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Xtreme RC CARS

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

ROAD ASSES TRAMPOLINES

Kyosho and O'Donnell debuts

Kyosho
MP9

O'Donnell
Z01-B

TESTED:

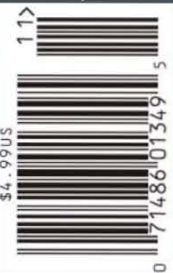
HPI
E-Firestorm Flux

TRAXXAS
T-Maxx 3.3

OFNA
Hyper Mini ST



NOV 2008 / ISSUE 156



www.RC411.com

26

PAGES OF
ROCKIN'
RACE COVERAGE



SPECIAL ROCK CRAWLING HOW TO: Understand and Use Dig



#708 4800mAh Pro 7.4V

Length: 68mm Width: 44mm Height: 24mm (x2)
Weight: 282g

Discharge: 20C (96A) continuous, 30C (144A) burst
Connector: None w/12 gauge wire + balance connector



#703 5000mAh Pro 7.4V

Discharge: 20C (100A) continuous, 30C (150A) burst
Weight: 293g

Connector: None w/12 gauge wire + balance connector



#704 5000mAh 7.4V

Discharge: 20C (100A) continuous, 30C (150A) burst
Weight: 293g

Connector: Tamiya style w/14 gauge wire + balance connector



#705 3200mAh 7.4V

Discharge: 20C (64A) continuous, 30C (96A) burst
Weight: 199g

Connector: Tamiya style w/14 gauge wire + balance connector



#706 3200mAh 11.1V

Discharge: 20C (64A) continuous, 30C (96A) burst
Weight: 300g

Connector: TRA w/12 gauge wire + balance connector

DIMENSIONS: 46mm wide x 139mm long x 23.1mm high, 25.1mm high including nubs

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SC8

SHORT COURSE



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XP3D Computerized Digital 3-Channel FM Radio System with 10 model memory comes standard in the SC8



Hard-anodized 3mm thick 7075 aluminum chassis and 3mm low-profile black anodized aluminum shock towers



Hard-anodized shock bodies with 4mm shock shafts and protective rubber boots provides consistent traction



Team Associated's S2008 metal gear high-torque steering servo is tough and comes standard in the SC8

Team Associated's SC8 is the next chapter in our great RC racing adventure. We have been proud of all of our creations here at Team Associated but the SC8 has captured our imaginations so completely, it's almost like we have discovered RC all over again. We think that you will agree, that the SC8 is another champion by design.

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- Powerful Pro.28 engine with slide carburetor and dual stage air filter
- Pro-Start hand held starting system
- S2008 metal gear high-torque steering servo
- Hard-anodized shock bodies with 4mm shock shafts and protective rubber boots
- Hard-anodized 3mm thick 7075 aluminum chassis



The First

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August 2008, Saugus, CA

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Photos by Jason Boulanger



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TRI40064, EBMods Tuned .21 1/8th Off-Road Engine

NEW!

TRI40066, EBMods Fully Modded .21 Off-Road Engine

Features balanced crankshaft, lightened rod, lightened piston, altered timing. Maximum rpm increase from 40,000 to 46,000. More linear, easier to drive power band. More overall power without sacrificing run time.

NEW!

TRI40103, EBMods Tuned TT2 .24 Truggy Engine

The EXTech .24 engine gives truggy racers that desired extra power currently unavailable in a .21 size engine. In the past the .28 size engines were the only option to get this extra power, and with fuel efficiency being a big part of the pit strategy at today's events the .28 size engines are rarely seen at full competition racing. That's where the EXTech .24 engine stands out. Not only is the power equal to some .28 engines, but the EXTech .24 will get the run time of a typical race .21 size engine.

It's the design of the EXTech .24 that makes this engine the power house that it is. The square Bore and Stroke (17.17mm) and Long Rod (29.997mm) design gives the engine a better balance, which increases power and efficiency throughout the power curve. Not only does the .24 have the bottom-end power of a typical race .28, but has the upper rpm power to keep pulling you down the longest straight you may encounter.

Until now most .28's or .25's size engines have used the .21 size engine stroke with a punched and not the case on the EXTech .24 Truggy Engine. The Bore & Stroke have been increased offering the best power and fuel efficiency from any race engine out there! --Ed Bridges

- All EBMods engines feature,
- Matched piston and sleeves,
- Flow tested carburetor,
- Blueprinted,
- Broken in & tuned,
- Dyno tested & dyno printout with 2 pipe options
- EBMods sticker sheet

EBMods Race Prepared engine

Set up with a mind of 50000 Trinity Platinum 30% Fuel with 3oz of Blitz Hon for break in. Engine internals have been inspected and hand fitted for use and life. Engine is ready for race tune but will take another 30 minutes fully broken-in. Carburetor idle jets is pre-set. HSN and LSN are set etc.

and back the idle screw out while watching the slide close. When you see the slide close take note to where the screw is. Now turn this point into the screw in 1 full turn. This is equal to 24° or 6mm, from this setting the idle is almost dead on.

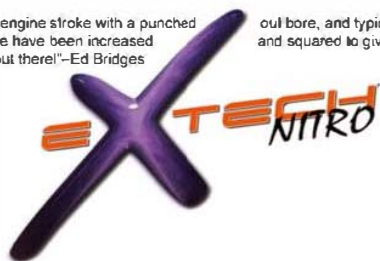
21 carburetor settings main, 30% Trinity Platinum Fuel, ExTech #6 plug, ExTech 2013 or 2057 pipe

Reset	Rich Setting	Tuned Setting
	Flush with housing then ¼ turn out	Flush with Housing
	Flush with Housing	Flush then ½ turn in
	With slide closed, turn idle screw 1.25 turns in	With slide closed, turn idle screw 1 turn in

the adjustment screws set excessively in either direction could mean engine tune is off. Reset to **Rich Setting** above and retune.

Using a hotter plug may require a richer setting then above.
Using a colder plug may require leaner setting then above.

Corr Ozin, Corr HP vs RPM



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Chad Phillips, Team Trinity, 2008 Worlds Team

Psycho Nitro Blast - February - Atlanta, Georgia - 1st Place

Motorama - February - Harrisburg, Pennsylvania - 1st Place

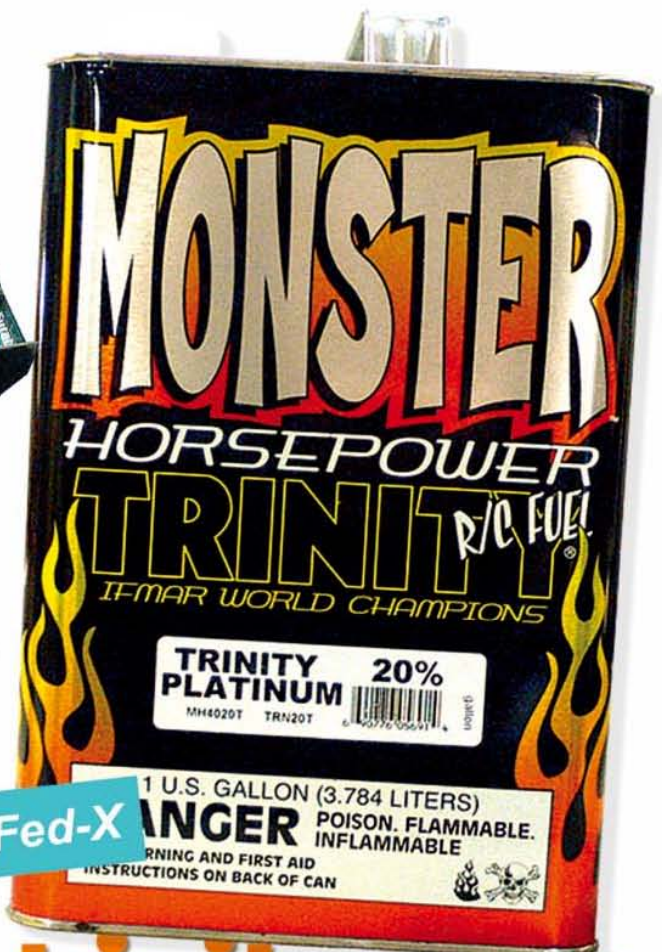
East Coast Nitro Series - May - Harrisonburg, Virginia 1st Place

R/C Pro Series Round 1 - June - Rome, New York - 1st Place

Nitro Racing League Round 3 - June - Harrisonburg, Virginia - 1st Place



Ex-Tech .21 EB Race Prepped Engine (TRI40064)
30% Platinum Fuel (MH4030T)
Ex-Tech .21 2013 Pipe & Header (TRI40063)
Ex-Tech #5 Turbo Hot Plug (TRI40110)
IB1600 Receiver Pack (TRI20531)
1/8 Big Ones Buggy Foam (TRI43100)



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NOVEMBER 2008 / ISSUE 156

Xtreme RC Cars
magazine

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THINK
OMNIMEDIA



Tashia makes us snap, crackle... Yeah.



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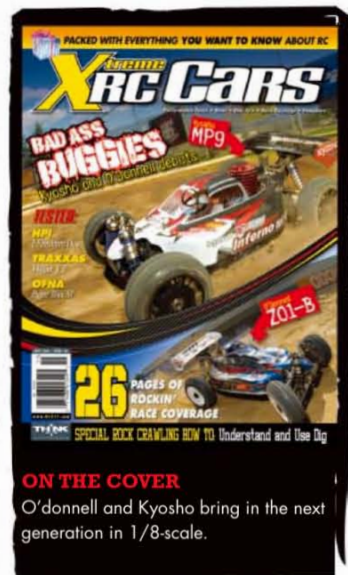
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Rock crawling is getting huge.





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Time has come for a revolution in the R/C car market with a brushless system for everybody! With the A.I. Automatic Brushless digital speed control and Eraser Brushless motor, LRP presents the first ever sports level brushless line. Since the success of the original SPHERE speed control in 2005, LRP has been setting benchmarks in car brushless technology. Now LRP has adapted this winning sensor

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FEATURES

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	15.5 Turns	13.5 Turns	10.5 Turns	9.5 Turns
Eraser Brushless	15.5 Turns	13.5 Turns	10.5 Turns	9.5 Turns
Winding style	Star winding	Star winding	Star winding	Star winding
Order No.	50380	50370	50360	50350
RPM ²	20.160	22.320	29.520	33.840
Specific rpm/volt, kv	2.800	3.100	4.100	4.700
Power ²	130W	155W	180W	200W
Efficiency ²	89%	88%	87%	87%
Magnet material	bonded	bonded	bonded	bonded
Brushed rating	27T brushed rating	23T brushed rating	19T brushed rating	17T brushed rating
Min. speed control requirements	A.I.Brushless Reverse digital Order No. 80100		A.I.Brushless Pro Reverse digital Order No. 80150	

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100% A.I. AUTOMATIC ADAPTATION:

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Rec. Motor Limit for Star winds (Brushless) ²	over 12.5 turns	over 8.5 turns
Rated Current (Brushed) ⁴	120A	150A
Rec. Motor Limit (Brushed) ²	over 10 turns	over 7 turns



¹ excl. wires ²measured at 7.2V ⁴ Transistors rating at 25°C junction temperature. Specifications subject to change without notice.

CHICKEN OR THE EGG

THE OTHER DAY I GOT AN EMAIL ABOUT OUR LAST ISSUE, questioning why so many pages were given to rock crawling. They got into the "business" side by referencing how many advertisers there were in the magazine that had Rock Crawling cars or parts, and how this did not warrant the amount of coverage given. Sure, they missed a few of them, and they also don't mention that, despite there not being a lot of ads, Rock Crawling does constitute a larger percentage of our advertisers than that one issue portrayed.¹ But I think what they were really trying to discuss is when, or what, controls trends or what's popular in our industry.

I've seen many Internet tough guys blame magazines for starting trends in the magazine, inferring that we directly control what is perceived as "popular", instead of covering what is popular.² I agree to some extent, but to a much smaller degree. You see, magazines can be reactive and they can gamble on a trend and give it coverage before it blows up. It's much like a manufacturer gambling on a product that isn't out or popular, compared to making something that is almost past its prime.³ Magazines are in the same boat and deciding if they should lead or follow is a tough decision. For the most part, we try to lead the industry in discussing new technology and classes before they are accepted. But I'll be the first to admit that we also follow some trends. Rock crawling, drifting, 1/8-scale, LIPO, brushless, and mostly everything, has at one point been brought to market and not been popular at the time, so you have to realize that at some point companies and magazines gambled on it becoming popular.

So, in some ways, we have to be the chicken and the egg all in one,⁴ which you can understand isn't an easy thing to be. A lot of what we do is based on what our advertisers are making. In a quick business lesson, we review what is new; what is new is being advertised; and if that can sustain people buying the product, it's advertised longer. So a lot of what really is popular in the ENTIRE industry is what you see advertised on a consistent basis. You can't spend money on things people aren't buying for long. Along with that, we also cover those events more frequently, which also builds the "popular" status of a product. But, as I mentioned, sometimes we cover something because we think it might be popular, or we think it's personally interesting. That could be one of the greatest qualities of this hobby that there is a car or type of racing for everybody. Drag racing, oval, rock crawling, sedan, nitro or electric the combinations are mind-boggling. And let's not forget that "trends" don't mean that things last forever. While Rock Crawling might be a "hot New York minute" right now, tomorrow it might be old bread.⁵

So, you might see a lot of Rock Crawling in future issues, but you'll also see more of the Stadium truck theme in our magazine, because we think those are cool and manufacturers are scrambling to make new kits. But don't think we don't care about the stuff we've covered and continue to support because we are the chicken...and on egg...Whatever the freaking one is the better one.

Godspeed,



Derek Buono

Executive Editor
derekb@rc411.com



1. The list of companies supporting Rock Crawling is pretty large and is growing every day.
2. Obviously a magazine can have a bias toward what they like, since that's what they'll put the most effort into. A good magazine has multiple biases to create an unbiased.
3. A good example is that Traxxas come out with a Slash

- and Slayer, when previous attempts at this style failed. If they had come out with an 1/8-scale buggy and added to the 34 out there already, that would be an easier gamble.
4. Are we a Chegg? An Eggen? A fertilized egg?
5. Old bread...stale. Get it?

» TEAM RANTS

MIKE VELEZ (YARD HOUSE? YARD HOUSE? YARD HOUSE?)



HOW DO YOU LIKE YOUR EGGS: Scrambled dry.
I AM A LEADER WHEN IT COMES TO: Deciding on what's for lunch.
I AM A FOLLOWER WHEN IT COMES TO: Making my weekly football picks.

DEREK BUONO (DOESN'T REALLY WEAR PANTS AT ALL)



HOW DO YOU LIKE YOUR EGGS: Still in the uterus, infertile.
I AM A LEADER WHEN IT COMES TO: Wearing my pants where they should be. Why do I still see the bottom of man asses?
I AM A FOLLOWER WHEN IT COMES TO: Fixing my 280Z. I have no clue.

JAMES REVILLA (SIR YOU'RE GOING TO HAVE TO LEAVE)



HOW DO YOU LIKE YOUR EGGS: Scrambled, like secret spy code.
I AM A LEADER WHEN IT COMES TO: Getting caught in the backseat of my car with, you know, chicks.
I AM A FOLLOWER WHEN IT COMES TO: Keira Knightley... wait, if I'm following, am I a stalker?

DAVE PALACIOS (MISTER LONG-ASS RANT ANSWERS)



HOW DO YOU LIKE YOUR EGGS: Over-medium is good. I'll take over-easy if I need to. But hot sauce or salsa on them is best either way.
I AM A LEADER WHEN IT COMES TO: Getting things important to me done.
I AM A FOLLOWER WHEN IT COMES TO: Things that I don't really know much about or am too lazy to do it myself.

MIKE McMAHON (PAYS \$200 FOR A \$700 SUPER SPEAKER)



HOW DO YOU LIKE YOUR EGGS: Scrambled with some pepper and hot sauce.
I AM A LEADER WHEN IT COMES TO: Bringing the high five to the west coast.
I AM A FOLLOWER WHEN IT COMES TO: Apparently not design templates, according to the guy ranting above me.

CARL HYNDMAN (PROPELLER MAN IN HIS OFFICE)



HOW DO YOU LIKE YOUR EGGS: Disguised; I don't really like eggs, so its quiche, etc.
I AM A LEADER WHEN IT COMES TO: Being Macho
I AM A FOLLOWER WHEN IT COMES TO: The Ice Cream man. When I hear that music, I have to follow it down the street.

BRIAN SKINNER (IF HE WAS AN EGG, HE'D BE LAID LATE)



HOW DO YOU LIKE YOUR EGGS: Sunny side up, but I have to have sourdough bread with it!
I AM A LEADER WHEN IT COMES TO: Being an average Joe.
I AM A FOLLOWER WHEN IT COMES TO: Whenever I have to follow...which is usually on the track.

JEFF EVELEIGH (HE'S NOT LEADING THE RANTS COLUMN)



HOW DO YOU LIKE YOUR EGGS: Cooked straight freakin' through!
I AM A LEADER WHEN IT COMES TO: Pretty much everything I do.
I AM A FOLLOWER WHEN IT COMES TO: This race season... I can't seem to click on the track this year (Damn bear!)

SHANE ARCHER (EASY TO FEED ON A DATE)



HOW DO YOU LIKE YOUR EGGS: Medium rare.
I AM A LEADER WHEN IT COMES TO: Working. It's my way or the highway!
I AM A FOLLOWER WHEN IT COMES TO: Picking a place to eat. I am always up for whatever and have no particular opinion.

MICHAEL WORTEL (BAR AUTOMATICALLY LOWERED)



HOW DO YOU LIKE YOUR EGGS: Cage free, the brown ones. I like my chickens wild.
I AM A LEADER WHEN IT COMES TO: Being awesome. I set the bar high.
I AM A FOLLOWER WHEN IT COMES TO: Blue jeans. Remember Jno's? Ya, I wore those 10-years ago.

Make sure we think you are cool.

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IN POPULAR
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TRUCKS



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installed
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Fan included

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- ▶ Dead Band
- ▶ Minimum Drive
- ▶ Throttle Curve
- ▶ Brake Frequency
- ▶ Brake (On/Off)
- ▶ Motor Rotation
- ▶ Li-Po Cut-Off

WWW.TEAMNOVAK.COM

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HB

Rc-hpi-racing

D8

RACING REVOLUTION:

HB is dedicated to pure racing excellence and the D8 is the latest installment in a long line of vehicles meant for total domination. Packed to the brim with all the "go fast goodies" you crave.

4MM 7075 HARD ANODIZED CHASSIS

Narrowed down from our previous design, this chassis is constructed from 4mm 7075 aluminum and has been hard anodized to make it even stronger.

EASY ADJUSTABLE BRAKES

Makes fine tuning brake bias as simple as possible.

67300 D8 KIT

BIG BORE SHOCKS

Our huge 16mm shocks have more volume to smooth the overall ride and absorb much bigger impacts.

LOW PROFILE DESIGN

Everything has been thought out to maintain a low profile and a low center of gravity.

DESIGNED IN THE U.S.A.

FUEL CLUNK

A weighted fuel pick-up allows you to use every drop of fuel, even when you're upside down!

4.3:1 DRIVETRAIN

Allows the use of refined gear ratios for optimized power delivery.

QUICK CHANGE ENGINE MOUNT



Engine swaps out easily without the need to readjust gear mesh.

CAPTURED HINGE PINS



never lose another e-clip because there are none to lose.

OPTIMIZED WEIGHT DISTRIBUTION

Weight has been optimized from front to rear and from side to side making the car extremely balanced and easy to drive.

ONE PIECE RADIO TRAY

Simple design keeps the weight centralized and allows for easy maintenance of electronics.

MAXIMUM DIAMETER WHEELS

Wheel diameter has been maximized for the advantage of less rotating mass, less unsprung weight and low profile tire sidewalls.

LOW SCREW COUNT

Simple, light and effective.
Fewer screws equal less work.

5X11MM CLUTCH BEARINGS

DIMENSIONS:

Chassis Length: 500mm
Width: 305mm
Wheelbase: 325-328mm
Kit Weight: 3.5kg (7.7lbs) with racing gear
Drive System: 4WD Shaft System



[WWW.HOTBODIESONLINE.COM](http://www.hotbodiesonline.com)

70 Icon Street, Foothill Ranch, CA 92610 USA Tel: 949.753.1099 Fax: 949.753.1098



HPI'S SUPER TRUCK!

HPI Racing expands their highly popular Baja lineup with this big, bad, Baja 5T—a ready-to-run 1/5-scale off-road truck that compliments the popular Baja 5B buggy. The desert truck look is hot, and HPI Racing packed the 5T with more than just good looks.

HPI understands the "go big or go home" mantra.

BAJA 5T FEATURES

- ▶ Fuelie 26 Engine (26cc)
- ▶ Gasoline Powered
- ▶ Aluminum Alloy Diff Case
- ▶ All-Metal Transmission Gears
- ▶ VVC/HD Shock Set
- ▶ Revised Gearing
- ▶ High Flow Muffler
- ▶ SFL-10MG2 Metal Gear Steering Servo
- ▶ 8000 RPM Clutch
- ▶ 4mm 6061-T6 Anodized Aluminum Parts
- ▶ Double Wishbone Adjustable Suspension
- ▶ High Quality Radio Equipment
- ▶ Full Ball Bearings
- ▶ Front & Rear Sway Bars
- ▶ Modified Rear Shock Tower Brace
- ▶ Increased Rear Suspension
- ▶ Heavy Duty Rear Dogbones with Rubber Dirt Boots
- ▶ Front Skid Plate Bumper
- ▶ Dirt Guards
- ▶ Extended Roll Cage
- ▶ Vented Steel/Aluminum Hybrid Disc Brake System
- ▶ Heavy Duty Beadlock Outlaw Truck Wheels
- ▶ Desert Buster Tires with Heavy Duty Inner Foam
- ▶ Baja 5T-1 2mm Thick Truck Body
- ▶ Molded Rear Spoiler



This is a beast! Check out more at HPI Racing's website!
Part Number: 10620

www.hpiracing.com

LOSI 8IGHT & 8IGHT-T GO BRUSHLESS!

Losi 8IGHT and 8IGHT-T owners feeling a little voltage coming on? No problem - Losi has the answer with their new line-up of 1/8-scale products specifically designed to convert your nitro buggy or truggy into an electric-powered machine! First up, their 8IGHT/8IGHT-T Electronic Conversion Kit. The kit converts your nitro-powered 8IGHT vehicle into an electric-powered ride. The hardware kit includes a molded battery tray and straps for up to a 5S Li-Po pack, radio tray, aluminum motor mount, two pinion gears (one for buggy, one for truggy), spur gear, and all screws and washers needed to mount the components to the chassis.

Second - 1/8 Xcelorin Brushless Systems. The 1/8-scale Xcelorin Sensorless Motors and Electronic Speed Control will convert any 8IGHT-based race or RTR vehicle into an electric vehicle. Now 8IGHT owners can enjoy the brute torque and speed that can be achieved through brushless technology. The ESC is prewired with a Losi EC5 power connector, will accommodate up to a 5-cell Li-Po battery pack, includes a Quick Programming Card for making adjustments to the ESC without the need of a computer, offers forward/braking with or without reverse, and runs their Xcelorin 720-sized sintered brushless motors.

Finally, power up your new 1/8-scale electric ride with Losi's new Hardcase Li-Po for 1/8-Scale Electric Conversions. This 14.8V 5000mAh 4-cell 25C Li-Po battery pack with an EC5 connector features hard-case protection to keep the cells from external damage. The high-voltage cells feature low internal resistance for unmatched power transfer. The prewired EC5 connector provides ultra-low resistance.

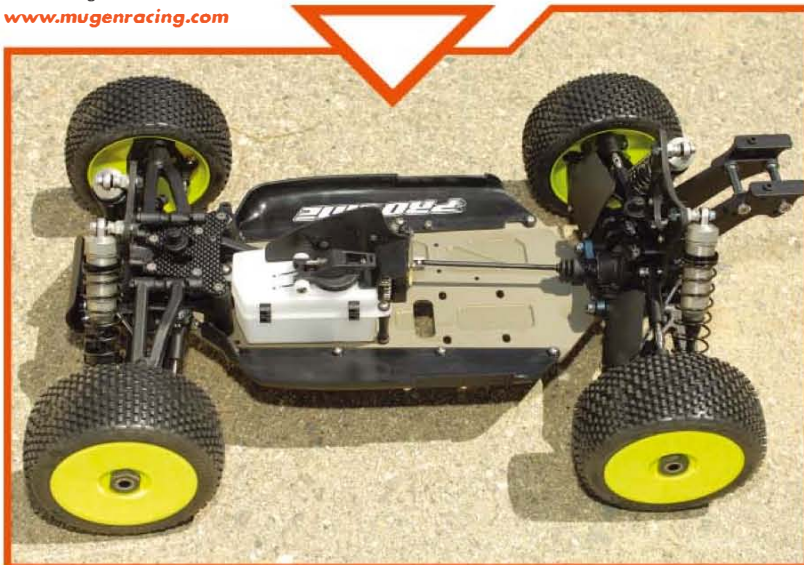


Part Numbers: LOSA0912 8IGHT/8IGHT-T Electronic Conversion Kit
LOS89556 Brushless Combo, 1300Kv
LOS89557 Brushless Combo, 1700Kv
LOS89420 Motor only, 1300Kv
LOS89421 Motor only, 1700Kv
LOS89422 Motor only, 2100Kv
LOS89864 14.8V 5000mAh 4S Li-Po
Distributed by: Horizon Hobby
www.losi.com

MUGEN MBX6 HITS THE US

The first MBX6 in our area when showed up at the track when Scott Hughes stayed up all night to prepare his car for a shake down race before the IFMAR worlds. The kit looks very familiar but with a redesigned weight distribution, large bore shocks and overall refinements that make the car more aggressive. Scott put his first laps on the car at Thunder Alley Raceway in Beaumont and immediately noticed the car steered more aggressively and carried way more corner speed. So much so, that it took a lap or two for him to get used to the car. We're itching for our kit but we'll settle for watching all the new cars battling out in North Carolina.

www.mugenracing.com



MaxAmps LEGAL

Max out your race ride with the new "Sanction Spec" racing packs from MaxAmps. ROAR approved, these 4200mAh Li-Po packs feature a race-legal hard casing and a huge 35C voltage rating. MaxAmps offers two versions of the 4200 - "loaded" and "unloaded;" the loaded version has six ounces of weight added to the bottom of the pack to bring it closer to Ni-MH weight. Thus you get the same chassis balance but with the power of MaxAmps. All packs are built to order with your choice of plug, tap, and wire options.

Part Number: Varies
MSRP: Starting at \$120
www.maxamps.com



1/8-scale brushless is making a push.

MORE HARDCORE!

Derek loves the Traxxas Slash. In fact, a few of the staff are now rocking Slashes. Now Pro-Line Racing can let Derek stand apart from the rest with their new Hardcore short-course truck body. Made from GE .040 lexan (hope you have sharp scissors!), the Hardcore has nice details like a roll bar, radiator, rear "shocks," and rear wing. All Pro-Line bodies come with overspray film, decals, and window masks. Now all Derek has to do is make Dave paint it.

Part Number: 3283-00
MSRP: \$35
www.prolineracing.com



W8IT, ANOTHER 8IGHT

They might not spell things right sometimes, but Losi has a new ride for you—the 1/8-scale "L8IGHT Model" Race Roller. This classic oval wedge machine is based on Losi's 8IGHT, and comes as an assembled chassis—just add your powerplant and electronics. The chassis itself features oval-specific changes, such as shock towers, big-bore shocks, front bumper, and Losi/GRP oval racing tires. Now go make some big donuts.

Part Number: LOSA0809
www.losi.com



Yes, Dave is a professional painter.

BAJA REACH

RPM unleashes their tough nylons on the Baja 5B with their new front upper and lower A-arm set. Each piece retains the stock suspension geometry, but has been "massaged" for more strength, durability, and protection. Each set includes a replaceable lower arm skid plate that can easily be replaced.

Part Number: 82141 (dyeable white) / 82142 (black)
MSRP: \$28/side
www.rpmrcproducts.com



The Lipo that set the standard, just got better!



TEAM ORION 5000mAh Lipo #ORI14010

- Proven Team Orion SLPB cells ensure quality
- 20C and 5000mAh for extreme conditions
- 2S2P cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Platinum look impact resistant case
- No cheap harness or balancing device needed
- Use of Team Orion's revolutionary balancing port design allows access to individual cells

Also NEW the Experience 2400mAh. For those wanting SLPB quality but at a lower range price.

TEAM ORION 2400mAh Experience Lipo #ORI14007

- Proven Team Orion SLPB cells ensure quality
- 20C and 2400mAh for extreme conditions
- 2S1P cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Official hand out battery for Tamiya TCS Nationals! (M-Class and GT2 Classes)



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



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

Manufactured exclusively for Team Orion by

Kokam



The Use of Team Orion SLPB Li-Po Batteries from Kokam

ensures the highest quality and safety in the industry. Beware of cheap imitators.

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

All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending
20322 Valencia Circle, Lake Forest, CA 92630-8158 USA

BUST SOME DIRT

Pick up a pair of mounted Dirt Buster Block rear tires in HD Compound to add heavy duty performance to your Baja 5B! These pre-assembled wheels and tires include high performance 4812 Molded Inner Foams, black Super Star bead lock wheels, and heavy duty silver bead lock rings. The HD compound was developed for extreme driving conditions. Tires available separately.

Part Number and MSRP:
4789 (premounts) \$95/pair
4835 (tires only) \$40/pair
www.hpirocing.com



CASTLE'S LATEST MONSTER

Castle Creations isn't one to hang out on the sidelines with this seemingly new push for 1/8-scale brushless power. Behold their new Mamba Monster brushless ESC. This bad boy features giant 6.5mm bullet connectors, a built in cooling fan, and built-in Castle Link system (software included). You'll see a full review in these pages just as soon as Castle has their matching 1/8-scale brushless motors ready, which should be right about the time you read this.

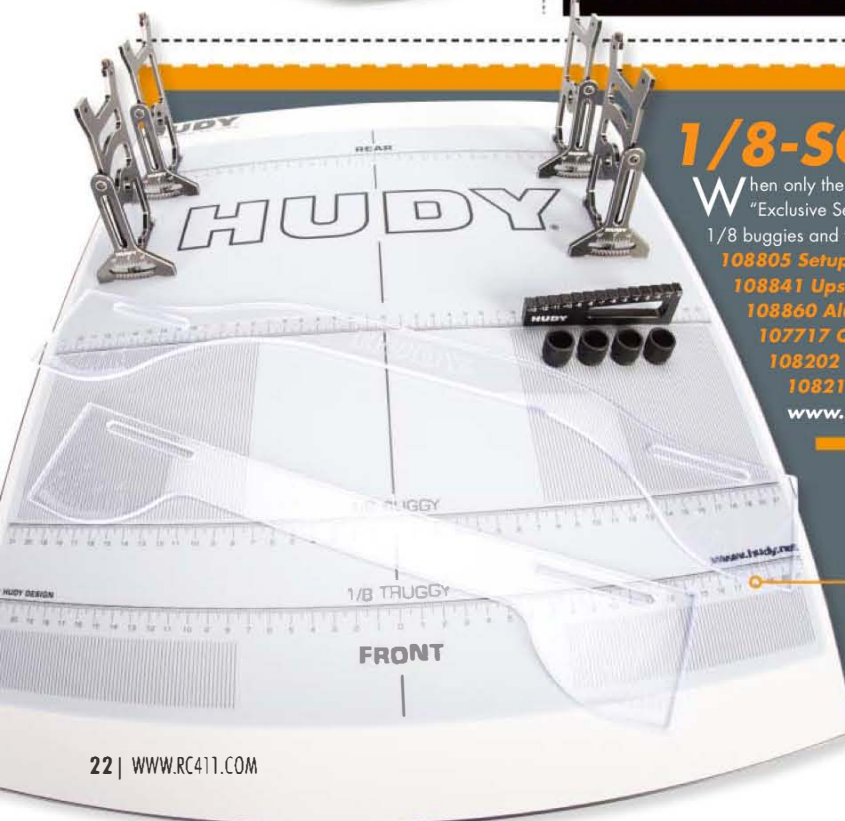
Part Number: 010-0062-00
MSRP: \$199
www.castlecreations.com

1/8-SCALE SETUP

When only the best will do, align your 1/8-scale ride with HUDY's new "Exclusive Series" setup system. Designed and sized specifically for 1/8 buggies and truggies, the system comprises six parts:

- 108805 Setup System (camber/caster plates)**
- 108841 Upside Measure Plate (toe angle plate)**
- 108860 Aluminum Nut (wheel nuts)**
- 107717 Chassis Ride Height Gauge**
- 108202 1/8-scale Set Up Board**
- 108212 Plastic Setup Board Decal**

www.hudy.net



Look at this page - everything's going big again.

ONYX™

AC/DC PEAK CHARGERS

It's time to raise the bar!

The new Onyx charger line is raising the bar for the competition — with more of what drivers want, in a smaller size, and at a price that just can't be beat! Each charger in the Onyx line boasts the kind of functionality that puts you on the same playing field as competition-level drivers. Just pick the Onyx charger that best fulfills your needs; each one is a great value!



All of the features you want, and none that you don't...

- AC/DC input — for indoor/outdoor use
- Incredibly small, lightweight built-in switching AC power supply — takes up less space in your field bag
- Peak detection for NiCd and NiMH packs
- Auto-trickle — keeps NiCd and NiMH packs topped off and ready
- A wider range of currents — for micro batteries and radio packs to the biggest NiMHs
- Higher charge currents — for less time charging and more time racing
- Solid-state overload and reverse polarity protection
- Audible indicators
- 5-year warranty



Onyx 200 AC/DC Sport Peak Charger

A great entry-level charger for electric cars and boats with NiCd or NiMH batteries, as well as nitro racers.

- Five ramping LEDs show charge status
- 5A charge current can handle the highest capacity sub-C cells
- Includes built-in jack for charging 4-5 cell nitro receiver packs



Onyx 210 AC/DC Peak Charger

Ideal for 1/18-1/8 scale electrics and more!

- Charge current options from 800mA to 5 amps
- 4- to 8-cell compatibility for charging transmitter batteries, receiver packs and power packs
- Custom LCD with blue backlight allows for easy viewing anytime



Onyx 220 AC/DC Programmable Peak Charger

An excellent choice for electric models as small as 1/32 scale and up to 1/8 scale.

- Advanced *reversed* backlit LCD — the choice for optimal viewing
- Charge current is fully adjustable up to 5 amps
- Many programmable options
- Five battery memories



Onyx 230 AC/DC Advanced Charger

The top-of-the-line in sport charging, perfect for a wide variety of applications.

- Charges LiPo, Lilon and LiFe (A123) cells, as well as NiCd and NiMH packs
- Advanced *reversed* backlit LCD
- Charge currents up to 7 amps
- Ten battery memories
- Built-in fan to keep electronics cool



Onyx 240 AC/DC Dual Peak Charger

Designed for electric models that use two NiCd or NiMH batteries simultaneously, or for modelers who rotate through multiple batteries at the field or track.

- Features two independent outputs with identical functions
- Two custom blue backlit LCDs
- Two built-in radio battery jacks
- Charge currents up to 5 amps

For more information and the location of the dealer nearest you, visit www.duratrax.com or call 1-800-682-8948 and mention code number 80P.

DURATRAX®

www.duratrax.com

SPX FOR THE MASSES

For those of you who want high quality LRP brushless ESCs on a budget, try out the new SPX Super and SPX Bullet speed controls. Rated at 300amps (400amps for the Bullet), these speed controls offer automatic brushed or brushless modes, forward/brake or forward/brake/reverse operation, and sensored design. The Bullet also adds on a cooling fan to keep temps in check.

Part Number: LRP80400 (super) \$299 / LRP80450 (bullet)

Price: TBA

www.teamassociated.com



PRO-LINE V3 Wide Tires

Pro-Line recently introduced an "IFMAR" tire that will have most 1/8-buggies reaching to try them. Called the "V3," they're a wider set of Bow-Tie tires that increase the width by a full 5mm. If you don't know what wider tires do, they increase traction—which with 1/8-buggies is becoming more critical as we increase speed and try to get as much traction as possible. The tires are NOT ROAR legal (yet?), but will see a fair share of use at the IFMAR Worlds at the Farm 2.

www.prolineracing.com



Reedy NiMH

- #693 WolfPack 7.2V 2400 mAh NiMH
- #694 WolfPack 7.2V 3000 mAh NiMH
- #695 WolfPack 7.2V 3600 mAh NiMH
- #696 WolfPack 7.2V 2400 mAh w/ Traxxas® connectors
- #697 WolfPack 7.2V 3000 mAh w/ Traxxas® connectors
- #698 WolfPack 7.2V 3600 mAh w/ Traxxas® connectors



#612 1600 Series 6.0V Hump Receiver Pack

#613 1600 Series 6.0V Flat Receiver Pack



#618 1600 Series 7.2V Flat Micro Pack

#619 1600 Series 7.2V 4x2 Micro Pack

COVER IT UP

RPM continues to bring out some simple, bulletproof parts for RC vehicles. Here's another one—a new gear cover for electric Traxxas Rustler, Stampede, Bandit, and the new Slash. These new gear covers are 100% compatible with Traxxas's new XL5 and VXL motors, with or without wheelie bars. Compared to the stock units, the RPM gear covers are completely sealed and feature an oversized cover plug for easier access to the slipper clutch. Available in black or blue, the covers are made from RPM's famous nylon blends. Derek already called dibs on one of them for his Slash, before we even took a photo of it!

Part Number: 80522 (black) / 80525 (blue)
MSRP: \$7

www.rpmrcproducts.com



BALANCING PACK

Take a look at Much More Racing's new Cell and Pack Equalizers. Available separately, both are individual auto cutoff dischargers for your 6-cell side-by-side or stick pack. They each have a maximum 3A discharge and an auto cutoff of 0.9V for each cell.

Part Number:

MMRP1034 (Cell Equalizer)

MMRP1040 (Pack Equalizer) Black

MSRP: \$60/each

Distributed by: Great Planes

www.muchmoreusa.com



Reedy LiPo MICROS!

STARTER BOXES!

#635 Starter Box Battery
2200mAh 14.8V 20C



MICROS!

#620 Micro Pack 1800mAh 7.4V 20C



TRANSMITTERS!

#632 Tx Lightweight Battery 1350mAh 11.1V
#633 Tx Battery - 3PK, M11 3000mAh 11.1V
#634 Tx Battery - Helios, Z1 2400mAh 11.1V



RECEIVERS!

#630 Pro Rx Battery 1600mAh 7.4V 10C
#631 Rx Battery 2100mAh 7.4V
#636 6.0V Voltage Regulator



www.ReedyPower.com

REEDY

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

RC8T FACTORY Team



Factory Team Aluminum Top Plate and Steering Rack included!



Factory Team 'Big Bore' threaded, hard-coated shocks come preassembled

Team Associated is proud to bring to you the Factory Team RC8T, an 1:8th scale full-blown racing truggy based on the successful RC8 platform! Like the Factory Team RC8 buggy before it, the highly anticipated RC8T will raise the performance bar for 1:8th nitro truggies.

Strength, durability, maximum corner speeds and rough track handling were the key design elements Area 51 worked into the RC8T. Drivers will experience unparalleled and effortless "pop" as they launch from the jumps. Landings will be plush beyond belief due to the enhanced suspension that other truggies can only dream of.

From the correctly balanced and optimized chassis weight distribution, silky smooth and reliable 'Big Bore' shocks featuring 4mm gold shafts, innovative clutch design, to the machined chassis, every inch of the RC8T screams high performance and durability. There will be no question as to why the Factory Team RC8T will be the truggy of choice at the highest levels of competition.

1:8 Scale Nitro 4WD Offroad Truggy Kit

**RYAN MAIFIELD TQs & WINS THE #1
2008 MANUFACTURES CUP WITH
HIS RC8T THE FIRST TIME OUT!!!**

1



RC8T differentials come preassembled and ready to fill with diff fluid



Factory Team carbon fiber shock towers for light weight strength and durability



Factory Team blue titanium turnbuckles and aluminum chassis braces come assembled



Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts

The Factory Team RC8T features:

- Factory assembled shocks, diffs & turnbuckles with Factory Team shock and diff fluids included.
- Factory Team 'Big Bore' threaded, hard-coated shocks feature 16mm six hole pistons and 4mm gold shock shafts for maximum smoothness
- Factory Team Aluminum Top Plate and Steering Rack for the ultimate truggy durability
- Factory Team chassis braces with integrated center stiffener that maintains chassis integrity
- 4mm woven carbon fiber shock towers for maximum rigidity, strength and light weight to keep the center of gravity low
- Blue aluminum wheel hexes featuring captured drive pins and nyloc wheel nuts providing the ultimate in security
- The 4.30:1 ratio gear boxes deliver maximum punch
- Unique low-profile elliptical high-flow, two-stage air filter
- FFC Free Float Caliper brake-system eliminates the possibility of unwanted brake drag while on throttle

- Two-piece split-center diff mount allows quick and easy access to the center diff
- Wing angle and position is fully adjustable and secure
- High-torque capacity three-shoe aluminum clutch
- Full CVAs with captured CVA pins
- Full ball bearing drivetrain and steering
- Metric hardware throughout
- Milled 3mm black hard-coated 7075 aluminum chassis
- Factory Team blue titanium turnbuckles



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.

HAVE YOU EVER THROWN-OUT YOUR BACK OR NECK BEFORE?

Yes: 36%
No: 74%

RANDOM POLL QUOTE:

"No but I do have three subluxations in my back, and a problem with my knee. I get to go for an MRI in the next couple of months, just waiting on the appointment. So no I haven't put my back out, but I have sure screwed it up."

-Clangtry



WHAT'S THE MOST YOU WILL PAY FOR A KIT (NON-RTR)?

60% ARE WILLING TO SPEND \$600 OR HIGHER!

RANDOM POLL QUOTE:

"Being that I want to buy on 1/8-scale buggy at some point in time, I would spend up to \$600, however the highest priced car that I bought so far is a 4WD buggy (BJ4 worlds) that was \$475 new from Jconcepts."

-PyroMike

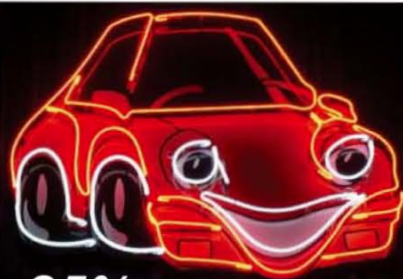


YOUR FAVORITE "REAL" SPORTS SEDAN UNDER \$50K IS: BMW 335I

RANDOM POLL QUOTE:

"Anything AMERICAN. Oh yea we don't do sport sedans. We do MUSCLE CARS. Ha ha if I had to choose one, it would be: The BMW."

-eatrice99



25% OF READERS HAVE ATTACHED LIGHTS TO THEIR CAR IN AN ATTEMPT TO DRIVE AT NIGHT.

RANDOM POLL QUOTE:

"I taped a flashlight to the top once, and it didn't go so well. So I gave up."

-rclugnut10

WITH LI-PO'S GETTING BETTER AND BETTER, WHAT DO YOU THINK THE STANDARD CAPACITY WILL BE IN THREE YEARS?

40% OF READERS THINK IT WILL BE 10000+ MAH

RANDOM POLL QUOTE:

"I'm just gonno run a long extension cord with a power converter so I don't have to worry about running out of power."

-bigred



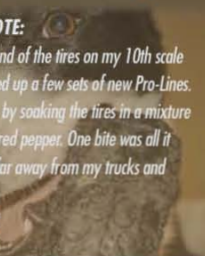
HAS YOUR PET EVER RUINED OR BROKEN A PART ON YOUR RC CAR?

36% Yes
57% No
7% Think so but don't have any proof

RANDOM POLL QUOTE:

"My dog seemed to be fond of the tires on my 10th scale stadium trucks and chewed up a few sets of new Pro-Lines. I broke that habit quickly by soaking the tires in a mixture of hot water and ground red pepper. One bite was all it took, and she now stays far away from my trucks and their tires!"

-DirtRacinFool



WHAT DO YOU THINK OF THE NEW TROPHY TRUCK CLASS?

92%
Think it's cool and want to buy one
8%
I think it's stupid

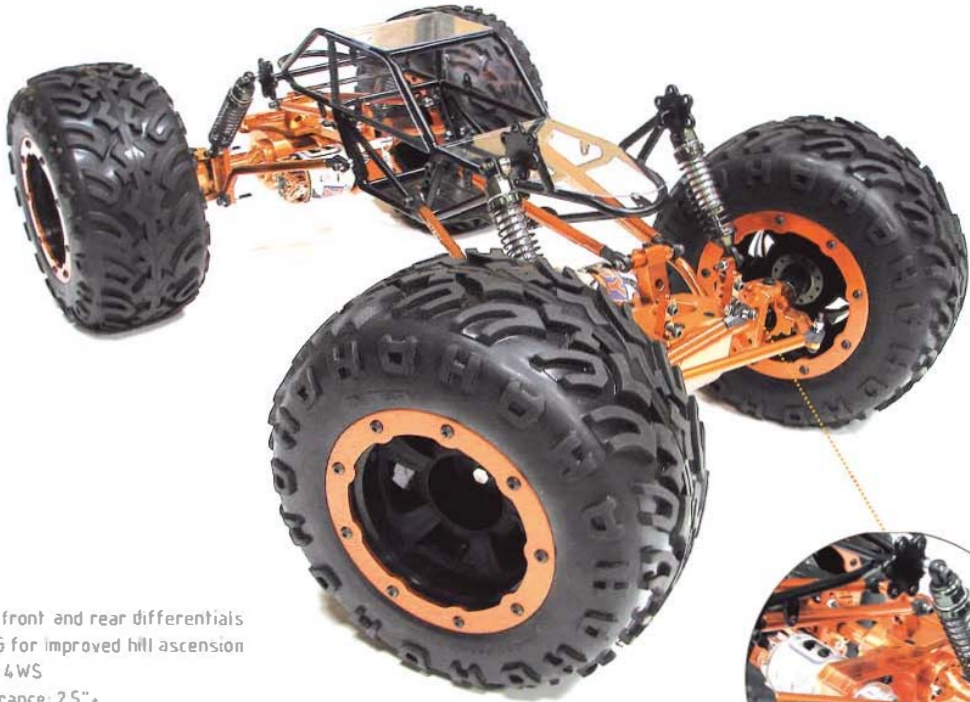
RANDOM POLL QUOTE:

"I have a Slash and a Slayer. They are a ball of a lot of fun to drive. Even being bored off the track, the Slayer acts completely different. It's going to be fun getting it on the track Monday."

-firesprink281



Derek drives a Bimmer. Hey wait a second...



Full locking front and rear differentials
Ultra low CG for improved hill ascension
Ideal setup: 4WS
Ground clearance: 2.5"
Track width: 15.4"
Wheel base: 16" and up
Required: Radio & electronics

SUPER SIZE CRAWLER SS01

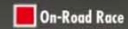
Professional Super Size Rock Crawler Kit by Integy



SEPTEMBER 2008

OCTOBER 2008 RC EVENTS CALENDAR

RACE GUIDE KEY



MONDAY

TUESDAY

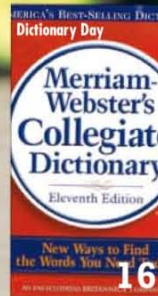
WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY



Girls with the last name "Ryder" are just classic.

Your new tires are now available!



I-BEAM

The I-Beam is designed for traditional tracks with a little bit of loose dirt. The larger lugs allow the tire to dig deep for maximum traction when it is needed the most.

Available in various configurations:

- 1:8 BUGGY #14001S Soft
- 1:8 BUGGY #14001M Medium
- 1:8 BUGGY #14001SPW Soft, Pre-Mounted on White Rims
- 1:8 BUGGY #14001SPY Soft, Pre-Mounted on Yellow Rims
- 1:8 BUGGY #14001MPW Medium, Pre-Mounted on White Rims
- 1:8 BUGGY #14001MPY Medium, Pre-Mounted on Yellow Rims



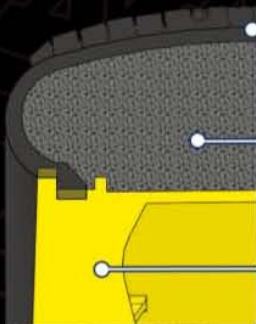
CITYBLOCK

The City Block is the ultimate all purpose tire. Its unique tread design allows it to dig into softer sections of the track, yet provide excellent traction and control on hard pack or blue groove tracks.

Available in various configurations:

- 1:8 BUGGY #14002S Soft
- 1:8 BUGGY #14002M Medium
- 1:8 BUGGY #14002SPW Soft, Pre-Mounted on White Rims
- 1:8 BUGGY #14002SPY Soft, Pre-Mounted on Yellow Rims
- 1:8 BUGGY #14002MPW Medium, Pre-Mounted on White Rims
- 1:8 BUGGY #14002MPY Medium, Pre-Mounted on Yellow Rims

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



Highly developed "next generation" rubber compounds with better traction and reduced tread wear.

HRS™ foam inserts that are up to 40-percent lighter, more durable and more consistent than most inserts.

Advanced composite wheel material that allows superior adhesion with CA glue.



Tires are a big investment for RC racing enthusiasts, so you want to be sure that you're getting your money's worth on the track. AKA Racing tires are designed by Gil Losi, Jr. and Mark Pavidis, the designers of the world's best performing tires of the last decade.

So, if you're not running AKA, who's making your tires?

Also available now!...

**PREMIUM
TIREGLUE**

SPECIALLY
ENGINEERED
FOR BONDING
TIRES.



World Class Products by World Champions

CRF

WASP REV

**Developed by innovators of technology, tested by world champions.
All this so it can power you to victory!**



OR180607 CRF 21 - Off-Road 2008

Racers all over the world have been very clear about their desire for CRF technology to be available for their 1:8 scale buggies and monster trucks. Now you can roost harder, jump farther and out-power the competition on any size track with industry-leading CRF technology and performance!

Features:

- CRF Crankshaft
- Capacity - 3.49 cc
- Bore - 16.26
- Stroke - 16.80
- Ports - 5+2
- HP - 2.3
- RPM - 36,000
- Weight - 330gr
- Superior Italian manufacturing



NOW SHIPPING!
OR180607 CRF 28
Off-Road 2008



COMING SOON!
OR133100 10Amp
voltage regulator



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NO GREASE

Nothing beats a fresh set of clutch bearings to ensure your clutch will make it through the entire 60-minute main event. But before you start slipping new bearings into one of the most vital components of your vehicle, you need to do some prep. New bearings are packed with grease in the factory to ensure they will not corrode and will spin with the ultimate smoothness. Once this bearing starts heating up and spinning during use some

of this grease can leak out and make its way onto your clutch shoes and clutch bell. If this happens your car will suck as your clutch slips all over the race track, causing crappy performance and high engine temperatures. To prevent this from happening simply use motor spray to clean out any grease that is packed into your bearing and apply the tiniest drop of light machine oil. This will provide your bearing with enough lube and eliminate the slippery stuff from entering the sacred area of your clutch.



PRE-RACE PRE-HEAT

The best way to hit the track is with a pre-warmed engine. Fire up your pony-maker and let it idle on your starter box, or use a heat gun to warm up your cylinder head a few minutes before the start of your race (keep an eye on the temperature with a heat gun so you don't overheat). This will allow you to get your mill up to full operating temperature more quickly on the race track during warm-up, so your engine will respond the way it will during the actual race.

Full engine operating temperature during warm-up will also allow your pit crew to get accurate temps and assess the tuning situation more precisely than they otherwise would. We all know that you should never tune a cold engine, but tuning a semi-warm engine isn't the best idea either, so get that sucker hot pre-race and you'll be able to throw your car down for the start tone with much more confidence in your air/fuel mixture.

PRETEND YOU'RE A SERVO

Servo technology has come a long way over the past many years, and the torque and speed output is far greater than what we actually need for our race cars. However, all of this performance goodness is rendered useless if your steering mechanism is bound up causing your \$150 servo to strain itself while outputting crappy results at best. As part of your standard maintenance, unscrew and pull your steering servo arm away from your servo and move the steering as if you were the servo. This movement should be completely bind free. Think about it: if you are struggling to move your steering, how do you think your tiny servo motor feels? If you encounter excessive resistance use process of elimination to determine where the binding is and file, sand, grind, or replace your way to super free and smooth steering.



CLEAN FOAMS

When racing on foam tires it is a wise idea to clean the surface of your tires between runs with foam-safe motor spray. This will do two things: first, it will remove any debris that you picked up from the track surface during your last run, and second, it will help remove any excess traction compound that is still left in your tires and prevent over application for your next race. Simply spray some motor spray onto a clean rag and gently rub the contact area of your tires with it. You will see the gooey residue coming out of your tires and onto the rag so you'll know it's working.



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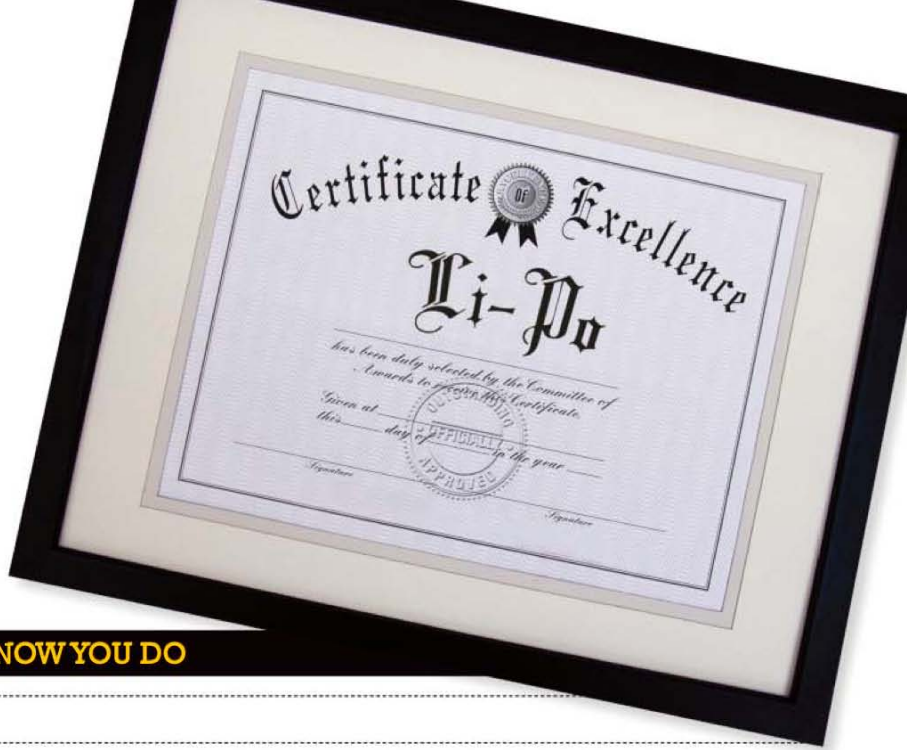
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LI-PO 101



'CUZ IF YOU DON'T KNOW, NOW YOU DO

words: Michael Wortel

Battery technology runs in cycles—no pun intended. If you're old school, you remember when NiCad was king. You were able to cook your 1500 mAh packs until they got almost too hot to handle. You thought life, regarding batteries, just couldn't get any better. Then, in about 1999, NiMH came out and made NiCads totally obsolete. Capacities of 3000 mAh+ were then possible, along with a whole new way of caring for them. Although they were a bit more finicky than NiCads, they were so much better that nobody really cared. And until about four years ago, we thought NiMH would be on top forever. Then along came Li-Po technology, which changed everything. If you still aren't familiar with Li-Po battery packs, you're missing out on a lot. Compared to NiMH packs, Li-Pos are lighter, run much longer, provide higher current bursts, and thanks to consumers' demands, are becoming more and more affordable. But much like NiMH packs needed different treatment than NiCads, today's high-tech Li-Po packs are in a world of their own. They work differently, need a special charger, and have a few unique precautions. If you don't have a Li-Po, you should get one as soon as possible; just make sure you know how to use them.

Have a seat, it's schooling time.

HOW THEY WORK

You may be wondering what makes Li-Pos so different than any other battery you've ever used. To start, the cells themselves are completely unique. NiCad and NiMH were alike in that they both used a sub-c cell. The only difference was in the internal metals used. Li-Pos, on the other hand, are more related to cell phone and laptop batteries than the cylindrical-style batteries we're more familiar with. Li-Pos use the metals lithium and cobalt, which give them their unique properties that result in lighter weight, greater burst, and longer runtime, compared to sub-C style batteries. So without getting too technical, simply realize that LiPos are completely different than anything you've used before. LiPos are the state-of-the-art batteries designed for use in important full-scale applications like hybrid cars, aerospace equipment, and iPhones.



SPECIAL CHARGER NEEDED

LiPos require a special kind of charger. They still use a peak-style charger, but the charger uses a processor that charges the pack using a CC/CV method. Without getting too technical, the chargers zap the battery in two different stages, where one keeps a constant current, and the other charges the pack in bursts of power. Needless to say, only specific chargers are capable of charging like this, so you need to buy one. The nice thing is, however, that most LiPo chargers are capable of charging other kinds of batteries, like NiMH, NiCd, and gel cells, so your LiPo charger will likely be the only charger you'll need to carry around.



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STARTING BOX



pack, you simply specify the number of cells, the amp rate, and the charger takes care of the rest. It is possible to over-charge a LiPo, but as long as you stay within the 1C charge rate parameters, you should be alright.

HOW-TO CHARGE

The physical process of charging LiPos is simple. With LiPo, there is a simple formula to follow that is applicable to all different varieties of LiPo packs. With LiPo, you almost always charge at 1C. This means that if you are using a 4000 mAh pack, you charge at 4A; if the pack is 3800 mAh, charge at 3.8A; if the pack is 5000 mAh, charge it at 5A, and so on... Basically, take the first two numerals of the capacity, and charge at that many amps. It's as simple as that. And with LiPo, you don't have to worry about things like threshold voltage. When you plug in the

BETWEEN USES

As long as you treat them right, LiPos are the easiest batteries to use. One of my biggest gripes with NiMH packs was storing them. It seemed like if you let them sit for a couple months without using them, it was a big pain-in-the-ass to bring them back from the dead. You had to zap them and discharge them, and if that didn't work, you had to completely cycle them all over again, which took forever. But with LiPos, all you have to do is store them with about a 50% charge, and they will be good to go the next time you want to use them. When you bring them out of storage, simply put them on the charger and let it do its thing. You don't have to discharge or cycle them. In fact, discharging them is detrimental to the pack and will ruin it! But more on that later. To sum it up, when you're done for the day, simply make sure the pack has considerable voltage, and all you have to do is top it off with a fresh charge the next time you want to run.

MONITORING VOLTAGE

Where the enemy of NiMH packs was overcharging, over-discharging LiPos can be a huge mistake. Taking a LiPo below its minimal voltage can be disastrous. It starts a chain-reaction that can literally result in a melt-down of the pack, which smolders and can actually start a fire in your RC car, your trunk, or even your house (I don't think your wife will be too fond of RC if that happens!) In order to make sure your pack doesn't become over discharged, there are a few different methods you can follow.



Exploding batteries won't happen if you pay attention.

1. ESC CUTOFF: Many new ESC's feature a LiPo cutoff, which automatically cuts power from the battery once the voltage goes below a certain point. This feature is removable on most ESC's, and some units even allow you to set the cutoff for a 2S and 3S pack. This is a wonderful feature to have built into your ESC, which can save you a lot of money and heartache.



2. THE OLD FASHIONED WAY: If you don't have a fancy, new ESC with LiPo cutoff, you're not totally up the creek. Although it's definitely not as precise as on ESC cutoff, you can monitor your pack's voltage yourself by stopping your vehicle's operation the second you notice a decrease in your motor's speed, punch or performance. LiPo's deliver their voltage very linearly, so you car will be as fast 5-minutes into the run as it was the second you plugged it in. But once the voltage decreases too much, the drop is dramatic, which is why you need to pull your car off the track the very instant you sense that it is slowing down, or it may result in \$100's or \$1,000's in damage.



PACK STORAGE

Since LiPos are so volatile by nature, you have to make sure you store them properly. When they aren't in use, store them away from your gear, in a cool, dry place, preferably on a metal shelf. Even if your packs are working properly, you should never completely trust them. Store them away from anything flammable, and be smart about it.



3. EXTERNAL INDICATORS: Some companies, like MaxAmps, offer external voltage indicators that light-up once voltage has dropped below a certain point. These are particularly useful if your ESC doesn't offer a cutoff, and you're into things like rock crawlers and drifting, where you're not likely to notice a drop in speed, since they aren't very fast to begin with.

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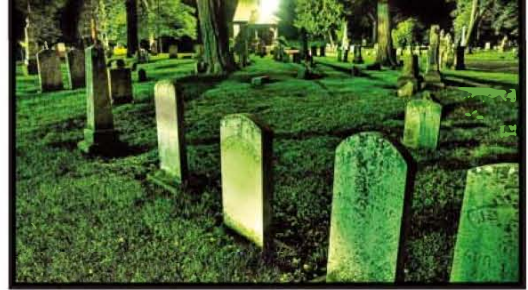
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WHEN LIPDS GO BAD

As I just mentioned, once the voltage on your pack drops below a critical level, the pack is ruined. Sure, it totally sucks when your expensive battery bites the dust, but that's just part of it. Even if your LiPos are in perfect working condition, it's still important to store them properly, and if you're unfortunate enough to ruin a pack, storage and disposal are even more important.



REST IN PEACE: So what do you do when you know your LiPo is deceased? Well, before you cry and swear your ass off, take a few precautions. First, you need to store the dead pack in a safe place. Some battery companies sell LiPo storage bags that are insulated against fire and heat. Even though your bubbled-up pack may look stable, it could spontaneously combust anytime, so it's important to store it in one of these bags. If you don't have access to a bag, you can make a LiPo bunker of your own by filling a metal container—like a coffee can—with sand, and placing your spent pack in it. If the pack begins to smolder, the heat will dissipate like a cigarette butt in the sand. The last step in diffusing a dead pack is disposal. Take your LiPo, in its safety storage container, to a Best Buy, Circuit City, or any cell phone retail store. Explain to them that you have a dead LiPo pack, and they will safely dispose of it for you.



PUFF 'N STUFF: So how do you tell when your LiPo bites the dust? Well first of all, if your cells are depleted, they won't accept a charge, and your charger will let you know with an error sign. If your charger won't charge the pack, don't push up the amps in an attempt to bring it back from the dead; it's done. Aside from being unable to accept a charge, there's a good visual way to tell when your pack is spent. When LiPo cells over-charge or over-discharge, they vent, and their plastic insulation swells as a result. If your pack bubbles-up, or you can feel air in the packaging, discontinue use, because the damage is irreversible.



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SELECTING THE RIGHT PACK

When you decide that LiPo is the way to go, where do you start? Two years ago, your options were somewhat limited, but nowadays, there are tons of options on the market. Here is a quick rundown on selecting the pack that is right for you.

1. CHOOSE A VOLTAGE: Most LiPo's are available in two voltages, 7.4V (2S) and 11.1V (3S). For the most part, you'll probably be using a 2S pack. They most closely mimic the voltage of a traditional 6-cell NiMH pack, and they fit many different chassis and applications. The 3S packs are used in cars like the Traxxas VXL series and the Losi Speed-T, when people attempt high-speed runs. Just be aware that not all ESC's can handle a 3S, so if you're thinking of going that route, make sure and check that the ESC can handle it.



2. SELECT A CAPACITY: Although all LiPo's get great runtime, if you're looking to maximize the duration of your charge, choose a pack with the highest capacity (mAh) possible. And also keep this in mind, if you have a NiMH pack and a



LiPo side by side, with equal capacity, the LiPo will still give you better runtime, because of its lower resistance and lighter weight, both resulting in more time spent on the road.



3. CHOOSE A SUITABLE CASE: You may notice that some LiPo's look different than others. While some LiPo's use shrink-wrap only as insulation, other companies place the cells in a rigid, plastic case for protection. If you're going to be using your pack off-road, or where it may possibly come into contact with

water, it's a good idea to pick a pack that uses a plastic case. The ones with shrink-wrap alone do a good job protecting the pack, but the more protection, the better.

4. SIZE MATERS: When they first started hitting the market, people soon realized that not all packs fit into every chassis. And in many ways, that's still the case. Some packs are longer, taller or wider than others, with the power wires coming out of different places on the pack—all of which could possibly limit the chassis the packs can fit into. Most manufacturers give the dimensions of the packs on their websites, so if you're thinking about purchasing a specific pack, measure your chassis to make sure it will fit. Also, as you start to increase capacity and voltage, the cells start getting larger as well. Some cars that use high capacity/high voltage packs require adaptors to make them fit into the battery tray. If you're unsure whether a certain pack will fit into your car, give the manufacturer a call and ask them if they think it will. Trust me, there's nothing worse than dropping \$100 on a LiPo, just to find out that you can't even use it.



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- Carrying Bag M (Gray)



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- One-Piece Engine Mount
- Titanium Steering Rod 76 (φ4)
- Titanium Turn Buckle Rod 47



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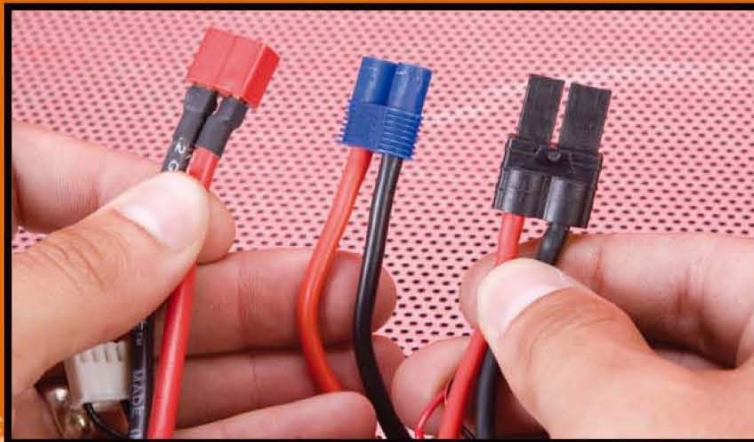


BALANCING

When you get your hands on a LiPo, you may wonder what the extra plug or port is used for. This is used to connect a cell balancer, which assists in giving the cells in your pack an even, uniform charge. Although they don't look like traditional cells, LiPo packs are actually comprised of two to three different LiPo cells. And when the pack as a whole is charged and discharged, the cells don't always do so uniformly. When you hook-up your packs to the balancer, however, it acts as a mediator that allows the cells to become "balanced," which is good for the overall health of the pack, and allows the cells to hold an even charge. Some people choose to use the balancer every time they charge, while others just use it as a maintenance method every few charges. It's not 100% necessary to use a balancer, but to get the best performance and longevity out of your pack, it's a good idea to use one at least occasionally.

PLUG SELECTION

LiPo batteries run and discharge at a high current, magnifying the importance of using suitable connectors. If you don't already know, those white battery/ESC plugs that may have come on your car are garbage. They are known as Tamiya-style plugs, and they only come with your car because they are the cheap! Never use Tamiya-style plugs with a LiPo. They will hinder your car's performance and can even damage your ESC, motor, or battery. When you get your first LiPo pack, upgrade to performance connectors, like those offered by Dean's, Traxxas, or Lasi. They are up to the high-current demands of today's motors and batteries, and they improve everything from runtime to punch. Never, under any circumstance, use Tamiya-style plugs with a LiPo.



ROAR LIPO RULES

If you're ever thinking about racing in a sanctioned event, ROAR has set-out a few guidelines for LiPo use. The following list is the parameters ROAR will be checking for:

- 1) Packs must have a rigid, plastic case
- 2) Maximum dimensions are 139mm -3mm (L) X 47mm -3mm (W) X 25.1mm -3mm (H)
- 3) No visible flames or venting (duh!)
- 4) 8.44V max charge
- 5) 5000 mAh+ requires the use of a LiPo sack while charging



CONCLUSION

If you've been in the industry for a while, you realize that battery technology is an ever-changing scene. Just when we think batteries can't get any better, someone comes out with a new kind of cell that revolutionizes RC. But thanks to new LiPo tech, it looks like we now have some cells that are here to stay. If you're into electric RC, you owe it to yourself to go LiPo. Sure, they are a little expensive, and there are some scary urban legends regarding their safety, but once you go LiPo, you'll never want to go back to anything else. They are 30% lighter than NiMH, run much longer, and provide higher current bursts. Also, you can cycle a LiPo through about 5X as many charges as NiMH before they go bad. But before you make your investment in a sweet, new LiPo and charger, you need to know that these aren't your granddaddy's batteries. You need to handle, charge, and store them differently. And if you don't, you could easily ruin your \$100 pack, or possibly even burn down your house or car.

Plug war, coming soon.



#10830 Wheely King 4x4 RTR
#10836 Wheely King 4x4 (no electronics)

WHEELY KING CRAWLER CONVERSION SET

If you haven't tried rock crawling yet, HPI has a quick and inexpensive way to get into the sport. Our conversion set transforms the popular Wheely King truck into the latest craze in R/C... a rock crawler! The conversion set lengthens the wheelbase by 2 1/4", taking it to the maximum allowed by the rules to help provide the stability needed for extreme rock crawling. Anodized aluminum lower links are durable and give the Wheely King an authentic crawler look and ground clearance is extended with high link suspension mount brackets. To maximize weight layout, the set comes with a servo mount that allows the battery to be moved forward. Diff lockers are included, effectively locking the front and rear differentials for extra traction. Also included are convenient body mounts and hex hubs that allow compatibility with a wide variety of bodies and wheels.

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- Diff Lock (front and rear) for increased traction.
- Front battery layout moves weight forward for better crawling stability.
- Additional body mounts allow fitment of all Savage bodies.
- Aluminum lower suspension links for extreme durability and good looks.
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#7182 Jeep Wrangler Rubicon body



#7199 Land Rover Defender body

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words: Brian “Skinny” Skinner

MODERN LIFE, IS IT EASIER?

DO MODERN CONVENIENCES MAKE LIFE EASIER? ...I'M NOT SO SURE. It's a great time we live in; we have computers, nifty electronic gadgets, automobiles that do everything for you but drive, RC cars that have technology that makes playing with them better, and the list goes on. But I'm not so sure all this stuff that “supposedly” makes life easier, is *actually* making life easier...in fact, I think it may be complicating our lives more. Let me tell you a little story about my latest adventure, and you tell me what you think.

It all started when my lovely wife Shrekett went to use our master bath. She went to brush her teeth, and the dang faucet handle broke. Sounds simple...I figured I'd just replace the faucet since it was getting old anyway. Ha—was I in for a surprise! I turned off the sink water valve and removed the old faucet; oops, the shut-off valve leaked, and I had to

replace it. Ok, so I took it apart... and oops, my hand slipped, and the down pipe to the P-trap crumbled. Gonna have to replace that, too! Oh man, then the P-trap, crumbled as I took it off. Ok, I figured on a little more work, and started to remove the down pipe from the sink. Wow, was it tight...dude, I just ripped the sink from the counter top! Dang, now I had to replace the cabinet. Well, that meant I had to take up the tile, but since I was doing that, I might as well fix the shower since it had been leaking on and off. Sweetheart...I'm remodeling the bathroom...is that ok with you? So I ripped everything out and started fresh with all new stuff, but guess what? Some of the joists were water damaged and I had to replace them as well. Now, I could go on with this story as it's still in progress, and the whole “one thing leads to another” scenario is still in full swing two weeks water, but I think you get the point!

As I worked on the bathroom, I got to thinking how my unplanned home renovation carries over to a lot of things in life, such as having to



remember hundreds of passwords and identity names for websites, learning all of the different programs for all of the electronic gadgets I have, and yes, even to RC. I have to keep track of the programs in my radio, remember build sequences for this or that RC car, and know what transponder number goes to what car...it just keeps going. Modern conveniences are great, but they sure cause a person to do a lot of work. Sure, I could make things a little easier by organizing computer files and paying others to do work on the house, and I guess I could file all of the paper work on the electronic gadgets, but then again, I'd have to remember all of that, so what's the point? Just what is a guy supposed to do in this modern world?

The world is your sandbox—ROOST it! —Skinny

Wait until Skinny decides to rant about his “timely” appearances.



BIG BOY RIMS, FROM PRO-LINE

Pro-Line Velocity V2s are the new big thing in buggy racing. These new rims are 1.3mm wider and 3mm taller than what you're use to, and they provide a better footprint for ultimate traction. By using the larger diameter rim with the current Pro-Line tires you gain better sidewall performance with reduced flex, which translates into precision-like handling. I tried them out at the ROAR 1/8-scale Buggy Nats, and they delivered on the performance and kept me from finishing last. If you want the new stuff, check out pro-Line for more information.

www.prolineracing.com



FUNNY PHOTO

Does a cute name like Honey Bucket make an outhouse any better? I guess we'll have to ask Pops Wheeler when he gets out the port-a-potty...he's been in there a long time!

M2C RACING "SKINNY" TOE BLOCKS

M2C Racing has a new toe-block system I think you'll like. These are the ultimate for tuning the rear-end of your buggy or truggy because they have blocks that let you make adjustments up to five degrees. Another neat idea is the 4-degree rounded hinge pin that increases the life of the toe block and allows the pin to float or rotate freely in the plastic block. I'm sure you noticed that it says "Skinny" on the 7075 black anodized aluminum plate. Mitch over at M2C informed me that if you want your name engraved on the plate all you have to do is call him and order your custom kit to have your name added on just like mine! M2C Racing has other great stuff so check them out.

www.m2craiding.com



LOSI POP-OFF VALVE!

Always on the prowl for trick new parts for my Losi 8s, I found this great item to solve my tie-rod issue for the steering. The stock Losi tie-rod end is not captured at the steering knuckle, and occasionally pops off if I tag a hay bail or pipe. CRC makes a sweet captured ball-end that solves the issue for only \$3.99. If you race and want total security, CRC "NoPop" ball-ends are the ticket for you!

www.teamcrc.com



AS THE CAR STAND TURNS

In our last episode of "As the car stand turns," we found that Ross Denny was the owner of the five year old car stand. In this month's episode we learn that many people have been asking where to get one, and now the secret is revealed on who manufactures the holy grail of car stands. Since this is the season finale of the long running car stand show, it can be revealed that FST Motorsports are the ones behind this great car stand. FST makes killer truck stuff for the real world, so if you want some work done to your truck or need the "holy grail" of car stands, give them a shout!

www.fstmotorsports.com



GREEN BAY ANODIZING TO THE RESCUE!

A lot of us RC geeks want trick looking colored aluminum parts, but finding an anodizer to do small batches at a good price is hard to do. Well, a fan of XRC informed us that Green Bay Anodizing would love to cater to us RC people. The minimum lot charge is only \$35. They will strip off existing anodizing and re-anodize a different color. Just send them the parts fully cleaned off and free of dirt or oil (that way you won't be charged for cleaning), and in a few days you'll have custom anodized parts to set you apart from the rest. If you want a custom look to your RC car that screams trickness, these guys might be the answer.

www.gbanoizing.com

Got a Question OR IDEA?

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

MAGIC 8-BALL SAYS...

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

This month's Magic 8-Ball question:

"Will the new craze of CORR RC cars start a new trend in RC...much like the T-Maxx did at the turn of the century?"

Magic 8-Ball's answer...

"Signs point to yes"



Also notice that Skinny forgot to make sure it was spelled "Xtreme."

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Step into the high speed world of dirt oval racing with the only kit specifically engineered from the ground up to be a dirt oval racer. Pull the trigger on OFNA's new 1/8th scale 4wd Dirt Oval Pro with Late Model Body and discover just how exciting it can be to go fast and turn left.

OFNA's Dirt Pro is full of features that improve adjustability, durability and handling. Pull away from the competition using traction and acceleration that can only be provided by a solid center spool and tough steel spur gear. Experience the balance of a special offset chassis and oval specific shock towers as you put the Dirt Pro sideways through every corner, throwing rooster-tails of dirt and leaving the others behind.

Dirt oval racing is on the rise. Get in on it now and stake your claim at the front of the pack with the only racer you'll need to stay there....
the OFNA Dirt Oval Pro!

NEW SHOCK TOWERS

These towers are designed to provide the optimum oval-specific suspension tuning for high-speed handling



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RACE PROVEN PERFORMANCE

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

RAM CHARGER

PRO-LINE TAKES US BACK TO 1983 with their new Dodge Ramcharger SUV body. Made from tough .060 lexan, the Ramcharger is designed to fit T/E-Maxx, Savage, and Mini MGT monster trucks. Overspray film, window masking, and a detailed sticker sheet are included.

Dodge Ramcharger—1983

3275-00, \$33

www.prolinerracing.com



DAVE'S NEW BACKPACK

Losi's new backpack lets you carry mini cars, transmitter and tires, tools, and more. The 20 x 13.5 x 7" backpack feels heavy-duty, with rubber zipper pulls, thick wall construction, rubber feet, and strong padded shoulder straps. Losi says it's "Adam Drake approved"—but around here, "Mr. Backpack" Dave is happy that he can replace his tiny, elementary school circa 80s backpack with something more useful.

Losi RC Backpack, LOSA99012, \$45
www.losi.com

Those servo arms are like the clamp-type wheel hubs. Imagine it.

ROBITRONIC CRAWLER UPGRADES

The folks at Robitronic have some new items that all Rock Crawling people should take a look at. First off on the mechanical side, here're their new aluminum servo arms. These trick pieces feature a clamp-on style mounting system that uses screws to hold the servo arm to the servo gear for excellent strength. They are available in red, and you can get one for most servo brands. On the electronic side, check out their new 7.4v Li-Po battery packs. Available in 1500 or 2700mAh, these 2-cell packs are perfect for competitive crawlers or as power sources for receiver packs. Both packs feature a balancing plug for easy maintenance.

Aluminum Servo Arm

- R17001 (Air/KO/JR/Sanwa)
 - R17002 (Hitec)
 - R17003 (Futaba)
- \$14/ea.

7.4v Li-Po Battery Packs

- R05201 1500mAh—\$38
- R05202 2700mAh—\$60

Distributed by SK Motion
www.skmotion.com



BARREL UP

Tamiya's CR-01 owners can further tune their rigs' suspensions with Tamiya's new Barrel Spring Set. Unlike their standard spring set, these have a barrel shape for progressive damping, and you get three pairs in each package: blue (hard), yellow (medium), and red (soft.)

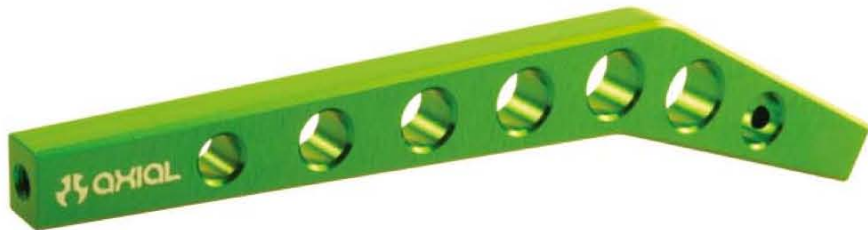
CR-01 Barrel Spring Set, 54084, \$14/set of 3 pairs
www.tamiyausa.com



Maximum CAPACITY

When you absolutely, positively must have the most runtime ever, here's a good option—MaxAmps 8000HV 7.4v Li-Po pack. Boasting a massive 8000mAh capacity, the HV pack has a 25C constant rating. Pair up two of these for your E-Maxx! As with all MaxAmps products, all packs are built to order with your choice of plug, tap, and wire options.

MaxAmps 8000HV, Lipo-8000-74-Pack, \$155
www.maxamps.com



HIGH Clearance

Add some always-welcome additional ground clearance, but look good doing it with Axial's new machined high-clearance links. Available in pairs, the links are available in four different colorized colors (red, blue, orange, and green) and have Axial's name laser-etched so you know you're rockin' the genuine goods.

Machined High-Clearance Links, AX30465 (green) / AX30466 (red) / AX30467 (blue) / ZX30468 (orange), \$35/pair
www.axialracing.com



EL GIGANTE

Now available from HPI Racing is the pre-painted GT Gigante body from the Savage XL line of trucks. Use the GT Gigante body to easily restore the factory fresh look to your truck, or go for a change of pace with new colors. The GT Gigante body fits perfectly on Savage XL and Savage trucks with extended chassis, and comes pre-painted, pre-ecaled, and pre-trimmed. Just choose between two color schemes!

GT Gigante Truck painted Body, 7750 (blue) / 7777 (orange), \$60/each
www.hpiracing.com

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Inferno **GT-2** has you covered!

Inferno GT2 Readysset Corvette C6R/Red Bull Audi A4 DTM 31816B/31817B READYSSET

The new GT2 is the latest in a popular series of big 1:8 scale nitro-powered cars based on the 7-time IFMAR World Champion Inferno line from Kyosho. The Inferno series has been at the center of the RC racing universe for over 20 years and is the standard by which all other cars are judged. Much of the same technology that earned an unprecedented seven World Championships is incorporated into the design of this new on-road Inferno. The GT2 builds on the popular features of the original GT and adds a number of new features that increase value, durability, user friendliness and speed, not to mention enhancing its unmatched scale appearance.

New features of the GT2

- Long wheelbase chassis
- High performance GXR28SG engine w/ pilot shaft
- New radio with high-torque servos
- New cylinder head - lighter and runs cooler
- Standard engine mounts
- 150cc fuel tank
- Turnbuckle linkages
- Updated high-speed gears in transmission
- New flywheel and clutch bell bearings
- Double disc brakes
- Front chassis brace included
- Stronger shock springs and heavier damping
- Compatible with all popular aftermarket engines
- Newly designed pull-starter handle

Specifications: (Corvette C6R)

- Length: 20.28 in. (515mm)
- Width: 12.2 in. (310mm)
- Height: 5.31 in. (135mm)
- Wheelbase: 14.17 in. (360mm)
- Tread (F/R): 10.31/10.43 in. (262/265mm)
- Tire size: 3.82x1.89 in. (97x48mm)
- Gear Ratio: 10.14:1/6.3:1 (1st/2nd)
- Weight: approx. 8 lbs. 1 oz. (3650g)
- Engine: GXR28SG



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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: Derek Bruno



DO NOT USE LIPOS

Sometimes you have to fall down so you can pick yourself up (thank you, Batman's dad), but Skinny recently had two back-to-back failures that made us realize it was more than "just Skinny." The big guy normally doesn't have radio issues, but during his last two tests he had two runaways, and one of them resulted in major damage. When we looked at what the two situations had in common, we came up with an issue that many forum frequenters are well aware of, and one that I honestly thought most knew about: while LiPo technology is awesome, there are some places it should never be used, for now anyway. The current crop of receivers are not built to handle a 7.2+ volt input, and you have to use what many people refer to as a regulator (voltage reduction) in conjunction with the lighter, longer lasting batteries. The problem is that some of these regulators are overheating and shutting down the radio system, which in our case caused two expensive nitro buggies to slam into walls at 45+ mph. For us it's embarrassing and frustrating; for you it's lots of money down the drain because you tried something that failed. If you are using LiPo packs as receiver packs, our advice is to take them out if you want to be safe. We're not saying that all of them will fail, but they have a high rate of failure and have cost some big name drivers to lose races. More importantly, they may cause your car to be destroyed. We're sure the regulator technology will improve, until then be careful.



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JAC2020	\$32.00 pr	Purple compound foam tire mounted & trued on 3" prism wheel	JATO Front Nitro Stampede Front Nitro Rustler Front Nitro Sport Front
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JAC2040	\$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	JATO Rear Nitro Stampede Rear Nitro Rustler Rear Nitro Sport Rear
JAC2050	\$32.00 pr	Pink compound foam tire mounted & trued on 3" prism wheel	Rustler/VXL Rear Stampede/VXL Rear

KO SAYS "WE GOT YOUR VOLTS"

While at the IIC race in Vegas, Speed-merchant was testing a single cell LiPo pack to replace a 4-cell. What does this have to do with off-road you ask? Well, I noticed that they had plugged a LiPo receiver pack directly into a KO receiver. I asked them why, since most receivers don't take that voltage and will blow up and release the magic smoke! Robert Morris from KO explained that their new RXs can handle LiPo receiver packs without a regulator. So already we're seeing a change in electronics to handle the new technology. It's not all good though, since many servos might have issues with the higher voltage. Always contact your manufacturers and ask if you can use LiPo, and make sure to ask if it's okay to use unregulated LiPo. We didn't know you could use LiPo direct in KO... and now we both know.



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Part Number:

936-RC-R (station with red flames)

936-RC-B (station with blue flames)

936-RC-O (station with orange flames)



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DEREK SAYS...

After having some issues with electronics and learning again that what you can and can't use is very random, I'd like to again bring up a pretty consistent complaint: When the hell are we going to set standards? We need to set the standard on input voltages to take advantage of better technology (we need BEC again? Come on), and we need to set standards on power consumption and voltage. Dare I suggest that we make the input voltage on RX 8.0v to avoid ALL issues? If we did the same for servos we'd get rid of this awkward transition over night. Yes, it may cost more, but paying an extra \$5 to band-aid something and prevent our cars from getting destroyed will save hundreds and possibly thousands of dollars. ⚙️



12000mah 7.4V
72 minutes



10000mah 7.4V
60 minutes



8000mah 7.4V
48 minutes



6000mah 7.4V
36 minutes



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4800mah 7.4V
28.8 minutes

3200mah 7.4V
19.2 minutes

2400mah 7.4V
14.4 minutes



All of these packs will fit a standard 10th scale battery tray footprint. The 12000mah and 10000mah packs may be slightly taller than your hold down straps. Check dimensions at www.maxamps.com to confirm that they will fit your vehicle.

All run-time totals are based on a 10 amp average amp draw.
This is similar to most stock 10th scale vehicles.

Here at the magazine we've supported racing at every level. Over the years we've fixated on the larger races, but we thought it was time to bring back the spotlight on the level we think matters the most: the local level. Every month from this point on we will feature a local race from around the country. Think your race deserves to be in the magazine? We do too! All you have to do is send us a recap of the event, quality photos (that aren't off MySpace!) and who won...sort of like you see here. It's easy and you'll be helping out the local race scene while becoming famous, what could be better than that?

words: Jeff Eveleigh photos: Kevin Cobello - K&D Action Photo

2008 GLORCS 4TH ROUND

at Hardcore Raceway

SPONSORED BY:

Skycraft Hobbies, Hobbycraft Canada, Grand River Hobbies, Kyosho America, Team Orion, Infernosonly.com, Precision Hobbies, T&T Customz, Traxxas, xxx main Racing.

The nitro off-road racing scene has been booming in igloo country (that's Canada for you non-penguin lovers). Much of the success of 1/8 buggies and truggies in the heart of Ontario is due to the GLORCS series – a seven race point series that draws over 1000 entries over the course of the schedule. The fourth leg of the popular series was held at Hardcore RC Raceway, a gnarly track located in Southern Ontario that has all of the amenities of a world class facility (Can you say 'Nationals' in Canada?).

A Monsoon!

A monsoon-style rainfall threatened qualifying on Saturday, but awesome track drainage and a killer track crew ignited the purr of nitro engines within an hour after the rain stopped. The drainage worked so well that the track surface had to be watered a few heats after racing commenced.



Are all these photos in Alaska?



(2008) GLORCS 4TH ROUND at Hardcore Raceway



Before you ask, it's "Great Lakes Off Road Championship."

Great Idea!

Kevin Cobello, the magic finger that hammered out the pics for this race coverage, also hits many local races to photo document the happenings. For a few bucks you can get some sick action shots of your ride tearing up the dirt, and given the fact that most racers don't own a single action shot of their beloved machine, this is an awesome service. I even scooped up some shots of my RC8 ripping the track to shreds. Thanks again Kevin, great job!



Closing

What an amazing weekend of racing. Beautiful track surface and layout and top notch facilities will force any racer to frequent this racing hole often. Congratulations to Dave Henry, Peter Head, and Frank DaSilva for your dominant class wins, and thanks to all and everyone who made the 4th leg of the GLORCS series a successful one.

RESULTS

1/8 BUGGY A-MAIN	
F	DRIVER
1	Dave Henry
2	Peter Head
3	Ben Wheeler
4	Mike Burr
5	Martin Petre

1/8 TRUGGY A-MAIN	
F	DRIVER
1	Peter Head
2	Chris Rogers
3	Dave Henry
4	Daniel Yachnin
5	Mike Burr

MONSTER TRUCK A-MAIN	
F	DRIVER
1	Frank DaSilva
2	Martin Petre
3	Jeff Heinmiller
4	Matt Mater
5	Jeff Guthrie

OCRC RACEWAY

Surf City Classic



words and photos: Jeremy Felles

O CRC RACEWAY, LOCATED IN BEAUTIFUL HUNTINGTON BEACH, California, provides the perfect mix of RC racing excitement and Surf City culture. With this type of laid back vibe and location, it was only fitting that their first 'large scale' event was dubbed the Surf City Classic. Slated to become an annual event, 'The Classic' sold out in its inaugural year and provided racers and spectators alike with a well run event at a top notch facility, which will surely draw even more entries in the years to come.

The event featured classes for everyone, including Amateur stock buggy and truck, Sportsman stock buggy and truck, Super-stock buggy and truck, Sportsman modified buggy, truck, and four-wheel, Pro Modified buggy, truck, and four-wheel, and of course the ever popular Traxxas Slash class. The top three drivers in all of the A-mains (except the Pro classes) received sweet marble slated trophies complete with a surfer dude catching a wave, whilst the top three in all B-mains received real gold, silver, and bronze medals for their efforts.

Gyro Hobbies and OCRC owner Robert Black ponied up a combined \$3,000 dollars for the Pro modified classes ,and some of the drivers made out big. The Pro classes offered \$500 to the winner, \$300 to second place, and \$200 for third, making this event as professional as they come. Professional goofball Jeremy Felles was on the mic and provided a fun filled atmosphere throughout the long day of racing. Everyone who participated went home with grins rarely seen outside of a Hawaiian Tropic Bikini Competition.

OCRC would like to thank their title sponsors HPI/ Hot Bodies racing, GyroHobbies.com, and Rob's RC hobbies for their excellent raffle donations. We hope to see everyone back for some exciting club racing and more big events throughout the year. Check out their website at ocrcraceway.com for all the gory details!



Amateur Buggy A

Amateur Truck A

Stock Buggy A



Stock Truck A

Super Stock Buggy A

Sportsman Mod A



Sportsman Mod Truck A

Pro Mod 2wd and Truck



Trophy Girls

Pro Mod 4WD A

That trophy girl is of hih young.

RAT RACEWAY'S ANNUAL NITRO CHAMPIONSHIP

words: Lonnie Sexton photos: Chad www.hellfireoffroad.com

THERE ARE NOT TOO MANY BIG RACING EVENTS IN COLORADO, but Rat Raceway's annual nitro off-road championship is a good one. Right down the street from Coors Field, Invesco Stadium, and The Pepsi Center in Denver, Colorado, this track will test everything a racer and car have to come out on top. This is the first year the track ran a four-surface layout, but not its first year running races. Ross and his crew have it down to a science. Even with 10" of rain sitting on the track the previous weekend, everything was changed and ready for practice on Friday morning.

Rat has set the bar a little higher for RC racing. There were lights on the track and in the covered pits, electrical outlets at each table, a covered driver's stand, clean off stations, LCD displays in the pit lane, and a custom automatic drop gate. The one-of-a-kind starting platform had 10 drop arms that were controlled by the race director from the timing shed, and drop cars in three second intervals for qualifiers and one second intervals for mains. It was impossible to get a pile up in the first corner, which was a monster bowl at the end of an 80' strait mostly covered in a fake grass turf.

Approximately 55 people made up 68 entries. It was a smaller than normal turnout due to the DNC in town. The combination of hotel and gas prices made some people opt out early as well. Anyone who missed this annual event should mark their calendar for next year, though; it was a perfect homebrewed atmosphere with steep competition thrown in.



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

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

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

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

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

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

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Jim Hottinger, CEO
Fusion Motorsports/
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RAT RACEWAY'S ANNUAL NITRO CHAMPIONSHIP

Brendon & Garret Daly always bring sportsmanship to the track. At age 12, Garret won the gold in Sportsman A-main buggy with 59 laps, equal to 5th place in Expert. He also won a 50% sponsorship from SH Engines for the 2009 season. Score!

WHO SAID 2WD 1:10 STADIUM IS DEAD?

Darren Andrews walked away with the win after AE Driver Adrian Redding broke out from the lead. Rat is home to an endangered class and PLEASE don't pick them up from the side!

The 1/8 arena truck brought a majority of the entries this year. Team Losi driver Lars Johnson locked in TQ in qualifiers and won gold. Kyosho Driver Kevin Snoddy took 2nd and Jeff Swartz finished 3rd.

The top three buggy qualifiers, Kody Numedahl, Dustin Evans, and Lars Johnson ran into problems, leaving the 4th and 5th qualifiers Matt Chambers and Adrian Redding to battle for first. After 45 minutes they finished on the same lap. TL Driver and defending champion Matt Chambers won the gold.

SPORTSMAN RACERS ALWAYS HAVE A GOOD TIME

For 12-year-old Garret Daly it was a great time. This kid is cleaning up the sportsman classes all over. Just a few months ago he won the Sportsman Buggy A-main at the ROAR Region 10 Championships in Rock Springs, WY.

TQ Drivers Challenge Cash Race, or TQD-CCR for short, was an entertaining race. The TQ drivers from each class raced for \$100 cash in a first to four laps drivers' challenge. The marshal-less track knocked a few racers out early; pro buggy TQ and Team Associated driver Kody Numedahl was victorious in the end. Do sponsors take a cut of your winnings? Cha-ching!

Pictures from Chad www.hellfireoffroad.com. Thanks Chad! 🍀



1:10 2WD Stadium

F	CAR	LAP	NAME	CHASSIS
1	1	60	Daren Wolfrum	AE
2	3	50	Kurt Sellers	AE
3	9	48	Eric Larsen	XTM
4	7	48	Paul Cisneros	Losi
5	5	45	Don Inselman	AE

1:8 Arena Truck

1	1	69	Lars Johnson	Losi
2	7	65	Kevin Snoddy	Kyosho
3	5	61	Jeff Swartz	Kyosho
4	6	61	Sean Goldman	Losi
5	10	59	Craig Kaplan	Robitronic

1:8 Pro Buggy

1	4	72	Matt Chambers	Losi
2	5	72	Adrian Redding	AE
3	8	66	Jarod Swantkoski	Losi
4	7	64	Addy Musaeferdic	Losi
5	1	56	Kody Numedahl	AE

1:8 Sportsman Buggy

1	4	59	Garret Daly	AE
2	6	58	Josh Kinney	Losi
3	3	57	Chancy Catheart	N/A
4	2	54	Bill Parsons	Losi
5	9	47	Darren Andrews	Losi

MT

1	1	53	Josh Salz	Losi
2	2	49	Ross Gregory	Traxxas
3	5	35	Donovan Gray	Losi
4	3	28	Rich Schenfeld	Traxxas
5	4	7	Katy Henderson	Traxxas

Garret is sunbathing. Just kidding.



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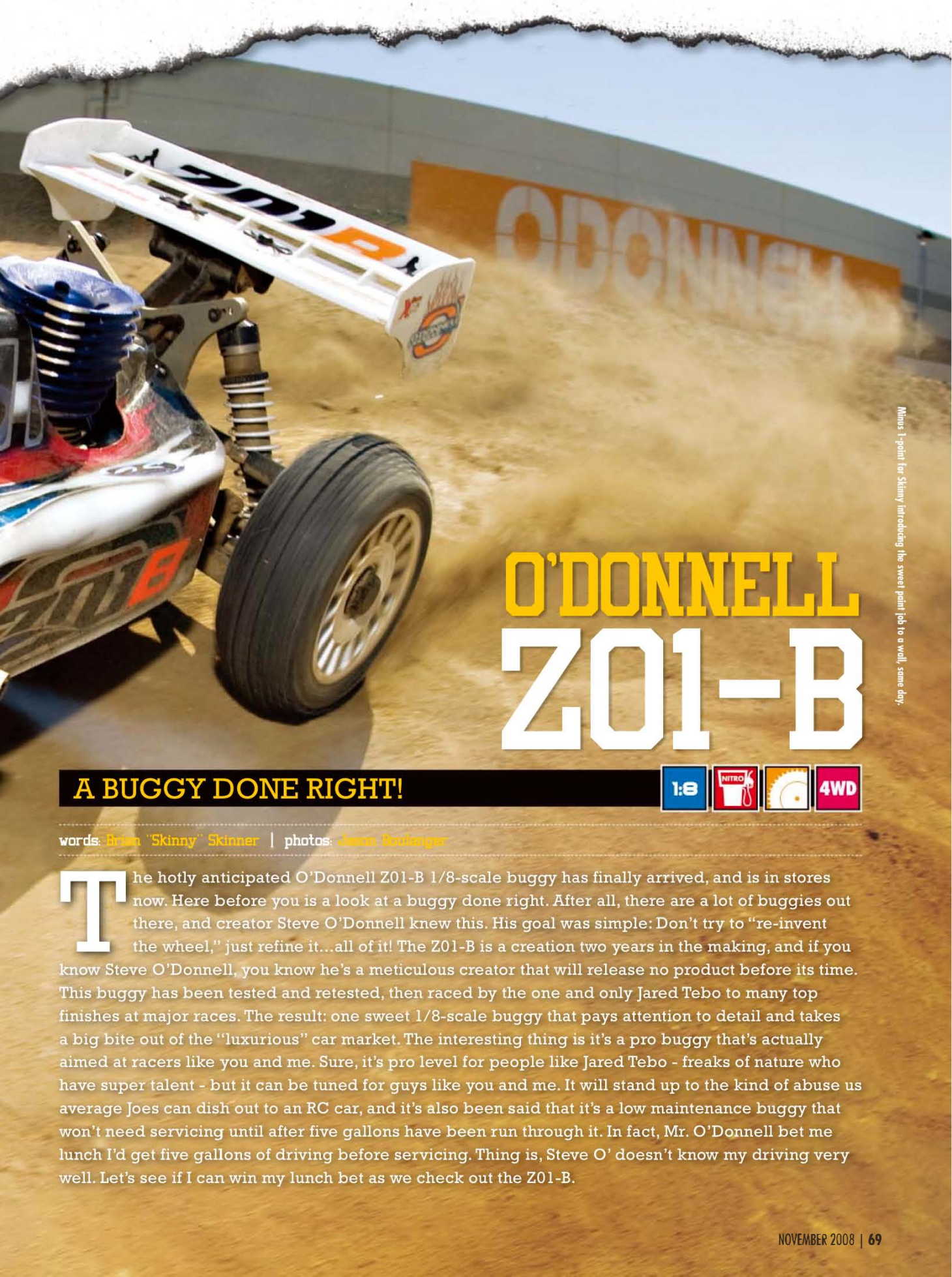
Flywheel sets are required with some vehicles. Use OSMG2646 with Mugen and OSMG2649 with Kyosho (both available separately).

O.S. ENGINES



Plus 1-point to Skinny for the custom paint job this time.





Minus 1 point for Skinny introducing the sweet paint job to a wall, some day.

O'DONNELL Z01-B

A BUGGY DONE RIGHT!



words: Brian "Skinny" Skinner | photos: Jason Challenger

The hotly anticipated O'Donnell Z01-B 1/8-scale buggy has finally arrived, and is in stores now. Here before you is a look at a buggy done right. After all, there are a lot of buggies out there, and creator Steve O'Donnell knew this. His goal was simple: Don't try to "re-invent the wheel," just refine it...all of it! The Z01-B is a creation two years in the making, and if you know Steve O'Donnell, you know he's a meticulous creator that will release no product before its time. This buggy has been tested and retested, then raced by the one and only Jared Tebo to many top finishes at major races. The result: one sweet 1/8-scale buggy that pays attention to detail and takes a big bite out of the "luxurious" car market. The interesting thing is it's a pro buggy that's actually aimed at racers like you and me. Sure, it's pro level for people like Jared Tebo - freaks of nature who have super talent - but it can be tuned for guys like you and me. It will stand up to the kind of abuse us average Joes can dish out to an RC car, and it's also been said that it's a low maintenance buggy that won't need servicing until after five gallons have been run through it. In fact, Mr. O'Donnell bet me lunch I'd get five gallons of driving before servicing. Thing is, Steve O' doesn't know my driving very well. Let's see if I can win my lunch bet as we check out the Z01-B.

ODONNELL Z01-B

PART #: ODOC0100
STREET PRICE: \$649.99 (Kit only, price may vary)
PRICE AS TESTED: \$1,520
SETUP TIME: 8 hours
EXPERIENCE LEVEL: Novice to Advanced



01

NO E-CLIPS: The Z in Z01-B stands for zero E-clips, and every pivot point is captured. This results in easy access; all you have to do is remove either a screw or a plastic bushing.

US GRADE 7075 ALUMINUM & US VIRGIN PLASTIC: Sorry world, but the US makes the best aluminum and plastic around, and the Z01-B uses this in high-stress areas. O'Donnell actually imports the material to the manufacturer. This ensures that the Z01-B will stand up to the worst driving conditions, and come back for more.

DUAL CAPTURED FUEL FILTERS: The Z01-B has two sweet fuel filters and a robust bracket to firmly hold them. It may be a little thing, but it shows attention to detail.

MOLDED IN SPLASH GUARD: The fuel splash guard is molded into the fuel tank, which means one less thing to worry about or to take off when working on the buggy.

02

DE-COMPOSEABLE CENTER DIFF HOUSING: The center diff housing is a two-piece system. This means it's easy to work on and access during rebuilds.

03

Needing "service" is different from needing "repair."

VEHICLE INFO

01 MOTOCROSS STYLE SHOCKS •

Some thought definitely went into the shocks. The seals are inside the shock body rather than outside; this takes the load off the seals and captures the parts inside, should they foil. The bodies are made of good old US 7075 T-6 aluminum which are threaded for spring adjustment. Flat wrenches (kit included) are used to assemble the shocks and the sliders are pretty mocho too.



Don't try to "re-invent the wheel," just refine it...all of it!
-Steve O'Donnell-



02 CHI-CHI PARTS

• The ZO1-B uses US 7075 aluminum and US grade virgin plastic in the critical areas with a spackling of carbon fiber parts. The parts are finished and lightened to O'Donnell's specs, which put the ZO1B in the luxurious class of cars. As you can see the dog-bone is hard coated 7075 aluminum, and all the moving parts are machined to reduce rotating mass just like the out-put cup here in the photo.

03 UNIQUE RIMS

• The Design team at O'Donnell did their best to make parts different from the rest of the competition, which is apparent in the new style rims. They even included capped wheel nuts, which are a current trend for 1/8-scale. Yes, those tires are pre-production O'Donnell buggy tires, but sadly they are not included in the kit.



CHASSIS

LAYOUT: Single deck with upper braces
THICKNESS: 3.5mm
MATERIAL: 7075 T-6 Aluminum
TANK CAPACITY: 120cc

SUSPENSION

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

SHOCKS

BODIES: Threaded US 7075-T6 aluminum (hard-coated)
DAMPING (F/R): 35wt. / 30wt.
PISTONS (F/R): 2-hole
SPRINGS (F/R): Black / White

DRIVE TRAIN

TYPE: 4WD shaft
DIFFERENTIAL: Gear (3)
DIFF. FLUID: 7,000, 5,000, 2,000 (CS7)
AXLE TYPE: Universal drive shafts
TRANSMISSION: Single-speed
SPUR GEAR MATERIAL: Case hardened steel
CLUTCH: Aluminum 3-shoe
BEARINGS: Rubber shielded

GEARING

CLUTCH/SPUR: 13/48
GEAR RATIOS:
PRIMARY: 4.3:1
INTERNAL: 3.69:1
FINAL: 15.88:1

BODY, TIRES & WHEELS

BODY: ZO1B
TIRES (F/R): N/A
DIAMETER/WIDTH: N/A
HEX SIZE: 17mm
WHEELS: White ZO1B wheels

DIMENSIONS

WEIGHT: 7.15 lbs. (3,243g)
TRACK WIDTH (F/R): 12 in. (305mm)
WHEELBASE: 13 in. (330mm)
RIDE HEIGHT: 1.02 in. (26mm)



20
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TESTING

Testing was conducted at the world famous Revelation Raceway. This track is large and conditions can change rapidly depending on how often it's watered. One minute it can be plush with loamy conditions, and 10 minutes later, it can be dry and loose. Revelation is also known for challenging track layouts. Revelation is a great place to test yourself and your ride.

ACCELERATION AND SPEED • The OS VZB .21 engine was used for the test, and not much needs to be said about this engine. It's by far one of the best engines on the market today. It has great bottom-end, and great top-end.

The ZO1-B has a silky smooth drive-line with competitive gearing so it utilizes the VZB power well. One thing I noticed during this test was that the ZO1-B really dug in and accelerated out of the corners, which was a major plus since races are won or lost in the corners.

Rating: 9/9

BRAKING • Steve O'Donnell chose a special resin/fiber material with a high heat tolerance for the rotors, and the calipers are thicker than normal. The result is a solid and snappy brake that has a linier feed with no sign of brake fade. As with most of the ZO1-B adjustments, the brakes responded well to set-up.

Rating: 10

LOW-SPEED • At slower speeds the ZO1-B felt pretty good and handled the bumps well. It rolled corners easily, and tracked the line I wanted to take with ease.

Rating: 9

HIGH-SPEED HANDLING • The ZO1-B loved to go fast and was responsive to driver input. As I put the buggy through its paces the thought "This thing is flickable" kept popping to mind. This is not surprising since the K-car was part of the inspiration for the ZO1-B. If you've

driven a Kyosho before, you know how they love to be thrown around and played with at speed. If you like this characteristic in a buggy, you will love owning this the ZO1-B.

Rating: 9

ROUGH-TRACK HANDLING • The ZO1-B felt stable in the rough and tracked well under power. I just nailed the throttle and the buggy railed through the rough stuff smartly. One thing I did notice was that the rear-end had a tendency to hop on sharp edged bumps or in the whoop sections. This I think was due to stock spring set-up, but it was noticeable and something to work out as I continued to drive the ZO1-B. Taking rough corners weren't much of a problem as the buggy held its line well, and I could flick it around at will.

Rating: 8.5

JUMPING • The ZO1-B is a jumper! It felt very neutral in the air and responded to my input. I could attack the jump and not really worry what the buggy was going to do. Whatever the angle of the jump ...that's what the ZO1-B did in the air. From there it leveled out, and my job was a matter of adjusting the buggy's attitude for landing.

Rating: 9

WRENCHING

MAINTENANCE • Building the ZO1-B, I could tell the buggy is a quality vehicle. Overall

ODONNELL ZO1-B



TEST GEAR

RADIO: Futaba 4PK 4-Channel 2.4GHz Tx/Rx Pr# FUTK4900, **\$499.98**

RECEIVER: Futaba Futaba R203HF (included with radio)

STEERING SERVO: Futaba BLS352 Digital Brushless I-T Pr# FUTM0554, **\$159.99**

THROTTLE SERVO: Futaba BLS351 Brushless I-T Pr# BLS351, **\$149.99**

ENGINE: OS VZB .21 Pr# LXMML2, **\$399.99**

PIPE: O.S. T-2060SC Pr# LXPGLU6, **\$124.99**

FUEL: O'Donnell Racing 30% Pr# ODOP3230, **\$42.50**

RECEIVER PACK: DuraTrax 1500mAh Humpback Pr# DTXC20677, **\$18.99**

CONTACT

O'DONNELL RACING: www.odonnellracing.com

HOBBICO: www.hobbico.com

FUTABA: www.futaba-rc.com

OS ENGINES: www.osengines.com

the buggy was easy to work on, but there were two areas that could use improvement, and they go hand-in-hand. The steering servo is inboard to protect the linkage, but it's a pain to access. To

Apparently the name "Z-car" was already taken.



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HS-625MG	Standard High Torque	Metal	94 in/oz	0.15	1.94	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-645MG	Super High Torque	Metal	133 in/oz	0.20	1.94	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering, Nitro Truck Throttle
HS-965MG	Coreless High Speed	Metal	132 in/oz	0.10	2.18	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-985MG	Coreless Ultra Torque	Metal	172 in/oz	0.13	2.18	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering, Nitro Truck Throttle
HS-5625MG	Digital High Torque	Metal	131 in/oz	0.14	2.11	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-5645MG	Standard Digital High Torque	Metal	168 in/oz	0.18	2.11	1.6 x 0.8 x 1.5	Electric Monster and Stadium truck Steering
HS-7965MG	High Speed G2 Digital Coreless	Metal	139 in/oz	0.10	2.18	1.6 x 0.8 x 1.5	1/10th scale Touring cars & Buggies
HS-7985MG	Ultra Torque G2 Digital Coreless	Metal	172 in/oz	0.13	2.18	1.6 x 0.8 x 1.5	Nitro Monster and Stadium Truck Steering 1/8th Scale Buggy/Truggy
HS-7955TG	Mega Torque G2 Digital Coreless	Titanium	333 in/oz	0.15	2.29	1.6 x 0.8 x 1.5	Nitro Monster and Stadium Truck Steering 1/8th Scale Buggy/Truggy

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PERFORMANCE TEST

get to it, you either remove the fuel tank or remove six screws to take the servo tray off. To me, taking off the servo tray should be less work than removing a bunch of screws. On a good note; the ZO1-B is said to only need maintenance after five gallons of fuel, which is a lot of run time, and certainly something I'm looking for. My dream is to have a buggy like my MX bike...ride it, lube the chain, and park it. The ZO1-B is certainly close to that. Unfortunately, I have to give a lower mark since the servo tray is something you constantly take on and off; still, the fact is, most 1/8-scales on the market have too many screws holding them together.

Rating: 8.5

WEAR AND TEAR • First and foremost, Steve O'Donnell insisted that the buggy be made of quality material. He went the extra mile and imported US aluminum and plastic to the factory in Asia according to his specs for critical areas. I find that impressive and give Steve props for doing it. Steve's decision translated to the ZO1-B staying tight for the whole test; no screws came loose. In fact, the plastic was so robust I actually bent a hex wrench trying to loosen one of the screws for the bulkhead, and I suspect the parts will last a long time as well. I also give the ZO1-B a 5-star crash rating since I had an electronic failure that caused the buggy to scream into the back straight wall at 40 miles per hour—square-on! Believe it or not none of the plastic broke! The chassis bent slightly, and the front dog bone bent, but that was it! All of us there for the day of testing were amazed that so little happened to the buggy considering it hit the wall so hard. I imagine the O'Donnell crew will probably never let me test a car again, but I did prove that the ZO1-B is a strong vehicle!

Rating: 10

TUNING • As with most modern 1/8-scale buggies the ZO1-B has all you could want in tuning options. It's also one of the few buggies that responds amazingly to slight changes in set-up. Everything is adjustable, and the kit includes multiple blocks for tuning toe and caster. The kit also includes extra springs for the shocks to suit different track conditions.

Rating: 10

CONCLUSION

The ZO1-B buggy is in the luxurious class of vehicles that was once XRAY's domain. When you open the kit for the first time you know you're getting something special with the crushed velver parts tray and the "chi-chi" aluminum and carbon fiber parts. Building this buggy is a pleasure since everything is spot on, thanks in part to the quality material used. As for performance, the ZO1-B has a very Kyosho like feel to its handling; in other words, the buggy likes to be driven hard and will reward you for driving it hard. It also accelerates out of corners like a rocket, which adds to its racing nature. The ZO1-B is very responsive to set up and can be tuned to your style of driving fairly easily. Some may say the ZO1-B buggy is behind the times in buggy development, and I say "so what?" This buggy is capable of winning races as it is out of the box, and is based on rock solid, track-proven technology. The O'Donnell crew took the time to refine a widely used format and added race inspired tricks that you would do yourself - things like beefier screws, better aluminum parts, and so on. To me this is a buggy done right, and is as close to "driving it hard and putting it away wet" as you can get in 1/8-scale racing. ☺

ODONNELL
ZO1-B



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Responds well to set-up changes
- Overall look and feel of the rolling chassis is top notch
- Good old US aluminum and plastic parts are unbelievably durable

MISSES

- Since the ZO1-B design started two years ago, it is somewhat out of sync with current trends...this is a good or bad thing depending on your taste.
- Although the shocks perform well, they are not big-bore which is the big trend these days.
- It's a little pricey considering there are no tires or oils for base set-up.

MAIN COMPETITION

Kyosho MP9, Mugen MBXSR, XRAY 808

WHO IT'S FOR

Anyone who's looking for great performance and wants a buggy that can go the distance

Skippy should retake his driver's test after this one.





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BRIEF WORDS WITH MR. O'DONNELL



Steve O'Donnell is a maverick in our industry. He's revered as a man who knows his stuff when it comes to anything RC related. Steve always wanted to build a car, and when he teamed up with Hobbico a few years back, he got the chance. As he told me, he didn't want to re-invent the buggy...he just wanted to make a buggy right. This meant specifying material from the US to send overseas, taking what most racers change when building a race buggy, and adding it to the kit for you. He also wanted a buggy that was very tunable and responded well to set-ups, and he wanted to add the things he would want to see in a buggy kit. The Z01-B is targeted for drivers like you and me who love to race. It's a "car for the people," as Steve told me. The Z01-B hit all of those marks, and to top it off, the Z01-B has jewel-like quality in the parts and packaging...I mean, a velvet parts tray for display is pretty cool if you ask me!

ABOUT SET-UP: The Z01-B is very responsive to chassis changes, and the O'Donnell crew made sure you have what it takes to set the buggy up to your liking. The directions include four set-up guides for different conditions, and a blank one for you to make your own. O'Donnell also included four sets of shock springs which to my knowledge has never been done before. If you like tinkering with set-ups I'm sure you'll be at home working on the Z01-B.

HOP-UPS AND NEW PRODUCTS: As with most manufacturers, I'm sure the O'Donnell team is working on hop-ups for the buggy (as if it really needs any), and I'll bet they'll have some big bore shocks and some sort of race kit with lighter stuff as well as more tuning options for your pleasure. It's the nature of the beast...that's what manufacturers do! I do know that O'Donnell has a buggy that should be out, as Tebo has been racing one this year. As for now, O'Donnell and Hobbico have been tight lipped about future plans, but when companies are quiet—you know they're up to something!

Keep it trendy, keep it fresh.



POWERPLANT INFO

The OS VZB .21 engine is a performer, and is a top choice among the racing elite these days. It has sweet low-end grunt, and ballistic top-end. It's also a fuel miser for those long A-mains. During the test, the VZB started to life easily, and break-in was simple compared to the Euro engines we all love. Also, tuning the V-Spec makes anybody look like a race tuner for real. Not much can be said that's not already been said about this engine...it's at the top of the class for 1/8-scale buggy racing.



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:	13890 OS .21VZ-B V-Spec
BORE AND STROKE:	0.653 in (16.6 mm) X 0.629 in (16.0mm)
DISPLACEMENT:	.21 cu in. (3.5cc)
FUEL:	O'Donnell 30%
PIPE:	OS T-2060SC
PLUG:	O'Donnell "hot"
PEAK X-DYNO HP*:	1.41 @ 23,500rpm
PEAK X-DYNO TQ*:	60.91 oz-in. @ 22,750 rpm
PEAK X-DYNO RPM:	41,750
AVERAGE TQ:	41.98 oz-in.
AVERAGEHP:	1.06
POWER FACTOR	
LOW END (TQ/HP):	35.87 / 1.15
TOP END (TQ/HP):	49.81 / 0.94
CORRECTION FACTOR:	1.039

*All numbers are SAE corrected

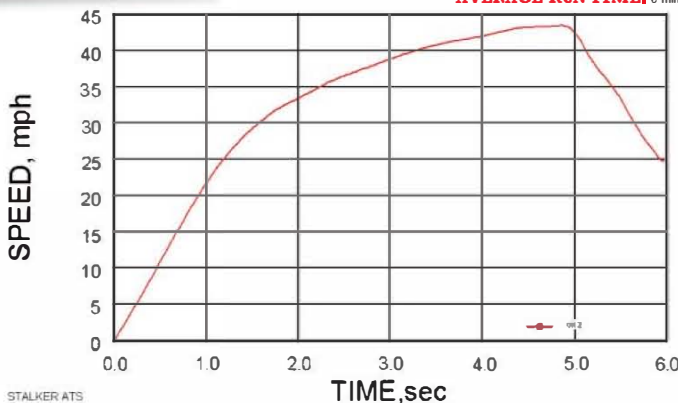
NEEDLE SETTINGS

HIGH:	2-1/2 turns out
LOW:	1-3/4 turns out
MID:	Factory setting (no touch!)
OPERATING TEMP:	220°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.02 sec. @ 33.5 mph
TOP SPEED: 43.4 mph @ 22.6 ft.
AVERAGE RUN TIME: 6 minutes



TEST CONDITIONS

WEATHER:	Sunny and warm
TEMP/HUMIDITY:	80° F / fire like humidity
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Dry = loose and slippery.

HANDLING

TURNING RADIUS:	4 ft., 8 in.
ON POWER:	Slight Oversteer
OFF POWER:	Slight Understeer

BRAKING

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

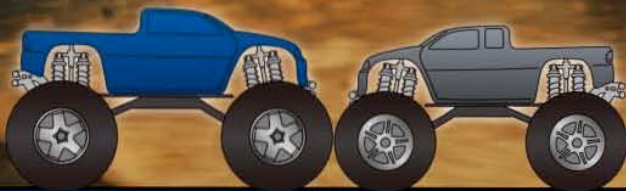
Hey! look! His name is on that truck wall, fool!

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Wort was so proud that he made that subtitle up by himself.



HPI E FIRESTORM FLUX

BRUSHLESS FLUXIN' RTR



words: Michael Wortel | photos: Carl Hyndman

THERE IS A BIG, NEW TREND IN THE INDUSTRY—INSANE ELECTRIC SPEED! Recently, manufacturers have been releasing 1/10-scale electric RTRs that come equipped with the latest brushless technology. Coupled with LiPo battery packs, these trucks are capable of ludicrous speed. HPI Racing is always on the cutting edge, and because of that, they now have a brushless RTR of their own, a revamped version of their strong-selling E Firestorm 10T: the

E-Firestorm Flux. But they didn't just throw in a brushless system and call it a day; they made a lot of other nice improvements as well, clearly making the Flux the most badass E-Firestorm to date. Unlike the competition, HPI doesn't slap a speed claim on the box. They know that their truck and reputation are enough to sell it. It's time to find out if the Flux has what it takes to edge out the its competitors in today's high-speed, high-voltage market.

Not powered by a flux capacitor.

HPI

E FIRESTORM FLUX

PART #: 10553
STREET PRICE: \$320
PRICE AS TESTED: \$380
SETUP TIME: 1 hour
EXPERIENCE LEVEL: Beginner to Intermediate



ADJUSTABLE BODY MOUNTS: If you want to change your body's height relative to the chassis, you're in luck! The front and rear body mounts all sport an adjustable height feature.

ADJUSTABLE SHOCKS: Threaded, oil-filled shocks cap off the suspension. They're plastic, but they feel smooth.

THUMB SCREW BATTERY HOLDER: The battery is held in place using a cross-style retainer that is held in using two threaded nuts that you can loosen and tighten with your bare hands.

03

02

VARIABLE BATTERY PLACEMENT: The Flux uses foam blocks in the battery tray which allow you to position the battery in three different configurations. You can also use 7-cell, lay-down battery packs.

01

CAPTURED ENDS: Because using e-clips sucks, the Flux uses captured ends, one each on the front and rear, to hold the hinge pins in place.

Guess what frequency Wort was using.

VEHICLE INFO

01 METAL GEAR SOLID

Simply put, plastic gears aren't quite up to the challenge of handling today's brushless motors and high-voltage batteries, especially when you throw bumps and jumps into the equation. To protect the gears from stripping under high RPM and abuse on the track, the Flux comes equipped with a full set of metal gears in the tranny. This, coupled with an adjustable slipper clutch, ensures that your gears will stay intact, even if you happen to destroy every other part in a 55mph collision.



When you buy the Flux, you expect speed, and it doesn't disappoint.



02 MOAT-WORTHY • Perhaps the most notable improvement on the Flux is the inclusion of a brushless motor and ESC. Both the Flux Motiv ESC and the Warp 5700 motor are products of Castle Creations, one of the industry's most trusted manufacturers of brushless products. The Flux comes with a sensorless brushless system, that although budget-oriented, is full of nice features and is considered trustworthy in the industry. Nice, 12 gauge wires and low-resistance Dean's Plugs crop-off the system. And yes, it's supposed to say: "Moat-Worthy." Castle Creations... moat... Get it?

03 CRANKING OUT • The Flux isn't just a speedster; it's a track-worthy stadium truck at heart. The steering is a dual-bellcrank layout that is connected to a lay-down servo configuration. All of the bellcrank components are made of a forging composite compound that should be able to take some fairly hard impacts without breaking. Thick, steel turnbuckles round out the steering assembly, which seems to scream, "Abuse me!" Steering should be pretty responsive to go along with the system's durability.



CHASSIS

LAYOUT: Molded tub
THICKNESS: 2.5mm
MATERIAL: Plastic

SUSPENSION

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

SHOCKS

BODIES: Threaded plastic
DAMPING (F/R): 30-wt.
PISTONS (F/R): 2-hole
SPRINGS (F/R): Black

DRIVE TRAIN

TYPE: RWD, 3-gear internal tranny w/slipper
DIFFERENTIAL: Gear (1)
AXLE TYPE: Dogbones
TRANSMISSION: 3-gear, metal
SPUR GEAR MATERIAL: Composite plastic
BEARINGS: Rubber sealed (metal-shielded in tranny)

GEARING

PINION/SPUR: 19/87, 48-pitch
GEAR RATIOS:
PRIMARY: 4.58:1
INTERNAL: 2.60:1
FINAL: 11.91:1

BODY, TIRES & WHEELS

BODY: HPI DSX-2
TIRES (F/R): HPI Front Line/Ground Assault
DIAMETER/WIDTH: 3.99 in. x 2.08 in. (101mm x 53mm)
HEX SIZE: 12 mm
WHEELS: HPI Scorch

DIMENSIONS

WEIGHT: 4 lbs., 2 oz. (1,900g)
TRACK WIDTH (F/R): 12.64 in. / 12.67 in. (321mm / 322mm)
WHEELBASE: 11.38 in. (239mm)
RIDE HEIGHT: 1.25 in. (32mm)

TESTING

The Flux can be run almost anywhere its 2WD can take it. Most of the people who buy this kit will be running it on the street, through the grass, and on dirt. But a select few will probably find their way onto smaller tracks as well. Testing was completed on the track at Pegasus Hobbies, on a dirt field near my house, and in my parking lot, which has a long straight for speed run purposes.

ACCELERATION AND SPEED • This category is pretty much the bread and butter of the entire kit. When you buy the Flux, you expect speed...and it doesn't disappoint. Acceleration was great. The 5700Kv motor and 2S LiPo provided plenty of punch, although the sensorless ESC occasionally clogged, resulting in a bit of unresponsiveness. Acceleration, however, was great. With good traction, the Flux would even pop wheelies while already moving at a generous speed. The Flux got up to high speeds quickly, but had the tendency to diff out a bit getting up to top speed, making it somewhat volatile. Locking up the diff with thick grease or clay would fix this effect. Overall, the Flux scored highly in this category, as it was designed to do.

Rating: 10/9

BRAKING • You don't buy the Flux to brake, but braking is inevitable. The Flux Motiv ESC does a good job handling braking duties. It has a nice brake delay feature, which prevents you from accidentally jamming the Flux into reverse while braking. The tires aren't exactly meant for the track, so I spun out a couple times if I was too aggressive while braking, especially through turns. But at the end of the day, the Flux slowed down nicely. First time brushless drivers will quickly notice that brushless motors don't slow-down quickly when the car coasts. The ESC's drag brake is used to compensate for the lack of friction, and does a decent job of mimicking the feel of a brushed motor when your finger lifts off the trigger.

Rating: 7

LOW-SPEED • At low speeds, the Flux demonstrated a nice amount of maneuverability. With the dual-rate steering set to full-throw, the turning radius of the Flux was tight. The steering servo did a good job of providing enough torque to swing the bellcranks around, which is usually a problem for stock, RTR steering servos. The one included with the Flux was more than adequate. As far as throttle control at low speeds, the sensorless based brushless system clogged a bit with subtle blips from the zero throttle position. But to be honest, unless you've driven hundreds of RC cars in your time, you probably won't even notice it. Overall, the Flux handled nicely at low speeds.

Rating: 8.5

HIGH-SPEED HANDLING • With its brushless motor system, the Flux is sure to spend lots of time traveling at high speeds. In my parking lot, there is a nice 200' stretch of blacktop that I use for high speed runs. For the most part, the truck was pretty stable, but as the speeds really started to increase and the tires began expanding, the handling was a bit on the unpredictable side. There was a decent amount of flex throughout the suspension and steering assembly, which resulted in some wandering at high speeds. But if I was careful

HPI E FIRESTORM FLUX

1:10



2WD

RTR GEAR

RADIO: HPI TF-1 AM

RECEIVER: HPI RF-1 2-Channel

STEERING SERVO: HPI SF-1

SPEED CONTROL: HPI Flux Motiv

MOTOR: HPI Warp 5700

TEST GEAR

BATTERY: Intellect Batteries IP 4000mAh 2s, CS2S4000V1, \$60

CONTACT

HPI RACING: www.hpiracing.com

INTELLECT BATTERIES: www.intellect-battery.com

and let off the trigger a bit, the Flux would regain its composure. If you're planning on making your Flux into an ultimate speed machine, try locking the diff a bit, laying-down the shocks as much as possible, and maybe using some street tires with smaller sidewalls. But as it sits, the Flux did a decent job handling high speeds.

Rating: 8

ROUGH-TRACK HANDLING • One can't expect the 2WD truck Flux to gobble up the roughest of terrains, but its wide stance and decent ground clearance do allow it to handle some respectable obstacles. The suspension on the Flux is pretty soft, so at medium to slow speeds, it felt comfortable on the rutted areas of the track. The tires didn't get the best traction on dusty areas of the track, so I had to be careful not to accelerate too hard out of turns, or it would simply fishtail and diff-out. The Flux handled the whoops in the rhythm section at Pegasus pretty well. The first bump in the series sent the truck into a stumble, as the chassis bottomed out pretty easily, but if I took the first one slowly, I was able to cruise through the remaining four pretty well.

Rating: 8

It was hard not to pull wheelies during radar.





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PERFORMANCE TEST

JUMPING • The key to success in jumping the Flux well, and pretty much any RC car for that matter, is finding traction up the front of the jump. The track was loose at Pegasus the day I was there. That fact, coupled with the large amount of torque provided by the brushless system, made me have to be very careful to roll the throttle when approaching the jumps, especially the large double. On my first couple attempts, I slid up the top of the jump a little, and the Flux got sideways, which resulted in some not-so-spectacular landings. The chassis bottomed out easily on some of the medium to large size jumps, but switching to the 2-hole pistons that came with the kit made it more capable of soaking up the landings.

Rating: 7

WRENCHING

MAINTENANCE • In today's scene of often over-engineered designs, it's a breath of fresh air when I encounter a simple, traditional design like the Flux. To start, the Flux uses hex screws throughout—kind of rare for an RTR—because hex fasteners are a little on the expensive side. Getting out the steering servo was a matter of only having to remove a few screws, and the same went for the transmission. As I mentioned earlier, you won't find any e-clips to deal with throughout the suspension, as all the hinge pins are retained by captured, plastic ends. Experienced or not, owners will appreciate that there are no pain-in-the-ass e-clips from the design. The instruction manual was good. It falls somewhere between a step-by-step manual and one that includes only exploded views. The illustrations were excellent and easy to follow. The only drawback was that

the instructions weren't specific to the Flux trim of the E-Firestorm, but this is a small detail and may change by the time you get your hands on a Flux.

Rating: 9

WEAR AND TEAR • By this point in my career as an RC editor, most manufacturers kind of cringe when they know I am going to test their kits, because I have a no-holds-barred style of abusing the products. The Flux, however, stood up to everything I put it through. First and foremost, with all of the high RPM driving I subjected the drive train to, the gears, outriggers, and drive axles held up tough and showed very few signs of wear. Even when I tightened the slipper down for some exciting wheelie action, all of the gears and axles remained unscathed. Not even an accidental smack into a speed-bump at 30 mph damaged the Flux—aside from some impressive scratches on the chassis, worn-down screw heads, and actual damage to the speed bump itself!

Rating: 10

TUNING • Most 1/10-scale stadium trucks are designed for racing, so they offer a large variety of tuning options. But since the Flux is designed with user-friendliness in mind—rather than racing—the tuning aspects are toned down a bit. The adjustable turnbuckles give you the ability to adjust the front toe and camber, and there are also a few different shock mounting positions available. The shocks themselves are fully adjustable, and HPI even includes some extra pistons, so you can experiment and find which ones you like best.

Rating: 8

CONCLUSION

By the time I was finished testing the Flux, I was left with a good impression. The price tag is pretty moderate, especially considering it comes with a

HPI E FIRESTORM FLUX

1:10



2WD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Dealer's plugs are pre-installed
- Reliable brushless system
- Really fast out of the box
- Metal-gearred tranny

MISSES

- ESC and motor combo can't handle a 3S LiPo
- Need to purchase link cable separately to adjust the ESC parameters

MAIN COMPETITION

Traxxas Rustler VXL, Lasi Speed-T

WHO IT'S FOR

Electric enthusiasts who want to make a speed machine

respectable brushless system. As far as brand confidence, HPI definitely ranks among the best. Their fit and finish are always at the top, and their customer support and parts availability are also excellent. When you look at its competition, the Flux offers more in some areas, and less in a few. When it all comes down to it, it's all about your preference. Basically what I am saying is that you can't go wrong in purchasing the Flux. It features a tested design and very reliable equipment. If you're looking for an electric RTR with some balls-out-speed to impress the ladies around the neighborhood, I definitely recommend HPI's E-Firestorm Flux! 🏆



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WHERE IT STANDS IN THE CROWD

The whole notion of the electric, 2WD stadium truck speed machine started about a year ago. Traxxas released the Rustler VXL and claimed that it could achieve actual speeds of 70 mph, with the addition of only a 3S (11.1V) LiPo battery pack. The VXL wasn't the first RTR to come with a brushless system (that achievement actually went to Losi a year prior), but it was the first to include a bullet-proof, metal-gearred tranny to handle all that power.

Earlier this year, Losi released a brushless, metal-tranny, speed machine of their own—the Speed-T. What the Speed-T and the VXL have in common is one thing: they focus their marketing on speed claims. With both the VXL and the Speed-T, we set out to try to reach those speeds they claimed, and gave you a bunch of extra radar graphs so you could see what some extra

voltage can do. So, you're probably wondering where those extra graphs are for the Flux, right?

Well, here's the scoop. First of all, the Flux isn't marketed as a speed beast alone. Instead, HPI pushes the notion that it's their first RTR to include a brushless system, and that it includes a metal tranny to handle the demands of today's motors and batteries. When you read the fine print about the ESC, however, you discover that with the included 5700Kv motor, the ESC is only capable of handling a 2S LiPo, not the 3S one that Traxxas and Losi use to get to 60 mph+.

What does all of this mean? Well, if you read further into the fine print of the Flux, you discover that if you downgrade to a slower 4200Kv motor, you're able to use a 3S LiPo,

which will bring you well over 50 mph. So maybe you're wondering why they didn't just include the lower Kv motor. Well, have you ever checked out how much 3S LiPo's cost? It's easy to spend well over \$130 to get your hands on one. And not many people want to buy a single battery that's half the cost of their entire car.

Nowadays, you can pick up a 2S LiPo for a little over \$50, which is a lot more economical than a 3S. And a 2S LiPo, paired with the faster 5700Kv motor used in the Flux, gives most drivers all the speed they will ever need. So what I am basically saying is this: even though you can't use a 3S LiPo with the Flux as it stands, it will be faster than the competition using a 2S LiPo because it comes stock with a faster motor. Yes, maybe I have too much time on my hands, but it all makes sense to me!

If it went 88 mph, it would go back to the future.



POWERPLANT INFO

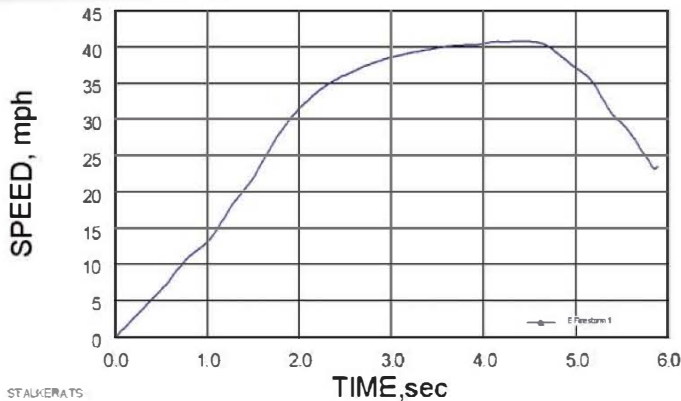
If you think this motor looks familiar, just picture it with a green can. Yes, the HPI Warp 5700 is none other than the trusted Castle Creations 5700Kv motor that has been in use for some time now. This motor has proven very trustworthy, and in the Flux, it is sure to live up to its solid reputation. 5700Kv is plenty of motor for most people. It's roughly equivalent to a 10- or 11-turn brushed motor, and it's also very efficient to boot. If you're new to brushless tech, you'll be happy to find out that the Warp requires very little—almost zero—maintenance. The Warp stayed cool throughout my testing, even when I ran the Flux through the grass, a legendary terrain for frying motors and ESCs. The Warp 5700 motor is an excellent fit for the Flux. It is great for the bashing paths, the street, and the race track alike.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.34 sec. @ 35.3 mph
TOP SPEED: 40.7 mph @ 173 ft.
AVERAGE RUN TIME: 7 minutes



STALKERATS

TEST CONDITIONS

WEATHER:	Hot and sunny
TEMP/HUMIDITY:	90 degrees / 23%
BAROMETRIC PRESSURE:	29.62 in.
ALTITUDE:	852 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	4 ft., 7 in.
ON POWER:	Understeer
OFF POWER:	Neutral

BRAKING

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

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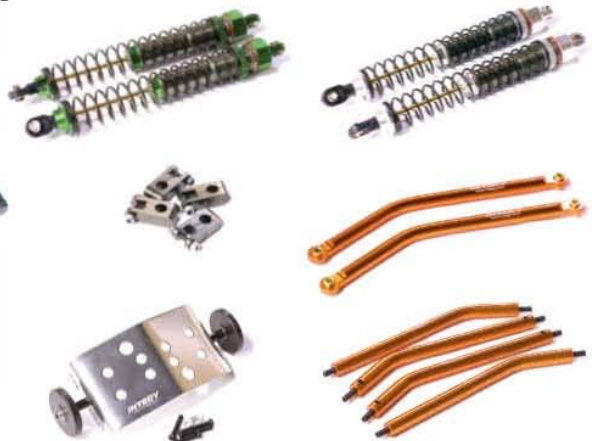


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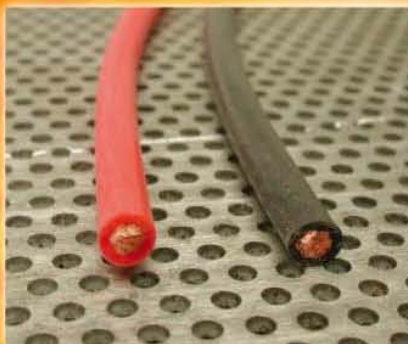
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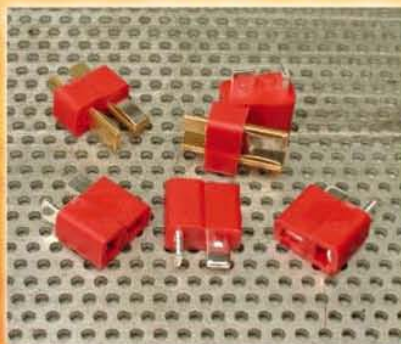
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OFNA MINI HYPER ST

SMALL AND BIG?



words: James Revilla | photos: Carl Hyndman

WITH FULL TANKS IN MY DAILY DRIVER AVERAGING \$80-90, I'M IN THE MARKET FOR A SMALLER VEHICLE. One that I can drive to work, save on gas, but still have fun with. Everything would be relatively "smaller"—from parking spots, to space for my RC stuff. The bottom line: I want something that's still fun and still convenient, but that doesn't require a lot. With that lingering in your head, take a look at OFNA's new Hyper Mini ST. The "Mini" refers to its 1/12-scale footprint. Pull the body off, and you'll find yourself staring at something that's more similar to an 1/8-scale truggy, just in smaller form. Does smaller size mean smaller fun and performance? Let's see.



We don't know if it's a hour theme...

OFNA MINI HYPER ST

PART #: OFN14614
STREET PRICE: \$350
PRICE AS TESTED: \$390
SETUP TIME: 3 hours
EXPERIENCE LEVEL: Novice to Intermediate



COLD FILTERED: An aluminum fuel filter is included; surprisingly, this still isn't standard on all nitro vehicles.

UNIVERSALLY GOOD: Universal CVA drive shafts are used up front to keep the power going to the wheels.

02

01

ANGLED LINK: The throttle linkage rides on a pivot ball to allow for the non-horizontal throw of the carb.

SEALED COMPARTMENT: The Mini Hyper ST has a sealed radio box with room for a standard-sized receiver and a mini Rx pack.

LONG REACH: Super-long molded ball ends in the rear save you the trouble of threading turnbuckles while giving the same amount of camber adjustment.

...or a badger, or an angry squirrel...

VEHICLE INFO



01 LEANING • When you look at the chassis sans body, the first thing that should catch your eye is the tilted engine. This design brings the weight of the engine closer to the centerline of the vehicle for better weight balance. It also brings the pipe more inboard as well, which is why the Hyper Mini ST has a body that can go over the pipe.

The Hyper Mini ST took jumps better than a lot of 1/10-scale vehicles I've driven!

02 SPINNING BALLS • Up front, the Hyper Mini ST uses a pillow ball design. Both ends feature angled lower arms and 2.5mm sway bars. All four aluminum-threaded shocks have multiple mounting points for tuning. To handle power, the front end uses CVA type universals, while the rear end employs a standard dogbone design.



POWERPLANT INFO

The included Hyper 12S engine is a .12-sized pull start mill. After breaking the engine in with no hassle, the truck sat for about a week before I fired it up again. Unlike some other RTR engines that become more of a hassle after you use them once, the Hyper 12S turned over on the first attempt. Idle was good, and although top end power was nothing to write home about, the midrange revs were excellent. Quick trigger bursts lifted the front end off the ground if there was enough traction available. Over the course of testing (in hot weather, mind you) the Hyper 12S motored along like a champ. Performance was consistent and I sensed no weirdness other than an occasional idle hang that didn't affect my overall good impression of the power plant.



CHASSIS

LAYOUT: Radiused-edge hard-anodized aluminum plates

TANK CAPACITY: 75cc

SUSPENSION

TYPE: 4-wheel independent

TURNBUCKLES: Yes, steel

SWAYBARS: 2mm / 2mm

SHOCKS

BODIES: Plastic

DAMPING (F/R): 30wt / 30wt

DRIVE TRAIN

TYPE: 4WD center shaft

DIFFERENTIAL: Sealed gear (2)

AXLETYPE: CVA universal / dogbone

TRANSMISSION: Single speed

SPUR GEAR

MATERIAL: Plastic

BEARINGS: Rubber-shielded bearings

GEARING

1"

PINION/SPUR: 14/42

GEAR RATIOS:

PRIMARY: 3:1

INTERNAL: 3.9:1

FINAL: 11.7:1

DIMENSIONS

WEIGHT: 4 lbs., 1.9 oz. (1,871g)

TRACK

WIDTH (F/R): 11.25/11.85 in. (286/301mm)

WHEELBASE: 9.72 in. (247mm)

RIDE HEIGHT: 0.78 in. (20mm)

ACCELERATION

0-60FT: 2.08 sec. @ 29.6 mph

TOP SPEED: 30.2 mph @ 125 ft.

AVERAGE

RUNTIME: 6 minutes

MAIN COMPETITION

Jammin CRT.5

WHO IT'S FOR

Nitro racers who run in smaller places

...or a mutated bat... like the ones in B-movie horror flicks...

TESTING

It was a nice, sunny day nearing the end of summer break (for those of you going to school), and I found myself at Pegasus Hobbies in Montclair, CA. The track was semi-packed dirt with some loose spots on the outside of the turns, and lots of jumps – perfect to test the Hyper Mini ST's flying capability.

ACCELERATION AND SPEED • The .12 got the truck moving in short time. The top end was pretty well matched to the size of the track and the track layout. There was a good amount of punch in the midrange area, and sometimes I'd find myself blipping the throttle but then regretting it as the Hyper Mini ST would go a lot farther than I had anticipated.

Rating: 8/8

HANDLING • At low speeds the Hyper Mini ST had a mean (like super) understeer when turning. It was like the front end had no traction if I tried taking tighter turns with even the most minute amount of throttle. I'm sure a swap to true racing tires would help out a lot, but as it was I couldn't run the track as fast as I wanted to. The Hyper Mini ST's jumping ability made up for this slightly. I didn't have to brake in mid air, nor did I have to hold the trigger down to aim the front tires. The Hyper Mini ST took jumps better than a lot of 1/10-scale vehicles I've driven!

Rating: 8

WRENCHING

MAINTENANCE • Because of its smaller scale, maintenance isn't as easy as working on the wide-open layouts of larger nitro vehicles. Likewise, the truggy-style 4WD layout packs more parts into less space. However, if you have a 2mm wrench, you can pretty much get whatever you need out of the way in seconds.

Rating: 8

WEAR AND TEAR • After four full tanks of fuel at the track, I surveyed the chassis for any abnormal signs of wear or tear. The front tires already showed a thin wear strip along the centerline of the

tread, which might explain the lack of overall traction. However, the shock shafts were nice and clean, thanks to the included shock boots. Sealed gearboxes kept the diffs grime-free, and the radio box protected the receiver and receiver pack as it should.

Rating: 9

TUNING • The Hyper Mini ST includes all the standard tuning adjustments you'd expect in a competition-themed vehicle. Camber is adjusted by the pillowballs up front and a standard turnbuckle in the rear. Caster and toe are adjustable, as is the positioning of the rear upper links. Both front and rear shocks have more mounting holes than you will probably ever use, but at least you have options.

Rating: 9

CONCLUSION

I've been lucky to drive the only two contenders in this class (the other being Jammin's CRT5), and this second experience gave me the impression that these 1/12-scale trucks are pretty fun to drive. Because the Hyper Mini ST uses standard 1/10-sized wheels, there are hundreds of racing tires from aftermarket companies to choose from. This alone would solve the understeer I experienced during testing. Other than that, the truck is fast, easy to work with, and can definitely jump. So if you're looking for a fun little nitro ride, the Hyper Mini ST is a good choice—just make sure to pick up a good set of tires to fully enjoy its capabilities. 🍀

OFNA MINI HYPER ST

1:12

NITRO

4WD

4WD

RTR GEAR

RADIO: Hobao HT-2 AM

RECEIVER: Hobao HR-201

STEERING SERVO: Hobao H-101

THROTTLE SERVO: Hobao H-101

ENGINE: Hobao Hyper-12S pull-start

PIPE: OFNA tuned pipe



TEST GEAR

RECEIVER PACK: OFNA 5-Cell 800mAh, 10200, \$25

FUEL: Trinity Platinum 20%, MH0020T, \$15



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SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8 INSTRUCTIONS

8 PARTS QUALITY/FIT

9 DURABILITY

9 TUNABILITY

8 OVERALL PERFORMANCE

8 VALUE

HITS

- Strong midrange power
- Capable suspension
- Good jumping

MISSES

- Kit tires have little grip
- Radio has no end points



...but it's definitely something funny. Definitely funny.

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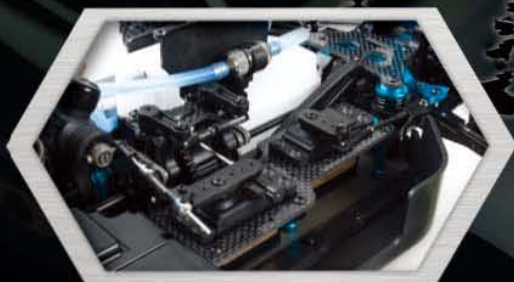
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TRF
TAMIYA RACING FACTORY

801



• **Nylon Lock Nut Hinge Pins**
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• **Straight Line Drive Path**
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• **Large Volume (15mm bore) Shocks**
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*Photo shows prototype and may differ from final product
*Specifications are subject to change without notice



The **TRF801Xr** is the all new 1/8 scale competition level Race Truggy assembly kit, designed and tested in Southern California, USA. The highly efficient drive system comes from the optimized position of the front and rear propeller shafts. The drive line is virtually straight which offers the most efficient drive-line possible in its class. The **TRF801Xr** chassis has plenty of adjustability to fine tune it for the most demanding of race tracks across the globe. Get to your local R/C shop and prepare to conquer new ground with the all new **TRF801Xr**. Please visit www.tamiyausa.com for more information.

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Look out, big red comin' through!





“32” sideways is “NM” - like Mickey.

TRAXXAS T-MAXX 3.3

BADDEST 'MAXX EVER?



words: Michael Wortel | photos: Carl Hyndman & Jason Boulanger

EVERYONE OWES A BIG “THANK YOU” TO THE T-MAXX. When it was first released 10 years ago, it gave monster trucks, and the rest of the industry, a big shot of adrenaline. It was big, fast, durable, and put Traxxas on the map as the world’s leader in RTR sales. When the newest version of the T-Maxx 3.3 came into the office, I quickly popped off the newly-styled body and saw some improvements, but it still looked very much like the T-Maxx of 10 years ago. Everyone knows the old adage: “If it isn’t broken, don’t fix it.” But is that just another way of saying someone was too lazy to do a redesign? Full-scale car companies like Jaguar and Audi have battled that perception for quite some time, and some car enthusiasts scoff at them for keeping the same model for 10 years, but at the end of the day, they still make some of the finest cars on the market. Does the newest T-Maxx 3.3 do enough to hold its spot as king of the hill? Or has the competition finally caught up? Well, that’s what our performance testing is all about! Let’s take a closer look.

TRAXXAS T-MAXX 3.3

PART #: 4908
STREET PRICE: \$420 (Kit only, price may vary)
PRICE AS TESTED: \$480
SETUP TIME: 1.5 hours
EXPERIENCE LEVEL: Intermediate



TREAD ON ME: 6.3" tires = more boulder-clearing abilities + higher top speeds. Can you handle it?

01

REVO-SPEC TRANNY: The center tranny is now a more capable, forward-only unit, with wider gears to handle the power and torque of the 3.3 engine.

3.3 ENGINE: This .20-sized engine is very high-quality, not something you'd expect to find on an RTR. It's "actually" race-quality.

02

HIGH-FLOW AIR FILTER: A new, high-volume, dual-stage air filter is included on the 3.3. It breathes easier and should allow for more consistent tuning.

EXTENDED CHASSIS: The new 'Maxx features an extended chassis, new skid plate, and heavy-duty braces.

03

REVO-SPEC DIFFS: The front and rear diffs are revamped and designed to put the torque to the dirt in a big way.

Reverse? We don't need no stinkin' reverse!

VEHICLE INFO



01 UPDATED STEERING ASSEMBLY • You may not notice them immediately, but Traxxas made some huge improvements to the 3.3's steering mechanism. The dual-bellcrank assembly is now supported by a full set of ball bearings, an integrated servo saver, and a new, digital servo with some balls. Since it now features even bigger 6.3" tires, the 3.3 needs all the torque and finesse the steering assembly can make, and by the looks of it, the steering improvements should be more than enough to get the job done.

Throw in a performance air filter and dual-chamber, tuned pipe, and the 3.3 now makes even more power.

02 NOT YOUR GRAND-DADDY'S PIPE • One of the first upgrades that owners made to older versions of the 'Maxx was to the exhaust pipe. The old one was okay, but it was a little restrictive and didn't allow the 'Maxx to get the most out of its engine. Well, Traxxas took notice and now includes its tuned, polished Resonator pipe as standard gear. They claim it adds up to 16% more torque and 10% more power throughout the power band compared to the old pipe.



03 EZ DOES IT • This feature isn't new to the 3.3, but it's still one of my favorites. Traxxas's brilliant EZ-Start is one of the easiest, most reliable starting methods I've ever used. Using the EZ-Start eliminates the need for a glow igniter, pull-start, or bump-box; it does it all electronically! Simply charge up a 6-cell pack, install it in the EZ-Start, and you're ready for action. The unit even features an on-board diagnostic indicator that tells you if your engine is vapor-locked or your glow plug has gone bad.



CHASSIS

LAYOUT: Single-deck w/undercarriage braces
THICKNESS: 4mm
MATERIAL: 6061-T6 Aluminum
TANK CAPACITY: 125cc

SUSPENSION

TYPE: 4-wheel independent
TURNBUCKLES: Yes (steel)
STEERING: Dual-bellcrank, ball bearing guided
SWAYBARS (F/R): N/A

SHOCKS

BODIES: Plastic
DAMPING (F/R): 30-wt.
PISTONS (F/R): 2-hole
SPRINGS (F/R): Red

DRIVE TRAIN

TYPE: 4WD center shaft
DIFFERENTIAL: Sealed-Gear (2)
DIFF. FLUID: Grease
AXLE TYPE: Slider-axle
TRANSMISSION: Internal 2-speed
SPUR GEAR MATERIAL: Plastic
CLUTCH: Revo-spec
BEARINGS: Rubber-sealed

GEARING

CLUTCH/SPUR:	16/43	20/39
GEAR RATIOS:	1 st	2 nd
PRIMARY:	2.68:1	1.95:1
INTERNAL:	9.42:1	7.12:1
FINAL:	23.1:1	14.8:1

BODY, TIRES & WHEELS

BODY: ProGraphix 'Maxx
TIRES (F/R): TRX 'Maxx-Sized
DIAMETER/WIDTH: 6.3 in. x 3.5 in. 160mm x 89mm
HEX SIZE: 14mm
WHEELS: TRX Hurricane

DIMENSIONS

WEIGHT: 9 lbs. 14.7 oz. (4,500g)
TRACK WIDTH (F/R): 16.50 in. (417mm)
WHEELBASE: 13.20 in. (335mm)
RIDE HEIGHT: 3.0in. (76mm)

TESTING

With its huge tires, gapping ground clearance and soft suspension, the newest "Maxx is clearly meant for the untamed wilderness. But as anyone who has driven a T-Maxx already knows, it feels at home on the street and even the racetrack too, although you'll never find a long enough straight! Testing was completed in my parking lot, a virgin field, and Pegasus Hobbies, for some short-track duties.

ACCELERATION AND SPEED • Compared to the 2.5, the 3.3 trim features a bigger engine and two-speed transmission with a lower first gear and a higher second gear. What does this all mean? Power and speed! The 3.3 got gobbs of torque off the line, and if I was careful in rolling the throttle, it was also very easy to control. Acceleration throughout the entire power band was impressive to say the least, and when the "Maxx hit second, it didn't show any signs of letting up. This newest version of the T-Maxx was definitely the fastest, and with huge, 6.3" tires expanding, I got a little nervous that it might just pop off the ground. But the T-Maxx accelerated quickly and held its own.

Rating: 10/9

BRAKING • The first time I applied the brakes on the 'Maxx, I was impressed by how quickly they brought the heavy truck to a controlled stop. Any braking system can be designed to lock-up the wheels, but it takes a certain amount of ingenuity to design a system that slows down the drive axles quickly without locking the wheels. For a monster truck, these brakes did a great job, and fade was only minimal.

Rating: 9

LOW-SPEED HANDLING • The first thing you should do when you get your new 'Maxx is purchase a 5-cell receiver pack. AAs don't provide enough voltage, and you'll be replacing them every week. With the proper juice, the new steering servo worked really well, and coupled with the silky-smooth ball bearings in the bellcranks, the steering assembly was really responsive. This gave the 'Maxx very good handling at low speeds.

Rating: 9

HIGH-SPEED HANDLING

• What do you get when you have 10+ lbs. of monster truck traveling at 40 mph on 6.3" tires? Well, you get a sum that is likely to be pretty volatile. The newest T-Maxx, however, defies mathematics and physics a bit, because even at high speeds, the truck was pretty stable. That may have something to do with the 30mm extended chassis. That added length took a bit of steering away from the T-Maxx, but

the added stability was definitely worth it. Overall, the 'Maxx handled high speeds well on a varying terrain, but if you were thinking about racing with it, you'd definitely have to put a new set of tires high on the priority list, as the "Maxx-Sized" tires are more meant for clearing roots and boulders, not tricky doubles.

Rating: 8

ROUGH-TRACK HANDLING • The Maxx has more ground clearance than ever before. Throw in huge tires and a soft suspension, and you get a truck that's ready to conquer any obstacle. By my house, there is a large drainage basin that is lined with numerous softball-sized boulders. I traversed the truck through the field with ease—a bit of rock climbing, if you will. It rarely got hung up on any of the rocks, and if it did, a blip on the throttle was enough to winch it out. To be frank, there wasn't a surface that the T-Maxx couldn't conquer. Bashers will be thoroughly satisfied and impressed by the hairy terrain the T-Maxx is able to traverse.

Rating: 10

JUMPING • With biting torque and plush shocks, the 'Maxx almost begs to be airborne. And with its high speed, the new truck even makes jumps out of nothing. One of my favorite new testing locations is a series of varying sized speed bumps in my parking lot. Some are big enough to

TRAXXAS T-MAXX 3.3



RTR GEAR

RADIO: TRX TQ3 AM

RECEIVER: TRX2215 3-channel AM

STEERING SERVO: TRX 2070

THROTTLE SERVO: TRX 2018

ENGINE: TRX 3.3

PIPE: TRX Resonator



TEST GEAR

RECEIVER PACK: Team Orion Marathon 1400, OR112224, \$30

FUEL: Traxxas Top Fuel 33%, #5030, \$12

STARTER BATTERY: Orion Rocket Pack 2700, OR110101, \$35



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PERFORMANCE TEST

get some good air, and some are small enough to mimic a rhythm section. This truck flew into the air easily and recovered well on landings. With all of its power and limited-slip diffs, it didn't need a very long runway either. On the track, the 'Maxx handled jumps equally as well, but traction was an issue, and the truck was sent into a tumble occasionally. One of the things the T-Maxx is designed to do is get big air and land without a problem. The newest 'Maxx succeeds in this and upholds its airborne reputation.

Rating: 9

WRENCHING

MAINTENANCE • Working on the new 3.3 is about as straightforward as it comes. The 3.3 uses hex hardware throughout its construction, which is a hell of a lot more forgiving than Phillips head screws. Most of the screw points are easily accessible without you having to remove anything from the chassis. With the removal of only a few screws, the entire center transmission comes out easily, and although there are still a fair number of steps involved in accessing the front and rear differentials, the procedure is easy. Overall, working on the 3.3 is painless. Traxxas even includes all of the hex wrenches you'll need, as well as a helpful multi-driver. If you can't wrench on a T-Maxx, you're not meant for RC.

Rating: 9

WEAR AND TEAR • The new 3.3 is big, and it's fast - faster than any other "Maxx to date. So what does that mean? Well, that means Traxxas also had to make it more durable than ever, and they did, especially through the drive train. Lots

of parts, including the center transmission, the differentials, and the slider axles were borrowed from the REVO, and as Martha Stewart would put it: "it's a good thing." The widened gears, improved slipper clutch, and sealed, limited-slip diffs combine to create a truly bullet-proof drive train. Although I didn't run into any problems, I am a little surprised that Traxxas didn't include their new waterproof servos and waterproof radio box on the new 3.3. What gives? At the end of my brutal testing regiment, the only wear the 3.3 exhibited was some scratches on the chassis (to be expected), and a torn rubber boot on one of the slider axles. That's it!

Rating: 9

TUNING • The new 3.3 gives you a lot to work with. The new diffs are sealed, which not only keeps out debris, but enables you to tune them using different viscosities of silicon oil. Thanks to beefy, steel turnbuckles on the front and rear, all the toe angles are fully adjustable, not just the front. The 3.3 uses a pivot-ball style suspension to adjust things like width and camber, and the ends feature arc sealed with rubber gaskets so no fine dirt will make its way into the cup assembly and jam it up. The 2-speed tranny was easy to adjust via a small screw portal on the center transmission case. To cap it all off, the shocks are fully adjustable with optional pistons, oil that you can purchase at any hobby store, and included preload spacers.

Rating: 9

TRAXXAS T-MAXX 3.3



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Improved diffs
- Widened gears to take lots of abuse
- Vasily improved steering response

MISSES

- Still uses LARGE receiver
- Doesn't use Traxxas' waterproof servos
- Where did the RX pack and charger go?

MAIN COMPETITION

HPI Savage-X, Losi LST2, Associated MGT-2, Duratrax RTX-27

WHO IT'S FOR

Everyone should have a T-Maxx. Buy one! How's that for subliminal?

CONCLUSION

To be honest, it had been a couple years since I last drove a T-Maxx. I figured that after having driven about 60 different RC cars since my last T-Maxx experience, I would be less impressed with the 'Maxx this time around. But you know what? After painlessly firing-up the newest 3.3, I was quickly reminded of why the T-Maxx became the top-selling monster truck of all time. To be quite frank, nothing in its class even comes close, and that's saying something. Since the T-Maxx's release about 10 years ago, legendary companies like Associated, Losi, and HPI have taken a stab at it, and although those manufacturers do make some pretty badass trucks, they simply don't bring the total package to the table that Traxxas offers. The only negative things I can even say about the T-Maxx are that it is a bit expensive, and the general design is a decade old. But much like the Audi A4, why mess with a good thing? I used to believe that everyone should have a T-Maxx in their RC stable, and in its latest 3.3 trim, nothing has changed. Simply put, if you don't have a T-Maxx yet, buy this one. ☺

Worrel is still the best "crash tester" in the crew... it's the driving.



GPV-1

1:8 SCALE R/C MOTORCYCLE



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- Adjustable Triple Clamps
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TRAXXAS T-MAXX 3.3



15 REASONS TO BUY A NEW 'MAXX

The newest T-Maxx 3.3 doesn't get a special name. But why not? Just because it's essentially the same chassis, and the engine also remains the same, Traxxas did add a lot of goodies to the new truck. I think Traxxas may have done themselves a disservice by not giving their newest trim a snazzy, new name, because a simple thing like an updated name makes the public want to buy, because, as consumers, we always want the newest, greatest thing. But enough of my rant. Here is a recap of all the new goodies Traxxas includes on the latest 'Maxx:

1. Resonator, Dual-Chamber Pipe
2. High-Volume, Dual-Stage Air Filter
3. 30mm Extended Chassis
4. Heavy-Duty Chassis Braces and Skid Plate
5. Sealed, Limited-Slip Differentials
6. Digital Steering Servo
7. Ball Bearing Steering with Integrated Servo Saver
8. Revised Captured Ends
9. 6.3" 'Maxx-Sized Tires
10. 3.8" Hurricane Wheels
11. REVO-Spec Forward-Only Tranny
12. Sealed Pivot-Ball Suspension
13. 4.2" Max Ground Clearance
14. ProGraphix Body
15. New Adjustable Wheelie Bar

A lot of that stuff will cost you extra cash on other monster trucks.



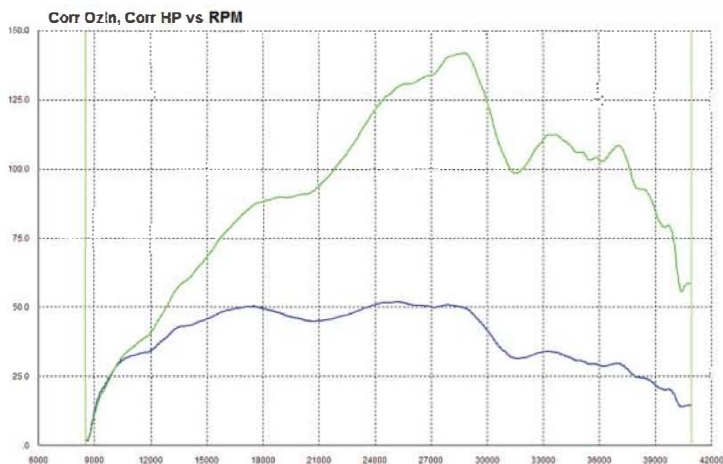
POWERPLANT INFO

The TRX 3.3 engine in the T-Maxx is great, and that's no exaggeration. For a .20-sized mill, it puts out the power you'd expect out of a large-block racing engine. The 3.3's competition doesn't make anything close to the amount of power or torque for the size. In fact, the rival manufacturers try to mimic the 3.3's power by stepping up the displacement to .28 and beyond. But do you know what? They're still not as fast, and they're not nearly as efficient. The 3.3 throws down great power across the entire band, and as RPM increase past the 40,000 mark, you feel like the "Maxx is going to sprout wings and fly. When the 3.3 made its appearance in the T-Maxx two years ago, we were impressed. Throw in a performance air filter and dual-chamber, tuned pipe, and the 3.3 now makes even more power. This engine is a great fit for the T-Maxx and will be for years to come.



X-DYNO DATA

POWERPLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	TRX 3.3
BORE AND STROKE:	5.79 in. x .665 in. (14.7mm x 16.9mm)
DISPLACEMENT:	.20 in. ³ (3.3cc)
FUEL:	Traxxas Top Fuel 2%
PIPE:	Traxxas Tuned Pipe
PLUG:	Traxxas
PEAK X-DYNO HP*:	1.42 @ 28,500rpm
PEAK X-DYNO TQ*:	38.32 oz.-in. @ 22,700 rpm
PEAK X-DYNO RPM:	40,750
AVERAGE TQ:	38.81 oz.-in.
AVERAGE HP:	0.92 hp
POWER FACTOR	
LOW END (TQ/HP):	0.59 / 39.45
TOP END (TQ/HP):	1.10 / 38.52
CORRECTION FACTOR:	1.046

*All numbers are SAE corrected

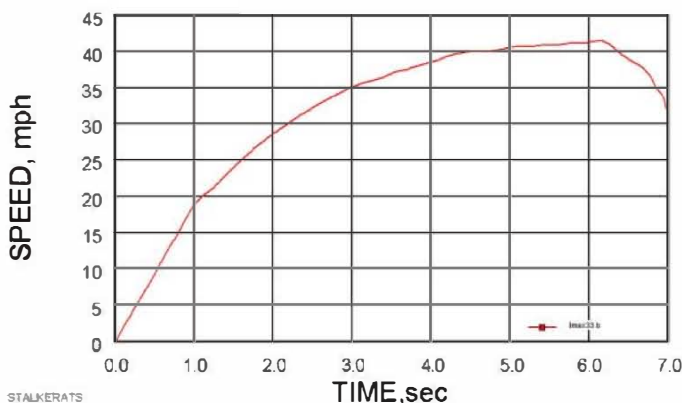
NEEDLE SETTINGS

HIGH:	4-turns out
LOW:	1/4-in from flush
MID:	NA
OPERATING TEMP:	250-260°F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.24 sec. @ 30.43mph
TOP SPEED: 41.40 mph @ 274ft.
AVERAGE RUN TIME: 9 minutes



STALKERATS

TEST CONDITIONS

WEATHER:	Sunny and hot
TEMP/HUMIDITY:	94°F/23%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	852 ft.
TRACK TYPE:	Various

HANDLING

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

BRAKING

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

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We pulled out the flat black scheme for this one.





But the glossy wheels kind of kill the stealth action.

KYOSHO INFERNO MP9

THE WORLD'S BEST GETS BETTER



words: Derek Buono | photos: Carl Hyndman

IN THE WORLD OF COMPETITION 1/8-SCALE OFF ROAD NITRO RACING, or probably all of racing, there is no buggy that can match Kyosho's record. It's pretty impressive when you look back and follow the evolution of the Inferno series of buggies. The Inferno buggy has changed with the times and not changed at the same time. The last version of the MP777 series was a great buggy and it won tons of races, from the track around the block to the IFMAR Worlds. The competition in the class is one of the fiercest in all forms of racing, in all scales. With an unparalleled amount of manufacturers in the game, Kyosho showed that with over 15 years at the highest level of racing, they know how to win—but aren't ones to rest. The desires of the modern racer are demanding: they want a buggy that steers more, corners faster, jumps better, and is durable. And of course they don't want to pay a lot for it! Kyosho answered the call and even skipped a model just to show how different this buggy is from the last edition. The Kyosho MP9 is ready to win another worlds, and by the time you read this it might have just finished. In fact, the buggy that I tested and built was diverted from a team driver so we could get our impression of the buggy earlier, so theoretically I may have built the buggy that wins....or I built the buggy that fell apart. Either way the MP9 enters the "next-gen buggy" category at full throttle.

KYOSHO INFERNO MP9

PART #: 31782US
STREET PRICE: \$850 (Kit only, price may vary)
PRICE AS TESTED: \$2,000 (includes all test gear)
SETUP TIME: 10 hours (including any chassis prep)
EXPERIENCE LEVEL: Advanced



SPIRAL CUT GEARS: More efficient, quieter, and have a smaller diameter.

REVISED RATIOS: The MP9 uses a lower final drive ratio to allow for smaller spur and diff gears to keep the CG low.

HEXES: New for this car's hex hardware instead of Phillips head screws—a small detail that really makes maintenance easier.

TOE BLOCK INSERTS: No need for different toe blocks—each of the hinge pin sets has adjustable inserts, and each location is a different shape so you can't mix them up.

01 BRAKES OF DOOM • Kyosho has had some serious work done on the braking system. It's smaller, lighter, and awesome. There are two sets of pads on each end of the center diff, which resist the smallest amount of fade.



“ I may have built the buggy that wins the Worlds...or I built the buggy that fell apart. ”

02 BIG TUBES OF OIL • Big bore shocks are more “in” than Jessica Simpson ever was. Lots of testing has shown that larger bore shocks improve performance everywhere. Even the springs are lighter than the smaller shocks!



03 SLIM FAST • Weight reduction was the one of the main goals of the MP9. Everything was revised, including the input pinion. It's much smaller than in previous models and the bearings that support it are small as well.



VEHICLE INFO

CHASSIS

LAYOUT: CNC pan with molded braces
THICKNESS: 3mm
MATERIAL: 7075 Aluminum
TANK CAPACITY: 125cc

SUSPENSION

TYPE: 4-Wheel Independent with adjustable upper links
TURNBUCKLES: Aluminum
STEERING: Dual bellcrank with built in servo saver
SWAYBARS (F/R): 2.5mm / 2.8mm

SHOCKS

BODIES: Aluminum
DAMPING (F/R): Not Included
PISTONS (F/R): 8-hole (1.2mm) / 8-hole (1.3mm)
SPRINGS (F/R): Purple (soft) / Purple (Soft)

DRIVE TRAIN

TYPE: 4WD shaft
DIFFERENTIAL: Three, fluid damped
DIFF. FLUID: 5,000 / 5,000 / 3,000
AXLE TYPE: Universal
TRANSMISSION: Center differential, single speed
SPUR GEAR MATERIAL: Steel
CLUTCH: 3-shoe aluminum (1.0mm springs)
BEARINGS: Metal-shielded

GEARING

1st:
CLUTCH/SPUR: 46/13
GEAR RATIOS:
PRIMARY: 3.53:1
INTERNAL: 2.26:1
FINAL: 8.00:1

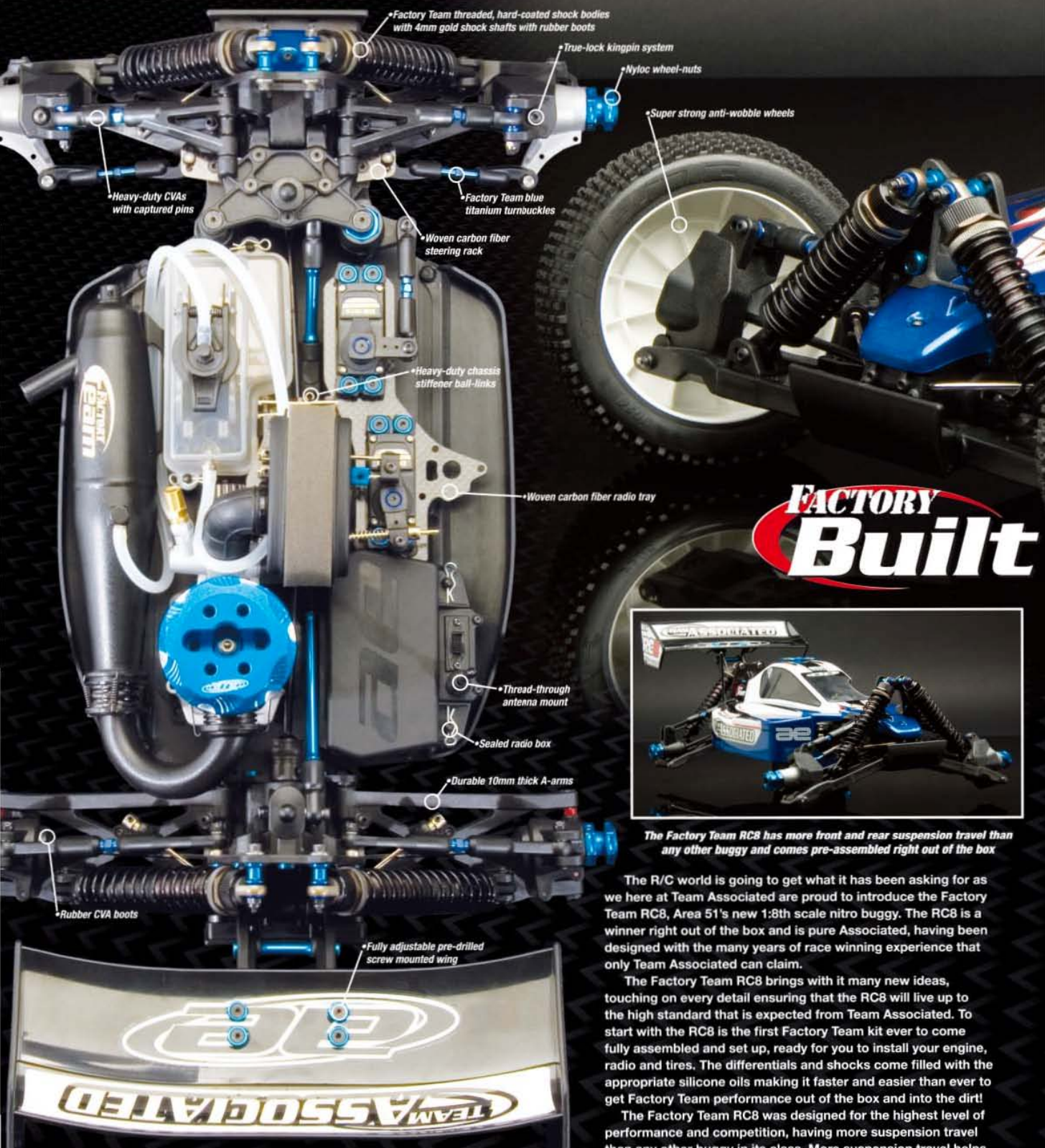
BODY, TIRES & WHEELS

BODY: Kyosho
TIRES (F/R): AKA CityBlock (medium)
DIAMETER/WIDTH: 3.07 in. x 1.8 in. (78mm x 46mm)
HEX SIZE: 17mm
WHEELS: AKA Black Dish

DIMENSIONS

WEIGHT: 7 lbs., 9 oz. (3,440g)
TRACK WIDTH (F/R): 12.09 in. (307mm)
WHEELBASE: 12.6-12.68 in. (320-322mm)
RIDE HEIGHT: 1.18 in. (30mm)

RC8 **FACTORY** Team



FACTORY
Built



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

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

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

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

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



**RYAN CAVALIERI WINS THE #1
2008 DIRT NITRO CHALLENGE!**

1:8 Scale Nitro 4WD Offroad Buggy Kit **TEAM ASSOCIATED**



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



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



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



Wing angle and position is fully adjustable and secure

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

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

Designing the RC8 to be quick and easy to work on was also a top priority for the engineers of Area 51. The two-piece split center diff mount allows for quick and easy access to the center diff and brakes. Another feature is the RC8's fully adjustable wing angle and position to help you get it further dialed in. The Factory Team blue titanium turnbuckles are light

and durable making suspension adjustments easy. Another innovation is the True-lock kingpin system that keeps the kingpins from backing out during long mains. The backbone of the RC8 is a 3mm milled black hard-coated 7075 aluminum chassis that is strong and light helping to make the RC8 one of the lightest buggies in its class.

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



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

TESTING

I went to Thunder Alley Raceway, which has become the premier test track in SoCal. The Southern California Saturday Series final was going on, so I could observe my MP9 and other factory drivers' MP9s as well. The track started watered and then dried out, which resulted in a dramatic increase in traction. It was a good test in a mix of medium to high grip.

ACCELERATION AND SPEED • Punch it and feel the difference. I felt the reduced weight and optimized drivetrain efficiency as the MP9 rocketed off the line and the setup handled choppy sections with ease. I found it easier to clear short shots and tight doubles. Top speed wasn't compromised, so those who race on large tracks won't be affected.

Rating: 10/9

BRAKING • The brakes on the MP9 have been revised and they are perfect. The linkages are bent to get 90-degree movements, and the double disc front and rear setup is really one of the most fade resistant I've tested. It held its setting from the first push of the brakes and never looked back. The bias was easy to adjust and I could really fine tune the brakes, which I needed to do as traction went up and my rear bias setup became too hard to drive.

Rating: 10

LOW-SPEED • I raced the older MP777 for a season so I'm familiar with the difference in handling with this buggy. I felt the aggressive steering right off the bat and noticed that the car was driving more on the front wheels, which forced me to drive smoother. The car I tested was a pre-production sample and they were still dialing in a setup, but once I got the setup from the pros the car was a little less edgy than when I had started and handled the tight sections much easier. When the traction was lower the more aggressive steering was a blessing, though as

traction came up it was a little harder to hang on to. In reality a blue groove setup and a medium loam setup aren't even close and can require drastic setup changes to stay on the pace.

Rating: 9

HIGH-SPEED HANDLING • I

personally consider a "next gen" buggy as one that steers more aggressively and corners faster than older models. The MP9 fits that description perfectly; the car handles more aggressively and carries way more corner speed than the previous kit. You'll find yourself overdriving if you try to push the car as you would one that didn't steer as much. The handling was easy enough to control when the grip was lower, as it allowed me to keep tight lines, but as the traction came up and the track grooved up it was much harder to hold on to and I found myself driving as if the buggy was an on-road car. It didn't help that I was a little out of practice, which made it more difficult to get the timing of the track down, but as I got rid of some of my cobwebs the car got easier to drive. I did feel like the suspension dumped too hard off power, which caused the car to loop out if I wasn't paying attention and controlling it with throttle. Keep checking the forums for the latest setups as Kyosho discovers how to make the car work on every track surface.

Rating: 9

KYOSHO INFERNO MP9

1:8



4WD

TEST GEAR

RADIO: Airtronics M11 DSS, 751572, \$300

RECEIVER: Airtronics 92724 (included with radio)

STEERING SERVO: AE DS1015, 29167, \$110

THROTTLE SERVO: AE DS1313, 29166, \$90

ENGINE: Team Orion WASPCRF .21, 80607, \$420

PIPE: Team Orion 2066, \$120

RECEIVER PACK: Orion Marathon 1500, 12227, \$20

FUEL: Trinity Platinum 30%, M#00301, \$20/quart

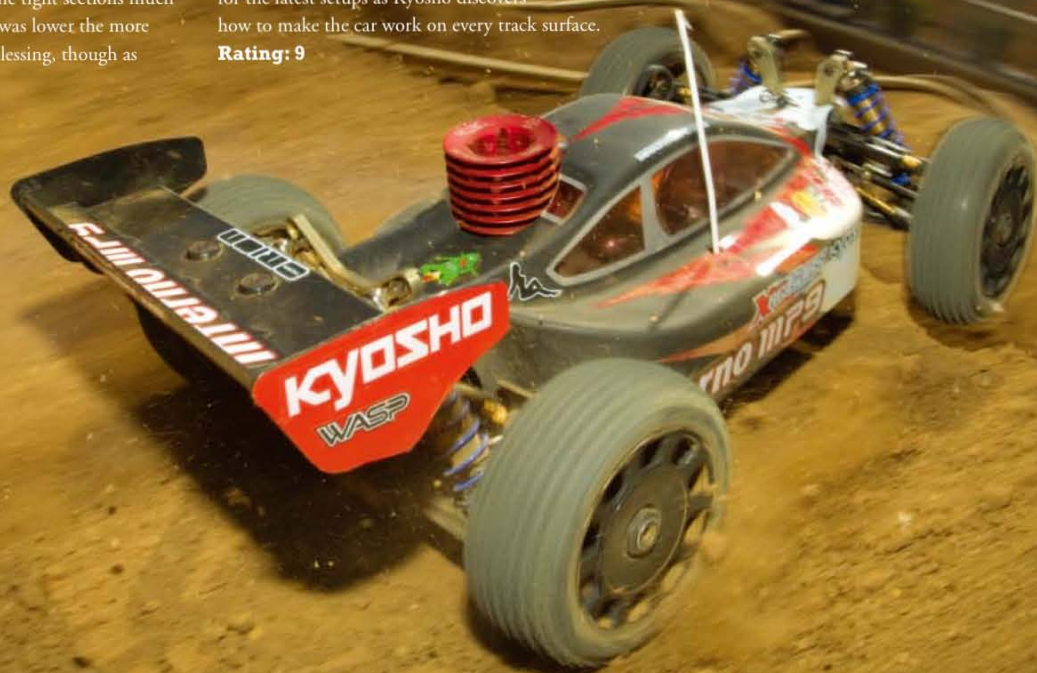
CONTACT

AIRTRONICS: www.airtronics.com

TEAM ASSOCIATED: www.rct10.com

TEAM ORION: www.teamorion.com

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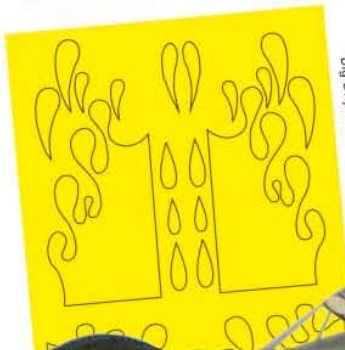


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Custom mix metallics like the pros with our ultra fine metal flake glitter. Mix one vial per bottle of FASKOAT CLEAR #40200. Spray 1-2 thin, even coat(s). Let dry and back it up with any color for a dazzling metallic effect. FASKOAT can also be used to glue photos inside your clear RC body.

Big Drops Paint Masks #10011



Paint It Any Way You Want!

NEW

1/8 X-citer TRUGGY Body #1216

Our Truggy body features a strong rounded .060" body design for maximum strength and a low channelled area around the motor for max airflow to the head. This also creates improved aerodynamics in conjunction with the rear wing. Includes window paint masks and decals. Fits MUGEN, X RAY, Jammin', CEN, VTX, OCM, Etc.



Create your own custom paint designs with our easy-to-use FASKOLOR Liquid Paint Mask. The average 1/10 RC body requires 2-3 ounces.



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F-1 PRO Gravity Feed Dual Action Airbrush #40260GF

NEW



Our F-1 dual action airbrush is now available with gravity feed design for tight detail to broad coverage, using the same needle. It works with low or higher air pressures for all types of paints with just the right blend and smooth finish. F-1 airbrushes are manufactured to the tightest possible tolerances with heavy nickel chrome plating, great balance, solvent resistant o-rings and are made in the USA.



NEW



Reduce your lap times with maximum rear down force and improved handling. This slick .020" clear body fits 4 or 6 Cell Scalpel chassis.

1/18 Speed 8 HD For Scalpel #10084



www.parmapse.com

PERFORMANCE TEST

ROUGH-TRACK HANDLING • Pushing the car over some of the race-torn sections showed me that the back end was a little hoppy, but still manageable. Most of the team ran the same setup while they tried to figure out what worked best, and some of the factory drivers felt that some ironing out was still needed to get the rear end to settle down. That aggressive steering can bite you in the ass if you're not ready for it. You have to hold on and drive with full attention.

Rating: 8

JUMPING • Jumping was second nature. I switched to the stiffer yellow front spring that some drivers were running, which improved rear grip and made the car jump a little better. The car is so fast and carries so much corner speed that I found myself over jumping most jumps. This car will show you that controlling ground speed and down siding jumps is much harder than you remember. Slow down more than you think you should and you'll go faster and jump better.

Rating: 9.5

WRENCHING

MAINTENANCE • The Inferno series was never a chore to work on, but the new hex hardware makes it easier now that there aren't two different styles of fasteners to worry about. The diffs and brakes come out of the car in what is now the average 4-8 screws. There are no more e-clips on the car, and material quality from Kyosho has always been top of the line.

Rating: 9

WEAR AND TEAR • I had an early production sample so it's hard to be really critical of durability, and since I didn't have much time to test the car I won't make judgments. I did break one rear toe block, but I was already informed a revision was on the way, and it broke in such an odd way I might even call it a fluke as the replacement I installed took a far greater beating and showed no signs of calling it quits.

Rating: 10

TUNING • The MP9 steps up the tuning options and ease of tuning. I made some tweaks to the rear hub spacing, shock position, and camber links and the car immediately became easier to drive in both conditions it faced. The new inserts in the toe block make it much easier to change anti-squat and toe. They are now all uniquely shaped so you won't get any of them confused.

Rating: 9

CONCLUSION

In the end all racers want to know when a new car comes out is "Is it better than the last version?" It is. In fact, it might be *too* good for most racers. This car drives very aggressive and I'll bet that most racers will seek a slightly less aggressive setup on high grip conditions. The reward comes from driving smooth and allowing the buggy to do the job. In the past if you wanted to go faster you pushed and drove harder. With this buggy's emphasis on steering you don't have to push as hard, yet you will go faster when you drive smoother and realize the car is carrying way more speed than before. Kyosho has been on the top of the game for almost as long as the class has been around and this car is going to keep them there. The price is going to be at the top of the pack which might scare a few away, but for those who want the tradition and the knowledge that they are driving one of the most capable buggies ever made the price doesn't even matter. Winning does. ◊

KYOSHO INFERNO MP9



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- New aggressive handling - More corner speed, more acceleration
- Lighter and still durable
- Big bore shocks
- Winning tradition
- Comes with performance tires and rims

MISSES

- We can't understand how a kit in this day and age doesn't come with shock oil?
- Aggressive handling might be too much for the average racer in some conditions
- High end price

MAIN COMPETITION

Associated FT RC8, Mugen MBX6, OFNA Hyper9, XRAY B08, Lasi BIGHT

WHO IT'S FOR

1/8-scale buggy racers

That girl on the back was on the ride of her life.



LUNSFORD



You can only be as strong as your weakest link. Eliminate the weakest link!

Titanium Upgrade Linkage Kits

HPI Savage Kit Shown



1/18th Scale Kits

Duratrax Mini Quake Kit Shown



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

Beef up your Monster Truck to 1/8th Scale standards with Lunsford Racing's Titanium Upgrade Linkage Kit!

- 2872 Titanium Upgrade Kit (HPI Savage)
- 2801 Titanium Upgrade Kit (Traxxas T-Maxx 2.5)
- 2831 Titanium Upgrade Kit (Team Associated MGT)

Pit Towel

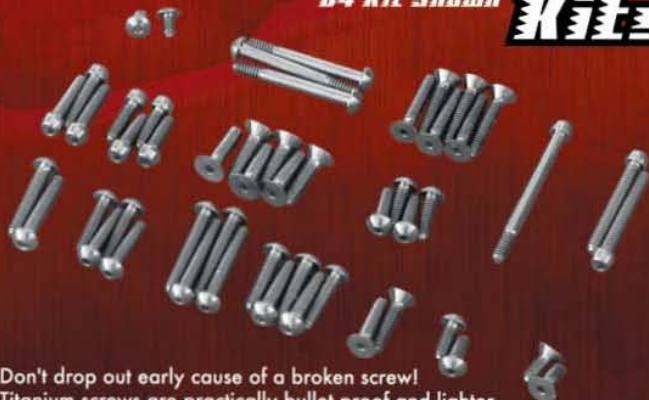
It's a fact! You can't go pro without a pit towel! The Lunsford pit towel can help you clean, organize, find dropped parts and look like a pro, all at the same time.

- 9811 Lunsford Racing Pit Towel
(100% Cotton, 16"x25", Black Hemmed with Lunsford Logo)



Titanium Screw Kits

B4 Kit Shown



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

(Also available for RC10 GT / T4 / TC3 / TC4 / NTC3 / XXX / XXX-S / XXX-4 / XXX-T / XXX-NT and in handy 4-packs & Metric sizes too!)

(screw kits available exclusively from Lunsford directly on Lunsfordracing.com or by phone)

- 6005 RC10 B4 Titanium Billet Screw Kit

www.lunsfordracing.com



KYOSHO INFERNO MP9

SCALE POWER TYPE DRIVE





TOO NEW FOR SETUP

Since I got a kit that was literally "hot off the press" the instructions weren't complete (they just printed what they had) and the setup was still being worked on. Luckily I'm in the heart of RC and had the opportunity to talk to Paul and Cody King while at the track to get a setup that worked for the conditions. I will recommend checking the Kyosho America website to get the latest setup for you conditions as they are working hard to get the car dialed in. But for now here's what we started with.

セットアップシート / Set Up Sheet ver.1.00

ドライバー名 / Name of Driver	データ収録日 / DATE	コース / Track	エンジン / Engine	プラグ / Plug	燃料 / Fuel
Buaco/KMG	9/6	T. AIKEY ORION 21	#5	30°6	
スパー / Spur	クラッチベルスプリングシュー / Clutch Bell Spring Shoe	タイヤ / Tires	インナー / Inner	マフラー / Muffler	
46 T B T	1.10 0.90 0.95 - 0.90	CityBlock		2066	

●ダンパーセッティング / Shock-Set-Up

	FRONT	REAR
ダンパータイプ / Shock Type		
ダンパーピストン / Shock Piston	φ1.2×1.0 φ1.3×1.6 φ1.3×8 φ1.4×5	φ1.2×8 φ1.3×5 φ1.3×8 φ1.3×5
オイル / Oil	#55 (M) Yellow	#35 (M) Purple
スプリング / Spring	5 mm	5 mm
スペーサー / Spacer		
プレッシャーポンジ / Pressure Sponge		

●リバウンド高 / Rebound

	FRONT	REAR
リバウンド高 / Rebound	97 mm	104 mm

●キャンバー角 / Camber Angle

	FRONT	REAR
キャンバー角 / Camber Angle	-2°	-2°

●フロントスキッド角 / Front Skid Angle

	FRONT	REAR
フロントスキッド角 / Front Skid Angle	-1°	+1°

●ダンパー取り付け位置 / Shock Mount Position

	FRONT	REAR
ダンパー取り付け位置 / Shock Mount Position	Out	Out

●デフセッティング / Diff Gear Set-Up

	FRONT	CENTER	REAR
デフセッティング / Diff Gear Set-Up	SK	3K	3K

●ホイールベース / Wheelbase

	FRONT	REAR
ホイールベース / Wheelbase	11	2

●リアロールセンター角 / Rear Roll Center & Skid Angle

	FRONT	REAR
リアロールセンター角 / Rear Roll Center & Skid Angle	1°	2°

●ステアリングプレート / Steering Plate

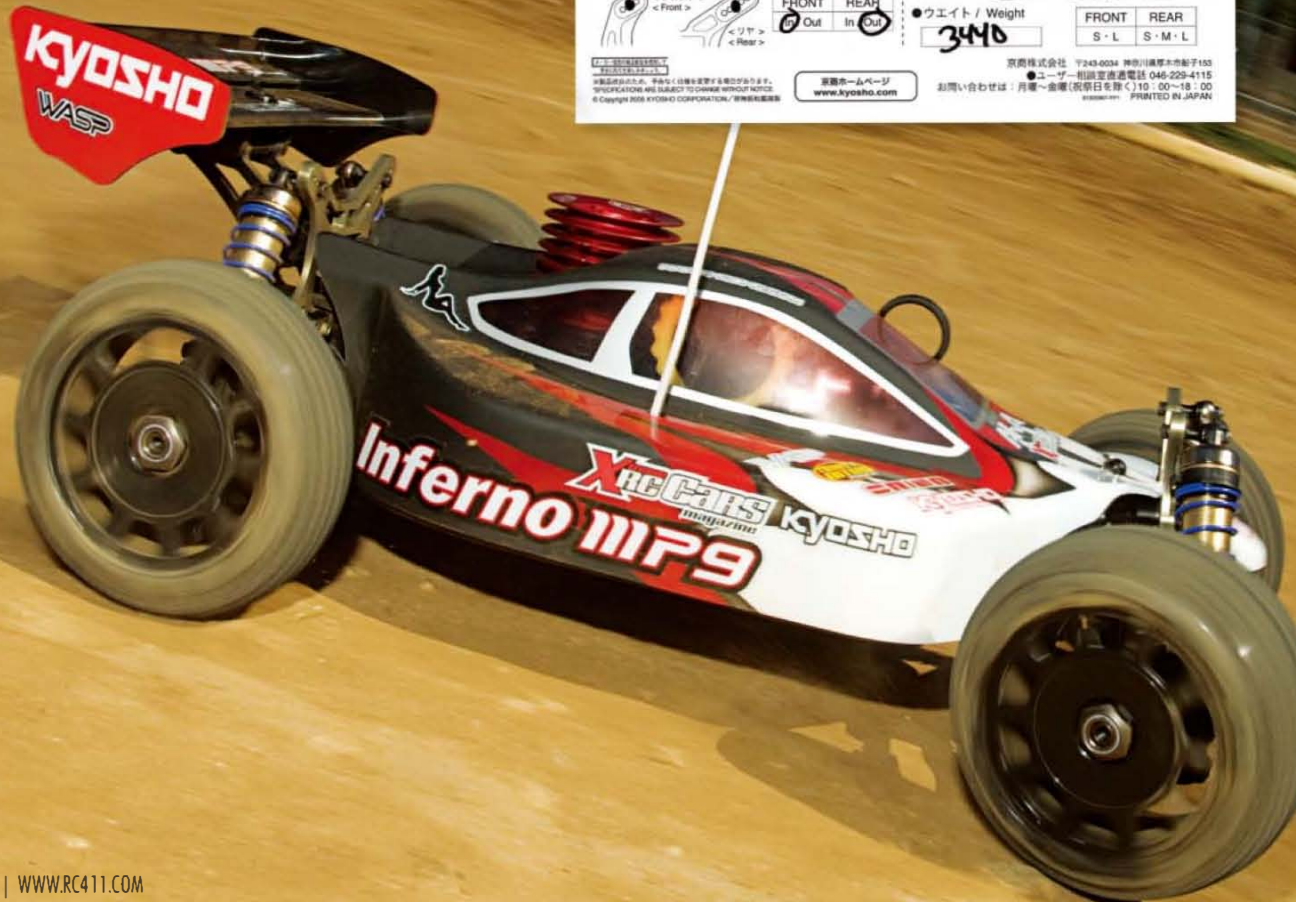
	FRONT	REAR
ステアリングプレート / Steering Plate	2.5	2.8

●ウェイト / Weight

	FRONT	REAR
ウェイト / Weight	S · L	S · M · L

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Go rent this old movie called "Mega Force".



POWERPLANT INFO

The new Orion CRF line of engines starts with a Picco base block and the CRF angled crank. The result is an engine with great power and great delivery. It needs a lot of fuel run through it to get where it needs to be but after that you'll enjoy an easy to tune engine that can provide all the power you need. I used the CRF pipe setup with it and it seemed to work well. I did notice that the engine likes to run a little hotter than others, but it is OK to ignore that and run it at the 240-260° it seems to like. We suspect that the shape of the cooling head allows more of the plug to be seen and results in the higher temps.



X-DYNO DATA

POWERPLANT DYNO PERFORMANCE



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

ENGINE DATA

ENGINE:	Team Orion WASP CRF .21
BORE AND STROKE:	16.26mm x 16.80mm (0.64 in. x 0.661 in.)
DISPLACEMENT:	3.4cc (0.21 ci)
FUEL:	Trinity Platinum 30%
PIPE:	Orion CRF 2066
PLUG:	Orion
PEAK X-DYNO HP*:	1.62 @ 23,250rpm
PEAK X-DYNO TQ*:	71.21 oz.-in. @ 22,500 rpm
PEAK X-DYNO RPM:	41,000
AVERAGE HP:	1.04
AVERAGE TQ:	44.08 oz.-in.
POWER FACTOR	
LOW END (TQ/HP):	50.57 / 0.91
TOP END (TQ/HP):	37.41 / 1.19
CORRECTION FACTOR:	1.081

*All numbers are SAE corrected

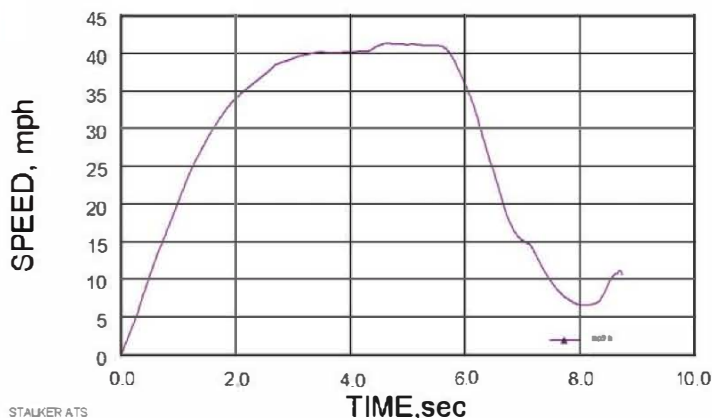
NEEDLE SETTINGS

HIGH:	3 1/2-turns out
LOW:	1/2-turn in from flush
MID:	N/A
OPERATING TEMP:	220-250*

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 2.08 sec. @ 34.6mph
TOP SPEED: 41.3 mph @ 204 ft.
AVERAGE RUN TIME: 7 minutes



STALKER ATS

TEST CONDITIONS

WEATHER:	Sunny
TEMP/HUMIDITY:	89°F / 30%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Medium to high grip dirt

HANDLING

TURNING RADIUS:	3 ft., 8 in.
ON POWER:	Neutral
OFF POWER:	Slight oversteer

BRAKING

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

--you'll see some mega-performance bugs in that film.

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DM-1 SPEC

BEGGING TO BE RACED!!



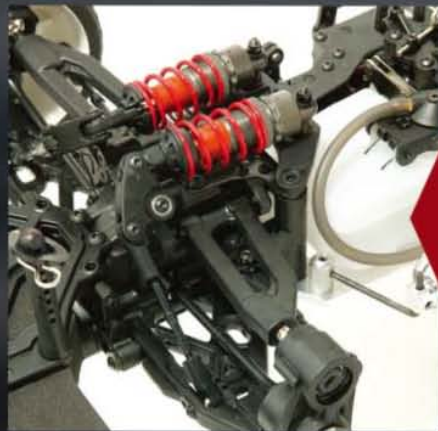
34304 DM-1Spec RTR, Body Gray .28 Pull Start - \$799.95
34303 DM-1Spec, Clear Proline PF-8 body, 80% Assembled - \$599.95
Retail prices shown. See you local hobby retailer for specific pricing.

www.ofna.com

BRING ON THE ASPHALT!

The New DM-1 Spec is designed to have just one thing on its mind... racing! More specifically it is designed for ROAR Race Spec GTS. Tightly based on the original DM-1 the Spec offers a number of changes, including a shorter wheelbase, that all help to give you an advantage over the competition. The addition of a clutch type 2-speed center diff provides blistering speeds for making short work of long straights. When you get your hands on a DM-1 Spec you'll know exactly why this car **begs to be raced.**

Wheelbase: 330mm
Width: 335mm
Weight: 3765 grams
Length: 546mm



Stand-up shocks in the rear and laydown front shocks provide the tuning capabilities to keep the rubber on the pavement.

Nothing sounds better than hearing your nitro sedan shift into second gear as it tears down the straight. The Spec has you covered with the new clutch-type 2-speed set-up.



The New DM-1 Spec, right, sports a shorter chassis than its predecessor the original DM-1. This car is ROAR ready!



DFNA

7 VANDERBILT, IRVINE, CA 92618 949.586.2910 FAX: 949.586.8812

TEKIN HOTWIRE PC INTERFACE

DON'T STEAL IT

words: James Revilla

It seems like slowly but surely ESC manufacturers are bringing PC interaction for their products, allowing those of us who like to tweak everything a means to do so. The latest is Tekin's HotWire PC Interface. Designed for use with Tekin's Mini Rage, B1, FX, R1, and RS speed controls, the HotWire system is supposed to allow the user to change many internal settings on their ESCs easily with a computer.



If anyone has the "hot wire" to Anna, let us know.

FEATURES

The Hotwire system consists of a small USB interface box, USB cable, and the HotWire software on CD. The software works on any Windows XP/Vista-equipped PC (no Mac version available.)

TESTING

Installing the software was quick, and involved installation of the HotWire program and a couple of hardware drivers, all included on the installation CD. To use the HotWire, plug the USB cable into the PC and HotWire interface, then plug your ESC receiver plug into the HotWire. The ESC doesn't have to be wired into the vehicle, and both the ESC and HotWire are powered by the PC's USB port. When you fire up the software, you're greeted with a nicely done interface; Tekin didn't just make a generic looking program, they went all out in the graphics, and although it is all cosmetic, at least it looks good. In fact, the interface has different "looks" depending on what ESC you plug into it! To make adjustments to your ESC, you use

slidets that change the setting for drag brake, neutral width (dead band), current limit, push control, throttle profile, and voltage cutoff. You can make changes in a few seconds, and when you're done you simply unplug the ESC and go on your way.

CONCLUSION

Tekin's HotWire gives you access to your ESCs settings without requiring you to memorize LED patterns. At \$35, it's not expensive and is pretty useful. I would have given it a higher score, but the one missing feature I noticed during testing was the ability to save profiles to your PC for future use. However when I talked to Jim Campbell at Tekin about this quirk, he told me that they are already one step ahead of me: he said that the ability to create custom profiles, save profiles, download profiles used by their team drivers, and even more stuff will be implemented in a downloadable software update in the near future—so the HotWire I tested will always be up to date. Kudos to Tekin for that! ●

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.5

ANNA FARIS

HITS

- Easy parameter changing
- No external power source needed
- Nice looking interface

MISSSES

- No "save" feature - yet
- No Mac version

CONNECT

Manufacturer: Team Tekin
Web: www.teamtekin.com
Part Number: TT1450
Street Price: \$35



Steel suspension links with aluminum rod ends add extra strength for climbing over the roughest obstacles



X CRAWLER

4WD/4WS/EP/ARTR Rock Crawler

UNDENIABLY UNSTOPPABLE!

- ✓ Attractive, fully machined aluminum anti-slip bead-lock wheels give extra traction and weight for climbing
- ✓ Factory assembled gear boxes and chassis frame with clear body
- ✓ Fully articulated 4-wheel steering (requires standard size, high-torque servos)
- ✓ Accepts 540-size motors or compatible brushless motors (2)

Length 22.25 in (565mm)
 Width 15.157 in (385mm)
 Height 8.46 in (215mm)
 Wheelbase . . 15.55 in (395mm)
 Tire diameter . . 8.7 in (170mm)
 Weight 9.7 lbs (4.4Kg)
 (chassis only with wheels & tires mounted)

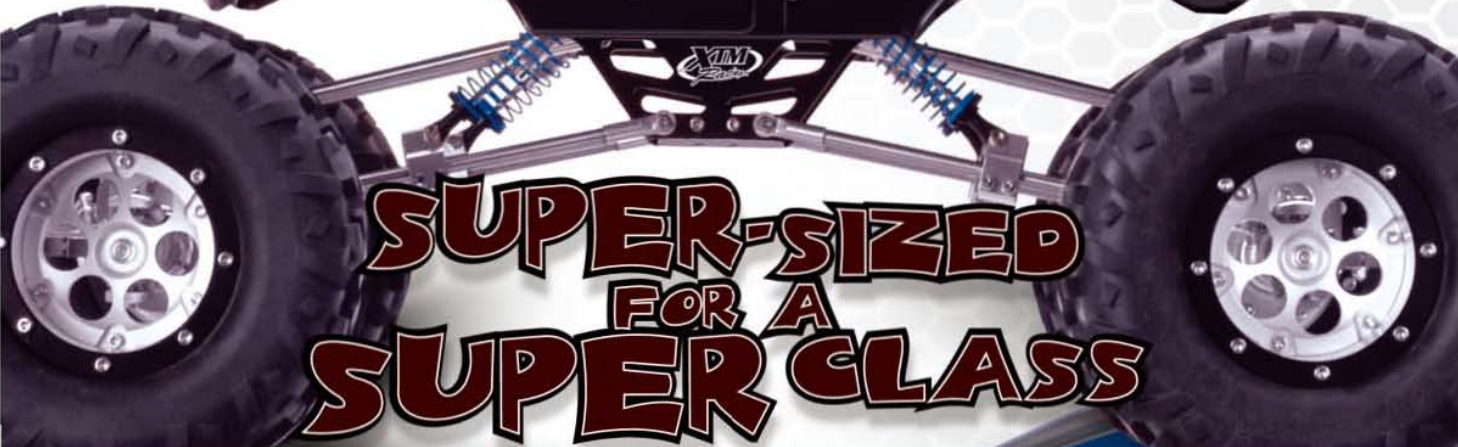
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 Retail \$599.99

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Fully machined aluminum gearboxes and axle tubes encase a complete, ball bearing supported steel drive train for durability and longevity



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SUPER-SIZED FOR A SUPER CLASS



2008

WORDS: Brian "Skinny" Skinner PHOTOS: Skinny, Special Thanks to Matty Matt

MANUFACTURER'S

GO TO A LOT OF RACE EVENTS, NOT ONLY FOR RC, BUT FOR FULL SCALE BIKES, TRUCKS, AND CARS AS WELL. I have to say, the Manufacturer's Cup was just what I would expect to see at a full scale event like a Supercross, but scaled down to 1/8-scale size. This event was by far the most impressive I've been to from an "exposure to the masses" standpoint. It set the benchmark for "stand alone" RC race shows, and was exactly what was needed to bring RC racing to the general public. If you missed out on this event, you missed racing your RC off-roader in front of 5000 cheering spectators at a venue that looked like a cross between a Supercross and a Supermoto track. It had all the pomp and circumstance you would find at similar full scale events. In other words, you missed out on the grandest stand alone RC event ever. The "Man Cup" as the racers started calling it, had the most spectators I've ever seen for an RC event, and the look and feel of something three times the size! The Manufacturer's Cup joins the ranks of such great events as The Nitro Challenge, the RC Pro Finals, the Nitro Pit's \$25,000 Nitrocross event, and the recent Thunder Alley Buggy Nationals. Over the last year and a half, nitro off-road racing has leap-frogged to the pinnacle of "showcase" events that will one day bring hordes of spectators to the kind of race events they love to attend. The Manufacturer's Cup is now leading the way, but the question remains: will others follow and continue this incredible trend?



Bringing RC to the Masses— Supermoto Style!



“What did you wh?” “The stump.”

CUP

COVER D’ALENE IDAHO

FRESHNESS
Race Date:
GUARANTEED



SPONSORED BY: PERFORMANCE HOBBIES, RC SCORING PRO, JAMMIN, KYOSHO, MUGEN, ALL SPORT HONDA, WERKS, AIRTRONICS, CAR ACTION, BMR, UP-GRADE, FIVE SPOKE, FUTABA, GS, JR, OFNA, AE, LOSI, TKO, KING HEADZ

THE TRACK

THE TRACK WAS RATHER SIMPLE, but very fun to race on, and very spectator friendly. It reminded me of a Supermoto track with a tarmac-like dirt surface. This was due to the 800 pounds of C&H pure cane sugar the track builders used to create the track! The main action was up front where the 50000+ spectators could watch the cars fly by at eye level on a giant tabletop jump. Next came a triple double section mid-field where spectators could easily see you get out of shape if you didn't hit it right. Overall, if you're going to build a track for spectators, you want to build it like this. Just remember to use plenty of C&H sugar to keep the dust down and have consistent track conditions for the entire event.



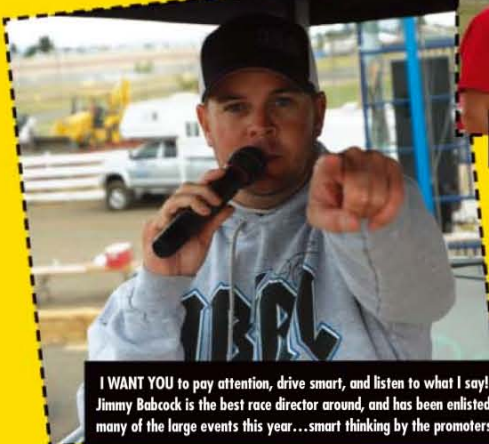
Best quote of the weekend:

"Isn't this the best RC event you've ever been to?"

Matty Math (after asking me 10 times!)

IN THE PITS...

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



I WANT YOU to pay attention, drive smart, and listen to what I say! Jimmy Babcock is the best race director around, and has been enlisted for many of the large events this year...smart thinking by the promoters.



Scott to Joey: "Hey Joey, Chad and Jay are looking at us ...you think they know our plan?" Chad to Jay: "Hey Jay, it looks like Scott and Joey are talking about us...you think they know our plan?"

RC racing can tire a person out...really! Can you guess who this "too pooped to pop" guy is?



Go Canada! Ty Tessmann factory Hot Bodies driver has gotten really fast this year and is battling with the world's fastest drivers. For a young teenager, Ty has great potential to be a world threat if he stays with this hobby.

News from Pro-Line Limited Edition Squirrel Aprons.



First you need a good facility. A fairgrounds is key, and you must have a good track and a place for spectators. Next the track has to look spectacular and have camera towers for plenty of banner space, and it has to be geared for spectators. As you can see, the Man Cup had the look of a big event.

WHAT MADE THIS EVENT "THE" BENCH MARK IN RACING HISTORY

Our dream of RC coming of age is certainly arriving. The vision of big events looking the part is becoming a reality. First it was The Dirt, then Farm II, then Nitro Pit stepped it up; Thunder Alley carried the gauntlet with the buggy Nats, and the Manufacturer's Cup brought RC off-road racing to the masses with a spectacular event that was on par with Supercross-like enthusiasm and style. Words cannot describe the feel of the event on Saturday night when the main show was going on. The best comparison I can give is this: it was like an AMA Supercross event. If you've ever attended an AMA Supercross event, then you know the feeling and vibe. It takes a lot of work to put on a show like this. Here's a look at what it takes to put on an RC Cross event of this magnitude.



Only because Slimmy is a 30-second guy.

If you want spectators you have to promote! Mott and his crew handed out 8000 tickets for the event. They started two months ahead of time, and they kept on going until the day before the big show. 5000 people came on Saturday evening to see the spectacle, which was a great percentage considering that 8000 tickets were handed out!



Megan Tebo sang the National Anthem in front of 5000+ people on Saturday's main event. Who knew she had such great pipes? Jared Tebo looked on with reverence for our country and pride for his beautiful wife. Notice how many spectators there are in the background...yep!



The new AE truggy showed up for its first competition at the Man Cup, and Ryan Mayfield slammed the competition with it. I guess that puts to rest how the new AE truggy is going to perform. Saxton gave us a peek at the new AE truggy. Look for our full test of the AE RC02 soon!



30 second girls are cool!



800 pounds of this... Equals this!



Performance RC Hobbies was just down the street and had everything you could want. Plus they stayed open late for the racers. This is one shop that will steer you in the right direction!

MORE OF WHAT MADE THIS EVENT "THE" BENCHMARK IN RACING HISTORY



The event had local corporate sponsorship such as Rock Star, Coors and others. Two radio stations came out and did onsite interviews with the top pros like Adam Drake the day before the festivities began and were on hand to pump the event.



Just like all big events, the Man Cup had race programs for sale. These were three bucks each, looked sweet, and were selling like hotcakes!

Killer idea! Having an autograph session for the spectators really helped promote our hobby and got the fans pumped on who they wanted to win!



Great prizes like a CRF 450 and a sweet 110 pit bike sure helped take this event to the next level. And awarding them to the winners in front of five thousand people...priceless!



Of course, it takes a good crew to run a monstrous event like this, from the paid turn marshals to the girls serving concessions, and everyone has to work as a team. The three amigos, Rick McCreery, Matt Afana, and Gary Guest, are the ones who put it all together. Rick did all the logistical stuff and designs, Matt was the front man and the one who cooked this up so to speak, and Gary did all of the color announcing and track work. Great job guys!



In the end it all paid off. Racers did their thing in front of a huge crowd in a stand alone event...just look at that crowd!

THE RACING



MONSTER TRUCK FINAL: The Monster truck A-Main was to me the best race of the weekend. Mike Battaile got the holeshot, and after a huge pile up, stretched his lead to half a lap by lap two. Steve Slayden and JJ Turk worked together to catch Mike, and soon Slayden was nipping at Mike's heels. About half way in, Steve and Mike started an epic battle that had the crowd standing on their feet and cheering. This went on for most of the race, and the crowd loved it. Slayden got the lead a couple of times, but it was Mike Battaile's race, and he took the win by doing a sweet back-flip off the table-top in front of 5000 spectators...who says monster trucks can't be a good class?



1/8 BUGGY PRO FINAL: Canadian upstart Ty Tessmann is a 15-year-old kid on fire, and he rocked the pro buggy class. Ty jumped out to the lead (btw, he also TQ'ed), and seemed on his way until Jared Tebo caught up. Tebo got into the lead, but broke a shock and dropped back, and Josh Wheeler snuck by for the lead. The first five minutes or so were pretty hectic, but Ty managed to get back into first. Coming up on the halfway point Ty was looking good with Wheeler on his tail, and Mike Truhe had joined the two and was looking fast. Coming up on pit stops, Ty literally jumped into the pit lane. His dad caught him mid air and fuelled him and sent him right back out...it was the coolest pit stop I've ever seen! Truhe was right on Ty's tail, and came in for fuel but spun out coming into the pit lane. This gave Ty some breathing room and let Wheeler back into second place. At the halfway Wheeler was back out in front, Truhe was second, and Ty was third, and they were just seconds apart. It looked like a good battle was

Lots of fires between nitro 1/8-scale off-road and motocross.

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Josh Cyrul, Scott Kimbrow, and DJ Apollo take 1st, 2nd, and 3rd at the recent Great Lakes Challenge, all running Novarossi power.



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MORE RACING

shaping up. The next half of the race was a blur with Ty, Wheeler, Truhe, and Tebo all going crazy and the crowd screaming with approval. In the end Mike Truhe triumphed over the battling group for the gold, Josh Wheeler took second, and young Canadian star Ty Tessmann won bronze. It was a great race. Watch out for that Ty kid; he's going to give the top pros a run for their money.

1/8 TRUGGY PRO FINAL: Ryan Mayfield jumped to the lead on the 60 lap final with the brand new, never-been--raced AE RC8T, but Ryan Lutz quickly passed him for the lead on the second lap. Also in contention were Josh Wheeler, Adam Drake, and Jared Tebo. The first few laps were tight with the quartet doing battle swapping back and forth, but soon Mayfield and the new AE truggy started to gap the pack, and by the half way point he had almost lapped the entire field. Basically it was over at this point with Mayfield lapping everyone. Mike Truhe, who had started twelfth, worked his way up to second for the silver. I guess this answers the question of whether the new AE truggy is good or not!



1/8 BUGGY SPORTSMAN FINAL:

Wade La Marr, who qualified sixth, was the eventual winner of the sportsman buggy, but he had to work for it. Tom Waggoner jumped out to the lead and was running hot, but he had a couple of bad laps that let Wade make up some time. The Sportsman race was clean and fun to watch, but once Wade got out in front it was a done deal.

1/8 TRUGGY SPORTSMAN FINAL:

It was a clean start for the 50-lap Sportsman Truggy class A-main. Things spread out quickly with Ross Carter leading at the halfway point, but he flamed out. Jay Snider took over the lead briefly, but Tom Waggoner and Jim Mann soon moved into the lead positions. At the end, Tom Waggoner made up huge time, and the drivers haggled over the lead several times in the last few laps. The crowd cheered wildly as Tom Waggoner took home the gold. It was one of the cleanest sportsman races I've seen in awhile.



A Chat With Matt

I had to find out from the source about this epic event, so I went to the spokesperson of the Manufacturer's Cup—Matt Afana—to get some words. Here in a nutshell is what Matt had to say:

"First I want everybody to know this was a team effort by a lot of people, and I thank them. This was truly a dream come true for Rick, Gary, and me. Two years ago we drove home from a race and we brainstormed on how we could make racing better, how we could promote our hobby, and how we could get people off the streets to come and see what our hobby has to offer...the Manufacturer's Cup is the result of that discussion. It was a lot of hard work. I have to thank All Sports for the motorcycle donations and Motion Pro for the promotional advice; they both really helped this event. I also want to thank Traxxas and Axial. Traxxas donated the E-Maxx trucks for the halftime spectator event that was a big hit with the crowd, and Axial ran the crawling demo course in promotion row. A lot of people told me how fun it was to try out the rock crawlers. The whole idea behind this event was to promote our hobby to the general public. A lot of people talk about events like this, but we went for it, and it turned out great—not only for us, but I think for the hobby in general. This kind of thing works. Business at Performance RC Hobbies has spiked with people buying RC cars because they saw the show. I really hope to work with our industry's companies more to take this further and promote the hobby my friends and I are so passionate about. This event is for everybody, and how much you put into it is what you'll get out of it; we're here to help our sport! There are so many people and companies to thank, and after all, it was all of them that put up the \$20,000 to hand out to the crowd and the \$16,000 in racer prizes. I want to thank Rick McCreery and Gary Guest for dreaming with me and making this happen, and everybody from the racers that attended to the turn marshals that did an incredible job. The Manufacturer's Cup would not have been so successful without all the teamwork."

EPILOGUE

The Manufacturer's Cup in Cover d'Alene, Idaho was a historical first, and was not to be missed. Thanks to Matt and the crew, the Manufacturer's Cup set a new benchmark in nitro off-road racing. This is the third or fourth time this year I've said that, but the fact is that key promoters in our hobby have really kicked things up this year, and have brought RC off-road racing to a new level of exposure our hobby desperately needs to grow and be healthy. This event certainly brought things to a new height with a Supercross-like atmosphere and major crowd turn out, and there wasn't a bad seat in the house. Everything you could ask for was there; the facility was awesome, and everybody on both sides of the fence came together to make this look like a professional event. The town of Cover d'Alene, the local help, and paid turn marshals all deserve a huge standing ovation. This event showed that if the industry can be a team...our collective dream of having showcase events can be a reality. Plus it can be made attractive to the general public. This means that we can drive business at the register and keep our hobby and sport healthy. After all these years of writing about how we should grow—how our hobby should promote itself—someone has stepped up and done the job right. Thanks to all of you...I now have to find something else to rant about. I'm sure happy we finally got to this point. I knew the day would come, and none too late! ⚙️



SIDEWINDER SWEEPS

The Dirt Nitro Challenge



photo courtesy : Brian "Skinny" Skinner Xtreme RC Cars

Ryan Cavalieri -

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



2008 MANUFACTURER'S CUP



PRO MONSTER TRUCK (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	1	Mike Battaile	28.804	Revo	Traxxas	Werks	Traxxas	Traxxas	Majestic	KO
2	6	Steve Slayden	28.599	Revo	Traxxas	Traxxas	Traxxas	Traxxas	Majestic	Spektrum
3	10	J.J. Turk	27.683	Revo	Traxxas	Byron	Traxxas	Traxxas	J-Concepts	Spektrum
4	2	Justin Gilkison	30.332	Revo	Traxxas	TOP	Revo	Pro-Line	Revo	Spektrum
5	8	Greg Tasa	29.608	Revo	Traxxas	Traxxas	Revo	Panther	Revo	KO

SPORTSMAN TRUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	6	Tom Waggoner	26.484	Losi	OS	Byron	OS	Losi	Losi	Airtronics
2	2	Jim Mann	27.045	Kyosho	OS	O'Donnell	OS	Pro-Line	Pro-Line	Spektrum
3	8	Lee Hackney	27.626	Losi	Picco	Byron	JP	Pro-Line	JConcepts	Airtronics
4	7	Christos Vlahos	27.932	Mugen	Jammin'	Nitrotane	JP	Losi	JConcepts	Airtronics
5	13	Darren Hill	28.465	Losi	Picco	Nitrotane	Jammin'	Hole Shot	Losi	Futaba

PRO TRUGGY

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	1	Ryan Maifield	24.926	Team Associated	Reedy	TQ	Factory Team	JConcepts	Associated	Futaba
2	12	Mike Truhe	24.951	Losi	GRP	Nitrotane	GRP	Losi	Losi	Airtronics
3	4	Taylor James	25.340	Jammin'	OS	Werks	JP	Pro-Line	Jammin'	Futaba
4	2	Ryan Lutz	25.107	Kyosho	Sirio	Werks	Sirio	Panther	ST-RR	KO
5	3	Jared Tebo	25.252	O'Donnell	OS	O'Donnell	Factory Team	Pro-Line	JConcepts	Futaba

SPORTSMAN BUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	6	Wade Marr	27.843	Kyosho	Novarossi	O'Donnell	JP	Pro-Line	Pro-Line	EX-10 Helios
2	1	Tom Waggoner	26.662	Losi	OS	Byron	OS	Pro-Line	Losi	Airtronics
3	8	Shane Preugschat	27.108	Losi	Go Tech	Nitrotane	JP	Pro-Line	Losi	Airtronics
4	4	Roy Ormo	27.614	Losi	OS	Nitrotane	JP	Pro-Line	Losi	Futaba
5	11	Jay Snider	28.420	Losi	OS	Nitrotane	JP	Pro-Line	Losi	Spektrum

PRO BUGGY (A MAIN)

F	Q	DRIVER	FAST LAP	CHASSIS	ENGINE	FUEL	PIPE	TIRES	BODY	RADIO
1	5	Mike Truhe	25.390	Losi	GRP	Nitrotane	GRP	Losi	Losi	Airtronics
2	7	Joshua Wheeler	25.423	XRAY	OS	Byron	N/A	Pro-Line	Pro-Line	Futaba
3	1	Ty Tessmann	25.372	Hot Bodies	OS	O'Donnell	OS	AKA	Hot Bodies	Futaba
4	13	Cody King	25.586	Kyosho	Sirio	Byron	Sirio	Pro-Line	Kyosho	KO
5	10	Jared Tebo	25.183	O'Donnell	OS	O'Donnell	Factory Team	Pro-Line	O'Donnell	Futaba

That sign says it all... part-ay!

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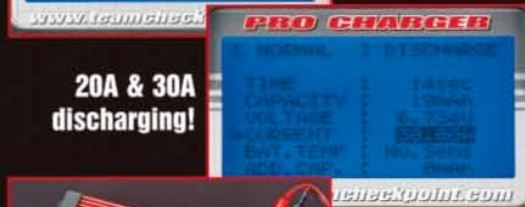
Like the ability to charge LiPos as well as NiCds and NiMH cells. A choice of five fast-charge modes (not one), 0.1-10A rates and four cut-off options. You can set peak sensitivity as low as 1 or 2 mV — or add the optional temperature sensor and go thermal. You can discharge at 0.1-10A, push it to 20A or 30A (using our exclusive custom-pulsed technology) and switch to Dead Short mode to condition a killer pack. Plus, the TC-1030 does great things for motors, too. There's a test mode, a 1-step break-in for speed and a 4-step break-in that lets you program voltage, run time and cool-off time for each step. It gives you up to 8V and 180 minutes to work with — and delivers 20A at 1.5V without breaking a sweat.

But the TC-1030 also gives you 10-model memory for custom set-ups, a blue-backlit graphing LCD and still more, for far less than you'd ever expect.

For more information on the TC-1030 Charger or the location of the hobby dealer nearest you, please visit www.teamcheckpoint.com or call 1-800-682-8948 and mention code number 75S.



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tires, just to name a few! The MGT 8.0 comes factory assembled with a painted body, ready for you to fire up and rip up the road!



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RACE PREP A RACE ROLLER



"Laying the hammer down" takes on a new meaning.

GET READY FOR THAT CHECKERED FLAG

words: Steven Sohl

When I first got wind that some manufacturers were starting to release their race cars pre-built I wasn't overly happy. It's not that I don't trust the manufacturer to build my race car; I simply don't trust anyone other than me to build my race car. Now that I've actually experienced a pre-built race car first hand my opinion has somewhat changed. I still like to be the guy that builds the perfect chassis, but I'm ok with getting a little help too. Now instead of spending six hours slapping an entire kit together, I only have to spend an hour or two to make sure it was done as well as my god-like building hands (or at least my impression of god-like building hands) would have done it! Here are some tips to get your race-roller race-ready so you can spend that extra four hours on the track practicing driving—rather than slapping together half a dozen tedious turnbuckles!

Since race-rollers don't come with engines or electronics we aren't going to tackle these topics in this article. Instead, we will discuss the specific areas of your chassis that need attention before you slap your mill and radio into place. Once the time does come to install the other stuff simply follow the manufacturer's instructions for your engine mount, clutch, tuned pipe, radio, and linkage.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Xtreme RC Cars



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



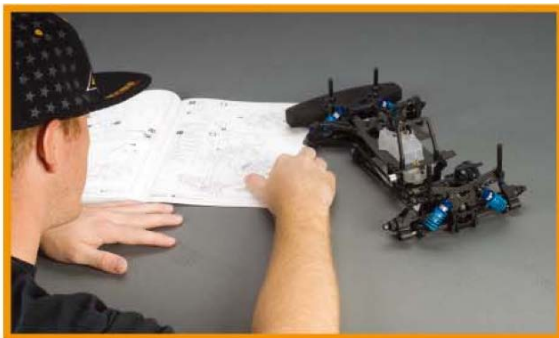
• Standard tools



• Blue threadlock



• The Internet



LEARN IT

Just because it came built doesn't mean you don't have to understand it. There is a lot of cool stuff jammed into your fresh chunk of RC mayhem. You just dropped your hard earned money on a fancy set of design concepts, features, and mechanical systems that would make any engineer jealous, but

to maximize their capabilities you should know about them and understand how they work. Now is a good time to look over your chassis and familiarize yourself with the assembly manual to get a general understanding of how this sucker is put together. This will also make things much easier when you have to start tearing your chassis apart.

FREE IT UP

A car that doesn't have free moving suspension, transmission, or steering components will not work well on the race track, so get off your lazy butt and check to make sure all your bits are in working order. Remove the shocks from your car and check that the suspension drops freely.

Without wheels or shocks installed, a suspension arm should drop back down without any resistance when you push it up. If your suspension is binding in any way you have to find out where it's rubbing and shim, file, or grind the material away. Your steering bell-crank, turnbuckles, and steering knuckles are also common areas for binding.

The entire assembly should move freely (allowing your servo to steer your car without added resistance or loss of power and speed). Again, if the system isn't free and smooth you'll have to use process of elimination to find out what area of the steering needs attention and free it up! It is common for thread-lock to spread onto an area that should be able to rotate freely, especially when the king-pins are installed into the steering knuckles, so if your knuckles are binding check the bushings to be sure your screw-glue didn't find its way into an area it shouldn't have.



Another free moving area that needs attention is the transmission, and more specifically the shimming between the crown and pinion gears on your differentials. If your diff gears aren't shimmed correctly they become a common failure point. Verify that your diff gear mesh is set correctly, but then recheck it after you break in your engine. After use even your crown and pinion gears break in a bit and may require additional shimming, so once you've got a good six to eight tanks through your tranny it's time to rip it apart and re-shim your differential gear mesh to ensure long lasting power transfer from your mill to the ground.

PERSONAL UPGRADES

I always like to look over a chassis design and apply some of the tricks that I've learned over the years (usually through failures). This is a good opportunity for you to do so as well with your new machine. If you've found a change in the past that makes your car more reliable or easier to maintain, why not apply it to your current ride? Here are some common personal upgrades you can make (but feel free to add your own ideas):

- Make an air filter mount and install a dry pre-filter over the existing design.
- Change non-captured ball ends to captured ones so even if they pop off of the ball during a long race the link will still stay in place so you can finish.
- Install transponder mounts and dirt guards.



- Route fuel tubing using fuel line clips and mount fuel filters the way you like them.
- Cut body openings so you have access to mixture needles.
- Install locking nuts on the back of screws that don't have them to offer greater reliability.



SCREW IT

If you've ever lost a race because a screw loosened, then you understand how silly that is. Don't let it happen again! Check over every screw on your new race-roller to be sure it is snug. Any screw that threads into plastic just needs a quick wrist-twist to make sure she stays put.

As for screws that thread into metal – I'm sorry to say but you have to pull them all out, get them wet with some blue thread-lock, and jam them back into place with some authority. This may sound tedious, but the entire process will only take you about 20 minutes and will ensure that your car stays together as though you built it yourself (stop your complaining... you've already saved a bunch of building hours to begin with).



Setup sheets are much better than your memory. Trust us.

VERIFY YOUR SETUP

Chassis setup is a relative adjustment. Changes are made to alter your vehicle's handling based on current settings. You won't know how to increase the viscosity of your silicone diff fluid if you don't know what you're running currently. Check your manual to find out what sway bars, shock oil, pistons, diff oil, comb, etc. you are running so you know what direction to go in when you want to make handling changes. This is also a good time to update your setup to a more current one. Team setups are always changing, so check the manufacturer's website for the latest driver setups and install one into your car. Also, on a side note, some of the fluids used in race-roller cars are slightly different than the over-the-counter oils you purchase from the manufacturer, so if you want a truly accurate setup you are best to drain any fluids that come with your chassis and freshen them up with something out of a labeled bottle. Flip over to the back of your manual too; most manufacturers offer a section with setup changes and how they will affect your specific chassis. Read and learn this stuff so it is very useful at the track when you're trying to find a little more steering while exiting a corner.



CHECK THE WEB

This is 2008—the Internet is a HUGE resource, so be sure to take advantage of it whenever possible. Check your manufacturer's website for updates or recall information about your new chassis. There may be vital information available that could save you a ton of trouble at your first race. Nobody makes a perfect vehicle every time, and as problems are solved at the manufacturer level they will share information with their customers to better their overall experience. This information is only useful if you actually get it, so always check the web for the latest news about your ride. Also, as already mentioned there is usually a plethora of information from the race teams with regards to product updates and setups, so if you want your car to handle like Drake's, read up to find out what Drake is doing!



CLOSING

Race-rollers aren't to be thought of as lazy-man toys. They are still full performance machines that have been designed to save you some valuable time and allow you to concentrate on more important things such as finding the perfect suspension setup or mastering that difficult off-camber approach to the triple. Don't shy away from pre-built, but rather embrace it, verify it, bullet-proof it, then hit the track for some extra practice!



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2008 Axial CHAM

HOSTED BY CKRC CRAWL

Gives you that "pining for gold" feeling, doesn't it?

Last year almost 100 of the nation's best RC rock crawlers converged on Donner Summit for the first annual Axial West Coast Championships. The scenic Sierra Nevada Mountains provided the perfect setting to find out who was the best in the west. In the end, Austin Dunn and Ryan Gerrish were crowned champions in the 2.2 and Super classes respectively.

This year the Axial West Coast Championships were again held in conjunction with the WEROCK. With crowds of over 4,000 and cash prizes of \$1,000, many drivers had been waiting for their chance to unseat the champions, and Austin and Ryan had been waiting for their chance to defend their titles. With fun and challenging courses set up by the one and only Brian Parker, winning would not be an easy task. Who would be crowned the 2008 Axial West Coast Champion and take home the cash? Let's find out.

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West Coast PIONEERS

ERS AND AXIAL RACING



FRESHNESS
Race Date:
GUARANTEED

Ah, the mountains. Where the air seems to be really clear.

TALCUM, POWDER OF THE GODS

The BPRCA always has some sort of shenanigans going on. This year Brian Parker was repaid for an incident at an earlier comp with a little "antiquing." I sort of thought he looked like Freddy Krueger. Others were reminded of the movie *Powder*.



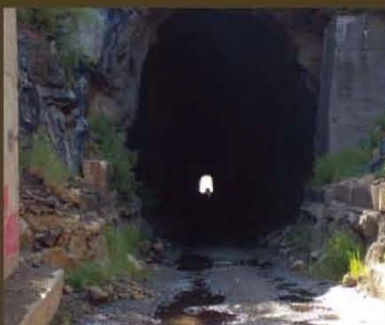
Vic was serious about his teching job. He sent people back to the pits for rigs that were less than 1/8" over spec.



Nacho Libre was spotted at the event.

"HAVE YOU BEEN TO THE TUNNELS?"

This year everyone in the pits was talking about going to the tunnels. What are the tunnels, you ask? The tunnels are a series of old train tunnels running through the mountain. The cool thing to do was cruise, or race, the Polaris Rangers through these things at night. Driving fast underground at night; who wouldn't want to do that?



Who's your celebrity look-alike?

THE FORMAT

All drivers had to check in on Friday. During check-in, each 2.2 rig was checked to make sure it was competition legal (both 2.2 Pro and Novice classes have a maximum wheel base of 12.5 inches). Vic Albiniano took his job seriously. He checked each truck with his trusty jig. I witnessed him fail rigs that were less than 1/8" over spec. Anyone who failed tech was allowed to return for another inspection after adjustments were made. After passing inspection, contestants were given their drivers' packets, each of which contained a t-shirt, an Axial WCC can coozie, and a raffle ticket for the \$4,000 Mega Raffle. The Grand Prize in the raffle was a \$1,500 fully loaded Axial Comp Crawler.

The 2.2 Pros ran on Saturday. For this class, everyone ran three courses. The courses were 10 gates long and had a maximum time limit of six minutes. The top 15 drivers

were then given a fourth course to run. After the scores were tallied on the fourth course, the top five drivers were gathered for one final shootout course. The driver with the lowest combined score on all five courses was declared the winner.

The 2.2 Novice and Super Classes ran on Sunday. These two classes also ran 10-gate courses, but because the courses were shorter, they were only given five minutes to complete their courses. The top five drivers were then given a fourth shootout course to complete. The drivers with the lowest combined scores after these four runs were declared the winners.

BPRCA SPECIALS • If you have ever attended a BPRCA event in the Northern Nevada area, you know that the BPRCA likes to spice up their competitions with some visually appealing and interestingly named obstacles. This event was no different. This event contained some of the staples of BPRCA

events such as the Sky Jacker "Shizz Creek," Spektrum "Sloppy Seconds Sluice Box," and J Concepts "Cables of Carnage". New to the BPRCA and this event was the Novak "Goat Crossing," CKRC Buggy "Bridge to Fame," Axial Alley," and King Blings "Crank of Controversy." These obstacles gave the competitors something to think and talk about all day. The least popular obstacle was the Spektrum Sloppy Seconds Sluice Box because the Black Rock Desert playa made some extremely slippery mud that made climbing very difficult.

- SPEKTRUM SLOPPY SECONDS SLUICE BOX •
- J CONCEPTS CABLES OF CARNAGE •
- CKRC BUGGY BRIDGE TO FAME •

2.2 PRO • This class attracted some of the biggest names in the RC crawling community.



Spektrum Sloppy Seconds Sluice Box



J-Concepts Cables of Carnage



CKRC Buggy Bridge to Fame

TAKE A HIKE

This event was held half way up the mountain at Donner Ski Ranch. It must have been the thin mountain air because hiking the quarter mile up the hill seemed like an hour on the Stair Master at the gym. Luckily, CKRC and Sierra Sport and Marine again provided shuttle service up and down on Polaris Rangers. Nate Hart was the man to talk to if you didn't want to walk halfway up the hill on foot.



Tiffin - Thank God for Harel

If you've ever visited the www.rccrawler.com website, you know the screen names of Jason, GateKeeper, Bender, rbgerriish, Chino63, H3RESQ, Tanis, and Bonus Line. It even attracted racers such as Scott Hughes, Thad Garner, and John Schultz.

The first three courses proved to be challenging for the majority of the competitors. Brian Parker knows how to separate the cream from the milk. After the first three courses the top drivers began to stand out. It would take some serious driving for the numbers 6-15 drivers to catch them. During course four, none of the top five were ever in danger of being knocked out. They just continued to dominate. The course five shoot out proved that they were indeed the best in the nation. Austin Dunn is truly an amazing person to watch when he makes others look silly. Bender gave it a good run putting up a final score of -63, but it was not enough to unseat the returning champion, who posted a final score of -80. Austin took home \$1,000 for his efforts.

2.2 NOVICE • New this year was the 2.2 Novice class. This class is basically the same as the 2.2 Pro class except that Novice drivers may not use dig. A "Dig" is a crawler's ability to disconnect a set of drive wheels so that one side is locked while the other side spins or digs. Dig allows for more precise control, but also complicates driving and wrenching. Digging increases costs as well. The Novice class is an inexpensive way for new drivers to get into crawling.

I was amazed the level of driving some of these newbies possessed. While the courses were not as difficult as the Pro courses, I still witnessed some amazing driving. Going into the final round, only five points separated the top three competitors. While sitting 3rd overall on the final course, Brian Kaplan was able to pull out an amazing final score of -50. Aided by a little rain that made the rocks a little slippery, Tim Lambert and Mike Chace were not able to best Brian's final score. They finished with scores of -44 and -43

respectively. Brian took home the \$500 prize and a huge smile. Even more amazing was the event's lone female competitor, Cassie Jensen. In her first ever competition, Cassie was able to take the 6th place spot.

SUPER • The Super class seems to be struggling recently. There was not a large turnout for this event, which is a shame because these huge rigs are really amazing. Brian set up some unbelievably difficult obstacles in the Super courses. As usual, drivers fought through them and the top five were poised to battle it out in the final round. Then things got weird: all five drivers posted an identical score of 30! None of them were able to complete the final course that ended in a 7 foot high, 70 degree climb, and Ryan Gerriish held on to defend his title and take home \$250.



1.



2.



3.



4.



5.



Greg at Axial would rather play COB4.



IN THE PITTS

- **AXIAL WAS SPOTTED** running their new heavy duty 30' high clearance links. Machined from aluminum and anodized in blue, these links are not only pretty but also bullet proof. Axial said they will also be available in Axial green, red, and ARTR orange. Good luck bending these.
- **HPI WAS SPOTTED** with a new tire that did not make our crawling tire shoot out. The tires were not yet named, but Thad Garner guessed that the name would include the word "rock"...clever. We heard that they climbed very well.
- **2.2 PRO FIFTH PLACE FINISHER** Ryan Gerrish was running these sweet worm gear axles made by NG Customs. He told me a limited run will be made, so save your change; you can bet they will cost a pretty penny.
- **NOVAK WAS AT THE EVENT** to assist any customers that needed assistance with their products. Charlie was spotted updating brain boards for owners of the Novak Goat Crawler system.
- **BRAD DUMONT**, owner of Bender Customs was running his SWX prototype. He did well, finishing second in the 2.2 Pro class. Brad told me that the production model will have one side of the chassis open at the top to allow clearance for a wider range of transmissions. Look for the final production models to be out soon.

1:1 MEETS 2.2

Since the Axial West Coast Championships are held in conjunction with the WERock World Extreme Rock Crawling Championship Series, this event is two for the price of one. While spectators watched some amazing full scale rigs conquer the mountain, they were also exposed to the world of RC crawling. CKRC, Axial, and the other sponsors took full advantage of the estimated more than 4,000 spectators to show off what fun RC can be. CKRC used a \$4,000 Mega Raffle to attract spectators. Many people walked away happy to win some swag.

Nate Hart rained the Axial Tent when he wasn't shuttling competitors up the mountain; over 4,000 spectators walked by this booth.

Forrest Tryson was pleasantly surprised that his drive from Lotus, California and a meager \$20 investment yielded a return of a \$1,500 RTR Axial Comp Crawler in the CKRC Mega Raffle.

I noticed this odd looking competitor waiting in line to run a course wearing what looked like a fire suit. It turns out it was Cody Waggoner, a WEROCK competitor. Cody ran his 1:1 in the event below, then ran, or more likely walked, up the hill to compete in the 2.2 Pro Class. His real driving greatly helped his RC driving. He was outstanding, placing 7th overall in the 2.2 Pro class.

Rock & Roll!



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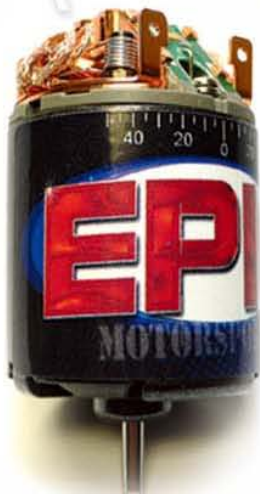


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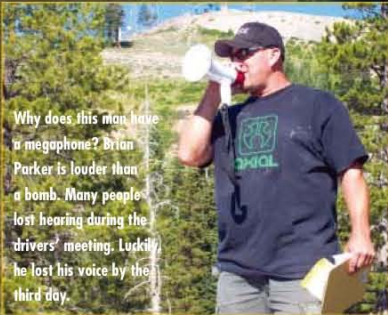
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Axial West Coast CHAMPIONSHIPS

Donner Ski Ranch, California



The CKRC staff and judges worked tirelessly for three days.



Why does this man have a megaphone? Brian Parker is louder than a bomb. Many people lost hearing during the drivers' meeting. Luckily, he lost his voice by the third day.



CONCLUSION

In just the second year of the Axial West Coast Championships, Axial, CKRC, and the BPRCA set the standard as to how these comps should be run. Courses were challenging and fun, judges were consistent and fair, and the exposure to the general public was great. I overheard many competitors expressing their high levels of enjoyment and satisfaction. All events should be run as smoothly as this one was. I can't wait for next year. 🏆

AXIAL WEST COAST CHAMPIONSHIP RESULTS

NOVICE 2.2



F	DRIVER	C1	C2	C3	C4	TOT	AXLES	CHASSIS	MOTOR
1	Brian Kaplan	-24	-20	-19	13	-50	Axial	CKRC/Rockstar	Integy 55T
2	Tim Lambert	-28	-23	-17	24	-44	Axial	GC1	Integy 45T
3	Mike Chace	-26	-22	-17	22	-43	Axial	Axial	45T
4	George Shouldice	-29	-8	-18	22	-33	Axial	TCS Edge	***
5	Cassie Jensen	-18	-12	-11	36	-5	Axial	Axial	Novak 18.5

PRO 2.2



F	DRIVER	C2	C3	C4	C5	TOT	AXLES	CHASSIS	MOTOR
1	Austin Dunn	-18	-13	-17	-7	-80	OCM	GC2	Holmes Hobbies 35T
2	Brad Dumont	-19	-23	-4	-6	-63	Axial	Bender SWX	Integy 50T
3	Dean Hsiao	-15	-24	14	4	-22	TLT	Custom	Novak 18.5
4	Brandon Coonce	18	-28	8	-5	-21	Enroute Berg	Axial	Integy 55T
5	Ryan Gerrish	-17	-28	24	30	-10	NG Custom	Dorkstar V2	Hacker A30-8XL

SUPER



F	DRIVER	C1	C2	C3	C4	TOT	AXLES	CHASSIS	MOTOR
1	Ryan Gerrish	-9	22	4	30	47	Clod	Dorkstar DS-1	Integy 60T
2	Jason Hensel	14	6	36	30	86	Clod	Bender SW2	Axiom 60T
3	Mike Regal	30	24	22	30	106	Clod	Stick	Axiom 55T
4	Jason Gainey	20	36	36	30	122	Clod	DNA Mantis	850KV Crawlmaster
5	Joseph Willging	30	34	34	30	128	Twin Force	DNA Mantis	Cobalt 10T

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If anyone knows fuel, it's THAT guy.

TUNE FOR FUEL MILEAGE

I WANT MY MPG!

words: Skinny technical adviser: Mr. Steve O'Donnell

While many RC enthusiasts worry about their engines making the most power, the big “thing” in most competition racing is fuel mileage. No, I’m not talking about the price at the pump for transportation, but for RC racing. Unlike our automobiles, fuel mileage for RC racing has to do more with winning races. If you think about it, pit strategy is one of those things that can make or break you even in real racing. Pits stops add time to your lap, and the more you stop the more time you waste. Reducing the frequency of stops is important in all lengths of races on all sizes of tracks. Pro racers have been using this trick for years and maximizing their fuel economy while putting down as much power as possible. We’d like to say that you can just do three things to get 30-minute runtimes, but there are so many ways to do improve your mileage that it’s hard to tell each person what to do. While at the track testing I talked with Steve O’Donnell about ways to stretch out a tank. Steve is a master tuner and engine designer, so his advice is golden.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0

Xtreme RC Cars



TIME TO COMPLETE



15 MINUTES

TOOLS NEEDED



• Tuning Screwdriver



• Hands

» TECH TIP

FUEL THE FIRE

An entire book can be written on the benefits of running a certain percentage fuel. We've conducted tests in which we ran cooler and got slightly better run times with a higher percentage fuel because we backed the performance down with the more powerful fuel. Steve also stated that he has seen 20% fuel yield better MPG too. The sad truth is that all the fuels vary in nitro, oil and ethanol, and some fuels will give you more power and more fuel economy. One of the best things to do is try a different fuel and see how much runtime you get. Just remember, if you change fuels, you have to retune to the new fuel.



When going lean, do it slowly.



RESTRICTIONS ARE GOOD

One of the easiest and most effective ways to improve fuel economy is through the use of different size venturis, more commonly call "carb restrictors." Reducing the amount of air means you have to reduce the amount of fuel being used to get the proper air-to-fuel ratio. This reduction in air also means you have less power, but there isn't as dramatic a loss as some would expect, and the benefit of 10 or even 15 seconds of runtime can mean the difference of going an extra lap or having somebody run to get your car. Experiment and find what works best. You might find you need to go to a stiffer clutch spring to get some bottom end snap back.

WHEN IN DOUBT-LEAN IT OUT

The next big fuel saver tip is to "lean-er-out!" Any time you can lean the needles down and maintain temperature, you're going to gain fuel mileage. This can be tricky, and I suggest you refer to your engine's manual to find the appropriate temperature range for your engine to run in. In full race mode we try and get the engine as lean as possible to maximize time between pit stops, but not too lean that the temps go critical and the engine fails. If you're out for maximum engine life and running a little rich, you're probably not getting the maximum fuel economy.



CLUTCH THE PROBLEM

Your clutch plays a roll in fuel economy, too. Basically you want your clutch to be tuned to the conditions of the track to get good performance and fuel mileage. The March '08 issue of Xtreme has a good How-To on clutch prep, and gives tips on clutch set-up. In most cases a clutch that engages too early will kill performance and fuel economy since you have to use more throttle to get more power off the line. A clutch that's too aggressive for the conditions will make it hard to drive and also waste fuel.



HAPPY CO-BAN-CHI (PULLING TRIGGER)

Here's a no-brainer for you, and probably the second best tip in conserving fuel...don't be heavy on the throttle! I know we all want to blast our cars around the track and throw major roost, but this wastes fuel like there's no tomorrow. Ease up on the trigger and you'll be surprised how long your car will last between pit stops. Simple I know...but can you do it?

TECHNO-WEENIE STUFF

Here are some over-the-top tidbits about fuel mileage that are outright fallacies to some.

ARE YOU ON THE PIPE?

Pipes are among the most important power making tools out there. They control so much that it's hard to just lump them all together. One pipe can make lots more power than another and deliver better MPG, and it also can do the opposite. There are pipes that will kill power and cause you to waste fuel. The best rule of thumb is to pay attention to what the pros use, since they generally look for a pipe that makes the most power yet can yield long runtimes.



COMMON SENSE

There are some common sense items that need to be pointed out. More power means more fuel consumption. So if you think that .28 is 20% more powerful than the .21 you used, it's also safe to assume that it's going to use 20% more fuel to get that power. There are also things like drivetrain binding and friction that will kill MPG. Getting the least amount of bind and the lightest drivetrain components will yield more fuel economy.

DOES ENGINE MODIFYING HELP?

This one might not have a real answer, as some people say no and others swear on their lives it does. Steve mentions that over the years engine development has come a long way and the advantages of modding engines in race engines is not as dramatic as it once was. Stiff competition has forced race companies to come out with the most powerful, most efficient engines they can. For a while, every time we tested a "modded" engine, a "box stock" engine would top its performance. But that's not to say that improving performance so you can back off a little to save fuel isn't a real possibility.



SHIMMY-SHIMMY

Head shims play a vital roll in engine tuning and economy. Generally, adding shims will increase the volume of the engine and allow you to lean the engine out more, but not have temps skyrocket. Steve says this can sometimes reduce low-end power and cause you to use more throttle to compensate, but a good driver and tuner can make the necessary adjustments to his clutch and driving syle to utilize that modification.



FIN!

To sum it all up, there is no magic formula to getting more run time from your engine. It comes down to using common sense in tuning your engine, and being thrifty on the trigger. If you need 15 more seconds to finish a race without fueling, try using three-quarters throttle down the straight instead of going WOT. Learn clutch set-up to maximize how your car works on the track, and if you really want to save fuel, find a venturi that is small (like a 5mm) to fit your carb. In the end, it comes down to what most pros will tell you all the time...slower is faster! If you drive smartly you will save more fuel than you will by doing anything to your car. Using less throttle, not crashing, and running tighter lines will get you that extra time between pit stops more than anything else. Now go out and practice what you've learned and let me know how it goes.

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BEHIND THE SCENES AT



words and photos: **Staff**

ON MARCH 11, 1995, AT 2PM, THE RC WORLD TELEVISION PROGRAM made its debut on Cox Cablevision in Ft. Myers Florida. It all started with an idea and genuine love for the hobby. “That first year was a great learning process,” says Jeff Maturo, who not only executive produces the program but has also been the host since day one. Maturo explains how he got started in RC Television.

Jeff Maturo

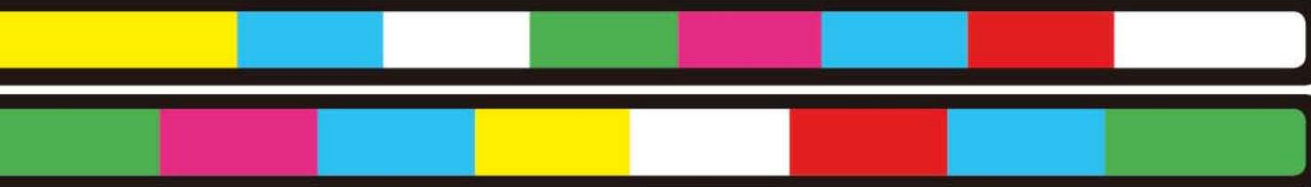
I was a police officer and loved racing off road trucks and buggies. When I worked the night shift and things would quiet down around 3am, I would try and read any RC magazines I could get my hands on in my squad car. I could not get enough. I saw a need for an RC TV show. I did not have any television experience but knew that a program dedicated to all aspects of this hobby would be a success. After producing several law enforcement training videos and garnering some experience I thought it was time to make the move and bring RC to TV. Following a year on a local cable channel I set my site on expansion. The name of the program was changed from RC WORLD to RCTV, and the local PBS station picked it up. Soon thereafter we were able to go Nationwide on PBS and to all of the U.S. territories. The icing on the cake was when RCTV began airing in Canada. We really felt we made it when letters poured in from all over the U.S. and Canada. It was an emotional time when we clicked on the television and saw our program being broadcast around the country.

The age of the Internet forever changed the landscape of the television industry. I believe that television and the Internet will soon meld together and we’re starting to see this more and more with primetime TV shown online and YouTube. Appointment TV as we know it is on its way out. That is where my good friend and successful RC promoter Mike Boylan comes in. We put our heads together and came up with RCTVLIVE.com. Boylan, who many know as an accomplished oval racer and as the promoter of the Snowbird nationals, received his marketing degree from UCF and is well versed in Information Technology. I also have a Bachelors degree in Marketing and Business Administration and I feel we share common beliefs and a love of the sport.

“Today the boys (as they are known to Assistant Producer Linda Byers) have celebrated their one year anniversary,” says Byers. Byers, who has a Masters in Economics from Ohio State University, wears the unofficial pants in the office, although Jeff insists he is the boss. The three seem to work very well together and

somehow always manage to make time to try and annoy each other. When asked what he likes best about doing something he loves, Maturo said it was very rewarding to produce something that people really enjoy and associate with fun.

“We have many viewers that actually set their calendars around when the next program comes out. We receive emails from around the globe and it amazes me when I think about how many lives we touch,” he said. Boylan added that if it were not for him the show would have been canned already. We have been around awhile and over the years have made some wonderful friends. We relish our relationship with the hobby industry itself. When asked who he enjoyed interviewing the most Maturo had to take a moment and think. “I really liked them all but several really stand out. Masami Hirotsuka was a gentleman and a pleasure to interview, along with Matt Francis, Brian Kinwald, and many of the hottest drivers today like Paul Lemieux, Atsushi Hara, and Andy Moore. There are certainly too many to name.”



WE ASKED LINDA BYERS ABOUT A TYPICAL WORK DAY AT RCTVLIVE.COM.

“Normally I start my day by answering the numerous emails we receive and forward specific questions addressed to Jeff and Mike respectively. Mike usually handles the tech questions, and we get a lot of them. I also receive the mail and go through requests for race coverage. We definitely encourage tracks to send in MiniDv footage because we try and get as much on as possible. We are just not able to go to every place or event we are invited to. Jeff is usually busy dealing with all the manufacturers and lining up product reviews. After lunch we all meet and start laying out shows. A product is selected and we go from there. We all have fun, which makes for a short day!”

You're welcome, Jeff. You're welcome.



WHERE DO YOU GUYS GO FROM HERE? WHERE DO YOU SEE YOURSELVES IN FIVE YEARS?

MATURO: It truly has been a pleasure to do something I enjoy so much for all these years. I enjoy meeting great people from all around with like interests. We have great relationships with companies inside the industry and now outside thanks to Pepsi and EA, and we may just have a few tricks up our sleeves for the coming years. We just want to thank Xtreme RC CARS and all of our sponsors and especially our viewers for making our first year such a success. 🌀



TEAM ORION

CARBON 3800 LI-PO

Team Orion continues one of the more popular lines of LiPo batteries with their new Carbon 3800. With (obviously) 3800mAh, this 2-cell 7.4v LiPo features a 30C output, hard case with cool carbon print, built-in balancing port, wiring harness, and gold plugs.

Part Number: ORI14009

MSRP: \$160

www.teamorion.com



LOSI

TRACK DOTS, NEON ORANGE

You can throw down an instant racetrack in seconds with Team Losi's new Mini-T Track Dots. These injection molded neon orange track markers are easy to see and heavy enough to resist being moved. You get 12 in a package, so you can make everything from a simple oval to a technical closed course layout. These work well both indoors or out and don't cost that much, either!

Part Number: LOSB1013

MSRP: \$5/pack of 12

www.losi.com

7-cell Ni-MH rocks RTR's.



PROTOFORM

PF8-GT

If you run an Inferno GT, DM-1, Ultra GTP, or GTP-2, Protoform has a sweet new body for your ride. The PF8-GT race body looks and does the part with its large rear wing and front splitter. It's pulled in .040 GE lexan, and features three wing struts, protective film, decals, and wing hardware.

Part Number: 1503-00

MSRP: \$35

www.prolineracing.com

HPI RACING

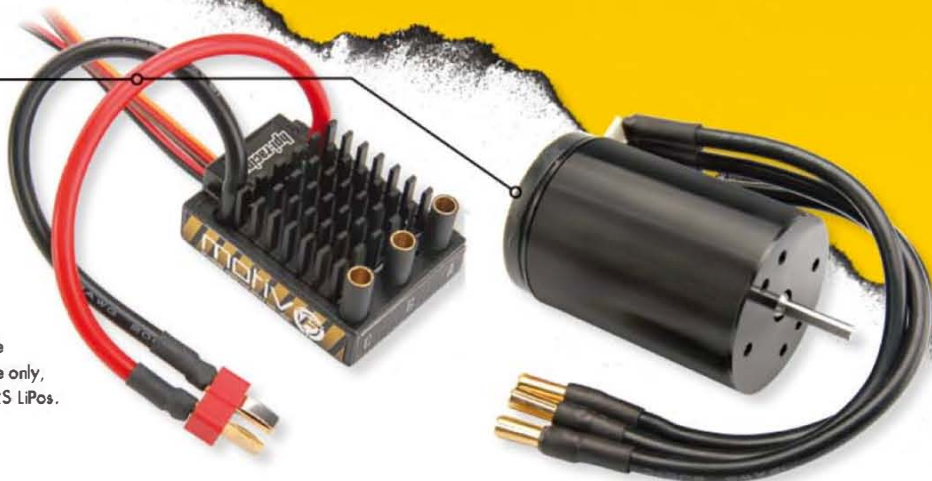
FLUX BRUSHLESS SYSTEM

HPI Racing's first brushless system is available now. Equip your ride with the same brushless technology found in the E-Firestorm Flux! The motor is a sensorless 5700kV with solder tabs. The ESC is configurable for reverse or brake only, and can handle up to 7-cell Ni-MH or 2S LiPos.

Part Number: 1151

MSRP: \$250 (motor and ESC)

www.hpiracing.com





MAXAMPS

NI-MH PACKS

Did you know that MaxAmps does more than just LiPos? For those who still prefer Ni-MH, MaxAmps has a sweet 7-cell pack perfect for Speed-T, VXL, and anything else that demands 7-cell power! The pack uses 4700mAh cells, and you can get them with any plug you specify.

Part Number: MA-4700-7Cell-Flat

MSRP: \$79

www.maxamps.com



ROBITRONIC

LAP COUNTING SYSTEM

Tired of comparing who's faster with your buddies? Check out Robitronic's new lap counting system. The system includes 4 IR receivers, three transponders, PC interface, and lap timing software to allow anyone to get accurate lap timing. You can expand the timing system easily by purchasing extra receivers and transponders.

Part Number: RS160

MSRP: \$360

Distributed by: SK Motion

www.skmotion.com

PRO-LINE RACING

SKETCH JACKET

When it gets cold at the track, don't look like a popsicle. Put on Pro-Line Racing's new Sketch Jacket and brave the perils of evening turnmarshalling. Made from wind-breaker material, the Sketch jacket comes in black only, in sizes S to 2XL.

Part Number: varies by size

MSRP: \$51 (\$53 for 2XL)

www.prolineracing.com



Slash stuff is coming regularly.



ST RACING CONCEPTS

MACHINED ALUMINUM SLASH UPGRADES

ST Racing Concepts is showing the hit Traxxas Slash some love with some new aluminum parts. Pictured here are their front A-arm set and steering bellcrank system. The A-arms feature an anodized finish in red, blue, or silver, include steel hinge pins, and incorporate a Delrin insert for smoothness. The steering bellcrank system is available in the same anodized colors, and includes four ball bearings for silky smooth operation.

Part Number and price: ST3631B/R/S (A-arm Set, \$33/pair), ST3743XB/R/S (Steering Bellcrank System, \$33/set)

www.teamstrc.com

2008
Las Vegas

IIC



INTERNATIONAL INDOOR CHAMPIONSHIPS

Elvis may have been seen

Riviera Hotel and Casino, Las Vegas, NV

Words & Photos: Carl Hyndman

CELINE DION, PAINTED BLUE GUYS POUNDING ALL SORTS OF STUFF, WEIRD EURO CIRCUS ACTS, MIKE TYSON BITING AN EAR, TIGERS MAULING THEIR TRAINERS, THE CRAZY HO..... well, you get the idea; it's all in the name of entertainment in Las Vegas. But, there is another form of entertainment that some of us can't do without, and fortunately those of us who love it can still get our fill of all that other stuff too. I'm speaking about the IIC Vegas Race.

Started by Scotty Ernst and his crew a few years back, the race has all the hype and competition a racer could hope for and talent from every corner of the planet. Put that right smack dab in the middle of the Las Vegas strip and you have more fun than Mike McMahon blurting "Brap Brap" after a night of cocktails and extravagant dinners. The now famous carpet race has moved to the Riviera Hotel and Casino and includes most of the usual classes except for one very interesting new class that is all fun and door banging: the World GT Spec Class. Oh, the choices.

With a print out of the itinerary fresh on my passenger seat, I made the late night drive east on I-15 towards the City of Sin. After crawling through some California traffic jams and few hours of driving in temperatures only seen inside toaster ovens, I approached the glowing neon city and looked for the famous Casino that is synonymous with the Rat Pack. Amidst a scale Eiffel Tower, glass Pyramid, tiny New York City (well, not that tiny), the fountain that Evil Knievel jumped, I found my destination. I quickly checked in and started unpacking. Fortunately for all of us, the unpacking was not as tiresome as in years past; with the race being entirely brushless and many spec classes also available, there was far less stuff to drag with me. I was ready—at least my equipment was. The track was in a big convention hall with plenty of pits, and a hobby shop by Ampdraw Hobbies supplied parts. There were bleachers and a scoring board that showed what was happening in real time on the track and of course an announcer giving us play by play on a sound system that was clear and entertaining—unlike what most racers are accustomed to. Most of us are used to hearing PA systems that sound like someone yelling into a coffee can full of water. So far I liked what I saw. Read on.



SPONSORED BY: Jaco Racing, SMC Racing, Parma/PSE, TOP Racing, Calandra Racing Concepts, Corally USA, Much More, Speed Passion, Competition Electronics, East Coast Bodies Tune, Xtreme RC Magazine

FRESHNESS
GUARANTEED



Tom Jones, not in the building.

THE TRACK

Like every year, the track surface was temporary, and the very popular Fasttrack Racing Carpet was provided by CRC. Unlike the past three years, however, this year featured a new layout with slightly larger dimensions. It was all glued down very flat with some typical wood barriers to keep drivers in their lanes. There were some flappers on the corners, but they only helped when you just happened to glance them. Since the layout was fairly wide open, it saw fewer breaks than most expected and the racing line flowed and kept a fairly high average speed.

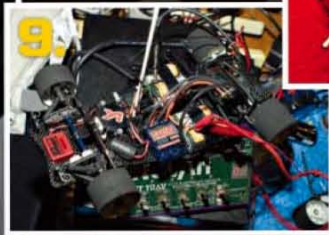
- 1** The straight—This was pretty typical, but it did include the start/finish line about half way down where the transponder loop was. Since the straight was slightly longer than average carpet tracks, and because this was the first all handout brushless IIC event so far, gearing was key in balancing this long straight with infield rip.
- 2** Right hand sweeper—the key here was to carry as much straight away speed as you could. Going tight on the first apex did that. As it progressed, it slows and tightens up. For stock, the key is to try and hold it wide open the whole way around. This took the right line and car set up, not the easiest things to find.
- 3** Quick right/left—After a pretty fast section, it was time to get your slow speed steering in order. Lots of passes were made here and

many drivers found their cars stopped dead on one of the yellow wood lane dividers. Patience and timing were key unless you wanted a Marshall to have to watch for traffic before he could rescue your nosed-in car after your mistake.

- 4** Short chute—After making a tight left turn, it was time to rip it and let go at the right time or tap the brakes in order to carry the next left-hander tight. Again, many passes were made here.
- 5** Left/right—Not quite as slow and tight as the previous one, but still a section to really test your car's transition speed.
- 6** Driver's stand "Jaco Chicane"—This was very tricky, and even though it could be done straight, a little respect was in order here. Throttle control was key.

- 7** Tight right hand turn—This turn was really dependant on how you went through the chicane. If you went slightly wide entering, or used a little brake, it went good, but if you were a little late you had to play catch up for the next left carousel.
- 8** Left hand carousel—This was fairly straightforward. Drivers knew exactly what to do here.
- 9** Tight right hander—This was a spot where many last efforts for a pass were made. It was pretty much a hairpin and was pretty slow. Since it was easy to push out wide after, many tried the inside move. After that, only a small right turn and a race for the loop remained.





Lots of gadgets, akin to that suitcase that Corral Top lugs around.

IN THE PITS

There's always a lot to see at a big event and this one didn't disappoint.

- 1.** The GT class was new to this race and many were there to race and debut these cars. Frank Calandra's Gen X10.
- 2.** I've seen this car a few times now, but every time it's different. Juan Aveytia ran his modified Tamiya 414 in the 13.5 rubber class. He drove it as far as the B-main.
- 3.** Robert Morris from KO Propo was at the event to race and offer support. He had his Servo Tester there [[XRC3875.tif](#)] and the machine looked like it could land a UFO. What was even more interesting was Robert's new 2.4 GHz band monitor [[XRC3891.tif](#)] that warns when it starts getting overloaded—a great thing for track owners and organizers. The monitor used a USB plug for interface [[XRC3877.tif](#)], but was only in the prototype stage.
- 4.** Josh Cyrul's CEFX 1/12th scale was looking great all weekend, and really gave Hupo Honigl a run in the A-main, but had to settle for second.

- 5.** This is Josh Cyrul's TOP Racing mod foam sedan. The brand has been seeing more recognition and success lately and Cyrul's car made it all the way to 7th in the prestigious A-Main.
- 6.** Xenon Racing was present and showed off some of their latest products, including this cool offroad ride height gauge and onroad camber gauge.
- 7.** Team Kwik is usually known for their batteries, motors, and accessories, but lately they've made the jump to cars as well. The new R10 is their GT Worlds Spec chassis and it has a t-bar style layout.
- 8.** Team Kwik's R12 is what their R10 is based off of.
- 9.** Team Kwik showed off their Prototype MB12 at the race. It has a very unique design that has side dampener shocks and side springs along with side links, but its most interesting feature is the lack of center shock. Team Kwik claims that those duties are handled by their unique rear design that virtually eliminates the arc of travel in the rear suspension. Testing is still being done with good success, so expect a production version very shortly.

- 10.** Hacker was there with some new mod motors. Josh Cyrul used this one.
- 11.** SpeedPassion was at the race with their handheld programmers to go along with their ESCs. These are some pretty slick devices that give racers more adjustments and fine-tuning.
- 12.** Corally's new brushless mod motors looked pretty good.
- 13.** Corally's SP10X was the company's car in the World GT Spec class and the chassis Stephen Boice used to place 3rd in the A-main.
- 14.** With lipos being used by more and more racers, some companies have had to get creative to accommodate some of the unusual dimensions of the powerful packs. Corally has a tray that fans out the battery away from the center to give clearance to the upper deck, but still has spots near the center to add weights to balance the car.
- 15.** Trinity has a long tradition in racing and their brushless motors were used by none other than Paul Lemieux in cars that TQ'd both mod foam and rubber sedan. The motors were tuned by legendary motor guru Jim Dieter.



12.



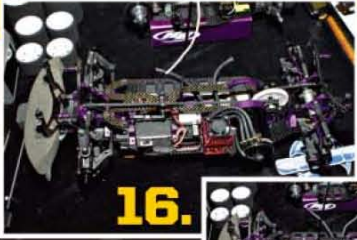
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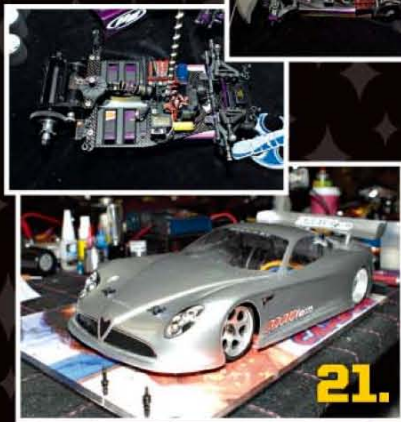
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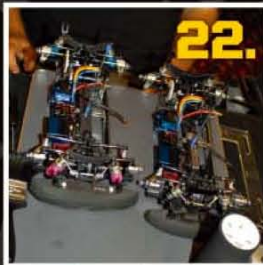
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20.



21.



22.



23.



24.

McMoney can drive on the juice - just not real cars.

16. Andy Moore was one of a only few factory drivers to run all three mod classes and put every car in the A-mains; very impressive, especially since Moore was the only factory Hot Bodies driver at the event. Here is his Cyclone 12, mod foam and mod rubber Cyclone TC.

17. Marc Rheinard was impressive as always, winning the mod rubber sedan class and putting his other SpeedPassion powered Tamiya TRF416 in the mod foam A-main. Like other factory drivers using NIMH, he chose 5-cell for mod rubber and 6-cell for mod foam sedan.

18. Victor Wilck's Tamiya TRF416 worked great in the mod rubber sedan A-main and actually lead the race for a bit until an unfortunate incident with Rheinard sent him back.

19. Donny Lia drives NASCAR trucks for a living, but his other passion is RC racing. In fact, the guy is good—real good. He drove great in the A-main and won the very competitive stock 1/12th class with his SpeedMerchant Rev5.

20. Mike Dumas had to cancel his trip at the last minute, but his SpeedMerchant Rev5 was at the event. Mike "McMoney" McMahon took to the wheel and decided to experiment

by running a prototype SMC 1C lipo built for 4-cell nimh racing in his mod B-main. McMoney commented that the gearing was off and that it felt over geared in the infield, but once it opened up on the straight "the thing was a missile!" Since it was only a 1C lipo it also needed a receiver pack, but it showed good characteristics and gave hope to lipo users waiting for alternatives to 4-cell nimh.

21. Dale Epp from Protoform was on hand to show his latest creation designed for use in the World GT Spec class. Unfortunately, it was so new that production was too early and the body was not yet legal for the event. That is expected to change and we will all get to run very cool looking Alpha GT bodies that claim to work as hot as they look.

22. Barry Baker was at the event with his very unique Team Magic E4 cars, which he used in the mod foam and rubber sedan classes. With some help from his power man Joe Pillars of Orion, Baker was able to tune the cars and show good feedback on the track. Quite a feat for such a different design and the fact that Baker only had limited time with the cars prior to the event.

23. AE had their team and cars at the event with great results. Walt Henderson's 10R5 was TQ in the World GT class and Bob Stellflue and Sean Cochrane drove the cars to the A-main final.

24. Bob Sellflue designed the AE 12R5 and was at the event to race the car in the stock 1/12th class.

25. I wish I could say I won. Trophy girls—mmmm.



THE RACING

The event stuck to its rocket round format and placed the top 10 in the A-main where they did battle in heads-up fashion. Everyone was faced with this single main final to crown the champion. Drivers had to bring their best and hope it was enough, because they only got one chance. Five minutes for a weeks worth of preparing. So what happened?

AMATEUR 17.5 RUBBER SEDAN

This year, the "Amateur" racers had their own class. These drivers had no outside help from any manufacturer; not then, not ever. The class was strictly for unsponsored drivers with stickerless cars doing it on their own. This turned out to be a great class and had quite a full list of entries.

With qualifying finished and the main was established, things fell in to place with Richard St. Cyr sitting on pole. As the final got under way, an early pile up quickly reshuffled the racers and saw Dustin Layne on the bumper of St. Cyr, who had managed to avoid most of the carnage. Layne followed St. Cyr for many laps and applied pressure and it paid off with a pass. This lead to about half dozen laps with St. Cyr following until a pass looked promising. Then, in a blink of an eye, some lexan was swapped and the lead was flipped again. And that is how they stayed until the end.

13.5 RUBBER SEDAN

A few years back, this class seemed kind of weird to run on carpet, since foams tended to be more of the norm. But as asphalt drivers who use rubber tires were introduced to carpet and the fact that in other parts of the world rubber on carpet is the standard, this class evolved into one of the biggest at IIC. This sounds easier than it is in reality, though. The fact is that rubber tires behave much differently on carpet than they do on asphalt. This also means that you need to have a set up that is specific to the conditions and a bit of "feel" needs to be developed by those not used to it.

It wasn't surprising to see Mike Haynes sitting on pole after qualifying. He looked strong all week and was prepped for the A-main. His experience and skill paid off and he wasn't about to let it go—at least that was his plan. Well laid out plans have a way of unfolding, though, and it looked as if that was going to happen as the first lap got under way. Martin Crisp found his way to the front early with Haynes crashing back to third, but Haynes was on the move and was determined. He pressed hard and before long moved up to second. At around 10 laps Haynes was able to get by Crisp and Haynes drove his car all the way to the finish with Crisp in tow.

13.5 FOAM SEDAN

The class may have been a little lighter in attendance than in years past, but it was still very competitive and in this case unpredictable. With Hacker 13.5 as the handout motor, things were developing fast and speeds were impressive. Andrew Ellis was to take TQ, but Travis "Micro Peeler" Schreven gave his teammate a run for the main. Micro's car was on a different level and he was able to carry speed through the infield with barely a lift of the trigger. He made a pass on Ellis on the first lap and never looked back. He posted the single fastest lap of the main and won without a mistake. Ellis kept him in view for the final, but never was able to mount a serious threat and had to settle for a very respectable second. Many who haven't been to a big race like this may think a 13.5 motor is slow, but the stats don't lie; these cars stay less than one second per lap of full on foam mod lap times, so I'll leave that as food for thought—these guys can drive.

17.5 1/12TH PAN CAR

Peter D'Angnolo took TQ after qualifying, but history has shown that is far from being any guarantee of a win. As the main got under way, patience and skill unfolded in a race that was eight minutes long. Donny Lia was able to make

THE WORLD GT SPEC CLASS

Recently there has been an attempt by a group of manufacturers to make onroad simpler and accessible to racers who either are less experienced or yearn for the days when cars were less intimidating. What the companies came up with was something we sort of saw long ago, but with modern rules and a twist in design: realistic scale bodies, reasonable speed motors (LRP 13.5 brushless motor was the handout), spec Jaco Lilac tires (provided good grip and minimal wear; I ran one set throughout practice, qualifying, and my main), and 4-cell nimh. This class was a breath of fresh air.

If you haven't yet had a chance to drive one of these 1/10th scale wonders, I can personally say that in the form we ran them, they were smooth and predictable on the track. Without exception, drivers came off the stand with huge smiles on their faces.

To help this class make a huge debut statement, Bruce Carbone, who owns SpeedMerchant [XRC3729.tif], one-upped everyone and decided to build and provide cars to many racers, including a very surprised Scotty Ernst, who is usually in the unenviable role of just putting on our events. Carbone had to go behind the scenes and enlist help from others to take Scotty's personal radio and set up a very special car so that Scotty would just have to stand on the driver's stand and drive. It went without a hitch Ernst was able to enjoy this new class along with many of the rest of us. By the way, Ernst drove to a B-main win. Wow.



Scotty's hiding some driving skills behind that mid!

WORK
WHEELS



Work XSA 02C Wheels (26mm)

- > #3280 Chrome 3mm Offset
- > #3281 Chrome 6mm Offset
- > #3282 Chrome 9mm Offset
- > #3286 Black/Chrome 3mm Offset
- > #3287 Black/Chrome 6mm Offset
- > #3288 Black/Chrome 9mm Offset
- > #3283 White/Chrome 3mm Offset
- > #3284 White/Chrome 6mm Offset
- > #3285 White/Chrome 9mm Offset
- > #3297 Gold/Chrome 3mm Offset
- > #3298 Gold/Chrome 6mm Offset
- > #3299 Gold/Chrome 9mm Offset

Bodies, chassis and tires shown:

- > #7486 Toyota Supra GT Body (200mm), #7048 Lexus GS 400 Body (190mm)
- > #10760, 10761 E10 Drift Chassis
- > #4402 Type A Super Drift Tire 26mm Radial

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hpi-racing

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a quick pass from his second position start, but he could only hold it for a few laps. With D'Angelo back in front, Lia gave chase for a very nervous 10 laps. Then it was there: a pass, and Lia was gone. Only this time it stuck. Lia found his rhythm and posted quick lap after quick lap with his lead expanding ever so slightly with every transponder loop pass. When the eight minutes were over, Lia claimed victory.

13.5 WORLD GT SPEC

Did I mention these cars are fun? Things were looking pretty normal in the A-main till the last lap. Walt Henderson was leading with Stephen Boise in second. Boise was making mistakes, but kept coming back with a car that closed the gap numerous times. With just one turn to go, it was do or die. Boise saw a hint of light between Henderson's car and the corner and tried a last ditch pass. It was an honest attempt and light was there, but it just wasn't big enough and it caused a crash. This meant that Henderson's car was stuck and had to be Marshaled, but the clock was ticking and although Boise waited, Mark Smyka was looking to be in position to pass for the win. Boise waited for what seemed like an eternity, but with the victory less than a straight away, he decided that there was nothing more he could do and had to make sure Smyka wouldn't make a pass. Finally Boise crossed the line with Smyka in second and Henderson in third. Fortunately it all unfolded in front of the officials and a quick meeting was in order. Like a NFL replay, the officials got together and discussed the scenario. In the end, it was up to the head ump Scotty Ernst to make a call. He ruled that Mark Smyka was to be crowned winner, with Walt Henderson second and Stephen Boise third. I, at least, walked away with a feeling that a fair and considerate ruling had been made.

Rheinard plays soccer?

10.5 FOAM SEDAN

10.5 is in a transition phase, with most people realizing that the speeds of these motors put them in the mix in modified. While only a very few people in the world have the ability to use a more powerful motor, it is exciting to see those with the skill utilize what power these motors have. With an early mistake by Travis "Micro Peeler" Schreven, Ray Darroch was able to capitalize and move to the front with a bit of pressure from Keven Hebert along the way, but held on to win the class.

MOD 1/12TH PAN CAR

This class has long been known for its strategy as well as driving skill. With battery capacity still a big factor, efficient and smart driving plays a key role. This was apparent as the A-main moved along. With Hupo Honigl up front, Josh Cyrul made attempts at passing, but Honigl's perseverance payed off as he held on right to the end for the win. Very entertaining.

MOD RUBBER SEDAN

Paul Lemieux was on his way to winning this class from his TQ spot, but his fortune was to change about mid race when he nailed a board and let Victor Wilck and Marc Rheinard by to battle for the lead. Rheinard tried a pass when Wilck went a bit wide coming on to the straight, but there wasn't very much room and the ensuing contact ejected Wilck's car off the track. No call was made and Rheinard went on to take the win. Hmmm. Still a very exciting race to watch, and after Rheinard ran over to Wilck after the race, it looked like at least they came to some sort of understanding.

MOD FOAM SEDAN

I could make up all sorts of interesting stories to explain how this race went, but basically it was the Paul Lemieux show. He TQ'd, took off when the main started, and never looked back. He lapped most of the field and drove foam sedan, you need to watch this guy. Maybe someone should make an instructional video or book about his driving.

MANUFACTURER SHOWCASE AND DRIVER'S MEETING DINNER

Scotty Ernst surprised everyone by having both a Drivers' Meeting Dinner and a Manufacturer Showcase with a keg of beer. The dinner was great and was a perfect venue to go over rules and concerns in a relaxed and fun environment.

The Manufacturer Showcase let representatives and factory drivers from companies show and talk about their products in a setting perfect for Vegas: interesting stuff with a nice keg of beer included as part of the event. Thank you sir, may I have another?



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FINAL RESULTS

MOD FOAM SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	Paul Lemieux	XRAY T2 '008	Trinity 4.0	LRP	INS	Protoform R9F	Futaba 4PK	Jaco
2	1	Kevin Hebert	AE TCSF	LRP 4.0	LRP	Reedy Lipo 5000	Protoform R9F	KO Propo EX-1	Parma
3	5	Andy Moore	HB Cyclone	Orion 3.5	Nosram	Orion 4600 SHO	Protoform R9F	KO Propo	INS
4	9	Rick Howart	AE TCSF	LRP X11 4.5	LRP	Reedy Lipo 5000	Protoform R9F	Airtronics M11	Parma
5	4	Juha Levanen	AE TCSF	LRP 4.0	LRP	Reedy Lipo 5000	Protoform R9F	Samwa M11	Jaco
6	6	Hupo Honigl	Tamiya 416	LRP X11 4.0	LRP	LRP Cobra 4600	Protoform R9F	Samwa M11	Jaco
7	10	Josh Cyril	TOP Scythe	Hacker 3.5	LRP	SMC Lipo	Protoform R9F	KO Propo Helios	Jaco
8	7	Viktor Wilck	Tamiya 416	SpeedPassion 3.5	LRP	SMC Energy	Protoform R9F	Samwa M11	Jaco
9	8	Mike Blackstock	AE TCSF	Checkpoint 4.0	LRP	SMC Lipo	Protoform R9F	Futaba	Jaco
10	3	Marc Rheinard	Tamiya 416	SpeedPassion 3.5	LRP	SMC	Protoform R9F	Samwa M11	Jaco

MOD RUBBER SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	2	Marc Rheinard	Tamiya TRF416	SpeedPassion 3.5	LRP	SMC	Protoform Speed 6	Samwa M11	Jaco
2	1	Paul Lemieux	XRAY T2 '008	Trinity 3.5	LRP	Trinity IB4600	Protoform Mazda 6	Futaba 4PK	Jaco
3	3	Viktor Wilck	Tamiya 416	SpeedPassion 3.5	LRP	SMC 4600 Eng	Protoform Mazda 6	Samwa M11	Jaco
4	7	Andy Moore	HBCyclone	Orion 3.5	Nosram	Orion 4600 SHO	Protoform Mazda 6	KO Propo	Jaco
5	4	Alexander Hagberg	XRAY T2 '008	LRP X11 3.5	LRP	LRP Cobra 4600	Protoform Speed 6	Futaba 3PKS	Jaco
6	9	Mike Blackstock	AE TCSF	Checkpoint 3.5	LRP	SMC	Protoform	Futaba	Jaco
7	6	Hupo Honigl	Tamiya TRF416	LRP X11 3.5	LRP	LRP Cobra 4600	Protoform Speed 6	Samwa M11	Jaco
8	8	Juha Levanen	AE TCSF	LRP X11 3.5	LRP	Reedy IB	Protoform Speed 6	Samwa M11	Jaco
9	10	Rick Howart	Tamiya 416	LRP X11 4.0	LRP	Reedy IB4600	Protoform Mazda 6	Airtronics M11	Jaco
10	5	Jilles Groskamp	Tamiya 416	SpeedPassion 3.5	Nosram	SMC	Protoform Mazda 6	KO Propo	Jaco

WORLD GT

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	7	Mark Smyka	CRC Pro 1.0X	LRP 13.5	Tekin	Trinity	Protoform C6	JR-21	Jaco
2	1	Walt Henderson	AE 10RS	LRP 13.5	LRP	Reedy VMX 4600	Protoform C6	KO Propo Helios	Jaco
3	2	Stephen Boice	Corally SP10X	LRP 13.5	Novak	SMC 4600 Eng	Protoform C6	KO Propo	Jaco
4	10	Frank Calandra	CRC Gen X 10	LRP 13.5	Nosram	INS	Protoform C6	Spektrum	Jaco
5	3	Danny Liu	SpeedMerchant	LRP 13.5	Tekin	SMC	Protoform C6	Spektrum DX3R	Jaco
6	6	Bob Stillue	AE 10RS	LRP 13.5	LRP	Reedy VMX 4600	Protoform C6	KO Propo EX-1	Jaco
7	8	James Arluck	SpeedMerchant	LRP 13.5	LRP	Express 4600	Protoform C6	KO Propo Helios	Jaco
8	5	Sean Cochran	AE 10RS	LRP 13.5	LRP	Reedy R46 IB	Protoform C6	Spektrum DX3R	Jaco
9	4	Eric Anderson	CEFX P 10	LRP 13.5	LRP	SMC Energy-4600	Protoform C6	Futaba 3PK	Jaco
10	9	Brian Wynn	CRC Gen X 10	LRP 13.5	Nosram	Power Push	Protoform C6	Spektrum DX3R	Jaco

MOD 1/12TH

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	Hupo Honigl	CRC Gen X	LRP X11 4.5	LRP	LRP Cobra 4600	Protoform Sp 12	Samwa M11 R	CRC
2	3	Josh Cyril	CEFX Phoenix	Hacker 4.5	LRP	SMC Energy	Parma	KO Propo Helios	Jaco
3	5	Juha Levanen	AE 12RS	LRP X11 4.5	LRP	Reedy IB	Protoform Sp 12	Samwa M11	Jaco
4	2	Jilles Groskamp	CRC Gen X	SpeedPassion	Nosram	SMC	Protoform	KO Propo	INS
5	6	Andy Moore	HB Cyclone 12	Orion 4.5	Nosram	Orion SHD 4600	Protoform Sp 12	KO Propo	INS
6	9	Mike Blackstock	AE 12RS	Checkpoint 4.5	LRP	SMC	Protoform	Futaba	Jaco
7	7	Alexander Hagberg	CRC Gen X	LRP X11 4.5	LRP	LRP Cobra 4600	Parma Sp 8 HD	Futaba 3PKS	CRC
8	10	Sean Cochran	AE 12RS	LRP X11 5.5	LRP	Reedy R46 IB	Protoform Sp 12	Spektrum DX3R	Jaco
9	8	Paul Ciccarello	Corally SP12X	Orion	LRP	Orion	Parma Sp 8 HD	Futaba	Parma
10	4	Kevin Hebert	AE 12RS	LRP X11 4.5	LRP	Reedy IB4600	Protoform Sp 12	KO Propo EX-1	Parma

10.5 FOAM SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	3	Ray Daroch	Corally RDY Phi	Novak	LRP	SMC 5000 Lipo	Protoform R9F	Spektrum DX3R	Jaco
2	1	Travis Schreven	XRAY T2 '008	Trinity	LRP	Trinity Lipo 3800	Parma Mahawk 2	Futaba 3PK	Jaco
3	2	Kevin Hebert	AE TCSF	LRP	LRP	Reedy Lipo 5000	Protoform R9F	KO Propo EX-1	Parma
4	4	Andrew Ellis	XRAY T2 '008	Novak	Novak	SMC 5000 Lipo	Parma Mahawk 2	KO Propo	Jaco
5	8	Darren Shank	XRAY T2 '008	Trinity	LRP	Trinity IP3800	Parma Mahawk 2	Futaba 3PK	Jaco
6	7	Goop Dienes	INS	INS	INS	INS	INS	INS	INS
7	10	Kevin Bottoms	XRAY T2 '008	SpeedPassion	LRP	SMC Lipo 4000	Parma Mahawk 2	Futaba 3PK	Jaco
8	9	Richard St. Cyr	Corally RDY Phi	Novak	LRP	SMC 5000 Lipo	Parma Mahawk 2	Futaba 3PK	Jaco
9	6	Lex Tyler	AE TCS	LRP	LRP	Reedy Lipo	Protoform R9F	Airtronics M11	Jaco
10	5	Jeff Cuffs	Corally RDY Phi	INS	Tekin	SMC	Parma Mahawk 2	Futaba 4PK	Jaco

17.5 1/12TH

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	2	Danny Liu	SpeedMerchant	SpeedPassion	Tekin	SMC	Parma	Spektrum DX3R	Jaco
2	1	Peter D'Agnola	CRC Gen X	SpeedPassion	INS	Trinity	INS	INS	Jaco
3	6	Mark Smyka	CRC Gen X	SpeedPassion	Tekin	Trinity IB4600	Parma	JR-21	Jaco
4	3	Frank Calandra	CRC Gen X	SpeedPassion	Nosram	INS	CRC Audi R8C	Spektrum	CRC
5	5	Stephen Boice	Corally SP12X	SpeedPassion	Novak	SMC 4600	Parma Sp 12HD	KO Propo	Parma
6	4	Jeff Cuffs	Corally SP12X	SpeedPassion	Tekin	SMC	Parma	Futaba 4PK	Jaco
7	7	Mike Haynes	Kwik R12	SpeedPassion	SpeedPassion	TD calls	Parma	Spektrum	INS
8	9	Michael Skoen	CEFX	SpeedPassion	LRP	Team Express	Parma Sp 8	KO Propo Helios	BSR
9	8	Brian Wynn	CRC Gen X	SpeedPassion	LRP	Power Push	Parma Sp 8	Spektrum DX3R	CRC
10	10	Carroa Feghli	CRC Gen X	SpeedPassion	LRP	SMC Energy	Parma Sp 8	Futaba 3PK	Jaco

13.5 FOAM SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES	
1	2	Travis Schreven	XRAY T2 '008	Hacker	LRP	Novak GTB	Trinity Lipo 3800	Parma Mahawk 2	Futaba 3PK	Jaco
2	1	Andrew Ellis	XRAY T2 '008	Hacker	LRP	Novak GTB	SMC 5000 Lipo	Parma Mahawk 2	KO Propo	Jaco
3	4	Jeff Cuffs	Corally RDY Phi	Hacker	LRP	Tekin RS	SMC 5000 Lipo	Parma Mahawk 2	Futaba 4PK	Jaco
4	3	Mike Haynes	Losi JRX5-R	Hacker	SpeedPassion	TD Calls	Parma Mahawk 2	Spektrum DX3R	Parma	
5	5	Stephen Boice	Corally RDY Phi	Hacker	LRP	Novak GTB	SMC 5000 Lipo	Parma Mahawk 2	KO Propo	Parma
6	8	Eric Anderson	XRAY T2 '008	Hacker	LRP	Novak GTB	SMC 5000 Lipo	Parma Mahawk 2	Futaba 3PK	Jaco
7	10	Kenny Lambert	Corally RDY Phi	Hacker	LRP	Tekin RS	SMC Lipo 4000	Parma Mahawk 2	Airtronics M11	Jaco
8	9	Josh Holmstein	AE TCSF	Hacker	LRP	Trinity Lipo 3800	Parma Mahawk 2	Futaba	Jaco	
9	7	TJ Bradley	Corally RDY Phi	Hacker	LRP	SMC 5000 Lipo	Parma Mahawk 2	Airtronics M11	Jaco	
10	6	Bill Sydar	Corally RDY Phi	Hacker	LRP	Hurricane 4600	Parma Mahawk 2	KO Propo	Parma	

13.5 RUBBER SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES	
1	1	Mike Haynes	Losi JRX5-R	Novak	SpeedPassion	TD Calls	INS	Spektrum DX3R	Jaco	
2	2	Marlin Crisp	Tamiya TRF416	Novak	INS	Reedy	Protoform Speed 6	INS	Jaco	
3	3	Josh Holmstein	AE TCSF	Novak	LRP	Trinity Lipo 3800	Protoform Mazda 6	Futaba	Jaco	
4	6	TJ Bradley	Corally RDY Phi	Novak	LRP	SMC 5000 Lipo	Protoform Mazda 6	Airtronics M11	Jaco	
5	5	EJ Evans	TOP Scythe	Novak	LRP	SMC 5000 Lipo	Protoform Mazda 6	Futaba 3PK	Jaco	
6	4	Stephen Sabotta	XRAY T2 '008	Novak	Novak	SMC 5000 Lipo	Protoform DNA2	Airtronics M11	Jaco	
7	10	Dave Ehrlich	Corally RDY Phi	Novak	LRP	Orion 3800	Protoform Mazda 6	Futaba	Jaco	
8	9	Bill Sydar	Corally RDY Phi	Novak	LRP	Hurricane Lipo	Protoform Mazda 6	KO Propo	Jaco	
9	8	Tony Forella	Corally RDY Phi	Novak	LRP	Losi	Thunderpower Lipo	Protoform Mazda 6	Airtronics M11	Jaco
10	7	Nidas Wilson	XRAY T2 '008	Novak	LRP	LRP Cobra 4600	Protoform Speed 6	Samwa	Jaco	

AMATEUR 17.5 RUBBER SEDAN

F	Q	DRIVER	CHASSIS	MOTOR	ESC	BATTERIES	BODY	RADIO	TIRES
1	1	Richard St. Cyr	Corally RDY Phi	Orion	LRP	SMC Lipo	Protoform Mazda 6	Futaba 3PK	Jaco
2	6	Dustin Layne	Corally RDY Phi	Orion	LRP	SMC Lipo 4000	Protoform Speed 6	KO Propo Helios	Jaco
3	4	Ryan Cooper	AE TCSF	Orion	Novak	ProMatch	Protoform Speed 6	Airtronics M11	Jaco
4	8	Adam Brown	Tamiya 416	Orion	LRP	SMC Lipo	Protoform Speed 6	Futaba 3PK	Jaco
5	5	Andrew Miller	AE TCS	Orion	LRP	Trinity	Protoform Mazda 6	Spektrum DX3R	Jaco
6	9	Michael Hanulec	XRAY T2 '008	Orion	LRP	Orion	Protoform Mazda 6	Futaba	Jaco
7	2	Ray Presnell	AE TCS	Orion	LRP	Thunderpower	Protoform Speed 6	Airtronics M11	Jaco
8	3	David Zorn	HBCyclone	Orion	Novak	Reedy Lipo	Protoform Speed 6	Airtronics M8	Jaco
9	10	Mario Ficco	XRAY '008 EU	Orion	Novak	SMC Lipo	Protoform Speed 6	JR-21	Jaco
10	7	Dennis Vice	AE TCSF	Orion	LRP	Reedy 5000 Lipo	Protoform Mazda 6	Airtronics M11	Jaco

KING OF THE HILL - AGAIN!

Paul Lemieux dominated both mod rubber and foam sedan and won the mod foam sedan class easily, which gave him the overall and a cool \$500 cash. This is Paul's 3rd King of the Hill win in a row and by the looks of it, he may not be slowing down any time soon.



CONCLUSION

Another great IIC comes to an end and I was fortunate to experience some great fun, excitement, and close racing. There were classes for everyone and even a new one that is sure to grow next year. I'll be back and you should too; this is what racing is all about. What is even better, you can attend this fine event and still have time to make some memories, Las Vegas style. Good luck. ☺

This race coverage happened in Vegas. This didn't stay in Vegas.

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- FITS ON KEY RING OR IN POCKET!
- CELSIUS AND FAHRENHEIT MODES
- POWERED BY A CR 2032 BATTERY



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DIG THIS

WHEN AND HOW TO USE A DIG

words: Matt Soileau

Competition breeds innovation. Just as in any competitive endeavor, competitive rock crawlers are looking for any advantage that is within the rules to give them an edge against their competition. One of these innovations is “dig.”

Notice how the rear tires are still while the front tires are spinning.

» HISTORY LESSON

IN THE BEGINNING

As soon as friends and clubs started to get together for competitions, wheels in heads started to turn trying to figure out how to get dig in their little crawlers. The United States Radio Control Crawling Association, (USRCCA) held its first National Championship in 2006. That year a few people had already started to figure it out. Using existing pieces of available drive shafts from such vehicles as Stampedes and T-Maxxes along with plenty of homemade parts, these tinkers created some interesting designs. By the time the 2007 USRCCA Nationals rolled around, almost everyone in the competition had seen dig systems on rccrawler.com and created their own. After 2007, dig became almost mandatory in order to compete; however, there were several drawbacks to these early systems. They sometimes took many hours and trips to the hobby shop and hardware store to complete and were often unreliable. Luckily, several companies saw the demand and created reliable mechanical dig systems that people can easily install in their crawlers. Now you don't have to get off your couch and pull out your Dremel in order to win; dig is now accessible to the masses.



WHAT IS DIG? WHAT IS BURN?

Dig and Burn are two names for the same thing; they refer to the ability to power only the front or rear axle on a rock crawler. The term “dig” comes from the fact that if only the front tires are spinning; they tend to dig a hole in the dirt. Likewise, the term “burn” comes from the tires heating up and burning while spinning on a harder surface such as rock. The two can be used interchangeably, but in this article I will refer to “dig.” If only the front tires are spinning, it is called a front dig. If only the rear tires are spinning, it is called rear dig. Sometimes it is advantageous for the unpowered axle to be locked and dragged by the powered axle. This is called “locked dig.” Other times, the unpowered axle is left to spin freely. This is called “unlocked dig.” Read on to see which is best to use in particular situations.

WHEN TO UTILIZE YOUR DIG?

I sat down with Jake Hallenbeck of CKRCCrawlers.com to find out the best times to use dig. Jake is an experienced 1:1 crawler; he has built several full-sized rigs that have been featured in magazines such as 4-Wheel and Off-Road and Crawl Magazine. Jake is also a veteran of the WEROCK and UROC series. He recently finished second at the Pro-Line West Coast Crawler Challenge, so you know he has plenty of experience and knowledge using dig in both full scale and RC crawling.



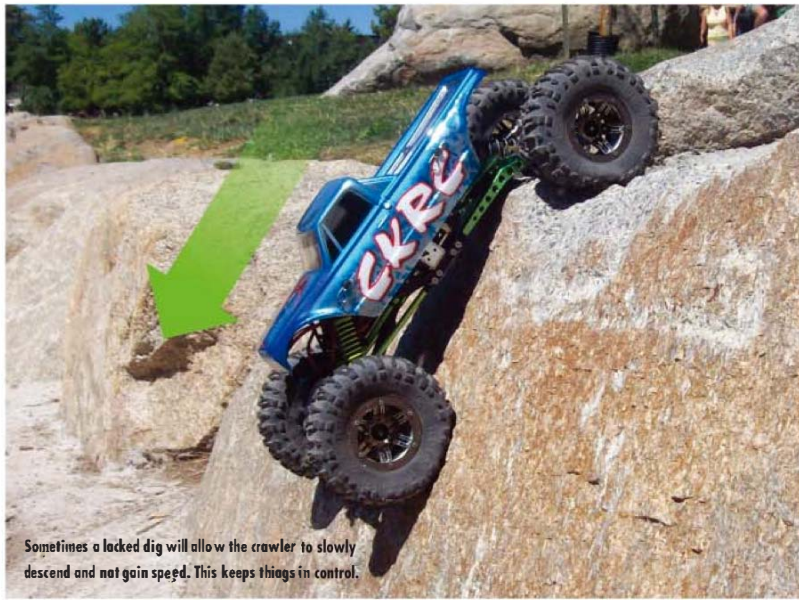
Jake loves RC crawling so much he opened his own hobby shop.

WHEN TO USE LOCKED DIG

Jake says the most popular use of dig is the locked dig. Most RC crawlers with three channel radios only have a two position switch for the third channel, and locked dig is what most crawlers commonly set their rigs up for. There are three situations for which he likes to use locked dig.

LOCKED DESCENT

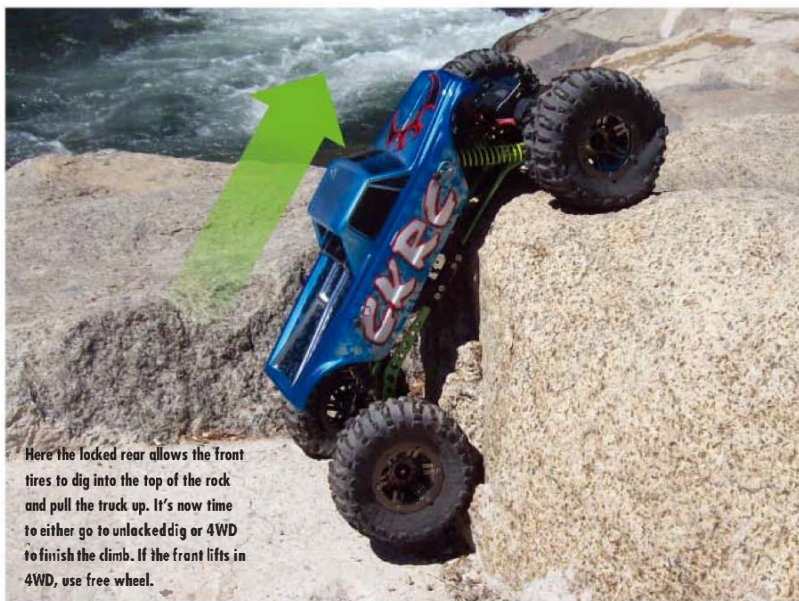
Jake says the other use of locked dig is during steep descents and drop offs. Locking the rear allows a crawler to slow a descent by dragging its rear down a steep slope. Slower is often better in crawling as it allows the tires to maintain traction instead of bouncing down the grade, risking a flip or rollover which will cost the driver five points. Jake says that you need to be ready to throttle out if the rear loses grip and tries to swap ends with the front.



Sometimes a lacted dig will allow the crawler to slowly descend and not gain speed. This keeps things in control.

LOCKED CLIMB

Jake says that sometimes he likes to lock the rear when getting ready to attempt a steep climb. Doing this allows the front tires to bite harder and wrap up on the wheels. Jake then quickly pops back into four wheel drive and uses the resulting spring to give him a little boost up a difficult slope.



Here the locked rear allows the front tires to dig into the top of the rock and pull the truck up. It's now time to either go to unlocked dig or 4WD to finish the climb. If the front lifts in 4WD, use free wheel.

LOCKED TURN

The most commonly used locked dig is the turn. Locking the rear axle and steering the front wheels to full lock will allow the crawler to pivot. Almost a perfect rotation can be achieved. Making a sharp pivot-like turn allows a driver to reduce the amount of reverses needed to line up for a gate. Each back-up costs a driver one point. Those points can quickly add up. Jake says that this feature alone is worth installing dig in your crawler, as competitions are often won by just a few points.



Here you can see how the rear stays relatively in place while the front pulls the truck in a tight arc. This redirection would take many reverses without the use of a locked dig, especially when courses are set up tightly.

WHEN TO USE UNLOCKED DIG

According to Jake, freewheel, or unlocked dig is less popular in crawling because it requires a radio that has a three position switch for the third channel. It is gaining popularity with the advent of some of the newer radio systems, and most of the top pros use freewheel digs. With a three position switch, locked, locked dig, unlocked dig, and four wheel drive can all be activated by the radio. Jake identified two situations where he commonly uses a freewheel dig.

UNLOCKED CLIMB

Jake says that when a crawler tries to ascend a steep grade, a powered rear axle has a tendency to lift the front tires. This has two effects: it raises the center of gravity, which increases the risk of rollover, and reduces the weight on the front tires, which reduces traction. Disengaging the rear axles eliminates this. The trick is to quickly engage the rear axle when the front starts to pull, or the weight of the rear may pull the truck back down. Timing is everything on this technique. Now, you are probably asking yourself, "Didn't Jake just say that he used locked dig for climbs?" Yes, he did. He likes to use both, and each situation is unique. Jake suggests practicing each technique to find the one you are comfortable with, and to discover in which situations each technique works best for you.

UNLOCKED SIDE HILLING

Jake almost always uses an unlocked dig while negotiating side hills. When in four wheel drive, the rear axle tends to push, which raises the roll center and increases the chances of a roll over. In locked dig, the rear slides, and may cause the rear to slide into a gate marker. The use of the unlocked dig allows the rear axle to just follow the front tires, making guiding the rig much easier.



Free wheel dig allows the rear tires to follow the front without pushing. Pushing may cause the rear to slide or raise the CG, which may cause a rollover.

CURRENT PRODUCTION MECHANICAL UNITS

There are currently three models of mechanical digs available to the consumer: the RC4WD R2D, the CKRC FT Dig, and DNA Dig. The RC4WD R2D is a complete transmission assembly. It is the quickest and easiest to install. It is almost plug and play. The only real set up is mounting the servo and setting the linkages. The CKRC FT and DNA Dig units are bolt-on items that are designed to be bolted directly to the Axial AX-10 transmission. Both require a bit more wrench time, but function well when set up properly. Both CKRC and DNA stress that taking the time to set up the dig units correctly results in much smoother and more reliable digs.

TECH TIP

TWO STYLES OF DIG SYSTEMS

There are two types of dig systems that are employed by RC crawlers. One is an electrical system used in crawlers that have motor-driven axles such as the classic Clod Buster axles or the new Berg axles. Since these axles are motor driven, they do not have a center transmission or drive shafts tying the two together. Since no driveshaft needs to be disengaged, dig is achieved by using either a pair of separate ESCs for each axle or a switch system that cuts power to one of the motors. Mixing with a stick radio allows for use of both front and rear digs, but a pistol grip radio such as the Spektrum DX3R may also be used.



The other dig system is a mechanical type that relies on a servo to engage and disengage the drive shafts and lock the axles. This is the most popular at the moment as most competition 2.2 crawlers are shaft driven. Most of the mechanical dig systems in this article were designed to be used in the popular Axial AX-10 crawler, but can also be used in other crawlers with a bit of imagination. Currently the mechanical dig systems for shaft driven crawlers are front dig only.



There are many options for rock crawling axles these days. Just look around the internet.

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4X4

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- Ready To Run2120.67
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4X4

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4X4

- MCD 1/5 Scale Baja 1000 Truck Evo 2 Competition1525.00
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- Available in: Many Colors and Patterns

LargeScaleRC.com

6289 North 150 East, Monon, IN, 47959

Phone: (219) 253-8356

Email: sales@largescale.com

Website: www.largescale.com

RC4WD R2D

This transmission offers three modes: 4-wheel drive, 2-wheel drive (disconnect only) and disconnect with brake (lock rear rires), based on how far your servo throws. However, you'll need a three position or proportional third channel to utilize all three modes.

www.rc4wd.com



DNA AXIO DIG SYSTEM

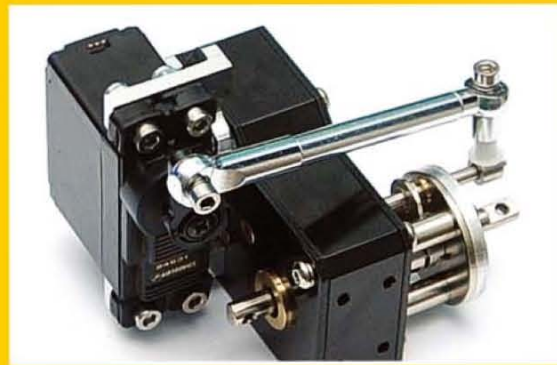
Bolt on dig unit with drive, free wheel, and dig for AX-10. The kit includes the dig unit with hardware, HD billet spool (front and rear output), servo mounting hardware, and linkage. Just bolt in your Hitec 225MG servo, mount it up, and you are ready to dig.

www.dna-rc.com



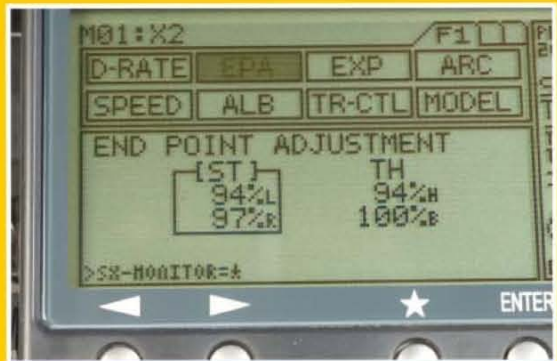
SET-UP TIPS FROM RC4WD

- 01** It's a good idea to purchase the sideways servo mount and linkage kit to make the installation of the servo much faster and easier. Unless it's going in a custom rig, then you may have to fab something up.



DNA SET-UP TIPS

- 01** Make sure that the end points are set correctly on your radio. Start with very little throw and slowly increase until the unit engages and disengages without the servo humming. This will greatly increase the life of the little Hitec 225 servo.



You'll need a three-channel radio to use a dig system on your rig.

CKRCCRAWLERS.COM FORWARD THINKING DIG UNIT

This unit attaches to the rear of the Axial AX-10 transmission. CKRC's FT dig allows the motor to remain forward for better weight distribution. It also allows the servo to be mounted in parallel with the dig to ensure smooth operation and less bind. Another great benefit is the option to run 4WD, 2WD front dig with unlocked rear, or 2WD front dig with locked rear. Now available with servo mounting bracket.

www.ckrccrawlers.com



SET-UP TIPS FROM CKRC

- 01** You will need to use a grinder to square the output shaft on the transmission to accept the Forward Thinking dig unit.
- 02** Use a grinding wheel to chamfer the locking mechanism. This will allow the unit to lock and unlock much more smoothly and easily; putting less stress on your servo.
- 03** Keep the linkage angle as close to flat as possible. This will reduce the chances of binding.
- 04** A new heavy duty output shaft is now available for high power brushless applications. ⚙️





PARTS FOR **AXIO** HOT RACING ALUMINUM **SCORPION**

many more hop-ups online: www.hobbyetc.com keyword: **scorpion**

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HOT SCP08M01 \$8.88

HOT SCP1901 \$23.88



HOT SCP2101 \$23.88



HOT TD12001 \$28.88



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RCG809L	Long Steel 48P 9 T pinion Gear	7.88
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SCP1201	Scale 606 1 Aluminum axle case AX10	88.88
SCP380 1	6061 Alum. center gear box AX10	33.88
TD12001	Threaded Alum. Shock Set 120mm	28.88



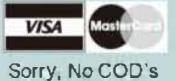
TD12005	Green Threaded Shock Set 120mm	28.88
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SCP2101	Black Alum Steering Knuckle Scorpion	23.88
SCP0801	Black Alum. Upper Link Mount AX10	18.88
SCP288R05	Green Driveshaft Rings retainers (2)	4.88
SCP1330 1	EA Center Bottom skid plate ax10	18.88
SCP1801	Black Heat sink Motor plate AX10	13.88
SCP1805	Green Heat sink Motor plate Ax10	13.88
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Hot Racing aluminum hop-ups for Tamiya CR-01



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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

ALL TIME FAVORITES

I've been asked what my favorite tools are, so here are six tools I use all the time. These, in no particular order, are my all time favorites!

KMW CUSTOM KNURLED DRIVER HANDLES

These are my "on-the-road" wrenches, and I love them because the large knurled handles give ultimate traction even if I have shock oil or grease on my hands. Sadly, Pops has closed shop due to health reasons, but KMW still has some inventory they are selling off. I just want to say thanks, Pops, for the best set of handles I've ever had, and I hope you get better... God Bless you and I'll keep you in my prayers.

www.kmwracing.com

LOSI CLUTCH TOOL

If you're into nitro cars you know what a pain it can be to work on a clutch. Taking clutch shoes on and off was something I use to dread, but my Losi clutch tool makes that dread a thing of the past. This little gizmo makes setting the springs and installing the shoes much easier. It also has a clever clamp system that grabs the clutch shoes so I can pull the shoe off the pin with the greatest of ease. A replaceable blade comes included when you buy the tool. For about seven dollars this is a must have tool for you nitro heads out there.

www.losi.com



OFNA ATTACHABLE DRIVER BITS

The main reason I love my screw gun is that OFNA sells Hex tips and socket sets that fit electric screw guns. These bits help me save time building car kits, and keep my hands from going numb from using drivers constantly. If you do a lot of wrenching then you need to invest in some OFNA driver bits. All I can say is, they make working on RCs much more fun.

www.ofna.com



I think Skinny is the only one on earth with a "honey-do" list.

HARBOR FREIGHT LIPO MINI DRIVER

I bought this LiPo powered mini screw gun from Harbor Freight three years ago, and I use it all the time. It's small, powerful, and the charge lasts a long time. For nine bucks it's one of my best tool investments, and I love it. It even has a torque setting!

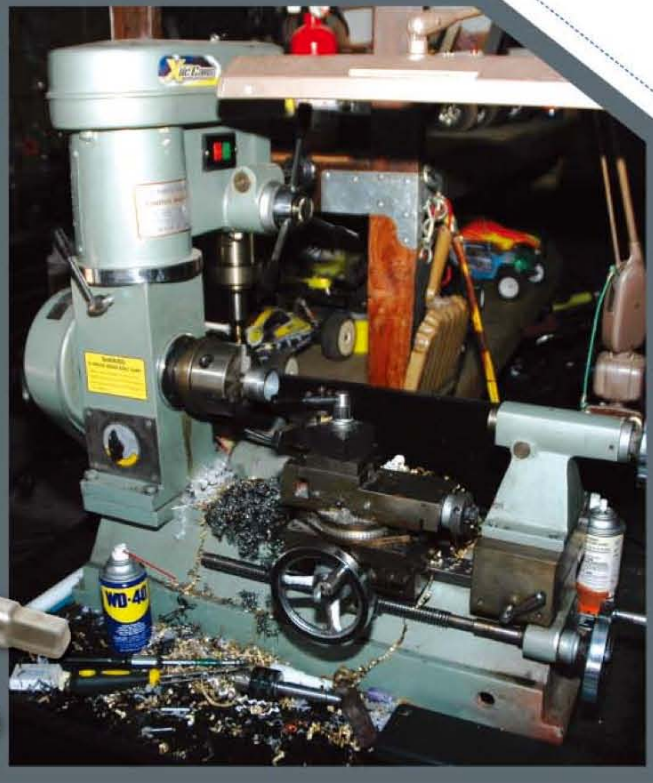
www.harborfreight.com



CENTRAL MACHINERY TABLE MOUNT MILL/LATHE

This is the biggest and most expensive tool I have in the Shrek lair, and I love it! Harbor Freight now has this on sale for \$699.00, so if you're really into making things now is the time to invest. I've only had this mill/lathe for a year, but I wonder how I ever got along without it. I can't tell you how many times I've used this to make small parts or to fix stuff. I just wish Harbor Freight carried more tools for it in their stores!

www.harborfreight.com



RACERS EDGE HEX DRIVERS WITH RUBBER GRIP

I've had these Racers Edge Power Wrenches for seven years now, and I love them... they've never failed me, and they are still as sharp as they were when I first received them. I got the set for around \$54.00 and paid the extra \$11.00 for the rubber grip handles to add to the wrench set—it was the best choice ever! These are my "go-to" wrenches in my shop, and they have performed well over the years. The grips make the wrenches much more comfortable, and give your hand great traction to bust loose even the most stubborn screw.

www.racers-edge.com



CAUGHT! We see that can of WD-40, Skinny.

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TRX5308 Revo 3.3 RTR Monster Truck **\$469⁹⁵**

The newest Revo keeps sharp focus on core performance elements as the lightest, quickest, and most versatile Revo yet. Only the Revo has the latitude in performance and tuning adjustment to be both the pinnacle of monster truck performance and a superior racing platform. World class Traxxas engineering sets the Revo apart. Nothing else even comes close.



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LOS80083 8ight-T RTR 4WD 1/8th Truggy... **\$659⁹⁹**
LOSA0802 8ight-T 1/8th Truggy Race Roller Kit **\$89.95**



ACD15108 GV2 Pro 2WD Off-road Buggy... **\$209⁹⁵**
ACD15107 GV2 RTR 2WD Off-road Buggy **\$189⁹⁵**



SCHK078 Cat SX 4WD 1/10th NIMH Car Kit... **\$Call \$Call**
SCHK079 Cat SX 4WD 1/10th LiPo Car Kit... **\$Call \$Call**



ASC80910 Factory Team RC8T Truggy Kit... **\$599⁹⁵**



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LiPo pack



Tekin's "POWER CELL" 3400mah 2S Lithium Polymer battery is designed to fit both 10th scale Off Road and Touring Car chassis'. It's an easy drop and go install. Hard cased for durability and ROAR legal. You won't need another battery for your 10th scale applications.

- Features:**
- Hard case
 - 2mm Balance port
 - Includes power wires with gold plated connectors
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TEXT11600 3400 mAh 7.4v 2S LiPo Battery Pack, hard case 23C **\$89⁹⁵**



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2.5-7.5 | 10.5 | 13.5 | 17.5

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FAN28104	Ion Pro 8.5T Brushless Motor	... 74.95
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FAN28106	Ion Pro 10.5T Brushless Motor	... 64.95
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SPEED PASSION 17.5



IFMAR & EFRA Legal Hand Wound. Two ball bearings, ultra light weight, very responsive. 17.5 turn is rated as ROAR 271 brushed. Sensor lead is same type as LRP speed controls.

SPRSPF175 17.5R Brushless Motor **\$74⁹⁵**

SMC LiPo



Run time @35 amps: 410-430
Average Voltage: 7.31-7.37
IR: 6.8-7.5
Weight: 242 grams, as shown with wires
Balance taps: Align/E-flite Style

SMC4028LD 4000mAh 28c 7.4v Lipo Battery with Deans connector, hardcase..... **\$104⁹⁵**

NOVAH



NOV3000	GTB Racing Brushless System with Velocity 3.5R motor 269.95
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NOV3008	GTB Racing Brushless System with SS 8.5 motor 249.95
NOV3010	GTB Racing Brushless System with SS 10.5 motor 249.95
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Stormer has all the new stuff!

TEAM ASSOCIATED LiPo Packs



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ASC0708	4800 mAh 20C LiPo Saddle-Pack Configuration 104.95

CHECKPOINT TC-1030

The TC-1030 pro charger does nearly everything. Charges Li-po, Ni-Mh, Ni-Cad, and has a motor break in feature. Even discharges up to 10 amp continuous, or 30 amp pulse. Pro drivers like Randon Stormer find it easy to use and love the compact size.



TCPP9100 TC-1030 Battery Charger ... **\$179⁹⁵**

Competition Electronics TURBO35GFX



LiPo Ready!

- Features:**
- Large backlit graphic display
 - Rotary dial and intuitive menu system
 - Readings compare directly to battery labels, discharge time, average volts, cell resistance and more
 - 1 to 3 cell Lipo packs
 - 1 to 8 cell NiMH/NiCd packs
 - 1 to 12 amp charge range for NiMH/NiCd mode
 - 500 to 12,000 mah charge range for Lipo mode
 - .5 to 35 amp discharge range
 - 20 amp capacity variable motor run mode
 - Preset time before charge begins
 - Change the charge rate with the rotary dial during operation
 - Get on screen charge and discharge curves real time or after the cycle is complete
 - Name and save up to 5 setups in NiMH/NiCd mode
 - Name and save up to 5 setups in Lipo mode

CEI3760 GFX CHARGER **\$398⁹⁵**

VENOM Pro Charger

Charges LiPo & NiMH

Includes:
Charger
Receiver pack adapter
Glow igniter adapter
Alligator clips
Tamiya plug adapter
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Lipo balance block



\$99⁹⁵

VENO656 Venom Pro Battery Charger.....

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24 Hours A Day

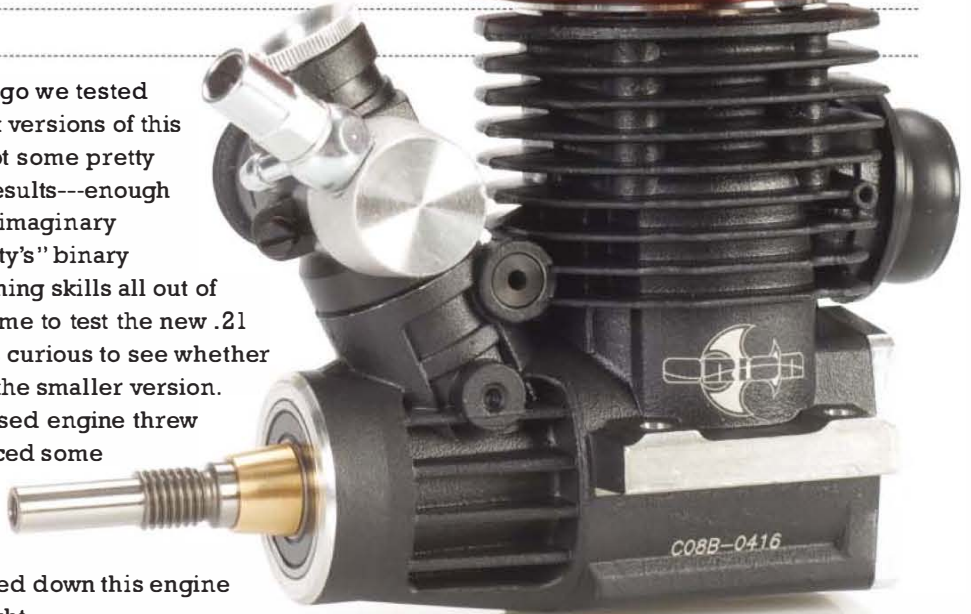
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TEAM ORION .21 CRF REV OFF-ROAD

SMALLER BLOCK, GINORMOUS POWER!

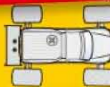
words: Derek Buono

A few months ago we tested the big block versions of this motor and got some pretty impressive results—enough to bend the “imaginary Internet engineering society’s” binary numbers and imaginary tuning skills all out of shape. So when the time came to test the new .21 version of the engine, I was curious to see whether the magic would repeat in the smaller version. Oh yes it did! The Picco-based engine threw down for keeps and produced some very impressive numbers. We had time to test it with all three Venturis and found that even when choked down this engine put out as if it was prom night.

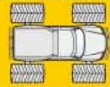


Ally, prom night. We have many stories about prom night.

ENGINE APPLICATIONS



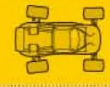
TRUGGY



MONSTER TRUCK



1/8-SCALE
BUGGY



1/10-SCALE
TRUCK



1/8-SCALE
ON-ROAD

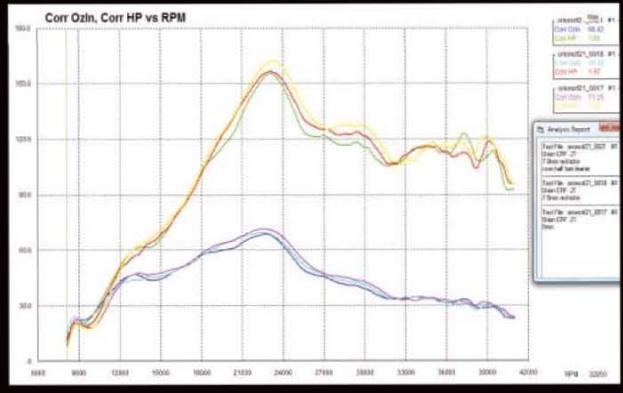


1/10-SCALE
ON-ROAD



VENTURI RESULTS

The venturi is a misunderstood tuning option that most people don't use enough. During my vehicle testing I used the smallest venturi possible and was never hurting for power. The smaller venturi reduces the air coming into the engine, which requires you to lean it out to obtain the proper mixture. This can dramatically increase fuel economy and not have as big an impact on power as you might think. We dyno'd all three venturis that came with the engine and the result was a slight reduction in power (which was still more than I needed) and over a half turn leaner on the top. That translates into better fuel economy and time between stops. That's the difference between a two and three stop strategy and a lap on track with 30-second lap times.



0°



90°



180°



270°

PISTON AND SLEEVE: Much of what we found with the .21 was discussed with the .28. Those who remember the original .12 with its crazy wacky design won't recognize much here beyond the name. Picco has replaced wacky with reality, reliability, and power in the form of a very straight-forward and clean sleeve and piston design.

CARBURETOR: Our .28 test mule came in a car we were prepping and we didn't get the full packaging. The .21 and .28 carbs are the same with composite design and removable venturis. We did some testing with all three and found that even the smallest produced better than average power.

CRANKCASE: The CRF business look continues with a black case and a red head. Lots of cooling fins keep that temperature down.



CONNECTING ROD: The connecting rod is a pretty standard issue Picco, without a lot of material removed to compromise strength.

CRANKSHAFT: The CRF crankshaft has that unique V inlet that is supposed to atomize the fuel better...it might be voodoo, but we're starting to think it's true. We looked back at the previous Picco results and didn't see any that could match the power produced by this version. Granted, we didn't test a straight-up Picco in the latest version, but with two engines in a row producing more power we might have to give credit to the one item that seems to be different.

COOLING HEAD: The large machined aluminum head tried to keep temps down. We found it to be a little light on material in the center, which may lead to higher readings. We bet that a head with more material around the glow plug would give lower temp readings.

The sleeve pits look like robot faces.

X-DYNO TEST

PERFORMANCE

I got to break-in and some track time with the .21 during my review of the Kyosho MP9 in this issue. After a "Drake" break-in I got to the track to put even more fuel through the .21 before hitting the dyno. This allowed me to get a good feel for the engine both on the track and on the dyno, and to verify some of the things I saw on the track when getting the hard data.

Even I was surprised at the performance of the .28 CRF we tested, so when it was time to strap the .21 into the "truth seat" I was ready to see if Orion/Picco had some mojo that other Picco based engines don't. After the first few pulls where I dialed

in all the settings and checked for problems I noticed that the engine pulled hard, and when it came down to the final results I was just as impressed. Rocking out with 1.62 hp @ 23,250 rpm, 71.21 oz.-in @ 22,500rpm, and revving out to over 41,000 rpm, the Orion .21 joins the "power elite." I even had time to do a quick "venturi" test where I tested all three sizes (8mm, 7.5mm, and 7mm). I found just a slight reduction in peak power (about 0.1 hp) from the largest to the smallest, but the real benefit came from an almost 1/2 turn in on the HSN which resulted in the engine using less fuel and getting more run time. This can translate into a lap every 20 minutes.

I verified this power on the track earlier in the week, when I found that the engine liked to run a little hotter than I was used to at about 250-degrees. Still, the performance was significant. It pulled hard and at times when the traction was right I saw it wanted to pull the front wheels off the ground. Much of that had to do with the gearing of modern 1/8-scales but it was impressive to see a 4WD vehicle with a center diff with a relatively light damping try to lift right off the ground.

CONCLUSION

There is always going to be a skeptic who doesn't believe the results, but with two Orion CRF engines crushing the dyno it's hard to really have any doubt that these Picco based engines are some of the best you can buy. 🍀



Jessica Alba isn't a red head, but who cares - she's hot.

TEAM ORION .21 CRF REV OFF-ROAD

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



9.5

JESSICA ALBA

HITS

- Just like its bigger .28 twin this one cranks out killer power
- Revs skyward of 41,000+
- Italian roots with a nice twist on the crankshaft
- Easy tuning

MISSES

- Likes to run on the hotter end of the scale
- Not the most fuel efficient

CONNECT

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Part Number: ORI80607
Street Price: \$399 (est.)

X-DYNO DATA

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TEST EQUIPMENT

FUEL: 30%, 12% Oil
PIPE: X-Dyno Standard
PLUG: CRF Turb #5 (hot)
OPERATING TEMP: 200-250° F

MOTOR DATA

ENGINE:	Team Orion .21 CRF Rev Off-Road
BORE:	16.26mm (0.640 in.)
STROKE:	16.80mm (0.661 in.)
DISPLACEMENT:	3.49cc (0.21 cu. in.)
PORTS:	5+2
PISTON/SLEEVE:	ABC
HEAD BUTTON:	Turbo
CRANKSHAFT:	14mm / Pilot shaft (SG)
PEAK X-DYNO HP*:	1.62 @ 23,250rpm
PEAK X-DYNO TQ*:	71.21 oz.-in. @ 22,500rpm
PEAK X-DYNO RPM:	41,000
AVERAGE TQ*:	44.08 oz.-in.
AVERAGE HP:	1.04
POWER FACTOR	
LOW END (TQ/HP):	50.57 / 0.91
TOP END (TQ/HP):	37.41 / 1.19
CORRECTION FACTOR:	1.081

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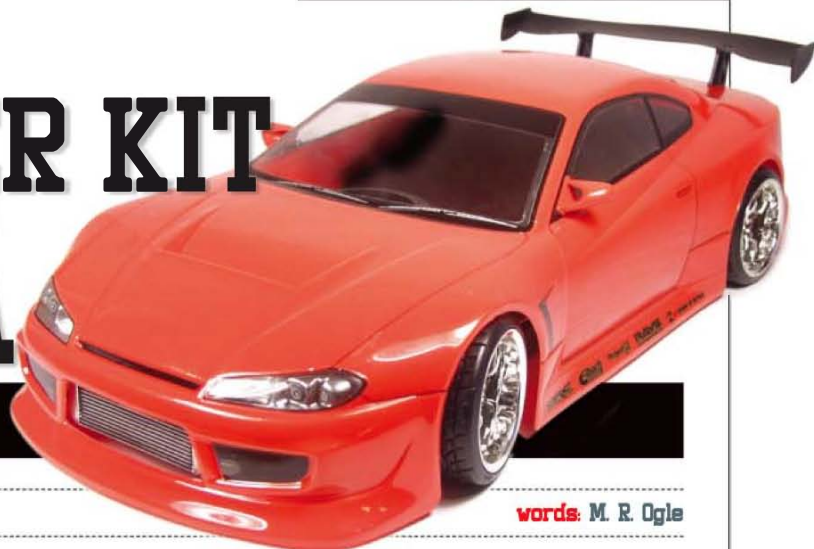
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HPI TUNER KIT TYPE A

ONE STEP BEYOND FOR SCALE
REALISM AND DETAIL



words: M. R. Ogle

HPI has always been noted as having a lineup of the most detailed, realistic bodies available anywhere. Their Lexan bodies typically come with a very complete decal set including window frames, all the appropriate marquee emblems, optional headlight and taillight sets, and plenty of modern graphics. But for those who crave detail and scale realism as much as the drifting crowd does, HPI has introduced their "Body Tuner Kit (Type A)" to take it to the next level. In this kit, you get a molded, chrome plated large-diameter muffler, chrome front intercooler, your choice of three different styles of side mirrors, and all the necessary mounting hardware, right down to the servo tape. The kit will fit just about any drift or touring body, but we're going to use HPI's curvy Nissan Silvia for this installment. Here's a few added tips for getting the most out of your Tuner Kit:

We wonder what parts "Type-B" will come with.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

2.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED

-  • 1/8" Drill bit or hand drill
-  • Dremel w/grinding bit
-  • Paint
-  • Screwdriver

01

The tuner kit all laid out. The muffler (not just a tip this time... the whole muffler!) and the intercooler are chrome plated, and the mirrors and mounting hardware are all molded in black nylon for super durability. We've already sprayed our Nissan Silvia body with Alclad's Prismatic Maple backed with orange, which gives the orange subtle gold and green highlights... perfect fall colors!



CUSTOM WORKS

02

We'll start up front with the Intercooler. Probably the most difficult part of the detailing job will be trimming out the molded front grille area to show the intercooler. I recommend using a Dremel with a small round grinding bit to do the cutout, followed up with an emery board nail file to smooth out any irregularities. Take your time with this step, it's all downhill from here.



03

Because the intercooler is plated plastic, not Lexan, I used some Testor's static model car paints to detail it a bit. First, I brushed on a well-thinned "wash" coat of Black into the intercooler fins to add depth. After it dried, I went back in with some thinner and a Q-tip and wiped any black paint off the raised surfaces of the fins. Then, I sprayed the whole thing with a coat of Testor's "Model Master" Lusterless (flat) overcoat spray, which knocks the shine of the chrome plating down to simulate a very realistic flat aluminum finish.



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04

HPI includes some very trick adjustable mounting hardware for positioning the intercooler perfectly in the grille opening cutout of just about any body. If you run a foam bumper under the front of your car, you'll need to trim it to allow the intercooler to fit in there, too. The intercooler actually stays mounted on the chassis, it's not attached to the body.



05

Here's the finished intercooler. The Nissan Silvia also came with optional light buckets, which we sprayed chrome and installed. Looks real, doesn't it?



06

At the back of the car, we started by cutting out the clearance hole in the body for the big ol' tailpipe. Once again, a small cylindrical bit is your best bet. I used a small drum sanding bit in the Dremel. Make the "mousehole" cutout just a bit larger in diameter than the tip of the exhaust... you wouldn't want it to rattle against the bodywork.



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07

The tailpipe got sprayed with the blue/purple/yellow "Burnt Tip" treatment before installation, as we covered a few issues back (Sept. 08).

The trick black nylon mount allows you to angle and position your pipe at the perfect angle you need for realism. Also, note the little bit of tailpipe exhaust grime around the cutout, airbrushed on with a little thinned-out black Lexan paint.



08

The side mirrors are molded in a black nylon, which looks great as-is, but I sprayed these mirrors to match the body color.

One more detail I added was to carefully cut and install a piece of chromed sign vinyl to simulate the actual mirror surface.



09

The mirrors mount to the body in a very clever, effective and resilient way as seen in some early Tamiya kits. First, you select the mirrors you want to use and follow the small templates shown in the Tuner Kit instruction sheet for the location of the mounting holes. Drill a small (3mm) hole in the body so the mounting posts can slip through, and secure the mirrors on the inside of the body with a rubber O-ring and a small body pin. This method of "soft-mounting" the side mirrors is very forgiving, and will allow the side mirrors to "flex" out of harms way in a side-impact or rollover, as opposed to just snapping off.



All finished! The HPI Body Tuner Kit is not going to add any speed to your car, cut your lap times, anything like that, but going the extra mile with the small details will make your car look so much more realistic... it's a definite winner! ☺



Those wheels are gangster boogie.



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TUNING FOR SPEED

HOW TO PLAY THE SPEED-RUN GAME WITHOUT DESTROYING YOUR EQUIPMENT

words: Jeff Huneycutt

In honor of *Xtreme RC Cars*' announcement that it is sponsoring the IRC Speed Challenge this October fourth at Rockingham (NC) Dragway, I thought it would be fun to devote this installment of "Dialed In" to tuning your RC car for speed runs. Even if we aren't gearing up to break the 100-mph barrier at Rockingham, most of us enjoy making top speed runs wherever we can find an empty expanse of asphalt (and if you are a red-blooded American male, you probably also want to make absolutely sure your car is faster than anything your buddies own).

With that in mind, setting up your RC car for top-speed blasts is about much more than just achieving mind-blowing speeds. Higher speeds also mean bigger—and more damaging—crashes, so you also want to make sure your car is stable at speed and that you are able to keep it under control so it doesn't disintegrate into a pile of mangled plastic after a collision with a curb, mailbox, or any other obstacle. So to get an idea of how to play in the world of extreme speeds (this is *Xtreme RC Cars*, after all) we got in touch with Team Novak's Charlie Suangka, who has competed in previous Top Speed events and has even fielded a Novak-powered car that attained 118 miles per hour. Like us, Charlie stresses that when prepping your car for top-speed runs, your focus should be on more than just stuffing in the largest motor you can fit. After all, you paid enough for your gear, so stopping it in one piece should be a priority too.

LET'S TALK POWER

With nitro, attaining high speed is fairly easy: dump in the biggest motor you've got. There are many more options available if you are going the electric route.

"Today, brushless motors are the way to go," Suangka says. "Low turn brushless motors usually go fast with little drama. Higher turn motors will give you more time to run without concern for overheating. You're basically looking at finding one with the most 'power' overall: it's a balance between current usage and rpm. If you can keep the rpms in a reasonable range and your battery packs and ESC can pass all the power that the motor is asking for, then you will have the most 'go' behind the car."

"But," he adds, "you can certainly go too far, either with the motor itself or the gearing. So sometimes a less aggressive setup will give you more top speed (because you won't be tearing up weaker components such as the gears or tires). There isn't a perfect way to figure out these limits, so testing things out slowly, or building up to the best gear/motor combination usually works best. This way if you see the top speed tapering off, you will know you've gone too far."



A brushless motor like this Novak unit is becoming very popular for ultimate speed shootouts. The brushless motor produces extremely high rpms (for good top speed) but also makes good torque, which allows you to run very high gear ratios.

GEARING

Finding the best gear ratio for your car is critical to getting maximum speed. High gearing (closer to 1:1) results in more speed with the same rpm. Most kit cars and RTRs are set up with relatively low gearing (a much bigger spur gear than pinion) to provide a good balance between top speed and acceleration.

However, throwing on the tallest gear you can find may not always be your best bet. The more gear you have in your car, the slower it will accelerate. If your driving area is limited, you may not have enough room to get the car to top speed before having to slow back down. Suangka says he's also seen cars with so much gear that the motors don't have enough torque to get them moving. In those cases you will definitely need to move to a lower gear. Finally, if you are running an electric motor, be aware that a taller gear will cause the motor to get hotter. As you are experimenting with different gearing combinations, keep an eye on your motor temps to make sure you don't burn anything up. Obviously, a two- or three-speed transmission is a big advantage here.



Top speed is all a product of gearing. A higher gear ratio (achieved by using a larger pinion or smaller spur) will equal more top speed, but will probably also hurt acceleration.

CAR TYPE

With so many different types of RC cars out there, one of the biggest debates is what type of car (or truck) makes the best foundation for a top-speed screamer. In general, the smaller 1/10-scale touring cars seem to be the most popular. Their smaller size and lower weight make it easier to propel them to hypersonic speeds. But those strengths can also become weaknesses, as these cars can become very difficult to handle at high speeds and are also prone to the dreaded "blow-over," when air gets underneath a car and causes it to do a high-speed backwards endo. Also, the smaller wheels on these cars make them more susceptible to flips, or pebbles or dips in the asphalt. Bigger cars like 1/8-scale buggies also make good candidates for speed. Their extended wheelbase and additional weight make them more stable, but their added heft is also difficult to push to very high speeds.

"In my personal opinion, both types of touring cars are very capable," Suangka says of shaft-driven versus belt driven chassis. "I've seen shaft-drive cars and belt-drive cars go very fast. In shaft cars you can see some handling issues from the sideways mounted motor and rotating mass. In a belt-driven car, the belts tend to be hard to keep in the car (at extreme speeds). But for most speed demons driving in front of their houses, either works just fine."

When talking about larger, 1/8-scale vehicles, Suangka says "A 1/8-scale buggy will be the easiest to go fast with in an unprepared location. They just handle awesome and can take a beating. Next would be a normal electric off-road car. If you have medium-clean areas to run, a touring car is the choice. The aero-package and light weight make a big difference in terminal velocity."



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AERODYNAMICS

The faster you go, the more aerodynamics will play a role in your success.

Aerodynamic drag increases exponentially as speeds increase, so choosing a body that covers the wheels and has a minimum of holes cut into it will help. But you also need a body that provides plenty of downforce to help keep the wheels planted on the pavement. Also, make sure that the front bumper or spoiler of your car is as low to the ground as you can get without scrubbing. This will help reduce drag and increase front downforce at the same time.

"In a speed run atmosphere, most of the cars run large wings with lots of stabilizing planes," Suangka says of trying to find the right balance between generating downforce and eliminating drag. "This is a balancing act, I'm sure. You want just enough downforce to keep the car on the ground without slowing it down. I tend to lean towards too much downforce in an effort to keep the car in one piece and on the ground going forward."



Smaller touring cars are popular for top speed runs because they generally have more aerodynamic bodies than bigger cars and their lower weights require less power from the engine.

DIALED IN

WEIGHT AND BALANCE

Sometimes you may find that the only way to keep the front end of the car from lifting at speed is to add some weight near the front wheels. This is fine, but be careful because it can also make the rear end feel less planted and make your car more likely to spin out if the steering input gets too strong.

"Keeping the car balanced from front to back and side to side seems to make the car the most neutral in terms of handling for corrections or emergencies," Suangka says. "I'm sure some opinions are a bit different on this topic. I go for survivability here more than anything else."



CONCLUSION

"The main thing," Suangka adds, "is to look at what you are trying to do with the car. If it's just going to be a top-speed runner for a few 'Oh wow!' passes, you can get a lot more out of your gearing. If you intend to drive it around and do other things along with the top-speed passes, go a little bit more conservative. Use your head and check things as you run. Using your RC car at high speeds can be very hard on many different components, so always check for overheating and anything else out of the ordinary while you are pulling off these high-speed hijinks!" ⚙️



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BALLOONS

I have a Traxxas XL5 and I was wondering if I could make it waterproof by just adding a bunch of silicone to the inside of it. Also, would this work with the receiver?

Himotoguy

A: Waterproofing electronics is a tricky thing to do. Electronic speed controls (both brush and brushless) generate lots of heat, and choking them out with a balloon or even adding silicone to the inside can create lots of heat problems. Your best bet if you want to run in the wet is to look for a waterproof ESC; they are designed to deal with water situations. LRP advertises that a lot of their ESCs are waterproof. That said, there are ways to reduce the chance of water getting in the ESC, and if you're not pushing the limits of the ESC a balloon and some grease around the opening will allow you to run worry free.

DerekB

GOT A QUESTION FOR THE PROFESSOR?

The Professor isn't a person, but our message board where you can ask questions and get answers from racers like you around the world and the answers from avid racers, old-time pros, and factory pilots. Each month we'll choose certain questions and publish them here. If you've got a question, The Professor's got the answers! The Professor shown here is only a representation of what we think everybody on the Internet looks like. "Your" Professor may look different or be a toaster. Visit www.rc411.com to look, learn and help.



Tashia has some nice, big, round... balloons.





GENERIC CEREAL

I see a lot of low priced RC cars on eBay and some other websites. I don't see any names I recognize, but they are so much cheaper I'm tempted to buy one. Should I?

Tamiyaluver

A: Just like in all things, beware of "you get what you pay for," which doesn't always mean quality. A lot of the cheaper brands (like generic cereal) actually aren't too bad, but there are reasons you should stick to stores that offer support for your purchases. First, if you have a problem with a car you buy online even the best eBay sellers and odd-brand importers aren't going to help you much. If you break a part you won't find it at the hobbyshop either. Also, many of those bargain cars are rip offs of the real products. And while it doesn't matter to you, just like with music if you reward the guy who didn't do all the leg work you eventually hurt the industry. The good side of these "cheap" brands is they may get somebody into RC, so long as that person then realizes that it's worth the little bit extra to have the support of a company and know that tomorrow they'll still be around.

DerekB

YOU BROKE IT

I have a .28 SH motor in my truggy. Last night while racing it ran like a champ at about 255-degrees until I high-sided off a berm and went off the track. The truck landed on its wheels but stalled. I tried to restart it, but the pull start was hard to pull. I pulled the glow plug but it didn't help. After pulling the back plate off I found that the piston was acting as if it was too tight in the sleeve; it rotated but had a very tough time turning over. Any ideas on what might have happened?

blazefighter

A: There is a good possibility you damaged the engine. If the engine actually stopped when it was at a high RPM the inertia could have bent the rod. Take the engine apart and inspect it for damage.

Also check for damage to the clutch. If the clutch springs fail and lock up when you use the pull start, you'll actually end up trying to turn over the engine and the entire driveline. You can check if the clutch is locked up by checking if it freewheels on the ground. If the clutch is locked you'll hear it turning over the engine.

DerekB



Looks like she's holding a large, pink donut.



CLAYMATION

A: I have an HPI Savage and when I have the truck off the ground the wheels shake the entire truck. Is that normal? Can I fix it?

MyHPIrocks

If you've ever ridden in a real car that had a tire out of balance you know it can be annoying and actually hurt the vehicle's performance. Large truck tires are more prone to this than others because they consist of so much tire and insert that it's rare to see them actually IN balance. Most pro racers take lots of time to balance their tires. It keeps them on the ground and can make the difference in winning or coming in second. Lots use modeling clay and a tire balancer. Dubro sells a tire balancer that will work with MT tires. Just move the tire and watch the heavy spot fall to the bottom. Rotate it 180-degrees and add some clay to the light side. Even if you don't get it perfect you can reduce the amount of wheel shake. And remember, if you run in mud that sticks to the tires...all that hard work gets ruined quick.

DerekB

RUMOR MILL

Classes, Classes, Classes! Many are more confused than ever what to race. What will be the carpet class structure for the remainder of 2008 leading into the 2009 racing season? Seems the country is **split between LiPo and Sub-Cs**. The NEOT series is running all Sub-C classes, and the BRL has added both. Rumors that Sub-Cs had been discontinued hit the streets this summer but were quickly shot down. Sub-C racing is still strong in road racing and overseas, and watch for some new matchers popping up soon. Current batches of batteries seem tremendously better than last year's. 21.5 LiPo is still a growing class across the Nation and more tracks are starting to allow multiple brand 3200's now that the Orion 3200 has been discontinued. **Heating pads and crazy discharging methods** are hot topics for LiPo racing and this is evolving each race weekend. The BRL has already set a max battery temp rule for before racing. As with anything, this will take time to understand: 21.5 LiPo is close to 13.5 4cell speed and 17.5 LiPo is close to 10.5 4cell speed, so it is hard to tell which way racers will swing. Best bet is to **be ready for either**; have both in your box and you will be set wherever you race. The initial cost to switch to LiPo and the overall confusion that still surrounds them will keep many racing Sub-Cs this winter. A poll on Hobbytalk shows that more racers are in favor of **opening up multiple brands of brushless motors**. Look for oval tracks across the country doing this and having different motor companies in the victory lanes. This will help garner more manufacturer support at larger events and is vital to maintaining interest in oval racing. Most companies are building their 'spec' motors to a specific set of parameters and at least in road racing, all companies seem equally competitive on the track. Look for **1/12-scale to go 13.5 very soon**. Until next time!

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 RCTThunder@aol.com.**

words: Mike Boylan

HOT RACING ACTION AT THE ROAR PAVED OVAL NATIONALS

Carolina RC hosted this year's Nats, and Donnie Burnett and his crew know how to put on a great race and make everyone feel welcome. Paved oval racers competed on this spectacular superspeedway located in Easley, South Carolina, with a mix of classes including Nitro. LiPo ruled in attendance and the 3200 21.5 class was the largest with 30+. Everyone used handout BSR tires and they performed perfectly in the 100+ degree heat. Novak was the spec motor in brushless classes, while multiple brands of batteries competed in the LiPo classes (with SMC and Trakpower taking wins). Complete results and pictures can found online at www.rcthunder.net. The competition was extremely close, indicating a successful event and proving that oval racing is going strong and gaining momentum.

THE HOBBY Connection 295-1209

2008 OVAL NATIONALS AUG 6-10



WINNERS/TOPS:
 4cell Stock: TQ and winner was Kenny Snodgrass
 21.5 LIPO: TQ was Rick Talbot and the winner was Tyler Mckinney
 17.5 LIPO: TQ and winner was Andy McClellan
 Pro Modified: TQ was Monti Panzica and the winner was Jeff Irish
 .09 Nitro: TQ was Gary Warren and the winner was Tim Smith
 .12 Nitro: TQ was Andy McClellan and the winner was Monti Panzica



Someone has to figure out this whole XX.5 brushless thing...



MONTHLY 'Q AND A' WITH OVAL SUPERSTAR ARNIE FIE

THIS MONTH'S QUESTION:
Can you explain a little about rear springs?

THE 'ALL-NEW' NEOT SERIES KICKS OFF THIS FALL:

The North East Oval Tour (NEOT) is announcing major changes for the 2008-2009 season. Under new leadership, the tour has been reworked into a five-race points series where racers will battle to qualify for the NEOT Cash Finals. With \$3,000 on the line and many other prizes, participation is expected to be strong. Racers from the Mid-Atlantic region and as far north as Canada have expressed support for the new format which represents the NEOT's commitment to creating a stable oval racing series in the North East. The NEOT would like to thank Mike "Big Sexy" Valentine and the participating tracks and sponsors for their support of the series in the past. The first race is scheduled at Maximus Raceway in Maine, September 20-21st. The tour then heads to Marshall's Hilltop Raceway October 18th. For more information on the tour please visit www.neovaltour.com

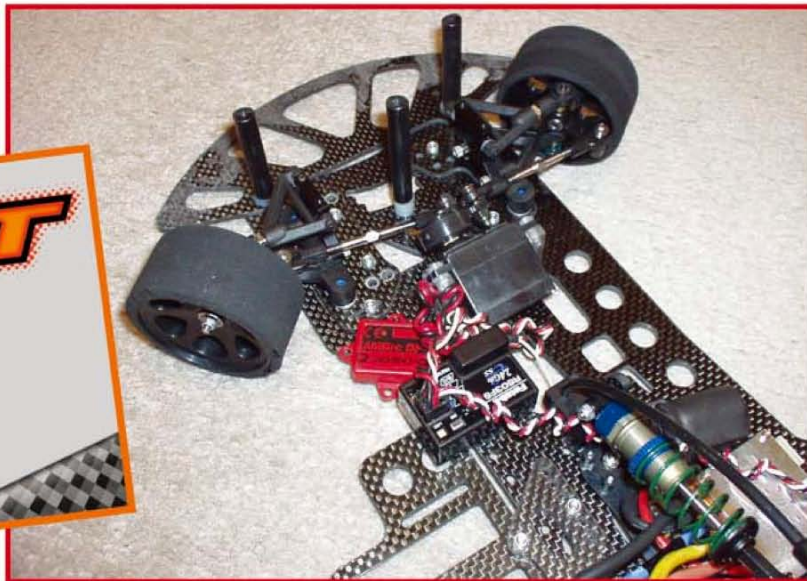
Rear springs, along with the shocks they mount on, are the primary way all oval pan car cars are adjusted. The main function of these two shocks and springs is to adjust the amount of cross-weight or tweak by adjusting the spring collars on the shock. Unlike most other RCs and real cars, the shock on the left side of a pan car is actually the right shock on any of your suspension-arm-designed vehicles (and vice versa).



- As always, the simplest way to begin is with equal rate springs on both shocks. This will generally give you the most neutral set up.
- Running a stiffer-left-than-right side spring is the same as running a stiffer right rear spring on any other type of race car. This is best for flat tracks as it will help the car turn more off the corner. For example: you have a 5oz difference between the weight of your rear tires; the difference in weight between the front tires will be greater (more LF weight) than with equal springs.
- Running a stiffer right-than-left side spring will have the opposite effect. What you will see is that your car will drive tighter off the corner and be very stable. This is best for banked tracks as it will help the car drive up off the corner or anywhere stability and forward drive is needed. Conversely with this setup, if you have the same 5oz difference between the weight of your rear tires, the difference in weight between the front tires will be less (less LF weight) than with equal springs. Arnie suggests that you start with 12 pound springs and go from there.

TORNADO WARNINGS ARE OUT FROM DARKSIDE MOTORSPORTS:

A brand new car is coming from Darkside. This new 1/10 oval chassis will feature a flexible main chassis plate, flex control system, brushless friendly rear pod, adjustable front wheelbase, adjustable rear wheelbase, adjustable front track, left side independent wheel base adjustment, and LiPo compatible battery tray. The Tornado will take the best of the Enemy chassis and make it faster and lighter. The Tornado will be available in full and conversion kits that incorporate the best components available with the quality fit and finish that is Darkside Motorsports. Darkside Motorsports will continue to support the Enemy chassis with spare parts through the end of 2009. Check out the website www.darksidems.com for more information as the cars come closer to being available.



...at least with brushed, they counted the winds!

XTREME CHRONICLES

You may be wondering what random tangent I am going to go off on this month, and as usual, this intro has little to do with the following clips I have selected for "Chronicles." Between paragraphs, I took my brushless HPI E-Firestorm out to my parking lot for some testing. I live in a rather large complex, so in no time, I had a crowd around me asking questions. To make a long story short, I probably got two or three adults interested enough in RC to consider buying one of their own. In the industry, we talk a lot about exposure on a large scale, but in 10 minutes, and for zero dollars, I managed to wrangle a couple newbies into our fraternal circle of RC enthusiasts. So if you're scratching your head trying to figure out how to make RC more popular, take your car to a park, make it look fun, and be as helpful as possible to the spectators. If everyone made a point of doing this, the industry would probably double in size in a couple years.

words: Michael Wortel

10 YEARS

NOVEMBER 1998, ISSUE 43



Mike Velez brought up a valid issue that is still pertinent today—the tire issue in racing. Simply put, in both on-road and off-road racing, you need to spend way too much money on tires to run with the rest of the pack. It's not that tires are too expensive; they just need to be replaced too often! Spec tires are a good idea, but then politics come into play. If we can somehow find a way to use fewer tires, racing will become more popular as a whole.

CHARGE YOU BATTERIES?

Every now and again, I see some funny Quick Tips that either seem like a waste of time or are painfully obvious. In this issue, the latter made an appearance. The tip was simply: "Charge Your Gas Car." It went into detail about charging your receiver pack before you drive. It seems like whoever wrote Quick Tips forgot that he wasn't talking to a moron.



PREP SUCKED!

I've touched on this issue before, but I feel like it deserves another look. In this issue, there was an entire article on "Proper Stock Motor Prep." There were tips on checking hood alignment, selecting the right brushes and springs, brush break-in, bushing break-in, comm cleaning, and installing capacitors and diodes. Sound overwhelming? Well, nowadays, thanks to brushless technology, none of those things are a modern racer's concern!



5 YEARS

NOVEMBER 2003, ISSUE 96



The mini/micro craze started five years ago, and the car that really threw the trend into high gear was Losi's Mini-T. In this issue, we ran an ad for the Mini-T and featured it in *Inside Line*. Looking back on it, the Mini-T was huge for Losi and the whole industry. Losi still sells a ton of them, and paved the way for other manufacturers to make small scale racers of their own.

BRING BACK ERICA!

Looking back through this 5-year-old issue, I ran across the Professor—and 2003 "Babe of the Year"—Erica. Simply put, she's smokin', and one of the first "model quality" Professors to ever grace the pages of this magazine. She now works for MTV, sports some darker hair, and has some badass tattoos. If you want to see her again, try flooding Derek's email with requests! (Sorry, Derek)



WHEN WE WERE CHEAP(ER)

Xtro Stuff is always good for a laugh, and although I am biased (I wrote it for a couple years), it's one of my favorite articles in the magazine. In November '03, however, I came across this: a print-out of Xtreme graphics that readers were supposed to cut out and use on their cars... Wow! How ghetto was that? Thankfully nowadays we actually print them on vinyl for you.



1 YEAR

NOVEMBER 2007, ISSUE 144



A year ago this month, we dropped two LiPo buyers' guides onto you—one for chargers and another for packs themselves. A year prior to this issue in 2007, there were only a couple LiPo batteries and chargers on the market, and a year later, the number had grown exponentially. 2007 will be known as the year LiPo fully took the reigns, and in the near future, NiMH should go the way of the Do-Do bird, pagers, and boy bands.

BECOMING EXTINCT

Last year, Skinny did an article on prepping wheels, tires, and inserts for gluing. And much like we now look back and wonder how we dealt with having to true comms, tire mounting woes are starting to become a thing of the past too. Premounted tires and molded inserts are becoming more and more popular, and pretty much everyone loves them. Some racers still prefer to do it themselves, but I'm pretty sure premounts are here to stay.



BREAKIN'

Nobody will ever agree on a single method for breaking-in nitro engines, but when a top pro talks, people listen. We had Adam Drake drop by our office so we could show readers how the top dog does the break-in process. In about an hour, Drake takes readers completely through the break-in procedure. If you're looking for the best way to break in your engine, order this back issue from us at once! ☺



What if it said "Quick Tips for Wortel" instead?

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OUR READERS ROCK YOUR FACE

Once in a while we get something in the mail from our readers, and even our advertisers that make us feel pretty good. Lots of times it's just "hey can you send me free stuff," but sometimes it's something different. Joe Neri sent us these badass drawings that we thought we'd share with everybody. In his letter he said "Instead of me begging for free \$H!* I thought I'd do something cool for you." Which we think is one of the coolest things that we've seen in a long time. Joe you didn't ask for it but we sent you some XRC gear, we love the reverse psychology tactic of not asking us for free stuff but doing something so awesome that we had to send you free stuff. Thanks Joe!

P.S. since you are local, when you see us at the track stop over and say "Hi!"



First person to get the Xtreme Logo tattooed gets a lifetime subscription. BTW, we want proof.

RC PRO SERIES

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RACERS' RIDES



GIVE THANKS

Thanks for a great magazine.

Here is my Jeep Rubicon with hand made chassis plates, bumper mounts, braces, and internal body mounts. I used an Axial Scorpion AX10 tranny, axles, driveshafts, links, tires, and rims. Electronics for now, until I waterproof it, are LRP Sphere ESC & Novak Velociti 7.5 brushless motor. Building this has been a lot of fun. I like seeing more & more crawling, scale, and trail riding articles in your magazine. Hope y'all enjoy!

Thanks a lot,
Joe



C'mon Matt - \$4 for a can of paint!

HAVE WE STEERED YOUR WRONG?

Hi, my name is Matt Perrin from Slidell, LA. This is my Traxxas REVO. It sports a Picco .26 motor; MIP CVDs front, rear, and center; extended rear a-arms; Pro-line 40 series wheels and Bow-tie tires; a factory body left half clear, half painted; Integy skid plates; servo guards; receiver cover; and tranny guard. It is all powered and steered by a JR XS-2 synthesized radio receiver and servo. Thanks for taking the time to look at my ride!



A MUTT

Hi, thanks for the great mag.

Here is my HPI Savage X4.6 RTR, or what's left of it. I have added a few things like extended low center-of-gravity TVPs from Fastlane machines, an Airtronics MX-3 FHSS, and a Hitec HS-5645MG steering servo. I also moved the stock steering servo next to the motor and now use it for the throttle and brake and put on an HPI ribbed tuned pipe, a reedy 1600mah receiver pack and CEN radio box, and a Mugen fuel tank that is mounted in front of the tranny where the stock radio box was, plus a few other things here and there. Thanks guys, and keep up the good work, especially the how to section.

Derek Veenstra

WANT TO SEE YOUR RIDE IN RACERS' RIDES?

Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to Xtreme RC Cars, an XRC T-shirt, and a xxx-main point DVD!
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Digital files should be sent to:
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Please put "Racers' Rides" in the subject line.
If you still want to send film, please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
13401 Yorba Avenue
Chino, CA 91710



TEKNO? TEKYES!

Hello *Xtreme RC Cars* guys/gals! Here are some pics of my baby. It's a Traxxas REVO 3.3 with some hop ups, including Body by sicklidz.com, OS .21TM with bump box back plate, THS exhaust, Tekno tank relocation, Tekno receiver cover, Tekno wing mount w/pro-line high downforce wing, Tekno sway bars, Tekno throttle servo mount, HPI hellfire tank, center diff, rear brake kit, RDlogics front/mid/rear skidplates, RDlogics front bumper, Pro-line 40-series Mambo wheels with Mulcher tires, Pro-line single steer arm, JR 650M steering servo, and Spektrum throttle servo. I have added things since these photos, including a Vantage 3.3 chassis, RPM arms and carriers and the true track system, 17MM LPR J-Concepts Rulux half-ups wheels with the Bow-fighter (Bow-ties rear and Crimefighter front), and combo wheels.

I am an avid reader of your magazine and look forward to reading it every month. I hope to see my baby in a future issue of your mag. Keep up the good work!

Your pal
Jeff Schroeder
Hammond WI



XOXO CRAWLERS

Hi Derek, thought I'd submit my RC crawler pics for your enjoyment.

Awesome magazine and hope to see more crawler specific articles.

- BlackJack chassis
- Axial Tranny and Axles
 - Custom made Links
 - JConcepts Rock Steady single cab body
 - Pro-line Hammer Tires
 - Mayhem Eng. Double Phatty Competition Wheels
 - Castle Creations Sidewinder ESC
 - Holmes Hobbies Revolver Black Brushless Motor
 - Max-Amps 2000mAh Battery Pack

And a whole lot of killer rocks in Northwestern Montana to play on.

Thanks,
Mike
Mike's Custom RC Paint
RCCrawler.com



LITTLE GUY ROCKS

Hi, my name is Andrew from Dallastown, PA, and this is my Team Losi Mini Baja. I bought it almost a year ago and it's been a blast. My current upgrades are:

- BRP soft rate lowering springs
- Black RPM Spyder wheels
- Pro-line Road Rage tires
- Custom Roll cage



We gained a few new pals this month.

OUR ADVICE

This Savage was put together thanks to the tips and advice from the pages of *Xtreme RC Cars*! I learn something new from every issue. The paint and body section is the best. I used eight different custom colors and spent over six hours painting the body. The techniques and product recommendations from your magazine are the best. My truck is an HPI Savage with purple TVP and rollbar, an XTM .28 engine, OFNA polished tuned pipe, Imex Road Dawg street tires, reverse module, HD drive lines, cups, steel spur, and clutch bell. A big thanks to all your staff—look forward to my next issue!

Tony Juarez
Arroyo Grande, Ca.

P.s. the "Bear Foot" Pro-Line Ford F250 body and stock HPI tires are my off-road set up but everything else is the same truck.



Your New #1

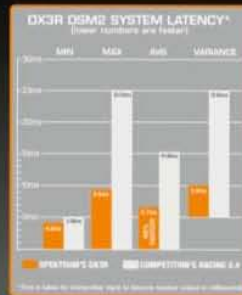


Spektrum's Award Winning DX3R – The Ultimate 2.4GHz Radio System

Spektrum's DX3R has revolutionized the way people experience RC, and users across the globe have recognized that fact by making it the most award-winning 2.4GHz radio system available.

The safety and security of Spektrum's exclusive 2.4GHz DSM technology, along with the features that made the DX3R an RC revolution, are just some of the reasons that racers and users everywhere have made it their top choice.

The DX3R – top choice among racers like you



Revolutionary 2.4GHz DSM® Technology

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 when you expect it to, keeping you in control and letting you drive with a more connected feel and higher precision.



Rethinking Traditional Conventions

The DX3R's powerful software, programming options and large screen make the DX3R the easiest-to-use and most versatile pro-level radio system on the market. The DX3R also offers 30-model memory, so you can store your setup information for different track conditions, or program it for every model in your collection.



Simplicity Redefined

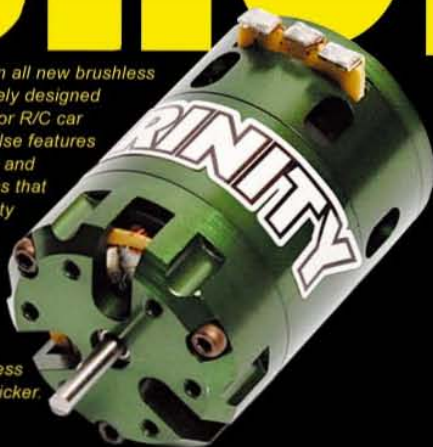
The innovative roller/selector interface, exclusive to Spektrum radio systems, makes utilizing the DX3R's capabilities easier than ever. The scrolling selector and push-button format are combined for quick, easy, one-thumb usage.



JACKPOT

The Pulse is an all new brushless motor completely designed by Jim Dieter for R/C car racing. The Pulse features the technology and thought process that has made Trinity the leader in brushed motor technology.

This Pulse is not another generic brushless motor with a sticker. It is for real!



Paul used the new Pulse™ brushless modified motor for his Las Vegas Domination. Coming this fall to your local R/C shop!

"2008 King of the Hill!"



PAUL LEMIEUX

TQ Brushless Foam Touring
TQ Brushless Rubber Touring
1st, Brushless Foam Touring

VEGAS BABY!

MARK SMYKA

1st, World GT

TRAVIS SCHREVEN

1st, Brushless 13.5 Touring

IIC INDOOR INTERNATIONAL CHAMPIONSHIPS, LAS VEGAS, NEVADA



The new IB3800 Li-Po pack was Travis's choice to power his Duo 13.5 brushless motor. Available from Trinity!

Jim Dieter used the new I-BALANCE charger to charge and condition Paul's Ni-MH pack and Travis's Trinity Li-Po battery packs all weekend. Available this fall. TRI22006, I-Balance



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