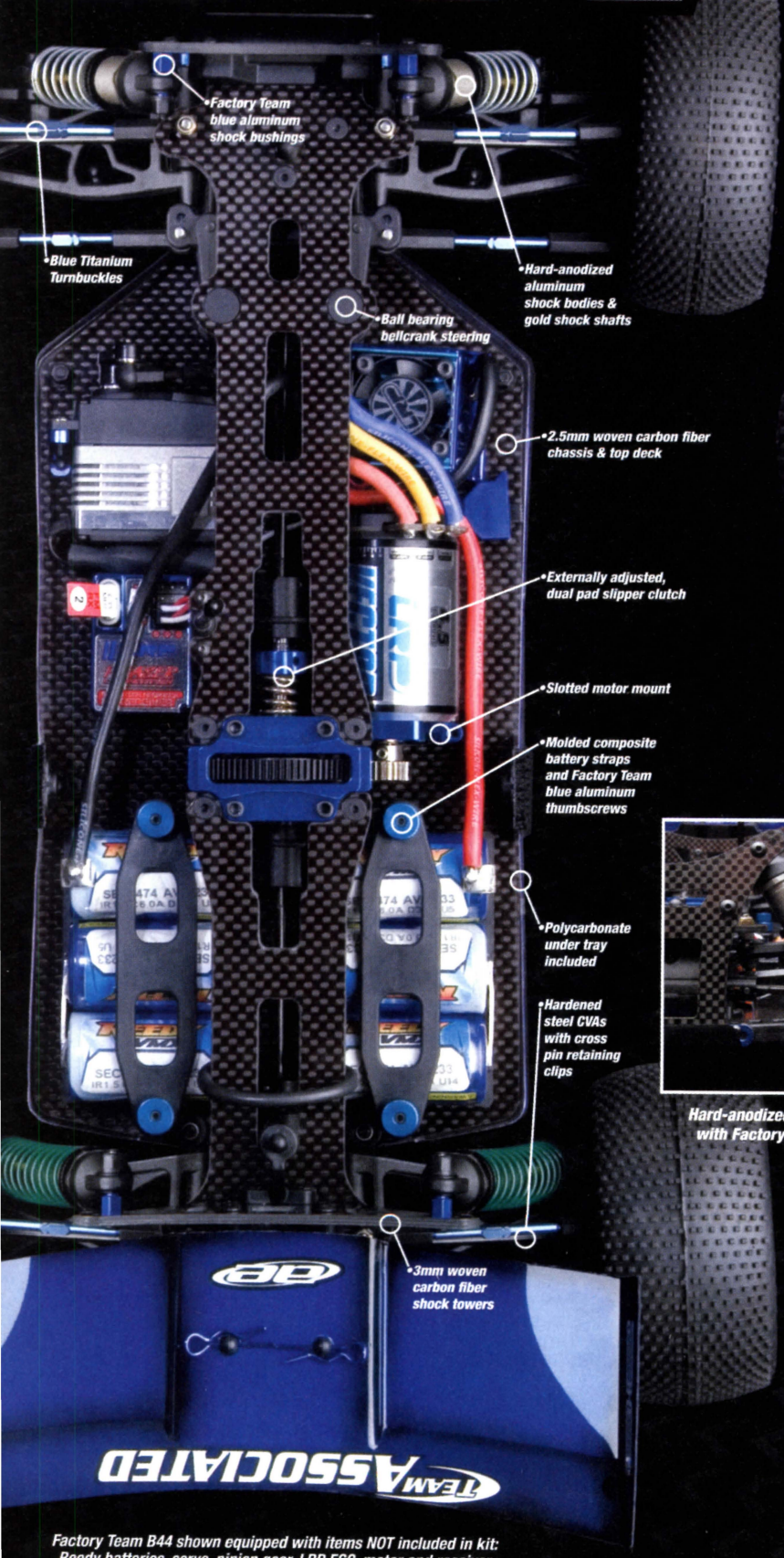


www.ReedyPower.com

REEDY

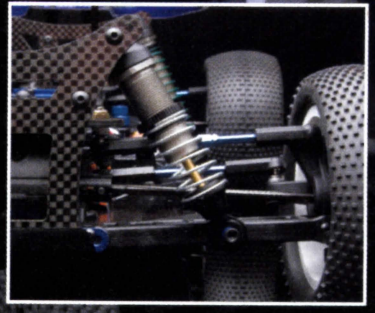
A Division of Associated Electrics
26021 Commercentre Dr., Lake Forest, CA 92630

B44 Factory Team

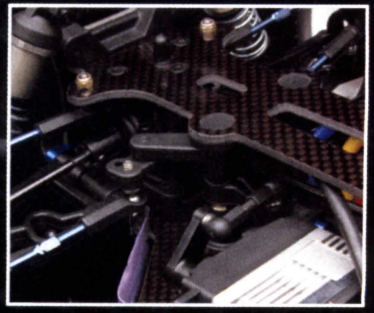


Factory Team B44 shown equipped with items NOT included in kit: Reedy batteries, servo, pinion gear, LRP ESC, motor and receiver





Hard-anodized aluminum shock bodies with Factory Team Gold shock shafts



Ball bearing steering with adjustable servo saver

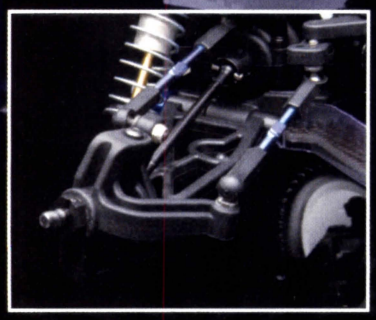
The Factory Team B44 project came to life in 2003 as a cooperative effort between Team Associated and J Concepts' Jason Ruona and Brad Reelfs. After Team Associated's Ryan Cavalieri won the 2005 IFMAR World Championships in Collegno, Italy with the BJ4 Worlds Edition, Area 51 shifted into overdrive to 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.

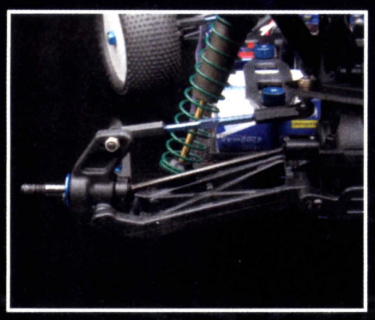


1:10 Scale Electric 4WD Offroad Competition Buggy Kit

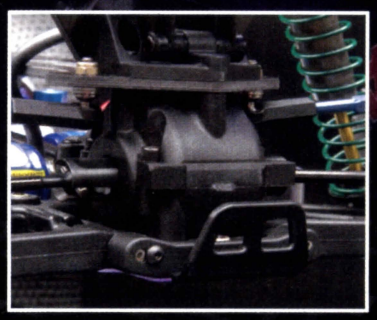
TEAM ASSOCIATED



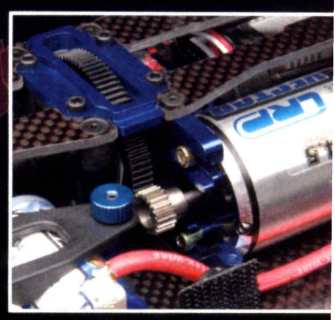
Blue Factory Team titanium turnbuckles
Front wheels and hexes are optimized



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.

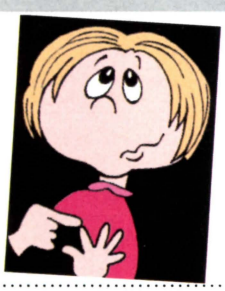
ae

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

POLL PAGE

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





16% HAVE NEVER COUNTED PAST 100

RANDOM POLL QUOTE:

My wife has ragged about my RC problem 1,468 times in the last 573 days, 17 hours, and 37 seconds. Damn, there she goes again. Make it 1,469 times."

-Huggins989

HOW MANY TIMES DO YOU READ EACH ISSUE OF XTREME?

More than once a week: 55%
Weekly: 27%
Monthly: 16%
Not at all: 2%



RANDOM POLL QUOTE:

"I keep all my issues in the bathroom, so I read them a lot."

-Ziiaad

19% HAVE A PRO RACER'S AUTOGRAPH

RANDOM POLL QUOTE:

"I attended the IIC in 2006, and I met Atsushi Hara. He was very busy, but still took a minute to talk to me. After the event was over, he autographed one of his bodies and gave it to me!"

-rcGURL



33% HAVE HAD YOUR DRIVER'S LICENSE SUSPENDED

RANDOM POLL QUOTE:

"After racing TC in a parking lot all day, it was time to drive home. I couldn't shake out of RC mode and got pulled over doing 130 mph in a 50. Good thing I love RC, because that's the only driving I'll be doing for a while."

Iowabeta1726



WHAT DO YOU WANT MORE OF IN XTREME?

How-Tos: 28%
Reviews: 21%
More professors: 28%

RANDOM POLL QUOTE:

"Cross breed *Beer Magazine* with XRC during an article and let's see the effects of testing an RC car while drinking. I think they did something like this on MythBusters, and this way Wort can put his MythBusters idea to a test."





IT'S NEVER PRETTY, BUT PRETTY FUNNY

13% have had their RC car run over by a real car
27% have seen it happen
2% ran over someone else's

RANDOM POLL QUOTE:

"I get a few cars a year at my hobby shop that were run over. The worst incident was when a previous manager was breaking in a nitro tc3 and didn't see the car. A brand-new ntc3—squashed like a pancake. Then a similar incident happened at another store with an MGT... At least my store gave the dude a brand-new car!"

-drcmaster

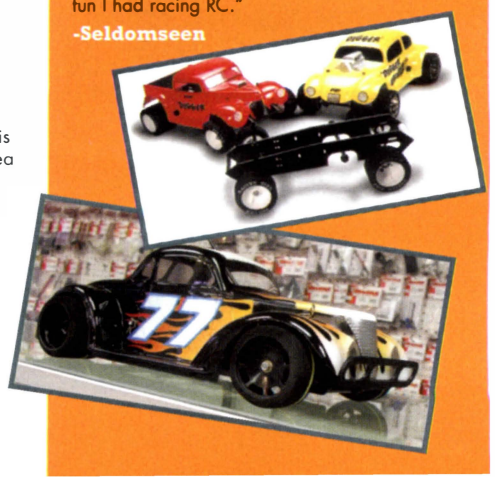
WHAT'S YOUR FAVORITE BOLINK PRODUCT?

TIE: Digger and Legends
27% have no idea what BoLink is

RANDOM POLL QUOTE:

"I got so excited when I saw this thread that I accidentally voted for Digger when I meant to vote for Legends. I still have both a Digger and Legends that we used to race dirt oval with many moons ago. That was some of the most fun I had racing RC."

-Seldomseen



You just gave Wort another reason to drink at work.

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



T3001 Chrome EVO-4 Front Skid Plate for T-Maxx 3.3

T3012 Chrome EVO-4 Engine Mount for T-Maxx 3.3



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

T3008 Chrome EVO-4 Alloy Body Posts for T-Maxx 3.3



T3003 Chrome EVO-4 Rear Bumper for T-Maxx 3.3

FEBRUARY 2008 RC EVENTS CALENDAR

RACE GUIDE KEY
On-Road Race
Off-Road Race

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
25	26	27	28	1	Groundhog Day 2	3
4	Mardi Gras 5	Monopoly Goes On Sale, 1935 6	Zary's Birthday 7	8	Toothache Day 9	RC DriftClub's Drift Showdown 2008, Round 1 San Gabriel, CA – Speedtech RC www.rcdriftclub.com 10
Marcus Velez' Birthday 11	Sylvia Saint's Birthday 12	13	Valentines Day 14	National Gum Drop Day 15	Feb. 16 Frezzy On-Road Challenge Fitchburg, MA – RC Excitement www.rcexcitement.handrum.com 16	HPI/HB On-Road Challenge Corona, CA – Hobbytown USA www.hpiracing.com SoCal RC Crawlers, Round 5 Mt. Baldy, CA www.socalrcrc.com 17
Presidents Day 18	19	The Dirt 9th Annual Nitro Challenge Witman, AZ – The Nitro Pit www.thedirtracing.com Cherry Pie Day 20	21	Walking The Dog Day 22	23	24
Dave's Birthday 25	26	27	Ali Larter's Birthday 28	Leap Day 29	1	2

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DSM PROTECTION

With the huge popularity of DSM radio systems, much of the hobby has made the switch to this amazing advancement in technology. The only problem is that our transportation devices haven't updated as quickly as the actual radio systems. Many drivers will actually remove the module from their radio during transportation because the stubby antenna protruding out the back can sometimes be difficult to fit within your existing storage. You need to develop some sort of transportation system that keeps your radio and module safe without having to disassemble it for each use. If you store your transmitter in the packing foam it came in, simply use a hobby knife to remove some foam material, offering clearance for the antenna. If you use a radio bag, be sure to get one that will allow you to leave your module installed without stressing the delicate antenna. Whichever method you use, just make sure you can leave your radio intact, but still keep it protected.



WINDOW TRIM

Whether you're painting a one-color wonder or slapping together a Van Gogh masterpiece, nothing wraps up a perfect paint job like window trim. It only takes a few minutes to do, and really adds to the finished product. As a final step—after you've finished your painting project but while your window masks are still installed—simply use a hobby knife to cut out a narrow trim around all of the windows on your body. Dust on a light first coat of paint followed by a heavier touch-up coat and you're done. Let the paint fully cure, remove your window masks, and start showing off the professional details that only took about three minutes to do.



WONDER RAG WASH

Rags are an integral part of this hobby and are used for everything from cleaning to protecting grandma's dining room table when it's time to rebuild your diff. The problem arises when you have to clean them. Nothing forces you to sleep on the front doorstep more than a greasy rag mixed in with the good white towels in the family washing machine. After a quick search on eBay, I found the perfect solution to this dirty rag problem. The Wonder Washer is a miniature portable washing machine that sells for about $60. Simply dump your rags in, fill it with water, add soap, hit a button, and your rags will be ready to hang dry in minutes.



The Wonder Washer does wonders on all rags, even the ones under the bed.

CRASH BETTER

Unplanned meetings with the wall are a part of racing. Even the best drivers in the world tag a wall from time to time. It's possible to learn how to crash better to minimize the detrimental effects on your race outcome. At some point you have to accept that you're going to crash and try to minimize the damage. If you're approaching a corner dot, slow your car down as much as possible and roll over it. If you're about to front-side a chicane, get off of the gas and crank the wheel in the opposite direction. You're better to spin out than blow your front end to pieces. If you land a jump incorrectly and your car is violently cartwheeling, try blipping your throttle every time your wheels come in contact with the ground. All of these tips need to be implemented during the split second that you know you can't avoid the accident but you still haven't actually finalized your crash. The basic point is that you can't avoid crashing all the time, so practice crashing as much as you practice not crashing and you'll be good at everything you do on the track, even if it's bobbling a huge triple.



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NITRO WINTER TIME BASHING



That is Southern California snow-mud.

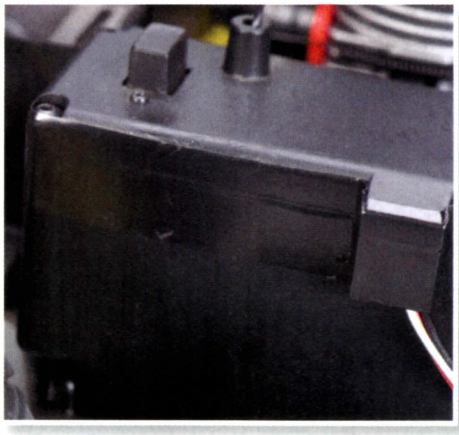
RAIN, SLEET OR SNOW... RC BASHING IS ON!

words: Jeff Eveleigh

Nobody wants to pack up their nitro ride for the cold winter months, but unfortunately snow quickly turns to water and we've all heard what water can do to engines, radios, and bearings on your car. So call the storage company and break out the tarp, right? Wrong! Although running your vehicle in the winter months does create some obstacles, they are not hard to overcome. With a few tips, some common sense, and a fresh can of elbow grease, you should be shooting a 6-foot frozen water roost out the back of your nitro baby in no time.

ELECTRONIC PREP

First things first. The most vital components that need protection from the damaging moisture of snow driving are the electronics—mainly your receiver and servos, but to a lesser degree your battery and switch harness. Most nitro vehicles come with a sealed radio box for receiver and battery storage. These radio boxes usually aren't completely sealed, so they may offer a false sense of security for keeping water out. To ensure safety, take a few extra measures to prevent water from entering the radio box. The quickest and easiest method of sealing your radio box is to slap on a strip of electrical tape all the way around the seam of the box. This will keep moisture out while still allowing you to remove the tape to access your electronics.





Some nitro cars don't have a sealed radio box, so extra precautions are necessary. A balloon or small bag wrapped around the receiver and battery will usually do the trick. Use a small zip tie to tighten the opening of the balloon or bag around the incoming wires. Also, a small amount of silicone sealer will help ensure a dry radio when applied to the wires where they enter the bag or balloon.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0 Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- Electrical tape
- Zip ties
- Silicone sealer
- WD-40 and bristle brush
- Towel
- Hair dryer
- Aluminum tape

RPM Hop-Ups!

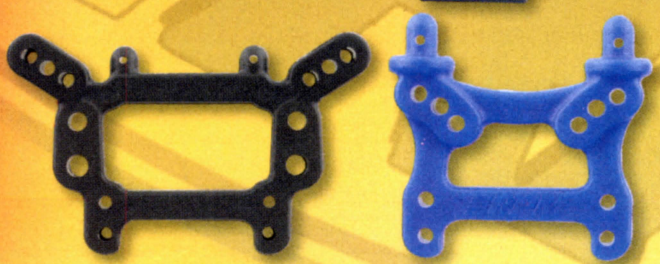
Associated 18th Scale Trucks



REVOLVER BULLY SPIDER



Wide Front Bumpers
Black or Blue



Front & Rear Shock Towers
Black or Blue



Front & Rear A-Arms
Black or Blue

Losi Micro T



Front Bumper
Black

Crawler Wheels

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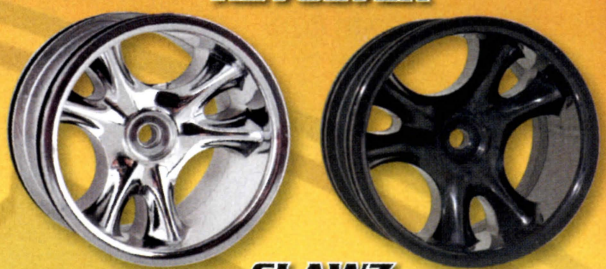
Available in 2 Offsets and Black or Chrome



REVOLVER



CLAWZ

Traxxas E-Savage



Front
Chrome

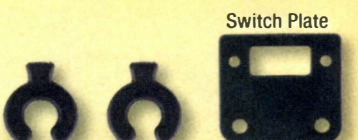
Rear
Chrome



Bumper Mount

Front or Rear Bumper with Bumper mount

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



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Servos are a tough one to protect. Most servos are relatively water-resistant so there isn't a lot you can do. Some very high-end servos have rubber seals as part of their design, making it virtually impossible for moisture to enter the internal parts. If your servos require a little extra care in this department, there are a few areas that you should pay attention to. The area where the servo wires enter the servo case is a good place to start. Silicone sealing is your best bet here. A small bead of silicone around the wire and servo case will provide adequate sealing while still allowing the servo wires to flex. Use a piece of waterproof tape around the two seams of the servo case where the top and bottom halves of the servo come together. The only other area of the servo that could allow unwanted water entry is the gap between the output shaft and the top servo case. There isn't a lot you can do, here, since the output shaft must be able to move freely, but the most effective seal would be a thin bead of grease around the output shaft. Don't use too much grease, and make sure the grease you use will not damage the plastic parts of the servo. White lithium grease available from a hardware store always seems to be a safe bet in this area.

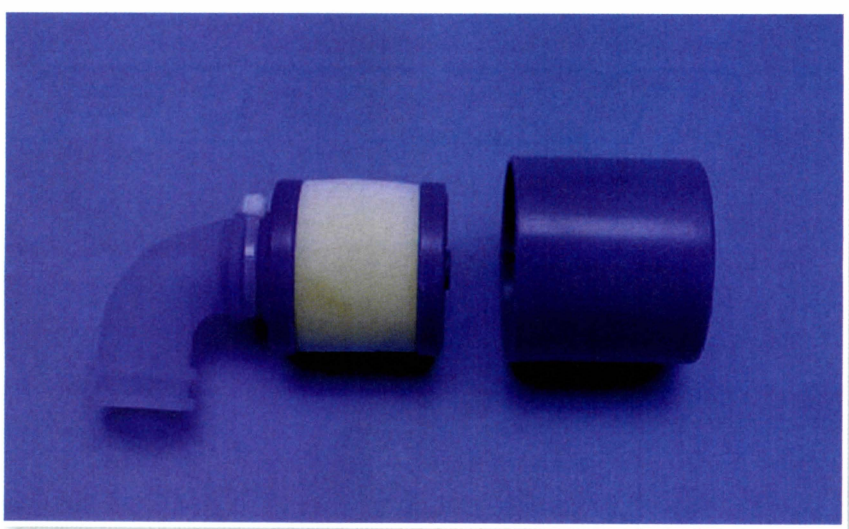


That servo looks violated.

ENGINE PREP

Nitro engines are completely sealed for the most part. The only real area that requires attention is the intake and air filter. If moisture enters the engine through the air filter, your day in the snow is over.

Your first line of defense for preventing moisture from entering your engine is to use an air filter designed for wet use. Companies such as Kyosho manufacture an air filter that comes with a "rain cover." This cover is a separate molded plastic housing that mounts over the foam element on the air filter. It still allows air to pass through a thin opening at the base, but helps prevent water from entering. It's important to mount your air filter with the rain cover in a direction so that the base of the filter with the opening for air is facing the rear of the car. This way water that enters beneath the body will not be forced through the small opening between the air filter and the moisture guard.



» TUNING TIP

COLD WEATHER TUNING

When firing up your nitro machine for snow racing, you'll have to make some engine tuning changes to adapt to your cooler surroundings. Lower ambient temperatures cause the air molecules to be more densely packed with oxygen, so you need to richen your needle settings slightly to compensate for the increased oxygen entering your mill. Cooling, or overcooling in the winter, is a common problem with nitro engines that are run in extremely low ambient temperatures. Cylinder heads were designed to cool engines at a temperature much higher than winter numbers. Because of this, you'll have to use aluminum tape to cover up a few cooling fins to keep heat within your mill and allow it to run within its preferred operating temperature range. You'll also have to get into the habit of tuning with smoke and sound instead of only temperature when it's cold outside. Be careful that you don't lean out your mixture as a result of your engine running cooler, as this will cause internal damage due to lack of lubrication. You'll have to experiment a bit with the number of fins to cover up and which mixture changes to make, but be aware that the rules that apply in 90-degree weather don't necessarily apply when it's 10-degrees.



Only cover the bottom few fins to get the engine up to operating temperature.

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CHASSIS TIPS

When it comes to the chassis area of your car, you want to prevent as much water as possible from entering through the body. Go over your entire vehicle to find areas that can be sealed to prevent snow and water from entering. Use tape to seal the hole where the antenna tube exits the body. Make Lexan guards to cover up any openings possible, being careful not to interfere with moving parts such as steering linkages and suspension components. Use tape to seal between chassis guards and bodies. Basically seal as many areas as possible to prevent as much snow and water as possible from entering the chassis area.

Finally, it's very important that all metal parts be prepped for the moisture treatment they are about to receive. There isn't a whole lot you can do, here, other than make sure that bearings, hinge pins, linkages, and any other moving parts are well lubricated to help keep water off of them. Spray a little WD-40 onto a bristle brush and brush down your car, leaving a thin layer of silicone all over the parts. This layer of silicone will do two things. First, it will help prevent metal components from rusting, and second, it will help prevent snow and ice from adhering to chassis parts and then melting into damaging water. Be careful when brushing WD-40 onto your car, as it can damage some plastics. Try a small test area before you coat your entire chassis. When it comes to your ball bearings, a good packing of grease will usually offer better lubrication in the wet conditions compared to light oil, but a quick shot of WD-40 into vital areas will do the trick when you don't have time to repack each individual bearing with grease.





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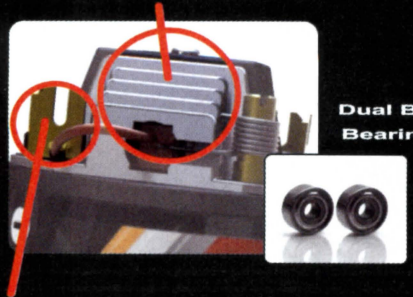

Dual Ball Bearings

Large Copper Soldering Tabs



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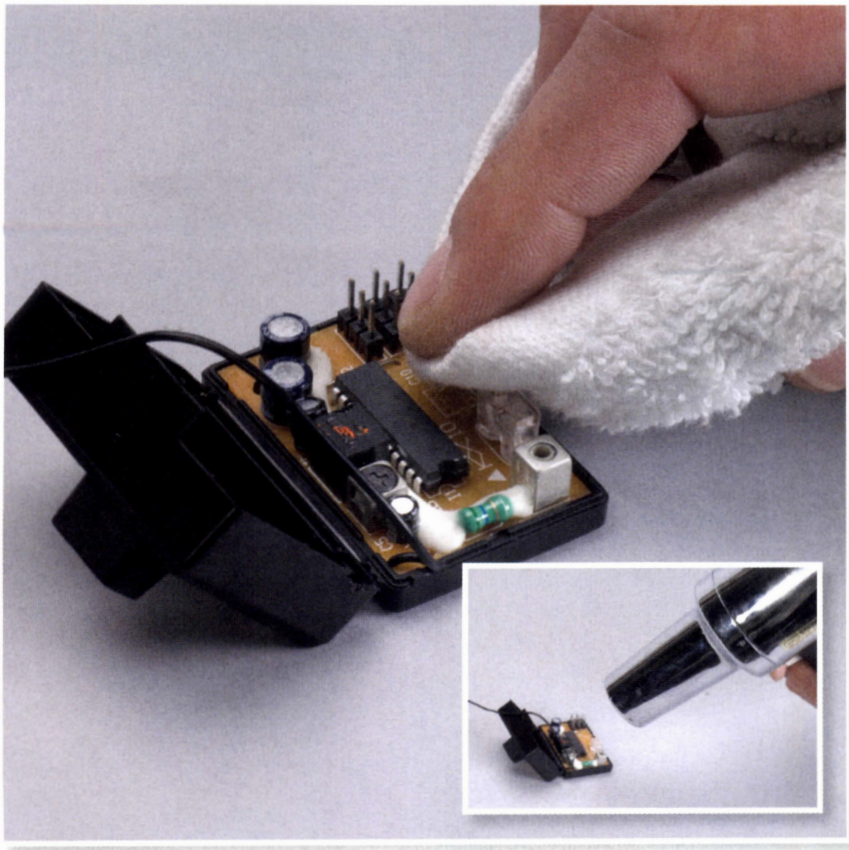

POST SNOW BASHING PROCEDURE

It may be fun to play in the snow, but you'll eventually have to learn that cleanup time—though it sucks—has to be done in a timely manner to ensure that moisture doesn't start damaging your vehicle or electronics.

Once you get back home for the day, your first order of business is to verify that none of your electronics developed an area where snow and water could have penetrated your defense system. If you find an area where moisture may have entered a component, then disassemble it right away. Use a dry towel to soak up any standing water inside your electronic device, and finally dry any remaining moisture with a hair dryer on the low heat setting. Electronics that do receive the "water treatment" will generally not get damaged unless you don't dry them off immediately. It's usually the corrosion that develops when your radio gear is left wet that causes the damage. Dry them off as soon as they get wet and you'll be good to go.

Since your engine is completely sealed from the elements, apart from the air filter, you won't have much to worry about in this area. Use a towel and hair dryer on the low heat setting to dry your mill and surrounding area. Remove your

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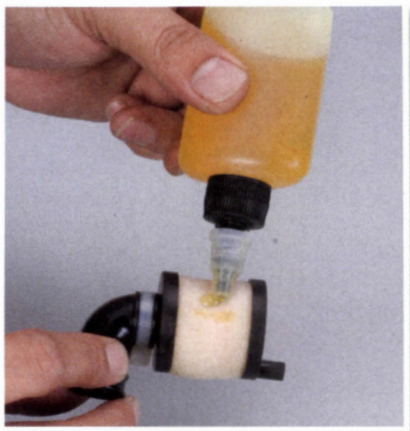
air filter and service it by cleaning and re-oiling the element. It may have gotten wet during use, so doing general air filter maintenance will kill two birds with one stone. You can rest assured that there's no moisture trapped in your filter, and you'll have a fresh filter for your next bashing session. Since you're working on your engine anyway, you might as well drop five to 10 drops of after run oil into the carburetor intake once your air filter is removed.



Your final concern will be to dry off your chassis. You should be able to address any moisture issues pertaining to your chassis with your radio and engine installed, but if you simply can't get to certain areas of your vehicle to dry them, you may want to remove these items. Use your clean towel and hair dryer to ensure that all water is removed from every area within your chassis. Once you're sure there's no moisture remaining, it's a wise idea to slap another thin coat of WD-40 onto your chassis components using a bristle brush. You can even spray minimal amounts of WD-40 directly within hubs, bearings, and axles to make sure they're protected from rust and corrosion. However, be very careful when applying the lubricant since you don't want it to end up on brakes, clutches, or any other area that could cause poor performance. Once you have a liberal coating of WD-40 on your car, you're ready to pack it away until the next 10 inches of snow hits the ground.



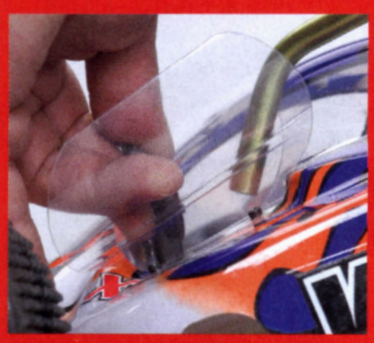
We couldn't find one picture in the snow?

» TECH TIP

FUELING MOISTURE GUARD

The best way to prevent a huge amount of snow and water from entering your chassis is to make and install a moisture flap to protect the hole in your body that gives you access to your fuel tank. Most bodies have cooling holes or fueling holes directly in front of the engine (and air filter) to give access to the fuel tank and allow cool air to pass over the engine's cylinder head. Our concern is water in the chassis, not engine cooling, so this hole needs to be covered up while still allowing access for refueling.

Making a guard is easy. Simply cut out a piece of scrap Lexan that's slightly larger than the opening in the body, and use two screws to attach it at the bottom to the body. Make sure to add locking nuts to ensure that the flap doesn't fall off during use. The two-screw mount at the bottom will hold the Lexan in place to cover the hole, but will allow it to bend itself open to offer access to the fuel tank. Think of this guard as an upside-down doggy door. Make sure that the handle you use to open your fuel tank is long enough to protrude out of the hole in-between the body and guard so that you can still grab it to open the fuel tank and "doggy door" when you need more fuel.



CLOSING

Nobody can argue that playing in the snow isn't fun! Since many of us don't have the benefit of year-round summer, it's almost a necessity to prep your ride for the snow to prevent a 5-month withdrawal period. Keep your electronics, engine, and chassis in mind when snow proofing, and while everyone else is shoveling the driveway, you'll be ripping up some RC sickness mid-winter with your miniature nitro weapon of choice.

M18T PRO

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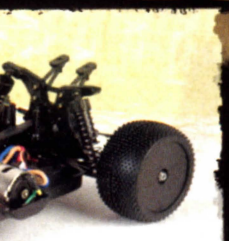

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AMB Transponder Mount included

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ere not talking about the big guy in red and blue tights, were talking about the latest electric 4wd buggy from Tamiya. With the release of the rga, Tamiya now introduces the all-new DB-01 chassis. Applying the technology developed for the superhero of our buggies, TRF 501X full-blown ce kit, Tamiya has created this amazing chassis. The family-resemblance is clearly seen in the drive-train and the suspension. With features such durable four wheel independent double wishbone suspension which allows for a wide variety of track settings and a spur gear and drive belts that e completely covered to protect from dirt and debris, the strength of the Durga's bloodline is clear. The DB-01 chassis allows either the casual bbyist or the experienced racer to grow into the kit. Plus... there are over 25 option accessories already available for the Durga with a lot more p-ups to come. With all things considered, you can understand why the name Durga means INVINCIBLE! Get to your *hobby shop* soon and pick up is capeless wonder for yourself. It may not have X-Ray Vision, but it sure can Fly!

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DON'T FORGET THE TAMIYA R/C COLOR

TAMIYA

THE SKINNY



FORTUNE COOKIE SAYS:

"FIND JOB YOU LOVE, YOU'LL NEVER WORK A DAY IN YOUR LIFE."



words: Brian Skinner

IS RACING RC FUN?

HERE'S SOMETHING I DON'T THINK IS TALKED ABOUT MUCH OR EVEN considered, but as I sit here planning my year, I realize that going to RC races is fun for me. Sure, I get my butt kicked consistently and my cars usually give me flack, but that's not what makes me want to race. To me, going to major events is like a big bash getaway. I guess it was my upbringing. You see, my dad always took me to weekend MX or desert races when I was young. It wasn't the fact that I was racing that mattered, but the simple fact that we were going somewhere to hang out with people who were cool and liked to do what I did. It was fun checking out different racetracks and racing on them. I would get really excited when we would go to a race that I had read about in the magazines. To me it was special, and something cool. I was going to a place that was talked about, and my heroes from MX and desert raced there. Sure, I wanted to do well and bring home a trophy, but that wasn't as important as the trip. Like the proverb says, "It's not about the destination, it's about the journey." Of course, as I got older and entered the expert/pro ranks of MX and mountain bikes, I lost sight of that. I was going to the events to race, to win, to get money and fame. But in the end, my destiny was to be behind the scenes, and not become the racing hero I wanted to be. I've struggled with that for a long time, but over the last few years I've realized that what I did with my Pops was more fun than getting wrapped up in the winning frenzy. I love to be behind the scenes covering the story, or working with someone to develop a new product. And when it comes time to go racing, I now get excited again. I can't wait to hang out with all the cool people who do what I do. I get excited about going to some new track and getting to pull trigger with friends, and hopefully make new ones. Going out in front of your house and bashing is fun, but I tell you, if you like RC cars, you really owe it to yourself to got to a race and have some a good time. Sure, you may get beat, but think of the fun and friendship you can have. Think of it as a controlled bash session!

The world is your sandbox—*ROOST it!*

SKINNY

Sometimes finishing Skinny's articles isn't fun.

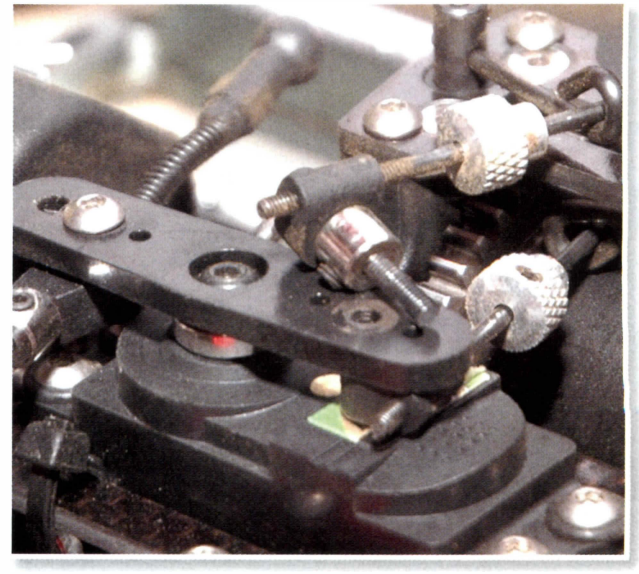
FUNNY PHOTO

Thanks, y'all, for sending in photos of companies I own around the world. I had no idea I ran so many companies.



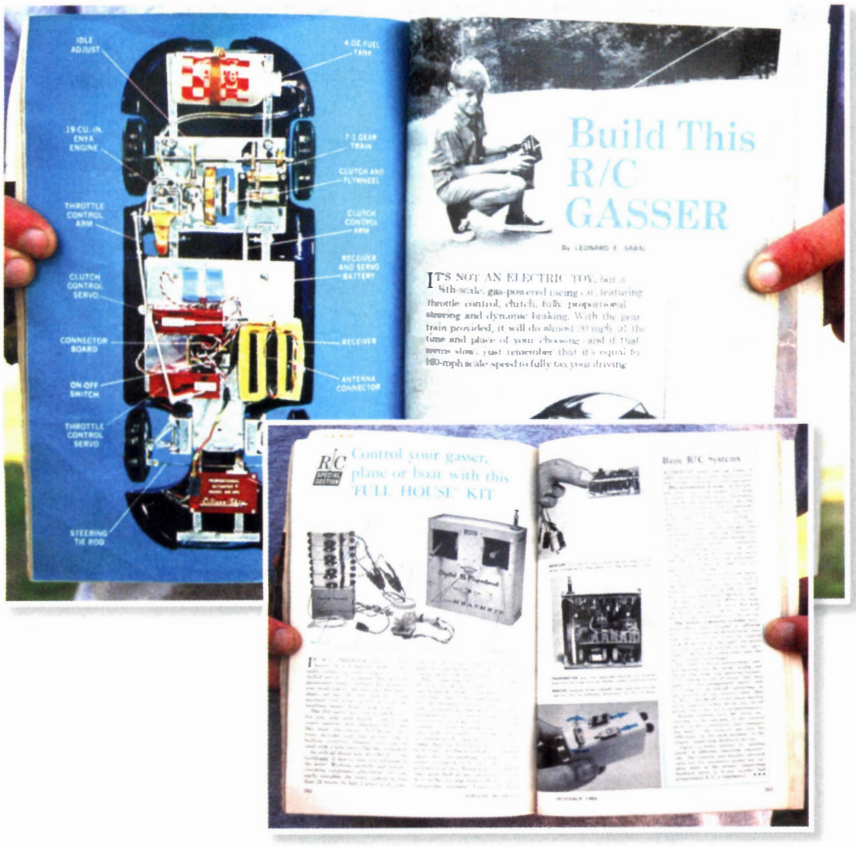
TRICKS OF THE TRADE

Bobby Tillman has a cool throttle "quick release" system I thought you would like to see. It's for the brake linkage, and makes taking apart your buggy or truggy easier. We all hate to take apart the linkage because we basically lose our setup. With this idea, you just unbolt the brake screw and you can take off the servo tray or center diff without any hassles. Here's what you do. Take a linkage collar that will fit a socket head screw, install it under the upper linkage, then tighten it down. Put it all back together and you're done. Pretty simple, and now when you need to take off the diff or servo tray, just unscrew the brake bolt and get to work. Another benefit to installing the collar is that the brake rod will set a little more level to the actuator rod. Thanks to Papa Tillman for showing me this. I hope you're felling better, too, Mr. Tillman!



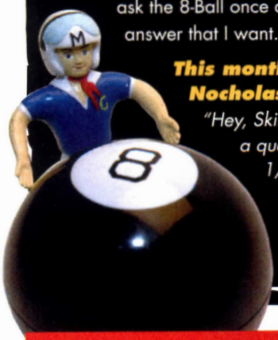
WE'VE COME A LONG WAY IN FORTY YEARS!

Forty years ago, in December 1968, RC cars looked like this. A guy in Minnesota showed me this 1968 Popular Science magazine he found while he was cleaning his parents' garage. RC was quite the novelty back then, and worthy of being in a major publication. Boy have things changed for the better. Look at what you had to work with back then. Huge servos, wired-up stick controllers … I bet it was fun and exciting, just as it is today.



MAGIC 8-BALL SAYS...

For fun, I've decided to ask my Magic 8-Ball questions about what is going to happen in RC. So if you want to ask the 8-Ball a question, email me at: brians@rc411.com. 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 that I want.



This month's Magic 8-Ball question is from Nocholas H.:

"Hey, Skinny, love the mag, y'all keep it up. Here's a question for the 8-ball: Will Traxxas build a 1/8-scale on-road car? Thanks. Love you guys!"



Magic 8-Ball's answer...

YES … Definitely!"

Skinny note: I have to go with my gut and say that the 8-Ball is off. I haven't heard of 1/8-scale anything from Traxxas.

Got a Question OR IDEA?

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

TEAM HELOTES

Here's an RC crib worthy of print. This is the new 2008 Team Helotes 18-foot trailer. It has all the things you need for major wrenching and relaxing at the races, plus it has a sound system that will knock your socks off. I got a little demonstration when they popped a CD in the flat screen TV and played a scene from Full Metal Jacket. I tell you, with the sound cranked up, the tools and parts literally bounded off the workbenches! It's great for watching TV or listening to music, but bad for working on your cars! Next time you're at the races, go over and say hi … that is, if they can hear you!

www.teamhelotes.com







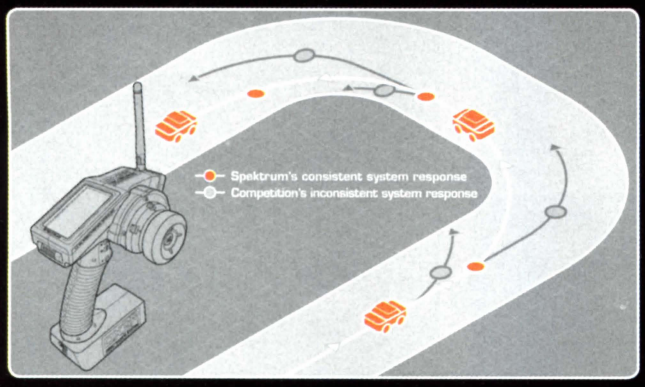
Was that Skinny in 1968?

FASTEST!

HERE'S WHY SPEKTRUM'S DX3R WITH DSM2 MODULATION IS THE FASTEST 2.4 SYSTEM IN THE MARKET TODAY

When Spektrum, the industry leader in 2.4GHz DSM technology, set out to create the next generation race radio, one thing was certain—it had to be faster than anything available. Lots faster. From weekend warriors to serious racers, RC drivers need a system that is as fast as possible, with instantaneous response. Spektrum delivers that necessary speed with the new DX3R.

In addition to the solid radio link and immunity to interference that's made Spektrum the leader in 2.4GHz radio systems, the DX3R's new DSM2 technology brings the fastest response time and most consistent latency of any radio system on the market. This translates to faster lap times for you—immediate response to your control input, and more predictable, reliable control than ever before. And additional features, like Spektrum's exclusive Modelmatch, ensures the safest operation possible to protect your investment.



Most radio systems establish a limit for the maximum response time or latency between your control input and the reaction of the vehicle. And while these limits ensure that you will be in control of your vehicle, they allow for the response time to vary across a broad range. This means that while taking a corner, your control input may have a short delay, causing a sharp (possibly sharper than expected) turn, or the delay may be longer, causing you to shoot too high into a turn and lose valuable lap time.

Spektrum systems not only provide faster response time for an immediate reaction to your input, but also have the most consistently narrow latency range. That narrow variance in the latency of the system ensures your input will happen exactly whenyou expect it to, keeping you in control and letting you drive with a more connected feel and higher precision.



DX3R DSM2 3CH SURFACE RADIO

Designed from the ground up to be the fastest surface radio available, the DX3R's [SPM3100] new DSM2 technology uses modern isochronous protocol instead of outdated older generation asynchronous industrial technology.

DSM2 benefits for racing:

Fastest chip
\+ Fastest programming
\+ Fastest feel
\+ Fastest latency

= Fastest racer

SR3100 DSM2 3CH RECEIVER

Spektrum's advanced SR3100 [SPMSR3100] receiver with DSM2 technology comes with the DX3R. But the DX3R is also compatible with all previous Spektrum surface receivers, so you can control all of your models with the top-of-the-line DX3R.

DX3R FEATURES

30-model memory
ModelMatch
Digital trims
Graphically depicted exponential
Graphically depicted travel adjustment
Trim rate adjustment
Steering dual rate
Steering dual rate override
User frame rate adjust
Graphical servo monitor
Switch assignment
Model reset
Model copy
Sub Trims
3 timer functions: countdown, count up and integrated



Learn more about Spektrum's latest revolution in RC, the DX3R, and find out how to make one yours at www.SpektrumRC.com

WWW.SPEKTRUMRC.COM

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Leaders in Spread Spectrum Technology

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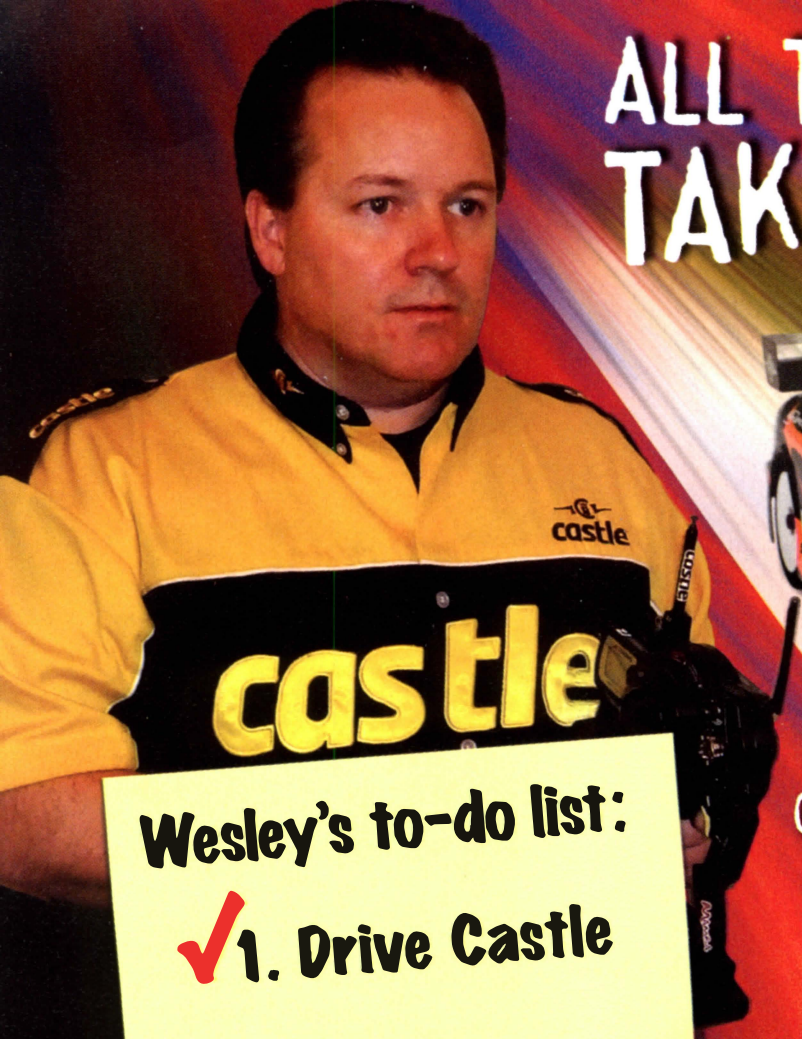
ALL THAT'S LEFT IS TAKING NAMES





Wesley's to-do list:

✓1. Drive Castle

✓2. Kick Butt

3. Take Names

CONGRATULATIONS MICRO-MAN!

CASTLE FACTORY TEAM DRIVER
WESLEY DENNIS (AKA MICRO-MAN)
JUST TOOK TQ AND 1ST PLACE IN THE
A MAIN 1/14TH OPEN CLASS MODIFIED
AT THE MICRO ON-ROAD NATIONALS
IN ENFIELD, CONNECTICUT.

ALL THREE PLACES WERE WON BY DRIVERS RUNNING
MAMBA BRUSHLESS POWER SYSTEMS.

EXTREME 1/18TH SCALE



MAMBA 25

EXTREME 1/10TH SCALE



MAMBA MAX

SPORT 1/10TH SCALE



SIDEWINDER

castlecreations.com

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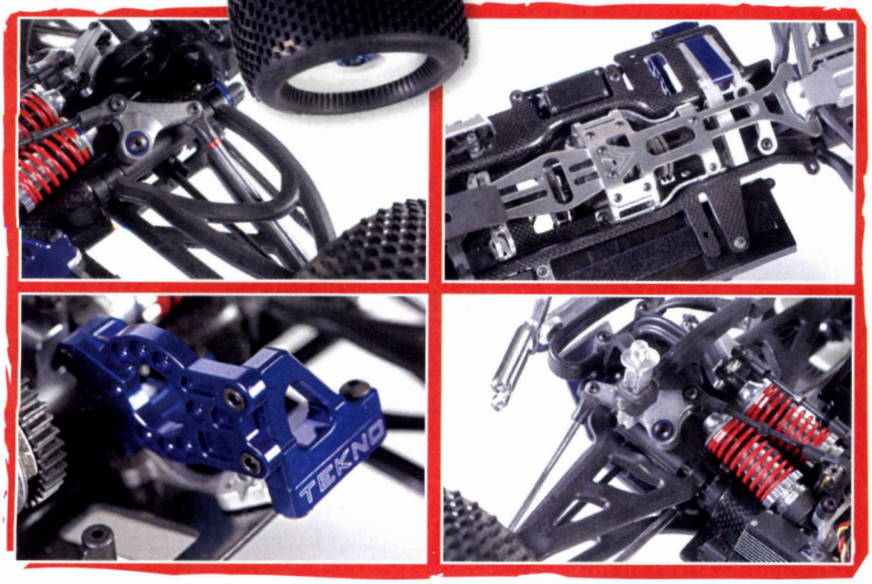
MONSTER PIT, our monthly department dedicated to nothing but monster trucks: electric and nitro. Look for Monster Pit every month for the latest on new monster parts, kits, racer tips, off-road news, and off-road how-to's. Got something you want to see in Monster Pit? Let me know at JamesR@rc411.com.

words: James Revilla





E-REVO PROJECT

Off to the side of my usual day-to-day duties in the office, I managed to start a new project. With companies dabbling in nitro-to-electric conversions for buggies, truggies, and monster trucks, I thought I should give it a shot myself. Instead of machining and designing parts from scratch, I checked out what was available and started piecing together parts to convert my REVO from nitro to brushless.

It all started when I saw Vantage Racing's sweet carbon fiber chassis/V-Armor set. When I saw these, it gave me the idea to build a brushless REVO. Starting with a used REVO and the Vantage Racing parts, I also installed their carbon fiber rear wing and beefed up the driveline with their VR drive shafts. I then dipped into the Golden Horizon catalog for a host of aluminum: front/rear skid plates, front/rear shock mounts, front/rear rocker arms, spring retainers, spring adjusters, and servo guards. I installed RPM's bulletproof front and rear arms, tubular bumpers, and hub carriers with oversized bearings. The rear brake kit and center diff are Traxxas options, and the swaybars are from Tekno RC. I went with MaxAmps for power, choosing their 8000 mAh Li-Po pack.

However, the main focus in this conversion is Tekno RC's Brushless Conversion Kit. This kit replaces the REVO's engine mount with an anodized aluminum unit, and it adds an ESC shelf. It also comes with a receiver box, battery plate, and mounting hardware. The conversion requires a motor with a 5mm output shaft, which I'm on the hunt for as I type. So for now, the bulk of the build is done. Once I source a suitable motor (and ESC to handle the high voltage from the MaxAmps Li-Po), I'll take it to the track for sure to see if this whole brushless conversion business can give the same performance and excitement as your standard variety nitro roller.

GOLDEN HORIZONS
WWW.GHHOBBY.COM
2232 Aluminum Front Body Posts, $15/pair
2244 Aluminum Front Rocker Arms (90T), $20/pair
2248 Aluminum Rear Rocker Arms (90T), $25/pair
2256 Aluminum Spring Adjusters, $8/pair (x2)
2260 Aluminum Spring Retainers, $11/pair (x2)
2264 Aluminum Front Skid Plate, $22
2268 Aluminum Rear Skid Plate, $22
2270 Aluminum Front Shock Mount, $15
2272 Aluminum Rear Shock Mount, $15
2280 Aluminum Servo Guards (L&R), $20/pair

RPM
WWW.RPMRCPRODUCTS.COM
80192 Rear A-arms - Black, $13/pair (x2)
80212 Front Right A-arms - Black, $15/pair
80222 Front Left A-arms - Black, $15/pair
80453 Chrome Front Tubular Bumper, $11
80483 Chrome Rear Tubular Bumper, $11
80582 Black Axle Carriers With Oversized Bearings, $35/pair (x2)

TEKNO RC
WWW.TEKNORC.COM
TKR1013 Sway Bar Kit, $30
TKR4001 Brushless Conversion Kit, $150

TRAXXAS
WWW.TRAXXAS.COM
5391X REVO gearbox halves (for dual disc), $10
5414 Differential Kit, center (includes FWD-only conversion), $39
5417 Rear Brake Kit (dual-disc REVO), $19

VANTAGE RACING
WWW.VANTAGERACING.COM
RE0002 VR Center Drive Shaft for REVO 3.3 (w/ dual brake), $36
RE0004 VR Drive Shaft, $36/pair (x2)
RE0006 Carbon Fiber Spoiler, $45
RE0304 Carbon Fiber Chassis/V-ARMOR under armor, $129.99

Don't e-mail me about being the first Electric REVO maker. I know—it's been done before.

CLIMBING POWER

Looking for Novak brushless crawler power, but with more precision than their own 18.5? Well, Novak now has a 21.5, which is even slower than their 18.5, offering more precise throttle control for fine driving accuracy. The 21.5 sports the same features as its brushless cousins: oversized front bearing, ribbed aluminum endbell, and Novak's solder tab system.

CRAWLER 21.5 BRUSHLESS MOTOR 3420, $139
WWW.TEAMNOVAK.COM



MAJESTIC RC TWISTER PRE-PAINTED TRUCK BODY

Give your REVO some good looks with Majestic RC's new Twister body. Made from durable .060 Lexan, the Twister comes with protective overspray film and window masks.

TWISTER BODY FOR REVO
PART NUMBER: MB-MT2, $33
WWW.MAJESTICRC.COM



8-SHOOTER

The crew at Pro-Line now has their first wheel designed specifically for rock crawling. The Eight Shooter Bead-Loc wheel is the narrowest 2.2" wheel on the market, measuring a slim 1.2" wide. The 1.8" inner diameter leaves room for wheel weights, and Pro-Line's "Bead-Loc" system uses countersunk screw holes for less chance of hang-ups on rough terrain. Designed to fit Scorpion and Wheely King.

EIGHT SHOOTER 2.2 BEAD LOC, 2698-02 (CHROME/SILVER) 2698-03 (CHROME/BLACK) 2698-05 (BLACK/BLACK), $30
WWW.PROLINERACING.COM







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IT'S HUGE!

Stomp your friends' smaller trucks!

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

40+ MPH



MONSTER MMT

Regularly $499.99

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MMT SPECIFICATIONS

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

1/10 Truck shown for size comparison

WWW.TEAMXTM.COM

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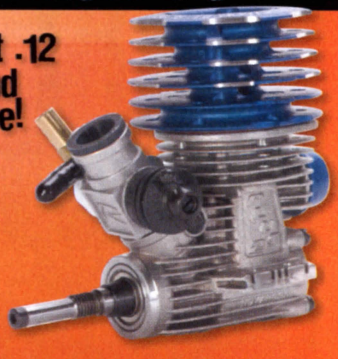
for finishing 1st and 2nd at the Mugen Grand Prix and for Scott's TQ and win of the Capital Classic in Maryland

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

- **Displacement:** 3.49 cm^3
- **Bore x Stroke:** 16.26mm x 16.80mm
- **Maximum Power:** 2.90 hp
- **RPM (MP):** 38,200 rpm
- **Number of Ports:** 9
- **Piston Type:** Microcasted
- **Crankshaft O:** 14.50mm
- **Crankshaft:** SG
- **Glow Plug Type:** Turbo
- **Exhaust Type:** Rear
- **Carburetor:** 9mm Slide (interchangable insert)

NEW 353 Race .12
Tuned on-road

The fastest .12 you'll find anywhere!



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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 ASSOCIATED

www.teamassociated.com



FACTORY TEAM GT2 SMOOTHY PIPE

The GT2 was one of Associated's most highly anticipated releases in a long time, and after a year of being on the market, it's found a lot of success on the racetrack. The kit comes with a tuned pipe, but now Associated has an optional pipe that's longer, translating to a smoother, more powerful, high rpm power band. This pipe is perfect for larger tracks, letting you get the most on straights and large sweepers.

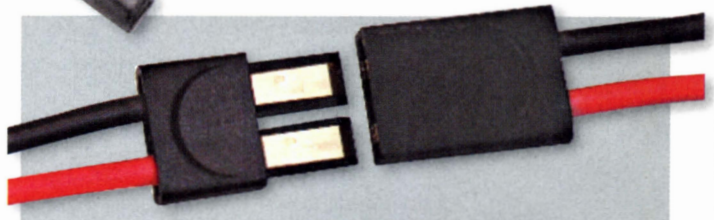
Part #: ASC7974
Street price: $26

RC8 Chassis Braces

You can now purchase CNC-machined front and rear chassis braces for the RC8, which increase overall chassis stiffness. This is a useful tuning option if you're running on a track with a smooth surface and lots of bite. The added rigidity will help translate the engine's power to the dirt and increase overall throttle response. If you own an RC8, these are good to keep in your toolbox because they make the buggy universal for even more tracks.

Part #: 89238 (front); 89239 (rear)
Street price: $19 (front); $21 (rear)





TRINITY

www.teamtrinity.com

StarCell iPlug

Trinity is proud to announce that they're the worldwide exclusive distributor for the new StarCell line of RC electronics. The first offering in the StarCell line is the new iPlug. The iPlug is a new, super low resistance, high amp-carrying connector designed for any vehicle with high voltage and amperage requirements. These are a perfect alternative to Deans Plugs, and best yet, they're 100% compatible with the new Traxxas-style plugs that are rapidly replacing the crappy Tamiya-style plugs that have melted under high current for years. These plugs also work great in starter boxes and roto-starting systems.

Part #: ST1003 (male and female set)
Street price: $4

DREMEL

www.dremel.com



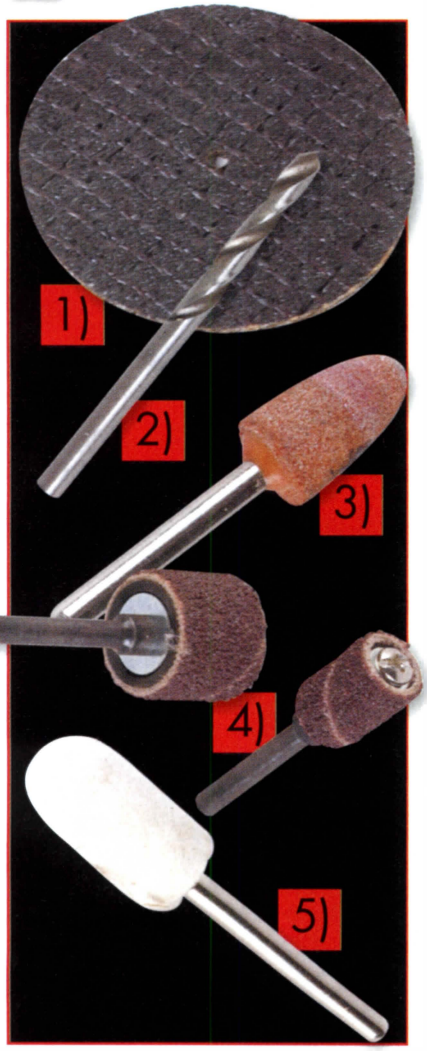
THE DREMEL DRIVER

Some consider it an RC faux pas to use an electric screwdriver to assemble or maintain an RC car, but that's only because beginners tend to strip parts if they aren't careful. Well, some racers rely on electric screwdrivers to work on their cars because they're pressed for time between qualifiers, and 1/8-scale cars use some pretty hefty fasteners. The Dremel Driver appears to be the perfect electric screwdriver for RC. It's full of features, including Li-Po technology, a self-locking collet, and a variable speed trigger. The whole thing is less than five inches in length, so it's perfect for getting inside tight places. And since it's a Dremel, look for a million accessories to become available soon. The Dremel Driver can be found in hardware stores right now!

Part #: 1120-01
Street price: $70

Have you ever been accused of excessive Dremel-ing?

5 DREMEL TIPS YOU MUST HAVE



The Dremel is probably one of the most widely used non-RC specific tools that we use in RC. It wasn't designed for RC, but its versatility, thanks to a plethora of available tips and accessories, makes the Dremel ideal for RC chores. It's safe to say that almost every racer or hardcore basher owns a Dremel. With so many different tips available, it's easy to get lost in the accessory aisle. I'm sure that we could find a use for just about every tip Dremel has to offer, but if we were only allowed a few, here are the ones we would need the most.

1) Fiberglass-reinforced cutoff wheels

For added durability, fiberglass is used to reinforce these cut-off wheels, allowing them to be used for mostly any surface, including metals. These are perfect for cutting screws, making linkages, modifying chassis, salvaging stripped or damaged screws, and basically any cutting task. They even work well on carbon and plastic parts. These discs are a must-have in your Dremel arsenal.

2) Standard drill bit set

The Dremel tool makes an excellent general-purpose drill, and the drill bit set offers a wide variety of small, RC-friendly drill bits. They are just what you need to drill holes in wheels, motor plates, bodies, composite materials, and so much more. Almost any use you have for a drill can be met by one of these bits.

3) Tapered grinding stone

Although this aluminum-oxide grinding stone is meant for grinding metal, it works well for boring holes into bodies and chassis, and countersinking metal and carbon parts. It's also very useful for grinding aluminum chassis components if you're having trouble making things fit perfectly. It can even be used on an engine's crankcase if you're having a problem fitting it into a chassis.

4) Sanding drums

Anyone who has ever cut out a Lexan body already has an appreciation for these. Dremel makes two sanding drums—1/2" and 1/4"—that you should have on hand at all times. They are perfect for rounding out wheel wells or any other kind of circular cut on an RC body. They also work great for filing flange off of arms, shock towers and other plastic parts. They are available in two grits—60 and 240. It's a good idea to pick up both. Sanding drums are definitely one of the most widely used Dremel tips.

5) Felt polishing cone

In RC, the #1 culprit for suspension and steering binding is rough metal. The polishing cone can be used to polish things like ball ends and hinge pins so that they work smoothly, which prevents binding. The felt polishing cone is also very useful on your car's bushings and shock shafts. Nitro gurus even find them great for polishing con rods, sleeves, and the edges of pistons. They also find them handy for the back plate and manifold.

If you don't already own a Dremel (or other roto-tool), you need to pick one up as soon as possible. I guarantee that once you start messing around with it, you'll actually be looking for new things to Dremel. There are numerous tips and accessories available for the Dremel tool, but you'll eventually find yourself using the same few constantly. As long as you remember the five tips mentioned up above, you should be ready to conquer any task that comes your way.

If so, do it in private.

GRAND MOTORSPORTS

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

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

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Dragster Kit #1000

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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
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WEIGHT
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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

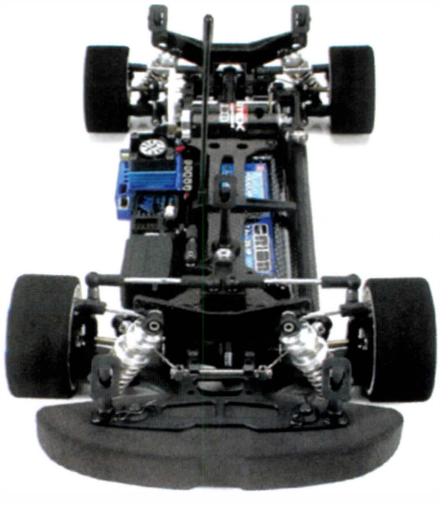
TEAM MAGIC E4FS

We've talked a little bit about Team Magic's E4 in the past. This is the company's first venture into electric on-road racing. Now they're back with an update to the E4, and this one is tuned for the rigors of indoor racing. The E4FS features a host of typical carpet racing features, like a thicker chassis and shock towers. More notably, it's one of the few sedans out there today that doesn't really look like every other sedan. With its long front belt offset to one side, offset central battery placement, and balanced electronics placement, it's not hard to see that Team Magic has something good going here. If you like to race on the rug, this car is ready for you.

www.teammagic.com.tw

Look - the battery blends in with the chassis.







» RUMOR MILL

Remember back in the days before brushless motors, when we all argued about the rules for different motor classes? That debate has risen again **with a vengeance** now that brushless is quickly becoming the rule rather than the exception. As a result, organizing bodies are tasked with finding a way to **integrate brushed and brushless racing** without closing the door on one or the other. With three brushed options (Mod, 19T, and Stock) and four popular brushless options (Mod, 10.5, 13.5, and 17.5), there's a lot to choose from. But who's to say that one is equivalent to the other?

This is a **particularly thorny issue** because club tracks all over the world tend to follow the guidelines set forth by their respective racing organizations. There are many racers who either feel that their old equipment is suddenly being invalidated, or their shiny new brushless system is being deemed **unfairly illegal.** Making matters even more complex are the differences presented by 5- and 6-cell racing. Then there's the Li-Po revolution, of course, and it's looming larger on the horizon than ever before, especially after the recent safety concerns with Ni-MH batteries. All these issues combined make those old brushed motor rules seem like **child's play.**

If you're interested in weighing in on these debates, check out our racer forums at www.rc411.com. You can also get in touch with ROAR at *www.roarracing.com*. Get involved!

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JILLES GROSKAMP JOINS TAMIYA, KYOSHO

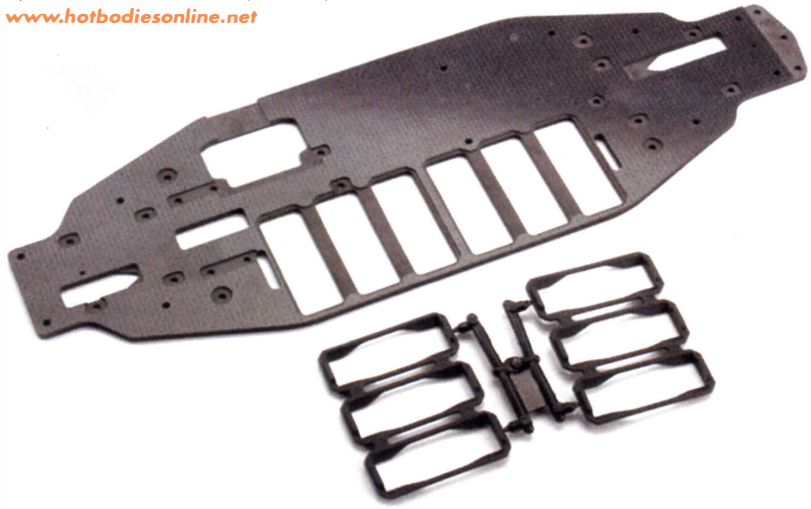
It's tough to report all of the team switches that take place, especially recently, but this one is pretty significant. Jilles Groskamp has been one of XRAY's premiere drivers for a very long time. In 2008, Jilles will be driving Tamiya's brand-new TRF416 sedan, and he'll be traveling to all the major events around the world. With Jilles driving in tandem with perpetual Tamiya A-finalist Marc Rheinard, it promises to be an exciting season for Tamiya and their new car. (Rheinard already captured the recent JMRCA All-Japan Championship with his new 416.) At press time, Jilles had already been testing his new 416 and will be hitting the track in the U.S. at the Snowbird Nationals by the time you read this. In addition to Tamiya/electric, Jilles will be driving a Kyosho nitro car with Sirio engines at major nitro events in 2008.



CYCLONE CARPET SPEC

Indoor racing is in full swing here in the U.S. Much of the country is buried under snow, which means that most of us have converted our tourers to "carpet spec." What exactly is carpet spec? In Hot Bodies' case, it means an ultra-thick chassis—3.6mm—slightly thicker than most other manufacturers' offerings. It also means a thicker upper deck and rear brace, and a new rear shock tower designed specifically for the suspension geometry best suited for carpet racing. If that's not enough, the chassis has been milled to lower the key suspension components, keeping the geometry unchanged from the regular setup. The parts will turn your Cyclone into a bona fide carpet champion.

www.hotbodiesonline.net



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KYOSHO DBX

SUPER HYBRID

1:10 | NITRO | 4WD

words: Michael Wortel | photos: Jason Boulanger

IN AMERICA WE TEND TO THINK THAT BIGGER IS BETTER, but sometimes that's simply not the case. Remember a few years back when 1/10-scale seemed like the perfect size? Not too big, not too small, just right. Although 1/8-scale is impressive, lugging around a 10 lb. beast can be a hassle. This is where we start to miss the portability of 1/10-scale. However, with Kyosho's latest release—the DBX—they appear to have incorporated the best features the 1/8-scale has to offer in a 1/10-scale package. With a .18 engine, 2.2" wheels, and an appetite for the bashing paths, the Kyosho DBX should be a lot of power in a relatively small package. Kyosho has a strong reputation in our industry for making high-quality cars for the masses. Let's see if the DBX fits.

Gotta love the all-purpose knob-style treads.


KYOSHO
www.kyosho.com
www.rc411.com

KYOSHO DBX

PART #: 31096B
STREET PRICE: $270 (Kit only, price may vary)
PRICE AS TESTED: $310 (includes all test gear)
SETUP TIME: 40 minutes
EXPERIENCE LEVEL: Novice

SCALE	POWER	TYPE	DRIVE
1:10	NITRO		4WD



SHOCKS: *Threaded-bodied, oil-filled shocks are found on all four corners of the DBX. They lie low and give the chassis an aggressive stance.*

SERVO SAVER: *An integrated servo saver is included, and it's adjustable. This will help keep the car together if it happens to crash, which happens to me a lot.*

CHASSIS: *This is basically a 1/8-scale chassis with smaller suspension components, allowing for a ton of working space and a lot of added durability throughout the chassis.*

FUEL TANK: *While many 1/10-scale nitro cars use a 75cc fuel tank, the DBX bumps it up to 105cc, resulting is awesome runtime. It also sits low and very near the center of the chassis for balance.*

WHEELS: *The Kyosho wheels use a hex pattern and are compatible with many 1/10-scale truck tires, giving lots of options from the plentiful 1/10-scale truck tire market.*

VEHICLE INFO

CHASSIS

LAYOUT:	Single deck with composite braces
THICKNESS:	3mm
MATERIAL:	Stamped aluminum
TANK CAPACITY:	105cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual-bellcrank
SWAYBARS (F/R):	N/A

SHOCKS

BODIES:	Threaded plastic
DAMPING (F/R):	35 wt./35 wt.
PISTONS (F/R):	1-hole/1-hole
SPRINGS (F/R):	Silver/silver

DRIVE TRAIN

TYPE:	4WD dual shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	Grease
AXLE TYPE:	Dogbone
TRANSMISSION:	Single speed, center diff
SPUR GEAR MATERIAL:	Steel
CLUTCH:	2-shoe
BEARINGS:	Metal-shielded

GEARING

	1st
CLUTCH/SPUR:	13/46
GEAR RATIOS:	
PRIMARY:	3.54:1
INTERNAL:	3.08:1
FINAL:	10.90:1

BODY, TIRES & WHEELS

BODY:	Kyosho DBX Buggy
TIRES (F/R):	Kyosho knob-type
DIAMETER/ WIDTH:	2.20 in. x 4.30 in. (56mm x 110mm)
HEX SIZE:	12mm
WHEELS:	Kyosho black

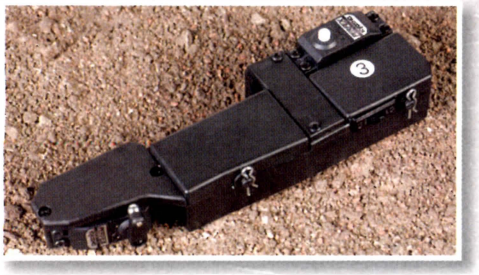
DIMENSIONS

WEIGHT:	5 lbs., 11 oz. (2548g)
TRACK WIDTH (F/R):	12.50 in./12.50 in. (318/318mm)
WHEELBASE:	11.77 in. (299mm)
RIDE HEIGHT	1.20 in. (30mm)

01 **DIFFERENT STORY** • Most "bashers" skimp out on performance parts, so they often lack a center diff. The DBX, however, does feature a sealed center differential, which does two things. First, it's adjustable with varying viscosities of silicon oil, letting you fine-tune power transfer. And second, it allows the use of independent front and rear braking systems.



> "After engine break-in and leaning out the top end a bit, I was impressed with the amount of throttle that the DBX possesses."



02 **HELLUVA TRAY!** • The radio tray is a completely integrated unit that not only houses the receiver and battery, but also holds both servos. The entire tray is removable with four screws, giving you easy access for adjustments. The receiver and battery share separate compartments, but all of the wiring runs back and forth easily. Most nitro radio boxes are frustrating, but the DBX makes life easy.

03 **STEP, PIVOT** • The DBX features pivot-ball steering blocks, which allow for precise width and camber adjustments, front and rear. This system is mirrored off of the DBX's larger truggy cousins, and adjustments are easier to make than using standard camber links. Simply tighten or loosen the pivot ball with a hex wrench and you're adjusting on the fly.





Will the Bulls ever stop pissing me off?

KYOSHO DBX

1:10 | NITRO | 4WD

TESTING

The DBX has bashing written all over it. I headed over to a local construction site to test the DBX's climbing and extreme off-roading abilities. I also went to the baseball diamond for some high-speed, off-road runs. Finally, an impromptu on-road track was designed in the back parking lot of the Think Omnimedia office.

ACCELERATION AND SPEED • After engine break-in and leaning out the top end a bit, I was impressed with the amount of throttle that the DBX possesses. Thanks to a large restrictor, power is linear and the DBX gets good forward traction. The center diff works great in allowing the front end to pull hard and aggressively under acceleration. Given some space, the DBX builds a lot of power and demonstrates some impressive top speeds.
Rating: 9/9

BRAKING • The DBX essentially uses the same braking system that you'd find on a 1/8-scale buggy. The use of a center diff allows for independent front and rear brakes. The composite pads and metal discs are more than enough to create aggressive braking, and since the buggy is relatively small, its weight doesn't create brake fade. With the bias adjusted for a little extra brake in the rear, it was easy to throw the *DBX around corners.*
Rating: 10

LOW-SPEED • I was pleasantly surprised by the steering servo that comes with the buggy. It has plenty of torque and speed, making the buggy very maneuverable at high speeds. Although there's some push under acceleration, the DBX has a ton of steering off-power, allowing it to easily negotiate hairpins and other tight areas. The DBX's handling has as much to do with throttle as it does with actual steering inputs, so once you learn how to use throttle through the turns, you'll be able to get the buggy to make some tight moves.
Rating: 8

HIGH-SPEED HANDLING • The DBX handles well at high speeds. When the throttle is pinned and the rpm increase, the buggy gets low and sticks to the pavement. When you're going through high-speed turns, however, you'll notice a considerable on-power push. This could be minimized by running a thicker diff oil in the center, but there's no way to rid the buggy of its push completely. Even at high speeds there's very little body roll, and this gives you responsive handling through high-speed sweepers. The springs on the DBX are a bit stiff, which bucks it around a bit if the surface is jagged, but on a smooth surface the handling is tight.
Rating: 8

You can tell the "Wort" bodies by the stickers.

RTR GEAR

RADIO:	Kyosho Perflex KT-3HS, 2-channel AM
RECEIVER:	Kyosho Perflex KR-3
STEERING SERVO:	Kyosho KS-3DS
THROTTLE SERVO:	Kyosho KS-3DS
ENGINE:	Kyosho GXR-18
PIPE:	Kyosho tuned pipe

TEST GEAR

RECEIVER PACK:	Trinity EP 1500 mAh 5-cell; TRI 20507; **$32**
FUEL:	Trinity Platinum 20%; MH0020T; **$12/qt.**

CONTACT

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KYOSHO DBX

1:10 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Center diff used
- Pivot-ball suspension blocks for easy tuning
- Lots of power
- Big fuel tank for extended runtime

MISSES

- Skimpy turnbuckles and pivot balls
- Small battery compartment

MAIN COMPETITION

Duratrax Nitro Evader BX, Hot Bodies Lightning 10

WHO IT'S FOR

Nitro bashers or someone looking to get into nitro.

ROUGH-TRACK HANDLING • The DBX's knob-style tires are ideal for traversing through the rough stuff. Although it's generally a bad idea to run an RC car through grass, the DBX gobbles up sod like there's no tomorrow. One thing to remember, however, is that the DBX is indeed a 1/10-scale buggy, which means that it doesn't bring a lot of ground clearance to the table. This will prevent you from effortlessly driving over ruts and bumps, as they tend to kick up the front end. But as long as you're on somewhat reasonable terrain, the DBX drives smoothly and handles with precision.
Rating: 8

JUMPING • Its wide, low stance helps the buggy maintain composure when setting up for jumps, and since the throttle isn't overly sensitive at low to mid rpm, it also gets good traction up the face of jumps, setting it up nicely for landings. The shocks, especially in the rear, don't offer a ton of oil capacity, making the DBX susceptible to bottoming out on landings. You could compensate by going for smaller pistons or heavier oil, but that would also compromise its handling elsewhere through the track, making it less responsive. Though you'll definitely get the chassis to slap on landings, overall the DBX is graceful in the air and loves to taste the sky.
Rating: 9

WRENCHING

MAINTENANCE • Kyosho includes two helpful manuals with the DBX that makes maintenance a breeze. The setup and instruction books feature excellent diagrams and parts reference thumbnails. Working on the buggy was simple. The entire radio tray/upper deck comes out with four screws, which opens the chassis for working ease. The differentials were all easy to access, and there weren't any awkward angles to make wrenching a hassle. The only thing I'd like to see different is the use of hex screws instead of Phillips, but it's a small gripe. Working on the DBX is a pleasure.
Rating: 9.5

WEAR AND TEAR • Compared to its bigger 1/8-scale brother, the DBX's parts are a lot less beefy. The turnbuckles, pivot balls, and drive shafts are all very thin and seem like they could break if pushed too hard. This is, however, common for 1/10-scale cars. But after testing was completed, the DBX showed no signs of breakage and even took a couple of moderate hits. If you crash the buggy hard, it probably will break, but if you're careful (and the weather isn't frigid), you shouldn't run into any durability issues.
Rating: 9

TUNING • For a car designed for the bashing realm, the DBX offers a large amount of tuning options. The three sealed differentials allow you to fine-tune the buggy with track-like precision. Also, the adjustable front and rear brake bias is another plus. The front and rear pivot-ball suspension makes width and camber adjustments as painless as possible, and the rear also gives you the option of adjusting toe. Of course, the front toe is also adjustable, but the links are threaded rods that have to be removed for adjustments. The DBX isn't exactly going to knock your socks off with its adjustment choices, but there's more than enough for the bashing trails, and even a respectable amount for the racetrack.
Rating: 8

CONCLUSION

Kyosho's new DBX is a great all-around car to own. For bashers, it offers a bit of everything. Its big tires and aggressive 4WD drivetrain work excellent off-road, and its suspension geometry and tunability also make it a blast to drive on the street. Compared to a 1/8-scale buggy or truggy, the DBX is more portable and efficient on fuel, while still giving a great nitro rush. Of course, the DBX isn't quite as powerful and durable as its bigger brother, but I believe many would agree that its benefits are a fair trade-off for any drawbacks. If you're looking for an alternative to 1/8-scale or simply another car to put in your RC garage, the DBX deserves a serious look. And if you're more of a truck guy, the DBX's fraternal twin, the DST, may be your perfect fit.

Green grass is a nice contrast to dirt.



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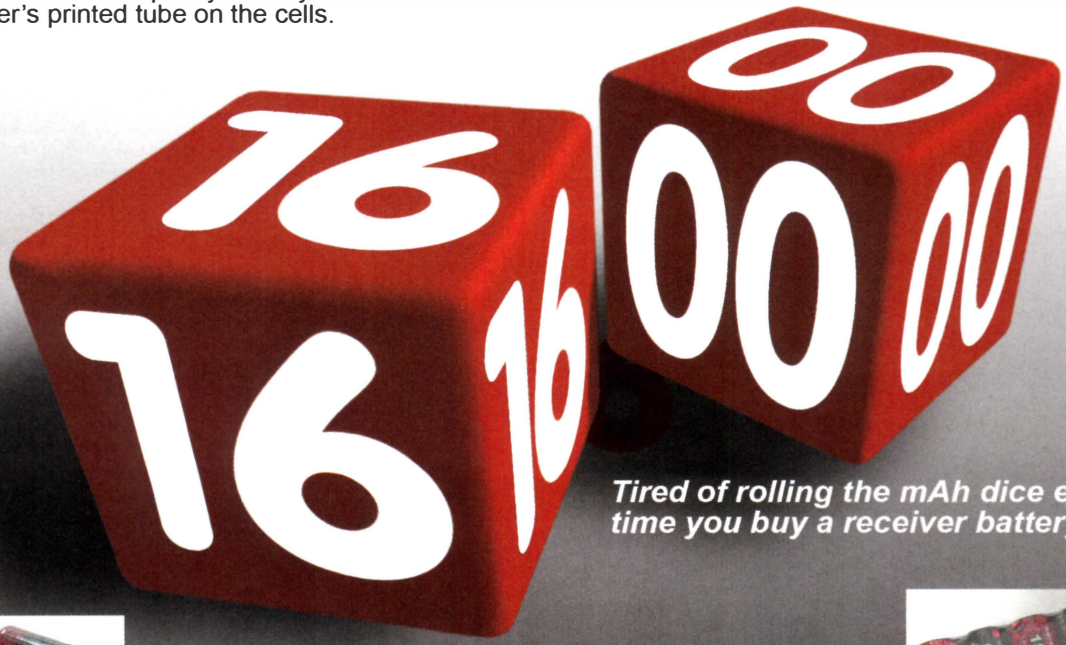

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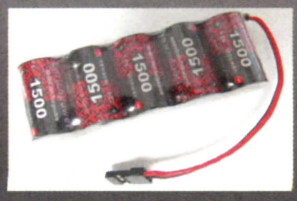

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KYOSHO DBX

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

DST OR DBX??

One look at the DBX and everyone around the office said the same thing: "Hey, that would look cool with a truck body; it looks like a mini truggy." The day after everyone came to this conclusion, the DST arrived in my office—the same kit with a truggy body and new body mounts to accommodate it. The DST (part #31097) is the same car, but now you can choose between buggy and truggy. And best yet, once you do decide to buy one or the other, you can always buy the other body and mounts so that you can switch between the two at will.



Shouldn't trucks be standard issue in the U.S.?

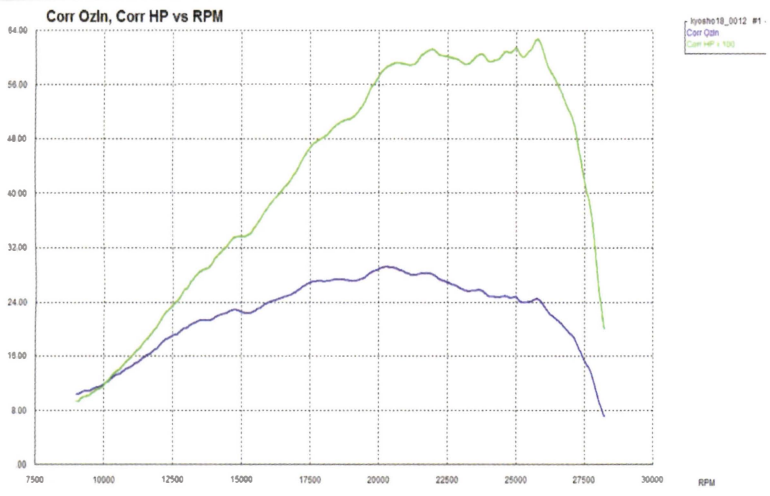
POWERPLANT INFO

Most 1/10-scale cars use a .12 or .15 engine, but the DBX features a larger .18 GXR engine to power the buggy. The GXR has a pretty large restrictor, so of course it's not going to drop your jaw on the low end, but acceleration was linear and quick. As the rpm increase, the engine finds its power band and builds a good amount of horsepower. The .18 GXR is a good fit for the DBX and gives you the best of both worlds—power and efficiency. The pull-start system works very well and the engine fires up easily. It's responsive to tuning, and if properly maintained, will last for multiple seasons.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-20,000, and the top end power factor will be from 20,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	Kyosho .18 GXR
BORE AND STROKE:	.62 in. x .59 in. (16mm x 15mm)
DISPLACEMENT:	0.18 c.i. (3.0cc)
FUEL:	Trinity 20%
PIPE:	Stock tuned
PLUG:	Stock
PEAK X-DYNO HP*:	0.62 @ 25,750 rpm
PEAK X-DYNO TQ*:	29.11 oz-in. @ 20,250 rpm
PEAK X-DYNO RPM:	28,250
AVERAGE TQ:	22.22 oz-in.
AVERAGE HP:	0.42
POWER FACTOR	
CORRECTION FACTOR:	1.131

*All numbers are SAE corrected

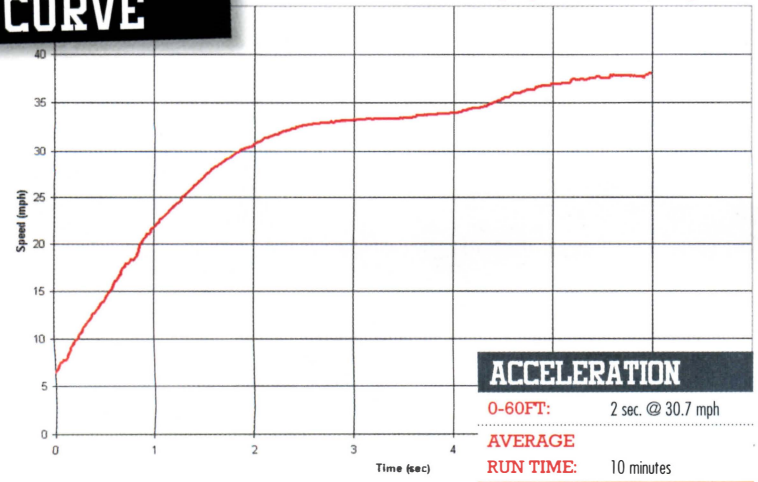
NEEDLE SETTINGS

HIGH:	1.5-turns in from flush
LOW:	1-turn out from flush
MID:	N/A
OPERATING TEMP:	220 °F-255 °F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 37.4 mph @ 221 ft.



ACCELERATION

0-60FT:	2 sec. @ 30.7 mph
AVERAGE RUN TIME:	10 minutes

TEST CONDITIONS

WEATHER:	Sunny and crisp
TEMP/HUMIDITY:	67 °F/32%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	724 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	5 ft., 8.5 in
ON POWER:	Moderate understeer
OFF POWER:	Neutral

BRAKING

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

REVO 3.3

45+ mph

4WD

Extreme Engineering. Extreme Power!

The Traxxas Revo® turned the R/C world upside down with its unprecedented engineering and unsurpassed performance. A team of engineers and a two-year mission of research and development were required to create a benchmark vehicle of this caliber. Never before has so much forward-thinking technology converged on an R/C model.

Revo 3.3 takes its award-winning, no-compromise performance to a new level of authority with the extreme power of the TRX® 3.3 Racing Engine. With 60% more peak power on hand, Revo 3.3 has been thoughtfully enhanced to harness the massive power output. 30mm of additional chassis length, increased engine mounting strength, and tighter suspension with installed progressive 2 rockers give Revo the stability and race-honed reflexes of a champion. There's also a wide-ratio two-speed inside the transmission that takes full advantage of the TRX 3.3's enormous power curve for top speeds beyond 45mph! For the hardcore racer, Revo 3.3 is bred for the track with the new Traxxas Revo center differential, rear brake kit for unsurpassed tuning finesse, and new extended wheelbase arms that provide an additional 10mm or 19mm of wheelbase extension (all sold separately). Superior engineering and extreme power have come together for the fastest, most advanced Revo ever!



Included
5-cell receiver battery and AC/DC charger*

AC/DC*

TRX Power Charger
Also charges any 7.2V EZ-Start Battery

* DC adapter optional

Aluminum GTR Shocks

Large Diameter Disc Brake

More Suspension Travel Than Any Other Monster Truck

Extended Wheelbase Chassis (30mm)



EZ-Start® Electric Starting



Progressive 2 Rockers





TRX 3.3 RACING ENGINE

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REVO® Accessories



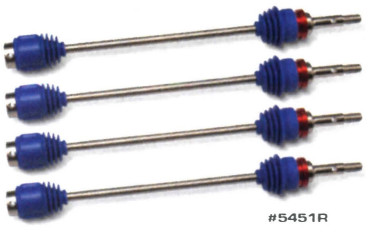
#5411 Wing Mount Kit
#5412 White Wing with Decals
#5446 Black Wing with Decals
#5446G Exo-Carbon Wing with Decals



#5498
Sway Bar Kit (Front/Rear)



#5414 Revo
Center Differential*



#5451R
Steel Constant
Velocity Driveshafts



#5333R
Revo Extended
Wheelbase
Suspension Arms

MIRROR
CHROME FINISH



#5490
Single Chamber Resonator™
Dyno-Tuned Performance Pipe

#4933X
Hard-anodized aluminum pivot balls

#5354X
Aluminum Rocker Posts

#5364X
Vented Steel Brake Disc

#5381X
Differential Spool



#5355X
Hollow Ball Set

GTR Springs
#5435 Thru #5445 Revo

#5486X Teflon®Coated
GTR Shock Bodies

#5463T Titanium Nitride
Shock Shafts

#5460X, #5460
GTR Shocks



#5373
Mirror Chrome Hurricane 3.8" Wheels

#5471
Response 3.8" Racing Tires

#5394X
Forward-Only Conversion Kit

#5360X
Big Block Installation Kit



#4142X
40mm Aluminum Flywheel

#5383, #5385 Close and Standard
Ratio Two-Speed Gear Sets

#5214, #5216, #5217
Steel Clutch Bells

#3953 (36-T), #3955 (40-T)
Spur Gears

#5010, #5020, #5030, #5060,
#5070, #5080 Traxxas Top Fuel®

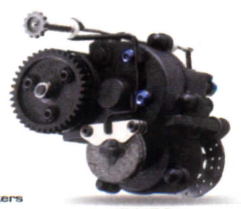


#5338R - Revo TUBES™
Lightweight Aluminum
Turnbuckles

7075-T6
ALUMINUM



#5318X - For LT, P1, P2 Rockers
#5319X - For P3 Rockers
REVO PUSHRODS



#5417 Revo
Rear Brake*



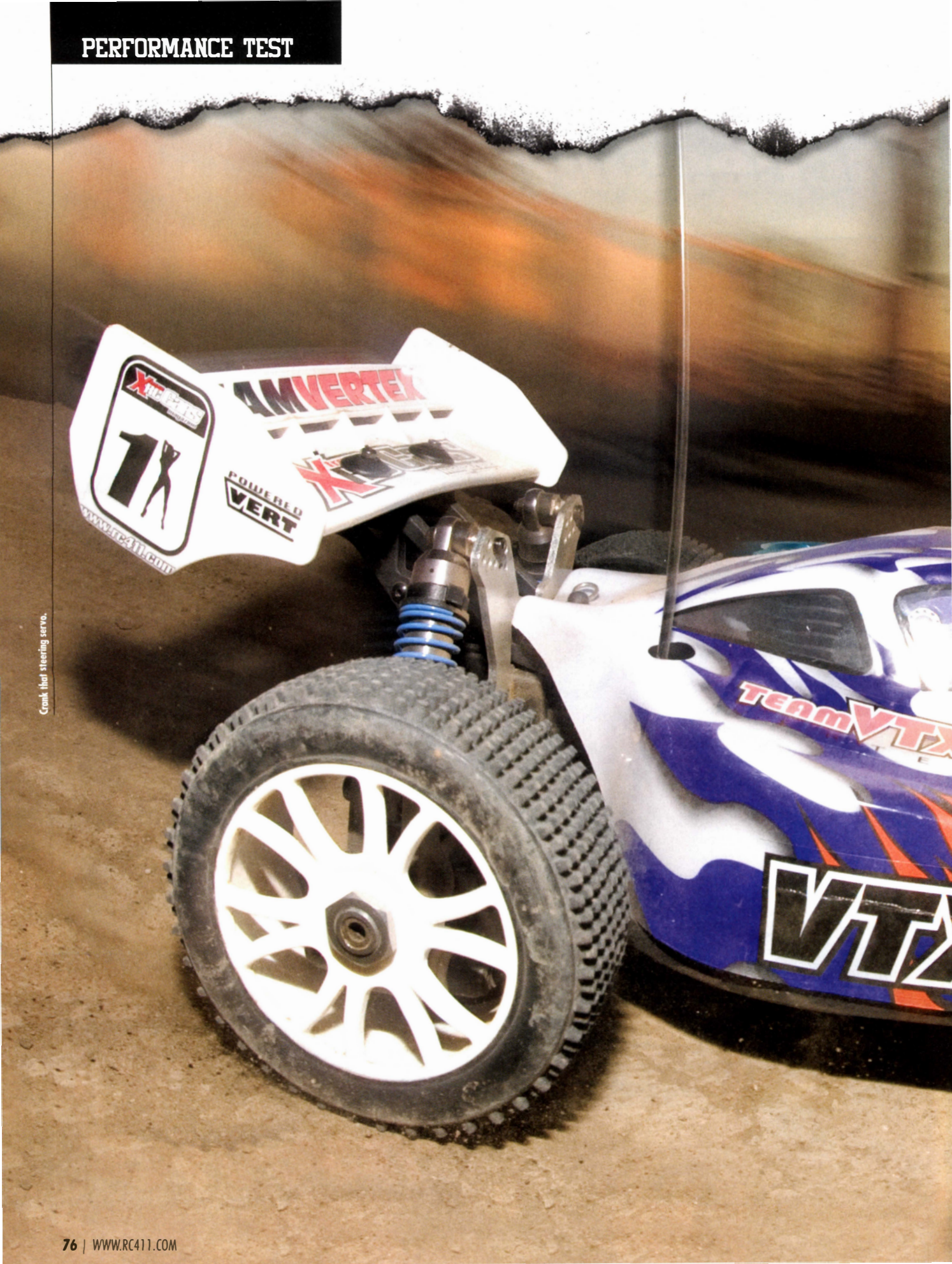
This is Only a Sample of What Is Available.

GET MORE INFORMATION FROM YOUR
HOBBY DEALER OR GO ONLINE

www.Traxxas.com

TRAXXAS
WHERE POWER MEETS TECHNOLOGY™

*A standard length Revo chassis with a center differential requires short output shaft part #5416. Revo rear brake kit requires center differential kit part #5414, 5391X gearbox and extended chassis for installation.



Crank that steering servo.

TEAM VTX VTX-B1

FUN FOR LESS THAN $300

1:8 | NITRO | 4WD

words: Brian "Skinny" Skinner | photos: Carl Hyndman & Jason Boulanger

Make no mistake, the 1/8-scale buggy market is hot, and there are tons of choices in this class of cars. You have companies that make race kits and high-end RTRs, but not until recently has this segment offered RTR buggies at extremely affordable prices. Thanks to the invasion of Chinese RC products, 1/8-scale RTR buggies have hit an affordable price range that the beginner or novice can really afford. It doesn't matter which side of the fence you're on about this invasion. What matters is that the average consumer can afford to own race-like buggies without a substantial draw on the wallet. Enter Team VTX, a U.S.-based company comprised of dedicated RC enthusiasts developing decent RC products at affordable prices for the entry-level RC person. VTX stands for vertex. In the geometry of curves, a vertex is a point where the first derivative of curvature is zero. That's pretty deep, but using the literal meaning of vertex, Team VTX's goal is to offer competition-bred ideas with the entry-level racer in mind. This translates to products that use tried-and-true ideas (the vertex of our hobby) of what the RC world has to offer at a price point that you and I can afford. Let's see what Team VTX has to offer at an incredible price.

Skinny has a thing for night shoots.

TEAM VTX
VTX-B1

PART #: VTX-B1
STREET PRICE: $300 (varies by dealer)
PRICE AS TESTED: $390
SETUP TIME: 15 minutes
EXPERIENCE LEVEL: Novice

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD

FLANGED BALLS: *The VTX-B1 has stock-flanged pivot balls for the front steering link. This is a nice feature for new drivers; it keeps the tie rods together in less-than-perfect driving situations.*

JOINT SHIELDS: *It's nice that the B1 comes with aluminum chassis braces. Since this buggy is aimed at the new hobbyist, it means that the buggy will stand up to heavy abuse.*

01

FUEL ROUTING: *The VTX-B1 offers four fuel line clips to route the fuel line. Most cars offer two. This gives the B1 a clean look. They're mounted to the fuel tank to keep them in place, and have easy access.*

02

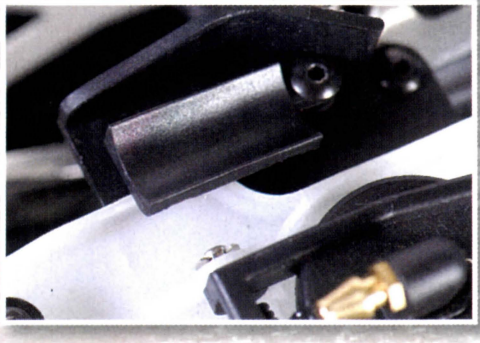
03

ELECTRIC DRILL START: *The B1 is a sub-$300 buggy, yet it comes stock with a drill-start. That's a big plus, as pull-starts are horrible!*

TOE BLOCKS: *The boys at Team VTX included inset toe blocks so you can fine-tune your buggy. They even included spare ones in the box for you.*

Drill start - same as a roto-start.

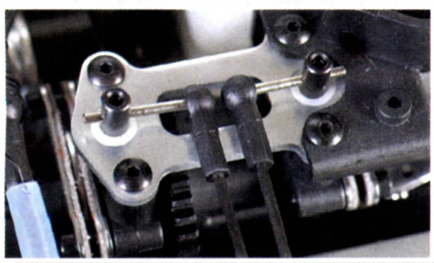
01 **EASY MOUNT** • VTX includes a huge mounting area for the fuel filter next to the splash guard. It's totally universal so you can mount any filter you want. Just lay the filter on top, use two zip ties, and you're done. Simple and sweet—that's what the B1 is all about.



"Team VTX's goal is to offer competition-bred ideas with the entry-level racer in mind!"

02 **CLASSIC PIVOT-BALL FRONT-END** • The VTX-B1 has a robust front end. It has pillow ball suspension that handles the steering duties and everything else, plus the front driveshafts are U-joints similar to those of Kyosho.





03 **PARALLEL LINES** • This is a great feature that should be standard on all 1/8-scales. Usually the brake posts have one on top and one underneath, which can be a hassle to work on. The B1 has them set on top and it's very clean ... not to mention easy to work on!



VEHICLE INFO

CHASSIS

LAYOUT:	Single deck with upper braces
THICKNESS:	3mm
MATERIAL:	6061 T-6 Aluminum
TANK CAPACITY:	125cc

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS (F/R):	Front and rear, adjustable

SHOCKS

BODIES:	OG big bore aluminum
DAMPING (F/R):	50/40 wt.
PISTONS (F/R):	2-hole, 1.5 dia.
SPRINGS (F/R):	Light blue / Light blue

DRIVE TRAIN

TYPE:	4WD shaft
DIFFERENTIAL:	Gear (3)
DIFF. FLUID:	#5000 / #7000 / #1000
AXLE TYPE:	Universal drive
TRANSMISSION:	Case-hardened steel
SPUR GEAR MATERIAL:	Steel
CLUTCH:	Composite 3-shoes
BEARINGS:	Rubber shield

GEARING

	1st
CLUTCH/SPUR:	14/46
GEAR RATIOS:	
PRIMARY:	3.28:1
INTERNAL:	3.45:1
FINAL:	11.31:1

BODY, TIRES & WHEELS

BODY:	VTX pre-painted/pre-cuto
TIRES (F/R):	VTX pin tread/form insert
DIAMETER/ WIDTH:	4.53 in. x 1.65 in. (115mm X 42mm)
HEX SIZE:	17mm
WHEELS:	White spoke plastic rim/pre-mounted and glued

DIMENSIONS

WEIGHT:	7 lbs., 8 oz. (4,173g)
TRACK WIDTH (F/R):	12.08 in. (307mm)
WHEELBASE:	14.29 in. to 14.48 in. (363mm to 368mm) (adjustable)
RIDE HEIGHT	1.48 in. (37.5mm)

Skinny needs a new ruler to measure tire diameter and width.

TESTING

Testing was conducted at Pegasus Raceway. This track is a 1/10-scale track that's fairly tight, but it has a nice straightaway for stretching your legs. Amazingly, it rained here in California, so the track condition ranged from wet to dry. Maybe it's not the best place to run a buggy, but it was the driest track to do testing.

ACCELERATION AND SPEED • The Vertex .26 engine is a nice budget engine with good power. It's not the quickest engine, but it got up to speed perfectly for an entry-level driver. Top speed, on the other hand, was on par for what you would expect from a buggy. Some time spent tuning the engine and switching to different tires will make the B1 quicker off the line. As it is, I feel it's good for an entry-level driver. The 3-shoe clutch worked well and hooked the power up, and showed no signs of fading.
Rating: 7/8

BRAKING • Braking is powerful and linear, and showed no signs of fade. The VTX-B1 has steel rotors with lined calipers, and with that combination, there's not much that can go wrong. I liked how the brakes have both actuators on top. It makes for a clean look and easy maintenance. All 1/8-scales need this setup.
Rating: 10

LOW-SPEED • The B1 felt stable and rolled through bumps well. On the other hand, the front pushed when trying to turn sharply off power. Granted, the stock tires are probably to blame, but I suspect the underpowered servo was the main culprit. Switching to a better battery pack would do wonders, as AA batteries are horrible for RC servo use. As with most car reviews, I use the recommended setup and go from there. Impressively, the VTX-B1 felt pretty good out of the box, and other than changing to less front toe and some adding shock spacers, the buggy felt pretty good. It's certainly a great starting point for an entry-level buggy driver.
Rating: 7

HIGH-SPEED HANDLING • More to the point: aggressive driving. The B1 felt surprisingly at home. The geometry is there, but the stock servo is underpowered for fast-paced action, and the reaction time is slowed. The stock tires felt decent, and considering that this is a low-priced, entry-level buggy, it handled well.. Aside from the minor setup changes I mentioned before, the VTX-B1 shows signs of being a racer, and with setup time, the B1 could make an excellent club buggy.
Rating: 7

ROUGH-TRACK HANDLING • The VTX-B1 comes with a long wheelbase in its stock setup, which means it likes rough conditions. The longer wheelbase setting lends itself to rough conditions, and the B1 was stable through a lot of stuff. As for the setup of the buggy, the shocks were a little soft, and the B1 felt like it wanted to bounce around more than it should. Like I said earlier, the geometry of a purebred is hiding in this buggy, and you need to spend time to bring it out.
Rating: 8

Skinny likes roosters. No wait - roosting.

TEAM VTX VTX-B1

1:8 | NITRO | 4WD

RTR GEAR

RADIO:	VTX 2-channel AM radio
RECEIVER:	VTX-02071
STEERING SERVO:	VTX-02073
THROTTLE SERVO:	VTX-02073
ENGINE:	Vertex .26
PIPE:	VTX-85789
TIRES:	VTX-85746 (Pre-mounts)

TEST GEAR

STARTER BATTERY:	Team Orion 3300 Rocket Pack Part# ORI10304, **$49**
FUEL:	Byron Fuel Race Blend 3000. Part# 3130034, **$25**

CONTACT

TEAM VTX:	www.teamvtx.com
TEAM ORION:	www.teamorion.com
BYRON FUELS:	www.byronfuels.com



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Front Hub Carriers - $99.99
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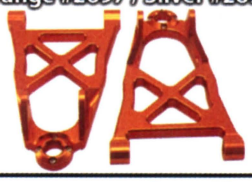
Gas Cap - $44.99
Orange #2675 / Silver #2676



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



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



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



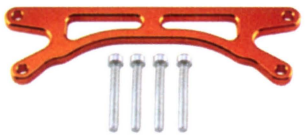
Rear Upper Arms - $59.99
Orange #2695 / Silver #2696



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



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



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



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



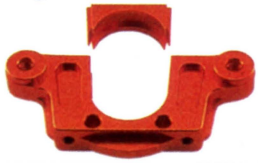
Front Piggy Backs - $54.99
Orange #2669 / Silver #2670
Purple #2658



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



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

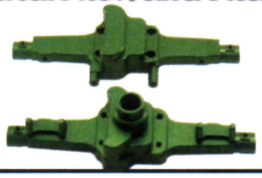


4 Degree Spacers - $24.99
Orange #2664 / Silver #2665



AXIAL - AX10

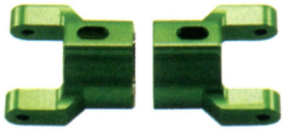
Solid Axle Set - $89.99
Green #4031 / Silver #4032



Knuckles - $29.99
Green #4033 / Silver #4034



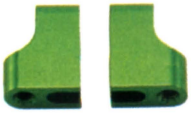
C Hubs - $29.99
Green #4035 / Silver #4036



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



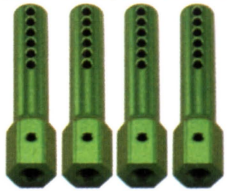
Servo Mount - $12.99
Green #4037 / Silver #4038



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



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



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



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GH RACING
BY GOLDEN HORIZON

JUMPING • Jumping was fun with the VTX, but again, the suspension was soft and caused the buggy to wallow going into and landing from jumps. For the most part, the B1 was very stable in the air and did what you asked of it. Again, time spent tuning will bring the beast out of the B1.
Rating: 8

WRENCHING

MAINTENANCE • The VTX-B1 is a pretty straightforward buggy; it has all the layout features you would see in any top-end buggy, so working on the B1 was familiar. There are some quirky things in the production of the B1, e.g., the engine mounts have shims to lift the engine up off the chassis. Why, I do not know. Also, the engine mount had little sliding blocks to bolt the engine to, making it a pain to mount the engine. Setting up the radio box was another problem. You need a degree in Euclidian geometry to figure out how to stuff the huge receiver and AA battery pack inside the box. Aside from my nitpicking, the rest of the buggy is like any quality 1/8-scale.
Rating: 8

WEAR AND TEAR • I'm torn on what to say here. The VTX-B1 is a great buggy for something that sells in the $260 to $290 range. Overall, the B1 held together well with the normal loosening of screws that occurs during the first couple of runs. Plus, the car didn't seem to show much wear after a few tanks. On the other hand, the front shock tower bent slightly after a rollover going just 3 mph, and after the third tank, the steering servo stopped working. In general, RTR servos are not the best out there, and they're usually swapped out first. As for the shock tower, Team VTX offers nice hop-up parts to replace the weaker parts on the B1. The reality is that you get what you pay for, and at the price the VTX-B1 is listed for, you certainly have room in your wallet to make some upgrades.
Rating: 7

TUNING • Inside the heart of the VTX-B1 beats a true racecar. The B1 rates with the most expensive buggies on the market as far as tunability is concerned. It has adjustable everything, and even comes with toe blocks to fine-tune the ride. Spending the time I did on tweaking the B1 showed instant results, and as I've said throughout the review, the VTX-B1 is a racer cloaked in RTR clothing.
Rating: 8

CONCLUSION

Team VTX has done a service to the RC world. They've started at the vertex of RC and brought an affordable buggy to the market that first-time buyers will have fun with, without being disappointed. The B1 is a great buggy for experiencing the world of 1/8-scale, and with the hop-ups they offer, the B1 can be a sweet starter buggy for club racing. The VTX-B1 is packed with race-inspired features that many high-end buggies possess, but at an entry-level price. The B1 has the right geometry for serious roosting, and only needs a little time spent on setup to bring it all together. For its price point, this is one buggy that will be hard to pass up.

Exhaust pipe hole puncher.

TEAM VTX VTX-B1

1:8 | NITRO | 4WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Hard-to-beat price tag
- Good bang for the buck . . . even has a drill-starte
- Has good manners for new drivers

MISSES

- Aluminum shock towers are soft
- Receiver box and drill-starter are hard fit for batteries
- Instructions could be more complete

MAIN COMPETITION

CEN Racing Matrix RTR, Duratrax Raze RTR, Power Racing Katana RTR

WHO IT'S FOR

Great for the newcomer wanting to try out 1/8-scales, or if you're on a budget.



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TO BE CONTINUED ...

THE Elite FORCE

BY BEAU AUSTIN

TEAM VTX

VTX-B1

SCALE	POWER	TYPE	DRIVE
1:8	NITRO		4WD



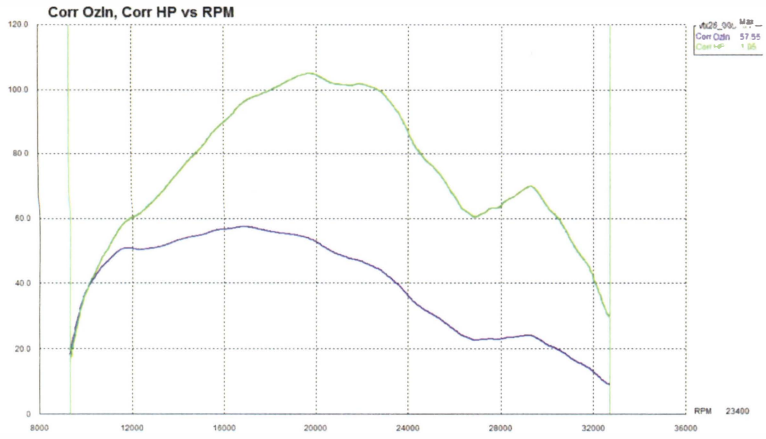
POWERPLANT INFO

The Vertex .26 engine is a nice fit for the B1 buggy. It's a larger displacement engine for handling RTR life, but it acts more like a .21 engine. It has good power and was easy to start with the drill-starter. It fired right up and ran like a top for the test, and for club racing or bashing, this engine is a dream. Unfortunately, it's not legal for ROAR-sanctioned events, but then again, it's aimed at the new hobbyist. It's a little soft off the bottom, but it hauls the mail once it gets on the pipe. Overall, this is a good little engine for the entry-level driver.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



POWER FACTOR: Our new rating is an average HP/TQ reading for two selected rpm ranges. Low-end power factor will be the average values from 10,000-20,000, and the top end power factor will be from 20,000 to 40,000 rpm.

ENGINE DATA

ENGINE:	VTX .26
BORE AND STROKE:	.71 in. x .63 in. (18.2mm x 16mm)
DISPLACEMENT:	.26 in.³ (4.27cc)
FUEL:	Byron Race 30%
PIPE:	Stock VTX
PLUG:	Stock
PEAK X-DYNO HP*:	1.05 @ 18,500 rpm
PEAK X-DYNO TQ*:	57.53 oz-in. @ 18,500 rpm
PEAK X-DYNO RPM:	32,500
AVERAGE TQ:	40.06 oz.-in.
AVERAGE HP:	0.76
POWER FACTOR	
LOW END (HP/TQ):	N/A
TOP END (HP/TQ):	N/A
CORRECTION FACTOR:	1.022

* All numbers are SAE corrected

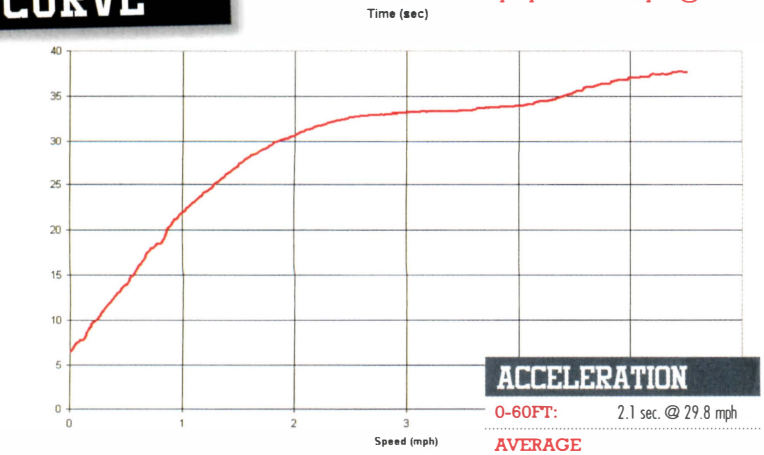
NEEDLE SETTINGS

HIGH:	2-turns in from flush
LOW:	6-turns in from flush
MID:	Flush
OPERATING TEMP:	238°F

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 38.4 mph @ 231 ft.



ACCELERATION

0-60FT:	2.1 sec. @ 29.8 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Cloudy and sort of cold
TEMP/HUMIDITY:	60° F / 20%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Freshly rained-on track surface

HANDLING

TURNING RADIUS:	4 ft., 12 in.
ON POWER:	Slight oversteer
OFF POWER:	Slight understeer

BRAKING

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

Skinny just called the VTX a mail truck.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• Front and Rear Long Shocks
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• Steel Differential Gears
• 2 pieces Racing Clutch
• Low Profile Stadium Truck Body
• Front and Rear Sway Bars
• Radio and Radio Gear
• High Torque Steering Servo
LIGHTNING 2 sport
66205 1/8 Lightning 2 Sport RTR
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• 5052 3mm Main Chassis
• Front & Rear Chassis Braces
• Full Ball Bearings
• Front CVA Axles
• Exhaust-Tip Bash Guard
• Low Profile Fuel Tank
• Low Profile Upper Deck and Receiver/Batt Box
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• Hot New Printed and Trimmed Body Design (blue)
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• 2pc. Racing Clutch
• .26 Engine
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2WD should be the official "get into off-road" class.

ACADEMY GV2 PRO

NICE JUMPING!

1:10 | 2WD

words: James Revilla | photos: Jason Boulanger

It's been awhile since I've driven a 2WD buggy, which is a little weird since my very first RC car just happened to be a 2WD buggy. Similar weirdness may occur when you throw the name "Academy" in the same conversation as other, more popular 2WD mainstays, like Associated, Kyosho, and Team Losi. Before you jump to any conclusions, though, let me introduce the new GV2 Pro. Academy's newest 2WD buggy was designed specifically to compete, and from its long list of features, you can't argue that it was equipped to take on the track. The question is, does the GV2 perform on dirt as well as it does on paper? Let's run it through and see what this new buggy is all about.

Bowling Shoe said he could drive off-road. Not "drive well," just "drive."

ACADEMY GV2 PRO

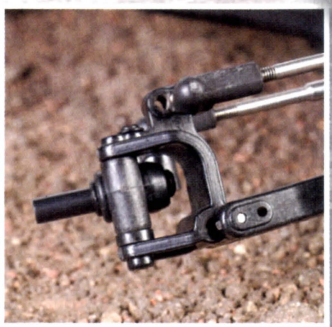
PART #: 15108
STREET PRICE: $190 (price may vary)
PRICE AS TESTED: $1,053
SETUP TIME: 6 hours
EXPERIENCE LEVEL: Intermediate to advanced

SCALE	POWER	TYPE	DRIVE
1:10			2WD

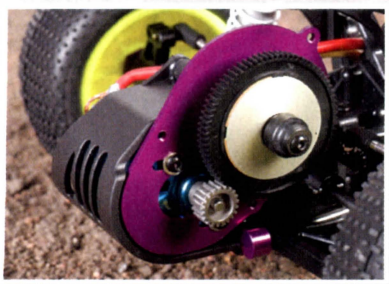


Look, I actually painted a body with no red in it....

01 **SWISS CHEESE** • The GV2 Pro front suspension features an assortment of adjustments for even the most dedicated suspension gurus. You'll see the usual multiple upper camber rod and shock positions. Look closer, however, and you'll notice that there are two different outer hinge pin positions as well. Axle height is also adjustable via spacers, and the GV2 Pro comes with two pairs of axles to fit both metric and standard-sized 2WD front wheels from various manufacturers.



> "I FELT THAT THE GV2 COULD EASILY RUN SIDE BY SIDE WITH THE MORE WELL-KNOWN BUGGIES IN ITS CLASS."



02 **ONE SPREAD, THREE GEARS** • As is the norm for 2WD competitive buggies, the GV2 Pro is equipped with a typical 3-gear transmission, with built-in slipper clutch. This dual pad slipper clutch is externally adjustable through the gear cover's pop-off cap, and Academy also throws in extra spur gears in different sizes for fine-tuning your gearing to the track.

03 **BACK SIDE** • Similar to the front end, the rear suspension also features a myriad of adjustments. Camber rod and shock position are adjustable, and the outer hinge pins also have two positions. Rear toe is set through aluminum toe blocks. The axles can be configured for both hex-driven and pin-driven wheels in seconds. The O-ring that keeps the axle pins from escaping is a nice touch.





VEHICLE INFO

CHASSIS

LAYOUT:	3-piece keyed tub
THICKNESS:	N/A
MATERIAL:	Molded composite

SUSPENSION

TYPE:	4-Wheel independent
TURNBUCKLES:	Yes/alloy
STEERING:	Dual bell crank
SWAYBARS (F/R):	None

SHOCKS

BODIES:	Aluminum
DAMPING (F/R):	35 wt./40 wt.
PISTONS (F/R):	2-hole/2-hole
SPRINGS (F/R):	White/white

DRIVE TRAIN

TYPE:	RWD
DIFFERENTIAL:	Ball
AXLE TYPE:	CVA universals (rear)
TRANSMISSION:	Three-Gear
SPUR GEAR MATERIAL:	Molded plastic
BEARINGS:	Bearings/metal-shielded

GEARING

CLUTCH/SPUR:	21/78 (48 pitch)
GEAR RATIOS:	
PRIMARY:	3.71:1
INTERNAL:	2.42:1
FINAL:	8.97:1

BODY, TIRES & WHEELS

BODY:	Academy GV2 Pro
TIRES (F/R):	Grand Prix Edge/Grand Prix Fusion
DIAMETER/ WIDTH:	3.5 in. x 1 in. / 3.55 in. x 1.75 in. (88.9mm x 25.4mm / 90.1mm x 44.45mm)
HEX SIZE:	12mm (rear only)
WHEELS:	Academy dish

DIMENSIONS

WEIGHT:	2 lbs., 12.3 oz. (1,255g)
TRACK WIDTH (F/R):	10.25 in. / 9.75 in. (260mm / 247mm)
WHEELBASE:	10.75 in. (273mm)
RIDE HEIGHT	1.25 in. (31.75mm)

...Lots of decals, though, to cover up my newb painting skills.

ACADEMY GV2 PRO

1:10 | 2WD

TESTING

Testing was performed at Pegasus Hobbies in Montclair, Calif. They had a new layout, and the surface was a little slick due to the recent rainy weather we had here in SoCal. I set the buggy up following the kit-included setup sheet (which required some ball end location changes), and ran their recommended gear ratio for a 12-turn motor. Once everything was lined up, I took to the track.

ACCELERATION AND SPEED • It took a couple minutes to get the slipper clutch set right for the conditions, but once I hit the sweet spot, the GV2 would launch well. Acceleration was a tad difficult because of the slick conditions, but a little bit of trigger control kept the GV2 straight. Top speeds were excellent; the kit gear ratio (and slipper setting) would cause the GV2 to hit top speed a little after the halfway point on the straightaway. This may seem early to some, but at the speeds the GV2 was hitting, I'm glad I had half a straight to plan for the right-handed sweeper ahead.
Rating: 9/10

BRAKING • If you're driving right, you shouldn't have to use the brakes much in 2WD buggy, but if I needed it, it was ready. The front end of the buggy would dive a little during harder stops, giving the front tires more bite, but not upsetting the rear end. The brakes became useful during the tighter sections of the track (read on, below).
Rating: 9

LOW-SPEED • At low speeds, I wasn't too thrilled with the performance of the Grand Prix front tires. On the looser sections, they would bite pretty decently, allowing me to carve through the corners. However, on the hard-packed sections of the track, they'd exhibit understeer. There was a quick S-turn leading into a sweeper that became the long straight, and I found myself driving slower than other buggies through that section. The push was linear, so at least it was still predictable as far as what line the GV2 would end up taking.
Rating: 7

HIGH-SPEED HANDLING • Once I hit the sweeper leading into the back straight, the understeer went from problem to well-received. I could hammer the throttle down at the beginning of the sweeper, crank the steering wheel full lock, and the GV2 would blast into the straightaway at higher speeds than other buggies out there. I could actually keep the hammer pinned through the end of the straight-away and around the big sweeper that followed, all the way until I reached the hairpin at the end of it all.
Rating: 8

ROUGH-TRACK HANDLING • This was one of the testing segments where the GV2 did well. The long-stroke shocks and quick-reacting suspension soaked up the rough sections of the track easily. The GV2 was very forgiving over the rough stuff, which allowed me to really push the buggy through the course. Whoops and the occasional hole (yes, hole!) in the track didn't disrupt the buggy at all. From this alone, I felt that the GV2 could easily run side by side with other, more well-known buggies in its class.
Rating: 9

TEST GEAR

RADIO:	JR Z-1, JRP374075, $340
RECEIVER:	Spektrum SR3000, SR3000, $90
STEERING SERVO:	JR z8800, JRPSZ8800S, $110
SPEED CONTROL:	Tekin FX-pro, TT1092, $150
MOTOR:	Trinity Epic Shock 2 12x2, EP3110, $8
BATTERY:	Peak 3200 Corbon Li-Po, PEK43301, $90

CONTACT

ACADEMY (Dist by MRC):	www.modelrectifier.com
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Purple and yellow ... because I'm a Lakers fan.



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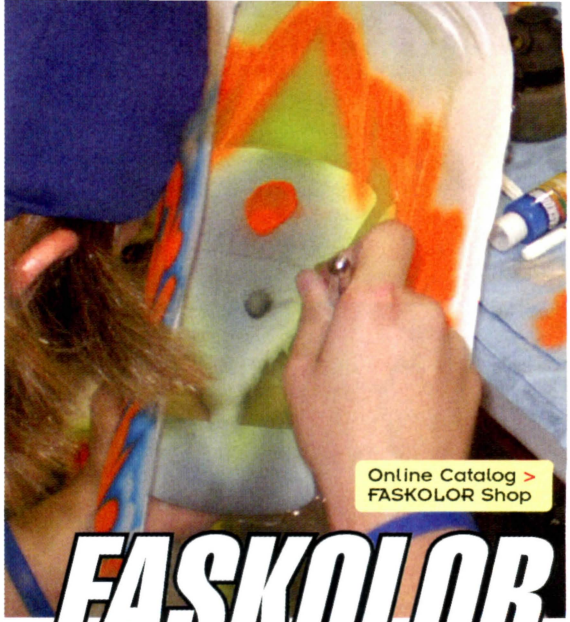

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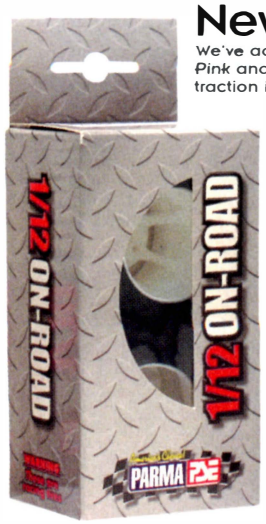

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1/12 PRO Tires

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

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

1/10 PRO Tires

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



Consistent shore ratings, quality tires

JUMPING • The other segment where the GV2 showed its capabilities was over the jumps. I'm not the greatest off-road driver of all time, but man—the GV2 was easy to jump! Tabletops were cake, and the various doubles were easy to navigate due to the way the GV2 would take off from the lip of the jump so smoothly. The GV2 would almost always fly through the air with the nose slightly above level, so all I had to do was tap the brakes at the right time to backside a jump on landing. The rear end of the GV2 never wandered in the air, and I could get a slight but controllable lean if I turned the wheel in mid flight.
Rating: 10

WRENCHING

MAINTENANCE • Working on a 2WD buggy has got to be one of the easiest chores in RC. With less overall parts, wrench time is much shorter when compared to other types of vehicles. The GV2 is no exception; hex screws are used throughout, and the entire front end is modular, disconnecting from the rest of the chassis with just five screws. The rear end takes just four screws, and both come off while keeping the suspension intact. The steering servo is also out in the open for ease of access. Academy did their homework here, giving the driver (or pit man) less to fumble with when it's time to work on the chassis.
Rating: 10

WEAR AND TEAR • During the build process, I was a tad concerned about the front hub carriers, which seemed a little too thin to handle abuse. However, after my standard cartwheel (which I seem to do with any type of driving involving jumps), the front end was fine. The molded plastic rear motor guard held up fine as well, and there were no signs of premature wear in the drive train, no play in the universals, and no leaky shocks.
Rating: 10

TUNING • Let's run through the adjustments—camber, camber link points, shock angles, Ackerman, toe—all standard on any buggy that wants to race, and the GV2 has them all. The GV2 also has multiple hinge pin positions for the outer hub carriers, allowing for more fine-tuning. The one thing it didn't have out of the box was caster adjustment. There is, however, front kick-up adjustment via different suspension arm blocks, which are included in the kit. If you want adjustments, the GV2 serves well.
Rating: 9

CONCLUSION

For not being one of the big names in 2WD off-road buggy, Academy's GV2 can easily change that. On the track it performs very well out of the box, and with a few driver-specific and track-specific tweaks, i.e., tires, the GV2 can most likely take on the "big boys" with its potential. I wasn't too happy with the quality of the molded parts. It wasn't that they broke (I broke nothing during testing), it was the amount of flashing I had to trim away while I was putting it together. For the GV2 to compete with the world's best, it should not only drive like a winner, it should also go together like a winner, with parts that are worthy of top-level status. Besides that gripe, I wouldn't be surprised at all if the GV2 made its way to the top of the podium at off-road venues around the world.

ACADEMY GV2 PRO

1:10 | 2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Very easy to drive
- Pro-level adjustments are all here
- Can use different wheel types

MISSES

- A lot of flashing on molded parts
- Parts support might be thin

MAIN COMPETITION

Associated RC10 B4, Losi XXX-CR, Kyosho Ultima RB5

WHO IT'S FOR

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ACADEMY

GV2 PRO

SCALE	POWER	TYPE	DRIVE
1:10			2WD



Off-road is fun, as long as it doesn't rain.

POWERPLANT INFO

When I decided to go brushed for this application, I went with Trinity's Epic Shock 2 12-double modified motor. This was the same can I scoped in issue #141, but this time it was more at home in a 2WD buggy. Using the GV2 Pro's suggested starting ratio of 21/78, I took to the track and subjected it to my super smooth (not!) driving. When bolted into a lighter chassis like the GV2 Pro, the Shock 2's smooth transition through the power band paid off. Acceleration was quick and responsive, and top end speed was closely matched to the track size. Power felt easily controllable, and didn't exhibit any fade during the final minutes of the battery pack.



DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

MOTOR:	Trinity Epic Shock 2
WIND:	12-double
MAX POWER:	88.72 @ 11,976 rpm
MAX TORQUE:	113.15 Nmm

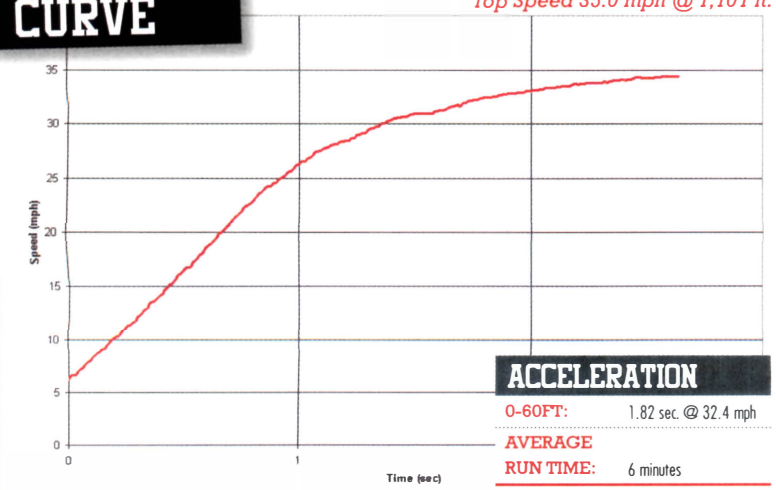
MOTOR SETTINGS

TIMING:	15°
BRUSHES:	Ellipse Oval
SPRINGS:	Trinity standard

PERFORMANCE INFO

ACCELERATION CURVE

Top Speed 35.0 mph @ 1,101 ft.



ACCELERATION

0-60FT:	1.82 sec. @ 32.4 mph
AVERAGE RUN TIME:	6 minutes

TEST CONDITIONS

WEATHER:	Cool, cloudy
TEMP/HUMIDITY:	53° F/45%
BAROMETRIC PRESSURE:	29.99 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Hard-packed dirt

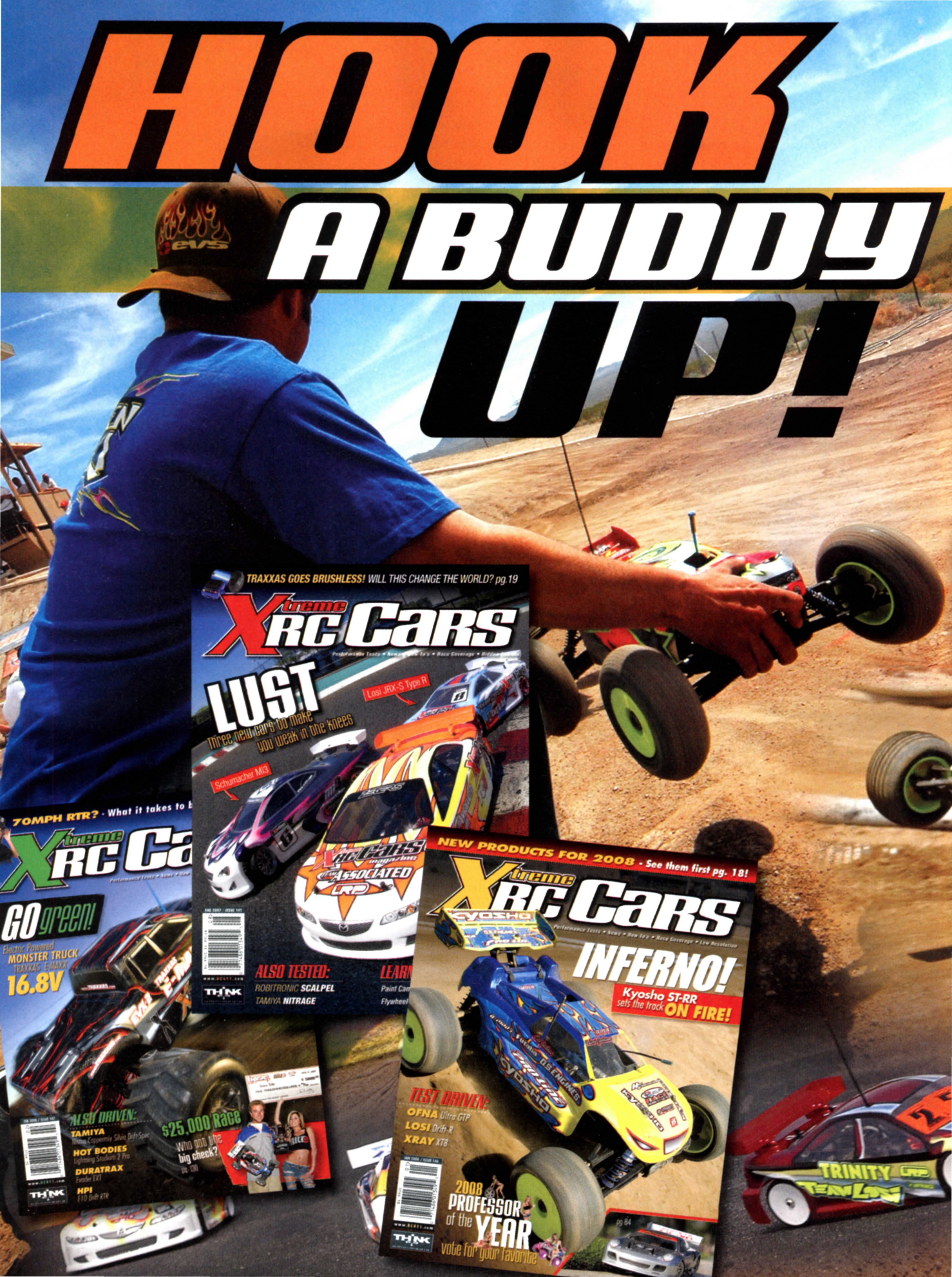
HANDLING

TURNING RADIUS:	3 ft. 7.6 in.
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

HOOK A BUDDY UP!





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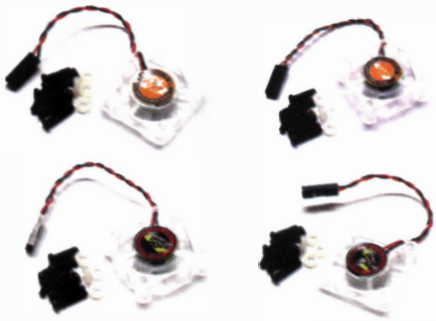

#2900 30x30x6.5mm 7 Fin 7.2V Cooling Fan
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Suspension Camber Guage

#2850 Eagle Pit
Matt 40x60cm







#2880 Euro Connector
Package-D, Female 6pcs

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



#2881 Euro Connector
Package-E, Male 2pcs

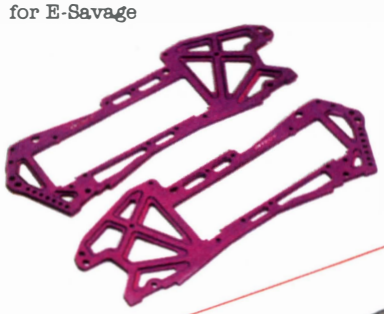


T7983 Alloy Gear Box Set for Traxxas
Stampede, Rustler & Bandit

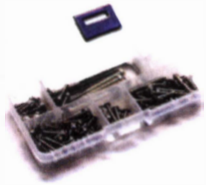




T6949 Alloy TVP Chassis
for E-Savage



T7638 Wide Suspension
Conversion Kit for RC18 series



T6920 Stainless Steel
Screw Set for Savage-X

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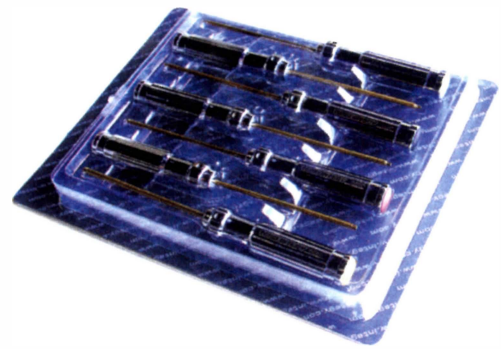
Ti-Nitride Hex Wrench Set

featuring quick release & adjustable torque handles



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



C22778 QuickPit
Hex Wrench
7sizes Set

C22779 QuickPit
Dual Hex Wrench
7sizes w/ Case

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

Modified Parts for the HPI Baja 5B

Precision hop-ups made with light weight 6061 aluminum alloy



HPI RACING BAJA 5B SS

DIY SAND RAIL

1:5 | GAS | 2WD

words: Dave Palacios | photos: Jason Boulanger

EVER SINCE HPI RELEASED THE BAJA 5B RTR, IT HAS BEEN A HUGE SUCCESS, with a slew of aftermarket companies offering parts galore. But for those of you mechanically inclined folks who like to tinker, HPI now offers the 5B in kit form—with a few hop-ups thrown in for good measure. Now you can build a high-performance Baja buggy right out of the box without breaking the bank.

You know a kit is successful when it has a plethora of aftermarket companies.





When building this kit at home, my living room floor was covered in SB parts.

HPI RACING
BAJA 5B SS

PART #: 10610
STREET PRICE: $919 (Kit only, price may vary)
PRICE AS TESTED: $1,800 (includes all test gear)
SETUP TIME: 15 hours (includes break-in time and TV)
EXPERIENCE LEVEL: Intermediate and/or Advanced

SCALE	POWER	TYPE	DRIVE
1:5	GAS		2WD



VVC/HD PRO SHOCKS: *The newly designed shocks provide better handling over rough terrain and include larger diameter shock shafts for added durability.*

TUNED PIPE: *The aluminum tuned pipe increases the power output of the Fuelie 26S engine and provides quicker acceleration over the RTR unit. However, it is considerably louder, so HPI also includes the stock unit for quieter running.*

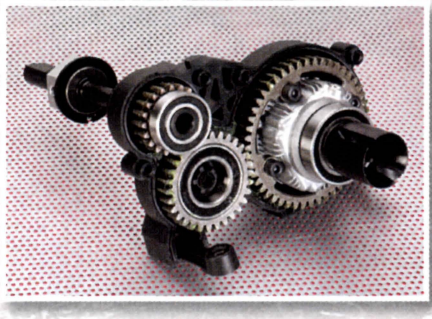
HEAVY-DUTY BEADLOCKS: *To keep the tires on the rims, you need some good beadlocks. That's why HPI includes their newly designed heavy-duty beadlock. They're reinforced and protect the sidewalls during hard cornering maneuvers.*

SWAYBAR SET: *For better handling, a full set of front and rear swaybars is included in the kit. With three sizes to choose from, there are plenty of options for tuning the 5B's suspension.*

HEAVY-DUTY DOGBONES: *With the added power and stronger transmission, a pair of heavy-duty dogbones is a must. These dogbones also include a set of preinstalled rubber boots to help keep the joints debris free.*

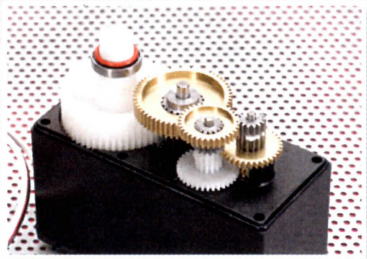
Big RC cars require big tools. I had to bust out the Snap-Ons.

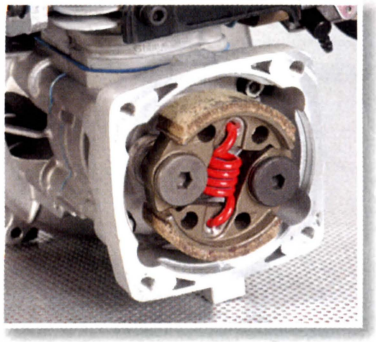
01 **FULL METAL TRANSMISSION** • To handle the extra power of the larger 26cc engine, the drivetrain has been beefed up a bit. The standard plastic diff case is replaced with a much more durable aluminum alloy diff case. The aluminum alloy case doesn't flex open under high loads, allowing the planetary gear mesh to separate like the plastic version. This is a definite must-have when putting this much power through the 5B. Also included in the transmission is a set of metal gears capable of handling the added power.



"One word... BRAAAAAAAAP!!"

02 **METAL GEAR SERVO** • Included in the kit is a metal gear, heavy-duty servo to handle the steering. With the metal gears and higher torque, you know the 5B will track straight and hold in the turns in even the roughest terrain.





03 **HIGH RESPONSE CLUTCH** • For the extra punch off the line and out of corners that 5B enthusiasts desire, HPI includes and preinstalls a high-response clutch system. With a heaver spring and lighter shoes, this upgraded clutch begins engaging at 8000 rpm and is fully engaged at about 10,000 rpm. This is about 2,000 to 3,000 rpm later than the RTR unit. This later delay of engagement takes advantage of the 26cc engine's power, launching the 5B up to speed.



VEHICLE INFO

CHASSIS

LAYOUT:	Monocoque
THICKNESS:	4mm
MATERIAL:	Stamped 6061 T6 aluminum
TANK CAPACITY:	750 cc

SUSPENSION

TYPE:	4-Wheel Independent
TURNBUCKLES:	Yes (aluminum)
STEERING:	Dual bell crank, integrated servo saver
SWAYBARS (F/R):	Block 3mm (medium)

SHOCKS

BODIES:	Threaded aluminum
DAMPING (F/R):	40wt / 5wt
PISTONS (F/R):	2 hole / 16 hole
SPRINGS (F/R):	Stock / Stock dual rate

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Viscous torque control with planetary gears
DIFF. FLUID:	1000wt diff oil
AXLE TYPE:	Dog bone
TRANSMISSION:	3-gear reduction type
SPUR GEAR MATERIAL:	Plastic
CLUTCH:	Two-shoe high response
BEARINGS:	Rubber-shielded

GEARING

	1st
CLUTCH/SPUR:	17/57
GEAR RATIOS:	
PRIMARY:	3.35:1
INTERNAL:	2.40:1
FINAL:	8.04:1

BODY, TIRES & WHEELS

BODY:	Clear Lexon
TIRES (F/R):	(F) Dirt Buster Rib / (R) Dirt Buster Block
DIAMETER/ WIDTH:	(F) 6.5 in. x 2.5 in. (165.1mm x 63.5mm) (R) 6.5 in. x 3.25 in. (165..1mm x 82.5mm)
HEX SIZE:	24mm
WHEELS:	SuperStar Beadlock

DIMENSIONS

WEIGHT:	21 lbs., 4.8 oz. (9,962g)
TRACK WIDTH (F/R):	18/19 in. (460/480mm)
WHEELBASE:	22.5 in. (570mm)
RIDE HEIGHT	3 in. (76mm)

When building the 5B, make sure you have plenty of room to work.

HPI RACING BAJA 5B SS

1:5 | GAS | 2WD

TESTING

To run the Baja, I needed some wide-open space, and I wanted to drive it where most people who live in Southern California would drive their Baja ... the desert. So I headed up Interstate 15 to the Cajon Pass (Highway 138). This was a good area, with some sand, hard-packed dirt, and sandstone rock formations. There were also a few good spots to get some air.

ACCELERATION AND SPEED • I've driven a few friends' 5B RTRs and they were pretty fast, but the SS definitely has a little more pep. The 26cc Fuelie engine, paired with the HPI-tuned pipe and high-response clutch, made for one quick 21 lb. rocket. Even with the stock tires, paddle tires would be ideal for sandy terrain. A few times Jason and I were not in the right spot and were pelted with a sand roost. One thing's for sure: It was fast on the go and a blast to drive!
Rating: 9/9

BRAKING • The one item missing from the 5B are front brakes. With only the rear wheels doing the braking power, I was worried that it would be easy to get the rear end to swing around in loose conditions. However, the brakes did their job and worked extremely well bringing the 5B to a stop under control. There were only a couple of times that it got a little squirrelly, but that was on really rough terrain where the rear tires weren't making contact half the time and at full throttle. But to regain control, I only needed to let off the throttle and tap the brakes.
Rating: 8

LOW-SPEED • At slow speeds, the 5B was pretty tame and easy to drive. There was plenty of steering and the bumps were hardly noticed. The fact that this buggy is 2WD made it easier to maneuver at slower speeds. If a tighter turning radius was needed, a blip of the throttle broke the rear tires loose and the 5B was turning on a dime. But honestly, who wants to drive the 5B at slow speeds? This thing was made for roosting!
Rating: 9

HIGH-SPEED HANDLING • One word: BRAAAAAAAAAAP! That's the sound stuck in my head from hours of zipping though the sand—the sound that emanated from the exhaust and 26cc engine. The pipe is definitely not something you want to have installed if running in your neighborhood. At high speeds the 5B floats on top of the bumps, while the big bore shocks dampened out what's left. On loose, bumpy areas, however, there were a few times the 2WD action made it a bit scary. With only two wheels propelling the buggy, the 5B did get a bit squirrelly at high speeds. Sometimes this caused the buggy to launch into the air if a large bump was hit at the wrong angle. But that wasn't much of a problem, as the 5B could be turned back on all fours to continue the fun.
Rating: 9

ROUGH-TRACK HANDLING • As mentioned before, the 5B at high speeds was a bit of a handful if the conditions were right or wrong, depending on how you look at it. But for the most part, it

Mr. B made the vinyl decals on this rail.

RTR GEAR

STEERING SERVO:	HPI SFL-10MG
ENGINE:	HPI Fuelie 26S 26cc
PIPE:	HPI Aluminum Tuned Pipe

TEST GEAR

RADIO:	Spektrum DX3R DSM2, SPM3100, **$318** (includes RX)
RECEIVER:	Spektrum SR3100, 3 Channel, SPMSR3100
THROTTLE SERVO:	JR DZ9000T, JRPSZ9000T, **$115**
RECIEVER PACK:	HPI 3000mah 6v, 2018, **$45**
FUEL:	87 octane **$3.23** per gallon
BODY:	Rhino Racing 4pc. Carbon Fiber body set, **$400**

CONTACT

HPI RACING:	www.hpiracing.com
SPEKTRUM:	www.spektrumrc.com
JR RADIOS:	www.jrradios.com
RHINO RACING:	www.rhinoracingproducts.com



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O.S. ENGINES

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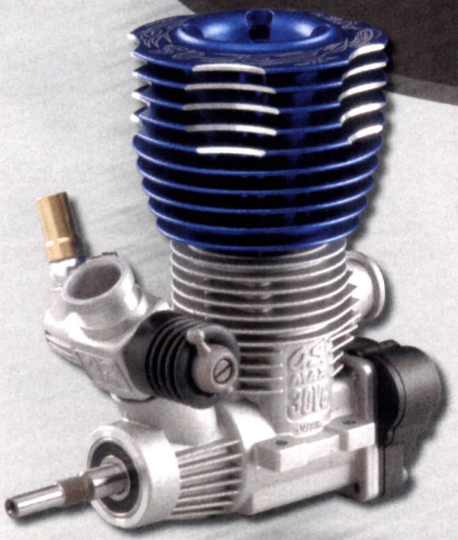

30VG

Bolt in this brute for 1/8 scale backyard bashing with your RTR monster truck or buggy!

Shaft-starting: it's the easy way to power up your engine — and the O.S. Electric Start system is leading the revolution.

Enjoy instant ignition, with less effort than pull-starting and more convenience than starter boxes. Plus, with its quality O.S. construction, you can count on Electric Start to deliver years of reliable starting.

And here's exciting news: we're introducing the Electric Start system by pairing it up with the 21VG and 30VG — O.S.' popular power plants for 1/8 scale off-roaders. Experience the simplicity and dependability of Electric Start for yourself; for starters, it's the way to go!



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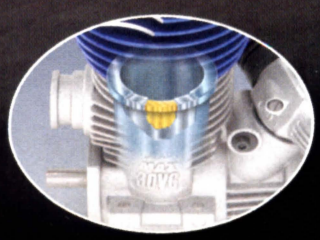

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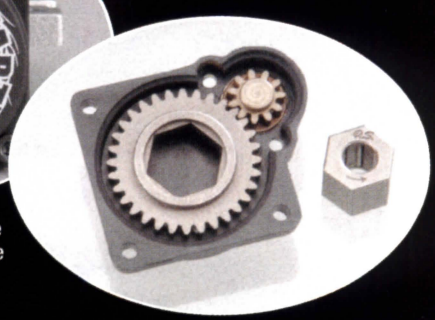

Heavy-duty gearing inside the back plate ensures worry-free operation, time after time — with no starter box required.

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HPI RACING BAJA 5B SS

1:5 | GAS | 2WD

flattened the hills and straightened out the curves. With such a large vehicle, you can definitely feel the weight when driving. You'll notice how the bumps affect the car more and how well the car can handle those bumps. I did experience a bit of leaking from one of the shocks, but that may have been due to a loose seal cap not being tightened enough during the build. Oops! Aside from that, the 5B took whatever terrain I could throw at it and just asked for more.
Rating: 9

JUMPING • Yes, even a buggy of this size can get airborne, and it's loads of fun to do so. Finding a hill or jump large enough, however, is a different story. Luckily, where I was driving I had a couple of spots where I could launch the 5B into the stratosphere. As the buggy got air, it gently launched off the take-off ramp, glided through the air, and landed on the ground with a large thud. If I stood close enough, I could actually feel the ground shake as the 21 lb. car returned to earth. What more can I say? It was fun … a lot of fun! And even after those not-so-graceful landings, the Baja 5B was able to drive away unscathed.
Rating: 9

WRENCHING

MAINTENANCE • Can you say heavy? After a few minutes of wrenching on this monster, it gets to be a bit heavy. The good thing is that areas that need attention are easily accessible. The radio box can be removed with only four clips, allowing you to charge your receiver battery on the side while tightening up a few bolts. It's a good thing, too, that the 5B comes equipped with rubber-shielded bearings. Running in sand is not fun for ordinary bearings.
Rating: 9

WEAR AND TEAR • Well, nothing major broke while testing, but only long-term use will really put this buggy to the test. And trust me, this thing is going to get lots of use. The only issue I had was a leaky shock, but that can be easily remedied by making sure it's tight when I rebuild and refill it. I also managed to crack the left lower carbon fiber body panel when I hit a rock, but that's nothing that can't be replaced.
Rating: 9.5

TUNING • As far as suspension tuning goes, there aren't a ton of options like the ones found on smaller race buggies. Only the necessary tuning options are available, such as spring tension, front/rear toe, caster and camber. You can't adjust shock positions, roll-center and squat. But for the most part, the ones that are there will help tune the buggy to anyone's liking.
Rating: 8

CONCLUSION

Whoa, this is one fun buggy to drive. Talk to anyone who has driven a 5B, kit or RTR, and you'll get the same answer. The only downside is that there aren't enough places within city limits to open up the 5B to its full potential (not safely and not around my neighborhood), especially if you like to modify your vehicles. There are a ton of aftermarket parts, engines, and accessories to please anyone. As you can see in the photos, I just had to use the carbon fiber body set from Rhino Racing over stock Lexan, but after cracking the body panel I may have to paint the stock body set or get a new set from Rhino.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Lots of aftermarket support
- A blast to drive
- Durable

MISSES

- Needs a large open area to open it up safely.
- Orange parts, and I'm not a fan of orange. I'd rather see black or silver.
- Can be expensive with all the cool aftermarket and option parts available from various manufacturers

MAIN COMPETITION

Duratrax Firehammer, IMEX Blaster, FG Leopard and various Chinese Baja Clones

WHO IT'S FOR

Hardcore bashers with deep pockets for all the goodies or those who venture out to rural areas to ride dirt bikes, quads or ATV's.



Who's Mr. B? Look in Xtra Stuff from issue #146.

3X THE PERFORMANCE

MX-3FHSS

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

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



Features

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

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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HPI RACING

BAJA 5B SS

SCALE	POWER	TYPE	DRIVE
1:5	GAS		2WD



I ran out of witty comments, so ... www.hpiracing.com.

POWERPLANT INFO

The Fuelie 26SS (26cc) engine is slightly larger than the standard 23cc engine in the 5B RTR and it shows. The little bit of extra power makes a noticeable difference in the way the Baja accelerates off the line. Of course, paired with the tuned pipe and high response clutch, performance is maximized.



ENGINE DATA

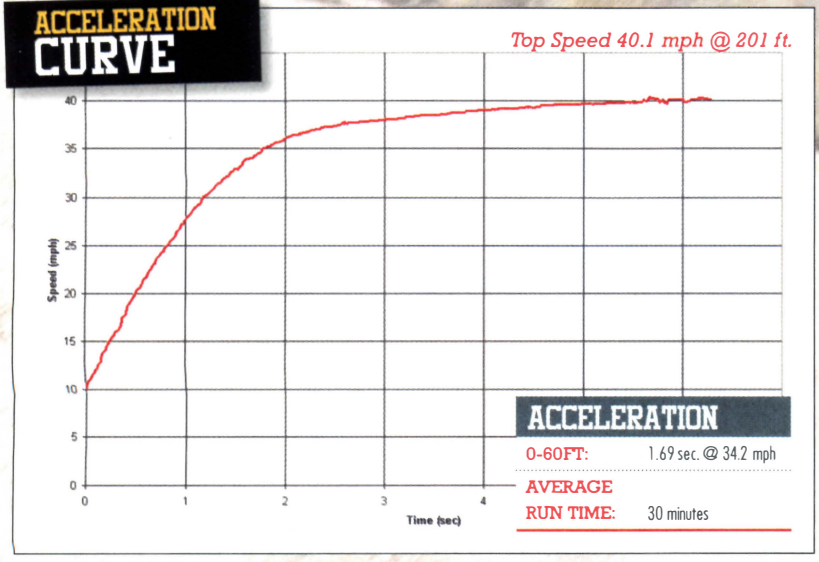
ENGINE:	HPI Fuelie 26SS
BORE AND STROKE:	1.3 in. x 1.1 in. (34mm x 28mm)
DISPLACEMENT:	.28 in.³ (4.66cc)
FUEL:	Union 76 87 Octane
OIL:	Redline 2-stroke oil
PIPE:	HPI aluminum tuned pipe
PLUG:	Stock

NEEDLE SETTINGS

FUEL:	Factory setting
AIR:	Factory setting
OPERATING TEMP:	160-180°F

PERFORMANCE INFO

ACCELERATION CURVE



ACCELERATION

0-60FT:	1.69 sec. @ 34.2 mph
AVERAGE RUN TIME:	30 minutes

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	69 °F / 9%
BAROMETRIC PRESSURE:	30.12 in.
ALTITUDE:	1200 ft.
TRACK TYPE:	Sandy with hard-packed dirt areas

HANDLING

TURNING RADIUS:	6 ft., 9 in.
ON POWER:	Very slight understeer
OFF POWER:	Neutral

BRAKING

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

Yep, another shameless plug. And another ... www.rdriftclub.com.



YOU'RE GONNA WIN.

MBX5R

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



MBX5R BUGGY WINS

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

Ninja

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



MR21 B01A

CHOOSE HOW.



MBX5T

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

MBX5T TRUGGY WINS

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



MR28 B01A

MUGEN SEIKI

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TAMIYA SUPER DRIFTECH TIRES



LIKE A SLIP 'N SLIDE

words: James Revilla

With drifting growing in popularity much the same way parking lot racing took off, manufacturers are releasing drift-specific products that cater to those who like to "max out." Any drifter (both 1:1 and scale) will tell you that tire selection is a key element in tuning for the conditions, and with this in mind I introduce to you Tamiya's latest, the "Super Driftech" tire.

"Max out" (adjective): to drift at high velocity and equally high angle, with disregard to the result.

FEATURES

Tamiya's Super Driftech tire is their second drift-specific tire to come to the market (behind their Drift Tire Type D compound), but small details help differentiate this new tire from the old, and it's not just a different name. The Super Driftech is a solid carcass-style tire (no inner channel for a tire insert) with a flat, non-treaded surface. The material feels less like rubber or plastic and more like vinyl resin. Sidewall height is close to that of your standard racing slick, and the Super Driftechs measure in at 24mm in width.

TESTING

I mounted the Super Driftech tire on some spare wheels I had lying around, but they were 26mm wide, so the tire had a "stretched" effect. The inside of the tire had a small step molded in to lock it in place, and this step still did its job on the 2mm wider wheels I was using. Fitment was tight enough not to require glue, so once I had all four tires mounted, I hit the streets. (If you're running a high-power motor, gluing is still recommended.) Similar to homemade ABS drift tires, the Super Driftech's solid carcass gave more consistent drifts throughout as time went on, as opposed to hollow tires that change their grip level when they warm up. I also liked how the overall diameter was similar to standard tires, making ride-height adjustments unnecessary. Once broken in, the Super Driftech had a good slip/grip ratio; they'd slide without needing a lot of motor power (I was testing with a stock 27-turn can), but they weren't so slippery that I felt like I was ice-skating. On switchbacks they had enough grip to change directions while maintaining control. Speed is adequate, considering that harder compound tires of this type are usually not as fast as rubber compounds.

CONCLUSION

Whereas Tamiya's previous Type D tires were a tad grippy, the Super Driftechs seem to hit the sweet spot. Experienced drifters will easily get the handle on these tires, and novice drifters will also benefit from the slower speeds, good price point, and long life that these tires offer. Just make sure you're sporting 24mm wheels, as this is the only width compatible with these excellent Tamiya tires.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.0

MILI JAY

HITS

- Excellent slide control
- Solid carcass means longer life
- Priced right

MISSES

- 24mm width won't work with all wheels

CONNECT

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Web: www.tomiyausa.com
Part Number: 54020
Street Price: $8/pair

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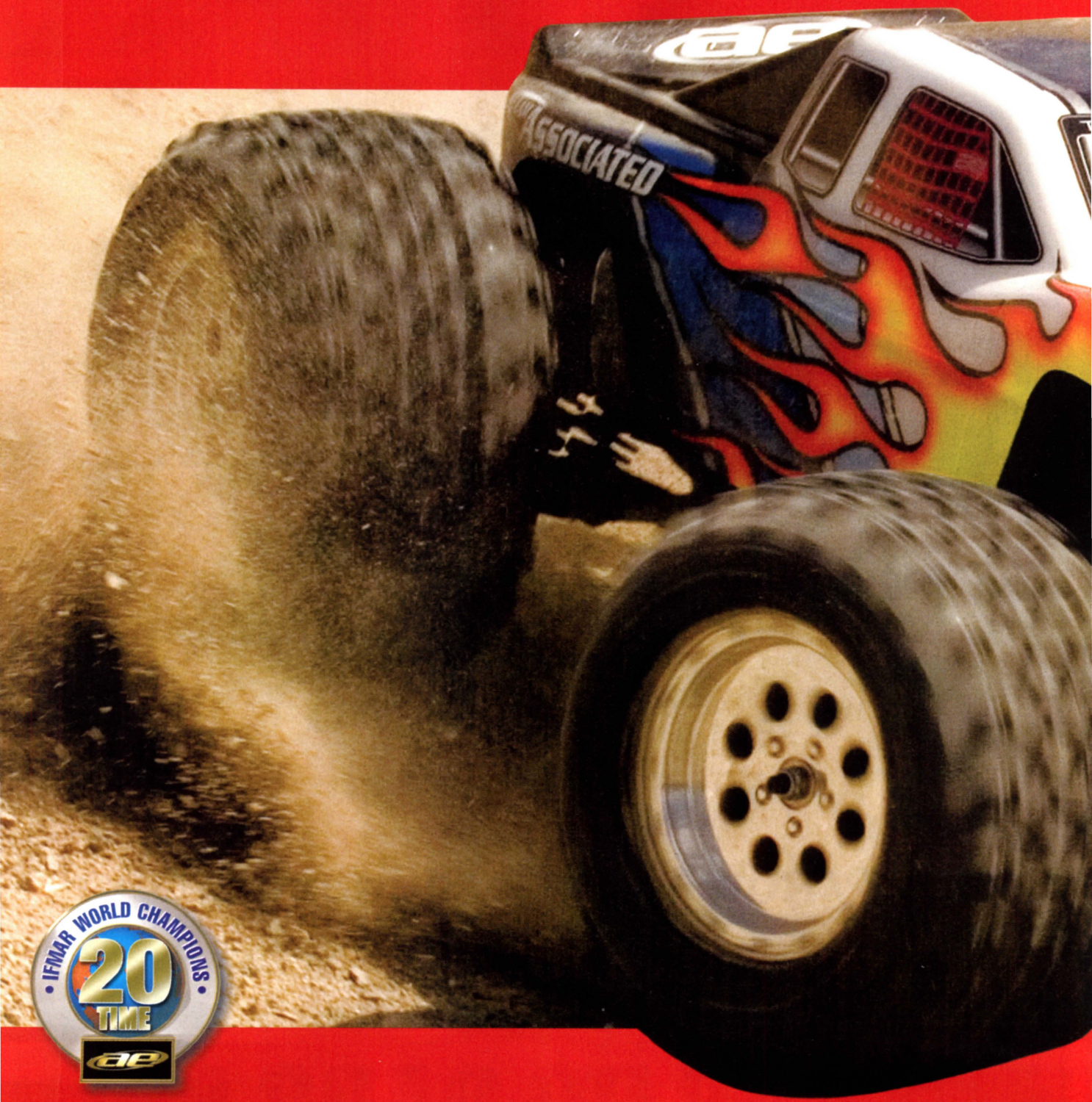

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TOYS ARE US?



$50 DIDN'T MAKE ME HOLLER.

I think I bought more Transformers, Bratz, and Bionicles than anyone else this Christmas...

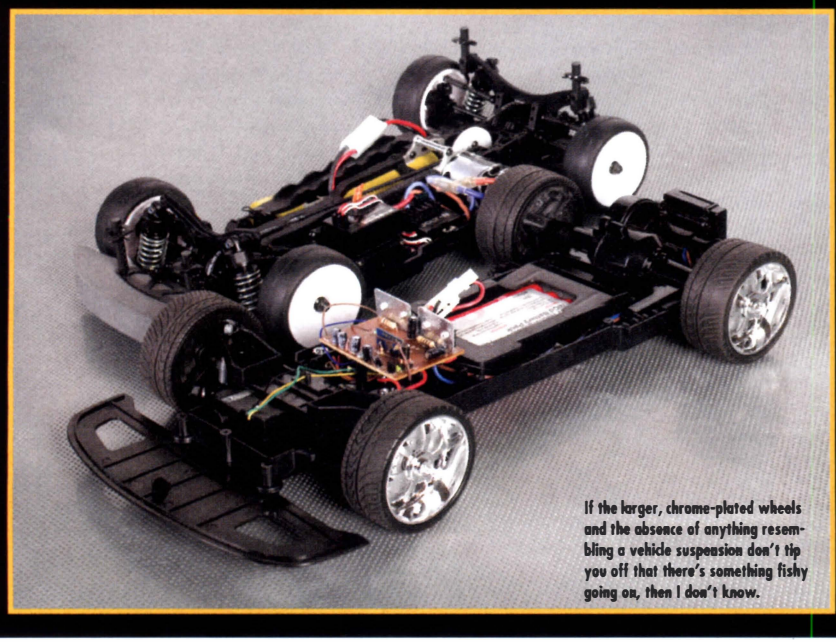
words: James Revilla

When the words "Go to Toys "R" Us and buy an RC car" came out of Derek Buono's mouth, the first thought that ran through my head was huh? In this hobby, we are constantly fighting the misconception that RC models (our stuff) are just toys. Toys "R" Us stuff, obviously. So the point of this small shopping spree, to quote DB himself, was to see if I could "make it better." Righty-O?

The next day I found myself at Toys "R" Us, passing the Transformers, Bratz, and Bionicles, and heading to the remote control section. There they were. Low-buck (compared to our equipment), random scale, remote control toys of all sorts and styles. With prices ranging from a meager $30 up to $150 for a gigantic, 1/7-scale hummer with "sound system and realistic spinners," there was a lot to choose from. Sticking to what I prefer, I scanned the shelves and found a 1/10-scale "Street Mayhem Tuner" RC car from Nikko, complete with the always cool "Turbo Speed!" and "New drifting feature!" (These were direct box quotes, by the way.) At $50, I found a winner. I loaded up the cart with two of them (Nissan Skyline and Nissan Silvia) and went to the checkout lane.



If you look closely, you'll see the "Turbo Speed" option on the 2-channel controller.



If the larger, chrome-plated wheels and the absence of anything resembling a vehicle suspension don't tip you off that there's something fishy going on, then I don't know.

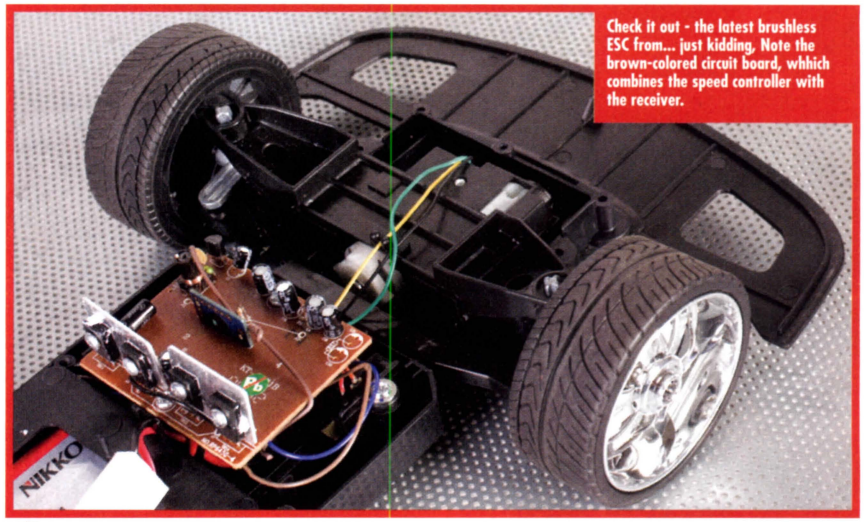
INSPECTION

Back at the office, I promptly removed the body to take a look at the chassis. Wow—underneath the detailed body, I found a super bare, super basic chassis. The center was basically hollow (it's where the battery pack goes), and the suspension was very basic, with spring front knuckles and single spring rear with a solid axle assembly, similar to what a 1/10- or 1/12-scale pan car would have. When I removed the upper half of the molded chassis, I found a combo receiver/ESC circuit board with wires running to the front steering servo and rear motor. Speaking of motor, this 1/10-sized machine is powered (underpowered?) by a tiny, 380-sized, closed endbell can. Not something you'd expect after seeing the words "turbo speed" on the box. Seeing no real way to make use of the kit electronics, the first thing I did was remove it all.

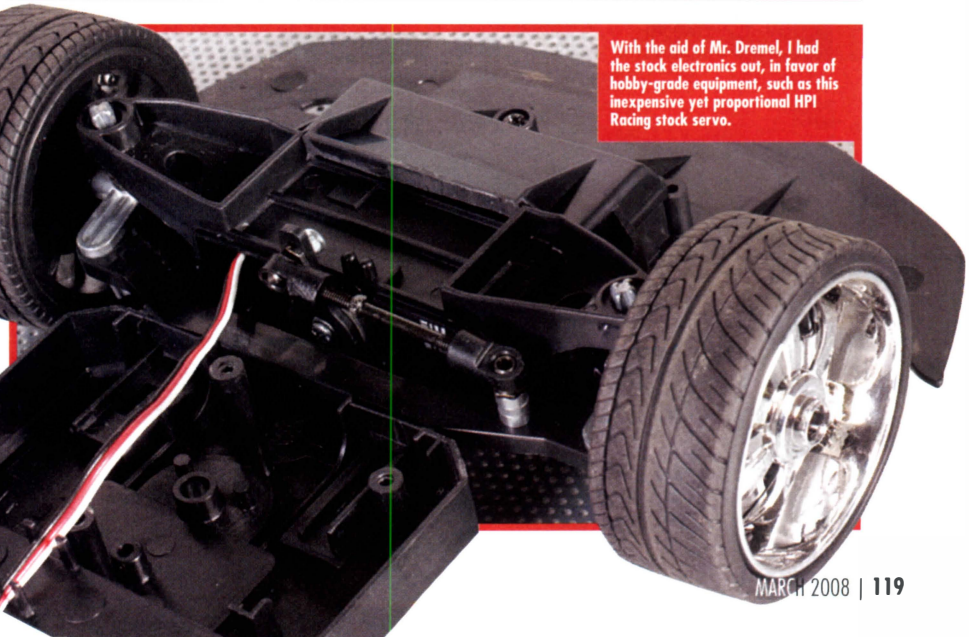
PHASE 1: FRONT END / STEERING

Using a single spring-loaded kingpin on each side, the front suspension didn't leave me much to work with. Also, I had to throw digital proportion out of the window; the stock steering setup had none, including self-centering. To keep the servo centered, the chassis had two spring-loaded cams that held the steering rack in the middle! I found that the stock steering servo had almost the same dimensions as a regular 1/10-sized hobby-grade servo, with two exceptions: no mounting tabs and no splines on the output gear. No problem. I found an old HPI SF-1 servo, chopped the tabs on it, and with some minor trimming on the chassis, the new servo dropped right in.

Now for the linkage. The stock setup had a molded center link reaching out to two steel hubs. Since I was using a regular servo and servo horn, I installed a ball end onto the center link, raised up to the same level as the servo saver ball end. This gave me proportional steering (with trim!) and I could have easily installed a faster, high-speed servo if I was so inclined.



Check it out - the latest brushless ESC from... just kidding. Note the brown-colored circuit board, whhich combines the speed controller with the receiver.



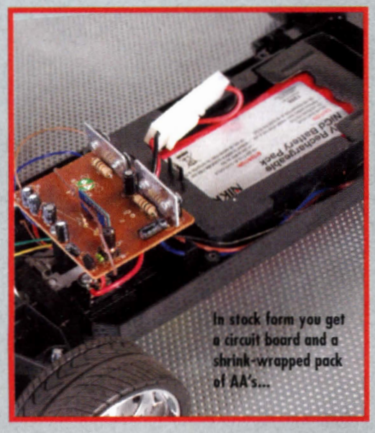
With the aid of Mr. Dremel, I had the stock electronics out, in favor of hobby-grade equipment, such as this inexpensive yet proportional HPI Racing stock servo.

...because my cousins keep having kids.

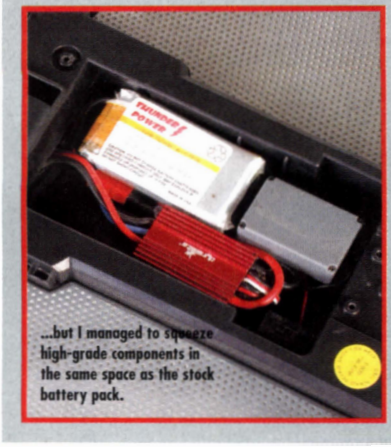
PHASE 2:
RECEIVER/ESC/BATTERY

With a large open deck above, mounting electronics is easy. However, the battery compartment below deck was in an odd shape. A standard 6-cell sub-C pack is too long, so I had to go with something powerful and small. Li-Po was the obvious answer. After surveying what the guys at *RC Heli* (our sister publication) had available, they suggested something smaller than I had expected—a Thunder Power 1320 mAh 7.4V Li-Po with a scant 2.5" x 1.375" x 0.5" footprint.

To control the voltage, I called on Dynamite's Mini Tazer brushless ESC, which took about the same space as the battery. Finally, I used a Spektrum SR3000 receiver to stay with the small theme. Because I had three small components, they all ended up fitting underneath the chassis in the space originally occupied by the stock 8-cell AA pack! I mounted everything with Velcro, but was a little paranoid about having my vital electronics hanging upside down, within fractions of an inch to the pavement. To remedy this, I took some scrap Lexan and made a shield for the electronics.



In stock form you get a circuit board and a shrink-wrapped pack of AA's...

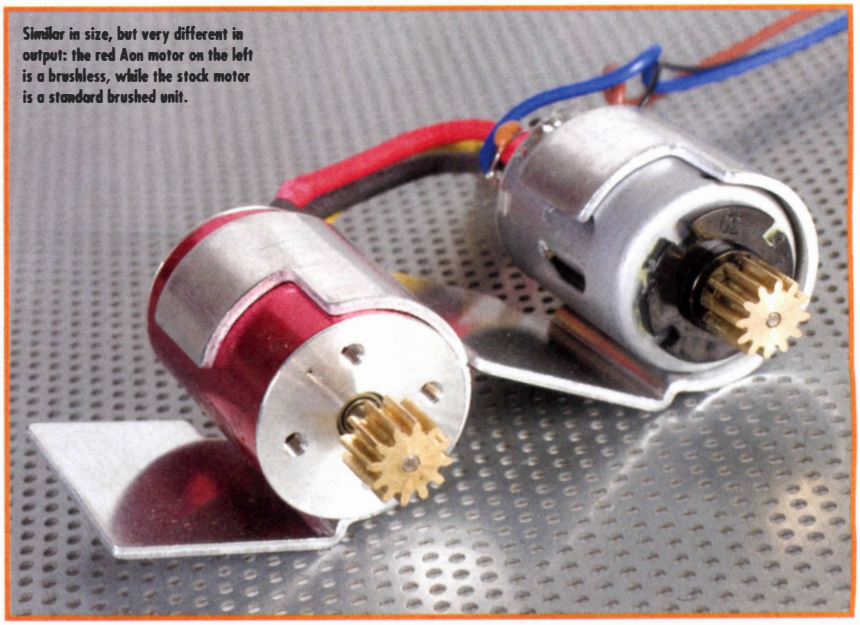


...but I managed to squeeze high-grade components in the same space as the stock battery pack.

PHASE 3: REAR END / MOTOR

Now to the rear end. With some disassembly, I found that the stock motor for this 1/10-scale-sized machine was not a 540-size can, but a smaller 380-size. While I was pondering all kinds of solutions, from hacking up the gearbox to changing the spur, Mike Wortel walked into my office and said, "You know what? I've got the perfect motor for that!" Within seconds he returned with an Aon Electric "Thrust Series" 4,900kV brushless motor. The only potential problem was the pinion gear; the kit gear pitch was far from any standard 48p/32p/64p we use regularly in our hobby. With some time using a vise and some prayer, the stock pinion gear pressed onto the Aon motor perfectly.

With that done, the problem now was how to mount the can. The stock motor used a plastic insert that had two keys—one that matched the holes on the stock motor, and one that matched the gearbox housing. Of course, nothing lined up with the new motor. It took a lot of Dremel work beforehand to get the longer can to fit in the stock motor position. As for mounting, luckily the stock motor was clamped with a steel sleeve (which, I'm guessing, served as a heat sink for the anemic kit motor), so I used this clamp to hold the new brushless motor in place.



Similar in size, but very different in output: the red Aon motor on the left is a brushless, while the stock motor is a standard brushed unit.





Dave P. actually wants the Silvia afterward to mount on his real touring car.

PHASE 4: TRACTION

After brainstorming and trying many different potential options, there was just no way I could mount regular touring car wheels and tires onto the chassis without some major fabrication that involved making completely new axles for both ends of the chassis. The solution: CA glue! I glued the stock tires to the stock wheels, and with that, I was ready for some testing.



Again, not much to work with here. The solid axle design might give it that 80's muscle car feel, but it won't help once you get going on some rougher surfaces.

WHAT DOES $50 *GET YOU?*

Those who are uneducated in radio-controlled products might think $50 is a real deal for that 1/10-scale RC from the loyal toy store—compared to spending $150+ on a hobby-grade machine. But is the $50 really worth it? Let's look at the specs. As a comparison, we'll use Tamiya's Skyline GT-R XB (Xpert-Built) RTR against the Nikko "Street Mayhem" Nissan Skyline RTR:

	TOY RC CAR	RC MODEL	ADVANTAGE
SCALE LOOKS >	Hard molded colored plastic, multiple accessory parts, light kit pre-installed, licensed	Vacuum molded Lexan, pre-painted, multiple accessory parts, no light kit included, licensed	Toy
CHASSIS TYPE >	Molded 2-piece	Molded 1-piece tub	Model
SUSPENSION DESIGN >	Sprung kingpin front, single spring solid axle rear	Individual shocks, double A-arms front/rear	Model
SUSPENSION TUNING >	None	Spring rate, preload	Model
POWER PLANT >	380-sized, closed endbell motor	Any 540-sized open or closed endbell motor, any wind	Model
DRIVETRAIN >	Direct drive RWD, gear differential	Shaft-driven 4WD, gear differentials	Model
GEAR RATIO CHOICES >	1	5	Model
PARTS AVAILABILITY >	None	Many local or online hobby shops	Model
RADIO GEAR >	2-channel stick radio, integrated receiver/ESC combo, low-output servo, 3 frequencies, no replaceable parts	Tamiya XB radio, XB receiver, XB steering servo, TEU-101BK ESC, 6 frequencies (27-band), all parts replaceable	Model
TIRE & WHEEL OPTIONS >	Radial or drift only	Compatible with hundreds of 1/10-scale touring car wheels and tires	Model
CRASH AT HIGH SPEED >	Shattered plastic everywhere	Lexan takes a beating	Model
AVERAGE COST OF A REPLACEMENT BODY >	$50, about 6 designs (you buy another full kit)	$20-$40 with multiple designs	Model
TOP SPEED >	18 +/- (with brushless motor installed)	26mph +/- (kit motor)	Model
HANDLING >	Poor	Satisfactory	Model
RTR COST >	$50	About $150 street	Toy
FINAL SCORE >	2	13	Model

So the RC toy has two distinct advantages: It has more detail, and it only costs half a Benjamin. That's about it. However, for that extra $80 or so up front for a hobby-grade RC model, you get replaceable parts, much better overall performance, an almost limitless choice of wheels, tires, electronics, and body, upgradeable components, walk-in service at local hobby shops, and piece of mind knowing that you're not faking the funk. This is one of those cases where you get what you pay for, and these days making your dollar worth every penny is probably more significant than a sweet molded car body.

I bought a Lego pirate ship. It's on my office desk.

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TEST DRIVE—IT'S ALIVE!

With a freshly charged Li-Po pack, I switched the ESC on and trimmed out the steering. With the changes I made, the most I could hope for was higher speeds and more precise steering. After the first pull of the trigger, I got the former but not the latter! It no longer had that "on/off" switch feeling, like the stock version; instead, the modded Nikko had linear throttle and a lot more horsepower, thanks to the brushless motor. The kit tires did a decent job of keeping traction, but then there was the steering. Even with the servo upgrade, the car wouldn't stay straight. The massive amount of slop in the stock center link was only amplified at higher speeds. If I gave it too much throttle, I was guaranteed a 180 spinout. I literally had to fight the car's tendency to spin during radar testing. On the other hand, the stock car left the standing start in a slow and not-so-brisk manner, working its way up to maximum velocity.

On the test course (a few cones spread out on the pavement), the stock car was much easier to maneuver. Again, this chassis was not designed to handle even a slight bump in power. The included "turbo speed" on the stock toy is actually just 100% throttle, and regular "full throttle" mode was effectively 50% throttle. After a few tries, I managed to drive my way around the course with the modded toy, but it took a lot of throttle rolling and extra early steering reaction to stay on track. It's safe to say that you would never mistake this type of performance for a true hobby-grade chassis.





SWEET BODY

If there's one place where these toy cars have an advantage, it's definitely in the looks department. Minus the 1,000 horsepower decals, the detail of the bodies was very impressive. Both Skyline and Silvia bodies are officially licensed from Nissan, and other than a few Tamiya models, you won't find this much detail in a hobby-grade body. Molded in hard plastic, the Nikko bodies feature separately molded hoods, side mirrors, windshield wipers, grill inserts, headlight, taillight, signal lenses, and rear wings. Both feature the required body kit and decal job that look like they're straight out of the Need For Speed games. Scale-wise, their dimensions are very close to our 1/10-scale touring cars, and with some thought I'm sure I could mount these Nikko bodies onto a hobby-grade chassis. You have to admit, they do look a lot better than the cookie-cutter race bodies you see on touring cars these days.



Action was shot in the opening minutes of a 3-day non-stop rain storm.

CONTACT INFO

- **AON ELECTRICS**
  Thrust Series 4,900kV Brushless Motor, #T2415-4900
  www.aonelectric.com
- **DYNAMITE RC** (Dist. by Horizon Hobby)
  Mini Tazer Brushless ESC, #DYN-4030
  www.dynamiterc.com
- **HPI RACING**
  SF-1 Servo, #80559
  www.hpiracing.com
- **NIKKO RC**
  Nissan Skyline R-34 GT-R Street Mayhem Tuner, #103522BC
  www.nikko-rc.com
- **SPEKTRUM**
  SR3000 receiver, #SPM1200
  www.spektrumrc.com
- **THUNDER POWER**
  "Pro-Lite" 1320mAh 2C 7.4v Li-Po pack, #TP-13202
  www.thunderpowerrc.com



BETTER YET, GIVE ME THE $50

So what did I learn with this little project? As a matter of fact, I learned that some things were just meant to be "as is." After spending three times the cost of the toy chassis to upgrade it, in the end it was still just a toy. Ok, it was faster, but it handled like Jell-O and made the driving experience even worse. Look around these days, and for even $30 more you can get a Tamiya XB RTR. I recently saw one for $79 in a local hobby shop. It may be just a basic chassis itself, but it shares more standards with the 1/10-scale touring cars that we're all familiar with. Before I get called a toy basher (hey, toys rock!), I will say this: For $50, the Nikko car is actually pretty decent if you accept the fact that it is what it is. Your 8-year-old brother or nephew will probably love the flashing lights, loud paint job, and shiny chrome wheels. Just remember that it's still a toy, and it's far from hobby-grade, regardless of how you try to mod it. ✪

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» RUMOR MILL

Batteries are always a hot topic. There were some **bad batches** of cells floating around in 2007 and this caused racers some frustration. Those rough days look to be over, with battery companies working diligently to make better products for our industry. The EP 4600s, IB 4600s, and Ener-G 4600s have all grown in popularity and are showing great results, with good stability, less self-discharge, and **fewer failures.** Hang in there, racers! With all these cells out there, you can bet they'll be working hard to gain your business. Was **Hyperdrive Racing** spotted on the dirt? Yes! They've been working on some new dirt oval rides and they performed great at the US Open Wheel Champs. Hyperdrive is sure to cause some "Havoc" in the future. Is the era of odor over for carpet? With the Snowbirds going to an odorless traction compound, and many racetracks already going in this direction, will the **controversial wintergreen scent** of racing be gone? Time will tell. Spektrum RC has an all-new radio system with DSM2 technology that's much faster and more responsive than before, and is even lighter, only using four AA batteries. Oval racers will love its all-new design and ton of features. It can also be used left- and right-handed. Something old but new is coming to a track near you. **Classic hot rod bodies** are hot and many are on the market today. You'll find several of them by doing a simple Web search. It won't be long until there are some 4WD RTR cars or pan cars mounted with classic hot rods racing on the asphalt, carpet, and dirt, possibly even using **Li-Pos and 17.5 brushless setups**. Changing things up sometimes is good and keeps racers fresh and anxious to go racing each week. Maybe even a Late Model 10.5 class is in the future. In case you missed it, RC legend **Jim Dieter** is back at Trinity. Some other big news is that Trinity is now the major importer of EP and IB batteries, and is even making brushless motors, including a 10.5 and 13.5. Remember to support your local racetrack and hobby shop, and tell a friend about RC!

Can't get enough circle track racing? Want the lowdown on the newest parts and news in the world of oval? Got a picture of your buddy dancing on a stool at Hooters? Check in every month to get the inside line on all things oval. This is Oval Nation! ***Got something cool you want to see in the Nation? E-mail it to ErichR@rc411.com.***

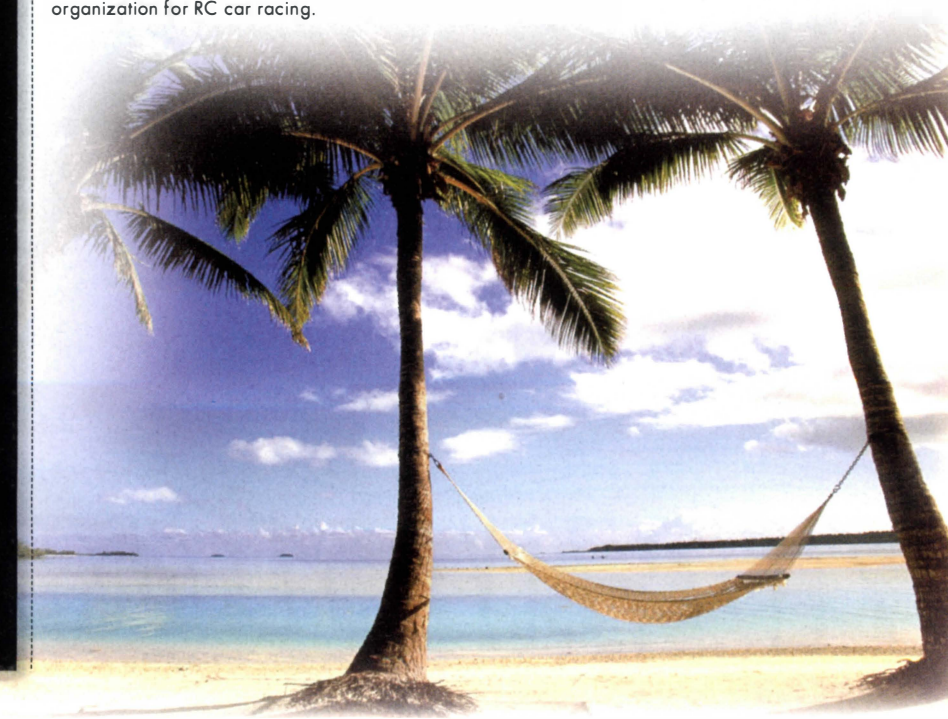
words: Mike Boylan

THE 2008 ROAR CARPET OVAL NATIONALS TO BE HOSTED IN FLORIDA

The Thunder Racing Club was recently awarded the bid for the Nats, scheduled to be held May 1–4, 2008, at the Minnreg Building in beautiful Clearwater, Florida. The last oval Nats in Florida took place in the early 90s and were held at the famous Whippoorwill Speedway. Talk about some memories. Minnreg has been home to many Nationals and even an IFMAR World Championship, and they currently hold carpet oval and on-road racing a few times each year. Racing will be run on a limited schedule and will be neutral and even for all, with practice beginning Thursday and a possible club race Thursday night. Practice will be available Friday morning for racers arriving later in the week. The facility is first class, with RV camping, showers, food, plenty of inside pitting, room for trailers, and more. Clearwater has wonderful beaches, great attractions, and is even home to the original Hooters. It's a great place for you and your family to enjoy RC racing. Keep an eye out for more information at www.rcthunder.net. Thunder Racing is excited to be bringing the Nats to Florida, and proud to be supporting ROAR—the longest-running organization for RC car racing.



That's like the default Hooter girl pose for every photo.



THE 17TH ANNUAL US OPEN WHEEL DIRT CHAMPIONSHIPS



New location, same great racing! The Super Bowl of dirt oval moved to Cherryville, North Carolina, to the new C&S Raceway. Other than cold weather at the start of the week, the event was perfect. Many found it hard to believe that the facility was built in less than two months. Awesome announcing and directing by Scotty Ernst, thorough and fair tech by Jamie Tennies and Jeff Carlson, and a killer race facility by Cam Beam, Steve Bess and crew were greatly appreciated by all. Over 400 entries were racing in this year's sold-out show. The Champs feature a unique format where two cars bump from each lower main. These run on Saturday night and are extremely exciting, along with the A-Main dashes where the top six race for cash and the starting lineup. NASCAR's Tony Stewart bumped his way from the C-Main of Nitro Sprint into the A-Main—the biggest class with almost 70 entries. Ocala Florida's Kip Ellerbusch bumped up in seven features, possibly a record. Two new limited classes were debuted where racers had to run spec O.S. TG12 motors, and the final outcome was extremely positive. Slower speeds meant much closer racing, and the fact that it was only open to racers who have not made a Champs Open A-Main in the past yielded many new faces up front. Nick DeAngelis won Limited Sprint and Chris Evans won Limited Late Model. O.S. was on hand for support, and thanks go out to Donn Rice and John Stokes. Electric stock races also did not allow prior A-Main Mod racers. Eric Salvas won Electric Sprint and Dan Gill won Electric EDM. In the open classes, Billy Fisher was literally t-line unstoppable. Winning four out of five A-Mains, four out of five dashes, and the 3-class bonus netted him more than $1,750 in cash. It doesn't get much better. His now-famous bright yellow Custom Works' rides were on fire. Can anyone touch him next year? Mark Corns was the only other open winner, as he won EDM Electric Mod. Mark won the Sprint dash and EDM main with a brushed modified motor, even though brushless was allowed for the first time at this race. Many thanks to Custom Works for their continued title sponsorship, and for allowing this great racing tradition to continue on each year for everyone!

Hidden in this page: shimming how-to article.

WIN THE NATIONALS FOR UNDER FIVE BUCKS, WITH RC4LESS

Well, maybe it's not that easy, but gone are the days of bolting in new batteries or fresh tires and picking up a lap to win the A-Main. Today's pan car oval racing is all about one thing: chassis setup! Most top racers will tell you that a shim here and a shim there can make or break your racecar. Shims are sold in .010, .015, and .020 thicknesses for kingpins and front and rear axles, and RC4LESS.com has them all. A good starting setup for an oval pan car is to have no sag on the RF spring and maybe .020 sag on the LF. If you want more steering, make the RF sag about .010 and/or LF sag about .030. Sag is the amount of empty gap from the spring's top to the bottom of the A-arm, checked with all your weight in the car. In the rear, you can shim out your RR axle to gain steering. You can also shim in the LR hub to gain steering off a corner, and shim the LR hub out to get push in your car. That's a lot of shimming! Racers also have many spring choices for the front and rear, allowing for many different setups each time they hit the track. RC4LESS.com sells a wide range of front springs, side springs, and center springs. Their bi-rate front springs are all new and have the ability to compress slightly under light loads, then get stiffer under hard loads when the light coil is compressed (kind of like a coil bind, but still keeps a suspension movement). Bi-rates are unlike progressive springs, which get stiffer evenly throughout a spring's compression and generally start soft, then get hard in certain poundage increments. Progressive springs work well on rougher tracks as they are slightly longer than the standard constant springs used for years. A good trick for the rear side springs is to start with the same color. If you're on carpet or a high-bite track, try running a stiffer spring on the LR shock (maybe one to two pounds more than the RR). This causes de-wedging effects and allows the spring to push harder on the RR, which loosens up your car and takes weight off the LR. If you're on a loose track, run a stiffer spring on the RR shock than the LR spring. The same theory applies to the stiffer RR spring, as it forces the LR to be heavier, making your car push more. Center springs are all about feel and are not as crucial as it seems. For rough tracks you generally want softer springs, and on high-speed tracks, stiffer. Stiffer center springs can gain you steering entering a corner. All of RC4LESS.com springs are color-coded in baked enamel and are determined by pound ratings so that you can adjust accordingly. Check them out today. With a shim here and a spring there, you may end up on top!



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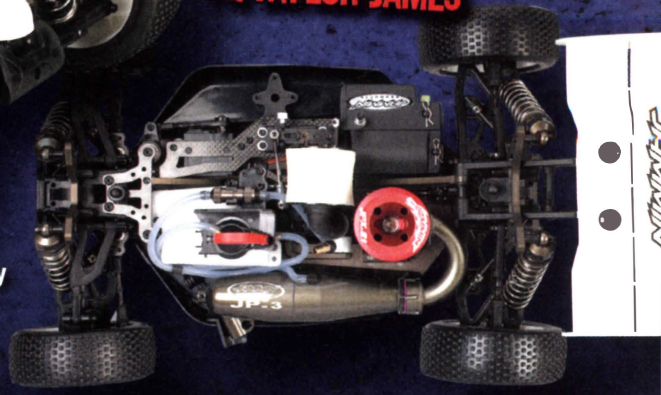
TQ TAYLOR JAMES



Both Pro Kits Feature

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

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

JAMMIN' X1X CR

X1X-CR #34959

Now Includes

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

JAMMIN' PRODUCTS—A DIVISION OF OFNA Racing

7 VANDERBILT, IRVINE CA 92618 949-586-2910

JAMMIN X1 CRT

READY-TO-RIP

X1X-CRT RTR #34962

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



Now with 16mm Super Big Bore Shocks!





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

JAMMIN X1 CR

READY-TO-RIP

X1X-RTR #34961

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

Jammin' Pipes & Manifolds

Both pipes available in Polished or Hard Coated

JP-1

Great for low to mid range power

#10055 Polished

JP-2

Perfect for mid to high speed power

#10046 Polished



Both with the exclusive Jammin' Stinger

#11054 Hard Coated

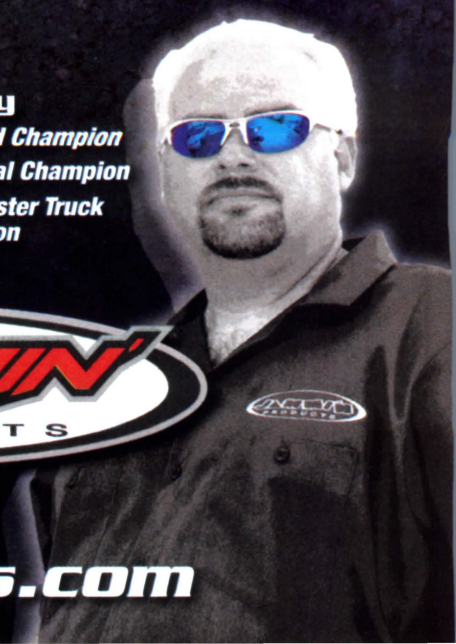
#10045 Hard Coated

Jay Halsey

1st IFMAR OFF-Road World Champion

1st ROAR OFF-Road National Champion

1st ROAR Unlimited Monster Truck National Champion



JAMMIN' PRODUCTS

www.jamminproducts.com

VENOM BATTERY ASSEMBLY JIG

CLAMP ON, CLAMP OFF

words: James Revilla



Ah, the joys of building batteries. With many different prebuilt, matched stick packs available on the market, some of us on this side of the world still prefer to build our own "power supplies." To do a good build usually requires a soldering iron, solder, wire, battery bars, and four to six hands. Don't have four to six hands? Me neither, and Venom Racing also realizes that most humans only have two. So to remedy the pains of building battery packs, they produced their new Battery Assembly Jig.

Interestingly, there's no neon green anywhere.

FEATURES

- Padded cell tray
- Locking knob
- Spring-loaded battery bar holders
- Reversible cell brace

TESTING

I started testing by simply seeing if all of my various battery packs would fit in the Jig. Most of my GPs worked, but IBs and anything over *3700 mAh didn't quite fit the molded* brace, which has indentations to compensate for cell size. The indentations just seemed a little too close. Venom indicates that you can reverse the cell brace (to the flat side) by removing the hinge pin and flipping it around. After doing so, I had no problems fitting cells of any capacity.

The spring-loaded levers feature a sliding clamp to hold your battery bars in the correct position for soldering. I really liked this feature, and Venom put one on each side, so you can go from loose cells to assembled pack in one shot. The clamps are also molded in plastic, but they seemed to be okay with the heat generated from the soldering iron.

CONCLUSION

Over the years I've seen some flimsy battery building jigs and some super over-engineered ones, too. The Venom version of this often-used tool seems to fall right in the middle. It took but one build to appreciate the Jig's features, and it's very easy to use. At around $11–$13 street, it's priced right, and if it weren't for the cell-fitting issue (which disappears once you flip the cell brace over), Venom's battery jig would have scored a lot higher. Still, when it's time to build packs for the next racing season, your $15 will be well spent on Venom's Battery Jig.

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

HOLLY VALANCE

HITS

- Holds cells tightly
- Spring levers make it easy
- Competitive price

MISSES

- Cell indentations are a little off

CONNECT

Manufacturer: Venom
Web: www.venom-group.com
Part Number: VEN-1599
Street Price: $11-13



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GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Extreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

60 MINUTES

TOOLS NEEDED

- Storage boxes
- Hex wrenches/screwdrivers
- Motor spray
- After run oil
- Denatured alcohol
- Nitro cleaner
- Bearing oil
- X-Acto

STORE YOUR CAR

IF YOU HAVE TO PUT IT AWAY, DO IT RIGHT.

words: Michael Wortel

At the beginning of a new racing or bashing season, nothing sucks more than pulling your car out of storage only to find it just as you left it—a mess. It doesn't necessarily have to be the off-season for you to need to store your car. Sometimes, for whatever reason, you need to put your RCs away for more than a couple of weeks. Haphazardly throwing all of your stuff into the back of the closet is not a good idea on any level. As the dirt sets in, your car will become harder to clean, parts will corrode more easily, and it will never feel new again. But if you take a little time and prepare for your car's hibernation, everything will work perfectly and be ready to go once you're able to start racing or bashing again. There are some different preparations for nitro and electric, both to your gear and chassis. You'll also need to find the ideal place to let your ride take its hiatus. This How-To is about storing your car the right way.

mmm...chicken patties!

CAR

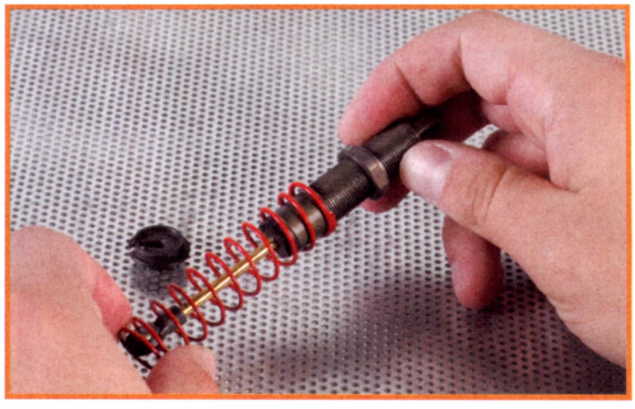
CLEAN OFF THE CHASSIS

The first thing you need to do is clean all the dust and debris off the chassis. Remove the wheels (and any loose hex pins) and hit the entire chassis with compressed air or a brush, getting off as much of the dirt as you can. Get as far as possible into things like the wheel hubs and outdrives. Finally, wipe down the entire bottom of the chassis and dig out any dirt-caked screws with an X-Acto.



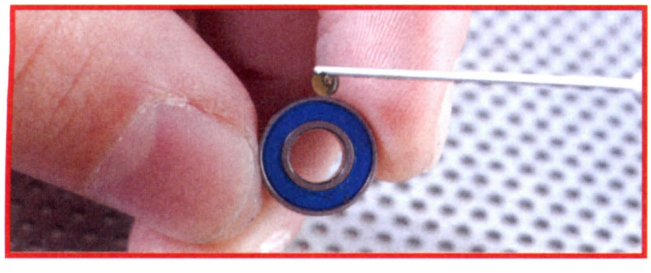
SHOCKS AND SPRINGS

When your car's going to be in storage, take off all the shocks and remove the boots and springs. Take this time to brush away any remaining debris from the bodies or around the collars. Inspect the shocks and replace the oil. It's better to store your shocks and springs without compression, so reassemble them, wrap them in something soft, and put them in a ziplock bag. Don't reattach them to the chassis.



BEARINGS

Your car depends on the ball bearing system to run smoothly, and many times bearings are exposed to the worst elements. Remove all of the bearings from the drivetrain, especially the ones in the axle hubs, and thoroughly clean them with bearing spray. Feel the bearings and repeat until they all run smoothly in your fingers. Lightly lubricate them with RC bearing oil, then reinstall them in the drivetrain. Since the drive axles are probably out at this point anyway, clean them, spray them with WD-40, and wipe them off.



DIFFS

Allowing your diffs to gunk up in the off-season will decrease performance and cause premature wear to the internals. Remove the diffs, clean them, and relubricate them when you're done, whether you're running gear or ball diffs. After the diffs are reassembled, brush off the gears and reinstall them in your car.





Diff picture in a Worf article, sans vise.



WHEELS AND TIRES

Regardless of whether you're running foam or rubber tires, you shouldn't leave them on your car in long-term storage. The rubber can dry out and harden, and the tires can end up with flat spots if they have to bare weight. Take a few moments before storing your wheels to clean them thoroughly. Also inspect the wheels for damage, and make sure the CA isn't coming up anywhere. Store your wheels in a ziplock bag.

SCREW CHECK

Before you store your chassis, go through it and inspect every screw you can find, especially in nitro applications. Make sure all the chassis screws are tightened and aren't coming loose. It may also be a good idea to re-thread lock engine mount screws and all the setscrews in the linkages or an electric motor's pinion gear. If any screws are damaged, replace them before storing your car.



NITRO

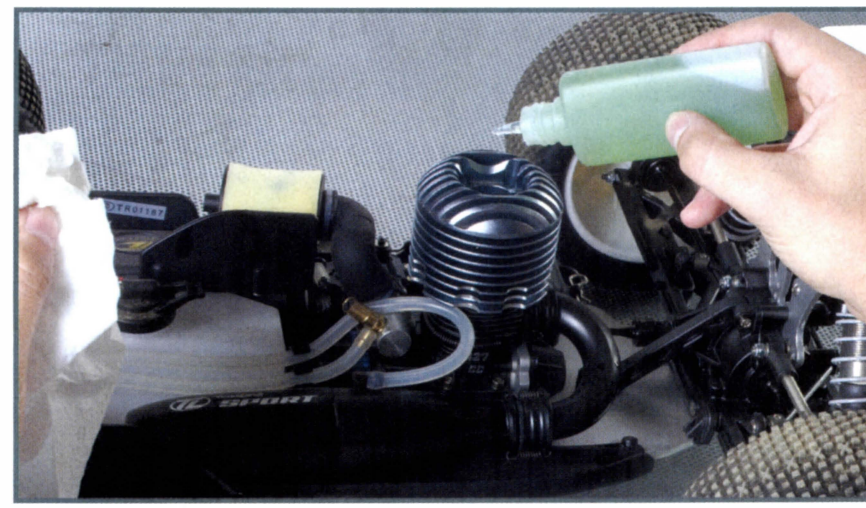
CLEAR FUEL SYSTEM

First, dump any remaining fuel from the tank. Once it's empty, start the engine to burn out any residual fuel that's in the tank, lines, and engine's crankcase. Nitro gunks up in the off-season, and having it in your fuel system is a sure way to give you a headache the next time you want to start the engine.



ENGINE PREP

Before your remove the engine, first turn the car upside down and spray into the cylinder head with nitro cleaner to remove any dirt that may have accumulated in the head. Once it's thoroughly dry, remove the glow plug and place after run oil into the cylinder head. Turn the engine over a couple of times to coat the internals evenly. Finally, make sure the piston is in the bottom part of the stroke, then reinstall the glow plug.



ENGINE CLEANING

Remove the engine and clean the outside as best as you can with a bristle brush and cleaning agent, like denatured alcohol or nitro cleaner. Remove the air filter, clean and re-oil it, and store it in a bag until next season. Roll up a small piece of paper towel and stuff it into the carb intake to prevent dust from entering it during storage. As a final precautionary measure, spray the engine's crankcase with WD-40 and cover the engine's head with a bag and rubber band, keeping dust away during storage.





CLUTCH INSPECTION

Take the clutch apart and inspect it for wear. If the shoes or springs are worn, replace them. Also, clean out the bearings in the clutch bell and re-oil them. MIP makes a device called the Bearing Juicer that's perfect for lubricating clutch bearings. Pay close attention to the shim placement, and reassemble the clutch with care.

PIPE STUFF

The pipe on your nitro car is one of the dirtiest places in RC, and it can ooze in storage if you don't clean it out. Disassemble the exhaust system and spray the pipe with nitro cleaner. This will dispel any remaining oil residue and keep storage clean. As an added measure, you can also plug the stinger with a towel or rubber cap to avoid any leakage. After everything is dry, reassemble the exhaust system.



FUEL AND PRESSURE LINES

Rather than cleaning out the pressure and fuel lines, simply take them off and throw them away. The lines will gum up easily, and they have a tendency to dry-rot and crack in storage. Avoid this by simply replacing them at the beginning of the next season. New silicone tubing is cheap and makes the chassis look nice.



Wort likes using pink fuel tubing on everything.

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2WD GAS MONSTER TRUCK



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***WOW!** Over 2 feet long and 20" wide!*



DTX 23 cc Gasoline Engine

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2-Channel FM Radio System

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FULLY EQUIPPED AND EASY TO RUN!
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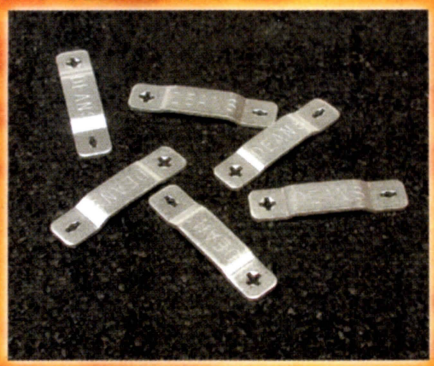
EASYWIRING 101

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

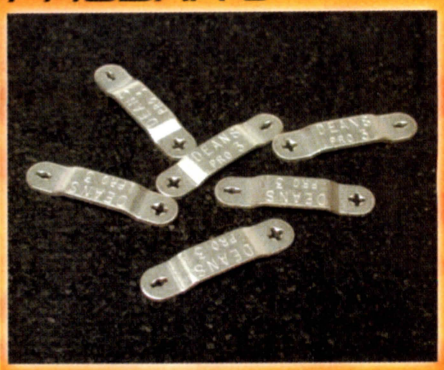
PROBAR 2™



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

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

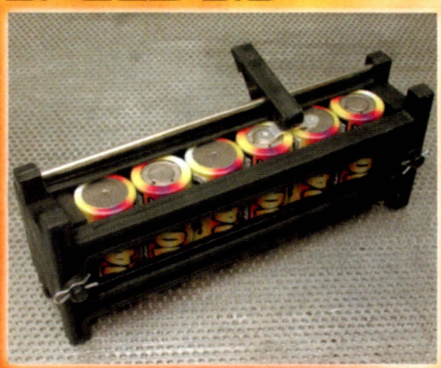
PROBAR 3™



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

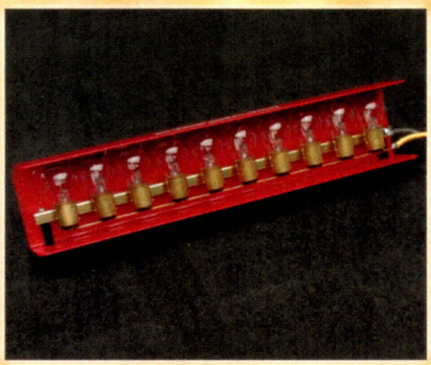
#1610 .....6pcs
#1611 .....25pcs
#1612 .....100pcs

SPEED JIG™



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

DISCHARGER



Car stand and discharger in one

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

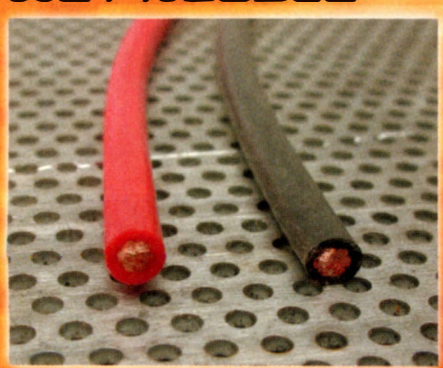
RACING SOLDER



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

#2020 .....1oz

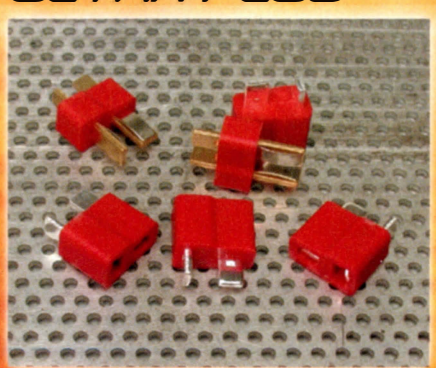
WET NOODLE™



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

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

ULTRA PLUG™



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

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



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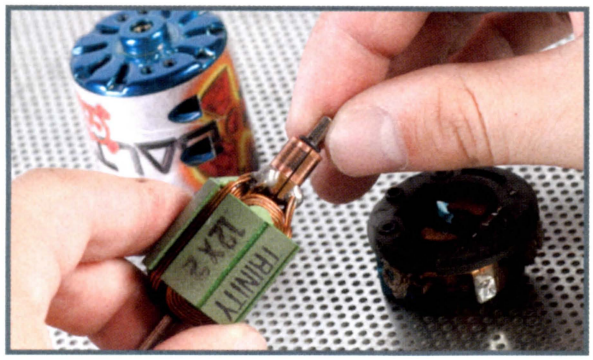
ELECTRICAL THINGS

MOTORS

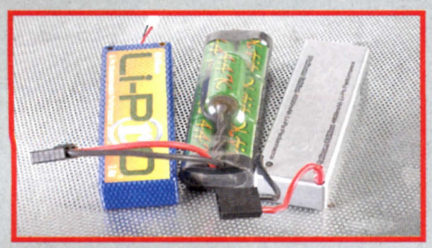
Before you store your electric RC, it's a good idea to take out the motor and do a thorough cleaning. For brushed motors, you may also want to true the comm as well. Either way, disassemble the motor, clean and lightly oil its bearings, and inspect the armature, can, brushes and springs for anything unusual. Less work is needed for brushless motors. With brushless, you only need to worry about maintaining the bearings, but also do a visual inspection of the rotor and can just to make sure everything is working properly. Once the motor is cleaned and assembled, strap it back into the chassis.





BATTERIES

If you hardwire in electric RC, unsolder the ESC tabs before storage. Although minimal, some voltage is still transmitted when the battery and ESC are connected with the ESC in the off position. This can overly drain the cells and oxidize the soldering joints. When storing your battery packs (power packs, as well as transmitter and receiver packs), always unplug them from the ESC, transmitter or receiver.



Both Li-Po batteries and Ni-MH need to be stored with a partial charge, or you may have trouble bringing them back from the dead. Keep them charged at approximately 50 percent. After the batteries are charged for storage, put them in a separate battery storage container. If they're Li-Pos, the recommendation is to put them in a fire-resistant case, away from the rest of your stuff.

STORAGE

PACKAGE THE CAR

Whenever I get a new RC car, I make sure to save the box because it's usually the perfect size for storing it later on. With the wheels and shocks already off, wrap your car in a towel to prevent dust from settling on the chassis. This will also absorb any liquids that may accidentally leak out over the months. After you place your car in its box, it's time to find a location.



FIND A LOCATION

It's tempting to store your car in the garage, basement, or workshop, but it's a better idea to store it somewhere that's climate controlled. A humid, damp environment, such as a basement, not only exposes your car and its box to unwanted moisture, it also leaves your car open to something disastrous like a flood—which usually happens in basements. Workshops and garages are not only open to humidity, they also experience temperature changes, which can create moisture and be bad for the electronics and fluids in your car. The best place to store your car is off the ground, out of the light, and preferably in a bedroom or living room closet.



» TECH TIP

OTHER GEAR STORAGE

Aside from your car, you'll also have to store the batteries, transmitter, wheels, and nitro starting devices. Make another storage box for this purpose. At this point, if you've followed the previous steps, the shocks will be in a ziplock bag, the batteries will be in their own case, and the wheels will be in another bag. Put all of these in a single box to help keep them together. The ideal place to store your transmitter is in a purpose-made RC carrying case, which you can throw in the box as well. In nitro RC, keep your roto start/starting box and igniter in this storage box too. Just make sure to disconnect the batteries and remove the cell from your igniter.



We bet Wart will fit in this box.

CONCLUSION

When you know you have to put down your car for more than a week or two, it's tempting to pile everything up and just forget about it. But if you take the time to clean, maintain, and organize everything properly, you'll appreciate it when you're able to start racing or bashing again. There are some different things to do for nitro as opposed to electric, but many steps are the same. If you prepare and store your car properly, the next time you take it out, everything will look new, work like new, and last a lot longer. Do yourself a favor and protect your investment by storing it wisely. Maintenance sucks, but so does extra credit card debt from having to prematurely replace your stuff.

TEAM ASSOCIATED

RC8RS

RACE-SPEC





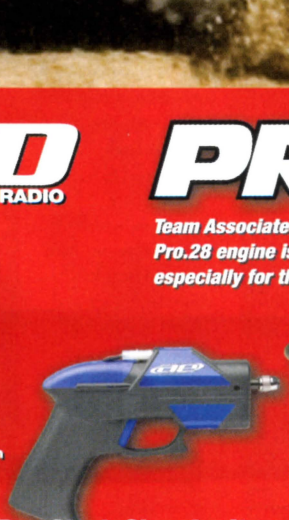
XP3D

3CH COMPUTERIZED DIGITAL RADIO

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

PRO.28

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





Pro-Start, Glow Igniter and Fuel Bottle included!



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

The RC8RS is based on the awesome Factory Team RC8, making for the only 1:8 buggy with the high performance qualities that can live up to Team Associated's toughest standards. The RC8 is a winner right out of the box and is pure Associated, having been designed with the many years of race winning experience that only Team Associated can claim.

The RC8RS comes fully assembled and set up, to get you ripping up the dirt fast. Team Associated's Pro.28 engine and XP3D Computerized Digital FM Radio system are factory installed. The RC8RS differentials and shocks come filled with the appropriate silicone fluids making it faster and easier than ever to get Team Associated performance out of the box and into the dirt!

The RC8RS was not only designed to take all of the punishment and abuse that a competitive 1:8th scale buggy will face but to meet those challenges without breaking a sweat, in a convenient ready-to-run package. The RC8RS is yet another, champion by design.

ae

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

Dunetoberfest 2007



Say what you want, but the fact remains that my articles are always good.

words: Michael Wortel | location: Glamis, California – Buttercup Recreational Area

GLAMIS, CALIFORNIA, IS RENOWNED FOR ITS ENDLESS, sweeping sand dunes that have made it one of the world's top destinations for full-scale off-road racing and weekend bashing. At the beginning of fall, even when it's still 100 degrees in the desert, everyone hits the dunes at the same time. Well, somewhere along the way, 38 HPI Baja 5B owners jumped on the bandwagon and set out to conquer Glamis with RC. The 5B is big, powerful, incredibly scale, and perfect for going places where smaller RC cars could only dream of going. Coordinated months in advance by hpibajaforum.com, Dunetoberfest attracted some of the most hardcore bashers you'll ever meet. They came from all over the country and as far away as Scotland to show off and thrash their $3,000 machines, right alongside their full-scale brothers. Buttercup Recreational Area boasts the world's grandest showcase for dune racing. The surrounding area was on fire (literally) and threatened the event, but the dark skies parted over Glamis, and for five days the dunes were owned by RC.

The Numbers

5 days of bashing
38 Baja 5Bs in attendance
80+ prizes given away
$879.78 damage to the rental car
1 broken hip (under the age of 50?)
Some partial nudity
All of Mark's beer consumed by Xtreme staff
1 cut forearm
40 gallons of gas consumed by 5Bs
$2,500+ in prizes



Sponsored by: hpibajaforum.com, Team GoNads (TGN), RAMTech, DDM, O'Neill Brothers, DarkSoul, Turtle Racing, Bonefield RC, DTWhips, Team Fast Eddy, GS Airwerxs, Rhino Racing, Phatdad, BeT Creations, ATX



THE 5B'S IMPACT

The HPI Baja 5B has managed to do something pretty significant to our industry as a whole. It has created a widespread, "organized" basher following that has never been seen before. Many 5B owners are involved in a small network with each other and meet to drive "just for fun." Dunetoberfest took the best approach of all by showcasing the event at Glamis, known as the mecca of full-scale dune bashing. If this continues and other manufacturers take notice, it could draw a ton of people to the industry. This is good for everyone involved, from consumers to manufacturers alike.

Dunetoberfest 2007



Wort is banned from making any "girlfriend" sidebars from now on.

AFTERMARKET DRIVEN

The tents at Glamis were occupied by a variety of aftermarket companies. Some were larger than others, but they all manufactured parts specifically for the 5B. Company representation and support are common at organized RC events and races, and the original chassis manufacturers are usually the biggest sponsors. So what was different about Dunetoberfest? Well, it was completely aftermarket driven. HPI wasn't even there. This isn't a knock on HPI, because of all the companies in our industry, they probably have the best marketing strategy for cultivating interest in RC. What it proves is that organized RC events can exist without direct support from original manufacturers. It also serves as a good barometer for the health of the American aftermarket scene, because they have exhibited that they can function somewhat independently from the manufacturers for whom they design parts. All of this means that the 5B has made the pie even larger for the industry, which is good, to say the least.























GETTING AROUND BUTTERCUP

The Buttercup dune area is huge, and you're literally surrounded by sand mountains from one end of the horizon to the other. The result is a wide variety of interesting and thrilling terrain to thrash around on. In fact, 5B drivers were only limited by the distance they could transport their buggies. A bunch of drivers had a solution of their own: They used full-scale off-road vehicles to get themselves and their 5B's to the more inaccessible dunes. The ATV seemed to be the bashers' vehicle of choice, while many hitched a ride in the badass green "sand scorcher."



When you are charging you should always have an

advantage



ADVANCED CHARGING SYSTEM

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- Discharge at 1 or 10 amps
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- Powers comm lathe
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- Customizable user name
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- Easy to navigate 4 setting push buttons
- Alarm sounds 3 different melody or silent function
- Silicone output wires
- Carbon fiber pattern case
- Built in Clock





ADVANCED FLIGHT CHARGER

FEATURES:

- Capable of charging and discharging:
  - NiCd/Ni-MH 1-14 cells
  - Li-Io or Li-Po 1-5 cells
  - lead acid (Pb) batteries 1-6 [2V per cell]
- Adjustable charge current (0.1A-5.0A)
- Adjustable discharge current (0.1A-1.0A)
- "Zero Delta V" peak detection for NiCd and Ni-MH batteries
- "Constant current/discharge voltage" charge method for lithium-Ion/Po and Pb batteries.
- Compact & portable size
- Cycling (Charge to Discharge / Discharge to Charge)
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- Button control - "Surface panel type"
- Warning sytems prevents improper voltage
- Super durable aluminum case

LIPO CHARGING SYSTEM

FEATURES:

- Capable of charging 1-4 Li-Po cells
- Automatic charge current (0.1A-3.0A)
- Automatic cell detection 1 to 3 cells
- Manual cell selection for 4 cells
- Constant current/constant voltage charge method
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- The perfect solution for Li-po's used in today's 1:18 micro trucks and buggies

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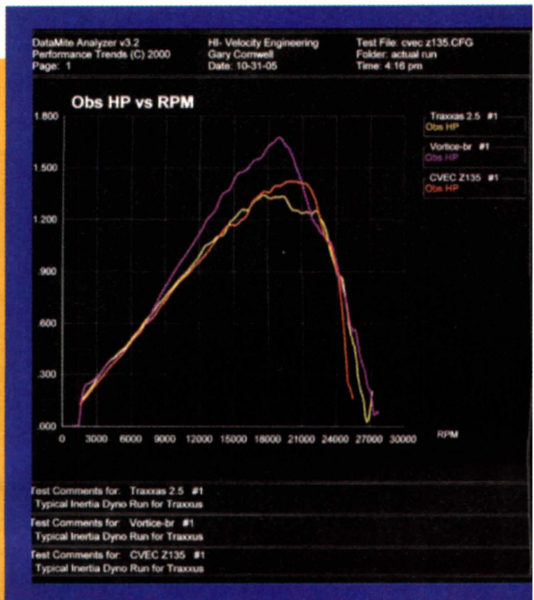
Patent Pending

State of the Art Dyno





The dyno tests were performed one after the other by simply putting on each exhaust system with no adjustments. The vortice clearly out performed the others. The best part is, by adding on the exhaust system tubes the top speed increases without changing the peak power.

vortice-br.com

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Dunetoberfest 2007



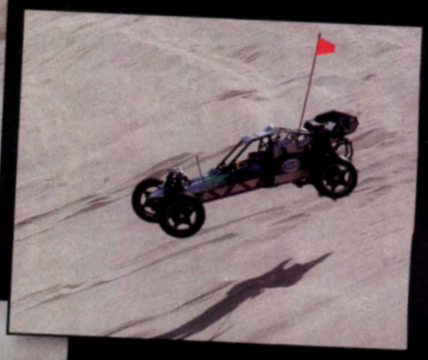
Helpful hints when visiting Glamis:

1) Don't stay at the Yuma Howard Johnson.
2) Stay away from Beverly, Calif.
3) Westmoreland, Calif. isn't much better.
4) Gas is $4/gallon in Glamis.
5) Glass bottles are NOT allowed in Buttercup...
6) ...but you can buy $1 beers from underage kids once you're in.
7) In the desert, things are a lot farther away than they look.
8) Just when you feel like you're completely lost, you're in Buttercup.

THE GREAT DUST BOWL

Located about 500 meters from the pit area, drivers discovered a huge dune pit that served as a perfect boundary for a dust bowl race. Standing on the rim of the bowl, you get an idea of just how large it is. The "track" had a diameter of well over 150 meters and was about 50 feet deep. This gave a perfect vantage point for drivers, and allowed them to race against other 5Bs on a large sand oval with banked turns. The only drawback of racing on such a large course came when a driver flipped his buggy or had to retrieve it for any other reason; it was quite a hike for the brave, volunteer "track marshals."





...but this isn't text messaging!





PRIZES

All participants received a t-shirt and raffle ticket upon sign-up. With all the aftermarket manufacturers on hand who were donating parts to the prize table, over $2,500 in prizes was accumulated. In fact, almost everyone walked away with a prize, and everything on the table had a value of at least $50. Hardcore Baja enthusiasts were all smiles as their winning numbers were picked and they got to choose one of the valuable 5B upgrades.







CONCLUSION

Dunetoberfest 2007 was definitely the largest, longest, most organized bashing session I've ever been to, and manufacturers and forum junkies alike made the trip. There wasn't really anything "in it" for anyone. There was no prize money, no A-Main, no pressure—just a bunch of guys who love the sand, 4-stroke engines, and the satisfaction of driving their 1/5-scale beasts where smaller RCs can only dream of going. A big, special thanks goes out to baja5bforum.com for putting on the show, and also to TGN (www.teamgonads.com) for accommodating the Xtreme staff. Dunetoberfest proved one thing: Widespread RC gatherings can indeed exist without an actual competition. That's important, since most people in our hobby never even touch a racetrack in their lives. If the intimidation of competition is taken out of the mix, everyone can enjoy themselves, regardless of skill level. The Baja 5B is taking RC in a new direction, and events like Dunetoberfest are going to help our industry grow.

get sideways!



ES★FEATURES★F

CHASSIS



TIRE/WHEEL



Officially licensed TE37 Rays/Volk design chrome plated wheels. 6mm offset rear wheels fill out the fenders and give the wheels the wide look seen on full-size drift cars.



Hard compound Type A drift tires for controllable drifting. Realistic looking tire with aggressive tread pattern.

MOTOR



Powerful Firebolt 15T motor



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Sprint 2 Sport DRIFT

assembled ready to run



759 SPRINT 2 DRIFT NISSAN 350Z GREDDY (ASSEMBLED, 190mm)

758 SPRINT 2 DRIFT TOYOTA SPRINTER TRUENO AE86 (ASSEMBLED, 190mm)



761 RTR SPRINT 2 DRIFT SPORT W/NISSAN 350Z GREDDY (190mm)

760 RTR SPRINT 2 DRIFT SPORT W/TOYOTA TRUENO AE86 BODY

EQUIPMENT NEEDED



EQUIPMENT NEEDED



The Sprint 2 Drift is electric powered for clean and quiet indoor or outdoor drifting. Based on the popular and durable Sprint 2, this drift version adds specially designed hard compound drift tires pre-mounted on officially licensed replicas of the famous Volk TE37 wheels. Top it off with your choice of two different clear body shells, the legendary Toyota Trueno AE86 or the Nissan 350Z, both supplied with pre-cut vinyl decals and an extra set of drift decals. The Sprint 2 Drift chassis is 4WD for consistent drift action on a wide variety of surfaces, easy to drive, and has all of the features you need to adjust for a perfect drift set-up: camber, toe-in, ride height, Ackerman, and a wide variety of available shock oils and shock springs! Also available is the RTR Sprint 2 Drift Sport – an assembled version of the Sprint 2 Drift with electronics installed. Just add batteries, paint and you're ready for sideways drift action!

hpi racing

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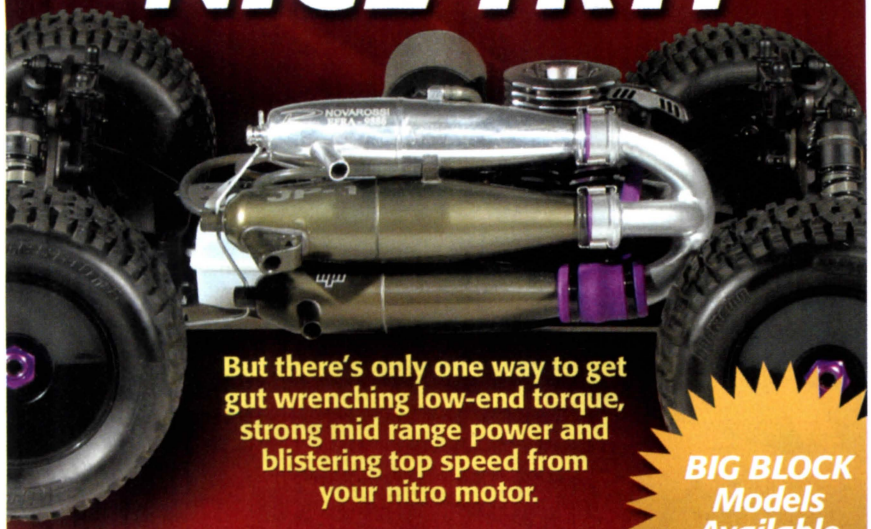
NICE TRY!



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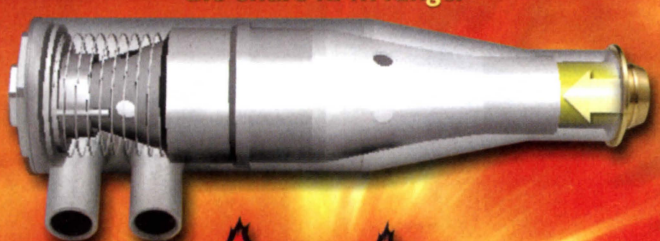

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JAMMIN' JP-SERIES PIPE COMPARISON



Chrome: the quiet child in the family picture.

NOT JUST BLOWING SMOKE

words: Derek Buono

Jammin' makes some of the most widely used pipes around. They are a little less expensive, easy to find, and tough as nails. So when they released the latest version of their JP line, I thought it was time to see what they could do on the dyno and try to figure out the differences among the four. I had a new Sirio S21 CL7B STi ready for testing and all four pipe sets ready to bolt on, and I spent the afternoon collecting the following data.

JAMMIN' JP PIPES >>



EQUIPMENT



- **ENGINE:** Sirio S21 CL7B STi



- **PLUG:** Sirio R3



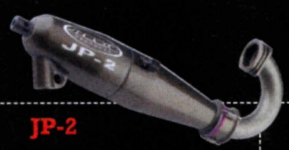
- **FUEL:** Team Losi Nitrotane 30%

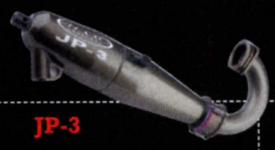


- **RESTRICTOR:** 8mm

THE PIPES

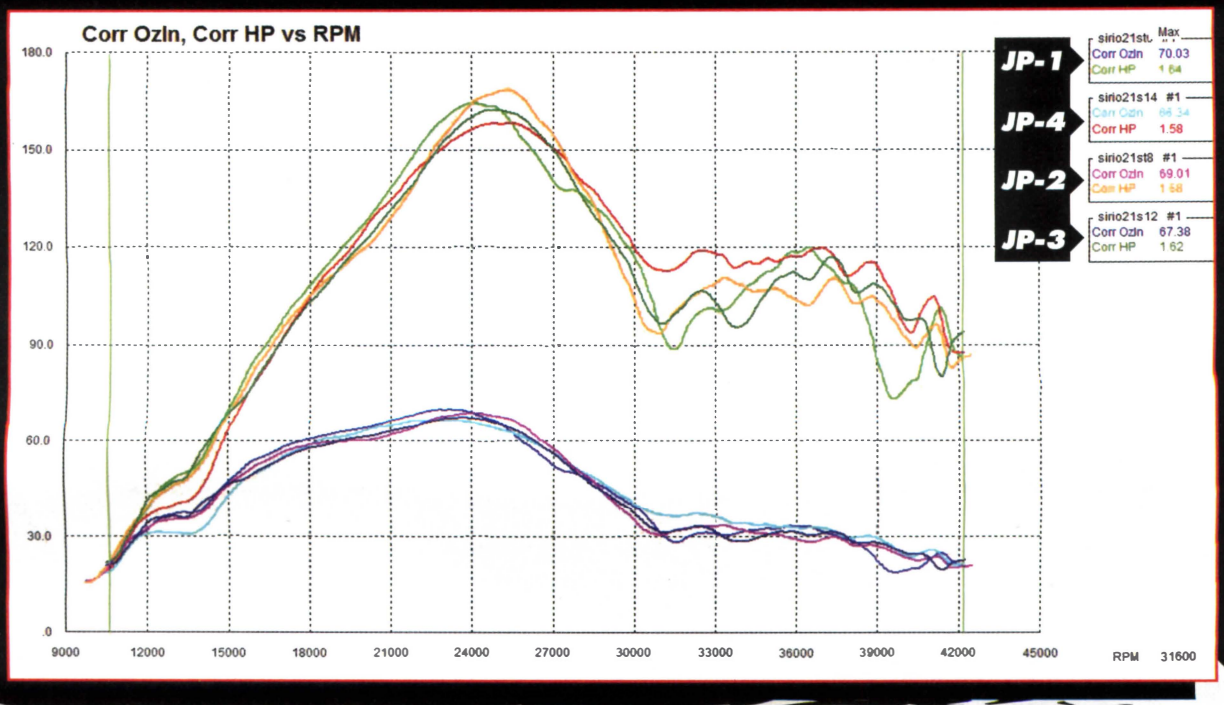








	JP-1	JP-2	JP-3	JP-4
Peak HP:	1.64 @ 24,000	1.68 @ 25,400	1.62 @ 24,600	1.58 @ 25,400
Peak TQ:	70.03 oz.-in. @22,200	69.01 oz-in. @ 22,200	67.38 oz.-in. @ 23,600	66.34 oz.-in. @ 22,200
Average HP:	1.07	1.04	1.06	1.09
Average TQ:	43.97 oz.-in.	42.90 oz.-in.	43.30 oz.-in.	43.71 oz.-in.
Peak rpm:	42,000	42,250	42,250	42,250
POWER FACTORS (HP/TQ)				
Low:	1.01 / 54.17	0.94 / 50.70	0.98 / 52.29	0.95 / 50.71
High:	1.13 / 35.56	1.14 / 36.21	1.14 / 36.01	1.21 / 37.98
CORRECTION FACTOR				
	1.023	1.023	1.022	1.022



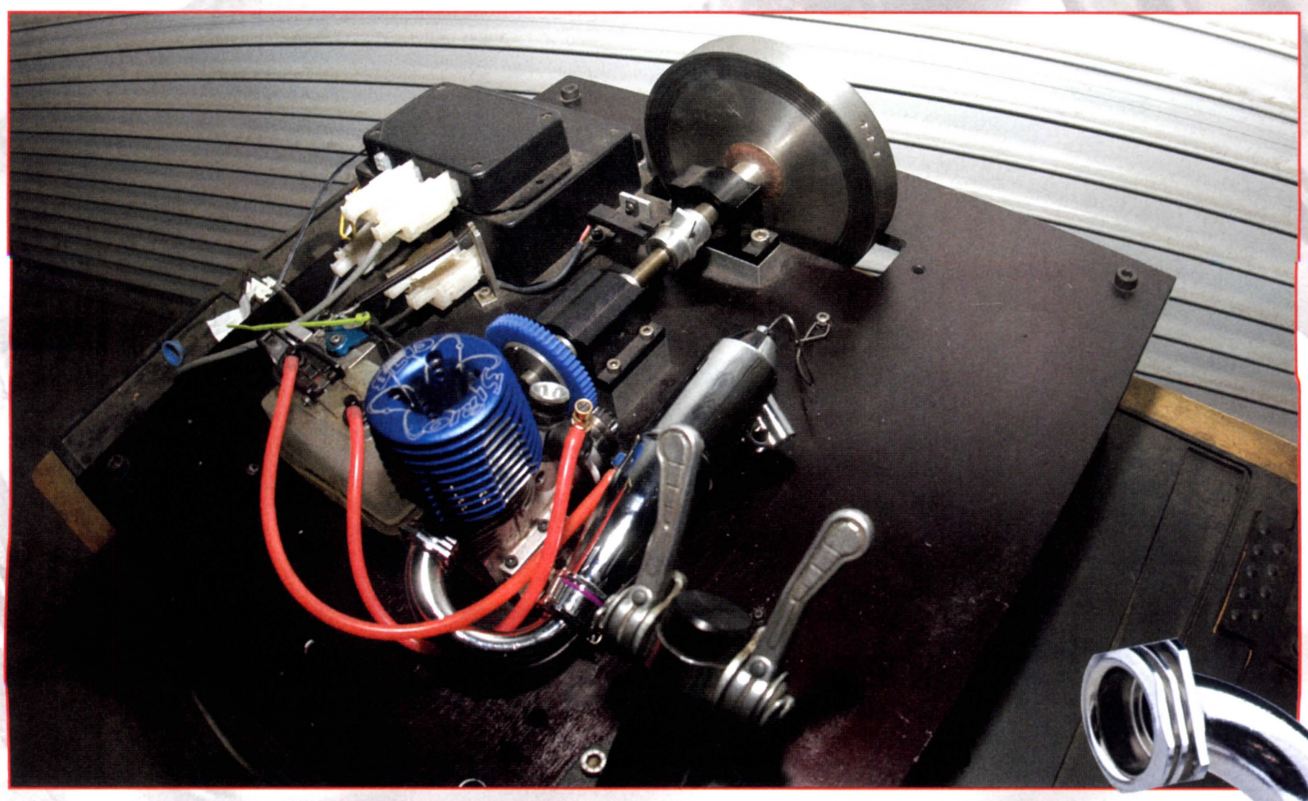
Lots of colors going on in that graph.

UNDERSTANDING THE INFORMATION

There are a lot of problems in the world of engine power. First, peak ratings can be a little misleading. Lots of people just look at the peak numbers and don't really look at the curve of the power supplied by the dyno software. To help understand the information more, we started a few practices that help paint a clearer picture of an engine's performance without even looking at the graphs.

AVERAGES • To show the overall potential of an engine, we decided to print the engine's average power—both horsepower and torque. This shows a less inflated measurement of the overall potential of an engine through the entire rev band. Engines with a higher average rating will be more powerful, despite the possibility of having a lower peak horsepower or torque rating than another engine.

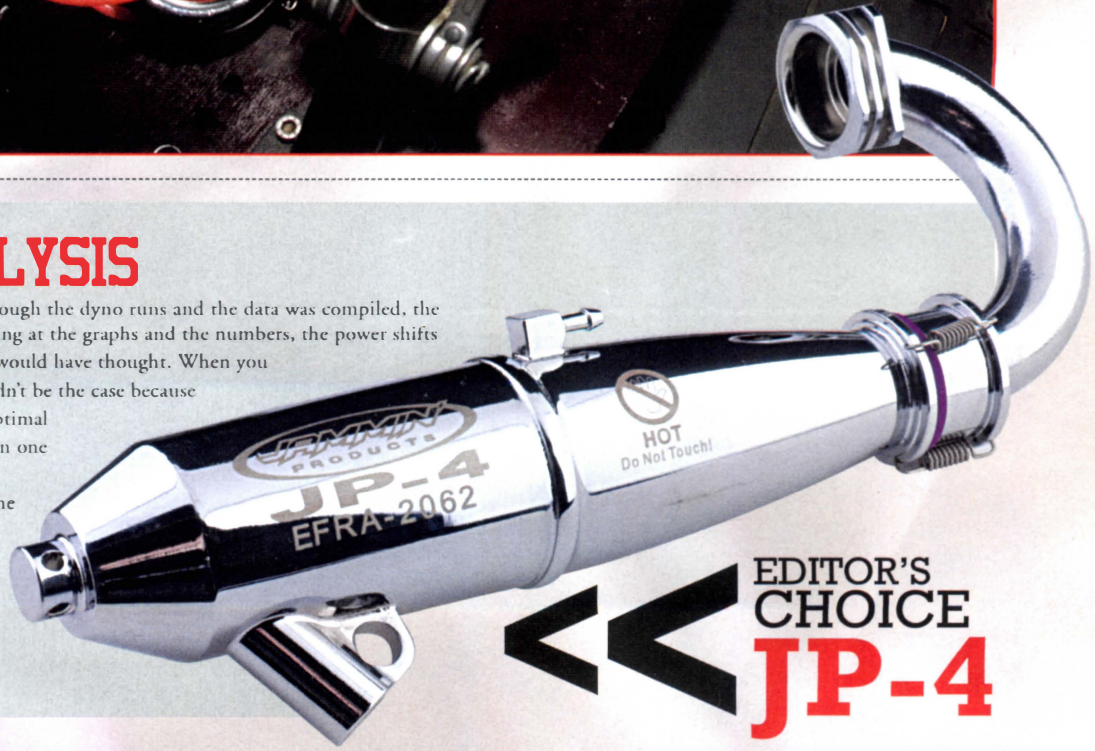
POWER FACTORS • This is a new rating that we developed this year, which basically shows an average power rating for two rpm ranges: from idle to 25,000 rpm, and 25,000 to peak rpm. This shows you that an engine might have better bottom end or top end with certain pipes or different engines. If you're looking for specific characteristics in an engine, comparing power factors will help you decide if you need more bottom or top end performance.



Normally Derek runs the dyno with the back door open.

DATA ANALYSIS

After all four pipes were put through the dyno runs and the data was compiled, the results were interesting. In looking at the graphs and the numbers, the power shifts and outputs were as far off as I would have thought. When you think about it, that really shouldn't be the case because all these pipes were tested for optimal performance. Too far of a shift in one direction can drastically affect performance and lap times on the track, and slight changes in shape and peaks might cause larger performance changes on the track. We'll analyze each pipe individually and then recap as a whole.



<< EDITOR'S CHOICE JP-4



Cut the hole out and stare at your friends.

JP-1

Torque and specifically low-end power are the characteristics of this pipe. The JP-1 was the torque champ of the comparison in peak, average, and low-end power factor. This pipe should provide added low-end punch. Also, with the second highest average horsepower of the bunch, it actually provides one of the better all-around performances of the pipes tested. It did rev just a tiny bit less than the other pipes, but that shouldn't be easy to detect on the track.

JP-2

The pipe was really close in performance to the JP-1, but with a slightly better peak HP and a pinch less peak torque. The peak values were also at a slightly higher rpm than the JP-1, meaning the power band was shifted up in the rev band. You can also see this by comparing the high-end power factor. It was better on this pipe than the JP-2. The pipe had the lowest average HP of the bunch.

JP-3

This pipe seemed to bump up the power a little from JP-2, as you can see. The average HP is up a little, despite having a slightly less peak value. It retained the high power factor of the JP-2, but improved on the low-end a bit and reduced the rpm the peak values were reached.

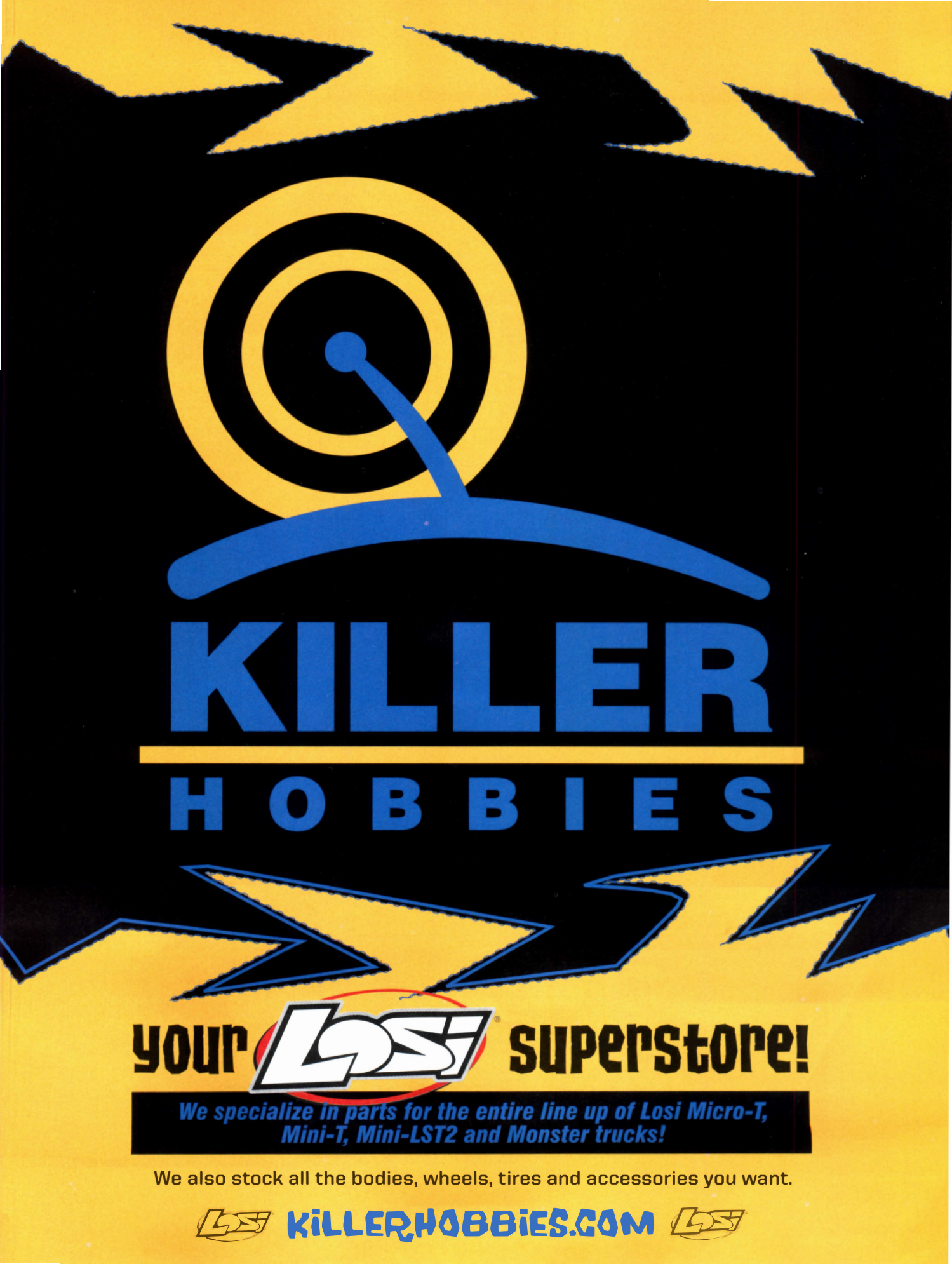
JP-4

The newest pipe in the lineup turned out to be a great all-around pipe, which was expected due to the learning curve of the pipes. It provided the highest average HP and came close to the torque king, the JP-1, in TQ. Those who focus on peak numbers will note that it did produce the lowest peak value, but that really doesn't tell the story of the power. Its curve was also the best of the bunch, with a nice long peak of power, which should work really well in most conditions. It didn't hurt that the pipe allowed the engine to rev right up to 42,250 rpm. You should also note that the power band is higher for this engine, making it better at the upper power band but still providing enough grunt down low.

CONCLUSION

The JP series of pipes offers a wide range of tuning options. The experienced racer might know that the pipe will perform differently with every engine, but the general characteristics should be the same. If you feel like you need a little more bottom end to get over those difficult doubles out of that hairpin, the JP-1 will help the bottom end, while the JP-2 will provide the most peak power. The really interesting result of this test was that the pipe that produced the least peak provided the most overall power and a good delivery (shown by the larger peak range). You can't go wrong with either, but with this information you should be able to add a little power, or tweak it a little.

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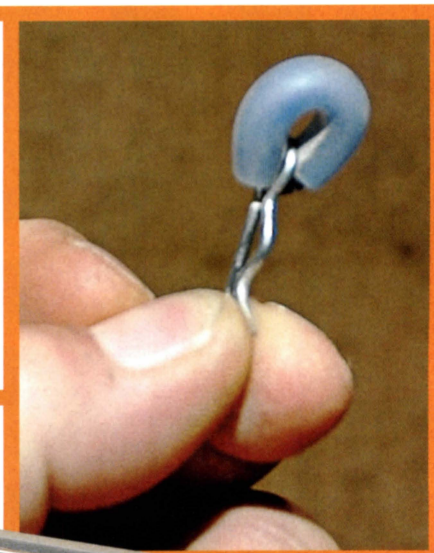
XTREME TOOLS

Xtreme Tools is devoted to anything and everything that can be used for wrenching on your RC. We search the world over for tools that will be helpful in your wrenching sessions and may even help you around the house for the "honey-do" list. There's no limit to what Xtreme Tools may bring you each month so kick back and enjoy. If you have a killer idea you want to share with fellow RC fanatics, send it on over to: brians@rc411.com. Who knows ... maybe it will wind up here for everyone to see!

words: Brian "Skinny" Skinner

WHAT MAKES RYAN CAVALIERI FAST?

It's these "quick-grab" body clips, of course! Here's a tool you can make for yourself so that you can be fast like Ryan. Kidding aside, Cavalieri had these bulbous tabs on his body clips, and they really make getting the body off a quick and simple task. It's easy to do; you just take a piece of fuel tubing, a zip tie, and make a loop with them. After you make the little doughnut, slip the body clip onto it and you're ready for action. The key is to use a thick silicon fuel tube, and make it small and tight like Ryan did. Study the photo and get out to the garage!



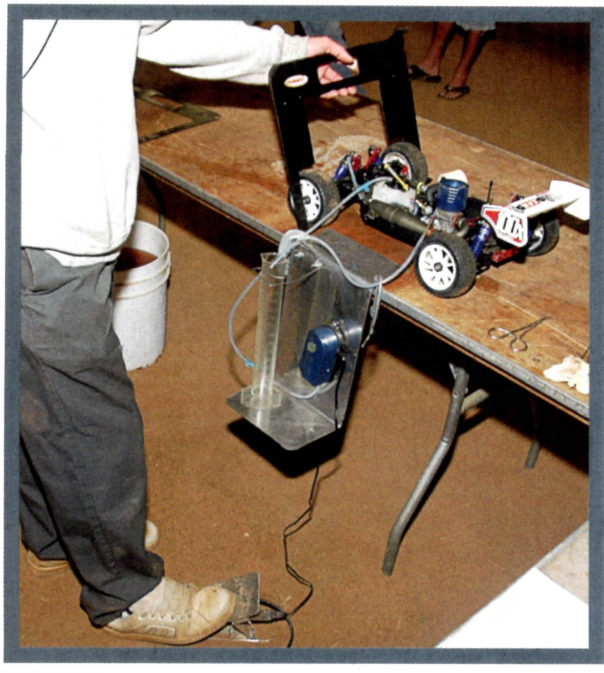
Skinny gave those wrenches to Wort for Christmas. How sweet.



HUSKY LIKE ME

Husky tools are, well, husky. Not too long ago, Husky was a second-rate tool manufacturer, but these days they're among the best, and they're carried in major box stores like Home Depot. I spotted this 16-piece "T" handle Allen set at Home Depot, and I just had to get it. It has eight metric sizes (3mm-10mm) and eight standard sizes (1/8" to 3/8"). I love the carrying case because it easily lets you see the sizes, and it looks cool. I got it because it's universal; I can use the smaller Allens for my 1/8-scales, and the rest work well for my dirt bike and monster van. If you're looking for something that works for all of your needs, this is the T-handle set to have. Cost is about $30.

WWW.HUSKYTOOLS.COM



PRO TECH
EQUIPMENT FOR RC PRO

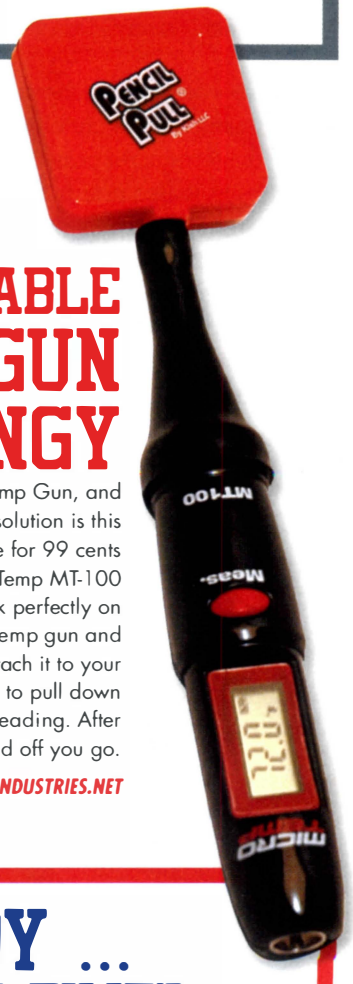
RC PRO continues to grow, and so do the tech tools they use. At the series finals for 2007, RCP had a new fuel tank measuring device that was sweet. It's built to hang off the table out of the way, and uses an electric pump for pumping fuel into a beaker. You'll also notice that the device is operated by a foot pedal so that the tech person's hands can remain free to work on the car. To top it off, you can see that they use a carbon fiber template to check the car's dimensions. This all insures that each car will be checked equally, and leaves no room for protests. Nice work, guys!

WWW.BELRAY.COM



MICRO LEVEL

I've never seen a level so small, so I just had to get this for my RC stuff. I found it at Sears and it came with a wall mount kit. It works well for leveling your setup board and checking the balance of your car. Next time you're at Sears in the TV department, check it out.



RETRACTABLE TEMP GUN THINGY

I always misplace my Micro Temp Gun, and I go nuts trying to find it. My solution is this "pencil tether." I found it on sale for 99 cents at OSH. If you have a Micro Temp MT-100 or similar temp gun, it will work perfectly on them. Just push the cap onto the temp gun and you're ready to go. If you attach it to your belt, it will be right there for you to pull down to your engine to get a fast reading. After you're done, just release it and off you go.

WWW.OSH.COM/WWW.SPARKINDUSTRIES.NET



HEY BUDDY ... YOU GOT THE TIME?

Keeping time at the races is important, and that's why you need a watch. Here's one that's really cool, but there's a catch: You have to earn it! This is what the RC Pro National Champions received for snagging the No. 1 plate for the series finals. So if you don't have the money to buy a watch this year, try racing the RC Pro Series to get the national No. 1 plate. I'm sure it's cheaper than buying a watch. Well, maybe more fun, anyway.

WWW.RCPROSITES.COM

You have to win to get that watch? Obviously, that's not Skinny's wrist in the picture.

CLEAN, TUNE AND CHOOSE A CLUTCH

PUT THE "SNAP" BACK INTO YOUR ROOST!

words: Brian "Skinny" Skinner tech advisor: Adam Drake



Drake said so, which means you follow.

The world of clutches is an interesting one. First and foremost, the clutch is an integral part of your car's drivetrain, responsible for transferring power to the wheels. It also needs to deliver the engine's power in a usable manner so that you can have control. Without it, nitro cars would be useless. Clutches can be tuned to give the desired performance your car needs via the clutch shoes and springs, as well as properly maintaining them. After all, the environment that clutches work in (incredible friction, high rpm, and heat) causes them to gum up, wear out, get weak, and/or fail. This How-To gives you the basics for selecting and prepping your clutch to do battle against the elements. To gain a little more insight into the world of clutches, we solicited words of wisdom from Mr. RC—Adam Drake. Adam is a relentless racer who is consistently in the winner's circle, and with a portfolio like his, who better to ask?

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

3.0

Xtreme RC Cars

1 2 3 4 5

TIME TO COMPLETE

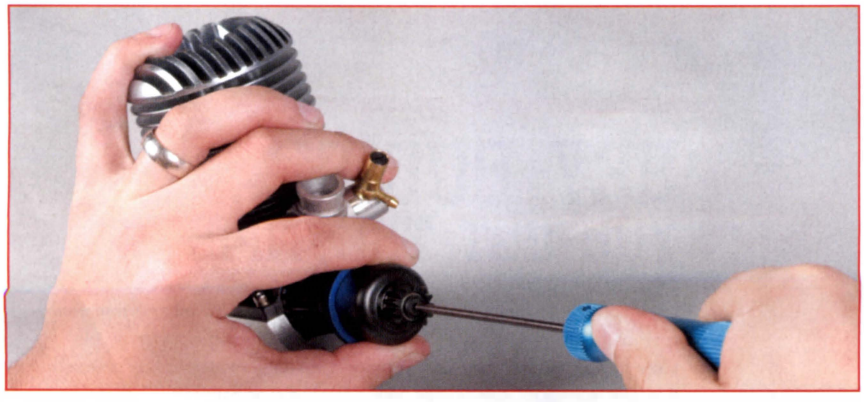
20 MINUTES

TOOLS NEEDED

- Nitro cleaner
- Shop rags
- Brush
- Scotch-Brite (Alternatives: sandpaper/Dremel)
- Clutch tools: spring loader, flywheel

MAINTENANCE AND PREP

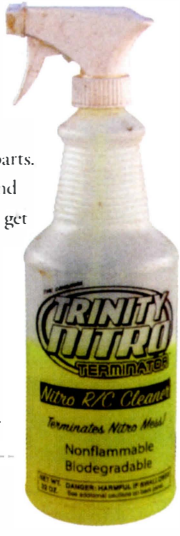
Whether your clutch system is new or used, these tips will help the clutch perform like it should.



01 GENERAL PREP

Once you have the engine out of the car, disassemble the clutch all the way down to the flywheel. Check the flywheel nut to see that it's tight. Next, examine all of the parts to see if there's damage or excessive wear. Once you've determined the condition, it's time to get to work.

02 CLEAN AND PREP YOUR COMPONENTS



Regardless of whether you're rebuilding or installing a new clutch, you should always practice cleaning your clutch bell, bearings, and parts. They get dirty and oily from use, and when they're new, there's oil and junk from the factory. Adam Drake tells us that he uses Trinity RC4443 spray to get oil or grease out of the clutch bell and both the inner and outer clutch bearings. You should also scuff the inside of the clutch bell with Scotch-Brite. The clutch will not only perform better, it will last longer. If there's oil or grease inside the clutch bell, it will cause the clutch to slip. You can use any motor spray to do the cleaning, as well as sandpaper or a Dremel to scuff the surfaces. If your old bearings are in good condition, it's a good idea to treat them with oil, first, to rejuvenate the metal surfaces. After you've done this, clean out the oil and install.

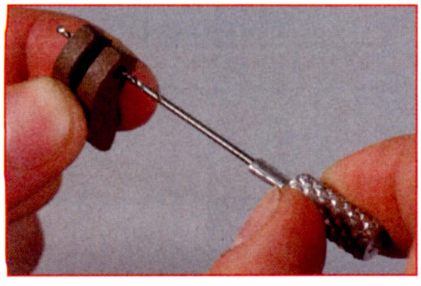
03 SHOE PREP—THE SOLE OF YOUR CLUTCH

The clutch shoes are what literally transfers the power of the engine to the car, and they need attention. Whether they're plastic or aluminum, they wear, get glazed, and bind up. No matter what they look like, you should resurface them when you have them in your hands. This should be second nature when working on your clutch. If they're brand new, you can use them as is, but I do see some pros scuffing the surface anyway. You have a choice, here, and it's yours alone. There are three things to look for before cleaning your shoes: Are they too worn? Do they have burrs? Do they bind on the flywheel post, or are they sloppy? We'll look at the worn shoe issue later, but we'll address the other two right now.



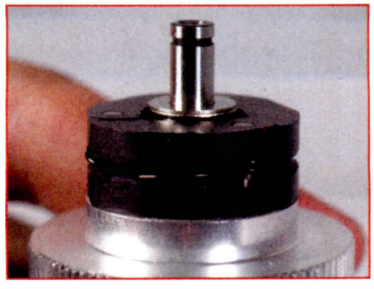
BURRS/FLASHING: If your clutch shoe looks like this one, you need to clean off the flashing. This stuff causes the shoe to bind up, and it gives the clutch sluggish performance. To fix this, you can use a file, sandpaper, Dremel, or even a knife blade. The goal is to trim the edges of the shoe so that the edges are clean and look sharp again.

TIGHT OR SLOPPY FITTING SHOES: What we're talking about here is how the clutch shoe fits onto the post of the flywheel. These are called clutch shoe posts. First, if the post hole is visually oval on your clutch shoe, chuck it in the trash. This is the best and only way to fix this problem. You'll have to use new ones. Sometimes shoes fit snugly on the post; this is either due to residue buildup, or the shoes arriving a little tight from the factory. Slide your shoes onto the posts to see if they pivot smoothly. If they do, great, if not, you need to hone them. Some pros automatically drill out their shoes, but they know what there're doing. If you're new to this, check them first and then consider drilling out the shoes. The idea is to have a smooth pivoting shoe on the post.



04 PUTTING IT ALL TOGETHER

An assembled clutch needs to achieve two things to function properly: The clutch bell needs to spin freely, and the bell must fully cover the clutch shoes. To accomplish this, you need shims and patience. It may take several tries to get the sweet spot of your clutch set up, and you'll need different-sized spacers to do it. First, shim the inner bearing between the clutch nut and bearing (if it needs it) so that the clutch bell fully covers the clutch shoes and does not bottom out on the flywheel. After you figure that one out, it's time to shim the cap-bolt. This is what holds the clutch bell on. The goal here is to have a millimeter to half a millimeter of "free play" to the clutch bell. You want this small amount of play to reduce binding and loads on the bearings. You may be interested to know that the metals in this area expand during use due to heat, and you need to have that extra play to compensate for the expansion. After you have everything together and you have that small amount of play we were talking about, spin the clutch bell. If it spins like a CPU on steroids, you have done well, fried Grasshopper. Advance to the next level.



SPRING FORWARD FALL BACK

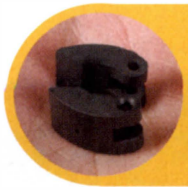
To help tune your clutch even more, manufacturers offer multiple spring rates that engage clutch shoes at different rpm. A lighter spring will engage the clutch shoes earlier in the rpm range, giving you a smoother power delivery, while a stiffer spring will engage the clutch shoe when the engine is running at a higher rpm, thus giving your car more punch off the line with wheel-spinning power. There's a fine line in using clutch springs for tuning. For instance, if you use a soft spring, such as a 1.0 in loamy type conditions, the engine might not be able to develop enough rpm to properly engage the clutch shoes to overcome the drag on the driveline from the loamy dirt. This causes the engine to bog. This condition will ruin performance, heat up the engine, and waist your clutch. Conversely, using a stiffer spring would allow the engine to build rpm. This lets the clutch engage later with stronger power to the driveline to overcome the loamy dirt. Too stiff of a spring, however, will cause the car to do wheel spins all over the track. As a general guide, most drivers use a 1.0 spring or 1.1 springs for 1/8-scale buggies. Of course, these two spring rates relate to driving style and/or track conditions. For monster trucks and truggies, most drivers start off with 1.1 springs since these vehicles are a little more portly and need a stronger clutch engagement. The best way to find your setup is to experiment and ask questions of your fellow drivers.



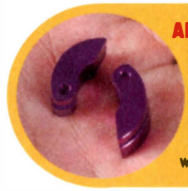
Ever hurt your fingers working with a clutch spring? We have - many, many times.

PERFORMANCE SHOES ... BE LIKE MIKE!

Clutch shoe selection is an area where you can gain amazing performance from your clutch. You can tune your clutch to fit track conditions or your driving style. You can give your clutch monster snap or smooth power delivery. The choices are endless. There are three basic clutch categories to consider: plastic, aluminum, and a combination of the two. There are sub categories for plastic and aluminum as well. You can get hard and soft material, too, but we'll leave that discussion and the debate over three- and four-shoe clutches for another day. To help break it down to the simplest common denominator, Adam Drake gives us this simple guide for clutch shoe selection.



PLASTIC: An all-plastic clutch shoe setup is ideal for 1/8-scale buggies that will be running in rough or low-bite conditions. This setup smooths out the power band and gives you more control in these conditions. Adam believes that an all-plastic setup is not good for truggies or monster trucks, and I would agree with that. There is another setup that works well for these beasts in these conditions, and we'll cover that in a moment.



ALL ALUMINUM: This is the hot ticket for truggies and monster trucks. It gives you the most punch, and is ideal for these heavier beasts of burden. Since trucks are a littler heavier than buggies, all-aluminum shoes give better snap out of corners and more punch for that tight jump out of a corner. They also fade less during long motos. For 1/8-scale buggies, Adam recommends using all-aluminum shoes in situations that are extreme high-bite, and where you don't have to worry about your buggy's wheels breaking loose.

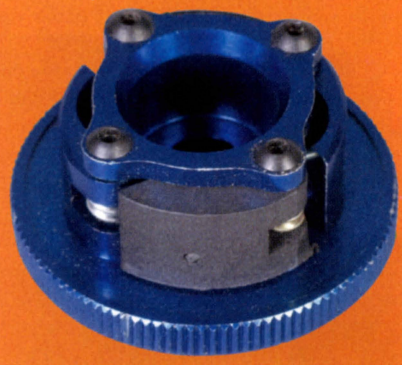


ALUMINUM & PLASTIC COMBO: This combination is the best of both worlds for buggy. You get good punch with a little slip to keep control. You can also fine-tune the power delivery by mixing up the combinations: one plastic shoe or one aluminum shoe. Most racers use this combination method these days, and you'll be interested to know that this trend was started back in 2004 by Jeremy Kortz at the IFMAR 2004 Worlds. For truggies and monster trucks, this is a good alternative to all plastic, and actually acts just like an all-plastic setup for the big beasts. The reason you want this setup is that it lasts longer and fades less than all plastic.

Wort worked after hours to get these pics.

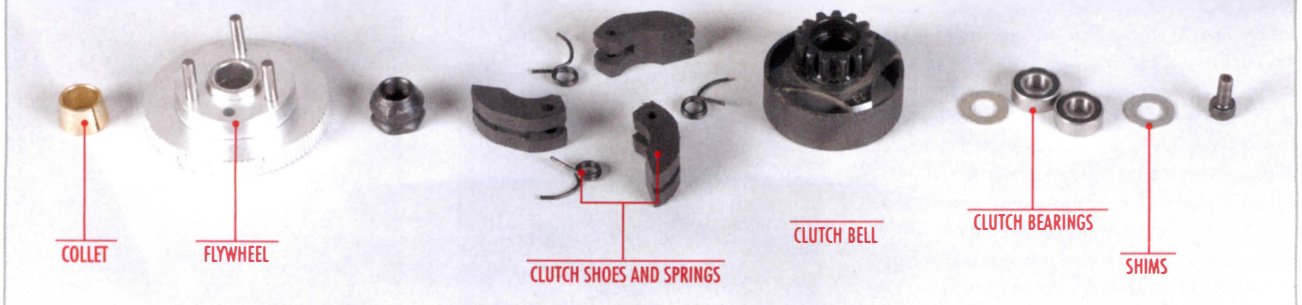
ADAM DRAKE WANTS YOU TO KNOW

The Losi Clutch system is unique unto itself, and has many design features not found on other clutch systems. It's not commonly known that Losi offers springs with angles. Let me explain. Let's say you have a 1.0 spring and you like how it feels, but want just a skosh more engagement. Normally you would need to go up on spring rate, but with the Losi angle system you keep the 1.0 spring, but change to the stiffer angle spring. Basically, this gives you more "sub" tuning options throughout the spring ranges instead of jumping up to the next stiffer spring. It's nice to know this if you're thinking of using the Losi system.



CLUTCH ANATOMY 101

What's a clutch, and how does it work? Simple. First, you have the flywheel—which is fastened via a culet to the end of the engine's crankshaft, called the "pilot-shaft." Next you have clutch shoes and clutch springs which mount to the flywheel. This forms a single unit that works as one. Then you have the clutch bell, which sits over the flywheel unit and spins freely on sealed bearings. The clutch bell is actually two parts that are machined as one. It has a shell that sits over the clutch shoes. This is the part where the clutch shoes grab to propel the car, and it has a pinion gear machined onto its backside. This, by the way, is responsible for transferring the clutch's centrifugal force to the drivetrain via the spur gear. With the mechanics explained, this is how the clutch functions as a unit: The engine revs and spins the flywheel unit, and as the centrifugal forces increase, the clutch shoes start to expand outwardly to engage the clutch bell. As the centrifugal forces increase, the clutch shoes' inertia grabs the clutch bell more and more until the whole system is locked as one. Of course, the pinion gear on the end of the clutch bell is transmitting the rotating energy of the clutch to the spur gear. This is what causes forward movement of your car. To control the clutch shoes' engagement and disengagement during this process, there are clutch springs that regulate the expansion and contraction rate. Put this all together and that's basically how a clutch system works, not only for RC, but for almost anything that uses a clutch system—plus or minus a few things!



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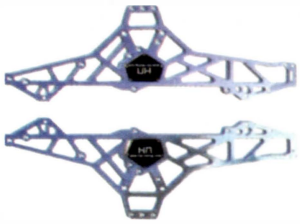

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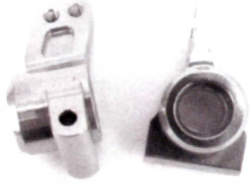

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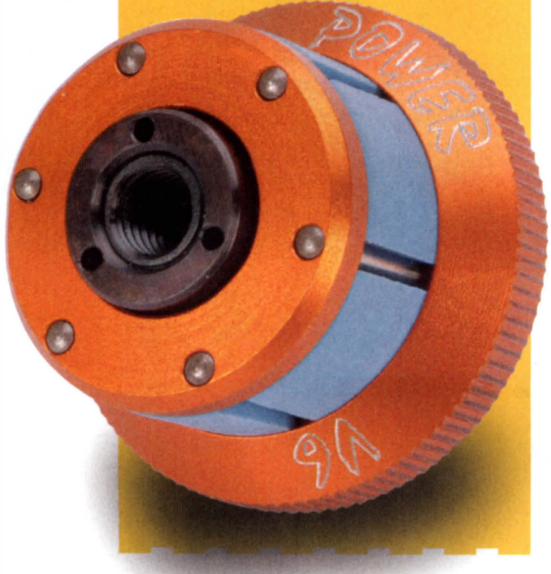
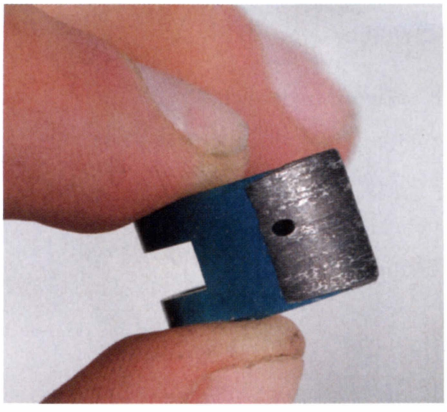
ADJUSTABLE OFF-ROAD CLUTCHES

Adjustable off-road clutches are a little different than what we've been addressing here. Typically, these babies are three- and four-shoe configurations that offer greater contact area, which means that they work less and last longer, with less fade. Instead of multiple clutch springs, an adjustable clutch uses a singular centralized spring combined with a pressure plate—a distant cousin to what's used on automobiles and motorcycles. Because of this design, you're able to get more finite adjustments simply by turning the locknut. If that's not enough, there are different spring rates to go up or down on the tension scale. As with other clutches, adjustable clutches offer different composites for shoes, too. Adjustable clutches are popular, and even more so in Europe. They're easy to work on, but it can be difficult to find the setting you had before you took it apart to clean or change the shoes. Orion, Werks Racing, and Fioroni offer adjustable clutches, so if you like this style of clutch, there's no lack of supply.



IS IT TIME YET?



How do you know when to change your shoes? Well, your mom would probably say when they smell, but she would be wrong. There are two ways to tell if you need new shoes or springs. They are by the sound your car makes, and by visually checking them. If you're driving your car and you hear the engine rev high, then low (like it's bogging), it's probably time to change something. If your engine seems to be revving higher than the pace of the car's movement, then it's probably time to look things over. To visually tell if you need new shoes, here's a good rule of thumb: If the channel of the clutch shoe (where the end of the clutch spring lays) is almost even with the spring, or if the spring has scuff marks on it, it's time for new ones. For you Losi owners, Adam has a measurement for this. Lucky you! Adam has found that when Losi clutch shoes get to 23.3mm, it's time to change them. To take this measurement, you'll need a pair of calipers to measure the thick part of the contact area.



Mitutoyo. Say that five times fast.

RUNNING ON BORROWED TIME

There are some dangers when you run a worn clutch that can cost you big. A worn clutch slips and makes your engine run hot, which means shorter engine life, or even engine failure. It also makes tuning your engine difficult, and by compensating for the worn clutch, you may run your engine too lean and fry the engine. A slipping clutch also makes your car harder to drive, and most of us need all the help we can get. Last, a worn clutch slips excessively, which means there is more heat buildup in the clutch system. This will ultimately lead to premature clutch bearing failure, sidelining you while you're leading the race, or worse, yet, while your buddies continue to have fun while you rebuild your clutch.

FIN!

Clutch systems are simple yet complicated, and it takes time to fully understand the intricacies of selection and tuning. This guide gives you the basics, and if you follow these instructions, you should be a clutch master in no time. Finding the sweet spot of your clutch is a great feeling when you go out and throw major roost. Take your time and have fun, and don't be afraid to ask your fellow RC'ers for tips on setting your clutch up. More often than not, people are willing to help out. After all, most people learned the same way.

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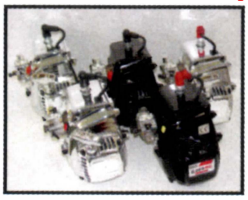

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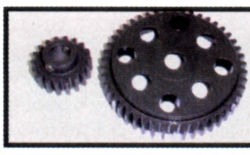

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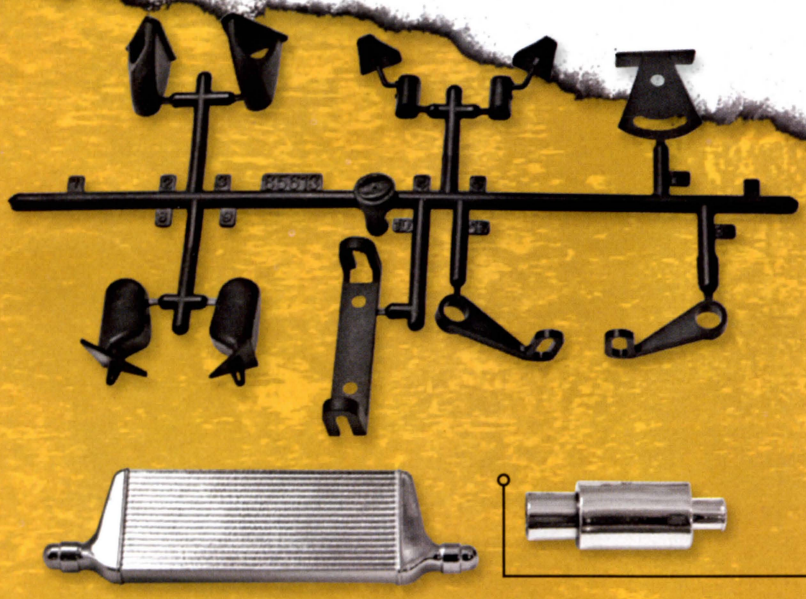

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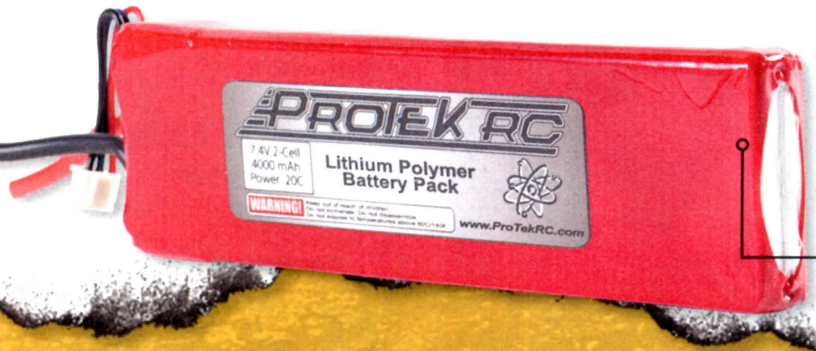

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THE DROOP POLICE

Q: This is my first buggy, and I need more info on the droop screws and how far they should be screwed in. Right now they're just about flush with the bottom of the arm. I did not find anything in the manual about the starting point for the screws.

Dman

A: There is no fine for running too much droop on your buggy. Droop in off-road is a valuable tuning option, so much so that we did an entire article on it in Issue 146. The starting point of most buggies is full droop, where the screws don't impede the movement. On higher-speed higher-traction tracks, you try to run as much droop as possible without traction rolling. The stock setup sheet in most kits usually has a stock setting and an alternate. You mentioned that you have a Losi 8IGHT, so the stock droop setting for that car is 23mm.

DerekB

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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.



UPSIDE DOWN?

Q: I was fooling around with my car the other day and I noticed that the shocks could be mounted upside down. How come more cars don't have the shocks mounted this way? It seems to keep my shock shafts cleaner.
Rclugnut

A: The main reason is that you have more unsprung weight when the shocks are mounted in that position. While it's not the worst kind of weight to add, it does add weight to a moving part. So the heavier the object, the more force it takes to move it, or the harder it is to change direction. Think of a big linebacker on roller skates versus a thin nimble girl on skates. The added weight slows the reaction of the suspension. Most people might not care or feel the difference, so the benefit of having the shock shafts in the cleaner area of the car might be something to consider. Also, many cars are built around the shocks being mounted the normal way so they might not fit, or they might rub on the arm.
DerekB

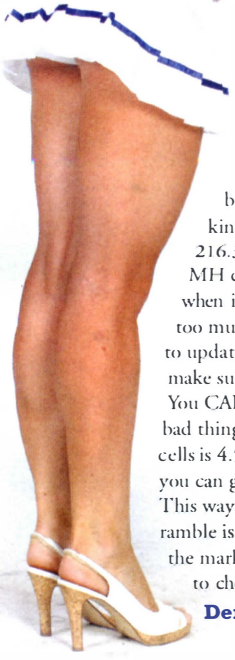


If only we had enough wind to blow those sails.

WHERE YOU BEEN, SAILOR?



Q: Having been so into this hobby 10 to 12 years ago (racing weekly, working on and tuning cars and trucks all night, owning 12 RC vehicles), it's embarrassing having to ask this question. I'm just getting back into the hobby with my two young boys, and with all the changes that have taken place, I'm having a problem getting info. Back then electric was king, but now everything in the magazines is nitro and I have battery/charging questions. With the new batteries, Ni-MH and Li-Po, what are the major concerns, recommended voltages, charge amp rates, discharge rates, and peaks? If you can help, I would appreciate it. I'm getting my two sons into RC and away from video games a little. I want to be able to not blow them up with my equipment. I have a Tekin B112C and A, all of Associated's cars and trucks, XX4, clods, etc.
Thanks.
Paul



A: Battery technology moves so fast these days that the charger we once used might not be the best tool for the hobby anymore. The Tekin B112C and A were among the best during their time, but back then I'm not even sure Ni-MH cells were out, as Ni-CDs were still king. If I'm not mistaken, the charger can be updated, but a call to Tekin at 216.383.9302 will be a better option. The thing you should remember is that Ni-MH cells have a much lower delta peak (the difference from the peak voltage to when it's fully charged to capacity). A higher delta peak allows the cells to build up too much heat, which is dangerous on many levels and kills the cells. So you'll want to update or upgrade the charger to Ni-MH. While you're at it, you might want to make sure you don't get left behind again as more Li-Po-type cells become the norm. You CANNOT charge a Li-Po on a charger not designed for it, or you're looking for bad things to happen. The standard "recreational use" setting for charging Ni-MH cells is 4.5 amp charge, 20 amp discharge (not necessary), and the lowest delta peak you can get. Also, make sure that you store them with about 50% or more capacity. This way you'll keep your cells working for longer. So the CliffNote to my long ramble is that you NEED to make sure your charger can charge the cells available on the market today. Luckily, there are a lot of really good, really inexpensive chargers to choose from.
DerekB

CROSSED UP CARB

Q: I have the Novarossi N21b and the throttle is on the wrong side. I have already flipped the carb in the right direction, but the place where the ball cup goes is on the right instead of on the left. Do I just take the low-speed needle all the way out so I can switch it?
claimjumper92

A: You need to take the engine out to do this correctly, but most carbs have to be flipped and adjusted to fit inside 1/8-scale buggies. It's very important that you adjust the ball stud on the carb so that it moves smoothly and doesn't bind. Taking the engine out allows you to get to that small screw holding it in place, and more importantly ON. When you adjust it, be sure to use thread lock so that it doesn't loosen and fall off while running. That's a sure-fire way to have your car drive itself into a wall!
DerekB

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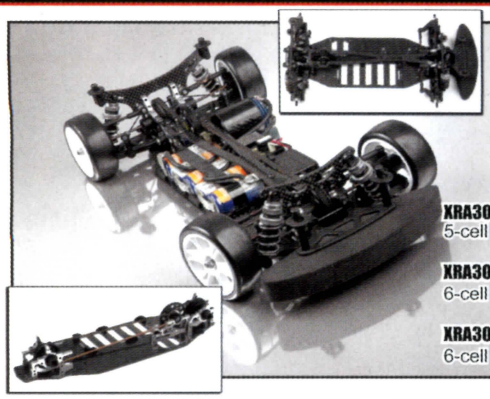

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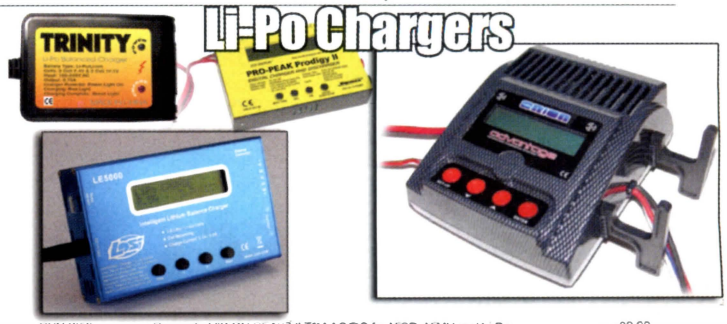

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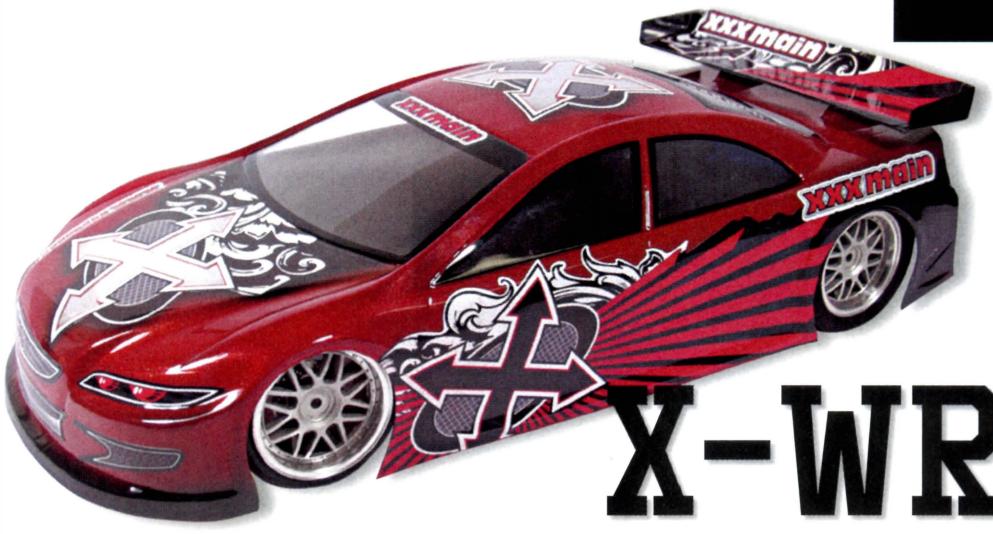

X-WRAPZ

XXX MAIN'S EASIEST WAY YET TO A TRICK-LOOKING BODY

words: M. R. Ogle

The guys at XXX main Racing have always produced some of the edgiest RC graphics on the market, and now they've introduced their line of flexible vinyl external "wrap" graphics, called "X-Wrapz." These kits come in several bold designs to fit touring cars, trucks, truggies, buggies, and most other RC vehicles, and they're one of the simplest ways to finish off any type of body, requiring only a wrap kit and a single can of Lexan spray paint for the main backing color. If you have an airbrush, there are even more possibilities. Here are a few tips on how to apply and get the most out of your X-Wrapz:

It's this, or learn how to use an airbrush.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0

FASKOLOR by Parma International
OFFICIAL PAINT OF CUSTOM WORKS

1 2 3 4 5

TIME TO COMPLETE

30 MINUTES

TOOLS NEEDED

- X-Wrapz decals
- X-Acto knife
- spray can of paint

01 Here's what the X-Wrapz kits look like all laid out. More graphics are included in each kit than you'll actually use, because there are several graphically coordinated grille and headlight options in each kit. Nice!



02 Body prep couldn't be simpler. Wipe the body with denatured alcohol (some painters use dish soap and water) and mask your windows and any other details you don't want sprayed with your main body color. Be sure to remove the protective overspray film from the outside of your body before you start applying the external wraps. If you're not sure if your body has a protective film on it, try scratching the surface in an area that you'll be trimming away to see whether you can lift an edge of the film. It's better to be absolutely sure, or boy will you feel like an idiot later on when all your graphics pull off with the overspray film. D'oh!







03 Plan out your graphics layout and trim them to size with the backing sheets still on. The Wrapz for the rear wing and spoiler areas (especially the side plates) are oversized to fit just about any car, so you may want to trim them to size before applying them. Also, you don't have to use the entire graphic. If you just want to use just a section of it, simply trim away the sections you don't want to use.





Revo 3.3



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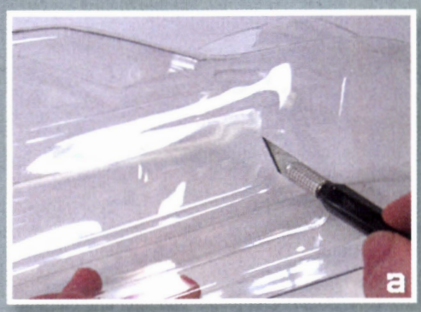
04 Now we're going to start applying the Wrapz. Although some manufacturers recommend using Windex or commercial sticker application fluids, Wrapz adhere best when applied dry. Remove the protective backing sheet and start by positioning one edge of the graphic, then "rolling" the remaining graphic down onto the body, being careful to avoid wrinkling or trapping air bubbles in the wrap. If you're applying the wrap over compound curved areas, you might want to try to gently soften the vinyl with low heat applied from a hair dryer. That may help the vinyl stretch around curves and into recessed areas.



05 If you have deep recessed areas on the body where the graphics just won't stretch into, simply trace the contours of the body with a sharp #11 hobby knife to add a relief cut, which will allow the wrap to fit into those areas perfectly. If you get a small, raised crease that you just can't smooth out, make a relief cut following one of the printed lines in the graphic, lift one edge, then burnish it back down, allowing it to overlap the other edge a tiny bit. You won't even see the cut that way.









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06 To take things a step further, you could extend the patterns of the external graphics with matching backing paint, as shown here, or trim the wrap graphics closely and spray in some drop shadows with an airbrush to really add an illusion of depth to the scheme. This is quite easy to do by lightly spraying one edge behind the graphic with thinned out black (or any darker color) paint and a small spray pattern.



07 On this particular graphic, I trimmed the area inside the arrows (which was simply one solid color) and sprayed chrome paint inside the body so it would show through those cutout areas in the graphic. Of course, this could be done with any contrasting color paint.



08 When you're done with your wraps and other added details, spray the main body color. You can go as simple as just one color by using a can of spray paint formulated for Lexan, or you could do a fade from one color to another. No need to get complex with the paint work, though, as the Wrapz are bold enough on their own. Choose paint colors that go with the colors in your graphics kits to make the whole scheme more unified … so it's not immediately obvious that it's not all custom paint!







09 Here's a finished body using the XXX-main X-Wrapz kit and just a couple of colors of paint. Looks like a high-buck custom paint job, but it was done for about 25 bucks and in less than 45 minutes. One added plus: With all the different X-Wrapz kits available for different types and scales of cars, it's quite easy to do your entire racing team in a matching graphic scheme. If you hate to paint, but like edgy, bold-looking graphics, this could be just the ticket for you!


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SIRIO S21 CL7B STI

HI, I HAVE MORE POWER THAN YOU!

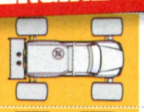
words: Derek Buono

New horsepower benchmark. I had to get that out of the way so that I wouldn't forget to mention it. I have a tendency to forget when a new high mark is set, partly because I know peak numbers don't tell the whole story, and partly because with all the hubbub about the power .28, it's easy to forget when an engine with less displacement starts to creep into uncharted waters. The new S21 CL7B STi must have borrowed some mojo from Subaru with those letters, because the Italian engine set the dyno on fire. I knew that when it ripped off above-average numbers with a below-average pipe, results would be impressive once we strapped the right one on...and it did.

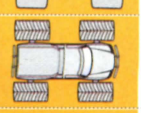


So this one goes head to head against any "evo" engine?

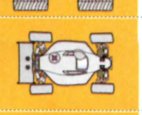
ENGINE APPLICATIONS



TRUGGY



MONSTER TRUCK



1/8-SCALE BUGGY



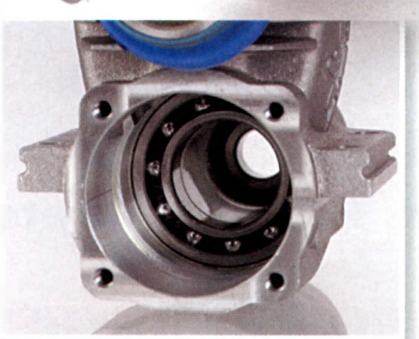
1/10-SCALE TRUCK

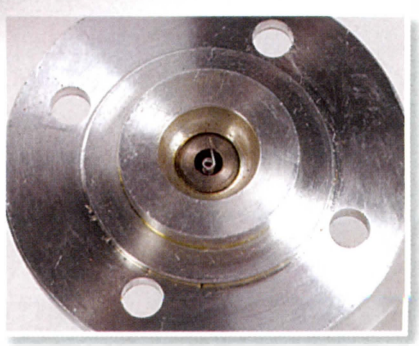


1/8-SCALE ON-ROAD



1/10-SCALE ON-ROAD





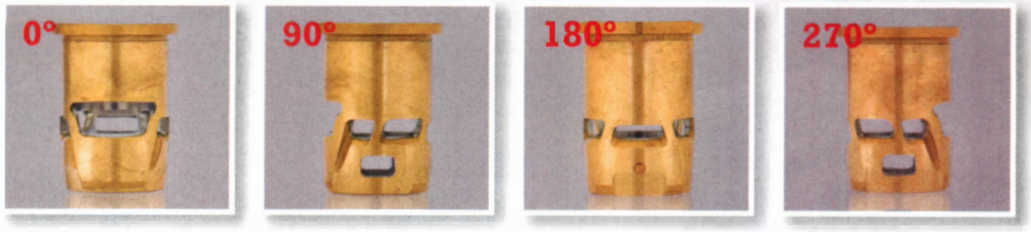




FEATURES:

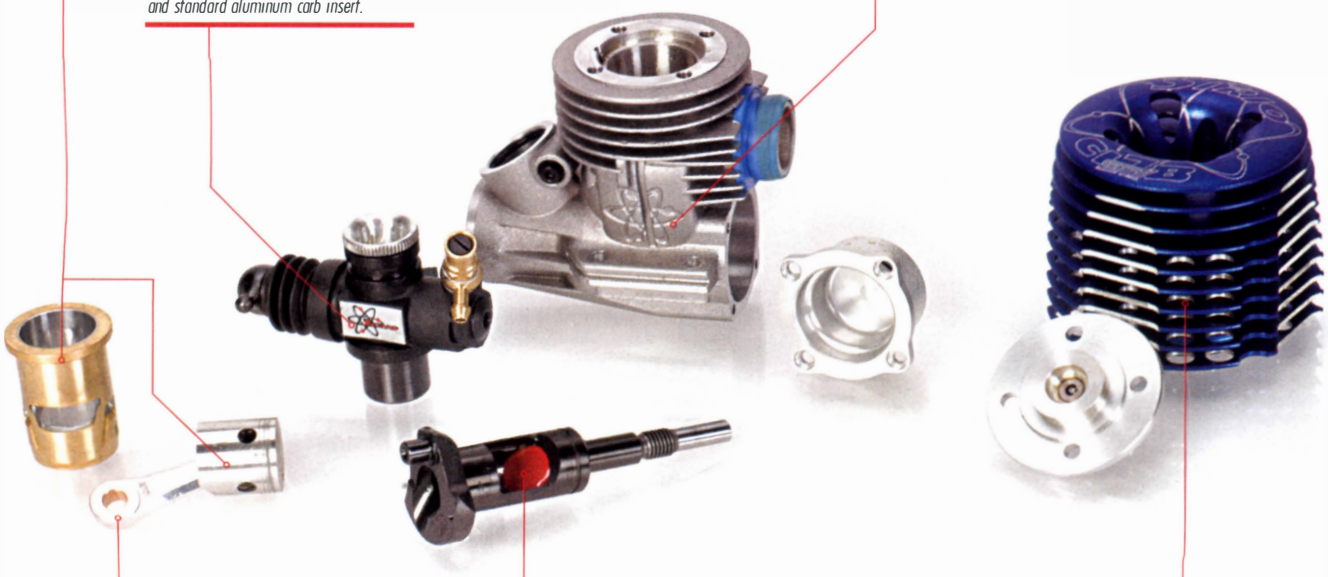
The Sti (I'll shorten its name for the rest of the article) is one fine piece of alloy. The fit and finish is among the best in the business, and the brand's reputation and winning record is as impressive as it gets. What's remarkable about this engine isn't just its quality or machine work, which are both top-notch. It's that they actually put serial numbers on the important pieces to better match tolerances and provide the best performance engine they can deliver—without the more expensive methods of port work mods.

PISTON AND SLEEVE: *The piston is matched to the sleeve, although it gets no label. On the sleeve you'll see some additional port work to improve flow, and we'll go out on a limb and say it definitely helped put out additional power. The sleeve is also matched to the case to ensure proper tolerances.*



CRANKCASE: *The crankcase is well finned, and the exhaust header spring mounts are two per side, which are designed to even the stress on the case at higher temps.*

CARBURETOR: *The carb is composite in construction and boasts a 2-needle design and standard aluminum carb insert.*



CONNECTING ROD: *The connecting rod is a beefy piece that has some knife edging to increase performance and lose weight. It's stamped with the "near trademark infringement" STi logo to let you know that extra time was taken when assembling this engine.*

CRANKSHAFT: *Engine geeks will love the crankshaft, which gets a couple of special formula coatings to improve wear characteristics. It also gets a healthy dose of turbo scoops and an epoxy fill to improve flow into the case. The crank also gets a good ride on some premium ceramic bearings that will ensure longer life.*

COOLING HEAD: *If you're a Sirio faithful, you'll enjoy seeing the familiar fat blue head that is machined from billet aluminum. For those who aren't familiar with it, the lettering on the head hints that this engine is ready for action. (More numbers means that it's faster, just like regular size cars.)*

The dyno didn't actually catch on fire.

PERFORMANCE

We used the STi in our review of the Hot Bodies truggy last month, so the engine was well broken in and the performance was already noted. One thing to look at is the numbers from last month. With about 1.46hp and being a little short on revs, it didn't take much to see that the pipe was choking this engine out a bit. We haven't found a "kit pipe" that really delivers maximum performance, but showing this much power with an RTR pipe was pretty impressive. So when I got everything strapped on and ready to record, the engine threw down for keeps right from the first pull.

The new horsepower high mark now sits at a staggering 1.79 hp @ 27,250 rpm, 68.59 oz.-in.



James picked Mili. Go figure.

of torque at 26,000 revved to a staggering 42,250 peak rpm. That's an impressive feat, with near .28 performance. It would be easy to say that the engine was a dyno queen with nothing but peak power, but a glance at the graph shows a pretty good curve that has a nice, fat power band that looks peaky until you see that from just shy of 24,000 rpm to 30,000 rpm, the engine makes over 1.5hp. That's more than the peak of most really good engines. It does fall off a little abruptly after peak power, but even with that steep drop it'll keep revving to the moon, which means the back straight is toast. The power factors show that the engine can be considered to have a power band favoring the top end, but with a healthy dose of torque already in the engine, it's not hard to see that it won't matter too much.

CONCLUSION

Sirio is serious, and it shows. Their engine really took me by surprise—not because I didn't think it would be a good motor, but because of the ease with which it produced power and took a tune. It never ran hot during our testing, and without a doubt the engine tops the class in power! If you're looking to put the hammer down in buggy or truggy (remember our .21 versus .28 comparison), then the Sirio S21 CL7B STi should be tops on your list of "I wants." ⚙

SIRIO S21 CL7B STI

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



10

MILI JAY

HITS

- Hell-yeah power!
- World-class fit and finish
- High quality reputation and race heritage
- Reasonable price for performance

MISSES

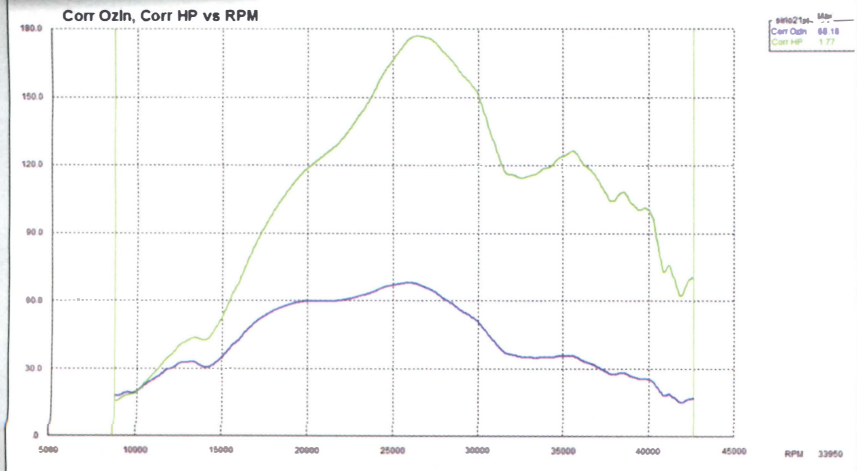
- Might be harder to get than some engines
- Drop-off after peak rpm is steep, but a different pipe might help

CONNECT

Manufacturer: Sirio
Distributed by: Kyosho America
Web: www.kyoshoamerica.com
Part Number: SIRS21CL7BSTI
Street Price: $380 (varies)

X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



TEST EQUIPMENT

FUEL:	30%, 12% Oil	PLUG:	Sirio R3
PIPE:	Standard	OPERATING TEMP:	200-240° F

MOTOR DATA

ENGINE:	Sirio S21 CL7B STi
BORE:	16.2mm (0.637 in.)
STROKE:	16.9mm (0.665 in.)
DISPLACEMENT:	3.5cc (0.21 cu.in.)
PORTS:	5+2
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Standard
CRANKSHAFT:	14mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.79 hp @ 27,400 rpm
PEAK X-DYNO TQ*:	68.76 oz.-in. @ 26,000rpm
PEAK X-DYNO RPM:	42,250
AVERAGE TQ*:	41.51 oz.-in.
AVERAGE HP:	1.03
POWER FACTOR	
LOW END (TQ/HP):	45.60/0.85
TOP END (TQ/HP):	38.14/1.19
CORRECTION FACTOR:	1.036

*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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Shock tuning is not just for the big jumps. A well-tuned set of shocks also helps your vehicle handle well through bumps, ruts, and even off-camber turns.

No no, not that gooey stuff. Do that on your own time.

TUNING WITH SHOCK OILS

PLAYING WITH THE GOOEY STUFF!

words: Jeff Huneycutt

AS SIMPLE AS RC SHOCKS ARE, it's amazing that we can get them to handle so many different jobs. Shocks are essentially plastic discs with holes that travel through a tube filled with oil. Just consider the typical off-road race for either a buggy or a truggy. On a car that has been set up well, the shocks perform a number of functions. They effectively keep the car from bottoming out on the face of big jumps and landings; they control the rate of body roll so that traction is maximized and steering remains responsive; they allow the right amount of weight transfer under acceleration and braking so that the car does not become unbalanced; and they smooth out bumps and ruts so that you don't lose traction at the worst possible times. So obviously, you can see the importance of good shock tuning at the racetrack. Unfortunately, it can also get a bit confusing at times. When do I tune by changing the thickness of the shock oil? When do I change the size of the holes in the pistons? What about springs?

This month we'll look specifically at the role of the oil inside your shocks. And since it works hand-in-hand with the pistons inside the shocks, we'll include that in the equation too.



EXPERT ADVICE

Kurt Wenger is a senior engineer for Team Associated, and he understands the mechanics of shocks. He's also an accomplished racer in his own right, so he knows what a racer needs in terms of performance from a set of shocks. We cornered Wenger and asked him a few questions. Here are the answers he so graciously provided.

Team Associated's Kurt Wenger not only handles the engineering chores when it comes to designing cars, he's also an experienced driver behind the wheel.

Changing the thickness of the shock oil or the size of the hole in the shock pistons seems to perform the same function. Going thicker with the oil or smaller with the holes both slow down movement of the suspension. Is there a difference between the two changes, or are they practically the same in terms of how a buggy or truggy responds on the racetrack?

I usually use shock oil weight and piston hole size for two independent functions. The size of the holes in the piston has a greater effect on handling, so I usually try to figure that out first. The piston and the movement of the shock oil through the holes is affected by the speed of the piston's movement inside the shock. The faster the piston, the more resistance it's going to provide against the shock oil trying to move through the holes. So you can use this to control things like big landings or stutter bumps, where the suspension speed is high. If different jumping characteristics are needed (e.g., bottoming out when landing a big jump), adjusting the shock pistons is usually the first thing I'll do.



Shock oil can then be used to help control movement or overall stiffness of the suspension. In other words, use the viscosity of the shock oil to control how much or how quickly you want the chassis to roll in the turns or shift to the back when you accelerate, to control traction.

One thing to always remember with shock oil is that the viscosity changes with temperature. When it gets cold it gets thicker, and when it gets hot it gets thinner, so you may need to compensate for that as the seasons change or you travel to different tracks.

BUT DON'T THEY AFFECT EACH OTHER?

Yes, it really is a compromise. If you go to a thicker oil to dial out some movement of the chassis, you may also have to use a bigger hole in the pistons to keep the shocks from locking up too quickly on smaller bumps.

For example, you may feel that a small hole in the piston works on the bigger doubles at a track and makes the car feel more stable when you land. But then on the slower, flatter turns, the bigger holes may give you more traction because they allow more weight movement. So you might have to play with different viscosities of shock oil and piston hole sizes until you get the right balance. You have to tune for the track as a whole and not just a single jump or a single turn.



Changing the shock pistons for a set that has larger or smaller holes works virtually the same as changing shock oil weights. However, unlike shock oil viscosity, piston hole size isn't affected by heat buildup over long mains.



WHAT KINDS OF TRACK CONDITIONS DO YOU USE CHANGES IN SPRING STIFFNESS VERSUS SHOCK OIL OR A PISTON SWAP FOR TUNING CHANGES?

As a general rule, I try to use the springs to adjust to the traction available, and I use the shock oil and pistons for handling the jumps, bumps, and ruts. For example, if the track is loose with very low grip, then you need more weight to transfer to the rear end to help acceleration, and you want more side-to-side weight transfer to aid traction in the turns. You can do this by going to a lighter spring.

If the surface has lots of imperfections, you want the suspension to allow the car to glide right over them, so you may want to go with a lighter oil to allow the suspension to react more quickly. But then if there's a big jump or another area of the track where you're bottoming out, you can keep the thinner oil, but keep the car from bottoming out by using a smaller hole in the pistons. On high-speed shock movement like a big landing, the smaller hole will resist a lot of oil moving through it and resist bottoming out.

On a higher grip track you may want to keep the thinner oil to help keep the car under control in the rough stuff, but you can go with a stiffer spring to dial back the traction a little bit. So for bumps, go with the shock oil and the piston hole size, but for dialing in your car to the track's traction level, use the springs.



Bottoming out scrubs off valuable speed and must be avoided. Pay attention to how your car jumps. It can bottom out on the face of a big jump just as easily as it can on the landing. You can use a thicker shock oil to "pack up" behind the piston to help avoid bottoming out.

That buggy up there is in lowrider mode.

MANY COMPANIES ARE OFFERING SHOCK OILS IN HALF WEIGHTS. ISN'T THIS OVERKILL?



I don't think so. The half weights, like a 37.5, can be useful. The key is not to get too complicated. I usually try to adjust by going big at first. I'll make a shock oil change going up by five—say from 35 to 40. Then it's easy to see how the change affects the car, and if it's too much I can dial it back a bit to the 37.5 to get it exactly where I need it. The problem is that if you make changes that are too small when you're testing different setups, it can be difficult to determine how the change really affects the chassis.



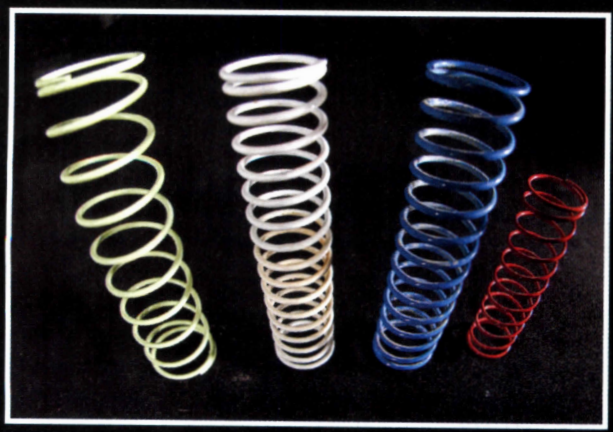
Stop me if you heard this one before: Three kids were sitting on a wall trackside...

HOW OFTEN SHOULD SHOCK OILS BE CHANGED?

I think a good rule of thumb is to change your shock oil after every race or two. Unless there's no dust present whatsoever, you're constantly getting dirt inside your shocks and that hurts consistency. The more often you change your shock oil, the less you'll need to change your seals. Pull the cap off, and if you can see any murkiness in the oil, then just dump it and pour new oil inside. It's the easiest thing to do and makes your car a lot better.

Also, check your O-rings every time you change the shock oil. Slide the shaft up and down. If it feels like there's more resistance, you might need to change them. If the track has lots of right-hand turns, then the right-side shocks are going to get more abuse. On gas trucks, the left-rear shock will get coated with exhaust residue and dust, and it always has twice as much dirt as the other three shocks.

When changing your shock oils and O-rings, you should be especially vigilant with the rear shocks. They're the most critical because they're the ones doing the most work. After you change the O-rings, it's amazing how much freer the suspension will be and how much more traction you'll get. Finally, the best time to check the suspension is while you have the shocks off. Always check to make sure the suspension is moving freely. I do that by tipping the car on its side and shaking so I can watch the arms move back and forth. If there's any stickiness, take your pipe cleaner and clean that out, and then clean your hinge pins. If your hinge pins are bent, go ahead and change them. The best maintenance you can do on your car is to take the shocks off and check everything out.



CONCLUSION

While many new racers believe that the key to success is carrying and working with as many setup options as possible, the most successful pros show us that keeping things simple is usually the way to go. By using different portions of the shocks (springs, oil, and pistons) for different tuning purposes, you can dial in your car to the track conditions more quickly and efficiently. ✪

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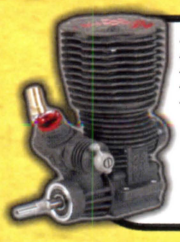

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» 7:00am Technical Inspection Opens
» 2:00pm 1 full round of Practice
Thursday March 6th
» 6:00am Practice Starts, 2 rounds
Friday March 7th Truggy
» 7:00am 3 rounds of Qualifying
Saturday March 8th Buggy
» 7:00am 3 rounds of Qualifying
Sunday March 9th Mains
» 7:00am All Mains

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» Truggy ..... Freq. 1st_____ 2nd_____ SPK ☐

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MAIL SACK

SEEING GOD

Hey, guys, I've been reading your magazine for about five years, now, and just when I was about to complain that there is virtually no coverage of oval racing, I read your most recent issue. I've been an active member of this hobby/sport since 1988 (yeah, I'm a dinosaur). I have to say that I'm a HUGE dirt oval fan. Sprints, late models, EDMs, Bombers—to me, these are the grass roots of auto racing.

The main reason I'm writing you is because I don't know if you're aware of a relatively new surge. It's becoming increasingly more popular to take an ordinary 1/8-scale off-road buggy and transform it into a 1/8-scale, dirt oval blistering late model. Many are using current RTRs as platforms. The OFNA GTP is just one example. A few craftsmen have followed suit and are making incredible-looking late model bodies for this new breed. If you get the opportunity, you may want to check out dirtoval.com. There are also a few threads on the subject, where drivers are sharing setup tips, places to buy equipment, and some pics of their killer rides. "Floor it till you see God, turn left!"

Thanks and GODSPEED!
- Steve Cudd
VORTEX racing

START A TRACK

My name is Sergio. I'm 15, I live in Napa, Calif., and I've been in the hobby about four years. I think the magazine is great, but I have a problem. There is no racing track for RC cars in Napa! We used to have a track and hobby shop, but both went out of business. We have a hobby shop and it's been a good business. I was wondering what I could do to try to get a track and a racing league started in Napa? Please respond!

-Sergio V.

Back when I was 15, I used a track for racing that was found in a city park. A group of volunteers maintained it and worked with the city to keep it open. Lots of our tracks today have gone "for profit," and the truth is that tracks alone don't work, but a club or group will.

Go to your recreation department and ask them about starting a track, and show them it's for kids. They're suckers when you say "learning experience," and maybe even see about getting the Cub Scouts involved.

It might take some work to get moving, but you might get something started!

-Derek

WE ARE THE BEAST!

First, I have to tell you that I think you have one of the most informative, unbiased magazines on the racks! Great info, and always something useful. On page 81 of the current issue, for the power plant info on the Ninja .28, I think it was supposed to be beast, not best. I could be wrong. Thanks for a great mag nonetheless.

- Mark



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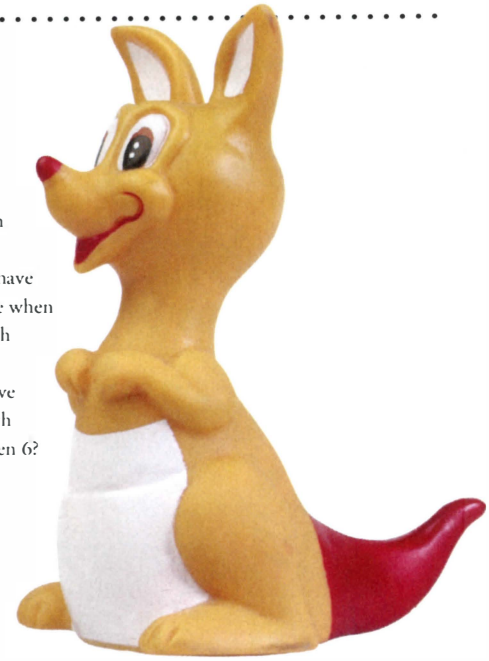
G-DAY FROM AUSTRALIA



I've been reading your magazine for a little over a year and wouldn't subscribe to any other. Although I read your magazine from cover to cover and then some, I have found a consistent problem in that I have not read a bad review. This disappoints me because when I'm on the hunt for my new vehicle/product (which is every waking moment), I would like to know its more lacking features. I am well aware that you have a "Misses" section but it's just not enough, and with your scoring section, isn't there a number lower then 6? Please keep this in mind and do keep up the good work.

- Julian T

Reviews are subjective, and honestly, if you look at it from the right perspective, it's hard to fault 90% of the products on the market. The other 10% you don't see in our magazine. As a racer I know we want to base everything on racing. Can it handle better than what is out there? The truth is that racing is maybe 10% of the market. The kid who gets a $300 OFNA 1/8-scale RTR is going to have the best time of his life with it. Is it the best car on the planet? No, but for the intended use it's great. All cars have faults, and focusing too much on the negative side of things (and I'm a pessimist) doesn't do anything for the hobby. The only fair comparisons are shootouts, when everything is the same. They are hard to do and require lots of time and effort to be done correctly.

So move past the fact that you don't see "THIS SUCKS" and read what we say, and you'll know when something isn't that good. If you see a 6, that's an F, right? There's no F- or F+, so it really doesn't matter if we put 6 or 0. Putting lower numbers just to say "we tell it how it is" is something that other magazines have to tell you they're doing. We just tell you what we think. In reality, that's what a review is: a person's experience.

So you probably won't see anything lower than a 6, because I would call the manufacturer and tell them I can't use the vehicle or product. There are far too many good cars to waste time and effort reviewing stuff we both know isn't the best ... and even the best car you can think of can be made to look like a POS. It's all about spin. We're here to educate and promote RC, not look like a publication that says that everything sucks to make ourselves look better.

If you ever need advice on what cars we think are the best, we do an X-Best feature in January, and I'll always reply to questions about what I would drive, given a list of options. Thanks for reading, and I hope Australia hosts a World's so I can come to your great, fun country.

-Derek

That kangaroo is awesome!

GOT A QUESTION OR COMMENT?

The Mail Sack is the place where you voice your opinions, thoughts, and complaints. We'll be publishing your letters each month, and we aren't going to edit them, so use spell check or we'll publish them how you send them and show off how smart you are. ***Got an opinion?***
E-mail it to derekb@rc411.com

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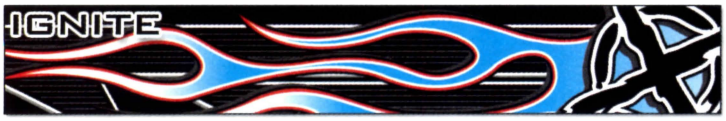



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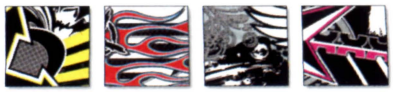

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XTREME CHRONICLES

Even though this is the March issue, you'll be reading this article sometime around mid-January, in the beginning of a brand-new year. It seems like whenever one year comes to a close and another begins, we can't help but notice that they seem to go by faster and faster. Just glancing at last year's March issue was a shock, because it feels like yesterday. I guess it makes sense that time seems to be moving quicker. The older we get, a single year accounts for a very small percentage of our lives. When we were two, a year was half of our life, and when we're 30, a year represents only one-thirtieth of our existence. Know what I mean? Well, if you're having trouble remembering what was going on in RC in the not-so-distant-feeling past, here's a recap.

words: Michael Wortel

This page is watching you.

11 YEARS

JULY-AUGUST 1997: ISSUE 31



It's hard to fathom, but in 1997 the Internet was still in its adolescent stages. Remember the days of 56K? We're not that far off. RC manufacturers quickly recognized the importance of the Internet, with its ability to offer info to browsers in real time, provide support, and give immediate exposure to new products. Many companies started assembling their Web pages in '97, and some of today's popular forums were beginning to take off.



REBUILDING MOTORS

I honestly can't tell you the last time I can remember rebuilding an electric motor. It's been a really long time! But looking through the March '97 issue I'm reminded how much of a pain in the ass brushed motors used to be! There was a thorough How-To article in Xtreme on rebuilding motors, which included changing brushes, springs, truing the comm, and anal-retentive shimming. WOW, I think we're already taking brushless for granted.

DIGITAL TRANSMITTERS

Completely digital transmitters feel like they've been on the scene forever, but in 1997 they were just starting to take over from their analog counterparts. Remember using adjustment "pots" to set EPAs? Remember that 1950s-looking needle battery voltage gauge? And life definitely wasn't as cool without LCD displays. Digital radios started to come together in the late '90s.



5 YEARS

MARCH 2003: ISSUE 88



CHANGING SURFACE

We all know that tracks have been changing over the last few years, but looking back just five years ago shows exactly what we mean. Tracks for 1/8-scale were still less common than today, and smaller 1/10-scale tracks were the norm. But as 1/8-scale began to take off, the tracks (especially in America) started getting bigger, rougher, and faster, with layouts that were like obstacle courses. Take a look at this picture. There were only three small jumps in the entire track, and that was for a big race. 2003 seems like a long time ago, as far as race tracks are concerned.

FIRST AMERICAN CHAMP!

In 2003, Greg Degani—piloting his Kyosho MP7.5 Kanai 2—became the first American IFMAR 1/8-scale World Champion. Degani's win earned America a ton of respect in the 1/8-scale buggy scene, which had previously been dominated by European and Japanese drivers. Fast forward to today, where 1/8-scale is the most important and popular class that RC has to offer in America. The movement can thank Degani for blazing the path.



1 YEAR

MARCH 2007: ISSUE 136



In 2007, Losi bridged the gap between the RTR and race kit. When they announced that their new 8IGHT race buggy would come almost completely assembled from the factory, a lot of people started freaking out. But since that time, other companies have followed. And after a year, there's been no negative impact on the market. In fact, just the opposite. The Losi 8IGHT continues to be one of the best-selling buggies in the world.

RC GETS REALLY SMALL



It's safe to say that last year marked the pinnacle of the mini movement, highlighted by Team Losi's Micro-T. At 1/36-scale and under $100, Losi made everyone want to buy one to mess around with. True, there are no "big" micro races or events, but the Micro-T is still doing very well for Losi ... even though the mini/micro market is currently on the decline.

TX OR TAZER?

Over the past year, we've been seeing a shift in transmitter styling. Manufacturers have been starting to move away from "traditional" TX looks in favor of more ergonomic, futuristic TX cases. The movement is part gimmick—simply making things look more futuristic—but many racers find the new stylings to be lighter, more balanced, and comfortable. Unless, of course, you have a big hand. Many of these radios don't feel comfortable to bigger guys, so it will be interesting to see if sales are impacted and the fad dwindles in the end. ✪





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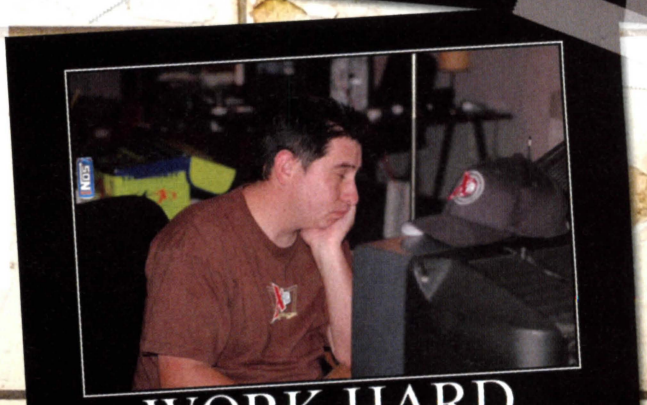
XTRA MOTIVATION

WHEN YOU NEED A LITTLE PAT ON THE BACK...

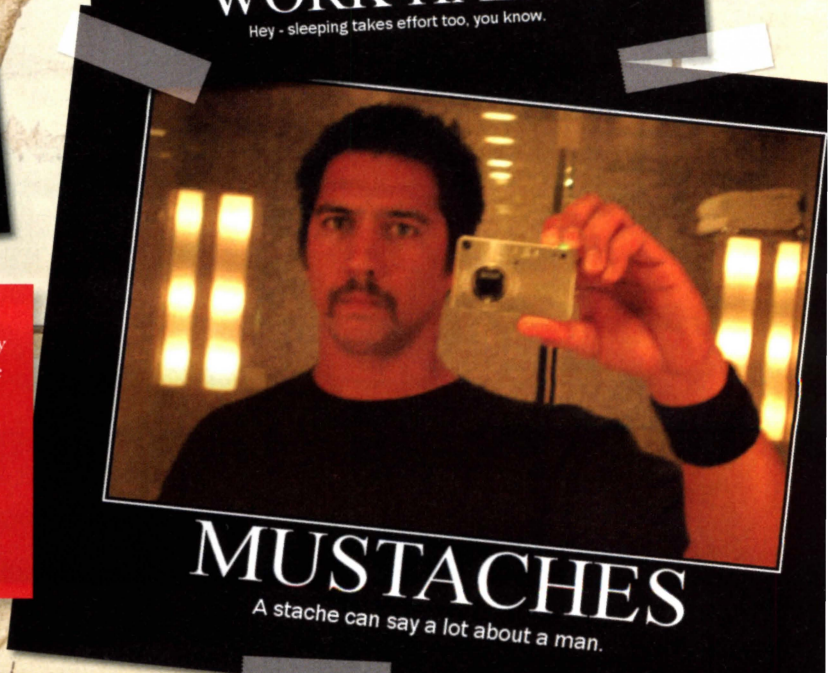
We'd all *LIKE* to take a nap during deadline, Dave just goes ahead and does it.

LET'S FACE IT, DEADLINES SUCK. IF YOU THINK ABOUT IT, deadlines are literally all around us. We have to get to work on time, we have to pay bills by a certain date, we're told that if we sleep until noon, we're "lazy!" Any way you slice it, we trip over deadlines from the time we get up until the moment we fall asleep. Around the Think Omnimedia publishing house, we know a thing or two about deadlines as well. The art and photography departments are now responsible for three constantly expanding magazines, and most of the editorial staff writes for more than one. Basically, we see each other more often than our annoyed families, girlfriends and pets combined. Just to make sure that our spirits stay high, we created a bunch of motivational posters to hang around the office as a way to remind ourselves not to take things so seriously. Keep in mind, though, that these are only the ones that the "censors" would allow us to print.









And you thought those motivational, wind-beneath-your-wings, glossy, black-framed pictures were lame? Well, yes, any normal person does. But when you make them funny, they're pure gold around the office. So the next time things get stressful around your workplace or household, take a minute out of your day and head over to bighugelabs.com. There's plenty of multimedia stuff to mess around with, and yes, if you're sick in the head like we are, you'll make something to laugh at time and time again, bringing joy to the ones you're forced to spend the majority of your time with.

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Schedule

>Wed Feb 20th

Check-In
Scheduled practice two 7 minute rounds
8am-9pm Gates open at 7am

>Thurs Feb 21st

1:8 Truck Qualifying with extended 1st round warmup
(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting

>Fri Feb 22nd

1:8 Buggy Qualifying with extended 1st round warmup
(Three 7 minute rounds, one throw out)
Gates open at 6am - Qual starts at 8am
7:30am mandatory drivers meeting
Friday Night Drivers Social!

>Sat Feb 23rd

1:8 Truck Mains only
Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main

>Sun Feb 24th

1:8 Buggy Mains only
Gates open at 6am, practice 6:30-7:30
Mains at 8am
Trophy presentation after final A-main

Classes

1:8 Truck/Truggy Pro*
1:8 Truck/Truggy Open
1:8 Buggy Pro*
1:8 Buggy Open
1:8 Truck - 40+**
1:8 Buggy - 40+**

*Anyone can race in "Pro" but if you have a car mfr sponsor you must race in the "Pro" class.

**ID Required

All A-Mains **45min**

$70.00 per entry
-No entries accepted after February 15th, 2008
-One free race t-shirt per driver with paid entry
Entries are non refundable. No refund due to rain cancellation.
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Entry Form

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P _____ *Mandatory PERSONAL TRANSPONDER NUMBER _____

8 Truck/Truggy Pro 1st _____ 2nd _____ 3rd _____

1:8 Truck/Truggy Open 1st _____ 2nd _____ 3rd _____

1:8 Truck/Truggy 40+ (ID Required) 1st _____ 2nd _____ 3rd _____

:8 Buggy Pro st _____ 2nd _____ 3rd _____

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1:8 Buggy 40+ (ID Required) 1st _____ 2nd _____ 3rd _____

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THE SHOW STOPPER

Hi, I'm not sure what you want to know about me, but I'm 44 years old and a bus builder by trade, and in my free time I like to build RCs. Here are some pictures of my latest build. It's a 55 Nomad MLST, all aluminum and graphite, viscous and MIP diffs, MIP shafts, Integy piggyback shocks. Most aluminum parts are from Hot Racing. The body is a die cast from Maisto and I've kept the stock electronics for now. I call this project "The Show Stopper." I hope this is extreme enough.

Bob

XTREME RC CARS WINNER of the month RACERS RIDES



Doug: the D-Box is for newbs!



YES, THAT WILL WORK JUST FINE

My name is Doug Betharo. I'm ex-military of six and a half years and was in three hazardous duty locations, two in Iraq. This is my Mugen MBX5T with an EB Modded V-Spec, z9000t's, and a Pro Spektrum JR Z-1 with the dropdown wheel and antenna reroute mod. Please post my ride!

P.S. Could I take an XRAY '007 and throw a D-box and drift tires on it to turn it into a drifter? I'm considering getting an on-road and would love to have a dual-purpose beast to add to the stable.

Thanks, Doug

WAN 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!

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If you still want to send film, please send your photos to:
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Attn: Racers' Rides
13401 Yorba Avenue
Chino, CA 91710

Passing Gas...*in a Good Way*

My name is John Marks, and I just wanted to say great magazine and show you guys an interesting RC car that I built using a Tamiya Bruiser chassis. It's a 1956 Chevy Nomad "gasser" (1/4 mile car from the 1960s). It has a custom chrome tube axle up front, brass tube cage, ladder bars, Parma Hemi, 27-turn motor, and a Novak GTS ESC. I love gassers but can't afford the real thing, so I built the next best thing. My dad has a '57 Chevy 2-door wagon ex-gasser. I love it to death, and hope you all like it as much as I do. Keep up the good work!

John Marks





TRY LETTING HER PLAY TOO

This is the coolest rock crawler ever made! It's built with TLT axles locked with JB weld and full ball bearings. It has a homemade aluminum chassis with an Associated stealth transmission that I got out of an old RC 10T that I had in my RC room that never got played with. I also robbed the aluminum shocks off the same car. I used Losi drives for the drive shafts and had to cut the shafts and weld Associated ends to fit the tranny. There's a 55-turn motor and an XRS Novak speed controller. For steering, I went with the Hitec super torque HS-625 MG servo. To power this bad boy, I got a 3900 6-cell battery pack, split with three cells up front under the hood, and three on the opposite side of the motor to balance the chassis. I tell y'all, this rig goes up anything ... and I mean anything! It surprises the hell out of my friends and me when they come to watch it perform! I've had a lot of long nights and stupid fights with my girlfriend over this little machine.



Shane Koerber

UPGRADE ADDICTION

Hey, guys, here are some pictures of my HPI Nitro MT2 that I thought you might enjoy. I've had this truck for about a year. After tearing up the construction sites near my home, I decided to clean the truck. While taking it apart I thought it was time for some bling, so I got carried away and added every GPM part manufactured for this truck. I added some Axial 2.2 Rocksters Rock Crawler Bead lock wheels in chrome with blue rings and a set of Geolandar M/T Truck Tires from HPI. Then I put the airbrush to a clear Baja TT Body for the HPI E-Savage Baja TT. I'm using a JR racing XR3i Radio to control it. The engine, tranny, and diffs are all stock. When it gets all dirty again and time to clean it, who knows what will happen! It would be way cool to see my ride in one of your editions.

Cheers, Neil



Cheers!

Well, Here It Is!

My name is Ian Stark and I'm from Grants Pass, Oregon. Here's a picture of my 8IGHT-T. I'm a subscriber to your mag and would love to see my truck grace the pages. I bought it new about three weeks ago and have been racing it ever since. Hop-ups are Pro-Line Crowd Pleazer body, King Headz front and rear aluminum chassis braces, King Headz tray stiffener, Hitec 645 MG throttle servo, Hitec 9465 MG steering servo, JP-2 pipe, Spektrum telemetry system, Dubro body clip retainers, and a Losi Aftershock fuel filter for a little extra fuel capacity. That's an awesome mag you guys put out! I enjoy reading it every time I get a new one, and hope to see my truck in it one day. • ***Ian***





Don't be mad THAT SHE'S FASTER.

Hello, my name's Samatha Markham. Here are a couple photos of my HPI Pro 4. It has a 13-turn checkpoint motor, Dynamite Tazer 12 ESC, 4200 mAh battery pack with Deans Plugs, and a JRz590 servo. The body is a 2006 Lamborghini Gallardo that my dad helped me custom point. It has the fallout boy bat on the hood and rear deck, along with AZ plates we made. I race it when I can, and am sponsored by Frank's Hobby House here in Phoenix!

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SPEED T

Blast past the speed limit with the Speed-T RTR

Bring the heat up and down your street with Losi's fastest electric RTR ever, the Speed-T. Based on a proven, durable chassis design and ultimately agile suspension setup, the Speed-T has the foundation to handle serious acceleration unlike any other RC truck. Losi's revolutionary brushless power system, featuring a programmable electronic speed control and potent brushless motor, propels the Speed-T to top speeds in excess of 65mph. Road Weapon low profile tires mounted on 320 Series chrome wheels and a lowered chassis hug the ground for high-speed handling, and an installed wheelie bar keeps the wheels down to put the power to the ground.

Check out the Speed-T Product Tour on Losi.com and see it in action!

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