

SEE THE NEW **LOSI ROCK CRAWLER** INSIDE! pg. 25

Xtreme RC CARS

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with the
**ROCK
FORCE**

ONLY HERE:
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AXON Razor



DOG

GIRL

FEB 2009 / ISSUE 159



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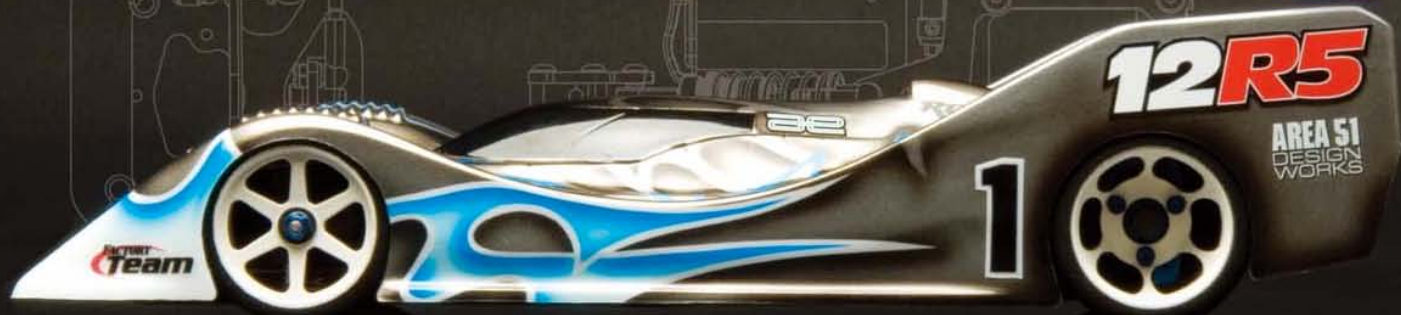
RACE COVERAGE

HPI Baja 5B Nationals
RC Pro Series Finals



VENOM GPV-1

12R5 FACTORY Team



2008 IFMAR 1:12 Scale Top Qualifier & World Champion!



Factory Team shocks with through-shaft design making for equal damping in both directions. Woven carbon fiber center shock tower

- New Factory Team shocks feature a through-shaft design making for equal damping with no rebound in both directions
- Wide rear pod allows easy installation of brushless motors and features Factory Team blue aluminum machined motor mount and left bulkhead
- New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment



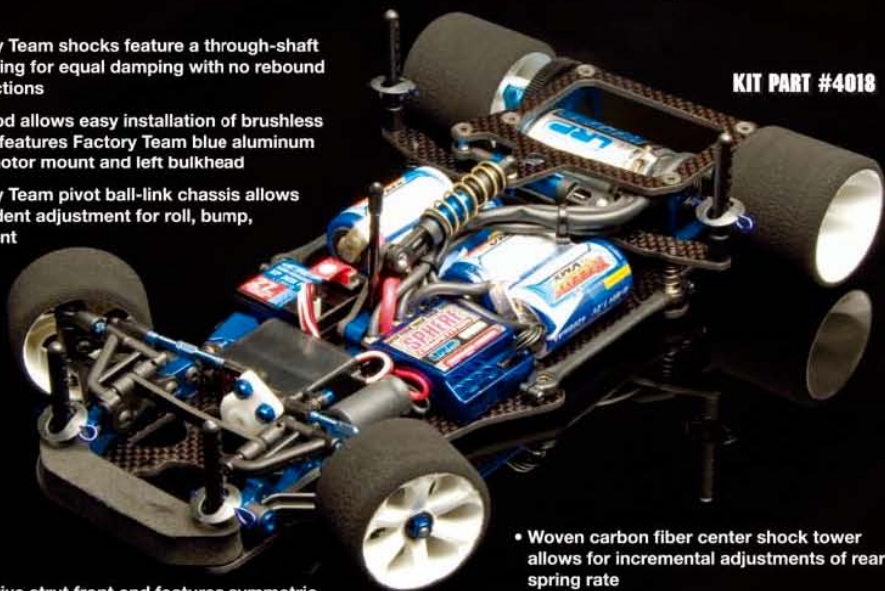
Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.



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



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment. 2.5mm woven carbon fiber chassis



KIT PART #4018

- Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut

- Woven carbon fiber center shock tower allows for incremental adjustments of rear spring rate
- Factory Team T-plate chassis option is available

Take The Next Step In 1:12 Scale Racing Evolution

The Factory Team 12R5 is the latest evolutionary step in Associated's over twenty-five years of 1:12 scale racing history. The designers in Area-51 built the 12R5 on a 2.5mm woven carbon fiber chassis that utilizes a pivot-ball link rear suspension that allows for independent adjustments for chassis roll, bump and alignment. Having the ability to make these chassis adjustments independently gives the 12R5 greater potential for the best possible handling on any track surface. While testing, the pivot ball-link chassis has proven to be more durable in high speed impacts and excels in bumpy track conditions.

The 12R5 features new shocks with a through-shaft design providing equalized damping throughout the full stroke of the shock in both directions without any unwanted rebound. The center shock tower has four mounting positions that split the spring rates for even finer adjustments. The new center shock also controls the chassis droop and can be adjusted on the car with a turnbuckle wrench, making it easier and quicker to get dialed in.

The 12R5's 'Active Strut' front end has been optimized, featuring symmetric components with

adjustable caster and track width, as well as a new front axle with wheel nut. Factory Team blue aluminum servo mounts position the servo flat on the chassis for a lower center of gravity and include Ackerman adjustment spacers. The foam front bumper helps protect body and chassis during impacts.

The 12R5 comes ready for brushless featuring an optimized wide rear pod, woven carbon fiber top plate and Factory Team blue aluminum machined motor mount and left-side bulkhead. The woven carbon fiber top plate attaches to the motor mount and left-side bulkhead at four points, making the 12R5's rear pod more rigid and durable.

ae

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TRI20803, 2100mAh, 35C, 11.1V, Soft Pack, Wired 14awg & Deans Plug
TRI20804, 3200mAh, 30C, 7.4V, Hard Case, Wired 12awg & Deans Plug
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This Li-Po product meets or exceeds safety standards for International Air Shipment as set forth by the IATA



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TRI20284, 7 Cell Side x Side Pack W/iPlug & Bars.
TRI20283, 20284 assembled with heavy duty silver battery bars and iPlug for high amp draw environments like the Traxxas T-Maxx

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PRO28

Team Associated's powerful Pro.28 engine is designed especially for the RC8T-RS



Pro-Start, Glow Igniter and Fuel Bottle included!



RC8T

RACE-SPEC



Team Associated's 1:8 Scale Ready-to-Run 4WD Nitro Truggy

The RC8T-RS is a winner right out of the box and is 100% pure Associated, having been designed with the many years of race winning experience and 22 IFMAR World Championships that only Team Associated can claim.

The RC8T-RS comes fully assembled and set up, ready hit the ground running. Team Associated's Pro.28 engine and XP3D Computerized Digital FM Radio system are factory installed. The differentials and shocks come filled with silicone fluids making it faster and easier than ever to get Team Associated performance out of the box and into the dirt!

The RC8T-RS's suspension features four composite 16mm 'Big Bore' shocks featuring extra large bladders and 4mm shock shafts for smooth action and durability. The shocks hang on 3mm low profile black aluminum shock towers for strength and reduced weight.

The RC8T-RS has a full-ball bearing drivetrain with 4.30:1 ratio gear boxes and a high-torque capacity three-shoe clutch does the

job of getting all the power to the drive train smoothly and efficiently. Getting the all the power to the ground is a set of six CVAs all featuring captured pins for bullet-proof reliability.

The backbone of the RC8T-RS is a strong and durable 3mm black hard-anodized 7075 aluminum chassis that has been designed to take all of the punishment and abuse that a competitive 1:8th scale truggy will have to face in stride.



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A DECADE

2008 IFMAR 1:8 OFF-ROAD WORLDS
09/21/08 | THE FARM II | CHARLOTTE, NC

WE CAPTURED THE WORLDS...AGAIN!

When the 60 minutes of action-packed, position-swapping final commenced, Pro-Line's own **Atsushi Hara** crossed the line to take home the 2008 IFMAR 1:8 Off-Road World Championship. He was followed by **Mike Truhe**, who's buggy featured **Pro-Line Crime Fighters** in the front and **Bow Ties** in the rear, and **Renaud Savoya** and **Jared Tebo**, both on **Revolver** tires. This marked the 5th straight 1:8 Off-Road World Championship for Pro-Line tires; 10 straight years of Worlds domination.

2000 - *Crime Fighter* 2002 - *Knuckles* 2004 - *Knuckles 2.0* 2006 - *Bow-Tie* 2008 - *Revolver*

#1 IN R/C TIRES!

OF DOMINATION



REVOLVER
AFTER 60 MINUTE A-MAIN

ATSUSHI HARA

photos: Jason Sato, RCCA



BOW-TIE	REVOLVER	BOW-TIE V3	REVOLVER V3	VELOCITY V3
#9025-00 (XTR) #9025-01 (M2) #9025-02 (M3) fits standard 1/8 wheel	#9029-00 (XTR) #9029-01 (M2) #9029-02 (M3) fits standard 1/8 wheel	#9027-00 (XTR) #9027-01 (M2) #9027-02 (M3) fits V3 wheel only	#9028-00 (XTR) #9028-01 (M2) #9028-02 (M3) fits V3 wheel only	#2703-02 (yellow) #2703-04 (white) Nearly 5mm wider than standard wheel for use with 17mm hex, V3 tires only

See prolineracing.com for PRE-MOUNTED 1/8 tire part numbers and info

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ROAR Spec



TRI10413, 13.5 Turn
ROAR Spec
(19T Brushed Equivalent)



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(27T Brushed Equivalent)



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ROAR Spec

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• Heavy Duty
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Ball Bearings

• Modular Construction

• Easy Disassembly For
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• Infinite Adjustable
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• Sintered NEO Rotor With Optimized
Field For ROAR Spec Class Racing

• Easy To Change Sensor



For more info on the Trinity handout
program for cost controlled racing
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PAUL LEMIEUX

TQ Brushless Touring
1st, Brushless Touring

Pulse 4 Turn, Trinity IB 3800 Li-Po



TRI10400, 3 Turn Modified
TRI10401, 3.5 Turn Modified
TRI10402, 4 Turn Modified
TRI10403, 4.5 Turn Modified
TRI10404, 5 Turn Modified
TRI10405, 5.5 Turn Modified
TRI10406, 6 Turn Modified
TRI10407, 6.5 Turn Modified
TRI10408, 7 Turn Modified
TRI10409, 7.5 Turn Modified
TRI10410, 8 Turn Modified
TRI10411, 8.5 Turn Modified

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Xtreme RC Cars
magazine

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BACK ISSUES, XRC GEAR, SALES INFO

Phone: **1.888.200.8299**
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HOBBY SHOP SALES

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NATIONAL/INTERNATIONAL

NEWSSTAND DISTRIBUTION

THE CURTIS CIRCULATION
COMPANY

Xtreme RC Cars (ISSN 1535-9646) is a publication of Think Omnimedia LLC, 13401 Yorba Avenue, Chino, CA 91710; Phone: 909.517.3366; Fax: 909.517.1601; Email: mikev@rc411.com. Subscription rates are \$19.99 for 12 issues (one year), \$79.99 per year for foreign airmail, \$39.99 for Canada and Mexico. All rights reserved. The entire contents are copyright 2009 Think Omnimedia LLC, and may not be reproduced in any manner in whole or in part without written permission from the publisher. The views and opinions of the writers and advertisers are their own and do not necessarily reflect those of Think Omnimedia LLC, the publisher, or the editorial staff. The publisher assumes no responsibilities for advertising claims, errors, and omissions. *Xtreme RC Cars* is put together in the RC car capital of the world, Southern California.

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

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

THINK
OMNIMEDIA LLC



The team lucky dog is real.

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FINALLY, SOMETHING FOR THE DARK TO BE AFRAID OF

RULE THE NIGHT WITH LOSI'S DESERT TRUCKS AND LED LIGHT KITS



1/10 Desert Truck RTR (LOS0102)
with included LED lights



1/36 Micro-Desert Truck RTR (LOS0233)
with optional Micro Light Set (LOS1604)



1/18 Mini-Desert Truck RTR (LOS0202)
with optional LED Light Kit (LOS0880)

Don't run and hide when it gets dark outside — keep the desert racing excitement going into the night with Losi's bright LED light kits for the Micro, Mini and 1/10-Scale Desert Trucks.

The 1/10-scale Desert Truck already features super-bright LED racing lights, but adding them to your micro or mini is a quick and easy upgrade that will have your Desert Truck looking even more like the real thing. And best of all, you can run your Desert Truck well after the day is done.

Get in to your local hobby retailer to pick up your custom light kit today, or find out more at

WWW.LOSI.COM



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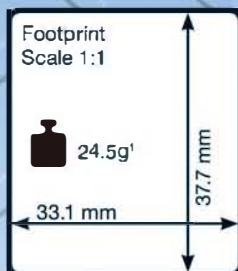


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Get the edge over the competition with this speed control specially developed for stock racing. Features improved hardware and our special "Stock Spec" software which increases stock motor performance significantly. Get that edge over the competition you have been looking for!

#LRP80710: SPX Competition Stock Spec Speed Control



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The Vector X 11 Stock Spec Motor is tailor made for controlled stock and spec racing! Color-coded aluminium rings, laser engraving on the tear down, and black shaft and magnet, make identifying this motor and its turns easier than ever!

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- New solder tabs, easy and safe installation
- Sensored technology
- Standard 540 size and weight
- Complies with ROAR rules

VECTOR X11 Stock Spec	21.5 Turns	17.5 Turns	13.5 Turns	10.5 Turns	9.5 Turns	8.5 Turns
Part Number	#LRP50860	#LRP50850	#LRP50840	#LRP50830	#LRP50820	#LRP50810
Aluminum Ring Color	Green	Yellow	Orange	Blue	Purple	Dark Gray
RPM ²	12.960 rpm	16.560 rpm	23.040 rpm	27.360 rpm	30.240 rpm	33.840 rpm
RPM per volt, KV	1.8	2.3	3.2	3.8	4.2	4.7
Power ²	124W	153W	201W	255W	278W	303W
Efficiency ²	93%	93%	93%	92%	92%	92%
Min. speed control requirements	LRP A.I. Brushless LRP 80100			LRP A.I. Brushless Pro LRP 80150		LRP Sphere LRP 80500



LRP High Power Soldering Station.

LRP releases the first ever tailor-made Soldering Station for RC applications. Designed and fully setup to handle all the needs of a soldering station for R/C use. With its 90W power rating and 400kHz electromagnetic heating element, this soldering station reaches maximum temperature (480C) super fast, and is perfect to use for soldering joints on batteries, motors and speed controls. Equipped with the EasyTip-system, the tip of the 90W handle with its comfortable rubber grip can easily be replaced in seconds without any tools. 1.2mm and 0.5mm tip included.

#LRP65800: LRP High Power Soldering Station

for detailed technical data see current price list ²measured at 7.2V ³For race usage in combination with the VECTOR X11 - 6.5 Turns the Brushless Worlds Option Kit (Order No. 82700) is recommended. ⁴For race usage in combination with the Vector X11 - 4.5 Turns motor the Brushless Worlds Option Kit (Order No. 82700) is recommended.



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MY NEW SUIT

I HAD TO BUY A NEW SUIT RECENTLY, AND YES I LOOK FANTASTIC IN IT.¹ There's more to the story than me though. While I was shopping for a suit to wear to my friend's wedding, I had only one request when the salesman asked me what I was looking for. I didn't want a suit that had been made in China. This sounds odd, I know. I really would have liked to buy a suit made in America, but honestly the American suits had much higher price tags.

I don't hate China. I love their food, I enjoy their cheap plastic goods, and I think they hosted a pretty insane Olympics.² But as we sit through a rough patch in the world's economy I started to think about what is actually made in the USA and I had trouble naming things.³ The auto industry is asking for money to bail them out, the banking industry is facing major troubles, and yet as I looked through the rack of suits and other products I saw "Made In China" everywhere. It's not really hard to see that we are slowly losing all manufacturing in the US. It's very hard to compete with countries where people are happy to earn \$20 a month and don't get healthcare.⁴ I'm all for cheaper goods, but at what cost? Some people complained when Wal-Mart started to rule the economy, but when an entire country has us by the balls⁵, we have to start spending our money here.

I'm not saying that you should abandon any overseas RC company, but if you can buy something made in the USA you should at least give it a fair shake. There are many US companies making products in our country, and lots of companies copy and sell these products for much less. Many of the RC companies get lots of products from China, and it's helped our hobby grow, but we should start to pay attention to the ones that have taken the time to invest in our country. We should support the ones that support races and events and advertise and do things to better the RC market here and avoid those that just throw out an aluminum copy of an e-arm and try to convince you that the heavier part is better performing so they can make a buck.

Some people believe that our nation is becoming a "service" based country where most of our jobs will be not in the making but in the servicing of things. How sad is it that the last time I had good service here was in a Chinese food restaurant. Irony.

You want to turn the world around...buy something.

Godspeed,



Derek Buono

Executive Editor
derekb@rc411.com

1. I may start racing in a suit just to class racing up a little. Counter the seven year old, dirty, ill-fitting shirt that's the norm at the track.
2. They have some good looking women there too!
3. Lawsuits, problems, and war don't count.
4. Hey, that's where we should hire new editors from!
5. Good thing they are tiny guys...it's not easy to lug them around.

Derek's head was removed due to graphic content.

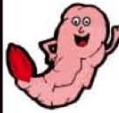
» TEAM RANTS

MIKE VELEZ (TALKS LIKE A DUCK)



MY FAVORITE CHINESE FOOD DISH IS: Anything but Duck.
MY FAVORITE FORTUNE IS: You are very powerful... In bed.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: You will win more races with subscription to XRC.

DEREK BUONO (ATE A BABY)



MY FAVORITE CHINESE FOOD DISH IS: Sat and Pepper Shrimp
MY FAVORITE FORTUNE IS: "Knocked down 7, Stand up 8"
IF I WAS TO WRITE A FORTUNE IT WOULD BE: In 29 minutes you'll be hungry again.

JAMES REVILLA (IS OUT KILLING CHICKENS)



MY FAVORITE CHINESE FOOD DISH IS: Beef with Broccoli...but I don't eat the broccoli
MY FAVORITE FORTUNE IS: Don't turn around, someone's watching you.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: One guy writes all these things, and you believe it!

MIKE McMAHON (EATS FASTER THAN YOU)



MY FAVORITE CHINESE FOOD DISH IS: General Tso's
MY FAVORITE FORTUNE IS: A pleasant surprise is in store for you.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: Hope you enjoyed your meal! You shall be hungry in one hour.

DAVE PALACIOS (LOVES SUGAR ON EVERYTHING)



MY FAVORITE CHINESE FOOD DISH IS: Either Honey Walnut Shrimp or BBQ Pork
MY FAVORITE FORTUNE IS: 19 24 6 33 10 and 28
If anyone plays those numbers and wins, half of it is mine.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: He who finishes second, is the first loser.

CARL HYNDMAN (IS MACHO)



MY FAVORITE CHINESE FOOD DISH IS: Dim Sum dishes. If hung over, I'd have to say Cha siu baa, mmm BBQ pork buns.
MY FAVORITE FORTUNE IS: You are more macho than anyone.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: Look to Carl for Macho Greatness!

BRIAN SKINNER (LOVES BALLS)



MY FAVORITE CHINESE FOOD DISH IS: Steamed Rooster testicles—you can't find that state side!
MY FAVORITE FORTUNE IS: Help, I'm being held captive in a fortune cookie factory!
IF I WAS TO WRITE A FORTUNE IT WOULD BE: Fortune Cookie say: You are a pro driver...you just crash a lot!

JEFF EVELEIGH (EATS CANADIAN CHINESE-PANDA BEAR?)



MY FAVORITE CHINESE FOOD DISH IS: Anything with beef and broccoli (and chicken balls of course!!)
MY FAVORITE FORTUNE IS: Any fortune with a poor translation to English makes me laugh... "happy fun time good luck day"
IF I WAS TO WRITE A FORTUNE IT WOULD BE: "Economy good, start spend money"

JASON BOULANGER (DOESN'T ACTUALLY BOWL)



MY FAVORITE CHINESE FOOD DISH IS: Orange Peel Beef
MY FAVORITE FORTUNE IS: "You have an ambitious nature and will make a name for yourself." Unfortunately, that name was Shoe.
IF I WAS TO WRITE A FORTUNE IT WOULD BE: "That wasn't chicken"

MICHAEL WORTEL (DOESN'T FOOL ANYONE)



MY FAVORITE CHINESE FOOD DISH IS: Chicken Fried Rice
MY FAVORITE FORTUNE IS: "Find what you are looking for." Is that even a fortune?
IF I WAS TO WRITE A FORTUNE IT WOULD BE: Always pretend you know what you're doing. Most people will believe you.

NOVAK

SLYDR

Bred from Racing for Racing

Based on the
multi-national
champion
GTB



#1712

SLYDR BRUSHLESS ESC

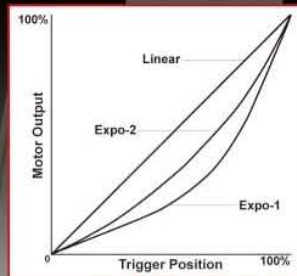
Based on Novak's race-winning GTB ESC (including multiple national championships), the SLYDR ESC features three Throttle Curves that open up a whole new world of control.

GIVE ME A BRAKE!

The SLYDR ESC has adjustable Brake Frequency like no other. The SLYDR's virtually limitless brake-tuning options are essential for drivers that like to use their brakes during races. Minimum Brake and Drag Brake can now be adjusted independently, allowing users to set the Minimum Brake higher than the Drag Brake. This is helpful for tracks that require a quick tap of the brakes to make your car rotate but, more specifically, in tight tracks with 180° turns that are low speed and require quick initial brake response.

• **New Brake Adjustments**
helps fine-tune brake response

• **3 Different Throttle Curves**
to experiment with throttle responses that range from a quick, linear power to a smoother, more controlled low-end power delivery



SLYDR
Throttle
Curves

• **Built-in Li-Po Cut-Off Circuitry**
• **Selectable Motor Rotation**



The Drift Spec Brushless Motor is available in three different motor winds. Each is available as a system factory-wired to a SLYDR Brushless ESC, making it the ideal brushless system for drifting.

Drift Spec Motors start out as a **Velociti Racing motor**, then get outfitted with a black sleeve and a **13mm Tuning Rotor** instead of the standard 12.3mm rotor. The 13mm rotor improves the motor's performance with a few differences, such as a slightly reduced top RPM, **more natural Drag Brakes** and a slightly **increased initial throttle response**. Basically, it has **more response** to lower throttle input and **more punch**.

F-FIRESTORM FLUX OPTION PARTS



86831
ALUMINUM FRONT SUSPENSION ARM MOUNT



86832
ALUMINUM FRONT ARM BRACE



87256
ALUMINUM REAR HUB CARRIER SET (0 Degree)



ALUMINUM THREADED SHOCK SET
87251(67-87mm/Front), 87252(70-103mm/ Rear)



SHOCK SPRING 86912 (10coils, Red)
86913 (11coils, White), 86914 (12coils, Pink)
86915 (13coils, Silver), 86916 (14.5coils, Blue)



Titanium Nitride Suspension Shaft 86845(3x32mm)
86846(3x27mm), 86847(3x54mm), 86848(3x33mm)
86844(STEERING POST 3x23mm)



93485
TITANIUM TURNBUCKLE M3x89mm(2pcs)



COMPOSITE SUSPENSION ARM SET
100408 (Front), 100409 (Rear)



100608
UNIVERSAL DRIVE SHAFT SET



DX-2 BODY
7787(White/ Red), 7788(White/ Blue)
17001(Clear)



DISH WHEEL
3090(White), 3091(Black), 3092(Yellow)



SCORCH 6-SPOKE WHEEL
3085(White), 3086(Gun Metal)
3087(Shiny Chrome), 3088(Matte Chrome)
3089(Black Chrome), 3094(Black)

F+I+U+X = B.R.U.S.H.L.E.S.S.



MOTIV ESC

6-12 Cell NiMH/ NiCd or 2s/3s Cell
Lithium Polymer compatible**.
Programmable Lithium under-voltage
cutoff protects delicate Lithium packs
from over-discharge.

**ESC must be programmed for Lithium cutoff
when using Lithium batteries. NOTE: 11.1v 3s LPo
not for use with 5700kv motor.

100416
Flux Motiv Brushless ESC



REQUIRED
MAINTENANCE: **ZERO**



WARP 5700Kv BRUSHLESS MOTOR

100419
Flux Warp 5700Kv Brushless Motor

1151
Flux Brushless System
Includes #100416 and #100419



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**CREATING FUN
SINCE '86**



Check out the E-Firestorm Flux
in action! www.hpiracing.com

WE GIVE YOU SPEED WE GIVE YOU DURABILITY

| BRUTE FORCE | SMOOTH LINEAR POWER | LEGENDARY HPI DURABILITY |

**E FIRESTORM 10T
FLUX**



#10553
RTR E-Firestorm Flux

hpi-racing

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INSIDE LINE

SHIFT IT



Pro-Line Racing introduces their latest lexan creation—the new Shift body, the first aftermarket shell designed for Kyosho's hot new MP9 1/8-scale buggy. The Shift gives the MP9 a low CG, and is made of .040 GE lexan. Window mask, decal sheet, and overspray film are all standard.

Part Number: 3295-00
MSRP: \$29
www.prolineracing.com

LUXURY HAULER

Show your XRAY team colors with their new team carrying bag. The bag features waterproof composite storage boxes, nylon straps, rubber feet, card holder, side pockets, and XRAY quality.
Part Number: 397232
Distributed by: RC America
www.teamxray.com



LRP'S NEW SOLDERING STATION

LRP releases their first ever Soldering Station, tailor-made for RC applications. It features a 90W power rating and 400 kHz electromagnetic heating element, and reaches maximum temperature (480C) fast! The tip of the 90W handle can easily be replaced in seconds without any tools. Other trick features include: worldwide operation 100 - 240VAC, "Auto Sleep" and "Auto Wakeup" function, integrated storage for replacement tips, blue backlit display, and a 1.2mm and 0.5mm tip.

Part Number: LRP65800
MSRP: \$360
www.teamassociated.com





MAXIMUM AMPERAGE

You want voltage? How does 11.1v with a 30C output sound? MaxAmps has you covered with their 30C 6500mAh LiPo pack. This 3-cell pack is built to order with your choice of plug, tap, and wire.

Part Number: Lipo-6500-111-pack

MSRP: \$200

www.maxamps.com

MIP NEW STYLE CVDS FOR TRAXXAS SLASH

MIP offers their world famous CVDS for the Traxxas Slash! These CVDS feature MIP's new "no thread lock, no set screw" design. The joint pins are held in place with a "capture ring" that slides over the CVD bone to secure the assembly. Each set comes with two CVDS and two outdrive cups.

They also fit the Traxxas Nitro Rustler and Nitro Stampede. Rebuild parts are available separately.

Part Number: 08106

MSRP: \$43

www.miponline.com



XXXX

MUGEN SKINNED

Mugen Seiki Racing will be adding a custom MSR/ Upgrade RC body and wing wrap inside US-version MBX6 kits at no extra charge. The wrap is available in four different colors.

Part Number: E0050

www.mugenseiki.com





LINKS ON A PLATE

Replace the stock servo plate on your AX10 with Bender's new 4-link Plate. Made from anodized aluminum, the plate, in case it's not obvious by its name, allows you to convert to a 4-link suspension setup. Multiple holes allow you to use link lengths of your choosing.

Part Number: AX30507
MSRP: \$20/each
www.axialracing.com



Bros before Ho's.

DSM Correction!

Last month we featured a quick tip about cooling receivers, more specifically modern 2.4GHz receivers. We, like many, use the term DSM to be all inclusive, when in reality it's a trademark of Spektrum. So when we referred to DSM we weren't actually talking about Spektrum because they don't have the heat issue that Futaba and possibly some others have. So please if you have a Spektrum system don't worry yours isn't going to overheat. And if you're going to use the generic term use 2.4GHz.

BRUSHLESS CRT.5

RC Bros gives Jammin' CRT.5 owners the option to go LiPo and brushless with their new CRT.5 Brushless Conversion Kit. The kit includes new motor plates, battery mount, and all hardware needed to run electric style in your CRT.5.

MSRP: \$70
www.rcbros.com



KYOSHO'S GOT A NEW INFERNO

Before you get excited, it's on-road—but it's sweet. Kyosho's new Inferno GT2 is their latest 1/8-scale nitro powered machine. Evolving from the original GT, the GT2 features a longer wheelbase, GXR28SG engine, standard engine mounts, 150cc tank, double disc brakes, turnbuckle linkages, new shock specs, and comes in their RTR "ReadySet" for convenience... not to mention one of the better looking bodies in its class!

Part Number: 31827B READYSET
www.kyoshoamerica.com



VORTEX

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



RACE
Performance
Sensored BL Motor



EXPERIENCE
Touring/Buggy/Drift
Sensorless BL Motor



SL
Performance
Sensorless BL Motor



1:18
Performance 1:18 scale
Sensorless BL Motor



1:36
Performance 1:16 scale
Sensorless BL Motor



To learn more about our innovations go to www.teamorion.com

LOW TRICK CAR RAWR

Check out the future of on-road touring car bodies, the PROTOform LTC-R. Dubbed "Global Spec," the new race body is designed specifically for rubber tires, and features more steering than their popular Mazda 6. Two trim lines allow you to be legal at 115mm and 120mm depending on the organization. Get the lightweight version to shave those precious ounces.

Part Number: 1505-30 / 1505-25 (lightweight)

MSRP: \$26

www.prolinerracing.com



B4/ T4 BRUSHLESS GEARS

1/10-scaleers running brushless systems in their Associated B4 or T4 will dig these new spur gears. Available in 72- and 75-tooth versions, these spurs allow you to get proper brushless gear ratios, and they also move the motor forward for better chassis balance.

Part Number: 9649 (72T) / 9650 (75T)

MSRP: \$4/each

www.teamassociated.com

We think we're going to sell conversions to make electric stuff nitro now.

V3 BRUSHLESS RC8

Transform your Associated RC8 to brushless and LiPo power with Tekno RC's new V3 conversion kit. The kit isn't a retrofit but a full feature conversion, and includes a new 4mm thick 7075-T6 hard anodized chassis plate designed specifically for brushless power, Tekno RC's trick Elektri-Clutch clutch bell adapter, one-piece motor mount/heatsink, radio mount, battery tray, mud guards, and all hardware.

Part Number: TKR400944

MSRP: \$130



DuraTrax goes LiPo! 7.4V LiPo Car Packs



**The first
Lithium-Polymer
batteries ever
offered by
DuraTrax!**

Advanced LiPo technology and proven DuraTrax quality and value combine to create the best packs for electric cars, buggies and trucks! They're light in weight, but heavy on performance — rated for 92.5 and 108 amps of continuous discharge current. Plus, these packs are wired for balancing and protected inside impact- and puncture-resistant ABS plastic cases. All this, AND they're priced considerably lower than "big name" racing packs. For sport or competition, DuraTrax LiPos can't be beat!

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 84R.

DURATRAX[®]

www.duratrax.com

CHROMED CLOD

Ahh, possibly the most famous old-school monster truck of all time is alive and kicking, as the Clodbuster returns in "metal plated special" form, which means that you get a sweet chrome plated body instead of red or yellow. The rest of the rig is all original Clod—from the 4-wheel drive dual motor setup to the 4-wheel steering.

Part Number: 58423

www.tamiyusa.com



THINNER SPRAY



Parma's new FASTHINNER is formulated to properly thin and improve the flow of FASKOLOR paint for airbrushing. It is the key to finer lines, detail, and using lower air pressure, especially with gravity feed airbrushes. It speeds up drying time and prevents excessive over spray when thinning paint, without losing color

pigment. Mix in a 3:1 ratio (paint/thinner) up to 50% for best results.

Part Number: 40201

(pack of 6 bottles)

MSRP: \$29

www.parmapse.com

Reedy LiPo Packs!

STARTER BOXES!

#635 Starter Box Battery
2200mAh 14.8V 20C

MICROS!

#620 Micro Pack 1800mAh 7.4V 20C

RECEIVERS!

#630 Pro Rx Battery 1600mAh 7.4V 10C

#631 Rx Battery 2100mAh 7.4V

#636 6.0V Voltage Regulator

TRANSMITTERS!

#632 Tx Lightweight Battery 1350mAh 11.1V

#633 Tx Battery - 3PK, M11 3000mAh 11.1V

#634 Tx Battery - Helios, Z1 2400mAh 11.1V

LOSI FINALLY CRAWLS IN 1/10-SCALE

Following up on their 1/18 Mini Rock Crawler, the Losi crew finally has a true 1/10-sized machine ready for competition.

Part Number: LOSA0051

M5RP: \$285

www.losi.com



Reedy 35C LiPo!

#710 Reedy 5100mAh 35C
Saddle Pack



#709 Reedy 5000mAh 35C

Reedy 35C LiPo

The ultimate 7.4V competition LiPo battery has arrived! Reedy is proud to announce the release of the all new 35C hard case competition LiPo batteries. A standard version features a 5000mAh capacity with socket style connections and a saddle pack version features a 5100mAh capacity with 12AWG power wires and a balance connector. The high capacity provides more than enough run time for today's on and off-road competitions. But the best news is the battery's 35C rating. The C rating determines the battery's ability to deliver power efficiently. And Reedy's 35C rating delivers world-class power for all racing classes.

www.ReedyPower.com

REEDY

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

SC8

SHORT COURSE



**1:8 Scale Nitro
4WD Offroad
Race Truck**



BFGOODRICH® Trademark is used under license from Michelin. Fox Shox is use under license with Fox Factory Inc.



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.

- Authentic, custom painted and finished scale licensed short course truck body
- Mounted and assembled scale wheels and tires with foam inserts and bead guards
- Functional full roll cage with integral dirt shields
- XP3D Computerized Digital 3-Channel FM Radio System with 10 model memory
- 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



WWW.RC10.COM



Independently adjustable front and rear disk brakes lets you adjust the braking bias to suit your track conditions



Fully functional roll cage with integral dirt shields is removed quickly and easily with only four body clips



The powerful Pro 28 comes with Team Associated 2-chamber tuned muffler and the Pro Start starting system



The SC8 is an unprecedented realistic replica race truck that features 20+ inches of scale suspension travel (2.6" actual)

- Full ball bearings in drive train
- Independently adjustable front and rear disk brake bias
- 150cc quick fill fuel tank
- Team Associated 2-chamber tuned muffler
- 3mm low-profile black anodized aluminum shock towers

- 4.3:1 ratio gear boxes for maximum punch
- Precision universal drive shafts in six locations
- 3mm black anodized aluminum steering rack with ball-bearing steering system
- Sealed radio box with thread-through molded antenna mount
- Fuel bottle and glow igniter included

ae
TEAM ASSOCIATED

26021 Commercentre Drive • Lake Forest, CA 92630 USA
www.RC10.com • www.teamassociated.com

POLL PAGE

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

Only 32%
of you prefer mounting
your own tires over premounts.



RANDOM POLL QUOTE:

"Premounts are choice; do you know how many fingers, lips, toes and legs I've glued together over the years?" -**abailey21**

70% of you prefer Spread Spectrum technology over AM or FM.



RANDOM POLL QUOTE:

"I'm old school, with my FM radio. It is strange when you are in the higher ranks at the local track and everyone but you has a 2.4ghz set-up. But soon I will upgrade to 2.4ghz, as the random glitching at some indoor tracks gets annoying."

#pyroblitz

Become a statistic on our website. [Vote!](http://www.rc411.com)



Surprisingly, only
13% of you
have ever affixed
a weapon onto
your car or truck.

RANDOM POLL QUOTE:

"Define weapon, because my car alone has drawn blood a few times..."

-rclugnut10

HAVE YOU EVER ACCIDENTALLY PUT DECALS ON BEFORE REMOVING THE OVERSPRAY FILM?



**Yes 20%
No 80%**

RANDOM POLL QUOTE:

"Not yet, but with 'old timers disease' kicking in these days it's bound to happen."

-DirtRacinFool

DO YOU EVER
TALK ABOUT RC
AROUND PEOPLE
WHO COULD
CARE LESS?



Over 75%
of readers
do!

RANDOM POLL QUOTE:

"Did my wife make you ask this so I'd get the hint to stop talking RC to her?" -**Foxy923**

What do you like better,
desktops or laptops?



**63% Say Desktops
37% Say Laptops**

RANDOM POLL QUOTE:

"Laptops mean that you have your entire video library, music library, and the means to tweak your ESC all at your pit table. Who has time to game anyways? There is always a set of tires you can glue."

-Gain Time

THE OFF-ROAD ADVENTURE BEGINS HERE



SUPER SIZE CRAWLER AFA01

RTR Super Size Rock Crawler by Integy



Item #AFA01 MSRP\$299.99

2009

AVAILABLE AT YOUR LOCAL HOBBY DEALER

JANUARY 2009 RC EVENTS CALENDAR

RACE GUIDE KEY



MONDAY

TUESDAY

WEDNESDAY

THURSDAY

FRIDAY

SATURDAY

SUNDAY

29

30

31

New Year's Day

 1

2

3

Trivia Day

 4

5

6

Old Rock Day

 7

Bubble Bath Day

 8

National Static Electricity Day

 9

Save the Eagles Day

 10

11

12

Rubber Duckie's Birthday

 13

1951 – The NFL's first Pro Bowl

 14

22nd Annual Midwest Electric Championships
 Columbus, OH – CRCRC Raceway
www.crcrc.com

 15

James' Birthday

 16

Slash-A-Palooza
 Huntington Beach, CA – OCRC Raceway
www.ocrcraceway.com

 17

18

Martin Luther King Day

 19

14th Annual Midwest Nitro Championships
 Columbus, OH – CRCRC Raceway
www.crcrc.com

 20

Genna Davis' Birthday

 21

Willa Ford's Birthday

 22

John Hancock's Birthday

 23

1984 – The first Apple Macintosh goes on sale

 24

1924 – Inaugural Winter Olympics

 25

Australia Day

 26

1678 – First fire engine company in the U.S. goes to service.

 27

Rosamund Pike's Birthday

 28

National Puzzle Day

 29

Christian Bale's Birthday

 30

National Kazoo Day

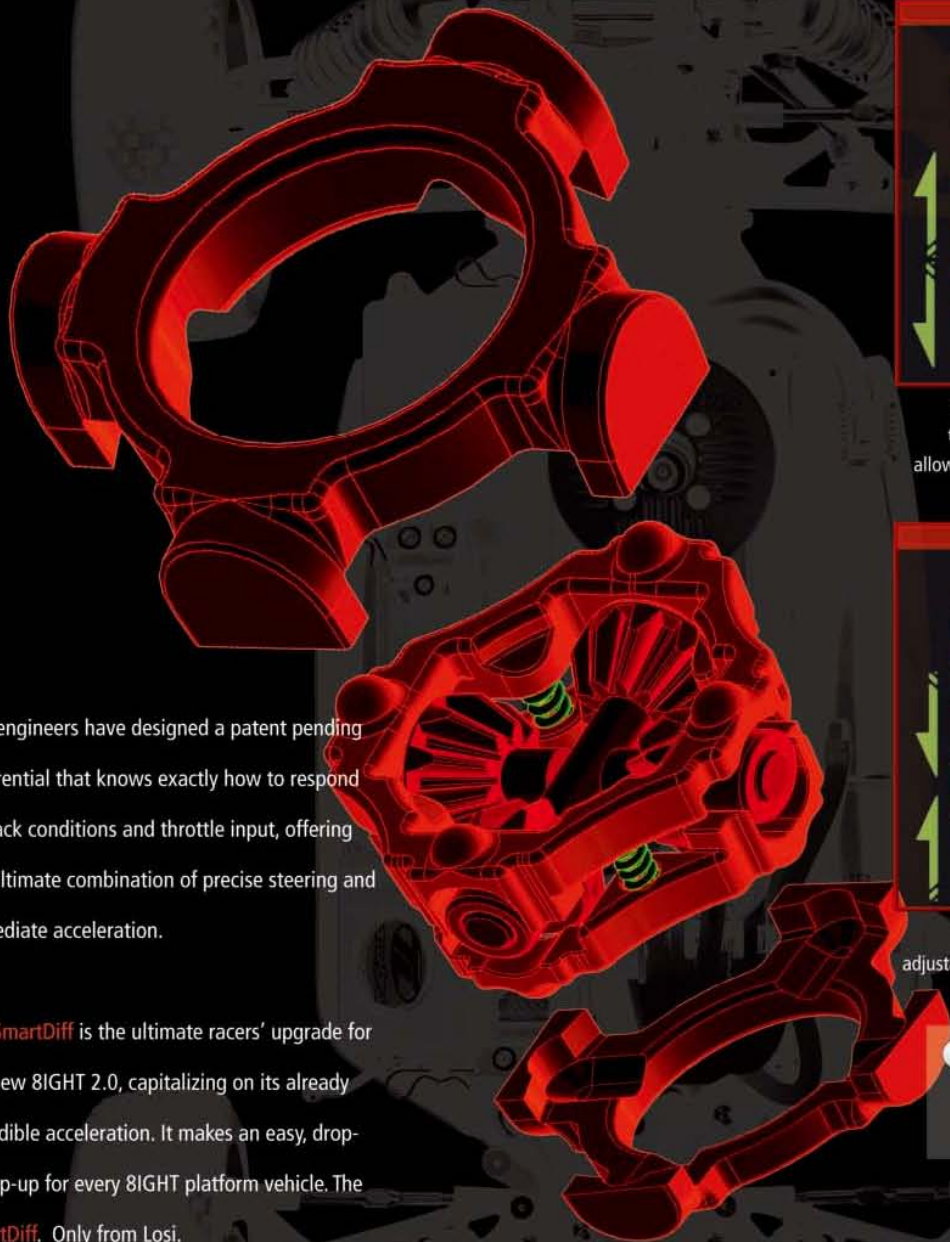
 31

31

If you work on the 2nd, it sucks to be you.

DON'T RACE HARDER RACE SMARTER

REVOLUTIONARY SmartDiff™ TECHNOLOGY FROM LOSI



Losi engineers have designed a patent pending differential that knows exactly how to respond to track conditions and throttle input, offering the ultimate combination of precise steering and immediate acceleration.

The **SmartDiff** is the ultimate racers' upgrade for the new 8IGHT 2.0, capitalizing on its already incredible acceleration. It makes an easy, drop-in hop-up for every 8IGHT platform vehicle. The **SmartDiff**. Only from Losi.

LOSA3600	Front SmartDiff: 8IGHT
LOSA3601	Center SmartDiff: 8IGHT
LOSA3602	Front SmartDiff: 8IGHT-T
LOSA3603	Center SmartDiff: 8IGHT-T

WWW.LOSI.COM

OFF-THROTTLE ACTION



When entering a corner and letting off the throttle, the SmartDiff automatically opens, allowing the gears to rotate freely for improved off-power steering when entering turns.

ON-THROTTLE ACTION



When power is applied, the SmartDiff's adjustable ramp plates lock on to the gear shafts for increased acceleration out of corners.

<http://WWW.LOSI.COM>

Gain the knowledge. Get the performance. Only at WWW.LOSI.COM.



TEAM LOSI
RACING

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



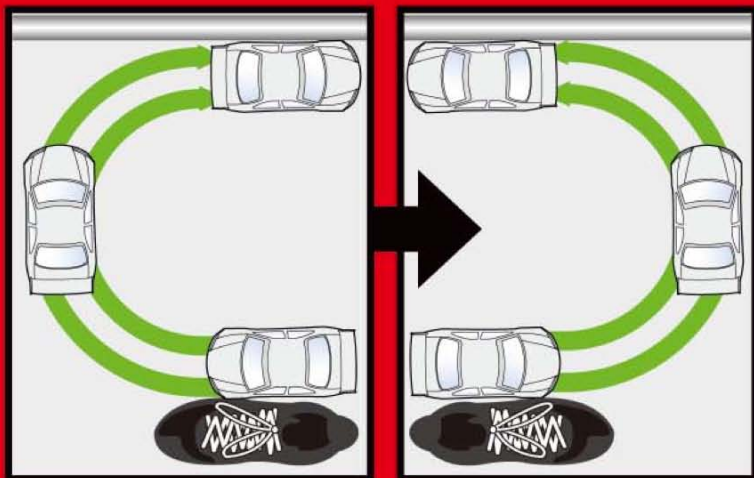
NOW SHIPPING!
OR180607 CRF 28
Off-Road 2008



COMING SOON!
OR133100 10Amp
voltage regulator



To learn more about our innovations go to www.teamorion.com



wall then you have a tighter right-turn steering radius compared to the left. If your car tries to go through the wall then you have a tighter left-turn radius as compared to the right. Use your end-point adjustment on your radio to match your left to right steering radius and then redo the test to verify the results.

EQUAL STEER

Balance is important within any chassis, even when it comes to your steering. You need to check that your left to right turning radius is the same so your car will react consistently around corners in either direction. The actual test is very simple—place the right side of your car against the wall on an open area of racing surface, turn your steering all the way to the left and slowly roll your car until it is exactly 180-degrees from where you started (so now your car is facing the opposite direction somewhere away from the wall). Now, place your foot against the right side of your car and flip it around 180-degrees so that the left side of your car is butted up against your foot. Turn your steering all the way to the right and push your car until you've done another 180-degree turn. The left side of your chassis should now be butted up directly against the wall. If your car is away from the

TUNING HOLES

There is nothing worse as a pitman than being asked by your driver to make a quick engine adjustment during the third fuel stop only to find out there isn't a hole to access the main mixture needle, which forces you to remove the body to make changes. This sounds silly but it is a common occurrence. Be sure to bore an access hole in your body so you can easily adjust your mixture needles on the fly without body removal. The high-speed needle valve is an easy one to get to but some chassis may allow you to drill holes so you can adjust the low-speed needle and idle speed as well. A few small holes will make your life on the track a lot easier come tuning time.



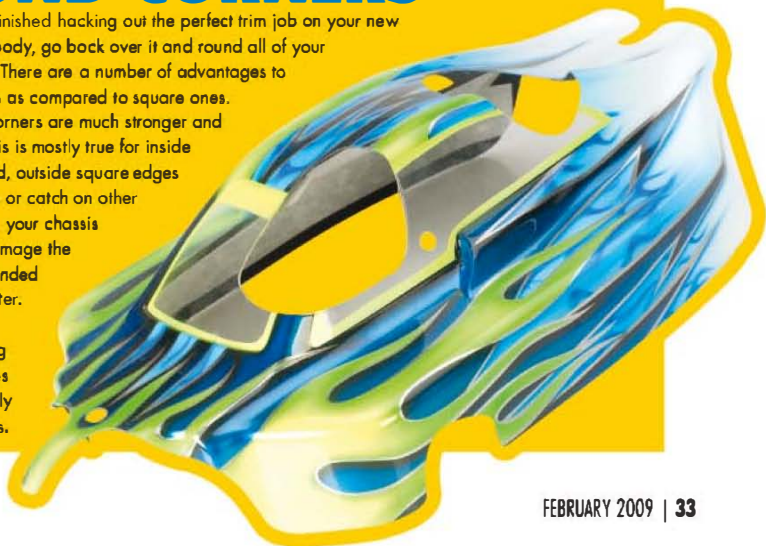
PLUG COMPATIBILITY

This hobby needs to call a dating service... many of its components simply don't seem to be compatible. The battery connection from your RX battery to your receiver is no exception. Many radio systems utilize a 2-pin connector on the switch harness, while many 5-cell receiver batteries use a 3-pin connector. The simple fix is to cut your 3-pin connector down so it fits into the 2-pin, but the problem with this method is that there is no key system to ensure you don't reverse the polarity when you plug it in (which will destroy your receiver). A better method is to trim a small section of material away from the 2-pin plastic shielding to allow the 3-pin connector to plug directly into the 2-pin shielding without the chance of swapping the red and black wires. A better solution is for the hobby industry to smarten up and start standardizing, but since this won't be happening anytime soon this method will get you running quickly and safely.



ROUND CORNERS

When you are finished hacking out the perfect trim job on your new polycarbonate body, go back over it and round all of your square corners. There are a number of advantages to rounded corners as compared to square ones. First, rounded corners are much stronger and resist tearing (this is mostly true for inside corners). Second, outside square edges can rip into tires or catch on other objects, causing your chassis to unsettle or damage the body. Third, rounded corners look better. This isn't a big deal, but nothing makes body lines flow like smoothly contoured edges.



Left: called Derek excited about the plug trick that has been known in the US since...forever.

Any Terrain.



One Truck.

Monster truck innovation reaches a new high as Traxxas offers the first-ever remote locking differential system (patent pending) that allows you to lock and unlock the front and rear differentials right from your transmitter. Summit™ delivers all the fun of blazing down the track or trail and attacking jumps at speed with the sure-footed feel you expect from its E-Revo® DNA. When the trail ends in an impossible climb, there's no need to turn around; just drop the transmission into Low for a rock-conquering 70:1

gear ratio and lock the front and rear T-Lock™ differentials for maximum traction—right from the transmitter. Summit's ultra-long-travel suspension tracks over rocks like no other truck can as the T-Lock differentials keep all four wheels powered no matter which tire is gripping or slipping. When you've cleared the climb and it's time to get back up to speed, flip the switch to unlock the diffs, shift into High, and hit the trail. Summit gives you complete control.

Any Challenge.



T-LOCK™ REMOTE LOCKING DIFFERENTIAL

Switch from the smooth handling of silicone-filled differentials to the tenacious traction of a locked diff just by flipping a switch on the transmitter.

*Lock and unlock
on-demand from
your transmitter*

- Remote-Shifting High-Low Transmission
- New TQ-4 Radio System
- Titan® 775 Motor
- Geode™ Wheels & Canyon™ AT Tires
- Heavy-Duty 17mm Hex Hubs
- 10-LED Lighting System
- Realistic & Rugged ExoCage Body



**HIGH-TORQUE
TITAN® 775
MOTOR**

**REMOTE SHIFTING
HIGH-LOW
TRANSMISSION**

See more at Traxxas.com!

TRAXXAS

THE FASTEST NAME IN RADIO CONTROL™

READY-TO-RUN AUTOPSY

TAKING YOUR RTR APART
FOR THE FIRST TIME

words: Mike Wortel

RC cars are comprised of hundreds and sometimes thousands of different parts. They all fit together like a puzzle, and one little misstep can prove very noticeable in both the appearance and performance of the car. Sometimes the task of building a car from scratch is too much for a beginner to handle, and that's where RTRs come in the picture. Ready-to-run cars and trucks are cool. Most of the building and prep work is done for you, and you're ready for the fun part—driving! There does, however, come a time when every RTR needs to be taken apart and maintained. If you're new to RC, you may have no idea how to disassemble your car and put it back together, because you've never had to! If you do it the right way, however, you will know how to approach maintenance correctly and not get lost in the confusion of parts and steps.

No pics of Wort in an article by him? What happened?

THE TOOLS

It would be nice if you only needed a couple tools to work on your RC car, but instead you'll need a bunch of tools, and using the wrong tool for the job can prove both frustrating and costly. The beautiful thing is, however, that tools in general, and RC-specific tools specifically, are cool and fun to own! Here is a short list of the important tools you'll need to work on your car. There is pretty much a tool for every job in RC, but these are the general necessities:

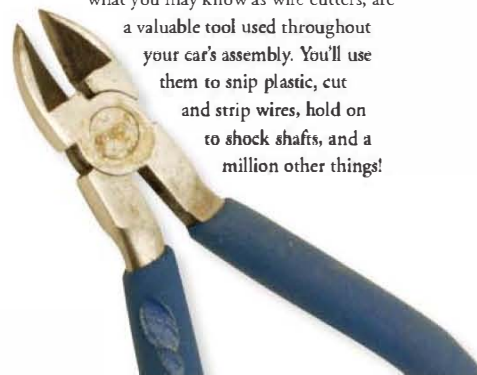
DRIVERS • Screwdrivers, hex drivers, nut drivers—you need a variety of different drivers to work on your car. Chances are you'll get lucky and your car will generally use the same fastener head type throughout the chassis—so you'll only need a few different-sized drivers to work on the whole car. There are cars that use everything, however, and for these you'll need a bunch of different sizes and head-types. Look your car over and decide what kinds and sizes of drivers you need. And beware! There are Metric and English versions of every head out there. So make sure you're using the right ones.



PLIERS • Pliers—especially needle-nosed pliers—are a necessity when working on your car. They are perfect for holding, adjusting, and all-around improvising. They don't need to be super-high quality; just make sure you have a decent set of large and small needle-nosed pliers in your toolbox.



FLUSH CUTTERS • These flush cutters, or what you may know as wire cutters, are a valuable tool used throughout your car's assembly. You'll use them to snip plastic, cut and strip wires, hold on to shock shafts, and a million other things!



THEY'LL CALL YOU THE "POLYCARBONATE PICASSO"



**WIDE COLOR RANGE • EXTREMELY FINE METALLICS • FOR BOTH POLYCARBONATE AND PLASTIC
SPRAYS ON THIN WITH GREAT COVERAGE**

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all paint and supplies are available 24-7 at www.tamiyusa.com



CALIPERS

As nit-picky as it seems, using digital calipers to measure parts on your car is an absolute must! And if you have an on-road car, they are even more valuable. They allow you to measure shock lengths, suspension links, ride height, and a bunch of other things. They are even helpful if you're trying to identify screw sizes, so you can make sure you're using the right ones for the task at hand. You can pick digital calipers up for under \$20 at any Harbor Freight tool store.



X-ACTO KNIFE • A trusty X-Acto knife is great to have in your arsenal. You'll need it to shave small parts, cut and apply decals, and much more. There are a bunch of different X-Acto blades available, with different handles too! Always make sure you have a standard one on hand; it's about pen length and uses the #7 blade (pictured).



MOTOR/BEARING SPRAY

Okay, this isn't really a tool; it's more of maintenance product, but it's as important as a tool! If you're going to be taking your car apart for the first time, it's always a good idea to clean your bearings. Chances are you'll have a good opportunity to do so the first time you take your car apart.



BY THE BOOK

The best way to approach working on your car is to locate the instruction manual; it's your RC bible! Although some people think they're too cool to use a manual, they're stupid! Using the instruction manual will give you a head's up on how to properly disassemble your car, and more importantly, put it back together. If your car comes with a complete, step-by-step assembly manual, you're lucky, because most ready-to-runs don't!



CHECK AHEAD • When you finally locate the manual, go through it, read it, and make sure you understand it. It's not a bad idea to grab a highlighter and pen to make notes on confusing steps. Good manuals have keys and legends on the pages to alert you of a potentially confusing situation, but some don't. That's where you should come in and make them yourself, because when you're in the midst of working on your car, it's easy to get hasty, rush, and put something together backwards. Check ahead in the manual and get familiar with your car's setup before you start wrenching.



EXPLOSIVO! • So you looked through the box and the manual sucks, or simply isn't there at all? And you looked on the Internet and you still can't find anything? If this is you, you're not alone. Many manufacturers simply don't produce complete instruction manuals either in print or digital format (which is annoying as hell). 99.9% of the time, however, you'll get an "exploded-view" of your car with the kit. These can get a little confusing if not done properly (you feel like you're looking at an MC Escher), but they will give a basic blueprint of your car's numerous steps—all on a single page. These exploded views can be helpful if nothing else is available.

DOWNLOAD MANUALS

If your car doesn't come with a complete manual, there may be one available for it online, so it's worth heading over to the manufacturer's website to check out if there is one to download. In fact, even if your car does come with a good manual, go download and print one anyway. It is always nice to have a loose-leaf manual, because the pages lie flat, and you can trash them with grease and dirt and just throw them out at the end of the day!





Inferno ST
US Sports



Inferno
US Sports

Taking 1:8 scale to the next level and beyond.

Inferno ST 2 US Sports Part # 31354B

New Blue 17mm Hubs - New Anodized Blue 17mm wheel hubs. Now you can use all standard 17 mm wheels.

World Championship Quality - The suspension uses ultra durable double A-arms. The same type of suspension used on the world's most sophisticated performance machines.

150cc Fuel Tank - Longer run times are always a plus, and the Inferno ST includes a big 150cc fuel tank for run time of up to 15 minutes. The tank features a quick-fill spring loaded top, so you can refuel while the engine is running and race around until the sun goes down.

New Wing Mount - A new rear wing mount raises the rear wing 18mm and moves it 8mm to the rear. This creates more down force for better jumping and improved high-speed handling.

New 4.6 Big Block Engine - Powering the Inferno ST Sport 2 is a big 4.6cc (.28 c.i.) pull start engine (GXR28SG). Standard engine mounts and an SG shaft now make upgrading to aftermarket engines a snap.

Full Ball Bearings - Full ball bearings throughout for maximum efficiency through the drive system.

High Performance Clutch - High performance teflon clutch shoes.

Hardened Gears - Front and rear diffs use machined, hardened steel spiral ring and pinion gears.

Perfex KT-14 - Set the end-points etc with the multifunctional Perfex 14 digital transmitter with LCD display, 12 model memory, end-point adjustment, digital sub-trim and more.

Body - Body comes complete with unique color scheme.

Hardened Components - Hardened clutch bell and spur gear standard.

Tough Truggy - Factory-assembled chassis shares the same tough characteristics and low center of gravity as the World Championship winning Inferno 777.

Tuned Muffler - Includes hand-welded manifold and tuned muffler.

Tons of Travel - Long suspension arms provide tons of travel and a super wide stance.

4WD - Shaft-driven 4WD with a long-wheelbase chassis and ultra-long suspension arms.

Inferno US Sports 2 Part # 31277SG-B

New 4.6 Big Block Engine - Powering the Inferno Sport 2 is a big 4.6cc (.28 c.i.) pull start engine (GXR28SG). Standard engine mounts and an SG shaft now make upgrading to aftermarket engines a snap.

World Championship Quality - The suspension features double A-arms, which is the same type of suspension used on the world's most sophisticated performance machines. It's adjustable and durable, so you can tune the suspension for better performance and have the confidence that it's going to hold up even under extreme conditions.

New Blue 17mm Hubs - New Anodized Blue 17mm wheel hubs. Now you can use all standard 17 mm wheels.

Endless Adjustments - The suspension and steering linkages feature tumbuckles, which allows for quick adjustments to the camber and steering toe angles. All that's needed is a 5.5mm wrench to make any adjustment on the spot - there's no need to detach or move anything to facilitate an adjustment.

Hardened Gears - Front and rear diffs use machined, hardened steel spiral ring and pinion gears.

High Performance Clutch - High performance teflon clutch shoes.

Full Ball Bearings - Full ball bearings throughout for maximum efficiency through the drive system.

Torque Rods - Now equipped with front and rear torque rods for increased durability!

Perfex KT-14 - Set the end-points etc with the multifunctional Perfex 14 digital transmitter with LCD display, 12 model memory, end-point adjustment, digital sub-trim and more.

Body - Body comes complete with unique color scheme.

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Tuned Muffler - Includes hand-welded manifold and tuned muffler.

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Hardened Components - Hardened clutch bell and spur gear standard.

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STARTING BOX

STAYING ORGANIZED

Working on an RC car is the perfect job for someone who is obsessive and/or compulsive (ahem, James...). It is necessary to stay organized when working on your car, because being organized will prevent you from losing parts or tools, wasting time, and assembling or disassembling your car incorrectly. There are a few ways to stay organized without feeling like you ought to pop prescription meds.



TOOL BOX • The best way to organize your tools and stay organized is—well, I'm sure you would have guessed—a toolbox! It's easy to misplace or lose in the shuffle the plethora of small, delicate tools that come with the RC territory. You don't need a super-fancy toolbox, but the expensive ones are nice. RC-specific pit bags and tool bins that hold everything from your tools to your cars themselves are great; however, you can also get by using a tackle-box or toolbox from the hardware store.



PARTS DRAWERS • When you're taking your car apart, make sure to have small parts drawers or cups available so when you're wrenching, you can keep all of the parts together and organized. For instance, when I'm rebuilding shocks, I designate a drawer for all the components—the springs, pistons, collars, boots, screws, and nuts—so they all stay in one place. If you have a lot of your car unassembled at one time, it is easy to confuse parts.



SCREW DISHES • An even finer subcategory of parts drawers is screw dishes. Some RC cars and trucks use teeny-tiny screws, washers, e-clips, ball bearings, diff balls, and nuts—especially mini-scale cars. They are really easy to lose, and as you'll learn in RC, the smaller the part is, the more important it probably is (RC irony is a bitch like that). If you keep tiny parts and fasteners in shallow dishes, you'll be able to keep track of them and pick them up easily.



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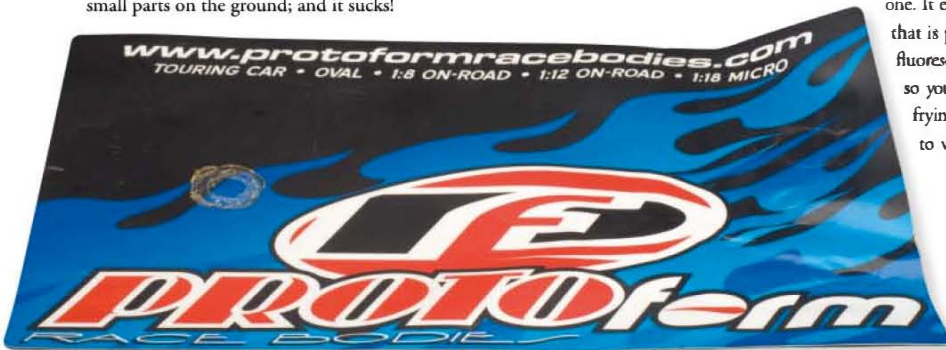
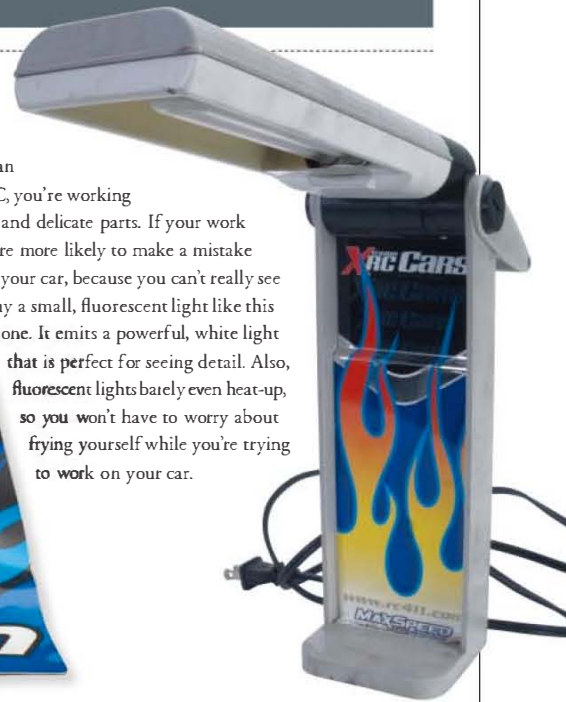
Xtreme RC Cars
official magazine of RCTV

PREP YOUR WORK AREA

When you're ready to take your car apart for the first time, you can't simply throw it down on a table and get to work. If you make a few basic preparations, the entire building and wrenching process can be made a lot easier. You'll not only save time, but the task will be less frustrating if you prepare your work area properly.

PIT MAT • It is always a good idea to work on a large, clean surface, on top of a lightly colored towel or pit mat. Why is it a bad idea to work on a dark surface? Well, most parts in RC are black or another dark color. This will make it hard to find a part or fastener if you drop it on a dark table, because it will blend in. And why work on a mat or towel at all? Two reasons: **1)** RC parts are dirty and greasy, and you don't want to mess-up your pit area, and **2)** working on a textured surface like a towel or mat prevents small round objects—like screws, nuts, and balls—from rolling off the table. Trust me, everyone in RC spends way too much time searching for small parts on the ground; and it sucks!

PIT LIGHT • Working in a well-lit environment is more important than you may think. In RC, you're working with some very small and delicate parts. If your work area isn't well-lit, you're more likely to make a mistake adjusting and tuning your car, because you can't really see what you're doing. Buy a small, fluorescent light like this one. It emits a powerful, white light that is perfect for seeing detail. Also, fluorescent lights barely even heat-up, so you won't have to worry about frying yourself while you're trying to work on your car.



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STARTING BOX

SET THE MOOD • After you've gotten out your instruction manual, gathered all your tools, and set up your work area, take one last step and get comfortable, because working on a car can be a long and tedious process. So throw on some music, start a DVD, and make sure you're in a comfortable chair. If you give yourself a pleasant work environment, you'll associate wrenching with relaxing, rather than make it a stressful chore.

LOCK AWAY THE PETS

This may seem like a totally random thing to suggest, but when you're prepping your work area, make sure to lock any and all pets out of the room. Working on your car can be a long process, and you're bound to walk away from your work station at some point to take a quick break. Animals see this as a perfect opportunity to check out what you've been working so hard on! Whether you have four stupid cats like me, who push things they know I'm fond of off the table, or a stupid dog who likes to eat everything, it always sucks when a pet messes up your progress. To avoid any pet mishaps, simply close them out, because they're sure to get into your stuff.



INITIAL MAINTENANCE CHECKLIST

When you bought your RTR, chances are you were so anxious to get it running that the last thing you wanted to do was take it apart and work on it. It's been a little while, however, and you know your car needs some TLC. The following checklist is a list of things you should check out first, because if you don't maintain your car, it won't work for long, and it will perform poorly.

Worst wanted to be the pet in the cage.

BEARINGS • If you're taking your car apart for the first time, it's a good idea to clean and re-oil the bearings, especially the ones contained in the wheel hubs and over the axle spindles, because they are exposed to the outside environment. When bearings are dirty, they become gritty and lose efficiency. To clean them, spray them out with bearing/motor cleaner and spin the bearing in your finger; repeat as many times as necessary, until the bearing spins free and smooth. After the bearings are clean, use a single drop of bearing oil on each side of each bearing, and you're good to go. Maintain your bearings frequently, every couple of weeks.



GEAR MESH • In my experience, many RTRs come with an incorrect gear mesh out of the box. If your drive gears are too tight or too loose, you could strain the engine or the drivetrain, or lose a lot of efficiency. When you're working on your car for the first time, check that the gear mesh doesn't feel too tight or too loose. When it's perfect, the gears will have just a little bit of play in them. If they fit directly together, the mesh is too tight, and if there is too much wiggle-room, it is too loose. Over time you'll learn what a good mesh feels like; it actually makes a big difference if it's set correctly.



THREAD-LOCK • This is mostly important in nitro RC, where the engine's vibration shakes things loose, but wherever a metal screw touches a metal surface, like on the bottom of the chassis or the engine mount, you need to apply a small drop of thread-lock onto the threads before you insert the screw. This will prevent screws from vibrating loose, which can be devastating if your car is traveling at 40 MPH.



SHOCKS

Your shock oil needs to be changed about once a month, especially on off-road cars. Little pieces of debris stick to the shock shaft, and when the shock is compressed, the dirt makes its way into the shock oil itself. Contaminated oil hinders the performance of your shocks, and can ruin your shocks' o-ring seals in no time. Replace the shock oil monthly, and inspect your shocks after every run. If it looks like they're leaking, you may need to rebuild them with new o-rings.



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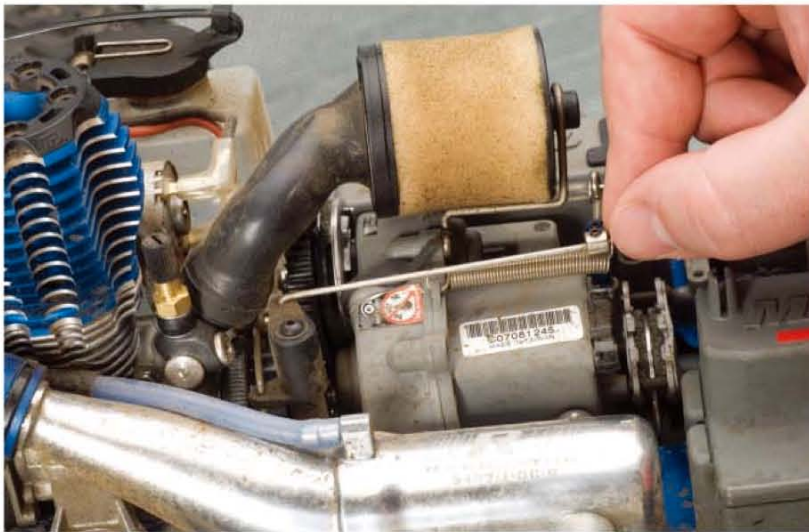
Visit the new Racers-Edge.com and receive **\$25 bucks** worth of select free goods when you use coupon code 8435 and register to receive our outstanding monthly email offers.

DIFFS

The differentials in your car need regular maintenance as well, and since you have an RTR, chances are that the diffs use cheap grease on the inside. If your gear diffs are sealed 100%, replace the grease with silicon diff oil. If you aren't sure which weight to go with, go online and download a racing setup sheet from the manufacturer's website. If you can't find any info, 5000 wt. is a good, all-around place to start. If your car uses a ball diff, take it apart and spray it with bearing cleaner. Then, rebuild it using new grease. And be careful with the diff balls; they're easy to lose.



LINKAGES • The first time you work on your nitro car, inspect the throttle and brake linkages. Sometimes, from the factory, the linkage settings are off a bit, preventing you from getting the most out of your engine or placing unnecessary stress on the servo or carb. To check the linkages, turn on your car's electrical power, remove the body and air filter, and give a full-throttle input. Look into the carb; if it doesn't fully open when the throttle is jammed, adjust the linkage so that it does, and if it's opening so much that it actually pulls the carb past full extension and moves the engine on its mount, adjust the linkage to be shorter. Linkages are a little hard to understand for beginners, but once you're familiar with how to adjust them, you'll be checking them all the time.



AIR FILTER • Chances are that the air filter is dirty and hindering the performance of the engine on your nitro car. You need to clean and re-oil the air filter every few weeks. There is a cleaner that's specific for air filters, and also an oil to apply afterwards. Keeping your air filter clean will make your engine more efficient and last longer.



WRAPPING-UP

Regular maintenance on your car is important, and the items listed here are just a few of the things you should check regularly. These are, however, the things you should do most, and the things that tend to be incorrectly set from the factory when you first get your car. Once you take your car apart a few times to work on it, it will become easy, and you'll wonder why you were ever intimidated in the first place.

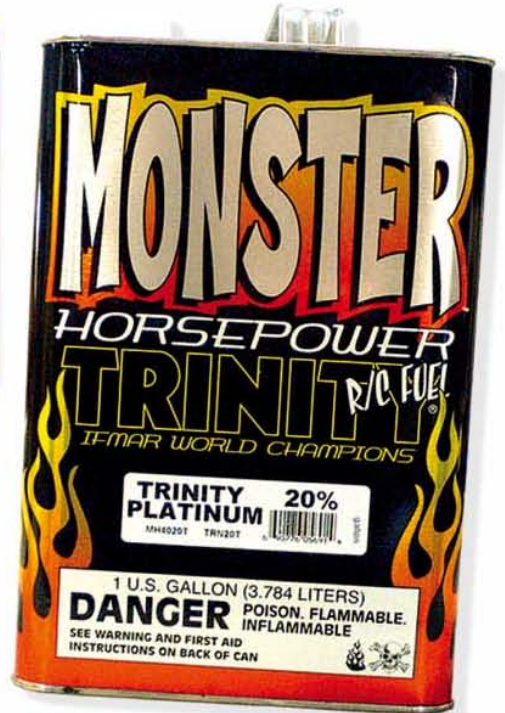
FINAL WORDS

Nowadays, you can buy an RC car off the shelf, charge a battery or fill a tank, and drive it right away. It wasn't always like that though. You used to have to build the car from scratch, buy the electronics and engine separately, and then put it all together. You even had to paint and trim a body. Nowadays, it is way more common to buy a fully-assembled and ready-to-go ride. It's convenient to be able to drive your car an hour after you buy it, but it does prevent you from learning the workings of your car. So the first time you're forced to take it apart, whether a bearing seizes or you need to replace a broken arm, it's kind of a mystery. Don't be intimidated though. In RC you ARE going to make mistakes, and if you're anything like me, you'll make them two or three times before you finally learn. So don't be afraid to take your car apart and work on it. You'll never learn to wrench or set up your car correctly unless you experiment. But if you're cautious, follow the instructions, and stay organized, you'll learn that working on your car is really no big deal—and actually a lot of fun. If you're unsure how to do something, ask around on the Internet or bring your car into the hobby shop. There are more than enough people willing to give their two cents, even if their advice may only be worth one. ⚙️

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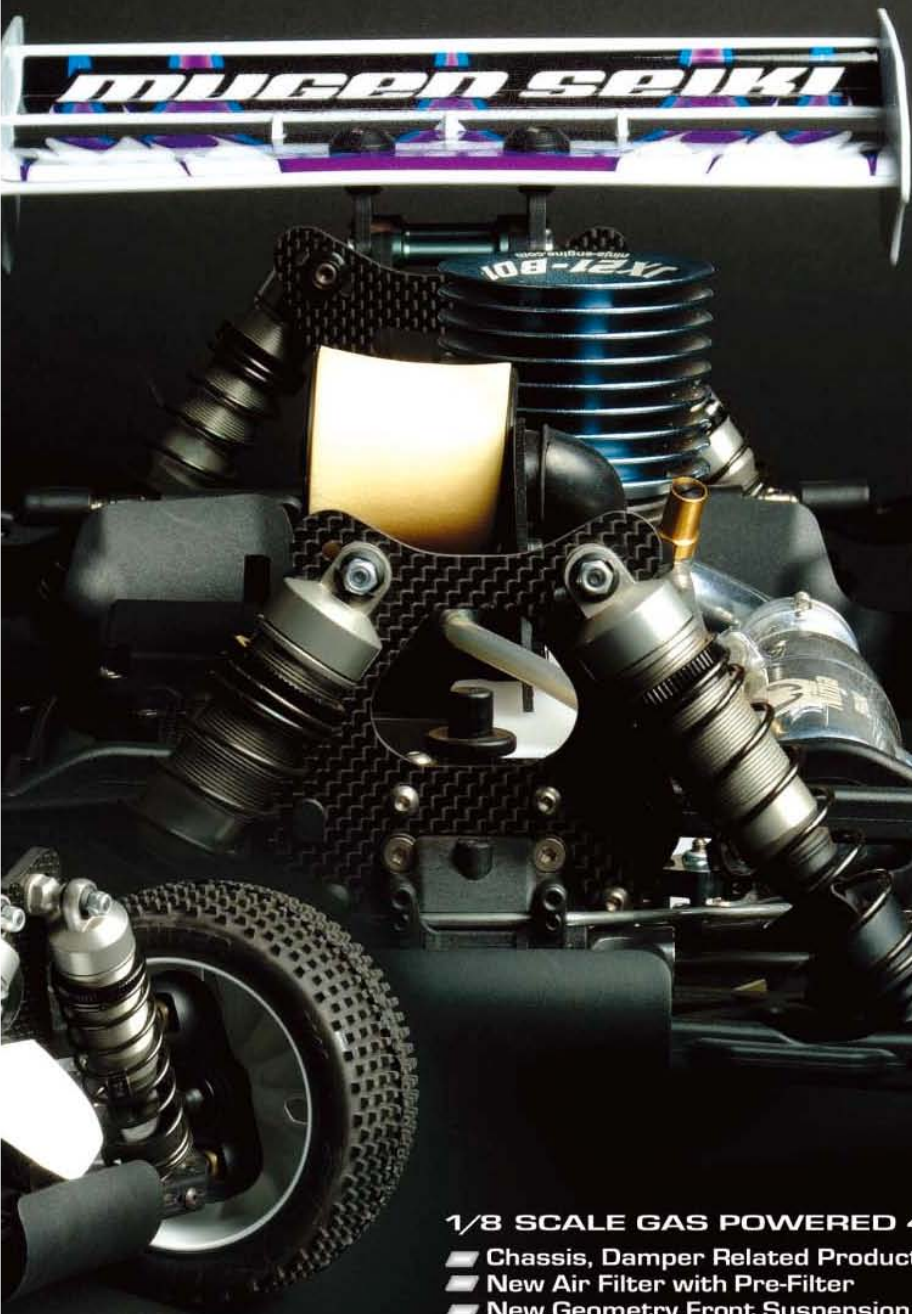
- Width : 309mm
- Wheel Base : 315~320mm
- Gear Ratio : 11.98 : 1
- Weight : N/A

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words: James Revilla

SCALING REALISM!

No more doubting, rock crawling is real. Scale rock crawling has a huge following, and Pro-Line Racing is on it. First up is their new Ambush CGR body. The Ambush will fit both 2.2" and 1.9" crawler chassis, and features a roll cage for sweet scale looks. On top of the roll cage? Their new roof rack, made from injection-molded plastic, which will work with most 1/10-scale crawler bodies. Third in their scale punch are two sets of scale accessories. One set comes with tools, the other features a winch, gas can, storage bin, and the ever-so-awesome ice cooler. These scale accessories can be used with the Ambush, or with any of your own crawler rigs. Finally, put the finishing touch with their light bar. Here's all the info; take it to your local hobby shop to get your scale rig rolling:

- Ambush CGR / Roll Cage (3292-60), \$82
 - Scale Accessory – Roof Rack (6046-00), \$16
 - Scale Accessory – Assortment #1 (6040-00), \$24
 - Scale Accessory – Assortment #2 (6045-00), \$20
 - Scale Accessory – Light Bar (6047-00), \$16
- www.prolinerracing.com



Ring It

These new Axial Racing driveshaft rings are made from anodized aluminum and are held in place with a setscrew to prevent your driveshafts from popping off the metal yokes. If you're doing any sort of competition, put these on your "to buy" list.

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Part Number: AX30501
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If Randall could live in his jeep, he would



Brad 'Bender' Dumont



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Jake Hallenbeck
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Justin Webster
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Outlaw Off-road is no newbie to R/C Crawling



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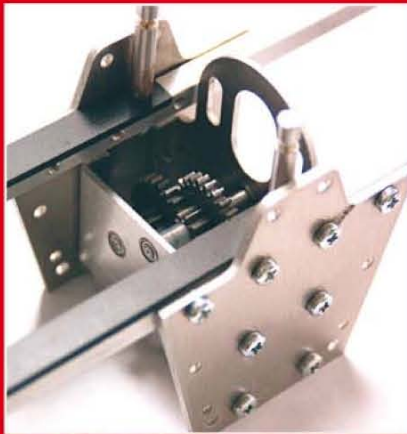
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MORE FOR YOUR CR-01

CR-01 owners can upgrade their stock molded skid plate and dampers with shiny aluminum versions from Tamiya. The aluminum skid will increase chassis rigidity and protect your transmission. The aluminum dampers feature threaded bodies (in case you want to hook up a full shock assembly), quadruple o-ring seals for durability, and coated shock shafts for smooth sailing. Comes in a set of four with all hardware.

Manufacturer: Tamiya
Part Number and MSRP: 54105 (skid) \$66 / 54109 (damper set) \$175/set
www.tamiyausa.com



PTI Racing 3-Gear Transmission

PTI Racing upgrades their Goliath platform with a new optional 3-gear transmission. The steel 48-pitch gears fit between the chassis plates, offering a lower gear reduction compared to the kit setup. The 3-gear transmission uses metal-shielded ball bearings for silky smooth operation.

Part Number: Not available
MSRP: TBA
www.ptiracing.net



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Part No. 8533

Super Duty turnbuckles make a great upgrade for your wishbone linkage. Easy pinion angle adjustment.

- (4) 3 5/8 Super Duty turnbuckles
- (1) Punisher wrench
- #31 Drill to oversize the Axial plastic

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Designed for our titanium body screws, but don't stop there. You could build an entire crawler with these 3mm threaded little babies.

- 3/4" long, 3/16" dia. post (part no. 8810)
- 1" long, 3/16" dia. post (part no. 8812)
- 1 1/4" long, 3/16" dia. post (part no. 8814)
- 1 1/2" long, 3/16" dia. post (part no. 8816)
- 2 Stand off Posts/pkg.

TITANIUM BODY MOUNT SCREWS

Wide, flat and low profile to keep your lexan from shredding.

- 3x7.4mm Custom Button (part no. 8875)
- 2 Body Mount Screws/pkg.

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Scrape, gouge and bash your way to the top. We've got the front of your rig covered.

- AX-10 Scorpion Drag Link
- 4 x 122mm (part no. 8531)
- Ax-10 Scorpion Servo Link
- 4 x 43mm (part no. 8530)
- Requires Traxxas rod ends #5347

TITANIUM SAFETY RETAINING SCREWS

Custom large button head will not allow rod ends to pop off. Never lose another link.

- 3x16 Large Button (part no. 8885)
- 2 Safety Retaining Screws/pkg.

TITANIUM ROCK GRINDER LINKS

Sleek and tough to slip over the roughest coarces

- AX-10 Scorpion (part no. 8532)
- 4 x 112mm Rock Grinder Links
- Includes two links
- Requires Traxxas rod ends part no. 5347



STAND OFF POSTS

BODY MOUNT SCREWS 3X7.4MM



SAFETY SCREWS 3X16MM

TITANIUM ROCK GRINDER LINKS TOUGH 4MM THREADS



20 SIZES TO BUILD WITH FROM 55MM TO 140MM WE RECOMMEND USING TRAXXAS ROD ENDS, PART NO. 5347



LOSI MINI TI ROCK GRINDER LINKS (4) (PART NO. 8500)
LOSI MINI ROCK CRAWLER TI TOP SHOCK MOUNT KIT (PART NO. 8501)

IN THE DIRT

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 DerekB@rc411.com.

words: Derek Buono

REMEMBER THE LITTLE GUY

While at a local race, I won't say Slash racing because I feel

like I talk about it too much, the topic of classes and where "pro drivers" should enter at a race was discussed. The Slash (oops) race we were at was open to everybody and that allowed former World and Roar Champion racers to enter Stock Slash. While many at Traxxas might not have worried about this, I did hear one racer voice his concern about this subject and I couldn't help but agree. Should a racer be allowed to enter "Expert" and "Stock?" Maybe the question really was shouldn't there be a novice or sportsman class to protect the guy who just comes out once a month to have fun and maybe have the thought or hope to be in the A-Main? One can argue, and I've made this point before, that our system is set up so you can race with the "skill level" (we call it "the main") you are at and it's a good measuring stick. The fact does remain that the average guy might never see the A-Main, and it's hard to tell them they should be happy winning the C-main, or 30th place, when they started racing a class because there were no "factory" or sponsored drivers in there, but just a bunch of friends racing each other. The lesson here for tracks is listen to your racers. While I don't think we should have a class for everybody, I do feel that protecting the new guys, or average guy is how to become a successful track. And if you are a pro, or even semi sponsored driver with ANY sort of pride, don't enter STOCK or Spec class racing. Leave that for the core of the racing population. Or at least start and only race in a **pro class**.



REVOLVER PRE-MOUNTS!

Lets face it we're all pretty lazy. Who wants to glue tires when you can have them come pre-glued and ready to bolt on? Not many, and Pro-Line has lead the way with race ready pre-mount tires. The latest is the Revolver series of tires that come in either M2 or M3 and in the V3 wide body. Oh if you forgot, they were the tires that Hara used to win the IFMAR

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IN THE DIRT



PRO-LINE-CROWD PLEASER 2.0 BODY



LUNSFORD TITANIUM TURNBUCKLES



PRO-LINE-VELOCITY V2 DISH WHEELS
& CRIME FIGHTER TIRES

OFNA HYPER 9 FINALLY HERE

We've seen the car for a long time, even had a first look not too long ago and now it's finally ready for mass consumption. The "tilted engine" buggy should be good, and it's got a new list of parts that come in the box to make it an even better value. A Pro-Line Crowd Pleaser 2.0 body, Pro-Line Crimefighter tires and V2 wheels, Lunsford Titanium Turnbuckles and 14mm shocks all make what usually is the best value in buggies even better.

www.ofna.com



LOSI SMART DIFF

Apparently the old diffs were stupid, as Losi's latest release increased the IQ of their diff. Losi explains that the diff unlocks when no power is being applied (one-way-ish?) to allow for smoother transition into corners and increased off-power steering. They have new lightweight outdrives for the center diff so the acceleration on the already insane 8IGHT is improved.

www.losi.com

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For the most part Trinity stock motors have been the fastest and therefore have dominated stock racing and spec racing. Most people don't give the Big T enough credit for creating techable motors but they have lead the battle in creating that. Brushless is creating a new problem in spec motor classes because it's harder to really tech them. Trinity saw the need and filled that void with a spec series of brushless motors that come in a beginner friendly 21.5 or 13.5 motor. The motor has marked rotors, fixed timing and a unique endbell to allow quick inspection. The great thing is while I'm talking about them in our dirt racing column the will work in any class of racing.

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THE SKINNY



FORTUNE COOKIE SAYS:

'MAN INVENTED LANGUAGE TO SATISFY HIS DEEP NEED TO COMPLAIN!'

words: Brian Skinner



THAT WARM FUZZY FEELING

2008 WAS A TOUGH YEAR. Gas prices went through the roof, everything from housing to food went up in price, and yes, our hobby suffered with slow sales and less than stellar turn outs at races. Even so, I have a warm fuzzy feeling about 2009 as we head into the New Year. It could be because the economy is coming back to reality; fuel and housing have gotten back to where they should be, and the people and the government seem dedicated to making things better. The thing that really gets me all fuzzy is how our hobby seems to be righting itself, too. Club racing is back on people's

minds, big events are looking like big events, and Traxxas again seems to have come to the rescue by creating a whole new craze with the Slash, much like it did with the T-Maxx back in the 90's. The advancements in lithium batteries and brushless technology also has people getting excited about electric RC again. Yes, all the pieces of the puzzle seem to be falling into place to make RC strong and happy in 2009, and that makes me feel good. Or maybe my warm fuzzy is just from reading about Theo getting his long lost RC10 back, or H-Ball getting the new Baja 5T at the cycling trade show. In any case, I hope that

as an industry we take a steady course and do things right to solidly place RC on the map so consumers will think seriously about our hobby. Whatever the reason, the New Year feels like it will be good for us. Now 2012 on the other hand....

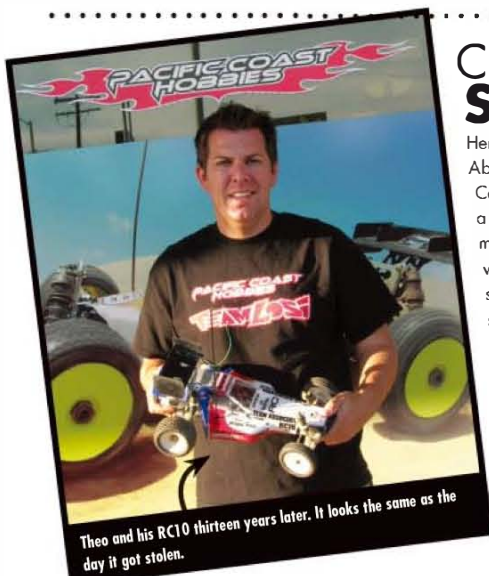
*The world is your sandbox—**ROOST it!**
Skinny*

He gets that warm, fuzzy feeling after eating Mexican food, too.

AKA: ALSO KNOWN AS TIRES THAT WORK!

It pays to be in the right place at the right time. Recently, while the Kyosho team was testing the still pre-production City-Block truggy tires at the RC Pro finals in Texas, I quietly grabbed a set when the gang wasn't looking. Little did they know I was doing my own testing to let you know what AKA has coming your way! The AKA tires, rims, and new dense foam seem to be a good combination, and they worked remarkably well on my truggy on this particular weekend and track. AKA City Block and I-Beam tires will be out by the time you read this, and will fit your MT or truggy. You might want to try them; if the K-team likes them, then they must be good.

www.raceaka.com



Theo and his RC10 thirteen years later. It looks the same as the day it got stolen.

CASE OF THE STOLEN RC10

Here's a happy ending we all can appreciate. About thirteen years ago, a then young Theo Captanis played joyfully with his pride and joy, a really cool Associated RC10 with Kinwald modified chassis. One sunny day he went to work on his dream car and found it gone, stolen...oh, the pain...oh, the horror! Filled with sorrow, he said his goodbye and moved on with his life. Fast forward to 2008; Theo is the proud owner of Pacific Coast Hobbies, one of the cooler shops around Southern California (apparently the trauma of loosing his RC10 led Theo to surround himself with tons of RC stuff...that or he made a good business decision!). One day Theo was working the counter at the shop when a customer came in for some advice. The person lifted an old RC10 onto the counter and asked for

help. Theo's eyes opened wide as he realized that the RC10 on the counter is the one he lost so many years ago. After some conversation, and some sweet talking, Theo's pride and joy was finally back in his hands and he couldn't be happier. Theo called me and told me the story. He was shocked and thrilled that his long lost love had come back. I thought I would pass the tale along; after all, it's not everyday you hear a story like this one.

HB, MTB, RC, & THE 5T

I got a midnight call from my old buddy Greg Herbold (HB), who called so he could rub it in that he got the first production HPI Baja 5T (thanks, HB, for calling me at midnight). When I woke up the next morning I was confused about my late night call from HB, so I called him back to find out what the heck he had been talking about. Well, I got the full skinny, but first a little background. Greg is a super honcho in the mountain bike world (MTB), and was the first person to win the coveted World Downhill Championships along with a slew of other titles during his long career. HB and I raced together back in the day, and we're both in the Mountain Bike Hall of Fame. We always keep in touch, especially about RC...we both love to pull trigger! Long story short: Greg was getting a celebrity roast at the world trade show for bicycles in Las Vegas for his 20 years at



Sram/Rock Shox. Sram wanted to get him something special, and knew about Greg's love for RC, so a call was made to HPI. It turned out that the designer of the new Baja 5t, Akira, was a mountain biker and a fan of HB, so it was decided that a Baja 5T—the first one to roll of the line—would go to Greg as a fitting present for such a super guy. I think it's great to see two industries get together to promote one another, and HPI did well in the bargain; as you can see by the photo, the bicycle trade show is far more attended than our little show... and a lot more fun! Congratulations HB on your 20 years in the biz, and just so you know; I just got done testing the 5T...you ready to pull 5T trigger?

BALL BUSTER...HOW DID MAGIC 8-BALL DO IN 08?

The Magic 8-Ball is the RC industry's crystal ball to foresee future events and trends. I get asked questions all the time about RC's future, and since I'm not good at predicting the future I ask the 8-Ball. Let's take a look at how the 8-Ball did in 2008.

Nov 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."
(CONFIRMED) = The short course trucks are taking off like a rocket

Sep Magic 8-Ball question: "Last year you said YES, and were busted. For this year, I ask again: will Rock Crawlers be the buzz of the Chicago I Hobby show?"

Magic 8-Ball's answer... "It is decidedly so!"
(PLAUSIBLE) = Crawlers were popular, but not the buzz of the show...nothing was the buzz of the show this year!

Oct Magic 8-Ball question: "Will gas prices ever go back to a decent price?"

Magic 8-Ball's answer... "My resources say NO!"
(BUSTED) = Gas prices are at \$1.99 right now, but nitro fuel is up about ten bucks!

Aug Magic 8-Ball question: "Magic 8-Ball, I think Jared Tebo will win the ROAR buggy Nat's—is this true?"

Magic 8-Ball's answer... "You may rely on it."
(BUSTED) = Mike Truhe won, but Tebo did jump out to the lead at the start!

July Magic 8-Ball question: "Will the current economy have an effect on the RC industry?"

Magic 8-Ball's answer... "You may rely on it."
(CONFIRMED) = 2008 was a tough year. Both sales and race attendance were down.

May Magic 8-Ball question: "Will brushless 1/8-scale buggies be the future of racing?"

Magic 8-Ball's answer... "Signs point to yes."
(BUSTED) = As of now there is no trend towards electric 1/8-scale...maybe the far future?

April Magic 8-Ball question: "Even though there are a ton of events for RC racing this year...is RC racing attendance dropping off in 2008?"

Magic 8-Ball's answer... "Without a doubt."
(CONFIRMED) = Promoters from all over have confirmed this.

March Magic 8-Ball question: "Will Traxxas build a 1/8-scale on-road car?"

Magic 8-Ball's answer... "YES...Definitely!"
(BUSTED) = Sorry to inform you, but no! Not for 2008 anyway.

Well, the Magic 8-Ball is still running about 50-50 on its answers. I think I could have done better myself on these questions. Here's a question for you: Should we keep the 8-Ball? Or chuck it in the trash?

Post your answers at RC411.com under Ask Skinny!



MY AXIAL CRAWLER LIVES!

Well, it took me six months but I finally got my rig together and just came back from a competition up in the California high desert. Man, it was a blast, and I thank Dave for getting me motivated. My crawler is still kind of stock, but I'm working on it as I learn more of what's needed (I'm still a greenhorn at crawling!). So far I've installed HPI aluminum shocks, a Novak GOAT and Brushless system, a Lunsford titanium screw kit, and Panther's new crawler tires. To top it off, I put on a Pro-Line body painted by Dark Identity to make her sweet looking. The competition I went to had 80+ drivers, and it was so relaxing, I can't wait until the next one...y'all should give crawling a try. While I'm thinking about it, I want to thank the following companies for helping me out; they really know their stuff when it comes to rock crawling: Axial, Pro-Line, Novak, John from HPI, Lunsford, MaxAmps Batteries, Panther, and Wade from Dark Identity (for the paint job and coaching). Thanks, guys. I'll see you on the rocks!



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.

HB
By: hpi-racing

12x

THE BEST JUST GOT BETTER

12x DIMENSIONS:

- Chassis length: 276mm
- Width: 172mm
- Height: 51mm
- Wheelbase: 198mm
- Chassis weight: about 212g
- Drive system: direct drive 2WD
- Full ball bearing

66260 HB 12x Kit

HB 12x Features:

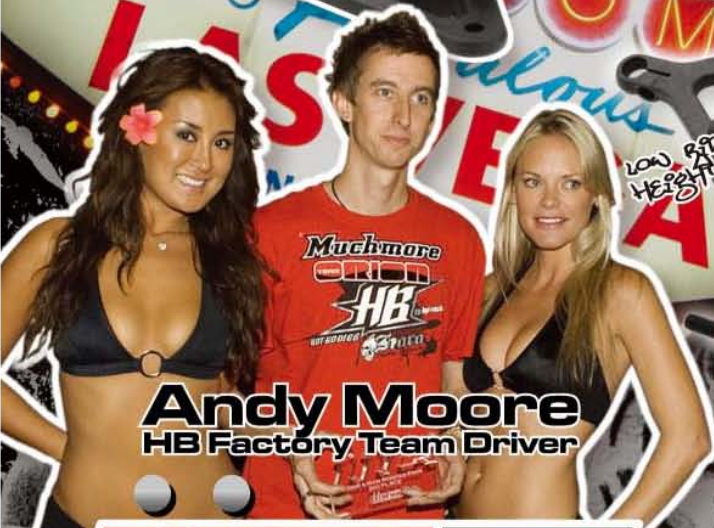
- Carbon Graphite Parts (chassis, lower pod, friction damper plate and rear axle shaft)
- Aluminum Parts (motor mount, bulkhead, rear hubs (right and left), shock and front T-bar mount)
- Full ball bearings
- FRP Front cross brace
- Carbide diff ball
- Large diff plate
- Large diameter wheel
- Large bumper
- Aluminum shock (bladder type)
- Easy adjust front caster
- Metric size screws
- Easy battery holder
- Offset body mount

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CARBON AXLE

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HB Factory Team Driver



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- 67772 ○ (White/Rock Crawler)
- 67780 ● (Blue/Rock Crawler)

CODE
● SOFT
○ MED
● HARD

1/8 RACING TIRES

Lock down some serious performance with the all new HB tires. Brake later, accelerate earlier and corner harder with our ground braking new compounds! If you want to maximize grip on the track you need these tires!



PROTO

- 67744 ● (RED / 1/8 BUGGY)
- 67745 ○ (WHITE / 1/8 BUGGY)

MEGABITE

- 67758 ● (RED / 1/8 BUGGY)
- 67761 ○ (WHITE / 1/8 BUGGY)
- 67771 ● (BLUE / 1/8 BUGGY)

BLOCK

- 67769 ● (RED / 1/8 BUGGY)
- 67756 ○ (WHITE / 1/8 BUGGY)
- 67759 ● (BLUE / 1/8 BUGGY)

KHAOS

- 67757 ● (RED / 1/8 BUGGY)
- 67760 ○ (WHITE / 1/8 BUGGY)
- 67770 ● (BLUE / 1/8 BUGGY)

CODE
● SOFT
○ MED
● HARD



HB DISH WHEEL
67423 (YELLOW/4PCS)

HB DISH WHEEL
67427 (WHITE/4PCS)

BIG WHEELS

HB wheels utilize the maximum diameter allowed under the current rules and regulations. This makes for quicker response from the tires due to less side wall flex. We formulated our plastic to be the perfect balance between rigidity and pliability, giving them impact resistance and flexion in the jumps and bumps yet maintain rigidity in the corners!



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LOSI 8IGHT 2.0

OCHO DOS



words: [Brian Kinney](#) | photos: [Carl Hyndman](#)

THE FIRST TIME I SAW THE VERSION 1 LOSI 8IGHT BUGGY ON THE TRACK TWO THINGS CAME TO MIND. First, if there was ever a 1/8 scale buggy that reminded me of a factory works 250cc 2 stroke MX bike this was it. I wasn't sure if it was the clutch, chassis, or drive train, but the car had a definite rip that the factory Hondas I used to tune were famous for. Second, I knew at a glance that this car was going to raise the bar in the 1/8 buggy arena. Fast forward a year later and it seems that although the 8IGHT 1.0 might have had its teething problems with durability, it definitely proved a lethal weapon in the hands of capable drivers. When asked if I'd like to test the 8IGHT 2.0 buggy I jumped at the chance. All the excitement proved well founded when I finally put rubber to dirt at Revelation Raceway. With the help of Derek and a few Losi aficionados, I was able to put in some great laps, air out some jumps, and learn how to drive an 1/8 scale buggy all over again.



Seven more and I'll be the 8-8.

LOSI 8IGHT 2.0

PART #: LOSA0804
STREET PRICE: \$650 (Kit only, price may vary)
PRICE AS TESTED: \$1,969 (includes all test gear)
SETUP TIME: 2-3 hours (includes break-in time)
EXPERIENCE LEVEL: Intermediate - Advanced



Our magazine used to be numbered X.X back in the day.

02

TFT (Tuned Flex Technology) hard black anodized chassis with longer wheel base.

Larger vented brake discs, along with 2mm brake plates.

25% lighter, billet CNC shock towers; black on black is the new color scheme.

01

New cab forward body design that enables the engine to get maximum cooling.

Revised radio tray design w/ included hump pack or flat battery compartment covers.

03

VEHICLE INFO

01 PUSH IT OUT • One of the subtle changes that made the biggest difference was the position of the servo. Some may be aware that the previous car liked to eat cheap servos for lunch, and it turned out that the servo was in some strange harmonic vibration distance and caused major issues with the throttle. Most will breathe a sigh of relief that the servo has been moved away from the engine, which according to Losi has all but eliminated the issue.



...if there was ever a 1/8-scale buggy that reminded me of a factory works 250cc 2 stroke MX bike, this was it..



02 EXTENDZ FOR THE CHASSIS

We've all seen the ads for pills that make things bigger. Well, the 2.0 has taken some pills and the result is a longer chassis. That length gives the 2.0 more forgiving handling that makes it easier to drive. We also love that the new chassis is "business block!"

03 BIGGER PINS • The suspension got a mild massage, and that included the happy ending. Any issues the previous car had have been addressed with the 2.0. The rear hubs have new camber link position and new 3.5mm outer hinge pins that should stand up to more abuse.



CHASSIS

LAYOUT: Stamped aluminum with aluminum braces
THICKNESS: 4.0mm
MATERIAL: CNC 7075-T6 aluminum
TANK CAPACITY: 125cc

SUSPENSION

TYPE: 4-Wheel independent
TURNBUCKLES: Titanium
STEERING: Dual bellcrank with built-in servo saver
SWAYBARS (F/R): 2.3mm/2.3mm

SHOCKS

BODIES: Threaded aluminum
DAMPING (F/R): 40wt. / 25wt.
PISTONS (F/R): 54mm / 56mm
SPRINGS (F/R): 4.4 lbs, silver / 3.1 lbs, green

DRIVE TRAIN

TYPE: 4WD center shafts
DIFFERENTIAL: Gear (3)
DIFF. FLUID: (F/C/R): 5,000-wt. / 5,000-wt. / 2,000-wt.
AXLE TYPE: Universal
TRANSMISSION: Single-speed
SPUR GEAR MATERIAL: Hardened steel
CLUTCH: 4-shoe adjustable
BEARINGS: Rubber/Teflon shielded

GEARING

CLUTCH/SPUR: 13/48
GEAR RATIOS:
PRIMARY: 3.69:1
INTERNAL: 3.30:1
FINAL: 11.98:1

BODY, TIRES & WHEELS

BODY: Blue XBT
TIRES (F/R): Eclipse Buggy
DIAMETER/ WIDTH: 4.385" in. x 1.685" in.
 (111.4mm x 42.8mm)
HEX SIZE: 17mm
WHEELS: Losi

DIMENSIONS

WEIGHT: 7 lbs., 7 oz. (3,379g)
TRACK WIDTH (F/R): 12.35 / 12.35 in. (415 / 415mm)
WHEELBASE: 12.87 in. (327mm)
RIDE HEIGHT: 1.06 - 1.14 in. (27mm / 29mm)

TESTING

I tested the 8IGHT 2.0 at SoCal's own famous Revelation Raceway. The track design was well thought out and offered some interesting obstacles. It was perhaps a bit too easy, but definitely fast and fun as well. One of problems testing at this particular track is that it doesn't seem to hold on to the moisture very well. The track goes from overly wet to perfect to dusty in the span of about 20 minutes, so there is a very small window of "perfect conditions." It can prove to be difficult to get a car set up for a 15 min. track session, as the car could ultimately require three different chassis setups to perform properly. However, we were able to evaluate the 2.0 in a wide variety of track conditions using stock kit settings, and we really got a feel for the wide range of terrain the setup will work with.

ACCELERATION AND SPEED • I gave the 8IGHT 2.0 high marks in this department due to the explosive power this car puts to the ground. While this was no easy feat, the marriage of outstanding clutch performance, lightweight drive train, and correct suspension geometry delivered performance that is unmatched. Granted you will want a top-notch powerplant to compliment this excellent chassis, but once mated to a decent engine the 8IGHT 2.0 will never need to back down from any obstacle put in its path.

Rating: 10/9.5

BRAKING • Losi has a bit of a unique take on the braking system on the 2.0. Where most manufacturers use fiber pads and metal rotors, Losi has incorporated thick fiber rotors on metal pads. This proved a winning combo during the test. Aside from some initial break-in and adjustment the brakes provided some of the most linear feeling stopping power I've ever felt, and that made adjustments in the air easier too. It's very easy to have a "bad brake setup," but this one was very, very good.

Rating: 9.5

LOW-SPEED • The 2.0 seemed to get along quite well in the tight stuff once we got the initial suspension settings dialed in. I had trouble with a little off-power steering at first. The car seemed to push until it slowed to the speed it liked then rotated quite quickly. With some ride height adjustments and a little droop tweaking the car was infinitely better and could initiate a corner much sooner without the dreaded snow plow effect. The previous version was like riding a knife-edge along the track. The suspension and geometry revisions have mellowed out the car, but it still retained that immediate response that Losi is known for. Now it's just easier to drive.

Rating: 10

HIGH-SPEED HANDLING • One of the worries with a car that handles so sharp is that when the conditions change to lower traction, it's a handful to drive. The Losi maintained a pretty consistent feel even when the track changed. As I mentioned earlier, the track conditions changed like the weather on a crab boat, yet the Losi seemed able to deal with it and not become too hard to drive.

LOSI 8IGHT 2.0



TEST GEAR

RADIO:	JR Z-1w/Spektrum DSM module, JRP374075 /\$270 w/ SPM1113/\$110	
RECEIVER:	Spektrum Pro DSM, SPM1205 /\$90	
STEERING SERVO:	JR High speed, JRPS29100S, \$140	
THROTTLE SERVO:	JR High Torque, JRPS29100T, \$140	
ENGINE:	GRP .21 buggy, LOSR2000, \$360	
PIPE:	GRP EFRA 2053 Tuned Pipe LOSR2049, \$108	
RECEIVER PACK:	Dynamite 6V, DYN1451, \$29	
FUEL:	Losi Nitrotone 30%, LOSF0130, \$34/gallon	
TIRES (F/R):	Eclipse Buggy Tire w/Foam, LOSA7769, \$19/pair	

CONTACT

TEAM LOSI:	DISTRIBUTED BY HORIZON HOBBY	www.losi.com
SPEKTRUM:	DISTRIBUTED BY HORIZON HOBBY	www.spektrum.com
DYNAMITE:	DISTRIBUTED BY HORIZON HOBBY	www.dynamiterc.com
JR:	DISTRIBUTED BY HORIZON HOBBY	www.jr-radios.com
GRP:	DISTRIBUTED BY HORIZON HOBBY	www.losi.com/engines

Good thing we didn't use letters to count.



SEVEN SMOOOOTH OPERATORS



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PERFORMANCE TEST

The 2.0 was very easy to drive fast and didn't seem upset by anything other than my mistakes. I thank the longer chassis for making it so forgiving yet retaining the aggression.

Rating: 9.5

ROUGH-TRACK HANDLING • The boys at Losi spent a lot of time finding the right setup for the 2.0 and I felt that it had a good balance of smooth track stability and rough track bump ability. The big bore shocks performed extremely well and made the rougher section feel like just another straightaway. The 2.0 always seemed able to literally tear through rutty sections and not waste forward momentum with unnecessary suspension movements. It literally floated over the rough stuff and dug in when needed.

Rating: 9.5

JUMPING • Like I said previously, this car has Rip! It shined exiting corners and blasting over triples; it hooked up and launched with a very neutral feeling in the air. I never had to make much correction once the car left terra-firma. It landed flat and level with a cushy finish and very little rebound effect – it was a joy to air out! I found myself looking for unique hits to existing jumps every lap. (Derek, the double, double, quad is possible with this car!)

Rating: 10

WRENCHING

MAINTENANCE • Straight forward thinking overpowers over-engineering almost every time, and the 2.0 is no exception. I love the indexed engine mounts, low profile air filter with front support, threaded shock bodies, and super clean radio tray. One big gripe I have though is the insistence on American standard fasteners. C'mon Losi, get with the program! These days metric is king, and if you and another certain company would finally make the switch we could all shed an easy three pounds of tools from our toolboxes!

Rating: 9

WEAR AND TEAR • I only experienced two issues with the car during our test outing. The first was during a high speed mishap resulting in a cartwheel down the track; the small insert that fits in the servo horn moved a few teeth. It was easily corrected although I suspect it will happen again. Seeing that this could easily cause a DNF I recommend replacing the servo horn with one dedicated to your brand of servo. The second issue was that initially the brake system required a

bit of attention. After the first couple of sessions on the track the pads and rotors seated in and allowed for some slack in the system. This caused the brake actuating arms to go over center and initiate severe intermittent drag. The solution was a simple reset of the pads against the rotors back to factory recommended settings.

Rating: 9

TUNING • When I first threw the car on the track I had high expectations. I was told the chassis was race ready out of the box, and I was determined to verify this claim by running it "as is." Well, the thing was a mess. It pushed into corners like a 78 Buick: unbalanced, with a tendency for the rear to pass the front. I headed right back to the pits to give the chassis the proper setup TLC it required. Setting the ride height, droops, and cambers and giving it a bit of front toe-out were just what the doctor ordered. The next session was night and day different. There are adjustments aplenty, and aside from the brake pads being a bit difficult to adjust without removing the center diff, I'd say the car is as easy to adjust as any I've owned.

Rating: 10

CONCLUSION

Losi, (Team Losi at the time) can be loved or hated for changing the design of 1/8-scale buggy racing. Their "different" approach to the class made every other company rethink its car. The 2.0 adds to the 8IGHT allure. It's faster, it's more durable, it handles better, and the all black factory treatment makes you feel special just sitting in the pits. We're not sold on the claim that the roller is setup perfect out of the box (because it isn't!), but with a few minor changes and adjustments the 2.0 will devour the track and make you look like a factory driver. ☉

LOSI 8IGHT 2.0



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Best in class in the "Rip" dept!
- Lots of extras included in the kit (springs, sway bars, & some hoody tools)
- Improvement on an already winning package

MISSES

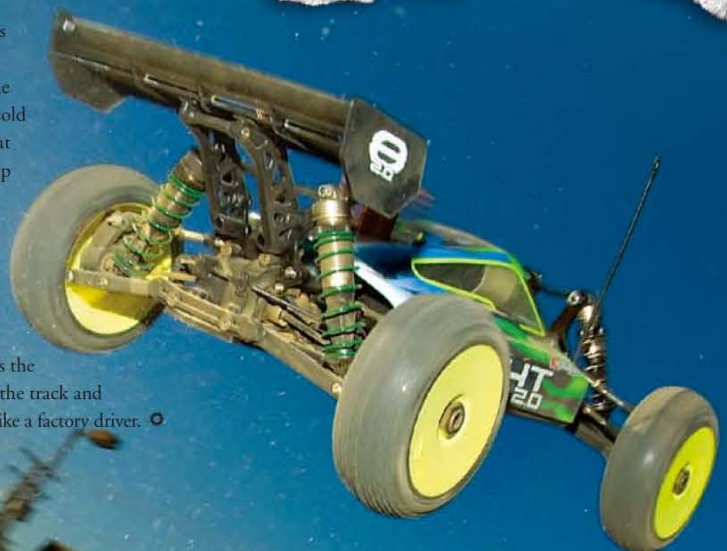
- Servo adaptor seemed a bit weak
- "Race roller" doesn't necessarily mean "race ready"
- Not available in kit form

MAIN COMPETITION

Kyosho MP9, Mugen MBX6, Associated RC8

WHO IT'S FOR

Intermediate to Expert racers





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	HITEC MODEL	HITEC PART #	DESCRIPTION	TORQUE 4.8 6.0V OZ./IN.	SPEED 4.8 6.0V SEC.	BEARING TYPE	GEAR TYPE	SIZE L x W x H	WEIGHT OZ.
ANALOG DIGITAL	HS-5055MG	35055S	ECONOMY DIGITAL FEATHER	17 / 21	0.17 / 0.14	NONE	METAL	0.89" x 0.45" x 0.94"	0.33
	HS-5065MG	35065S	HIGH TORQUE FEATHER	25 / 31	0.14 / 0.11	TOP BB	METAL	0.92" x 0.45" x 0.94"	0.42
	HS-5085MG	35085S	PREMIUM DIGITAL MICRO	50 / 60	0.17 / 0.13	TOP BB	METAL	1.14" x 0.51" x 1.18"	0.77
	HS-5245MG	35245S	DIGITAL MINI	61 / 76	0.15 / 0.12	DUAL BB	METAL	1.27" x 0.66" x 1.21"	1.12
	HS-55	31055S	ECONOMY FEATHER	15 / 18	0.17 / 0.14	NONE	NYLON	0.89" x 0.45" x 0.94"	0.28
	HS-65MG	32065S	MIGHTY FEATHER	25 / 31	0.14 / 0.11	TOP BB	METAL	0.92" x 0.45" x 0.94"	0.44
	HS-82MG	32082S	STANDARD MICRO	39 / 47	0.12 / 0.10	NONE	METAL	1.17" x 0.47" x 1.16"	0.66
	HS-225MG	32225S	MIGHTY MINI	54 / 67	0.14 / 0.11	TOP BB	METAL	1.27" x 0.66" x 1.22"	1.10



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LOSI
8IGHT 2.0

SCALE POWER TYPE DRIVE
1:8 NITRO 4WD

We could go binary and really mess your order up.



POWERPLANT INFO

The GRP .21 engine we used came as a racer kit (engine and pipe together). The exhaust incorporates a unique fastening system to link the header to the pipe body. Gone are the pesky micro springs and silicone gaskets. Just a simple insert and twist and the pipe components are mated with no leakage whatsoever. The engine itself is top notch and aside from the typical race engine brake in headaches, runs very well, holds its tune perfectly, and puts out a ton of power. This baby has legs so hold on!!



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:	GRp .21 Buggy Tuned Line
BORE AND STROKE:	0.641 in. x 0.661 in (16.27mm x 16.79mm)
DISPLACEMENT:	.21 ci (3.49cc)
FUEL:	30% Race
PIPE:	GRP
PLUG:	GRP
PEAK X-DYNO HP*:	1.48 @ 23,400rpm
PEAK X-DYNO TQ*:	65.46 oz.-in. @ 22,400 rpm
PEAK X-DYNO RPM:	41,000
AVERAGEHP:	0.96
AVERAGETQ:	40.71 oz.-in.
POWER FACTOR	
LOW END (HP/TQ):	0.68 / 43.85
TOP END (HP/TQ):	1.11 / 39.30
CORRECTION FACTOR:	1.063

*All numbers are SAE corrected

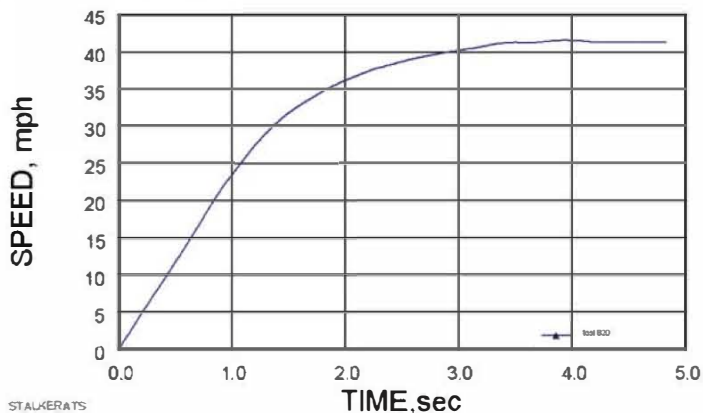
NEEDLE SETTINGS

HIGH:	2-3/4 turns out from flush
LOW:	Flush
MID:	NA
OPERATING TEMP:	200-300 °F

PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 1.92 sec. @ 35.6mph
TOP SPEED: 41.58 mph @ 175 ft.
AVERAGE RUN TIME: 6 minutes



STALKERATS

TEST CONDITIONS

WEATHER:	Clear calm evening
TEMP/HUMIDITY:	72° F/45%
BAROMETRIC PRESSURE:	29.62 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Supercross-style, semi dry, powdery

HANDLING

TURNING RADIUS:	3 Ft.
ON POWER:	Neutral
OFF POWER:	Slight understeer

BRAKING

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

Wait a minute - we wouldn't know how to count in binary either.



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Ok, the "Escape from New York" reference is stretching it a bit.

VENOM RACING GPV-1

SNAKE PLISSKEN'S RIDE

1:8



2WD

words: James Revilla | photos: Jason Boulanger & Carl Hyndman

Touring cars, 2WD buggies, 4-wheelers, racing trucks, truggies, muggies, monster trucks, rock crawlers, scalers—they are all available in RC, and they all share one similar feature: four wheels. But what about the other wheeled vehicle, the motorcycle? Every so often someone comes out with one, and this time around the Venom Racing GPV-1 1/8-scale has its turn representing the 2-wheelers. Billed as a “race level” motorcycle, the GPV-1 will surprise you with the features it packs underneath that Lexan shell.



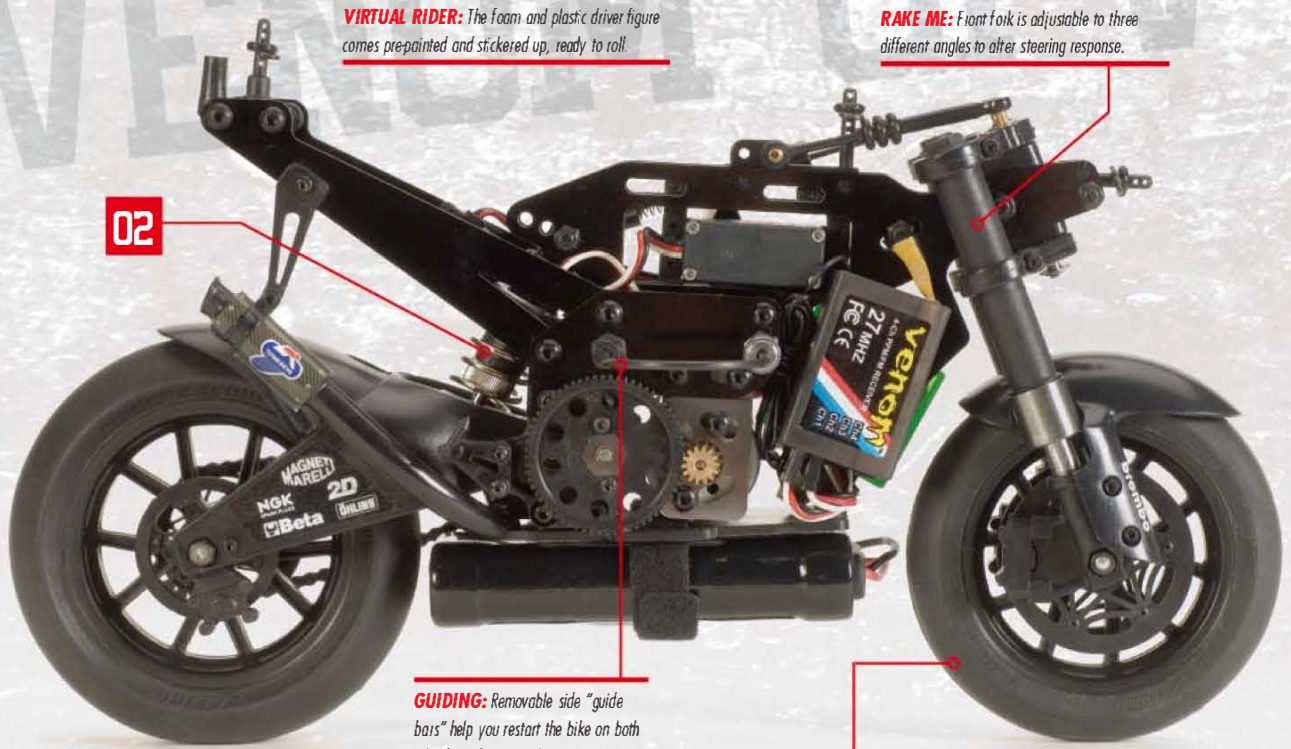
I could have referenced the old school M.A.S.K. villain's first name.

VENOM RACING GPV-1

PART #: VEN-0105
 STREET PRICE: \$240
 PRICE AS TESTED: \$240
 SETUP TIME: 1 hour
 EXPERIENCE LEVEL: Intermediate to Adv.

SCALE	POWER	TYPE	DRIVE
1:8			2WD

Or something G.I. Joe, but then again that was about cobras.



VIRTUAL RIDER: The foam and plastic driver figure comes pre-painted and stickered up, ready to roll.

RAKE ME: Front fork is adjustable to three different angles to alter steering response.

02

GUIDING: Removable side "guide bars" help you restart the bike on both wheels in the event that you tip over.

SLICKED OUT: Slick racing tires are standard equipment, and are upgrade-able to softer compounds.



01

LOW POWER: The GPV-1 positions the motor and battery as low as possible for a low CG.

03

VEHICLE INFO

01

THE DIRECTIONAL

The GPV-1 uses a semi-direct servo to steering setup. I use the word "semi" because the linkage is fixed by two pushrods, but the pushrod on the servo side uses two springs to dampen the steering to give it less "twitch" when the front wheel encounters rough or bumpy surfaces. The servo mount fits both mini and standard-sized servos, in case you choose to upgrade in the future.



CHASSIS

LAYOUT: Plate frame with molded bracing
THICKNESS: 1.5mm
MATERIAL: FRP

SUSPENSION

TYPE: Front inverted fork, rear shock-equipped trailing arm
TURNBUCKLES: None
STEERING: Single pivot
SWAYBARS (F/R): None

SHOCKS

BODIES: Plastic
DAMPING (F/R): 35wt. / 35wt.
PISTONS (F/R): #34 / #2
SPRINGS (F/R): Silver / silver

DRIVE TRAIN

TYPE: RWD chain
DIFFERENTIAL: NA
AXLE TYPE: Straight shaft
TRANSMISSION: Single speed
SPUR GEAR MATERIAL: Plastic
BEARINGS: Metal-shielded ball bearings

GEARING

CLUTCH/SPUR: 14/64, 05-module
GEAR RATIOS:
PRIMARY: 4.57:1
INTERNAL: 2.6:1
FINAL: 11.8:1

BODY, TIRES & WHEELS

BODY: Venom Racing GPV-1
TIRES (F/R): Venom Racing V5 hard compound
DIAMETER/WIDTH: 3.1 in. x 0.6 in. (79mm x 17mm) / 3.4 in. x 0.9 in. (87mm x 23mm)
HEX SIZE: NA
WHEELS: Venom Racing

DIMENSIONS

WEIGHT: 1 lb., 5 oz. (597g)
TRACK
WIDTH (F/R): 2.89 in. (73.5mm)
WHEELBASE: 7.4 in. (188mm)
RIDE HEIGHT: 0.74in. (19mm)

...WITH MORE TUNING ADJUSTMENTS THAN SOME TOURING CARS, YOU'RE WELL ABLE TO SET HER UP FOR A KILLER RIDE...



02

PROFESSIONAL SHOCKER

Talk about pro—on the rear end of the GPV-1, you'll find a trick aluminum shock. The anodized shock body is threaded for fine-tuning the preload, and it is oil filled, allowing you to alter suspension characteristics by changing oil, piston, and shock position. O-ring seals keep the damping fluid in its place.

03

SPINNING CHAIN

A genuine metal chain drives the rear wheel, just like on full-scale motorcycles. Chain tension can be adjusted by moving a molded tensioner cam located near the main gearbox area. The metal chain resists stretching out over time and should keep this part of the bike running trouble-free. Ball bearings support both wheels for less rolling resistance.



"Smoke in the Eagle's Shadow" references would most likely stump everyone.

TESTING

No tracks, no candy stripes this time around; instead we went to a large open drive test. We found a suitable parking lot at a local public park (with enough room and not too many parking islands), and I brought along the stock battery and a small LiPo for some investigative fun once the standard battery of testing was completed.

ACCELERATION AND SPEED •

Acceleration with the stock 370 motor didn't happen in a flash. We had some slight difficulty launching the bike from a dead standstill during radar testing; however, once the bike got going, top speed was manageable considering the stock electronics. In the manual that comes with the bike, Venom Racing suggests the option of upping the ante by replacing the stock motor/ESC with a micro brushless combo. Seeing as how the GPV-1 preferred to run at higher speeds, this upgrade might be worth considering.

Rating: 7/8

BRAKING • The stock 370 motor and ESC give the GPV-1 enough braking power to lock up the rear wheel. Since this is only a two-wheeled vehicle, braking too heavily results in a skid, so it was important that I used the brake sparingly during testing. Any amount of braking reduced the bike's forward momentum, allowing the weight of the bike to lean to the side quicker, so steering response naturally increased whenever I had to brake.

Rating: 9



LOW-SPEED • Low speed handling with only two wheels is a tricky affair. Because the GPV-1 uses a fixed driver position, any direction other than straight causes the weight of the rider to lean towards the apex, so you really have to be quick with the steering inputs to keep the bike upright. The GPV-1 is very sensitive to steering inputs, and I had to do a little "radio magic" with the transmitter's steering curve settings to calm it down a bit. Just like riding a real bike for the first time, don't expect to stay on two wheels without some practice.

Rating: 7

VENOM RACING GPV-1



RTR GEAR

RADIO:	Venom Racing VR3T, 3-channel FM	
RECEIVER:	Venom racing PPM/FM 4-channel	
STEERING SERVO:	Venom Racing VEN-8270	
SPEED CONTROL:	Venom Racing V-Series 18R	
MOTOR:	Venom Racing Fireball Micro 370	
BATTERY:	Venom Racing 1200mAh Ni-MH	

CONTACT

VENOM GROUP INTERNATIONAL: www.venom-racing.com

We received a green and red version of the GPV-1.



BACK 2 BACK

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PERFORMANCE TEST

HIGH-SPEED HANDLING • With the Fireball 370 motor revving at its high end, the GPV-1 got moving at a decent rate. Maneuvering at higher speeds was definitely more forgiving, as the GPV-1's forward momentum helped keep it balanced and controllable. Steering sensitivity was still very responsive, and the increased velocity actually helped calm down the steering response. The GPV-1's suspension soaked up the random bumps and cracks in the surface and didn't wander much, given that the steering linkage had built-in damping of its own.

Rating: 8

WRENCHING

MAINTENANCE • Two body clips hold the rider and upper body in place, and the front fairing comes off once you unscrew the guide bars. With the chassis bare, it is evident that Venom did some planning here, as each vital component is easily accessible. The ESC and receiver sit unobstructed on either side of the center frame. You can pull the steering servo, motor, or rear shock from the bike by removing only two screws. Chain tension and gear mesh are also externally adjustable. Even tuning adjustments such as front rake and wheelbase are easily accessible. With the exception of the servo horn, the rest of the bike uses hex hardware throughout. Contrary to the small confines that are typical of a bike, the GPV-1 gives you the ability to wrench and maintain with ease.

Rating: 9

WEAR AND TEAR • Our test bike came with a pair of standard hard-compound V5 slicks. The driving surface was semi-smooth asphalt, but it still had an abrasiveness to it; the GPV-1 tires held up fine. When powered by the kit electronics, the hybrid-glass chassis frame was able to handle dead-straight curb hits (I just admitted that I drove straight into a curb a few times) and continue to run. The guide bars saved the Lexan body from scrapes and scratches, and if you managed to flip

or tumble the bike, the most damage you would get is a scuffed driver figure.

Rating: 8

TUNING • With the GPV-1, Venom Racing made sure to represent the "racing" part by giving the chassis tons of tuning choices, so if you're a tinkerer, you'll welcome the opportunity. You can adjust shock dampening, front and rear ride height, rake angle, wheelbase, gear ratio, steering pivot position, and more. Even rear droop is adjustable! Venom Racing even included tuning tips and setup sheets in the instruction manual. With more tuning adjustments than some touring cars, you're well able to set her up for a killer ride.

Rating: 10

CONCLUSION

I'll be honest—the GPV-1 isn't for the freshest of the fresh—speaking in terms of newness to the hobby. You'll need some background in driving RC before you take on the bike, since it requires a driving style that emphasizes pinpoint accuracy and quick response—something that first-time hobbyists wouldn't have a grasp on as of yet. On the other hand, that's what this bike was designed for. Venom Racing bills the GPV-1 as a bike "designed with die hard racers" in mind, and you can tell by the number of features they packed into the frame, especially the tuning options. These options allow seasoned RC drivers the ability to tune at will, tailoring the bike's responsiveness and performance to their driving styles. I only wish that it had a more powerful motor as standard equipment. It was fun driving as is at speed, but I'm sure it would be more fun with more speed. If you're looking for a 2-wheeled machine that is set for some serious riding, take the GPV-1 for a spin around the block. ⚙️

VENOM RACING GPV-1



SCORECARD

SCALE RATING: 1=P.OOR 10=EXCELLENT

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

HITS

- Stable at top speed
- Lots of tuning adjustments
- Can use standard-sized electronics

MISSES

- Needs more low-end power
- Sensitive steering
- High learning curve

MAIN COMPETITION

Kyosho Hanging-On Rider

WHO IT'S FOR

Cycle fans who want realistic RC biking and tinkering



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VENOM RACING GPV-1

SCALE	POWER	TYPE	DRIVE
1:8			2WD

IT'S IN THE DETAILS

I brought along a small, 750mAh 7.4v 2-cell LiPo to see if it would make a difference in how the GPV-1 performed. With the extra speed you get from a LiPo, the GPV-1 picked up on top speed, and the extra voltage on the low end gave it a noticeable boost in pickup speed. Most of the LiPo settings were kit spec, but I made a few small changes in order to keep the GPV-1 controlled with the added power.

I refrained from bringing out the Testor's paint set.



POWERPLANT INFO

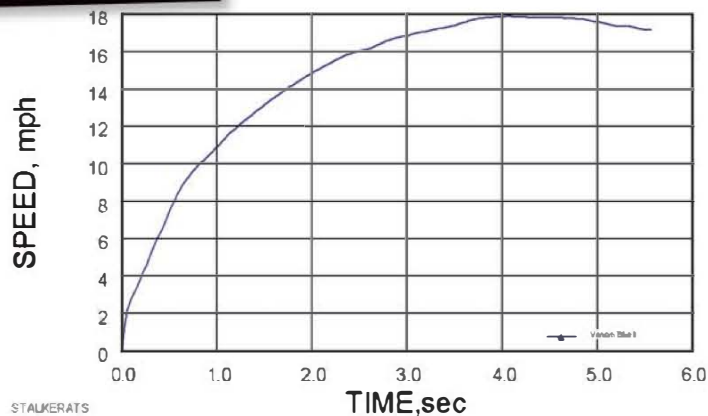
The kit-included motor is a Venom Racing Fireball 370. This small motor features a closed can design, with locked timing and internal brushes and springs. With the kit 7.2v Ni-MH battery pack, the GPV-1 had satisfactory acceleration and speed. It felt a little soft at the low end, and, getting a straight, smooth pull from a dead start was a little bit of hit or miss during radar testing. Switching to LiPo didn't give the GPV-1 a sudden ballistic burst of power, but it did up both low-end response and top speed to the point that the bike was much easier to drive.



PERFORMANCE INFO

ACCELERATION CURVE

0-60 FT: 3.2 sec. @ 17.1 mph
TOP SPEED: 17.8 mph @ 79.5 ft.
AVERAGE RUN TIME: 7 minutes



STALKERATS

TEST CONDITIONS

WEATHER: Sunny and mild
TEMP/HUMIDITY: 72°F / 46%
BAROMETRIC PRESSURE: 29.97 in.
ALTITUDE: 652 ft.
TRACKTYPE: Semi-smooth asphalt

HANDLING

TURNING RADIUS: 2 ft., 11 in.
ON POWER: Neutral
OFF POWER: Slight oversteer

BRAKING

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



Only because the rider has no face.

REVO 3.3

#5335X Black Chrome Bumpers



#5172R Mirror Chrome Split-Spoke 3.8" Wheels with 17mm Splined Hub

#5471 Response 3.8" Racing Tires



#5417 Revo Rear Brake*



#5364X Vented Steel Brake Disc



#5414 Revo Center Differential*



#4142X 40mm Aluminum Flywheel



#5214, #5216, #5217 Steel Clutch Bells



#5395X Reverse Installation Kit



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



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



#5381X Differential Spool



#4933X Hard-Anodized Aluminum Pivot Balls



#3036, 3030X Receiver Battery Pack and Charger



#5354X Aluminum Rocker Posts



#5355X Hollow Ball Set



GTR Springs #5435 Thru #5445



#5153R Inner Rear Drive Cups



#5375R Response Pro Tires Mounted on Dish Wheels



#5371 White Dish Wheels



#5375 Response Pro Tires

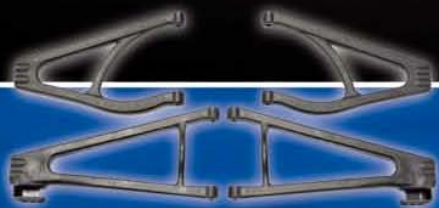
PERFORMANCE ACCESSORIES



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

SUPERIOR ENGINEERING

To compliment the technologically advanced Revo 3.3, Traxxas engineers developed a comprehensive line-up of platinum tuning options for customized performance and looks. For more information on these and other parts and accessories visit Traxxas.com.



#5333R Revo Extended Wheelbase Suspension Arms



#5451R Steel Constant Velocity Driveshafts



#5498 Sway Bar Kit (Front/Rear)



Available in Black!
#5338A

#5338R - Revo TUBES™
Lightweight Aluminum Turnbuckles



#5490 Resonator™ Single Chamber Dyno-Tuned Performance Pipe

MIRROR CHROME FINISH



7075-T6 ALUMINUM

#5318X Revo Pushrods
For LT, P1, P2 Rockers
#5319X - For P3 Rockers

TRAXXAS

Traxxas.com

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

KYOSHO ROCK FORCE

**FORCING THE ROCKS
INTO SUBMISSION**



words and photos: [Dave Palacios](#)

AS ROCK CRAWLING HAS GROWN TREMENDOUSLY IN POPULARITY OVER THE LAST YEAR, MORE AND MORE MANUFACTURERS ARE REALIZING THE POTENTIAL IN THIS GROWING MARKET. So it comes as no surprise that Kyosho has decided to dip their toes, or rather dive head first, into the rock crawling pool. With a rumored three years in development, Kyosho has decided to go full bore into the rock crawling segment of the hobby with the release of their new Rock Force crawler kit. This kit boasts some pretty innovative designs never before seen in a production model. Has Kyosho done their homework? Will the Rock Force deliver the performance it promises? Truly only time will tell, but for now we can scratch the surface and get a glimpse at what this little crawler can do.

Hopefully the axles will be available separately.





www.rc411.com

XXX main

CK
RCE
2.2
RC Cars
magazine



Handmade crawlers love to design and build their own rigs.

KYOSHO ROCK FORCE

PART #: 30984B
STREET PRICE: \$449
PRICE AS TESTED: \$1,027
SETUP TIME: 4 hours
EXPERIENCE LEVEL: Novice to Advanced



03

FRONT SUSPENSION: The Rock Force uses a four-link front suspension with lateral rod. This type of setup provides more clearance for the front mounted battery to be placed lower in the chassis for a lower center of gravity.

MULTI-POSITION CHASSIS PLATES: The chassis is designed with multiple mounting locations for both the shocks and the suspension links. This allows for a wide variety of tuning options for optimum performance in any type of driving condition.

01

THREADED SHOCKS: The Rock Force comes equipped with threaded plastic bodied shocks for easy tuning on the rocks.

BEEFY LINKS: No, not a tasty snack, but some major four-link suspension components. The Rock Force uses 1/8-scale rod-ends and pivot balls for the four-link suspension along with 8mm aluminum rods.

02

OFF-SET DRIVE SHAFTS: With the worm gear drive the drive shafts are mounted at the top of the axles instead of intersecting at the centerline. This means that the drive shafts are up and out of the way of any protruding rocks and obstacles.

That's not a typo. Yes, the final drive ratio IS 143:1.

VEHICLE INFO

01

WORM DRIVE CAPTAIN • The biggest feature on the Rock Force chassis is the worm drive axles. Not only are they cool looking, but they also provide the gear reduction needed in an RC

crawler in a small area, with minimal gears and drive train noise. Unlike the more traditional bevel gear setup, these worm gear axles nearly eliminate all torque twist usually associated with a shaft driven crawler. There are a couple of other added bonuses as well, including durability and the fact that the axles are self locking—eliminating the need for an ESC with large amounts of drag brake.



WOULD YOU BELIEVE THERE'S ENOUGH TORQUE IN YOUR STANDARD RC CRAWLER TO TWIST STEEL DOG BONES LIKE LICORICE STICKS? //



02

BIG OL SHAFTS

• There was one thing that stood out when I was putting the kit together, and that's how beefy the Rock Force is. Among the weakest parts of an RC crawler are the drive shafts, but on the Rock Force that's not an issue. These shafts are made mostly of steel and are built to withstand any type of torture

you throw at them. They consist of two steel halves joined together with a hex shaped steel insert and an aluminum sleeve wrapped around the outside to keep dust and debris out. Bring on the rocks!

03

USDA GRADE-A BEEF •

Would you believe there's enough torque in your standard RC crawler to twist steel dog bones like licorice sticks? Well Kyosho does, so they decided to beef up every bit of the Rock Force's drivetrain. Compared to other crawlers' dog bones, the Rock Force's bones are nearly twice as thick to handle the torque this beast will see. It doesn't stop there though; Kyosho recycled the stub axles from the chassis of their larger 1/8-scale vehicles, the Twin Force and Mad Force, to add to the beef factor. In addition, Kyosho borrowed and slightly modified the design of their 1/8-scale steering knuckles specifically for the Rock Force.



CHASSIS

LAYOUT: Twin Vertical Chassis (TVC)
THICKNESS: 2mm
MATERIAL: Aluminum and molded plastic

SUSPENSION

TYPE: Solid axle four-link
TURNBUCKLES: Fixed 8mm Aluminum
STEERING: Solid rod with drag link
SWAYBARS (F/R): None

SHOCKS

BODIES: Threaded Plastic
DAMPING (F/R): 15wt (not included)
PISTONS (F/R): Brass Bypass
SPRINGS (F/R): Stack

DRIVE TRAIN

TYPE: Shaft
DIFFERENTIAL: Worm Gear
AXLE TYPE: Straight Axle
TRANSMISSION: None (pinion/spur)
SPUR GEAR MATERIAL: Plastic
BEARINGS: Metal Shielded

GEARING

CLUTCH/SPUR: 18/86 48-pitch
GEAR RATIOS:
PRIMARY: 4.77:1
INTERNAL: 30:1
FINAL: 143.1:1

BODY, TIRES & WHEELS

BODY: Suzuki Jimmy
TIRES (F/R): Chevron pattern
DIAMETER/WIDTH: 4.75 in. x 2.25 in. (120mm x 57mm)
HEX SIZE: 12mm
WHEELS: 2.2 Black B-hole

DIMENSIONS

WEIGHT: 5 lbs., 3.2 oz. (2,358g) (includes running gear)
TRACK WIDTH (F/R): 10.6 in. (270mm)
WHEELBASE: 12.2 in. (310mm)
RIDE HEIGHT: 2.5 in. (65mm)

TESTING

To test the Rock Force I decided to take it with me to a local RC rock crawling competition held by the SoCal RC Rock Crawler Club, or SoCal RCRC. The competition was being held at a spot in the Johnson Valley OHV area known simply as the Stoddard Wells comp site. This site consists of the gnarliest rock formations in the area; one foul step and you could find yourself in the emergency room getting stitches. It is also one of the toughest comp sites with shear drops, razor sharp climbs, and other unforgiving obstacles. Since this was the first time out with the new rig, I decided against actually running it in the competition and instead ran it through the courses at the end of the day.

TORQUE AND POWER • When it comes to crawling most people don't think that speed is an issue, but the perfect balance of torque and speed will provide you with the perfect amount of power. In the case of the Kyosho Rock Force, there is no lack of torque with its worm drive gears. The problem here is that there is not enough wheel speed to "power" over and up some ledges. Kyosho explains that they used the low gear ratio to avoid the need for high-cost special motors. In other words, you could use a standard 20-27 turn stock motor, which is great, though those motors aren't any cheaper than standard 55-turn crawler motors. Initially I used the Tekin 55T crawler motor and realized it didn't provide the necessary wheel speed. So I ended up changing the stock spur/pinion gear ratio from 4.77:1 (143.1:1 final) to a more reasonable 2:1 (60:1 final). This improved the wheel speed a quite bit, but it still wasn't quite enough. So out came the 55-turn motor and in went a 19-turn. Now the wheel speed was right where it needed to be to get up and over some of the tough ledged sets on the courses on test day.

Rating: 10/7

BRAKE HOLD • Because of the nature of worm gears brake hold isn't an issue on the Rock Force. Worm gears will only move when power is put through the input end and will not move

when you try to rotate the wheels on the output end. So, as you would expect, when the Rock Force was stopped on an incline it stayed there unless the tires lost grip. The upside to the effect of worm gears is that you don't need an expensive speed controller with tons of drag brake to hold this rig in place on the rocks.

Rating: 10

MANEUVERABILITY • As I drove the Rock Force over the jagged rocks of the Stoddard Wells comp site, it became apparent that the Kyosho rig was fairly capable out of the box. With the stock setup the suspension articulated over the rocks smoothly and the shocks damped the rigs weight movement gently. As with most crawlers, the turning radius wasn't the best, but it was enough to maneuver around the course with the use of a few reverses. However, the addition of Kyosho's optional dig unit would help alleviate the issue. The only thing that was an issue on the terrain I was testing on was the inconsistent grip from the stock tires, which could be a problem during a competition.





Rating: 8

CRAWLING ABILITY • The low center of gravity and wide stance greatly helped the Rock Force

KYOSHO ROCK FORCE



TEST GEAR

RADIO:	Spektrum DX3R, SPM3100, \$319	
RECEIVER:	Spektrum #SR3100 (included with radio)	
STEERING SERVO:	Hitec HSS955 TG, \$120	
BATTERY:	Team Orion Supercharge 1600mah, ORI13025, \$25	
ESC/MOTOR COMBO:	Tekin FX-R + T55, TT2102, \$114	

CONTACT

KYOSHO:	www.kyoshoamerica.com
TEKIN:	www.teamtekin.com
HITEC:	www.hitecrctd.com
TEAM ORION (Dist. by Kyosho America):	www.teamorion.com

stay on all fours. When I attempted to get up and over a near vertical lip, the chassis' weight had a tendency to come over the rear tires and cause the rig to tumble backwards. Gentle throttle inputs to settle the rig and bring the front tires back to earth set things right. On side hills the wide stance gave the Rock Force a stable base and it was able to side-hill some of the steeper inclines in the area.

Rating: 8.5

Kyosho is a FORCE to be reckoned with.



PRODUCT GUIDE:

1/18TH

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MICRO

MAMBA
MICRO PRO

1/10TH

SIDEWINDER

MAMBA
MAX

1/8TH

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SIDEWINDER MICRO SPORT 1/18TH SCALE AND MAMBA MICRO PRO EXTREME 1/18TH SCALE POWER PACKAGES COME WITH 4200, 5400, 6800, OR 8000 KV MOTORS.

1/10TH SCALE

SIDEWINDER SPORT 1/10TH SCALE POWER PACKAGES COME WITH 4600, OR 5700 KV MOTORS.

MAMBA MAX EXTREME 1/10TH SCALE POWER PACKAGES COME WITH 4600, 5700, 6900, OR 7700KV MOTORS.

1/8TH SCALE AND MONSTER TRUCKS

MAMBA MONSTER POWER PACKAGES COME WITH NEU-CASTLE 2200KV (LEFT), OR NEU-CASTLE 2650KV MOTORS (RIGHT), DESIGNED BY CASTLE AND STEVE NEU.



NEUMOTORS
WORLD CLASS BRUSHLESS MOTORS

+ castle

PERFORMANCE TEST

COMPETITION POTENTIAL • Right out of the box the Kyosho Rock Force is almost ready for competition. With a few minor adjustments and a change to more competition worthy rubber there's no telling what this rig might do. On the durability side of things the Rock Force is more than ready for any type of terrain you can throw at it. With a drive train and suspension as beefy as the Rock Force's, I can't imagine anyone having to replace parts anytime soon.

Rating: 9

WRENCHING

MAINTENANCE • As stated many times before, this thing is beefy. With an occasional check of all the screws the driver shouldn't have any problems with this rig. It is important, however, that the worm gears be kept lubed as they can generate a lot of heat and wear if not properly maintained. So checking the gears once in a while after heavy use should become a regular routine alongside of checking for loose screws. Of course, getting to the worm gears requires that you tear down the axles, which could be a daunting task, but in the long haul this bit of maintenance could prevent major failures on the rocks. The upside is that there are fewer parts with worm gears, so chances of failure are minimal.

Rating: 9

WEAR AND TEAR • Crawlers can put a tremendous amount of stress on the drive train, so it's not surprise that the gears, drive shafts, axles, and dog bones see the most wear. Even though the Rock Force uses some beefy components, no driver should expect any rig to last forever. Regular inspection of all components should prevent any premature failure at the most inconvenient times.

Rating: 9

TUNING • As stated before, the tires were not ideally suited for competition, but they are perfectly fine

for the backyard basher. It's nice that they are included in the kit so you can get the rig up and running; good job there. However, if you plan on competing with this rig, I would suggest upgrading the tires to a more comp worthy type. As for the rest of the rig, there are quite a few tuning options available right out of the box. Front and rear shock positions are adjustable, as are link positions. Adding weight to the front tires is also a cheap tuning option and will greatly improve the rig's performance. Of course, there is the optional dig unit and high-speed worm gear set for more wheel speed, the latter being my second suggestion to upgrade after the tires. Lastly, the kit doesn't include tire inserts, which could be bad or good depending on how you look at it. I look at it as a good thing. This way I can put memory foam inserts in the front and standard inserts in the rear for better performance.

Rating: 9

CONCLUSION

Kyosho definitely raised the bar with their worm drive crawler and beefy design. The Rock Force offers a variety options and would work as either a comp worthy rig for the hardcore crawler or a backyard basher for the average Joe. However, the going rate of around \$450 could be a hard pill to swallow for some. True, the rig is packed full of features and you probably won't have to spend extra cash on beefier components or replacement parts any time soon, but if you're on a budget it could still be a little rough. One thing is for sure: Kyosho has built a top-notch rig that will withstand anything you can throw at it. ☺

KYOSHO ROCK FORCE



SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

HITS

- Beefy drive train and suspension links
- Worm gear drive system provides plenty of torque and ground clearance
- Capable right out of the box
- Nearly competition ready

MISSES

- Low turn motor required to achieve proper wheel speed on some courses with stock gearing.
- Stock body is not competition legal according to USRCCA rules.
- Axle width is a bit wide for tight narrow courses and it may be tough to find a variety of wheels in the necessary off-set
- Price is a bit high

MAIN COMPETITION

Axial AX-10 Scorpion, Losi 1/10 Comp Crawler, PTI Galoith, and Venom Creeper

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KYOSHO

ROCK FORCE

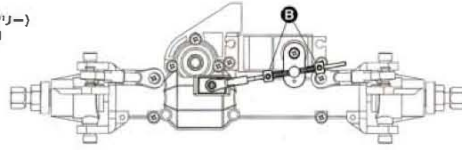
SCALE 1:10 POWER TYPE DRIVE



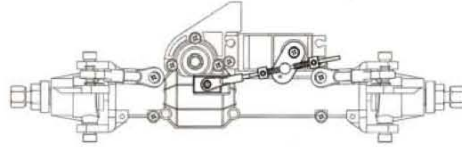
DIG THIS!

Kyosho is the first manufacturer to incorporate a dig unit into the design of their crawler. Although it's available separately (part #RFW001), the addition of a dig will greatly improve the capabilities of any crawler. A dig is a device or method of disconnecting the rear drive of a rig from the main drive system while locking the rear wheels. This enables the front wheels to be powered and pivot the rig around the locked rear wheels, improving the turning radius. How does this help in competition? Well, every reverse taken is +1 point, and if you can reduce the number of back-ups required, you reduce, or improve, your score. (The use of the Kyosho dig unit requires a third channel to activate the disconnecting/locking mechanism.)

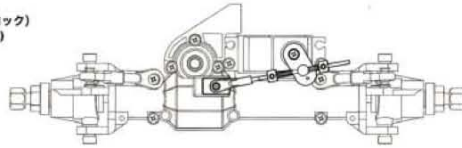
ディスコネク (フリー)
Disconnect (Free)



ドライブ (駆動)
Drive



ディスコネク (ロック)
Disconnect (Lock)



Okay, that was an obvious attempt at a cheesy joke.



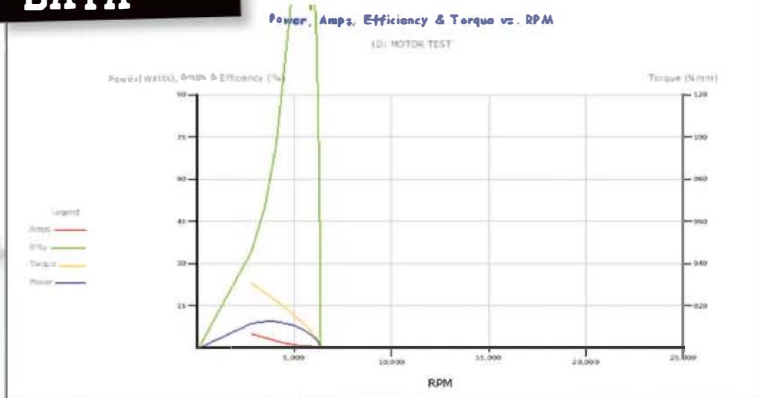
POWERPLANT INFO

The Tekin 55T provides plenty of torque for any crawler, though it may not have been the ideal selection for this rig, as we found out. Even so, paired with a 3-cell LiPo and the proper gearing it will do a decent job on the Rock Force. Run after run, the 55T motor didn't show any signs of strain. Each time the Rock Force approached a difficult obstacle, the motor chugged along without hesitation.



X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



MOTOR DATA

MOTOR:	Tekin T55
WIND:	55-turn
MAX POWER:	9.41@3398rpm
MAX TORQUE:	30.82Nmm

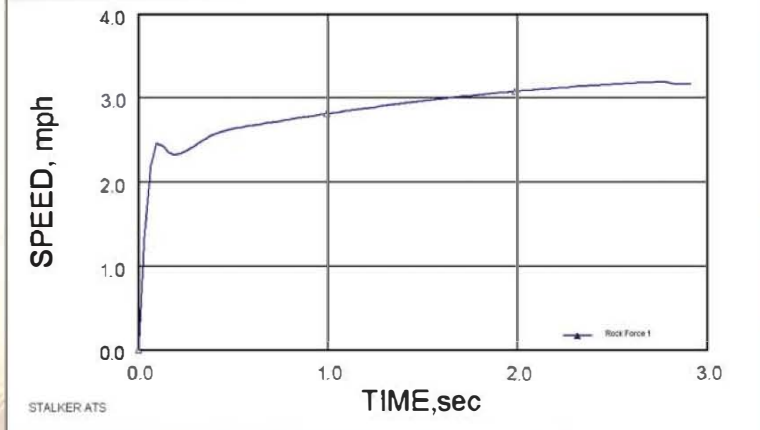
MOTOR SETTINGS

TIMING:	24-degrees
BRUSHES:	Stock
SPRINGS:	Stock

PERFORMANCE INFO

ACCELERATION CURVE

0-6 FT: xx sec. @ xx mph
TOP SPEED: xx mph @ xx ft.
AVERAGE RUN TIME: 20 minutes



TEST CONDITIONS

WEATHER:	Partly Cloudy and warm
TEMP/HUMIDITY:	72° F / 22%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	3493 ft.
TRACK TYPE:	Razor sharp shale

HANDLING

TURNING RADIUS:	5ft 9in
ON POWER:	Understeer
OFF POWER:	N/A

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL:	Excellent

A fall on those rocks would result in deep gashes and major bending.



TAMIYA

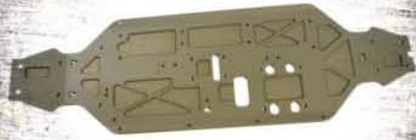
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#84041- Lightweight Universal Shaft



#84036- Lightweight chassis 330g



#84038- Aluminum Rear Hub

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801XT

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front



rear

HPI BAJA 5B & 5T Front & Rear Upper & Lower A-arms (fits all versions)

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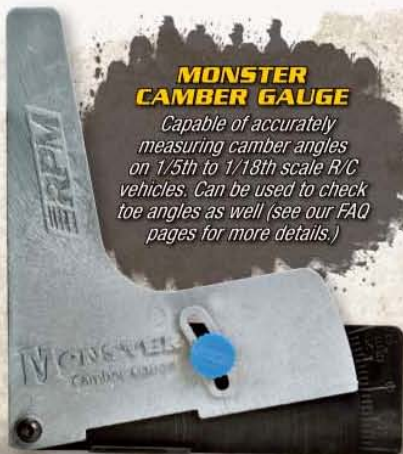
FEATURES

- Stronger and less flexible than stock.
- Uniquely designed shock skid plate included to help protect the bottom of those expensive shocks from impact damage.
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- Reduced Pivot Ball slop for more consistent steering & suspension settings.
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(Both Front & Rear arms are available in black & dyeable white. See our website FAQ pages for information on how to dye RPM parts. Backed by our limited lifetime warranty.)

Rear:

- The shock mount on the lower A-arm has been moved forward to **eliminate** the severe rubbing issue of the wheel at the shock mount.
- Increased amount of material around the shock mount, preventing it from being the lowest hanging component of the A-arm assembly.
- A third inside hinge pin boss and tied in structural ribs help disperse impact energy & rotational forces over three hinge pin bosses for added strength.
- We moved the rear hub carrier forward by 1/8" over stock geometry **reducing** the tendency of the Baja to squat under acceleration.
- **RPM** rear upper A-arms have had a shape change for added lateral stability, providing a more consistent feel to the performance of the Baja.



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S. J. Smith

HPI

SPRINT 2 FLUX

BRUSHLESS MUSCLE MACHINE!



words: Michael Wortel | photos: Carl Hyndman

NOW THAT HPI RACING HAS THEIR HANDS ON THE FLUX BRUSHLESS SYSTEM, they are starting to throw it into all of their top-selling ready-to-run kits. First, came the E-Firestorm Flux (an off-road truck) which benefited heavily from the Flux upgrade. And now, in the Sprint 2 Flux, HPI brings its first, on-road brushless RTR to the table. The Sprint 2 Flux (or S2F, as I just dubbed it) will look familiar to anyone who has been into RC for a while. It essentially borrows much of its drive train from the HPI RS4 Sport of yesteryear, but incorporates some new engineering and a state-of-the-art motor system. If the Flux's brushless performance in the E-Firestorm is any indication, the S2F will be well worth the price hike. The '66 Mustang GT body looks menacing when the Sprint 2 is in the box; now it's time to strap-in a battery, hit the pavement, and find out if there's some "go" to go along with the "show."

HPI

SPRINT 2 FLUX

PART #: 100422

STREET PRICE: \$325-\$350

PRICE AS TESTED: \$385

SETUP TIME: 1 hour

EXPERIENCE LEVEL: Novice to Intermediate



If the Flux ESC looks like a Sidewinder, don't worry - you're right.

BECAUSE CRASHING HAPPENS: The Sprint 2 Flux includes a dense, foam bumper that is reinforced on the underside by a rigid frame and support.

DUAL GEAR DIFFS: Since bashers and beginners want more time on the road than the tuning table, the S2F includes durable, "forget about it" gear differentials.

BALL-BEARING STEERING: It's got smooth bellcranks, thanks in part to the use of ball bearings.

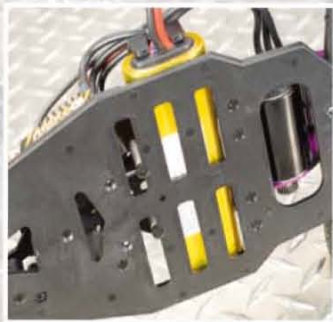
ALUMINUM CHASSIS BRACES: You'll find stamped aluminum chassis braces on the front and rear ends. The braces are used to capture one side of the hinge pins while adding durability at the same time.

STREET TREADS: This street machine rides on multi-purpose street tires supported by realistic 8-spoke rims.

VEHICLE INFO

01

LIFT & TURN! • The battery braces on the S2F are pretty innovative. With the removal of a single body clip, just lift the braces and turn them to the side to open a slot to insert the battery. The design isn't only easy to use, it also should do a great job of keeping the battery in place. The chassis accommodates stick packs, many Li-Pos, and some side-by-side packs, so there's a decent amount of versatility regarding pack selection.



“ This is definitely the fastest electric on-road RTR I have ever driven. ”



02

IF IT AIN'T BROKE, DON'T... • This dual-belt transmission is the same one HPI has had success with for 15 years now. The design is simple and efficient, which results in good acceleration, speed, and runtime. And since HPI has been using the design for so long, it also means that finding parts should be as easy as finding a white guy at a Garth Brooks concert.

POWERPLANT INFO

The Warp 5700 motor is a great fit for the S2F. To start, it offers a ton of power, perhaps maybe even too much for an RC newbie. So if you are new to the RC game, just take it easy on the throttle, as this motor makes a lot of power! The motor's power band is fairly linear; it feels powerful on the low end, in the mid range, and especially at high RPM. If you've never used a brushless motor before, you have no idea how convenient they are! All you have to do is inspect the wires every now and then, spray and oil the bearings every couple months, and you're good! Brushless motors require very little in the way of maintenance, and they're uber-efficient.



CHASSIS

LAYOUT: Double-deck

SUSPENSION

TYPE: 4-Wheel independent

TURNBUCKLES: Yes (steel)

SHOCKS

BODIES: Plastic

DAMPING (F/R): Oil

DRIVE TRAIN

TYPE: 4WD Dual-belt

DIFFERENTIAL: Gear (2)

AXLE TYPE: Dogbone

BEARINGS: Rubber-sealed

GEARING

1"

23/90,

PINION/SPUR: 48-pitch

GEAR RATIOS:

PRIMARY: 3.91:1

INTERNAL: 2.13:1

FINAL: 8.35:1

DIMENSIONS

WEIGHT: 3 lbs., 2 oz. (1,425g)

TRACK

WIDTH (F/R): (F)7.40 in. (R)7.70 in. (187mm/196mm)

WHEELBASE: 10.10 in. (257mm)

RIDE HEIGHT: 0.35 in. (9mm)

ACCELERATION

0-60FT: 2.21 sec. @ 24.1 mph

TOP SPEED: 38.2 mph @ 198 ft.

AVERAGE

RUN TIME: 9 minutes

MAIN COMPETITION

This is the only brushless on-road RTR that I know of on the market right now, but I may be wrong.

WHO IT'S FOR

On-road bashers who like to drive more than fart around ood tune

That's not a bad choice though.

PERFORMANCE TEST

TESTING

99% of on-road "race" touring cars spend their lives on the racetrack or carpet, but most of the people who buy the S2F will find their tracks on the street or at their houses, tennis courts or parking lots across the nation. With that in mind, I set out to find some suitable bashing locales. The parking lot of my apartment complex served well, as did the large parking lot to which Carl and I went to shoot action photography. With a couple Li-Pos charged up, I grabbed my red Pony Car and started looking for trouble.

ACCELERATION AND SPEED • The S2F accelerated hard off the line, so hard that I had to finesse the trigger a bit to avoid just sitting there spinning the tires. Rolling the throttle, I was able to get some nice traction and shoot the car down the tarmac like a slingshot. This was definitely the fastest electric on-road RTR I had ever driven! Top speeds flirted with the 40 MPH mark, and with a larger pinion gear, they would definitely surpass it.

Rating: 8/9

BRAKING • The S2F was easy to control using the brakes, providing that I didn't go nuts and completely lock them up. The tires, although adequate for street use, didn't get tons of grip, so it was easy to lock up the wheels and send the S2F into an uncontrolled spin if I squeezed the brakes too hard. Once you get used to them, though, the brakes have some nice control and predictability.

Rating: 8

HANDLING • At low speeds, the S2F handled very well. The stock steering servo provides plenty of power to push the bellcranks around, and since they are supported by ball-bearings as well, maneuvering at low speeds was a quick and painless chore. At high speeds, the S2F front tires broke traction easily, which would be annoying to a racer, but to a beginner or basher, this push would actually make the S2F easier to drive.

Rating: 8

WRENCHING

MAINTENANCE • Working on the S2F was pretty painless. The design is straight-forward, and almost 100% of the screw angles are 90, so you won't feel like a contortionist working on the chassis.

Rating: 9

WEAR AND TEAR • The S2F is fast, and to a beginner, it is extremely fast, which means that if you're not careful, a single 30 MPH crash into a curb could be costly. As long as you stay out of the way of inanimate objects, the S2F should remain very durable. About the only problem I ran into with the S2F was picking up a pebble in the front differential. The pebble scratched up the gear and belt a bit, but thankfully the rock found its way out and didn't cause any real damage. Aside from that single incident, the S2F was bullet-proof.

Rating: 9

TUNING • The S2F chassis is full of the normal adjustability. Caster, camber, toe, Ackerman, and droop are all adjustable, as is belt tension. The shocks are adjustable using different oil weights, optional springs, and pistons. To sum it up, there are a fair number of adjustments to be made on the S2F without going overboard and wasting valuable driving time.

Rating: 8

CONCLUSION

The Sprint 2 Flux is a nice piece of machinery. To start, it looks awesome with its licensed Mustang body and realistic wheels. The most notable feature on the car, however, is the new brushless system. Compared to a brushed motor and ESC, it's faster, more efficient, and requires much less maintenance. Once you go brushless, you won't ever go back. About the only thing that may prevent you from buying the S2F tomorrow is the price tag. The old Sprint gained acclaim with its sub-\$200 price, but the new gear bumps the S2F over \$300. However, if you have the money, and want a badass on-road RTR, this is definitely one of your best options. ⚙️

HPI SPRINT 2 FLUX



RTR GEAR

RADIO:	HPI TF-3 AM	
RECEIVER:	HPI RF-1 2-Channel	
STEERING SERVO:	HPI SF-1	
SPEED CONTROL:	HPI Flux Motiv	
MOTOR:	HPI Warp 5700	

RTR GEAR

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

CONTACT

HPI RACING:	www.hpiracing.com
INTELLECT BATTERIES:	www.intellect-battery.com

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

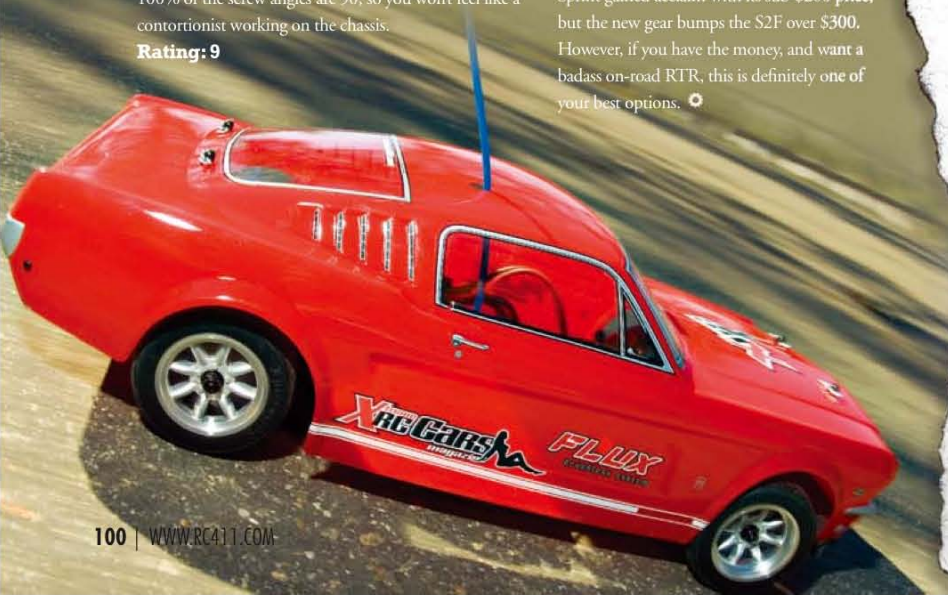
HITS

- Brushless systems kick major ass
- Very easy to find parts
- One of the coolest-looking RTRs I've ever seen
- Dean's plugs included on the ESC

MISSSES

- Kind of expensive for a basher
- No good home for the receiver

The Prince song was about a "Vette, not a 'Stang."



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The 1/10 Comp Crawler is a true innovation in competition crawling. And since it's a Race Roller®, it comes to you precision built and ready for electronics. So save that holiday cash, or return those lame gifts. And get a gift that's well worth the wait.

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Import...

...or Domestic

***Inferno* GT-2**

Has you covered!

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

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.

kyoshoamerica.com

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



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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Plated to military specs., the ProBar 2.0 is designed for RC1700, RC2000, RC2400 and similar cells.
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PROBAR 3™



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

DISCHARGER



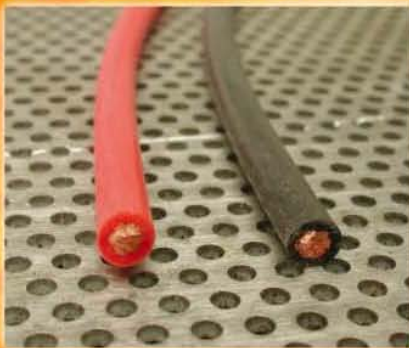
Car stand and discharger in one
 #2030.....kit
 #2031.....assembled

RACING SOLDER



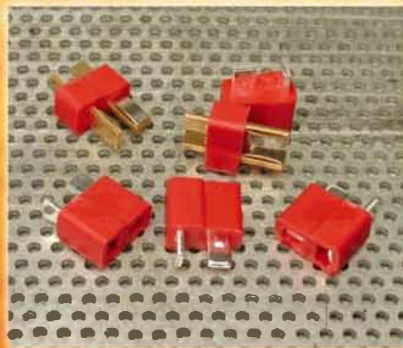
Silver alloy and ProFlux™ a Deans exclusive - the highest quality electronic solder available
 #2020.....1oz

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The most flexible 12 gauge wire available... 1660 strands of pure copper
 #1410.....2ft ea. red/blk
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A photo of a Razorback AGR RC car in flight. The car is shown from a side-rear perspective, flying over a concrete surface. The car is black with various sponsor logos, including XTC, Razorback, XTC Hi-Tech, 75, and AGR. The car is shown in motion, with a blurred background.

AXON RAZORBACK AGR

WE HAVE LIFT OFF



words: [Brian Skinner](#) | photos: [Carl Nyndian](#)

LOOKING MORE LIKE LUKE SKYWALKER'S LANDSPEEDER THAN ANYTHING ELSE, the Axon Razorback AGR creates a whole new category of RC adventure with its hobby grade components and futuristic look. Our test vehicle was the receiver ready (RR) version, so all that was needed was a radio set up. The Razorback AGR (Anti-Gravity Racer) is an "Air-Cushion Vehicle" that uses closed-cell polyethylene foam as its chassis and propulsion cavity instead of the typical rubber skirt found on hover crafts. This is the main difference that sets the Razorback apart from your typical hover craft. Don't be fooled by the simple design, though; a lot of technology makes the Razorback AGR as fast and crazy as it is. Combine the *Star Wars* look, advanced technology, hobby grade components, and you have a new vehicle that's way outside the norm in RC fun.

AXON RAZORBACK AGR

PART #: RAZORBACK-RR (receiver ready)
STREET PRICE: \$240
PRICE AS TESTED: \$700
SETUP TIME: 5 minutes
EXPERIENCE LEVEL: Novice to Advanced



EASY BATTERY ACCESS: The Razorback AGR has a polyethylene foam battery retainer, and the battery itself nestles tight into the closed-cell polyethylene foam chassis. It's smart, simple, and lightweight!

BLOWDRYER:

Axon dual brushless speed controls are the brains of the tubines. They're synchronized via a "Y" harness. The lift tubine activates first to lift the Razorback, and then the thrust tubine kicks in to propel it.

RUDDER: An Axon Sub Micro 4 Gram Servo operates the rudder. It has a direct wire link for instant response.

LIFT SYSTEM: The brushless 2050kv 55 mm ducted fan provides the lift needed to levitate the AGR. Without it, the Razorback wouldn't go too far.

FOAM RIDER: The chassis is constructed entirely of die cut closed-cell polyethylene foam, which keeps the vehicle light and durable. The design allows for quick and easy replacement of the bottom air chamber / skid ... which you should do after 100 to 300 uses.

01

VEHICLE INFO

01

STEERING & FORWARD PROPULSION

Since the Razorback has no wheels, steering is accomplished via a rudder mounted in the duct cowling. With a brushless 4000kV ducted fan with 55mm opening, thrust is impressive and there is enough blast to torque the chassis!



Looking more like Luke Skywalker's Landspeeder than anything else, the Axon Razorback AGR creates a whole new category of RC adventure.



02

FUNCTIONAL & FUNCTIONAL BODY

The Axon body, or "Hood" as it's called, is out of this world in looks...literally! It looks like something that should be flying around in space, which adds to the cool factor, but it also performs a function. First, the intake grids are screened so debris is filtered out before it can be sucked into the turbines, and second, the two fixed position airfoils stabilize the AGR at speed. The hood is aero-wedged to aid the ground effects of the air chamber.

POWERPLANT INFO

The Axon Razorback AGR has two brushless motors housed in 55mm ducted turbines. The 4000kV motor provides the forward thrust, and the 2050kV motor provides the lift. Together they provide stellar power with flawless reliability. During set-up I fired it up on the bench, and it had such force that it blew almost everything off the bench—including wrenches! During testing the craft made a couple of trips into the dirt, and the motors were not phased; they didn't even have dust in them after inspection. The included hobby grade parts offer reliability and provide manageable power with brutal force.

02



CHASSIS

LAYOUT: Double-deck die cut closed-cell polyethylene foam

SUSPENSION

TYPE: None

TURNBUCKLES: N/A

SHOCKS

BODIES: None

DAMPING (F/R): None

DRIVE TRAIN

TYPE: 55mm Ducted fan

DIFFERENTIAL: None

AXLE TYPE: None

BEARINGS: None

GEARING

PINION/SPUR: N/A

GEAR RATIOS:

PRIMARY: Bigfnas

INTERNAL: Some big fan

FINAL: Big fan again

DIMENSIONS

WEIGHT: 1 lb., 1 oz. (498.9 g)

WIDTH (F/R): 4/8.5 in. (101.6 mm/215.9 mm)

WHEELBASE: It's got no wheels

RIDE HEIGHT: 0.08 in. (2mm)

ACCELERATION

0-60FT: 2.01 sec. @ 22.1 mph

TOP SPEED: 37.8 mph @ 192 ft.

AVERAGE

RUNTIME: 25 minutes

MAIN COMPETITION

None really, its closest cousins are the Ikonis Dragstar and various Chinese hover crafts

WHO IT'S FOR

Anyone who loves Star Wars, Wipe Out, and the unusual toys

The AGR makes blowing the leaves off your driveway super fun!

PERFORMANCE TEST

TESTING

Testing was conducted on a beautiful fall day in sunny Southern California. The areas of choice were a smooth concrete basketball court at Chino Hills Park, a standard issue parking lot, a grassy area, and the secret *Xtreme RC* warehouse!

ACCELERATION AND SPEED • The Razorback AGR is a rocket. Well, it's more like a jet, but it's very quick. Step behind the ducted fan when punching it, and you'll feel the extreme blast of thrust when it takes off...it's pretty impressive! Once you hit the throttle the Razorback picks up and goes quickly. It accelerates to speed as fast as you pull the trigger, and in no-time moves at a speedy clip.

Rating: 8/8

HANDLING • The AGR is unique when it comes to driving, or should I say flying? No, that's not right; how about floating? Yeah, that's the one! If you're coming from an RC car driving experience, it's a hand full at first. This baby is the drift and donut master, and will instantly entertain you. I felt like I was driving a 2WD truck on ice with the first battery pack, which was fun but frustrating. The second pack was better. I found that at slow speed (about walking pace), the AGR was controllable, and I could do finite maneuvers decently. Long arcing drifts were killer and made the boys from the movie "Tokyo Drift" look like amateurs. Since the AGR was floating on air I really had to plan ahead when turning and stopping. There are no real brakes to speak of—the AGR basically slides to a stop. Rough surfaces are not really a problem because the AGR floats on a cushion of air.

Rating: 8

WRENCHING

MAINTENANCE • There's not a lot to the Razorback AGR, so maintenance is pretty simple. Basically you just need to air hose it off after you use it, and charge the batteries. The air chamber, which doubles as a skid, will need to be replaced (after anywhere from 100-300 uses), but this task only requires undoing eight fasteners. You could chip a turbine and need to replace it...but that takes a second, as it's held on with

one screw! Overall, the AGR is simple in design, so it will probably need very little work over the course of time.

Rating: 10

WEAR AND TEAR • After about one hour of use, the test AGR showed little sign of wear. The thrust rudder (used for steering) started catching the duct cowling during the review, but a simple tweak with my hand solved that. As far as I can see, the only part that will wear will be the air chamber/skid, but it's meant to do that. The instructions tell you that it will need to be replaced after between 100 and 300 uses, depending on what surfaces you drive the Razorback on. For example, the street by my house had been resurfaced with new slurry, and was abrasive. After twenty minutes of playing, the bottom showed visible signs of wear, but nothing I needed to worry about.

Rating: 9

TUNING • The AGR floats on air, so as long as it rises, you're good to go. Now, you could swap out motors or use different batteries, and you can change turbines to make it faster, but that's the extent of tuning. I'm no rocket scientist...er, Air-Cushion Vehicle expert, but I don't think you need to do much tuning to a craft such as this, which is nice for a change.

Rating: 7

CONCLUSION

The Axon Razorback AGR is in a class all by itself, and is completely different from anything that's come across my desk. It was fun and exciting to play with and would be great for rainy days or even nice sunny days. It takes some time to master, which makes it challenging in a good way, and its futuristic looks drive the imagination of what could be. Just on looks alone, the Razorback AGR should be a good seller. If you're the adventurous type or like things that are different the AGR might be for you. ⚙️

AXON RAZORBACK AGR



RTR GEAR

MOTOR:	Axon brushless x2, (4000kV thrust) (2050kV lift)	
BODY:	Axon Hood, pre-painted/pre-cut	
STEERING SERVO:	Axon Sub Micro 4 Gram Servo	
SPEED CONTROL:	Axon Power brushless ESC x2, (30A thrust/ESC) (15A lift ESC)	

TEST GEAR

RADIO:	Spektrum DX3R DSM, SPM3100, \$320	
RECEIVER:	Spektrum DSM2 3ch, SPM SR3 100, \$100	
BATTERY:	Axon Xcite 1800mAh 1.1.1V, 1800mAh 3s25c, \$40	

CONTACT

AXON RACING SYSTEMS: www.axonracing.com
SPEKTRUM RC: www.spektrum.com
DISTRIBUTED BY: HORIZON HOBBY

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

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

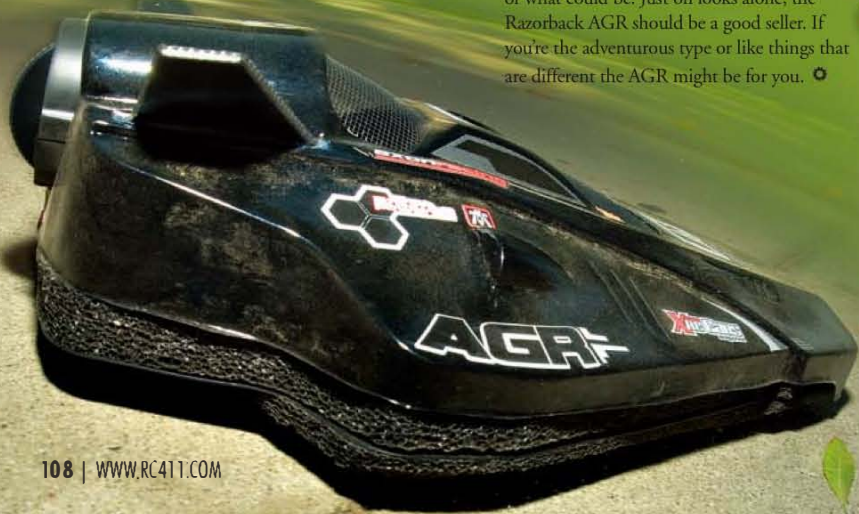
HITS

- Futuristic look
- Quality "hobby grade" parts
- This thing is the drift master!

MISSES

- Long learning curve for driving
- Rudder/servo set-up needs minor improvement
- Hard to swallow price when you realize that the box it comes in is basically the same as the chassis.

Robot Chicken needs a Razorback for their next Star Wars episode!



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.



I wonder who sponsored this race? HPI?

HPI RACING Baja 5B Nationals

Words: Derek Buono

Photos: Carl Hyndman & Derek Buono

SPONSORS: HPI RACING, NITRO2G, MECHANIX WEAR, MOTUL, GABE BROWN ENGINEERING, TULARE HOBBIES, TURTLE RACING, TEAM GONADS, O'NEILL BROTHERS RACING, HPI BAJA FORUM,

Milestone Ranch MX Park—Riverside, CA



FRESHNESS
Race Date:
11.9.08
GUARANTEED

It seems like yesterday that HPI released the Baja 5B, but it has been over four years since that day. The popularity of the car was immediate despite flying under the radar of many industry folk. Over the years a special group of Baja'ers formed, and they did everything from jam sessions to "fun races." There was always something missing from the class, though, something that would legitimize it with the racing community. That missing link was a big race. What better company to put on a big race than HPI, and what better place to have it than Milestone Ranch MX Park? The mix of dirt bikes and big scale RC made Milestone the perfect setting for the first ever HPI Baja 5B Nationals.

TEAMPHATDADRC, QUARTER SCALE MOTORSPORTS, TEAM ORION, PRO-LINE RACING,
TEAM FAST EDDY, SCORPION UNLIMITED, ZENOAH AMERICA, DARKSOUL RACING, HOSTILE HOBBY

**BIG CARS, BIG FUN,
BIG STAKES**



Vendor Row

You can usually judge the popularity of any class by its aftermarket support. The Baja 5B Nats vendor area was overflowing with vendors showing off parts for the 5B. Whether you were looking for a carbon fiber body, roll bars, aluminum shocks, tires, wheels, or even skis for your 5B, you could buy it, install it, or race it there.

Zenoah

Engines are always getting more powerful and more reliable, and in this case they had more head bolts too. The new Zenoah engines feature more than just power; they are have a "4-bolt main" which should last longer and handle the unique stress of being strapped into one of the most wicked RC vehicles on earth.

Pro-Line

There was the full line up of 5B parts at the PL tent, including the new 5B truck conversion for those who already have a 5B but want the truck 5T look.

Team Gonads

TGN has been a huge supporter of the HPI Baja 5B scene since the beginning. Their booth offered the most variety of aftermarket parts. You could literally replace your entire car with option parts. We loved the orange carbon fiber body and the 5B Ski Patrol Car. Even if it never touched the snow it was awesome.

Hostile Racing

Sometimes necessity is the mother of invention. Hostile offers a bunch of aluminum upgrades including that gas cap you see, and their "carrying handle" seems to be a very good idea. Carrying your 5B to the track can be a pain in the butt, and the strap will help.

Rhino Racing

Tires are very important in all conditions. It looks like these tires could actually make sausage or mulch wood, but we're guessing that since the company that showed these is from upstate New York the tires are for running in the snow. We're still amazed that somebody sat there and put a screw into each lug!



hpi racing

WWW.HPIRACING.COM



I think we made up for missing HPI itself in a previous race coverage.

RACE COVERAGE

BAJA STOCK 23cc A Main

- 1 7 117 60:10.63 MIKE KAZZ
- 2 2 113 60:11.35 DAVID GROON
- 3 8 110 60:07.29 BRIAN SHERMAN
- 4 3 110 60:27.11 MOTO ISHIBASHI
- 5 4 109 60:24.77 BROCK PATTERSON
- 6 5 103 60:14.22 BILL IRWIN
- 7 6 101 59:59.26 JOHN ATWOOD
- 8 1 92 60:09.09 CHRIS HIGA
- 9 9 48 35:33.25 TOM STRONG
- 10 11 6 21:43.31 BILL

Best Heat Lap/Time for BAJA STOCK 23cc:

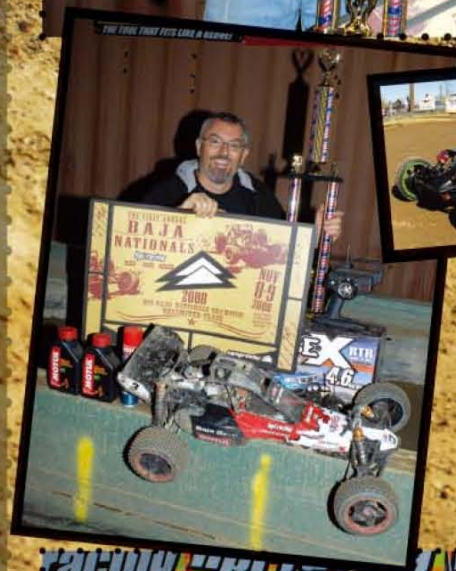
DAVID GROON with 16/7:10.20

BAJA 5B UNLIMITED A Main

- 1. 118 60:30.00 TONY PHALEN
- 2. 115 60:18.97 JOHN SCHULTZ
- 3. 114 60:02.84 RODNEY KETCHAM
- 4. 113 60:24.80 SPENCER PERDUE
- 5. 112 60:27.57 FRANK MARCOS
- 6. 111 60:18.79 TROY PALUCHNIAK
- 7. 99 60:25.95 ANGEL COLON
- 8. 97 50:31.42 GEROGE SCOTT
- 9. 93 60:01.08 CHRIS HIGA
- 10. 81 49:38.60 JOSH ALTON
- 11. 52 33:39.56 JASON ASHTON
- 12. 13 17:50.29 BRIAN SULLIVAN

Best Heat Lap/Time for BAJA 5B UNLIMITED:

JOSH ALTON with 16/7:13.46



Derek was the track race and one please? And the wife laid out the grill!

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- 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

SLPB® 3800mAh Lipo #ORI14009

- Proven Team Orion SLPB cells ensure quality
- 30C and 3800mAh for extreme conditions
- 2S1P cell construction for 7.4 volts nominal
- Cycle life measured in the hundreds
- Carbon look impact resistant case
- No cheap harness, sack or balancing device needed
- Use of Team Orion's revolutionary balancing port design allows access to individual cells



SLPB® 3400mAh Experience Lipo #ORI14008

- Proven Team Orion SLPB cells ensure quality
- 25C 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! (GT1-Class)



SLPB® 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)



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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
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Carl wants to be a hot shoe. Keep trying!

BECOME A HOT SHOE AT YOUR LOCAL TRACK

MORE THAN JUST WINNING...IT'S BEING A WINNER

words: Todd Greenwald

For many RC addicts, club racing is one of the things you can do to meet like-minded individuals who also spend lots of money and hours preparing their rides. Most people are in the hobby to have fun, and there's no better way to do that than spending the day at your local track. Here are a few tips to make your return trips to the track more pleasurable for yourself and the others around you. Follow these simple rules and you can go from newb to legend faster than you ever thought possible!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

4.0 **Xtreme RC Cars**
1 2 3 4 5

TIME TO COMPLETE



113 HOURS

TOOLS NEEDED



• Brain



• People Skills & Good Attitude

1. MARSHAL LIKE A MANIAC

The one thing more frustrating than flipping your ride during a race is the turn marshal who is too busy looking at anything else but the corner he's been assigned to (or talking on his cell phone, or eating the Doritos dust in his belly button, or the ogling the one girl at the track who is hot simply because she's the one girl at the track, etc). When it comes to marshaling, that universal advice "do unto others as you would like done unto you" says it all. Watch your corner at all times, and when someone flips hustle your gearbox as fast as you can to get their ride back on its wheels. When you grab a car remember not to slam it down like you just scored a touchdown, and be sure to face it in the proper direction. Be sure to treat the beginner classes as you would the pros. You are making a first impression for those racers and hopefully the newer drivers will pay it forward and do the same for others. I've always given major props to the marshals who pay attention and hustle. It's difficult to not like them!



3. RACE LIKE A PRO

Even if your lap times don't show it you can still race like a pro. Proper etiquette on the drivers' stand and on the track will gain you lots of respect in the long run. If you are being lapped by the leader, move to the outside and let him pass. If you flip on the straightaway, let the other drivers on the stand know by yelling "Straightaway!" Also, remember not to yell at the turn marshals if you flip. You are the newb who flipped in the first place. A good way to get an inattentive marshal's attention is to rev your engine so he hears your car. Remember to let off the gas once he gets to it. Remember also not to cut the track or heck other cars. The goal here is to be a racer other people like to be on the track with, not the one who gets the evil eye and silent treatment in the pits.



2. GET DOWN AND DIRTY

I know it may be hard to believe, but when you show up at a track that is all ready for a race, track fairies had nothing to do with it. It is the blood, sweat, and tears of people like you who ensure great racing conditions. It takes many man hours to build a track, and keeping it maintained ensures a great racing experience for all. It is not uncommon to go to a major race and see the pros grabbing brooms/hoses/shovels to keep the track raceable. Helping out on the track can even help you with your races as you may see things that you may not be able to see from the drivers' stand, like ruts and uneven jumps. However, before you jump out there and start getting down with the sweezy-sweep, talk to the race director about what he'd like done. Sweeping and watering are pretty brainless, but remember to not sweep dirt into the racing line or to not flood sections of the track. Filling holes and packing jumps is a little more advanced, so I'd stay away from that unless you get the okay from the track organizers. Race directors sometimes give discounts to those who help, but doing it "just because" will gain you a lot of respect in the long run.

If you can bring hot chicks to the track you automatically become the hot shoe. Even if you suck.

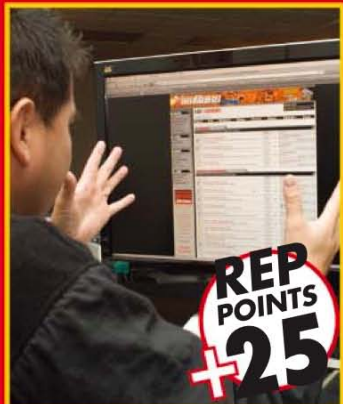


4. BE A PIT AMBASSADOR

When I first started racing in my area (Hot Rod Hobbies and SoCal Raceway in, you guessed it, Southern California), I had a trunk load of questions, and I will always remember those who took the time to answer them for me. I still remain "RC friends" with many of the people who helped me out in the beginning. As I became a better racer and more familiar with things, people started to come up to me in the pits and ask me questions. I am always more than willing to help. And since I race in Southern Cali, I am lucky enough to race with many of the pros who are still very helpful in the pits. Adam Drake is not only a local hot shot but an international hot shot who still helps everyone who approaches him. Aside from being a great driver he is also a great person who understands that if we all help each other out, we'll all have a better time. My point here is act like a Pro and you'll get respect.

5. MODERATE THOSE THREADS

No, I'm not talking about deciding which dirty t-shirt you should wear to the track. I'm talking about creating and moderating a thread for your track on an RC website. One of the things that can get people pumped up about an upcoming club race is the playful off campus chatter that sometimes occurs on an Internet forum. There are many RC specific websites out there that will allow you to create a thread where local racers can share information and some friendly (sometimes not) trash talk. Creating and/or moderating the thread will keep you in touch with the people you race with and introduce you to new ones as well. It's always cool to go to the track and meet someone you've been talking with online. It's even cooler when you beat them.



6. WIN

At the end of the day, we are all there to have fun. But the ultimate cherry on the cake of your race day is to win the class(es) you're running. Winning takes a lot of hard work and concentration. If you start to win consistently people can't help but know your name because it's always right there at the top of the result sheet. If you do start winning, remember not to be cocky about it. Nobody likes a sore winner.



CONCLUSION

If you were to total the points a perfect score would be 485 rep points. What's that mean? Nothing really. It means being the guy people want to be at the local track is much more than just winning. You can win everything and be hated by the world, and you can win nothing and be the guy everybody loves. A good place to be is in the middle. The one thing that many forget is that how people perceive you is going to be how potential sponsors perceive you so how you act at the track and online can help or hurt you. ☺

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Half angry, half "will this really fit?" look.



TRYING ON LIPOS

MAKE 'EM FIT

words: Steven Sohl

Most, if not all, electric touring cars are adapted for six, five, even four sub-C cell batteries. Sub-C cells are still widely used by many racing veterans, but with the new incursion of LiPo (Lithium-Polymer) batteries available and ROAR legalizing some of them for racing, touring cars have to be readapted. Until the cars are redesigned to fit a standardized LiPo battery, the case sizes, wiring configurations and weight balancing, are becoming more-and-more the set-up challenge. Now look in the mirror and say, "LiPos are here to stay and I'm OK with that." Feel better? The best part is, you won't look fat in LiPo.

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



DOES IT FIT?

I've never had this issue, but maybe we should concentrate on fitting the batteries into the car. Most of the new racing style LiPo batteries have been manufactured in a hard case, with dimensions to basically match the size of a six-cell pack. So most race packs should fit fairly well, but there are a few that need slight modification to the car to fit well. Lipo for LiPo.

The next thing is how do you strap them in? Sub-C packs have an advantage with the battery slots cut into most racing chassis's. This allows them to sit down into the chassis slightly and provide them a little lateral (side-to-side) and front-to-back support. Tape them or use a battery brace and you're fine.

LiPos don't give you the same advantage. Well, maybe the new Reedy LiPo packs do. They have rounded nubs on the bottom of the packs to fit into the same slots as the sub-C's did. Other packs have simple rectangular cases that fit but need additional support to stay in place. Simply taping or battery bracing it down will not prevent the battery from coming loose laterally while racing. The two polished surfaces of the battery and chassis won't provide enough friction to hold them in for qualifier/main...no matter how tight you make it. And not to mention, if you hit or get hit.



SOLUTIONS:

1. Apply double sided tape to the chassis. Place a battery on it and tape/battery brace it down (Add some sort of rubber foam or servo tape to the bottom of the brace for extra support).
2. Modify chassis to allow for battery corner braces similar to XRAY's battery down stops #306131. Slide battery in place and tape/battery brace it down.
3. Try using an optional LiPo battery tray for your car (if available.)

GET WIRED

A few of the hard case LiPo batteries come with different connectors, styles of connecting and locations of where the connections are made. Depending on the touring car you are running, this may pre-determine the LiPo packs you are able to use without modifying the car's upper deck, bulkheads, chassis or others. The Orion/Trinity packs have connector ports on the top of the pack on one end, at either corner. For instance, I know the Tamiya TRF146's top deck covers one of the banana clip ports completely, no matter which way you place the battery in the car. But, it also fits the SMC 5000 mAh packs no problem, which has trouble fitting in most other touring cars.

There are basically two LiPo hard case battery styles: wires with a connector (Dean's, Traxxas, Tamiya, etc.) and female banana clip ports. Once you figure out which battery style you will be using, you can convert your wiring to these connectors and never turn on your soldering iron again...well maybe until you need to change a motor.



SOLUTIONS:

1. Convert your speed controller battery connectors to match whichever battery style you are planning to use. Also convert your charger to this same connector and you can leave your soldering iron at home.
2. If you plan to try different battery styles: Hard-wire "your" most popular connector to the speed controller. Then make an adaptor cable(s) with your style and the other battery style(s). You can even add a connector to your sub-C packs to run both.

That white plug should be replaced ASAP!



BALANCING ACT

And no, not LiPo balancing, that's a different "how to." I'm talking about the weight balance of the car, from left-to-right. LiPo batteries are considerably lighter weight than sub-Cs and if you plan to race, the ROAR rules state you will need to bring the weight back up: 1,418 grams for foam tire and 1,525 grams for rubber tire touring cars. Just adding the weight anywhere is possible, but the car may react and handle like poo. Regardless of making the car legal for competition, the best practice is to balance the weight evenly, from left-to-right and keep the weight as low as possible. Some company's like Corally offer a LiPo battery tray to help balance your car. It is offset from the original battery slots.

Once you get the car balanced, you should check the overall weight of the car to make sure it is compliant to any rules your track or ROAR may enforce. The easiest and most popular way



to add weight is to apply lead strips with doubled-sided tape. Associated and other brands sell these lead weights or just head over to your local auto parts store and get stick-on lead weights for tire balancing. And always remember, a lighter car is not always a faster car.

SOLUTIONS:

1. HUDA makes Chassis Balancing Tools #107880 that can be placed on the centerline, at the front and rear of the car. Make sure the car is ready for racing with the motor mounted, electronics in place, etc. Balance the car flat on these tools. Let go of the car. Whichever side of the car drops, add weight to the opposite side...most likely, you will be adding weight to the battery side.
2. Weigh everything placed on the left side of the car (usually servo, electronics, motor, etc.) and then weigh the right side. Obviously you need these numbers to match.



A little bit more to the left.

ANY QUESTIONS?

You might be asking yourself a few questions before you go through all these conversions. Here are few general LiPo questions and my opinionated answers.

1. **Are there any benefits to using LiPos?** - Lots! Longer run times, more consistent power curve, ease of maintenance, longer battery life, great combo with brushless, to mention a few.
2. **Are there any down sides to using LiPos?** - Lots! More volatile than NiMH or NiCD if abused, expensive, no standardized size, not widely accepted for competition...you get where I'm going with this.
3. **Are LiPos better performing batteries?** - I believe this is yet to be determined, but with the weight reduction and slight voltage gain I'm sure we'll say "Yes" soon...if not right now.
4. **Are LiPos safer?** - Well, like any other cutting-edge technology, if improperly handled, they can be dangerous. But I wouldn't call them "safer" either. Charge it in a bag!
5. **Is LiPo going to help the popularity of touring cars?** - It better. Can't get any worse.
6. **Will LiPos become the norm for touring car racing?** - Without a doubt, yes.



MAKE IT WORK

Until manufacturers start designing cars for the use of LiPos and battery companies standardize the shape and size, we are going to have to make it fit. If that means breaking out the Dremel or re-soldering all of our ESCs, so be it. This is the "next thing" in touring car technology, for now, and you better get used to it. And the combination of LiPo batteries and brushless motors will be making things even better. For one thing, my pit bags just got a whole lot lighter. ⚙️



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RC PRO SERIES

IT WAS LIKE DISNEY ON ICE,
BUT WITH RC CARS!

WORDS & PHOTOS: SKINNY SPECIAL THANKS: CARLTON EPPES, MIKE, AND PAUL!

On November 6, 2008 the world gathered in Alvarado Texas to see who was top dog for the RC Pro Series Finals. RC Pro has quietly grown into a major sanctioning body for RC racing, not only here in the US, but world wide! RCP now has an international flair with drivers from all around the world racing in their respective countries for series points, and last year, the RC PRO Finals actually became an international event. This year the "Finals" were changed to "International Finals" because drivers from Canada, Brazil, South America, and other regions competed for top honors. As it was last year, the Diamond W Palace was the center stage for this monumental event. With its sprawling compound and huge dirt arena, the "W" is a great site to hold an RC event. It's all indoors, with a sweet cantina that serves the best soft tacos in the world, and a nice libations bar to unwind after a day of pulling trigger. In fact, once you get to the Diamond W, there's no reason to leave. Honestly fellow racers, if you're not competing in the RC Pro Series, you're missing out on some good stuff. Here's a taste of this years "International Finals;" get ready for next year, because it will only get better!

S. FINALS 2008

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THE TRACK

The Diamond W is a huge place with enough room to house a track worthy of this important event. The track was 260'X 120', and this year featured an odd sandy clay loam that made it seem like Disney on ice compared to last year. Maybe the new dirt caused havoc for drivers, as many were confused as they searched for the best set-up. The track itself was rather tame, and practice was fast; later on during the racing the dirt conditions combined with ruts and bumps turned the track into a real fun challenge. After 32,000 laps and 13 hours of racing, the track was in pretty good shape. Only two areas of the layout gave drivers a hard time, and they were back to back...oh man! If you look to the right of the photo you will see a huge finish line table top and a large gap jump. These two obstacles put drivers on their lids and caused grief for a lot of racers...that's racing!

What no bikini party afterwards?

RC PRO SERIES FINALS

LIFE AT THE PALACE

Life at the Diamond Palace is good—all you could want is right there.



[1] Y'all, this lovely young lady is the owner of the Diamond W Palace. Lisa runs a great facility, and tells me she loves the RC guys. She wants y'all to come back...ya hear!

[2] Alright drivers, if you don't behave, I'll cut the power! Actually, this is the nerve center for the six new thirty-foot venting fans that did a decent job of venting the building...until the mains anyway.



[3] Like I said, this place is huge, and the horse stalls doubled as lockable pits. It was cool that we could leave our gear at the track and go to the motel.

[4] Y'all, this is Miss RC Pro 2008. Britney was fixin' to hand out awards and wear the new line of Speed Threadz RC clothing. She did a good job.

[5] Saturday night after the racing was done there was an RCP party with food, drinks, and a band. It wasn't as crazy as last year, but it was still good!



[6] The arena is large enough to have an indoor manufacturers row with Great Planes, Traxxas, Caster Racing, and more representing. My favorite—Indy RC World hobby shop—came all this way out to provide an onsite shop for racers who needed parts. Jeez, I love you guys. Thanks! www.indyrcworld.net.



RC Pro Series throws a good party.

ODDS AND ENDS IN THE PITS

There were a lot of things going on at RCP finals, so here are some things that should get you amped for next year.



[1] This guy really wanted his photo in the magazine, so here you go pal...but did you notice the sweet shirt Miss RC Pro is wearing? Yep, you too can have your very own "Skinny" shirt, and you can order it and more at www.speedthreadz.com.

[2] Hey dude, can I tech my car? Working as race tech for the finals is tiring work...just ask this dude!

[3] Ryan Lutz did back flips when he won an A-main... sweet!



[4] Steve O'Donnell came out not only to support his drivers, but as one of the major manufacturers to support RC Pro. Steve knows a good promotional tool when he sees one, and with the new ZOIB buggy out, he was hard at work doing some promotion.

[5] These guys make the racing happen. Carlton Eppes was race director and driver security detail, while Paul and Mike did the announcing. These two guys are a crackup, and do a great job calling the racing action!

BIG NEWS FROM RYAN LUTZ

You may not know this, but coming into the RCP Finals, Ryan Lutz (team manager for Kyosho) had inked a deal to race for Tamiya America for the 2009 year and be their team manager. I talked to Ryan about the change, and he told me that being at Kyosho for the last three years was one of the best things he's done in his career as a driver, but he felt it was time to try something else. He went on to say that he was getting in on the ground floor developing Tamiya's race program and team. He also said he gets to race a lot more, which is something he really wants to do. If that wasn't enough news for the weekend, Ryan also dominated the RCP finals with stellar runs and won everything he ran in. Now Ryan, being the class act he is, finished off his Kyosho career with double wins for them at the finals in both buggy and truggy. To top that off, Kyosho and Ryan Lutz are now National champions in both classes. A nice parting gift for both of them, don't you think?



THE MAIN EVENTS

Before we get to the main events, RCP had two demo classes this year. First was the 1/8-scale electric buggy class sponsored by Caster Racing, and second was a Slash class sponsored by Traxxas. The Slash demo was a blast with some thirty trucks on the grid at the same time, and this led to some crazy and fun racing. Steve Slayden of Traxxas took home the trophy, which was fitting. I have to hand it to Traxxas for this truck; it has sparked a whole new craze in club racing. The buggy event was cool, but it was like watching buggies race with no engines. It was strange to see buggies roost the track with no noise, but man did they go fast. They were clearing jumps and sections their nitro brothers could not, so look for a class next year. The battle-hardened Paul Gaertner looked good with his brushless LiPo powered buggy and won the race despite a sore throat.

Gas Truck: The GT class is alive and enjoyed a pretty solid turn out for this race. Dennis Allison was sitting TQ, and he got out front on a good start and pretty much ran wire to wire. The story in this race was Jason Hildebrand; he started in last place and worked his way up to sixth place at the finish. That's some mighty fine driving! I also watched a brushless truck do battle in this nitro class, and it did rather well for a long A-main event.

Monster Truck: Tim Roberts was the man to watch in monster truck. He was fast all weekend and sat in TQ at the start. Right behind him was Steve Slayden from Traxxas, and he too had been on fire all weekend. At the start Tim took the hole shot with Slayden right behind and they battled for the first part of the race. At the mid point of the 45 minute main, Slayden and Derek Guidry had a nice battle for second but Slayden had some problems and fell back. Derek held on to second for the rest of the race with Tim Roberts taking the win one lap up on the field.

Arena Truck Intermediate: Nic Day was sitting TQ for this 45 minute A-main, but after a brutal start, he came out in ninth with Matt Sistrunk grabbing the holeshot. Right around the first pit stops Jason Grant took over the lead, and ran almost unchallenged for the rest of the race. Curt Bacon provided an interesting note for this main by coming from fourteenth to fourth place. Curt ran fast and climbed his way through the pack and it was a sight to see, but in the end it was Jason who roosted the pack by one lap and finished first.

Expert Arena Truck: Scott Cramer was the man in this class. He roosted the new pre-production O'Donnell truggy all weekend, and was sitting TQ for the start. Scott got the hole shot, but had to work hard the whole race to stay in front. Mike Jackson, who sat third on the grid,

and ended up way back in the pack. After ten minutes of slicing through the pack, Mike moved up to third, then second, and soon was in a fight with Cramer for first. It was a roller coaster ride for Scott Cramer, but he won in the end to become Expert Champion of the RCP. Interestingly, the top six cars were by different manufacturers. To me this means that cars are becoming more similar in terms of quality and performance.

Pro Arena Truck: Cody King, who sat second on the grid, was the first across the loop in the pro A-main, with Ryan Cavalieri in second and Josh Wheeler in third. Cody ran off the track, and Cavalieri took first, but Steve Hartson, Ryan Lutz, and Wheeler were all in a tight pack and really going at it—it was a blur of activity for the first few laps. The top six drivers were really tight for the first third of this race, but Ryan Lutz, who had been super fast all weekend, finally maneuvered out to first and never looked back. With Lutz checked out, second and third were up for grabs. Cody King, Wheeler, Cavalieri, and Hartson all went neck in neck for the mid portion of the race and it was very exciting. By the halfway point Lutz had lapped all but second place Ryan Cavalieri, who was solidly in second. By the end of the race, Lutz was first, Cavalieri was second, and Steve Hartson was third. This was a great race with lots of action.

Buggy Intermediate: Intermediate buggy was almost a repeat of the intermediate truggy main, with Jason Grant taking first and Matt Sistrunk taking second. Both ran a good race with one lap up on the field. The track must have been rough, because they both turned fewer laps in buggy than truggy, but in buggy they finished only nine seconds apart. Trent Kirk finished much better in buggy and made up for his car problem in truggy to take third place. These three drivers looked really fast

and the expert class better watch out for them next year.

Expert Buggy: The expert class had a good race with Jake Dellinger taking the lead after the half way point. John Perez, who led the first part of the race, finished second. Brandon Howe came from mid pack to get the last podium slot with a great run. Jake finished one lap up on John. Scott Cramer, who was an early leader and fresh from his truggy first place finish, suffered a mechanical issue and was out for a while, but worked his way back up to eleventh. The interesting thing in this race was that both the first and third place finishers came from mid pack to finish on the podium...that's some good driving for a race of this caliber.

Pro buggy: The start of the buggy pro A-main was crazy and exciting; there was so much action it was hard to call. After ten minutes, Ryan Lutz was on top, with Ryan Cavalieri second, and Cody King third. The action was intense at the top until the halfway point, with the top five drivers within seconds of each other. Ryan Lutz was in and out of the lead during pit stops, which tells you how close the racing was. A little after the half way mark, the top four drivers were only 11 seconds apart with Josh Wheeler sitting in fourth. Cavalieri was two seconds from Lutz, and the two were fiercely battling for first. Finally Cavalieri passed Lutz for the lead at 20 minutes in. With 10 minutes left in the race Ryan Lutz moved back into first and was sitting pretty with a 10 second lead, but Cavalieri would not give up, and finished only five seconds behind Lutz. Ryan Lutz ran a dominant race with Cavalieri relentlessly attacking him the whole time. Both finished two laps up on the field with Cody King finishing third. This was an exciting race, and it was good to see factory pros at the RC Pro finals this year...I hope this is a new trend!

RC PRO SERIES FINALS

A FOR REAL PRO CLASS

This year RC Pro joined the real world of racing and adopted a ranking system much like the one motocross or BMX uses. Now you actually have to work your way into pro class like it should be. This classification should help end sandbagging and sort out the ranks so racing will be fairer. Why our hobby refuses to do this type of thing is beyond me, but I'm sure glad RCP has adopted it. Hopefully other sanctioning bodies and race tracks will follow suit so our sport will become more unified. Here is an excerpt about the new rule from their web page:

New Pro classification system: for this year you have to qualify to run in the Pro class. Like all other forms of racing, you have to qualify, not just anyone can sign up for this class anymore. There will be a list posted of the racers who have qualified for Pro class for 2009 forward. The qualification for Pro is based on performance—not who feels they should be there. If you think you should be there, then go out and perform! There is a possibility all the qualifying parameters could occasionally miss someone, so this year during qualifying; if someone blows away the expert class in qualifying, and their times are good enough to place them in the top 12 in Pro, they will be moved into Pro before the mains are setup. The Open Buggy/Arena Truck Class (old Expert classes) are open to all racers no matter what level of sponsorship. The Open class and a large portion of the Intermediate class will now be pretty close to the same speed.

Well there you have it. RC Pro has spoken. Now if we can get the sponsorship thing figured out (as in eliminated from rules), we'll be heading the right direction for sure. Really, if a company wants to sponsor someone, the performance of the driver makes no difference...trust me, I know!

[1] Right place—right time. I stole a set of the new "pre-production" AKA City-Block tires and AKA rims so y'all non factory Kyosho drivers could hear about them first before all the hype comes out. Well, believe the hype because they work pretty well!



[2] Oh man, more products to approve. Carlton showed me the new Bu-Ku racing pipe he is considering making legal for 2009. It's an adjustable chamber so you can make it either torque or hi-end—all with one adjustment to one pipe...nice!



[3] Caster Racing is a company on the move with some nice racing cars and now an electric buggy. Look for it in the shops soon. It looks pretty sweet.



[4a & 4b] Pro Hobby is back, and as creative as ever. Danny Beers had his new monster truck creation at the finals, and it was beating up on the Revos. Too bad he had a servo problem; the truck looked lethal during his race. Look for this truck soon at www.prohobby.com



[5] Gene "The Machine" Hickerson had this neat in-line fuel booster to keep fuel temp down and increase mileage and performance. Look for it at his web site soon.

[6] A real nice guy named Tex had this tricked out center diff, and it looked interesting. This is a one-way system that runs off the driveshaft and lets the front wheels "free-wheel" in the corners (much like on-road racers use). Now here's the unique part: the front brake rotor is housed on the one-way casing, so it brakes the front wheels unlike other one-way systems. Pretty neat idea! It will be out for sale sometime next year.

And so wraps up another great year at the RC Pro Series. RCP is one heck of a sanctioning and promotions organization. Just think, even though things are not so good economically for the world, 380 racers came from around the globe to compete in Alvarado Texas. That's pretty impressive for our sport right now. I bet if you asked any one of the participants they would tell you y'all missed out, and you should be fixin to be a comin' next year. I would have to agree. RC Pro is the regular Joe's racing organization in a lot of ways, and it's representative of how a race organization should run races in a lot of ways as well. For sure RCP builds a great race community across the globe and creates a common bond for many racers. In fact, after most of the RCP events I've gone to, I've felt like family with many of the people. If you haven't raced in the series, y'all need to be fixin to come next season...for this is truly the core group of RC enthusiasts you want to hang out with. ⚙️

FIN



Carlton and Mary Eppes the prestidigitators of RC racing...thanks for all the hard work!

Is Carlton approving or using that pipe in that picture?

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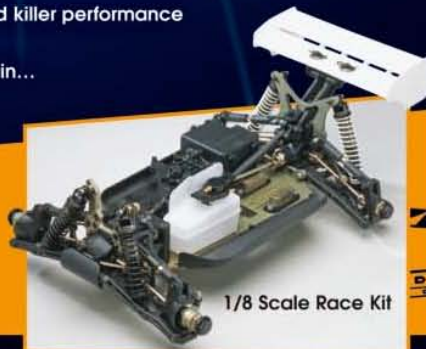
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RACE COVERAGE

RC PRO SERIES TRIALS



GAS TRUCK



MONSTER TRUCK



MONSTER TRUCK



ARENA TRUCK



ARENA TRUCK

FINAL RESULTS

SLASH DEMO CLASS			
F	Q	Laps, Time	Driver
1	4	8, 51.907	Tim Roberts
2	X	8, 53.149	Travis Lewis
3	6	7, 59.205	Ron Wall
4	2	7, 58.336	Driver name
5	4	4, 53.969	Spencer Wall
6	X	XX, XX:XX	Hobbico
7	X	XX, XX:XX	Michael Paige
8	X	XX, XX:XX	Jeff Felty
9	X	XX, XX:XX	Tony Keigley

ELECTRIC 1/8 SCALE BUGGY DEMO CLASS			
F	Q	Laps, Time	Driver
1	1	21, 41.614	Paul Gaertner
2	2	20, 42.059	David Alberico
3	3	17, 40.073	Quincy Hughes
4	4	14, 40.226	Ryan Carpenter
5	5	13, 43.912	Dennis Allison
6	6	13, 42.075	Clayton Neal
7	7	10, 41.311	Cameron Martin
8	8	10, 42.725	Cory Gladish
9	11	6, 45.854	Tim Hepler
10	X	XX, XX:XX	David Alberico



GAS TRUCK (A MAIN)										
F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	1	52, 49.163	Dennis Allison	Losi	10.5	-	-	Losi	Futaba	Pro-Line
2	5	51, 49.850	Tim Helper	-	Novak	Wire	Elite	J-Concepts	Futaba	Pro-Line
3	4	48, 49.755	Jim Sheffield	-	Engine brand	-	-	Body brand	-	Tire brand
4	2	48, 50.486	James Florence	Associated	O.S.	Associated	Sidewinder	J-Concepts	Nomadio	Pro-Line
5	6	47, 49.849	Jeff Felty	RC 10GT2	LRP 12	Stock	Werks	J-Concepts	Ko Pro Po	J-Concepts
6	17	43, 56.362	Jason Hildebrand	Traxxas	Traxxas	-	Max Amp Lipo	Traxxas	Nomadio	Bow Tie
7	7	43, 49.855	William Gibson	Associated	Dynamite	A E	Nitro Juice	A E	SPR	J-Concepts
8	8	42, 51.527	Orlando Lebron	-	-	-	-	-	-	-
9	12	39, 54.880	Pun Gonzalez	-	-	-	-	-	-	-
10	10	37, 56.419	Steve Thorikvee	GRZ	O.S.	A E	Maxy's	Pro-Line	Airtronics	Pro-Line

MONSTER TRUCK (A MAIN)										
F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	1	62, 42.033	Tim Roberts	Traxxas	Traxxas	Traxxas	Traxxas	Majestic	Futaba	Panther
2	5	61, 42.000	Derek Guidry	Revo	Traxxas	Traxxas	O'Donnell	Traxxas	4PK	Pro-Line
3	6	60, 42.404	Trevor Johnson	Traxxas	Traxxas	Traxxas	O'Donnell	Traxxas	Futaba	Traxxas
4	9	59, 42.469	Christian Blake	Traxxas	O.S.	R B Concepts	Byron	J Concepts	Airtronics	Pro-Line
5	7	58, 43.803	Jonathan Bennett	Revo	Traxxas	-	O'Donnell	Proto form	Spektrum	Response Pro
6	11	56, 44.178	Paul Schultz	Traxxas	O.S.	THS Racing	Byron	J Concepts	Futaba	Panther
7	3	56, 42.672	Mike Battaile	Traxxas	Traxxas	-	Nitro Juice	Majestic	Ko Pro Po	Traxxas
8	8	56, 44.816	Phillip Scheel	Revo	Traxxas	Traxxas	Werks	J Concepts	Ko Pro Po	Panther
9	4	53, 41.417	JJ Turk	Traxxas	R B	Traxxas	Byron	J Concepts	Spektrum	Panther
10	2	49, 41.795	Steve Slayden	Traxxas	Mojo Mods	Traxxas	Nitro Juice	Traxxas	Spektrum	Traxxas

INT ARENA TRUCK (A MAIN)										
F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	6	64, 39.669	Jason Grant	Kyosho	O.S.	O.S.	Nitro Juice	Kyosho	Futaba	Aka
2	2	63, 39.882	Matt Sistrunk	X-Ray	U-Spec	JP3	Byrons	J Concepts	Ko Pro Po	Pro-Line
3	1	62, 40.439	Nic Day	Losi	O.S.	Jammin	Byrons	Losi	Futaba	Panther
4	14	60, 40.667	Curt Bacon	RC 8T	RB Mods	-	Fuel used	Pro-Line	-	J Concepts
5	11	60, 40.610	Courtney Tate	Kyosho	O.S.	Grp	Nitro Juice	J Concepts	Futaba	Panther
6	5	60, 38.670	Nick Vanderpool	X-Ray	Max Power	JP3	Nitro Juice	X-Ray	K.O.	Pro-Line
7	10	60, 40.651	Rodney Foley	Jammin	RB Mods	R B	O'Donnell	Jammin	Nomadio	Pro-Line
8	7	59, 40.076	Brian Walker	Losi	O.S.	O.S.	Nitro Juice	Pro-Line	Futaba	Panther
9	15	57, 41.374	Denver Houghton	X-Ray	O.S.	Thunder Tiger	Byrons	Pro-Line	Ko Pro Po	Pro-Line
10	13	57, 42.180	PB Whitaker	Kyosho	RB Mods	R B	O'Donnell	Pro-Line	JR Z1	Panther

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RC PRO SERIES FINALS

RC PRO



GAS TRUCK



MONSTER TRUCK



MONSTER TRUCK



ARENA TRUCK



ARENA TRUCK

EXPERT ARENA TRUCK (A MAIN)

F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	1	64, 39.997	Scott Cramer	O'Donnell	O.S.	O.S.	O'Donnell	O'Donnell	Futaba	Pro-Line
2	3	64, 39.948	Mike Jackson	Kyosho	O.S.	O.S.	Nitro Juice	O'Donnell	Futaba	AKA
3	2	63, 40.748	Colbey Alleman	Mugen	Werks	Werks	Werks	Pro-Line	Futaba	Pro-Line
4	12	63, 40.097	Cameron Martin	Caster	Siim	-	Byrons	-	-	Panther
5	10	62, 40.512	Jake Dellinger	X-Ray	R B	R B	Rocket Science	Majestic	Futaba	Pro-Line
6	7	61, 41.077	Trevor Johnson	Kyosho	R B	R B	O'Donnell	Kyosho	Futaba	Pro-Line
7	9	60, 40.759	Ken Kapson	X-Ray	O.S.	JP4	O'Donnell	J Concepts	Futaba	Pro-Line
8	14	60, 40.856	Joshua Seale	Kyosho	R B	JP4	Nitro Juice	Kyosho	DX3R	Pro-Line
9	4	59, 39.955	Brandon Howe	X-Ray	Sirio	Sirio	Fuel used	X-Ray	Ko	Pro-Line
10	5	56, 41.032	Mark Morrow	Mugen	GO Sport	-	Rabit science	-	Spectrum	-

PRO ARENA TRUCK (A MAIN)

F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	4	70, 36.597	Ryan Lutz	Kyosho	Sirio	Sirio	Werks	S-RR	Ko Propo	City Block/AKA
2	1	70, 37.052	Ryan Cavaliere	Associated	Orion	Associated	Sidewinder	Associated	Airtronics	Pro-Line
3	3	69, 37.651	Steven Hartson	O'Donnell	O'Donnell	O'Donnell	O'Donnell	O'Donnell	Futaba	Pro-Line
4	6	68, 38.037	Josh Wheeler	X-Ray	O.S.	JP3	Byrons	Pro-Line	Futaba	Pro-Line
5	5	68, 37.668	Taylor Petersen	O'Donnell	O'Donnell	O'Donnell	O'Donnell	O'Donnell	Futaba	AKA/City Blocks
6	2	68, 37.368	Cody King	Kyosho	Sirio	Sirio	Byrons	Kyosho	Ko Propo	AKA
7	10	67, 38.169	Kyle Skidmore	Associated	Reedy	Associated	Rocket Science	Associated	Futaba	Pro-Line
8	14	66, 38.242	Derek Guidry	O'Donnell	O.S.	O.S.	O'Donnell	O'Donnell	4 Pk	Pro-Line
9	11	66, 38.898	James Branham	X-Ray	Max Power	JP3	Byrons	Pro-Line	Futaba	Pro-Line
10	8	65, 38.160	Trevor Turner	Kyosho	Sirio	Sirio	Sidewinder	Stock	Ko Propo	AKA

INT BUGGY (A MAIN)

F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	8	61, 40.863	Jason Grant	Kyosho	O.S.	O.S.	Nitro Juice	Pro-Line	Futaba	AKA
2	1	61, 41.246	Matt Sistrunk	X-Ray	O.S.	JP3	Byrons	Pro-Line	Ko ProPo	AKA
3	3	60, 41.501	Trent Kirk	Kyosho	Sirio	2013	Byrons	stock	Futaba	AKA
4	7	59, 41.222	Derek Keeling	X-Ray	RB	JP1	Nitro Juice	X-Ray	Futaba	AKA
5	13	59, 41.413	Matt Sistrunk	Mugen	N-Spec	O.S.	Nitro Juice	stock	Spk	Pro-Line
6	2	59, 41.674	Larry Dean Pope	X-Ray	RB	-	Byrons	-	JR	AKA
7	6	59, 41.815	Nick Vanderpool	X-Ray	Max Power	Sirio	Nitro Juice	X-Ray	KO	City Blocks
8	11	59, 42.295	Denver Houghton	-	-	-	-	-	-	-
9	12	58, 42.830	Boyd Lemons	-	-	-	-	-	-	-
10	15	58, 41.611	Brendan Nolan	X-Ray	RB	JP3	Werks	Pro-Line	Airtronics	Pro-Line

EXPERT BUGGY (A MAIN)

F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	9	62, 40.728	Jake Dellinger	X-Ray	P5xst	Jammin	Rocket Science	J Concept	Futaba	Pro-Line
2	2	61, 41.134	John Perez	-	-	-	-	-	-	-
3	8	60, 41.345	Brandon Howe	X-Ray	Sirio	Sirio	-	X-Ray	Ko	AKA
4	1	60, 40.943	Chris Allison	Losi	O.S.	O.S.	Nitro Juice	Stock	Airtronics	Crimefighters
5	4	60, 41.003	Mark Morrow	Mugen	Go Sport	-	Rocket Science	-	Spectrum	-
6	13	60, 40.757	Ryan Bauer	Mugen	O.S.	O.S.	Byrons	Pro-Line	Futaba	Pro-Line
7	14	59, 41.310	James Christopher	Car name	-	-	-	-	-	-
8	7	59, 41.637	Brian Henn	Jammin	Novarossi	Novarossi	Nitro Juice	Pro-Line	Airtronics	Pro-Line
9	10	59, 42.311	Mike Garrison	X-Ray	O.S.	-	Sidewinder	-	Futaba	Panther
10	11	59, 41.678	Gary Haggard	Jammin	O.S.	JP-2	Sidewinder	Stock	JR	Panther

PRO BUGGY (A MAIN)

F	Q	Laps, Time	Driver	Car	Engine	Pipe	Fuel	Body	Radio	Tires
1	2	68, 37.380	Ryan Lutz	Kyosho	Sirio	Sirio	Werks	MP-9	Ko Pro Po	AKA
2	3	68, 38.054	Ryan Cavaliere	Associated	CRF .21	Associated	Sidewinder	Associated	Airtronics	Pro-Line
3	1	66, 38.089	Cody King	Kyosho	Sirio	Sirio	Byron	Kyosho	Ko Pro Po	AKA
4	4	66, 38.574	Josh Wheeler	X-Ray	O.S.	O.S.	Byron	Pro-Line	Futaba	Pro-Line
5	13	65, 38.919	Taylor Petersen	O'Donnell	O'Donnell	O'Donnell	O'Donnell	O'Donnell	Futaba	AKA
6	10	64, 38.825	Gene Hickerson	Cen	O.S.	O.S.	Maxy's	Pro-Line	Futaba	Pro-Line
7	12	64, 39.624	Leon McIntosh	X-Ray	-	Pipe used	O'Donnell	-	Futaba	Pro-Line
8	7	63, 38.961	Steven Hartson	O'Donnell	O'Donnell	O'Donnell	O'Donnell	O'Donnell	Futaba	Pro-Line
9	9	63, 39.804	Quincey Hughes	Losi	O.S.	-	Nitro Juice	Losi	Futaba	-
10	15	62, 39.262	Mike Bataille	Associated	Werks	Werks	Nitro Juice	Majestic	Ko	Werks

Skippy covered this race then went to Puerto Rico to cover another.

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Hex Driver Set L = 120mm
4 Pc Set

Sizes:
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2.5mm X 120mm - 3.0mm X 120mm



RC09405
Ball Driver Set L = 120mm
4 Pc Set

Sizes:
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2.5mm X 120mm - 3.0mm X 120mm



RC09420
Regular Hex Driver Set
4 Pc Set

Sizes:
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2.5mm X 60mm - 3.0mm X 60mm



RC09425
Regular Ball Driver Set
4 Pc Set

Sizes:
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2.5mm X 60mm - 3.0mm X 60mm



RC09220
Hex Driver Set
6 Pc Set

Sizes:
0.05in
1/16in
5/64in
3/32in
1.5mm
2.5mm



RC04230 Hex Driver Set
7 Pc Set

RC04221 Hex Driver (0.05)
RC04222 Hex Driver (1/16)
RC04223 Hex Driver (1/32)
RC04224 Hex Driver (5/64)
RC04225 Hex Driver (2.5mm)
RC04226 Hex Driver (3mm)
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SERIOUS FUN

RC09440
Thin Wall Nut Driver Set
4 Pc Set

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RC04443 Nut Driver (7.0mm)
RC04444 Nut Driver (8.0mm)



RC09430
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Driver Set
(120mm)

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Driver (3.5mm)
RC09432 Phillips Screw
Driver (4.0mm)
RC049433 Phillips Screw
Driver (5.0mm)
RC09434 Phillips Screw
Driver (5.8mm)



RC09435
X17 Slotted
Screw
Driver Set
(120mm)

Sizes:
3.5mm
4.0mm
5.0mm
5.8mm



RC09460
Hex Wrench 5 Pc Set

RC09456 Hex Wrench (.035in)
RC09457 Hex Wrench (1/16in)
RC09458 Hex Wrench (5/64in)
RC09459 Hex Wrench (3/32in)
RC09461 Hex Wrench (.050in)

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RC04042 Piston Locking Tool (Black)
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IT'S A WING THING

BECAUSE THAT BIG THING ON THE BACK OF YOUR TRUGGY ISN'T A CARRYING HANDLE.

words: Jeff Huneycutt

Sure, the wing on the back of your buggy or truggy looks cool. And it also makes for a great carrying handle so you don't accidentally burn yourself on the exhaust pipe or get your hands dirty. But the rear wing really has a much more important purpose than that.

The rear wing on a buggy or truggy is one of the few tunable aerodynamic tools you have available. When used correctly, a wing can help keep your RC car from wanting to fly with its nose pointing down on the big jumps. But a predictable, level flight isn't the only advantage of a rear wing. That wing can also help add stability through the high-speed sweepers, and being able to make time through the turns is always an advantage on the race track.

WING ANGLE

Many RC vehicles build in some adjustability at the point where the wing attaches to the strut (the vertical ribs that connect the wing to the chassis). A greater wing angle—where the rear of the wing is higher than the front—creates more downforce, but it also causes more drag. A well-designed wing does a good job of providing downforce while creating minimal drag, so you generally want the wing angle to be as shallow as possible while still doing the job. If you always leave your wing set at the maximum angle, try lowering it a bit and see if it makes any difference in how your truck or buggy feels. If it feels the same, you may gain a little bit of top-end speed by leaving it flatter.



Numerous manufacturers offer aftermarket rear wings. These are usually labeled low, medium, or high downforce. Choosing the right one for the track you are on can give you an advantage.

WING HEIGHT

A truggy poses a problem with wing placement that typically does not occur with a buggy. The cab area of the truck body blocks a lot of air, so if the bottom of the wing is placed so low that the body blocks the airflow to it, then much of that wing's potential is wasted. Although it may not be the best look for a truggy, if you feel you need more rear traction, you can try raising the wing to take advantage of the high-pressure flow of air coming off the cab.

Most truggy manufacturers have settled on a design that places the rear wing right at the rear edge of the truck body to help funnel the air flowing off the back of the truck right into the wing. Wing location is almost always set on buggy and truggy kits and RTRs, but a resourceful racer who isn't afraid of a little fabrication work may want to experiment with moving the wing around a bit. Try raising the wing or moving it back a bit to create more separation between the cab and the wing and maximize downforce. Also, racers in the Production Monster Truck class are always adding wings to their trucks, and wing location is important there, too.

Try locating the leading edge of the wing so that it meets the rear upper edge of the truck body in a straight line. This lets the air come off the back of the cab and across the equivalent of the top of the truck bed before being directed onto the wing. Moving the wing forward or back also adds another option. Moving the wing away from the car not only gets it into cleaner air, but also increases the leverage the wing's downforce has on the chassis. Be careful, though, because moving the wing back can also have a poor overall effect on handling in the wrong situations. Moving the wing away from the chassis creates more leverage for the wing on the chassis. This leverage creates a see-saw effect. It adds downforce on the rear wheels, but the rear wheels also act as a fulcrum, and the downforce the wing creates also causes the chassis to lift the front wheels. If you notice the truck constantly pushing, especially in high-speed turns, it could be that the wing is working too well.

Take a good, hard look at your truggy. If the cab of the lexan body is very tall, it can disrupt airflow from getting to the wing.



Many kits are designed to allow racers to change the wing angle. A taller angle increases downforce, while a shallower angle (more level) reduces downforce.

WING DESIGN

You don't always have to run the wing that comes with your kit or RTR. Aftermarket wings, in fact, can be a great addition to your ride. Some manufacturers, like Proline, actually build wings that provide different levels of downforce. They do this by molding a wing with a steeper angle on the lip, or more overall surface area. And these wings can usually be made to fit just about any vehicle.

The wing on your kit or RTR is almost certainly a medium-downforce wing. In the one-size-fits-all mentality manufacturers have to go with when selling a high-volume product, the safe bet is to go with the middle-of-the-road option that should please the most people. But an aftermarket wing can help you tune your vehicle to your specific needs. For example, a high-downforce wing uses a steeper angle or more surface area to catch more air and provide more downforce at the same speed (compared to a standard-downforce wing). The extra downforce comes at the expense of a little more aerodynamic drag, but this usually isn't a concern in off-road racing because you spend so much time at part throttle trying to negotiate turns and so little time at full throttle that it really isn't a detriment.

Is it still a wing if it's purpose is to not fly?

TUNING AT THE TRACK

A wing change (or even a change of wing angle) isn't something that you are likely to use often, but it can be helpful in certain situations. For example, you will want to do all you can to keep the rear end planted on tracks that are really loose or bumpy. Making a change to get more rear downforce from the wing can help. Also, if you are having trouble with a particular set of jumps, and your buggy or truggy keeps wanting to do a nose-plant, you may want to look at the wing. In this situation, a higher-downforce wing can help you maintain level flight.

Wing settings can also help you dial in your vehicle for specific turns if you apply the changes correctly. Aerodynamic devices like wings only work when the speed is up. They are virtually useless on slow-speed areas like tight-turns or 180s. This means you can tune the suspension to work best in the tightest turns and then use the rear wing to help maintain control in the higher-speed sweepers.



Take a good, hard look at your truggy. If the cab of the lexan body is very tall, it can disrupt airflow from getting to the wing.

Who needs wheels?

CONCLUSION

So you see, there is more to the rear wing on your off-road RC than a good place to stick a few decals. Just remember that wings work best on the higher-speed areas of the race track. Try to tune just for the fastest parts of the track—not the track as a whole—and you will be better off. 🌀

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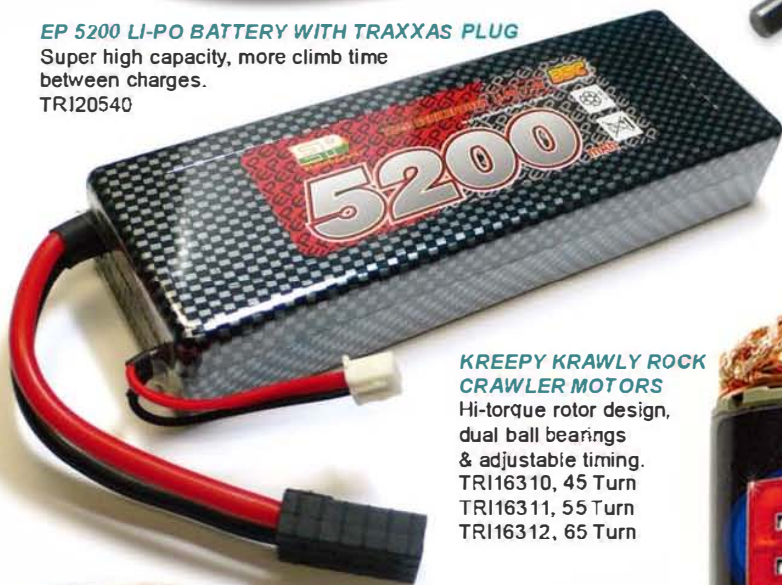
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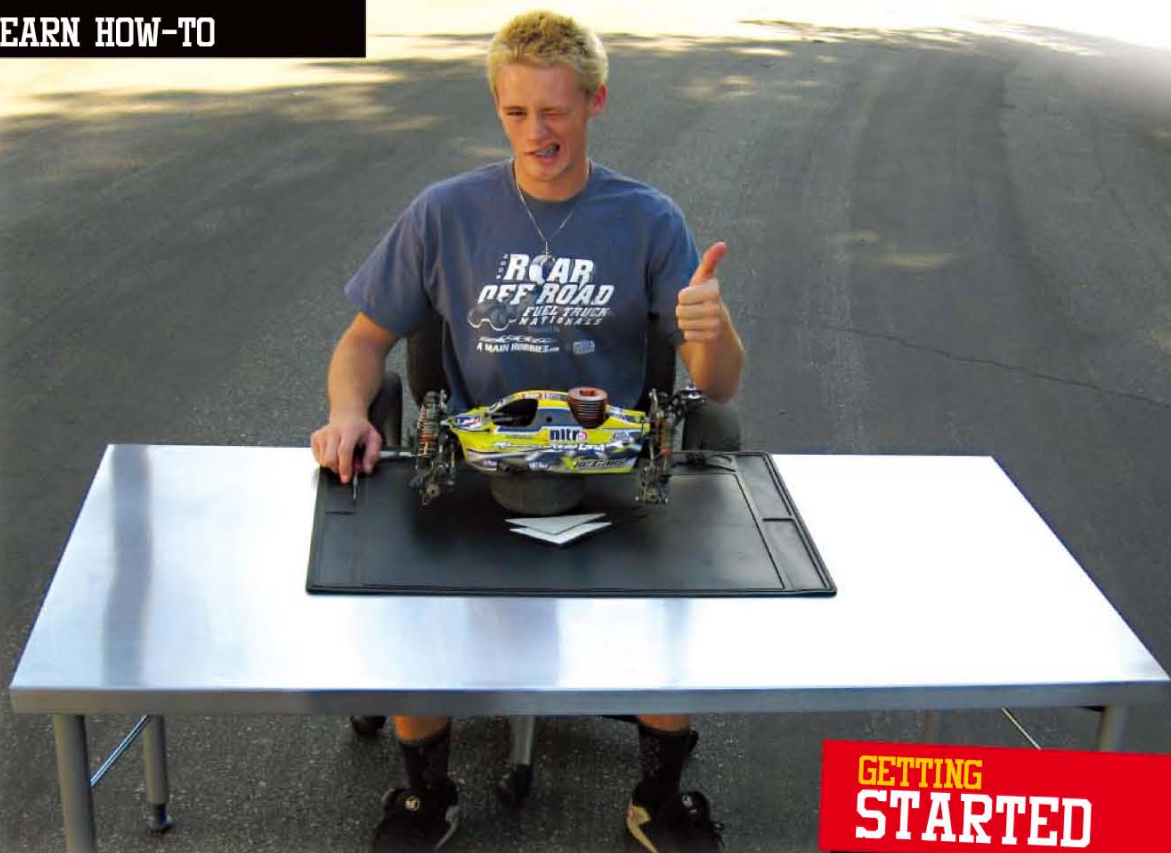
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Originally Skinny just built this table as the complete article.



MAKE THE ULTIMATE PIT TABLE

HI-PERFORMANCE DREAM CRUSHER BLING!

words: Brian "Skinny" Skinner

Chances are if you go to the local RC track, you'll need a pit table at some point. Now you could go down to the local hardware store and get one of those plastic jobs, but plastic is just not Xtreme enough in the pits anymore. I decided to go macho and build a pit table that could be beat on and always look good. The idea of a macho pit table came to me when I was watching Iron Chef America; there was a folding table on the show, but the table wasn't plastic—it was stainless steel—and it looked trick! I was inspired, and decided that building a stainless steel pit table would be cool for a How-To. Of course, Dream Crusher and the gang at the office teased me about building "just" a stainless steel table for this How-To, and said it needed more. Undaunted by their attempts to break my creative spirit, I vowed to show them—I would build the maximum macho pit table—one that even the Crusher would envy! Now that I'm back from Ikea, let's head out to the Shrek lair and build the ultimate maximum macho pit table inspired by Iron Chef America and the relentless taunting of my fellow XRC co-workers!

GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT



TIME TO COMPLETE



TOOLS NEEDED

-  • Screw Gun
-  • Utility Knife
-  • A Brain
-  • Jigsaw
-  • Assorted tools

BUILD THE TABLE FIRST

STEP ONE: IKEA WAS THE PLACE FOR ME-

The idea for this project is to make a durable, sleek pit table that has all the things you use on top of the table mounted directly in the table...kind of like a Swiss Army Knife of pit tables if you will! As far as I know, Ikea is the only place to find stainless steel table tops for a decent price. As it happens, Ikea had all the other components I needed as well. I chose the 30"X 60" Vika Hyttan stainless steel table top (\$160.00) and Vika Fällö folding legs, which are adjustable and robust (\$40.00). Next I went to the kitchen section to find some trays I could use to keep all my parts in one place (\$3.99). Then I strolled over to lighting to find a folding light (\$19.99) and a power stick (\$6.00). Once you have your items, head to the cashier quick before you buy stuff for your home...the place is addicting! Of course, you can get this stuff almost anywhere, but Ikea was a one-stop-shop for me.



» TECH TIP

YEP I'M TALKING ABOUT WD-40!

To keep your stainless steel table looking good and clean, you need look no further than to a can of WD-40. It's easy to keep your metal table clean and looking like new. Simply spray some WD on the table and wipe it down; this not only cleans off the nitro oils and grease, but treats the stainless steel and returns restores its luster. It also eliminates finger prints and water spots. In case you didn't know, stainless steel will not rust or corrode.



We had to tell him IKEA instructions do suck but it doesn't make it a complete article!

STEP TWO: ASSEMBLE THE TABLE

Find a flat area and lay out the parts for the table. I recommend opening the table box and leaving the table on top like in the photo; this will keep it from getting scratched. The Vika Fällö folding legs come with screws, so all you need is a screw driver or cordless drill with Phillips bit. You'll need to offset the legs like in the photos because the legs are adjustable and need room to fold. The best way to line the legs up is to set the mounting brackets against the lip of the table and line the legs up to the outside edge like in the photo. Mount the legs, and get ready for the next step.



NOW BUILD A PARTS TRAY 'INTO' THE TABLE

Now that you have the table assembled we're going to mount a parts tray "right into" the table. We'll need a parts tray to keep parts secure, and mounting it in the table will create more room, plus it won't get knocked over or spill!



2. IT'S IN THE HOLE!

Once you have your template created, it's time to cut it out. First, drill a pilot hole so the blade of the saw can drop down into the table. (Remember: do this on the inside line at all four corners.) Next I suggest you use a "one by two" wood strip to run the jigsaw across. This lifts the blade up so you won't cut through the bottom of the table, and it also protects the top of the table from getting marred. Once you have completed your cuts, pop the center piece out and clean the wood and hollow core stuff out. Study the two photos before you get started.

1. CREATE A TEMPLATE

Make sure to buy a tray with a lip so it mounts flush in the table! Decide where you want your tray to be permanently mounted, and square it up to the table like in the first photo. Next, trace an outline of the tray on the table like in the second photo. Now that you have an outline for the tray you need to measure in from the outside line to compensate for the lip. This way the tray will sit flush and the lip will be ready for gluing. Study the photos before you get started; remember—measure twice—cut once!



3. IT'S A BONDING EXPERIENCE

To glue the tray into the table, first take some cleaner (Nitro Blast works killer) and clean the areas of the tray and table to be glued. Make sure to clean off the pen markings and de-burr your cut. Take some silicon glue (I used gray construction glue to match the stainless steel) and lay a nice fat bead along the lip of the tray like in the first photo. Place the tray into the table and press down until it bottoms out. After the tray is mounted, take a wet rag and wipe the excess glue so you have a nice clean bead around the tray. It's best to press down on the tray with one hand while you wipe the excess glue off. After you're done, place a brick or heavy object on top of the tray and let it cure overnight. This ensures a good bond. Study the photos to see how it's done...take your time to get a nice finished look.



» TECH TIP

IT'S SHOCKING TO KNOW THIS!

Having a stainless steel pit table is pretty cool, but there are a couple of things to consider. First and foremost, stainless steel conducts electricity. This table might not be the hot ticket for you electric racers. Regardless of whether you race electric or nitro, I recommend that you set your charging equipment and batteries on a rubber mat or other form of insulation. I work on the Up-Grade mat and set my charger on a thin Teflon cutting mat I found at Ikea. I will also add that stainless steel, although tough, will dent and ding, so be prepared for that. To me, a well used metal table looks much better than a blown-out-stained-rickety plastic table any day, but that's me.



3. MOUNT THE POWER STRIP AND POWER SUPPLY FOR THE LIGHT

There are a couple of things to think about on this step. If you're just mounting a power strip, you'll need to mount it in a secure place so it won't get in the way of anything. If you're including a light in this project, you'll need to mount the power strip in proximity to the light. Also make sure all the parts underneath are flush and out of harm's way. In this case, the best place for the power strip was next to the leg (for protection). It's at the edge of the table for easy power access and easy routing for power cords for chargers and such.



NEXT UP: PERMANENT POWER AND LIGHTING

To make this a true Swiss Army Knife pit table, I actually mounted a power strip and light to the table itself. Finally, a permanent solution to carrying them to the track all the time.



1. PICK THE RIGHT LIGHT

To do this flush mount light set-up like in the photo, you'll need the Jansjo light (from Ikea), or something like it. The light needs to stay out of harm's way and protected by the legs so it won't get trashed during transport. This light is all steel construction with a 50,000 hour LED bulb; you'll probably retire from RC before it burns out or breaks.



2. FLUSH MOUNT THE LIGHT

Your light probably came looking like the one in the first photo, and you will need to modify it to flush mount it to the table. Disassemble the light, cut the wires (leaving enough to re-solder later), and make an "L" bracket. Then assemble and mount like in the second photo. I slightly off-set the light from center (on the opposite "outside" of the work area), so that the light would shine over my work area. It can also be twisted to one side or the other to shine a light on whatever you need—the choice is yours.



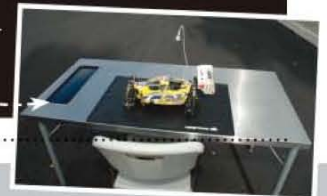
4. SCREW THIS—TAPE THAT—MOUNT HERE!

In the first photo you see the layout for the whole under-side electrical set-up: light mounted towards the center, the on-off switch next to it, and the power strip at the corner. The position of the power strip at the end lets you secure the cord to the leg and keep all the power cords off to one side of the table to maximize tabletop area. With the light mounted already, you'll need to re-wire the switch, but remember to leave enough room to plug it to the power source. In the second photo the switch is being mounted using double sided tape, close to the edge for easy access. In the last photo, the power strip is being mounted. Some strips have mounting holes, but this one did not. No problem. I just removed two of the case screws and drilled through both cases so two long screws can be used to fasten the strip to the table. You'll notice two things in the last photo: a countersink so the screw will sit flush and not get in the way of the cords plug, and that the power converter for the light is fabricated into the side of the power strip. The fabrication keeps everything flush and aligned on the bottom for a clean look. It took some time to make this, but it's not really needed.



5. CHECK YOUR WORK

At this point your macho Swiss Army pit table should be ready for action. Set it up and take a gander at your hard work; your table should be looking good! I suggest you do a dry run to see if the folding legs, power strip, and light are in working order. If they are, you're ready for action—if not—you're on your own—I've done my job.

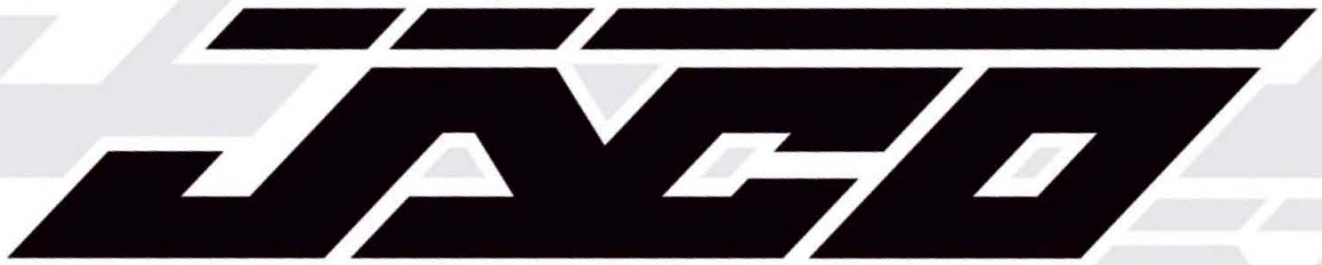


CONCLUSION...

This project actually took about an hour and a half with the exception of my wandering at Ikea, and despite the killjoying from the XRC gang, I think this is a great table to have for my nitro race weekends. Is this How-To over the top? Probably, but of course, I drive an obnoxiously large orange 4x4 van that's way over the top. So just what do Dream Crusher and the gang expect? A freaking plastic pit table from me? Seriously, a good pit table helps with wrenching and makes you look good in the pits, not to mention that it's a little sturdier than a plastic table. If you think about it, we spend a lot of time working on our cars...why not have pit tables that make our high-zoot RCs look even better, and make wrenching more macho? ⚙️

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If those were for the Skid, we'd be fighting over them in the office.



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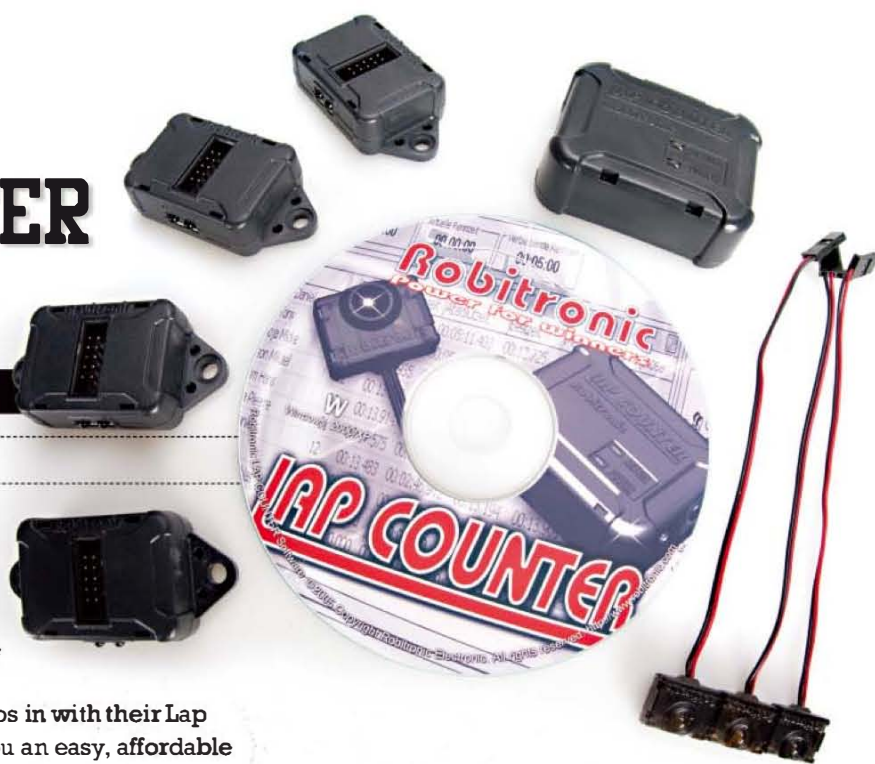
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ROBITRONIC LAP COUNTER SYSTEM

THE CLOCK DOESN'T LIE

words: James Revilla

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For a challenge, try using it in German ... unless you speak German.

FEATURES

The Robitronic system consists of a PC interface, timing software, four receiver modules, and three transponders (you can buy more receivers and transponders separately). The receivers are small units (about 1.5" x 1" x .5" in size) that have infrared sensors, and you're supposed to fashion a "bridge" across the track and mount the receivers underneath. The transponders measure in at a tiny .25" x .5" x .625", are powered by your car/truck's main receiver, and have a single infrared transmitter "eye" that is mounted facing upward on your vehicle. When the vehicle passes under the bridge, the transponder eye and receiver module sensors "see" each other, and your lap time is counted with the included lap timing software. The software itself works with Windows XP or Vista, but you need a serial port to connect the PC interface to your computer. The software lists all of the active transponders (each transponder has a unique ID number), and you get fastest lap, average lap, total time, and projected laps relevant to the race length you enter in the settings. You can tag each transponder with a driver name and info for later use, and each race result can be output to your printer.

TESTING

I made a simple bridge from some scraps of PVC piping and mounted the receiver modules underneath. Running the cables to the PC interface was easy, and I used a serial-to-USB adapter (bought separately) to connect it all up to

my laptop. I mounted the transponder in my car with the "eye" facing up through the windshield, and I had a racing buddy run some simulated laps while I kept an eye on the laptop. The timing system worked perfectly on the lone car on the track – even though it was around noon and the sun was shining down on the track; the sun didn't seem to affect the infrared timing system. The only thing I noticed about the software was that while it does individual races, you can't set up main events. Once a race is completed and you start the next one, the system resets.

CONCLUSION

For a group of buddies who want to get some accurate lap timing, the Robitronic Lap Counter System fits the bill. Cost-wise, say if 10 people pitched in, it would come out to \$620, or about \$62 each (Lap Counting System w/3 transponders is \$340, plus 7 more transponders at \$280 (\$40 each). Compare that to a full blown racetrack system that starts at around \$3,000—without transponders—and you see the benefits. Even the AMB personal transponders commonly used at race tracks run around \$95-100 each—and you can only use those with the AMB timing system. Granted, the software included with the Robitronic system is basic and nowhere near as elaborate as the software that comes with the higher priced race lap systems; however, for the money, it may be all a team or a group of friends need for their own friendly competitions. ☉

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT



8.0

ALI LARTER

HITS

- Simplified software
- Tiny transponders
- No transponder limit

MISSSES

- Can't do a full race program
- You need to make a timing bridge

CONNECT

Manufacturer: Robitronic
(Distributed by SK Motion)
Web: www.skmotion.com
Part Number: RS160
Street Price: \$360 (includes 3 transponders)
Street Price of Transponder: RS163 \$40/each



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GETTING STARTED

DIFFICULTY

SCALE RATING: 1=NOVICE 5=EXPERT

1.0



TIME TO COMPLETE



30 MINUTES

TOOLS NEEDED



- Bulldog Adhesion Promoter

- Any Common Spray Paint

words: M. R. Ogle

Have you ever wanted to spray your new body a special color, maybe to match a real car, but unfortunately found that exact color just wasn't available in a formula specifically for polycarbonate (Lexan) bodies? If so, here's something that will help widen your options of useable colors and types of paint. This month, we're going to try a product from Klean-Strip called Bulldog Adhesion Promoter, a clear aerosol spray that actually helps almost any kind of paint... even commonly available enamels like Krylon... stick to Lexan. Does it really work? Let's put it to the test and see:

01 This is the can of Bulldog Adhesion Promoter. I found this at a local car dealership, but I'm sure it's readily available online and at many chain auto parts stores, too.



Old school Frewer body represented.

CUSTOM WORKS



02

After masking off the windows, I separated the body into four sections so I could test the durability of different types of paint both with and without the adhesion promoter in a direct side-by-side A-B comparison.

03

On the driver's side of this Acura body, I first sprayed a single coat of the Bulldog Adhesion Promoter and let it dry completely. It sprays on a little "cloudy," but don't worry; it dried completely clear.



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04

The directions for the Bulldog Adhesion Promoter say that you can apply subsequent coats of paint within 5 to 10 minutes after application. Here, I've unmasked the entire hood and sprayed both sides with common blue Krylon spray paint.

**05**

I followed the same half-pre-treated, half-not process on the back of the car, and sprayed a \$1.99 can of red enamel from Wal Mart over the entire area.

**06**

I painted the rear wing with green paint specifically formulated for plastic (styrene) models, which is notorious for not sticking to Lexan at all. Again, half the wing was pre-sprayed with Bulldog, the other half was not.



■ Revo 3.3



■ Losi Eight



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■ RB Concepts C6 BB



■ NovaRossi Plus 21-5K



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■ Kyosho 777 WC



■ Xray XT8

07

After letting everything dry completely (overnight), I took the body out and banged it around on the concrete driveway, beat on it with this pair of drumsticks (beefy Vic Firth American Classic "Metal" sticks, not wimpy jazz sticks!), and flexed the body around to simulate typical race damage.



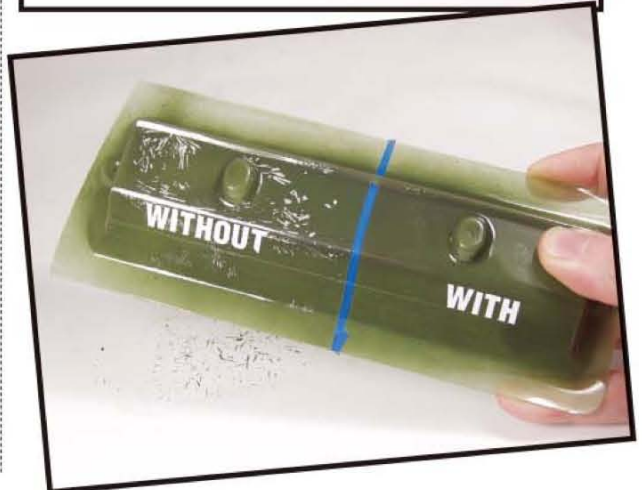
08

As you can see, on the areas that were not pre-sprayed with the Bulldog Adhesion Promoter, paint literally "fell" off the body leaving clear areas. The side treated with the adhesion promoter fared much better, with only very minimal flaking and chipping. You can see that the treated sides do have dents in them, but almost no paint flaked off.



09

The conclusion? The Bulldog Adhesion Promoter enables you to use almost any solvent based paint and greatly improve its "bond" to your Lexan body. The hobby paints specifically formulated and sold "for Lexan" are still the best for foolproof coverage and durability, but if you really need a different color, or are wanting to experiment with other types of paint, this stuff is strongly recommended for improving your chances of having the paint stay where it's supposed to... on the car! ⚙️



Bulldogs are known to promote adhesion.



For helpful tips and info visit www.CFXPaintWorks.com



Liquid FASMASK #40282

Draw a custom design on the outside of your body and coat the inside with liquid FASMASK. Cut the design out with a hobby knife on the inside. Then peel off your first area to paint and continue. It makes custom paint jobs easy!



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FOAM TIRE EDITION



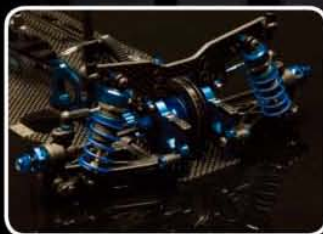
1:10 Scale Electric 4WD Touring Car Kit

TC5R FACTORY Team

RUBBER TIRE EDITION



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Light-weight and durable high-impact bumper



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Durable composite front and rear A-arms

Optimized Touring Car Performance for Foam & Rubber Tires

Based on Associated's successful Factory Team TC5, the TC5F (foam tire edition) and the TC5R (rubber tire edition) are electric touring car chassis' that have been optimized for their respective elements. The TC5F has the desired attributes that are sought after for indoor carpet racing with foam tires, and the TC5R has had the same treatment but focusing on rubber tire performance making both the TC5F and TC5R even more lethal racing machines in their environments!

The TC5F & TC5R starts with a full ball bearing, dual belt-drive system that transfers all the power from the motor smoothly and efficiently. With today's motors and batteries delivering more power than ever before,

the belt-drive system gives both the TC5s a very predictable throttle response and feel, making it easier to drive fast and carry more speed through the corners.

The blue aluminum ball differentials are super light for reduced rotational mass. Reducing the weight of the diffs lets the TC5F & TC5R accelerate harder out of the corners. The diffs are also quick and easy to maintain, and are very strong. Hardened-steel CVAs with cross-pin retaining clips and blue aluminum clamping wheel hexes offer reliable service getting all the power to the wheels.

The TC5F has a fully adjustable and durable 'hard' composite suspension package, while the TC5R features a 'soft' composite sus-

pension package that delivers the extra traction needed for rubber tire racing. The rugged A-arms pivot on 3mm inner hinge-pins and 2.5mm outer hinge pins, making it easier than ever to drive away from some of the most severe mishaps. Fully adjustable roll-centers and hinge-pin angles (anti & pro-squat) help you to squeeze every last ounce of handling potential out of the TC5F & TC5R. The steering is handled by a mono-bellcrank with adjustable Ackermann for more precision and less play. An integrated adjustable servo-saver releases only when you need it to and not before.

Both the TC5F & TC5R are built tough enough to take it, whether your tearing up the carpet burning down the tarmac!

12R5 FACTORY Team



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1:12 Scale Electric 2WD Competition Car Kit

10R5 FACTORY Team



1:10 Scale Electric 2WD World GT Car Kit



Factory Team shocks with through-shaft design making for equal damping in both directions. Woven carbon fiber center shock tower



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



Updated active strut front end features symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.



New Factory Team pivot ball-link chassis allows for independent adjustment for roll, bump, and alignment. 2.5mm woven carbon fiber chassis

Take The Next Step In 1:12 & 1:10 Scale Racing Evolution

Electric pan-car racing has been known as one of the most fun forms of R/C on-road racing because of the simplicity in design, high performance and value. The Factory Team 12R5 & 10R5 are the latest evolutionary steps in Associated's over twenty-five years of on-road racing history, yet they both stay true to the principles of simplicity and value.

The designers in Area-51 built the 12R5 & 10R5 on a 2.5mm woven carbon fiber chassis that utilizes a pivot-ball link rear suspension that allows for independent adjustments for chassis roll, bump and alignment. Having the ability to make these chassis adjustments independently gives the 12R5 & 10R5 greater potential for the best possible handling on any track surface. While testing, the pivot ball-link chassis has

proven to be more durable in high speed impacts and excels in bumpy track conditions.

The 12R5 & 10R5 features new shocks with a through-shaft design providing equalized damping throughout the full stroke of the shock in both directions without any unwanted rebound. The center shock tower has four mounting positions that split the spring rates for even finer adjustments and also controls the rear droop. The 12R5 & 10R5 both have the new 'Active Strut' front end that has been optimized, featuring symmetric components with adjustable caster and track width, as well as a new front axle with wheel nut.

The 12R5 & 10R5 both come ready for brushless featuring an optimized wide rear

pod with woven carbon fiber top and bottom plates, and Factory Team blue aluminum machined motor mount and left-side bulkhead.

So, spend more time on the track, less in the pits and discover the pure joy that is the 12R5 & 10R5!

AE

TEAM ASSOCIATED

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TEKNO RC BRUSHLESS CONVERSION KIT

FROM NITRO TO ELECTRO

words: James Revilla

Brushless conversions for nitro-based vehicles are starting to come out from all directions, and Tekno RC's Brushless Conversion Kit for the Traxxas REVO / Slayer chassis caught my eye. Having driven both the Slash electric and Slayer nitro trucks, I wanted the best of both—electric + 4WD. Lucky for me, I had the Tekno RC conversion kit on my almost-finished-but-not REVO and decided to transfer it over to my Slayer to see what it could really do.

FEATURES

The Tekno RC kit allows REVO/Slayer owners to convert to brushless power using minimal extras (which is a good thing.) There's no hacking involved and no permanent mods needed, so if you want to go back to nitro, you can in a snap. The kit includes a nice anodized aluminum brushless motor mount that bolts to the chassis in place of the stock engine mount. Another anodized plate bolts to the stock Slayer transmission to mount your ESC, and a molded battery tray can hold anything from two stick packs to a 3S or 4S LiPo where the stock fuel tank usually sits. Finally, the unique part of this conversion is Tekno RC's patent-pending "Elektri-Clutch" adapter. This allows you to bolt the stock clutchbell, shoes, and flywheel to the brushless motor's output shaft.

TESTING

Installation was quick and trouble-free. For testing I used a Novak HV Pro 5.5 brushless system and a pair of LiPos from MaxAmps: an 8000mAh in 7.4v 2-cell and 11.1v 3-cell varieties. At first the throttle felt weird, as the motor had to free-rev high enough to engage

the clutch shoes, and thus the clutch bell. To get a more "electric" feel, I removed the clutch spring, reassembled the clutch, and just like that I had throttle response similar to a straight pinion-to-spur setup. Speeds were manageable with the 2-cell, but when I plugged in the 3-cell LiPo, the Slayer went ballistic! Acceleration felt like I had dropped in a .28 race engine, and it required a lot of trigger management to harness the beast.

CONCLUSION

I was a little skeptical about the Elektri-Clutch at first, but it proved to work just fine. It's kind of weird because you still use a nitro clutch bell as a pinion, and the stock servo-actuated brake is still there too (you keep the brake servo in the chassis and run it off a Y-adapter with the ESC), but when you're driving you don't notice it at all. As with all brushless conversions, you'll still need to buy a brushless system and batteries, but with a \$99 price tag, the Tekno RC conversion kit gets you headed down the conversion path without a big payout. ☺

SCORECARD

SCALE RATING: 1=POOR 10=EXCELLENT

8.5

POPPY MONTGOMERY

HITS

- No permanent mods needed
- Innovative Elektri-Clutch works
- Excellent price

MISSES

- You need a motor with a 5mm output shaft
- Still uses mechanical brake and servo

CONNECT

Manufacturer: Tekno RC
Web: www.teknorc.com
Part Number: TKR4001
Street Price: \$100

Later I tried a 4-cell 1.4v pack, and I think the Slayer stained its shorts.

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FIRST ANNUAL PEGASUS HOBBIES TRAXXAS SLASH AND SLAYER CHAMPIONSHIP

WORDS/PHOTOS: DEREK BUONO SPONSORS: TRAXXAS, PEGASUS HOBBIES

By now most of our readers should know that we have a love affair with the Traxxas Slash. It's inexpensive, RTR, handles well,—and looks realistic on the track. So when Pegasus Hobbies and Traxxas decided to throw a Slash and Slayer race we quickly got our trucks ready for battle. The excitement level we normally have for our weekly racing is already off the charts, but add in the fact that this was to be a race for money—that's right, Traxxas was laying out \$7,000 in prize money for the race—you can bet that the pre-race excitement meter was bouncing off the rev limiter. Don't think that this bait didn't chum the water enough to have some "factory" drivers walk down to the shop and pick up a truck, as you can see from some of the pictures and results. Greg Hodapp even made it out to experience the fun and try to win some of the Traxxas green backs.

You ain't sick of Slash Racing if you race it.





THE RACING

With four classes to choose from—Stock Slash, Expert Stock Slash, Open Slash, and Slayer—there was lots of competition and lots of great racing. The track layout was pretty basic, but the jump layout required skilled drivers to hit most of the jumps at full throttle to avoid flipping over.

RACING FOR MONEY?

Racing for money isn't new, and some people think that more cash prizes would make RC more "mainstream."

The experience I've had with racing for money is that it sometimes brings out bad sportsmanship among racers. Trophies don't tend to do that. Despite the fact that there was a lot of money on the line, however, the overall event had a fun vibe and people were smiling. The only real issue came at the end, but despite that one unfortunate event the race went well and everybody seemed to have fun. And that is what most racing consists of...laughter and happy people bumping into each other.



RACE COVERAGE

THE FUTURE

Think you'd like to race Slash or race for money? Well, Traxxas used this as a "test event" for future Slash and Slayer racing. Look to our magazine and the Traxxas website for more details on a Slash Racing Series! ◊

RESULTS

Spec Slash

1.	Greg Hodap
2.	Jake McGarvey
3.	Aaron Waldron
4.	Nick Swilling
5.	Jaime Valerio
6.	Keith Whisler
7.	Steve Wang
8.	Ed Garcia
9.	Mike McMahon
10.	Trevor Hayes

Expert Slash

1.	Jake McGarvey
2.	Keith Whisler
3.	Mathew Crowder
4.	Joey King
5.	Dan Discenza
6.	Mickey Cohen
7.	Greg Hodapp
8.	Brandon Koslosky
9.	Edgar Tinjaca
10.	Andy Jacobson

Open Slash

1.	Greg Hodapp
2.	Jake McGarvey
3.	Ed Garcia
4.	Ray Velasquez
5.	Mark Dawson
6.	Gerardo Gonzalez
7.	Joey King
8.	Randy Alexander
9.	Cory Smith
10.	Mike Owen

Slayer

1.	Aaron Waldron
2.	Greg Hodapp
3.	Holli Bechard
4.	Mike McMahon
5.	Dan Discenza
6.	Havoc
7.	James Revilla
8.	Steve Wang
9.	Andy Jacobson
10.	Asphalt Avenger



We bet a Slash competitor is announced in the next issue.

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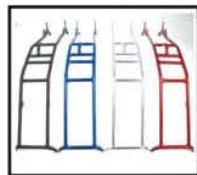
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CREATIVE WITH SCISSORS



We tried to get her to cut the strings. Didn't work!

Ok, you guys, I am the driver of a Losi 1/10 scale slider/sprint. It has a 12t motor and speed control. Well, the first controller burned up. I guess it was not designed for a 2-cell. I replaced it with a Dynamite Tazer 12t. This is also marketed by Horizon Hobby and looks identical. Has anybody used a 12 Tazer with a 2-cell LIPO? Does it work?

Next question. Does anyone know what body, if any, besides an Evader BX body will fit the BX? I bought a B4 body cheap and it is too narrow in the rear. I was wondering about an XXX or the XXX4.

Next up. Has anyone seen a spool for the rear of a T4, B4, T3, or B3? Apparently they make a diff eliminator thing where you take out the balls and add an eliminator plate. I don't know how well this will work. I know the spool in my dirt oval TC3 works great.

Ok, I think this post is long enough. I appreciate any help you guys can offer. I know we must have hundreds of years of experience between us. Thanks guys.

Team-Darkside

A 1. Your Tazer should work with a 2-cell LIPO. If you burned one out you might have it over geared, so make sure you have the right gearing for the motor in there and pay attention to what the directions recommend.

2. Obviously the replacement body is going to fit best. Other than that you're going to have to find a body that is close and get creative with scissors and remove parts of the body as needed. If I remember correctly the Evader is pretty close to those buggies in terms of design of the Losi or AE so one of the bodies might be close.

3. Losi makes a diff locker for the car. It was in their Speed-T so you can look for the part number there. You can also get creative and use what you have. Since you are trying to lock the diff you can tighten it down pretty hard with the diff balls in there, or take them out and try using two sets of diff rings or even remove the diff spring and space it with washers.

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.



Old School Parts

I have an old Tamiya Fox that I bought at a yard sale. I had one when I was younger and I'd love to get it back into running condition. I know it's not in production anymore, but how can I find old parts and stuff?

VintageTamiya

A: The Internet is your friend. eBay and Google will lead you to places that might still sell vintage parts. There are also many forums where you can post messages inquiring if anybody has the car or parts you're looking for. You'd be surprised by the number of parts still floating around the market. Also, if you want to just make it a static model, Skinny found a mold kit that will allow you to make your own parts! Check out www.WEB.com.



SLASH ATTACK

I have a Traxxas Slash and have been running it every day since I got it. The other day I noticed that it doesn't feel that fast anymore. I know my batteries are good, so I'm guessing the motor is worn? Anybody else have that issue?

Slash4life

A: Funny you should mention that. We've been racing our Slashes way too much and both McMahon and I noticed that our trucks are now much slower than just about every other truck out there and ours used to be the fastest. I first looked to see if I could see the brushes and noticed the springs felt soft, which explained the lack of bottom end punch we both were complaining about. After getting new motors (the good things about closed endbell motors is that they are cheap) we took a used motor apart and saw that the comm was black and worn out. So while those motors that come with RTRs are very good and last a long time, they will wear out. And if you know that you were fast and now feel slow...a quick motor change will revive your Slash.

DerekB



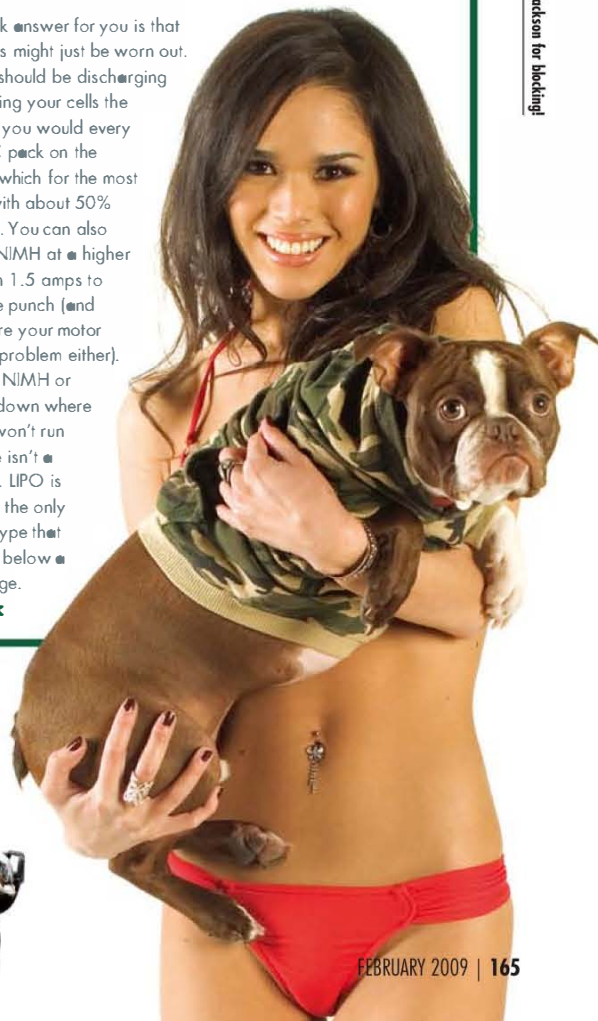
TRUTH ABOUT CATS & DOGS

H: i, I would like to know the best way to care for micro size battery packs such as the ones used with the RC18T or Duratrax Vendetta ST cars. I have three packs that take a full charge and have good runtime, but they just don't have the get up and go anymore. They are 1200 MAH 7.2v 2/3 NIMH packs. I have tried using an extra motor to discharge them completely before recharging them, and I have tried charging them at 1 amp and at 1.5 amp and they still seem to run flat. My charger does not have a discharge/conditioning feature built into it. Would a charger like that bring power back into these packs? Also, should I run the battery all the way down or stop when I see it start to dump? How should I store my batteries for winter—fully charged or discharged? A good article on NIMH batteries would be nice. I have been reading a lot on NIMH packs on the Net and some articles say you don't have to discharge, while others say you should. I JUST WANT THE TRUE FACTS.

A: NIMH batteries can be fully discharged, so it's not a worry. The thing you're experiencing is more just battery life. Those little cells are really being tortured and caring for them isn't the same as caring for regular packs. To get the longest life for NIMH you should discharge and balance the cells (you've seen the battery trays) and store them with 60% charge. Most of the packs for the smaller cars are unmatched and in stick packs so you can't care for them like you would your normal race packs.

The quick answer for you is that your cells might just be worn out. But you should be discharging and storing your cells the same as you would every other RC pack on the market, which for the most part is with about 50% capacity. You can also charge NIMH at a higher rate than 1.5 amps to get more punch (and make sure your motor isn't the problem either). Running NIMH or NICAD down where the car won't run anymore isn't a problem. LIPO is currently the only battery type that can't go below a set voltage.

Derek



We are going to ban Jackson for blocking!

» RUMOR MILL

As NASCAR starts preparing for 2009, so does RC oval. Rumors are everywhere that Dale Epp from Protoform is designing a **new COT body**, and insiders say you may see a sample of it at the upcoming Snowbird Nationals. Seems the push for single cell LiPo racing has stalled a little bit for this season, but testing is still being done with some positive results, meaning possible action on the track next fall and in 2010. **The current speeds of 21.5 LiPo are fast, almost too fast for 'newer' racers**, so if LiPo does come out with a single cell version it will be great for slower speeds and getting back to 4-cell stock days. Some people do not want 'another' change and just want things to stay stable for awhile. There are good arguments on both sides. **Mike Russell is now heading up the ROAR oval committee** and has some great vision for oval racing and the future of our sport. Let's support him and ROAR, as structure and consistency are key to stability and growth! This year has seen a ton of changes in oval and the emergence of LiPo racing has been incredible. The 21.5 class with a 3200 mAh limit, and the 17.5 class with no mAh limit are two solid classes that **both appear to be very favorable among racers**. More motor brands are now being allowed, as ROAR has established some successful specs to keep motors fair and even. This has opened the door for more companies to be involved, which in turn appears to be helping attract more support for oval. The peak of oval racing back in the day had enduro racing as part of the lineup. Watch for a special **600 lap event at this year's Snowbirds** on Saturday night, and rumors are out there manufacturers are already thinking of some creative battery configurations for this new enduro racing action. Hopefully more tracks and racers will be able to have some enduro fun in 2009, and bring back even more popularity and action to oval racing. **CYA 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 RCThunder@aol.com.**

words: Mike Boylan

CUSTOM WORKS NEW "OUTLAW" IS KING!

The 2nd Annual King of Wings race was held at Allen's RC close to Springfield, Illinois. Attendance was awesome for the nitro and electric sprint car classes, with racing as deep as an "I" main in modified sprint! The King title is crowned based on the combined finishes in both nitro and electric sprint. After exciting single lap heat seeding, qualifying races, and hard fought mains, CustomWorks drivers Nathan Dean and Billy Fischer stood tied for the crown. Fischer edged Dean by only two seconds after combining the two races for the tie breaker. Both drivers used the new "Outlaw" car from CustomWorks to earn their wins. The Outlaw is a quality race roller kit with a street price around \$300. Capable of use on ANY surface, it was raced using common buggy tires at the King of Wings event. Other great features standard in the kit are CustomWorks' new shocks and an easily removable cage. Look for it in hobby stores now!



Trinity Revolutionizes HANDOUT SPEC RACING, AGAIN!

One name comes to mind when it comes to brushed handout motors, and that is Trinity. With the new era of brushless racing, handout racing seems to have stalled. Many racers, however, are still showing interest in handout style racing, and enjoy knowing they have the same equipment as the next racer. Trinity has stepped up to the call, and is now offering tracks and races options once again with their new P-Spec motor line, which includes a 13.5 and 21.5 handout motor. Totally designed for handout spec racing, these motors feature specially marked rotors that make tech easy, unique markings on the can to allow simple visual inspection, and three fixed timing positions to give the option of a fixed timing rule. Very unique and creative for sure! Big props to Team Trinity and Jim Dieter for these new designs. Handout racing may not be for everyone, but an affordable option is now available for those who want it. If you are interested, contact tonyp@teamtrinity.com for more information. Also ask about their combined 'COT Power Package,' which includes a spec motor and spec LiPo for tracks that add a double handout to their race program.



Multi national oval racing champion, Arnie Fie from Custom Works RC answers this month's oval racing question.

THIS MONTH'S QUESTION:
Can you talk a little about setting an oval car up with scales?

ARNIE'S ANSWER:

Being able to weigh each corner of your car is a great help in making set-up choices. The idea is to have all four tires under equal load while cornering. Scale weights are only measurements, and are not the entire answer to your car's handling woes. Read on for some helpful info on how to read more from your scales.

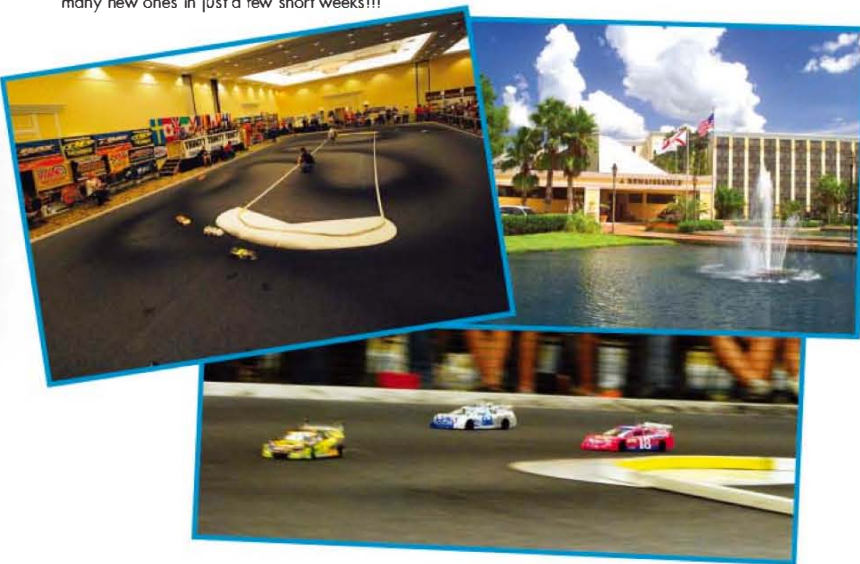
FRONT TIRE SPLIT: In a great percent of set-ups the LF tire is the heaviest. How much heavier than the others depends on the track and conditions. On flat tracks with good traction, expect higher splits to the left. On banked tracks expect closer to equal weights. Tracks with low traction should also have less split, so even heavier RF weight is OK here since the rear of the car will drive around the heaviest tire. If the RF is heavier, it will drive better off the corner, but much slower into the corner.

REAR TIRE SPLIT: The exact same principles that apply to the front apply here, only the result is the opposite. A greater split to the LR keeps the car driving off the corner, and less helps the car rotate easier. Assuming that you keep the front weights the same, you can achieve this split by changing springs in your car.

EXTREMES...(TOO MUCH OR TOO LITTLE): This can be due to not enough wedge, poor spring choice, or other circumstances. For pan cars, when the RF is close to weighing 4 ounces, it may be time to put some tweak back in and change a spring or tire to accomplish what you are looking for. Look at it this way: the tire is 4 ounces from not touching the ground. On dirt oval, more than 2-3 ounces of RF or RR weight tells you that you are at the end of the rope with that set up. Remember to look for the things that are almost at their extreme; these will help tell you what the car wants.

This Snowbird's for You!

Racing heads indoors this time of year, which means the Snowbird Nationals are right around the corner! This event is in its second year at its new location, and the Hot Rod Hotel's atmosphere and facility can't be beat. Last year was an overwhelming success. The Nationals are held at the wonderful Radisson Resort next to Disney World in Orlando, Florida, and there you will find the world's best racers and teams competing for one magical week of RC racing. All the action takes place on carpet with several on-road and oval classes offered for every type of racer. From amateur to pro, there is definitely something for everyone! One of the most attractive features of the 'birds is the temporary construction of the facility, which allows fair and even racing conditions for all, with no local favorites! Come see how you stack up...if you live for competition, it doesn't get much better than at the Snowbirds! Big news for this year is that race entry fees have been lowered, thanks to all the great sponsors and their continued support of the event. More than thirty sponsors from across the globe will be here with their drivers and support teams, making for a great experience for everyone involved. And hotel rates were kept low, making your family's stay very affordable and of course entertaining, being in the heart of Orlando with a million things to do and see. Pack your gear, and come be a part of the largest RC race on the planet. No excuses - you can't miss it!!! Check out all the race information on the official race site: www.snowbirdnationals.com. And make sure to check out the race history page, as the Snowbirds have seen some great racing moments the past 14 years, with many new ones in just a few short weeks!!!

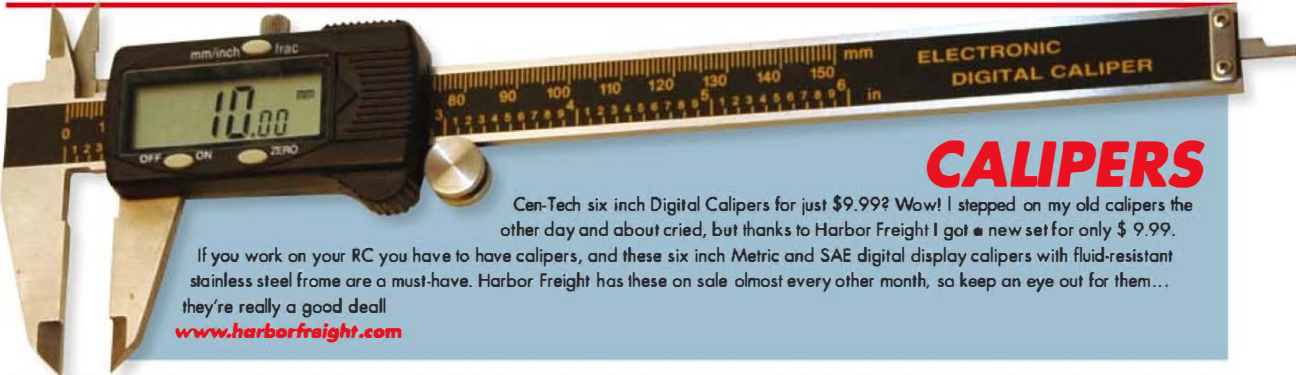


It's not pretty, but that's why some people watch it.

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 in here for everyone to see!

words: Brian "Skinny" Skinner



CALIPERS

Cen-Tech six inch Digital Calipers for just \$9.99? Wow! I stepped on my old calipers the other day and about cried, but thanks to Harbor Freight I got a new set for only \$ 9.99. If you work on your RC you have to have calipers, and these six inch Metric and SAE digital display calipers with fluid-resistant stainless steel frame are a must-have. Harbor Freight has these on sale almost every other month, so keep an eye out for them... they're really a good deal
www.harborfreight.com

It's not a secret anymore if you print it in a magazine.



SECRET PARK BENCH

Here's something a little different, which I found at a park during a business meeting. My partner and I were looking for a place to sit and go over some paperwork, and as we walked up to a bench to sit down, I noticed it looked different. Upon further investigation, we found that the back rest lifted up to become a table—perfect for what we needed to do. It dawned on me that it would be nice for RC tracks to have these benches in the pit area. Or with a little reworking...one would be sweet as an extra seat/pit table for your pit area. I searched the Web to find information, and I think Sico is the company that makes this bench. Sico also makes a nice folding table that would really be cool for your pit area. If my discovery strikes your fancy, check out Sico to see if they have what you want. Just thinking outside the box for y'all!

www.sicoinc.com

DUAL-USE FAN THAT'S REALLY SMALL!

After talking about Cheetos and tool boxes with Dave P. he showed me a fan he uses for cooling his batteries (and himself) at the track (why didn't I think of that?). This is a CPU fan that can be bought at any electrical/appliance store like Fry's, Best Buy, and so on for pretty cheap. It runs off your power source, and is small enough to fit in your "race day" pit box. With its aluminum construction and powerful breeze, it's a good deal for about \$20.00.



MOVE OVER OTT LIGHT

Jansjo from Ikea just might be the new answer to portable lighting in your pit. This little guy has a stronger beam than the old OTT light and a 50,000 hour bulb life; you'll probably retire from RC before it burns out. You can adjust it any which way, so shining light on even the trickiest spots on your RC will be no problem. It's constructed from metal so breaking it will not be an issue, plus it's small and compact for easy storage. It's got everything you could want in a good work light! You can find this worthwhile investment at Ikea for \$39.95.

www.ikea.com



TWO THINGS IN ONE!

While picking up some Cheetos at the local 7/11 the other day, I saw this nifty lighter with a built in flashlight. Always thinking about what will make my toolbox

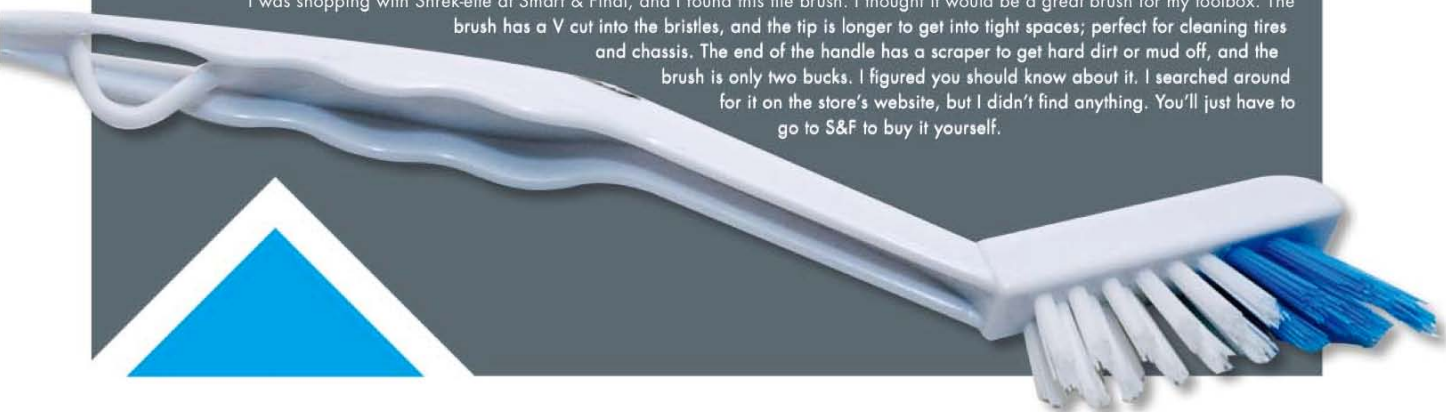
trick, I thought it would be great to include. Now that this lighter is in my toolbox I can remove the other lighter and my mini flashlight and free up some space. Now if I need to heat up my shrink-wrap or look for a part in the dark, I have this handy little lighter/light thingy...I solved two problems with one!



Shimmy carries that lighter in his pocket, not his tool box.

POINTY BRUSHY THING

I was shopping with Shrek-ette at Smart & Final, and I found this tile brush. I thought it would be a great brush for my toolbox. The brush has a V cut into the bristles, and the tip is longer to get into tight spaces; perfect for cleaning tires and chassis. The end of the handle has a scraper to get hard dirt or mud off, and the brush is only two bucks. I figured you should know about it. I searched around for it on the store's website, but I didn't find anything. You'll just have to go to S&F to buy it yourself.



XTREME CHRONICLES

Anyone who has been paying attention over the past 13 years (the length of time XRC has been in production) knows that the February issue (this one) is one of the most exciting books we put out all year. You see, around Christmas time, manufacturers tend to come out with big releases that they can drop on peoples' wish lists for the holidays. Subsequently, they run the most ads, and we respond by writing more articles. To sum it up, this issue is traditionally one of the biggest and most exciting issues of the year. We hope that you found three or four kick-ass items to put on your wish list—even if the gifts are for yourself rather than someone else. The following is a glimpse of February issues from yesteryear and the products you were drooling over with holiday anticipation.

words: Michael Wortel

James wrote a longer tuning article. Some day it'll be in the mag!

10 YEARS



FEBRUARY 1999: ISSUE 46

People seem to have forgotten about "project clods." Before big-ass rock crawlers became all the rage, people would build customized Clodbusters, not for the rocks, but for show!

Wannabe RC engineers took Clodbuster axles and redesigned their trucks from the ground up. Nowadays, these some guys are building trucks for crawling, and are still having a blast.

MEN IN...BLUE

Team Associated offered a ton of cool, blue anodized parts for the T3 and B3, which many consumers gobbled up for the holidays. My focus here has nothing do with the parts, though, but rather with the hilarious picture of Mark Pavidis, Richard Saxton, and Scott Hughes. Even though this ad is already ten years old, the guys all look the same! I love this ad; it's so funny.



NOW I FEEL OLD...

In a sense, ten years doesn't feel so long ago, but looking back on this Starting Box article kind of makes it feel like ancient history. This installment of Starting Box was about upgrading to an electronic speed control (ESC) from a mechanical one. Nobody uses a mechanical speed control anymore. Today, an article would more likely be about choosing the right brushless ESC to replace your standard one. ESC technology has definitely progressed a lot since '99.



5 YEARS



FEBRUARY 2004: ISSUE 99

When you get a chance, call up James and order this back issue; it has a really informative article on understanding ESCs. It goes through how an ESC works, what important

ESC parameters mean, and what makes a certain ESC perfect for you. Shane wrote this article, and I plan on updating it and bringing it into the 21st century. Hopefully you'll see it in Starting Box sometime soon.

STOCK BRUSHLESS

Five years ago, people had brushless systems at the top of their holiday wish lists. And more specifically, "stock" brushless motors were just starting to hit the scene. The motors were controversial, because whether they were really "equivalent" to brushed stock motors was in debate. And you know what? Even today, five years later, stock brushless still isn't really accepted.



DREAM BUGGY

In '04, the (Team) Losi XXX BK2 was the buggy to own. The BK1 was one of the first electric buggies to offer a full-blown, competition-ready ride out-of-the-box—with all the graphite, titanium, and anodized aluminum you used to have to purchase separately included. The BK1 was hugely successful, and people waited for the BK2 with great anticipation... Tested here for the first time, it didn't disappoint.

1 YEAR



FEBRUARY 2008: ISSUE 147

Last year, I took the Traxxas Rustler VXL and put the 70+ mph speed claim to the test. To make a long story short, I took the stock VXL, added every hop-up I could find on the Traxxas web page, and made the ultimate speed machine. The truck was awesome, and I managed to hit 66.1 mph. Even though Traxxas was upset that I didn't hit it, I mentioned that 70 wasn't impossible, and 66.1 is still incredibly fast!

DRIFT TUNING

Last year, Derek finally broke down and let us start focusing on drift-specific articles. Once it was clear that drifting wasn't a simple fad, he let us run with it a little. This tuning article was basic, but it gave a general understanding on some simple changes you can make to a standard touring car to turn it into a drifting machine. (p.s. James is probably still mad he wasn't asked to write this article.)



NEW 'MAXX

Fresh for the '07 holidays, Traxxas revamped and re-released their top-selling electric monster truck—the E-Maxx 16.8. They made a lot of welcome improvements, including waterproofing the electronics and finally getting rid of the ginormous receiver. The truck was great, and



so was the photo shoot, during which I destroyed the truck by hitting a sign post at 30 mph (totally my fault).

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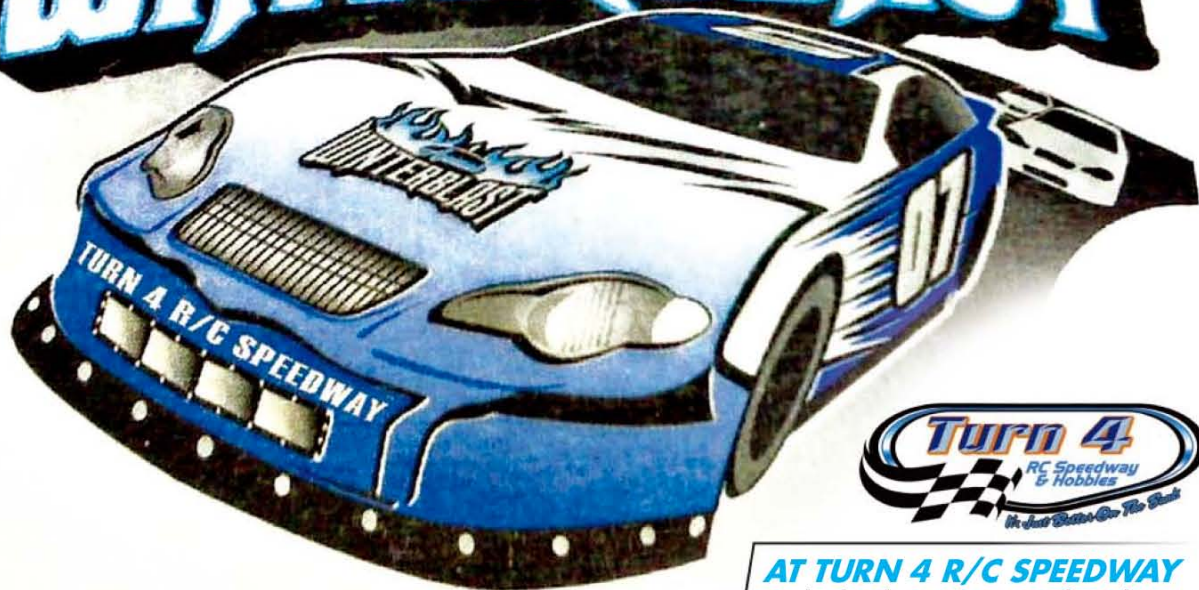
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20th Annual WINTERBLAST



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Track Open Thursday & Friday, Feb. 26 & 27th for practice.

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SK - Spec (Turn 4 Spec Rules)
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1/10 Pan Car - 21.5/LiPo
1/10 Pan Car - Stock 27T/17.5BL/4 cell
1/10 Pan Car - 13.5BL/4 cell
1/12 Pan Car - 13.5BL/4 cell

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THE GIRLS of XRC

You've all seen them on the website and in the magazine, but you've never seen them like this! That's right, we've decided to show you some never before seen photos of your favorite females from the folds of *Xtreme RC Cars* magazine (and one from the pages of our sister publication, *Beer*—Yes our jobs ARE that cool.). We know it's the reason you subscribe, so here's our way of saying... THANKYOU!

We'll tell you a little secret... there are some girls you HAVEN'T seen.

Mah-gaz... um, May-gu-zeen? OH, magazine. It's hard reading upside-down.



Is there breeze in here?

Seriously, did someone leave a window open?

KELTIE: Issue 146

This beats opening cases for Howie.

You may recognize me from such magazines as *Beer*.

That song isn't about me... I don't think.

TIFFANY: Issue 5

My arms are starting to hurt. Take the photo already.

ELIZABETH: Issue 154

TASHIA: Issue 156

MARY: Issue 150

ROXANNE: Issue 157



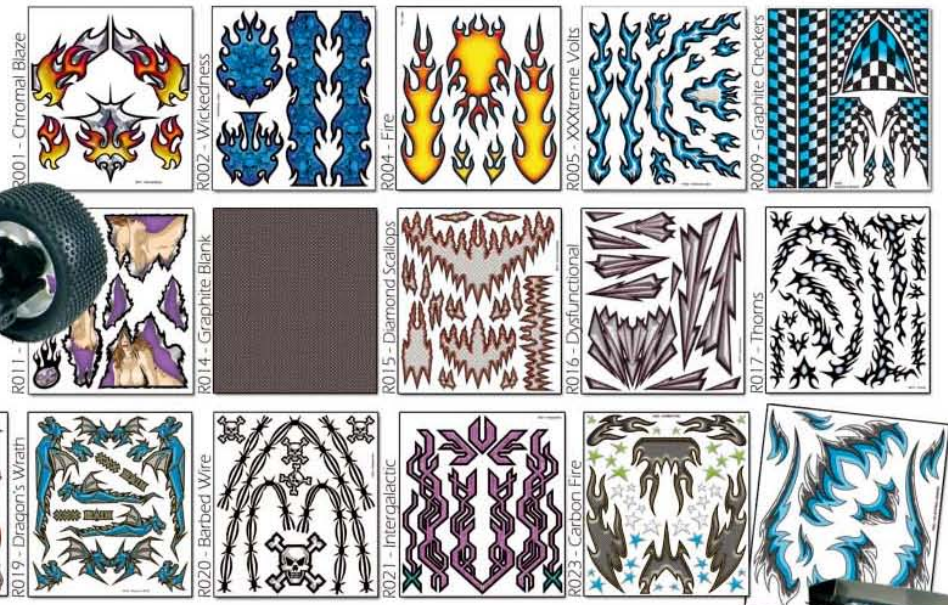
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RACERS' RIDES



SIMPLE LUNCH

Hello, my name is Matthew Davis and I've been in the RC world since I was a tot, and I have a huge passion for the hobby. I just wanted to submit my simple ride on my Tamiya Lunch Box. It sports a Traxxas 12t motor, factory Tamiya esc, and a Traxxas RX and radio. There's nothing fancy here, but it sure does rip.

Matthew Davis
Sheboygan, WI



We actually knew a Vanessa, and she drove a van.



TC3 on Deck

My name is James Jenik and I am 46, married with three children, I'm recently retired from the Air Force, and am an X-photojournalist with "Western Photographer Magazine." I'm also a machinist/welder, and I'm looking to get into the RC industry. Here are pictures of my TC3 with a Novak 5800kv brushless system. The first picture is of the TC3 with the Air Force Thunder birds; the second is with two Raptors, and the third is in front of an F-16 on the alert pad (fully loaded).

James D Jenik
TitaniumXRC



Back AGAIN

My name is Seano. I am from San Francisco, CA, and this is my TC5 FT. I haven't been on the RC scene for a few years and I recently decided to get back

into it full swing. I decided to go brushless and power my car with a Castle Creations Mamba Max and the 5700 motor. Other than that, the car is pretty much stock, but not for long. I want to use the scheme from one of my favorite video games, *Need For Speed: Most Wanted* on a BMW M3 GTR.

Seano
San Francisco, CA

Lunatic 5T

Here is a picture of my Baja 5b SS trophy truck. A partial list of upgrades include Pro-line badlands tires, GH Engineering billet piggyback shocks and hub carriers, AMS 4-wheel hydraulic brake system, HBZ front bumper, RamTech truck body and shock towers, Lunatik side Nerf bars, Hot Racing billet suspension A-arms, and a JetPro race tuned pipe with silencer. By the way, the only decal on the truck is the front grill. I am a firm believer in Parma's transfer paint mask blank sheets. Draw, cut, transfer, and paint. Hope you enjoy the pictures. From a 50-year-

old kid in Cali, keep up the good work.

Steve Schulz
California



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-min 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'd like to send files, please send your photos to:
Xtreme RC Cars Magazine
Attn: Racers' Rides
13401 Yuba Avenue
Chino, CA 91710

NOT AN ILLUSION

First off, I must thank you for publishing the best RC mag on earth! Here is my ride, which I rebuilt from the ground up. It's basically a stock Traxxas Rustler chassis, bulkhead, and gearbox, with Traxxas aluminum camber & toe links, front and rear aluminum axle carriers, and a Pro ball diff in place of the planetary gear diff. Other aluminum parts include Integy hubs, castor blocks, and tuned shock springs, RPM A-arms front and rear, and a MIP shiny CVD kit. She's powered by a Losi Xcelorin 6800Kv brushless motor and ESC and topped off with a JConcepts Illuzion body. It's controlled by a Spektrum DX3R. This is my favorite build. I hope to see it in my favorite RC mag, Xtreme RC.

Donald W Brown
Las Vegas, NV



THE WHOLE GANG

Here are some pictures of my wife Helene's Losi Baja family from the Mega Baja down to the Micro Baja. She picked out the colors and paint mask and I airbrushed them all alike. We run all of our RCs together, from the electrics to the nitros, but she loves the scent of nitro exhaust so the Mega Baja is her favorite!

Marc Allard
Edson, Alberta, Canada



It wasn't cool and lifted though, but it did have a pair of baby seats in the back.

Nice Cars

Hi, my name is Tim Newman and I live in Cedar Rapids, Iowa. Love your mag. It offers lots of great information while also adding in some good humor. I wanted to send you pictures of my CRT.5. I had the custom body done by Lux Graphics. It is a Cars theme with pictures of Mario and Luigi on it. My wife thought it was quite fitting since this is a lil' truck. Anyways, hope you enjoy the pictures.

Tim Newman
Cedar Rapids, IA



THE STREET ROD

I bought a used HPI Savage 21 truck with problems and was very frustrated, so I bought a new TMAXX 3.3 and went all out on it. Everything is super Integy, and including the quad exhaust system, every

piece is aluminum. It's got a

Pro-line 1972 Chevy body, hand made blower, LED head and

tail lights, Diamond rims, Swamp Dog Jumbo Maxx Tires, and all steel drive shafts. Then

I started on the HPI that I got first. I put in a three-speed transmission, a 28 series S-H engine, and a Hitec radio. I used all Integy aluminum parts down to the frame, and a Pro-line long wheel 1972 Chevy body as well. Then I picked up a Team Associated RC 10 GT, which I turned into a little street rod with a 1937 Chevy Coupe body by Parma, homemade scoop, HPI wheels, and Pro-line tires. My next selection was an XTM Monster MT, which is very much stock, because I cannot find upgrades yet.

I just wanted to show a few of my RCs that were built, painted and customized by Tom of Tailspin Hobby Shop, my friend Andy, and me. I painted the bodies with Faskolor, Pactra, Spaz Stix Chrome, and automotive pin striping. I purchased 99 percent of all of my parts, paint, and bodies the Tailspin Hobby Shop in Apollo, PA, 724-727-RACE. Tom is the owner and operator, and he not only sold me the Monster MT, but helped with questions and physical work as well. He did all this without complaining and always had a smile on his face. If not for Tom, I might have given up the hobby all together. I am a subscriber to your magazine and it has inspired me to do a lot of other things to my trucks.

Hob Henry Jr., Homer City, PA



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Keep tabs on your engine's operating range safe high-rev operation

GET UP-TO-THE-SECOND UPDATES ON YOUR VEHICLE'S STATUS WITH THE DX3S

Combining Spektrum's industry-leading 2.4GHz DSM[®] technology with valuable telemetry features, the DX3S represents the most advanced sport-level DSM radio ever developed. For the first time ever, RTR drivers and sport racers can add the safety of telemetry and monitor vital vehicle stats right from your radio system, without any additional display equipment. Keep your engine operating in the optimum temperature range, keep an eye on your battery voltage and check out just how fast your vehicle is running, all right from the large LCD readout of the DX3S.

Invincible signal strength, easy programming options, 10-model memory and the peace of mind of integrated telemetry – only on the DX3S, only from Spektrum.



SPEKTRUM
Leaders in Spread Spectrum Technology

BRUTALLY FAST!

GET JATO, OR GET LEFT BEHIND!

65+
mph



With a top speed of over 65mph and acceleration of 0-60 in a mere 4.2 seconds, Jato 3.3 satisfies even the most experienced R/C enthusiast's need for speed.

TRX 3.3
RACING ENGINE

Jato 3.3 is the ultimate all-purpose speed machine with power to blow the on-road crowd into the weeds and the versatility to jump the curb and tame the baddest off-road terrain. Jato 3.3 is a must-have for expert drivers who want to put their skills and experience to the test with our fastest and most powerful nitro race truck!

Wheelies on Demand!

The Fastest RTR 1/10th Scale Stadium Truck Available!

EXTREME POWER



EZ START Electric Starting



TOP QUALITY Radio System



Tuning and Setup DVD



For Expert Drivers Only. Previous experience with nitro-powered radio controlled models is required! These models are capable of extreme speed and acceleration! They carry our highest skill level rating and are intended for expert drivers only.

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