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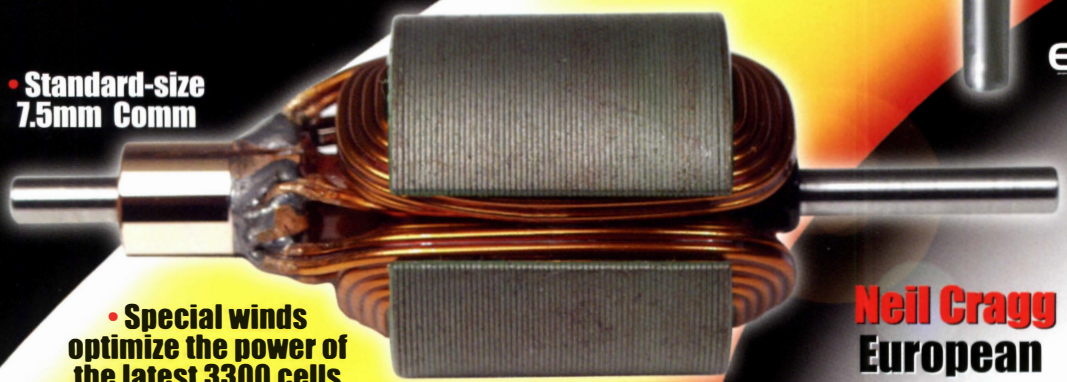

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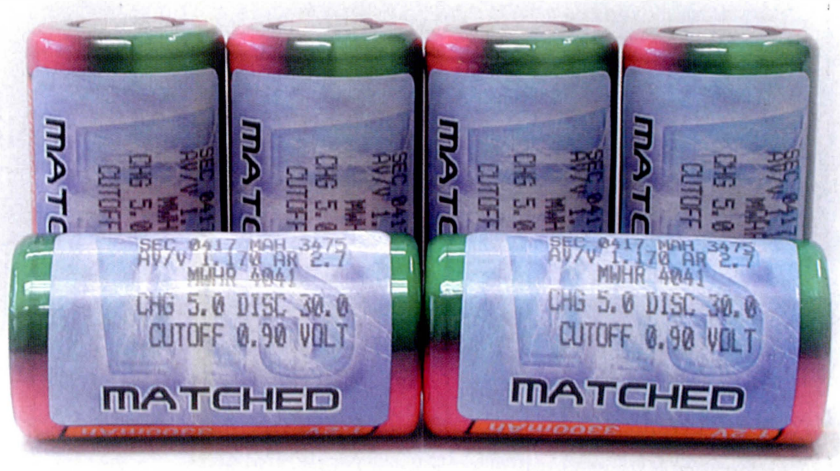

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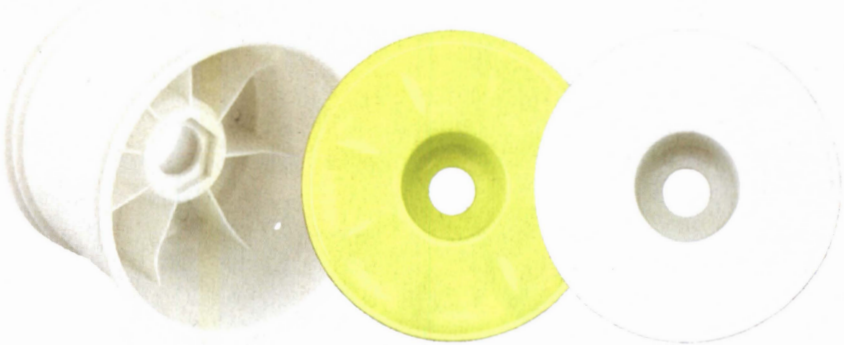

40 Series Velocity Dish Wheel with 23 mm hex

Part # 2678-02 *(yellow)*
Part # 2678-04 *(white)*



MGT
Part # 6034-00



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The Nitro Spyder comes with an engine designed especially to produce high performance in R/C racing trucks. No Boat or helicopter engine here. Tuned for maximum performance. The fastest engine available in a ready to run truck.





427 MONSTER MOTOR

Dual plate chassis design results in a super stiff structure which maximizes the integrity of the drive train....more power and less failures.

A super stiff chassis makes suspension and shocks work more consistent over rough surfaces

The Nitro Spyder features a volume adjusting bladder shock system that insures superior road holding no matter what surface you encounter!

Tuned exhaust system system for maximum power



Oversized fuel tank for longer run time

Chrome wheels with oversized wheel hexes keep wheels from stripping from too much horsepower

Nitro SPYDER

TRI9005, Nitro Spyder Ready To Run



427 Monster Horsepower engine and tuned exhaust system makes more horsepower than you can possibly control. Steel gears in differential and gearboxes make sure you spend more time running than replacing parts.



Super stiff chassis design makes the suspension work to the maximum while keeping a more positive alignment of all the drive train components for less failures. Oversized tank for extended running. High ground clearances for climbing over objects.



Dual shocks on each corner control wheel movement and suspension travel more accurately and quickly than a single big shock. More spring and oil tuning options available with a dual shock system.



The Nitro Spyder comes with EZ-Crank stating system, fuel bottle, glow ignitor, glow ignitor charger, air filter and wrench. All you need to run your truck is 12 "AA" batteries for the radio gear, fuel and a charged 6 cell stick pack for your EZ-Crank.

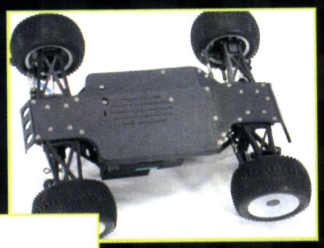
trinity products inc.

Fear of Spyders



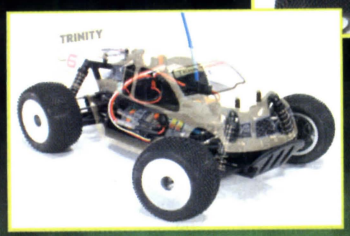
Full sized 2 channel AM radio with user changeable crystals.

Molded composite chassis and suspension components make a sure light and strong compact package. Suspension was designed for maximum travel and handling.



ITSYBITSYPRO!





1/18TH SCALE 4 WHEEL DRIVE READY TO FUN MINI MONSTER

6 Different color bodies and 6 changeable frequencies makes racing all your friends an easy task.



Integrated speed control and receiver uses a full sized transmitter and high torque mini servo.

Easy to adjust turnbuckle style tie-rods.

Pro version comes assembled with servo and unmounted clear body. Use your own motor, speedo, receiver and battery pack.



Super high traction mini-pin tires on chrome dished wheels. Designed to also fit the Trinity Mini-Monster tires.

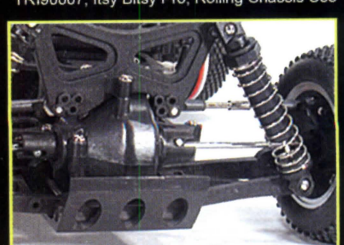
High performance standard Micro Monster™ sized motor. All Trinity and EPIC Mini Monster aftermarket motors fit right in!

Shaft drive and Teflon impregnated gears for a super smooth low drag drive train.

SPYDER Itsy Bitsy

4x4 BUILT ARACHNID TUFF

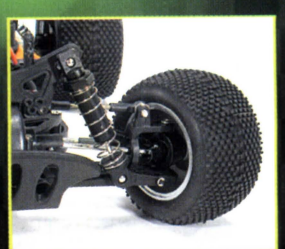
TRI90006, Itsy Bitsy Spyder Ready to Fun, (Assembled RTR)
TRI90007, Itsy Bitsy Pro, Rolling Chassis Use Your Own Electronics Etc.



Designed for maximum handling on and off-road, either indoors or outdoors the Itsy Bitsy Spyder's 4 wheel drive system and long throw suspension also makes climbing over objects a snap. Adjustable tie rods allow for tuning camber and toe in/out.

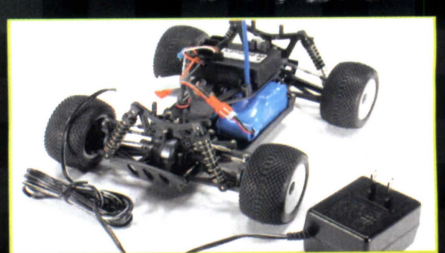


Integrated receiver-speed control, high torque servo and full sized AM transmitter give you absolute control of the Itsy Bitsy Spyder. 6 user changeable frequencies makes racing your buddy and neighbors no problem. Motor produces plenty of power but slip in one of the Trinity Mini Monsters and blow all your buddies away!



Four wheel shaft drive system gives superb traction on acceleration and in the corners on any surface. Run circles around 2wd trucks!

Composite tub and suspension components for a super stiff, super strong chassis.



The Itsy Bitsy Spyder comes set up from the factory with a 7.2 volt, 6 cell rechargeable battery pack and a charger. Add the 8 "AA" batteries to your radio, charge your pack and you are ready to race, ready to win or ready to have fun!

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3 DPI pictures of you.



Are your senses tingling?.

Other Stuff In This Issue:

This issue is dedicated to the loving memory of Fat Bastard. May he find his way to the ocean in the sky, even if it was via the office toliet. Before we're emotional, if you never thought bullfighters were hot, think again.

On This Page:

More action from the Nitro Spyder!

On The Next Page:

How all gas races should start! You think the first turn was tough now?

On The Cover:

Trinity's Nitro Spyder spins its web for the first time. Is America ready?

Cover photos by: **Jason Yu**
This page: **Jason Yu**
Next page: **Mike Velez**

MUSCLE-T

Team Losi's New Mini-T Pro ARR

Take anytime, anywhere off-road action to the next level with the new Mini-T Pro™ — a tricked out version of the original Mini-T that features all the same durability and 2WD simplicity plus Team Losi's most popular hop-ups.



The Mini-T Pro comes out of the box completely assembled with:

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- Ball bearings throughout for smoother acceleration and longer runtimes
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- MIP CVDs for smooth, solid power transfer
- Titanium turnbuckles that are lighter and stronger than steel

You also get a newly designed Mini-T Pro racing body that comes pre-cut and ready to paint in whatever custom paint scheme you can dream up.
Just add the radio control system, battery, and speed control of your choice and you're ready to go.

TEAM LOSI SPORT
WWW.TEAMLOSI.COM

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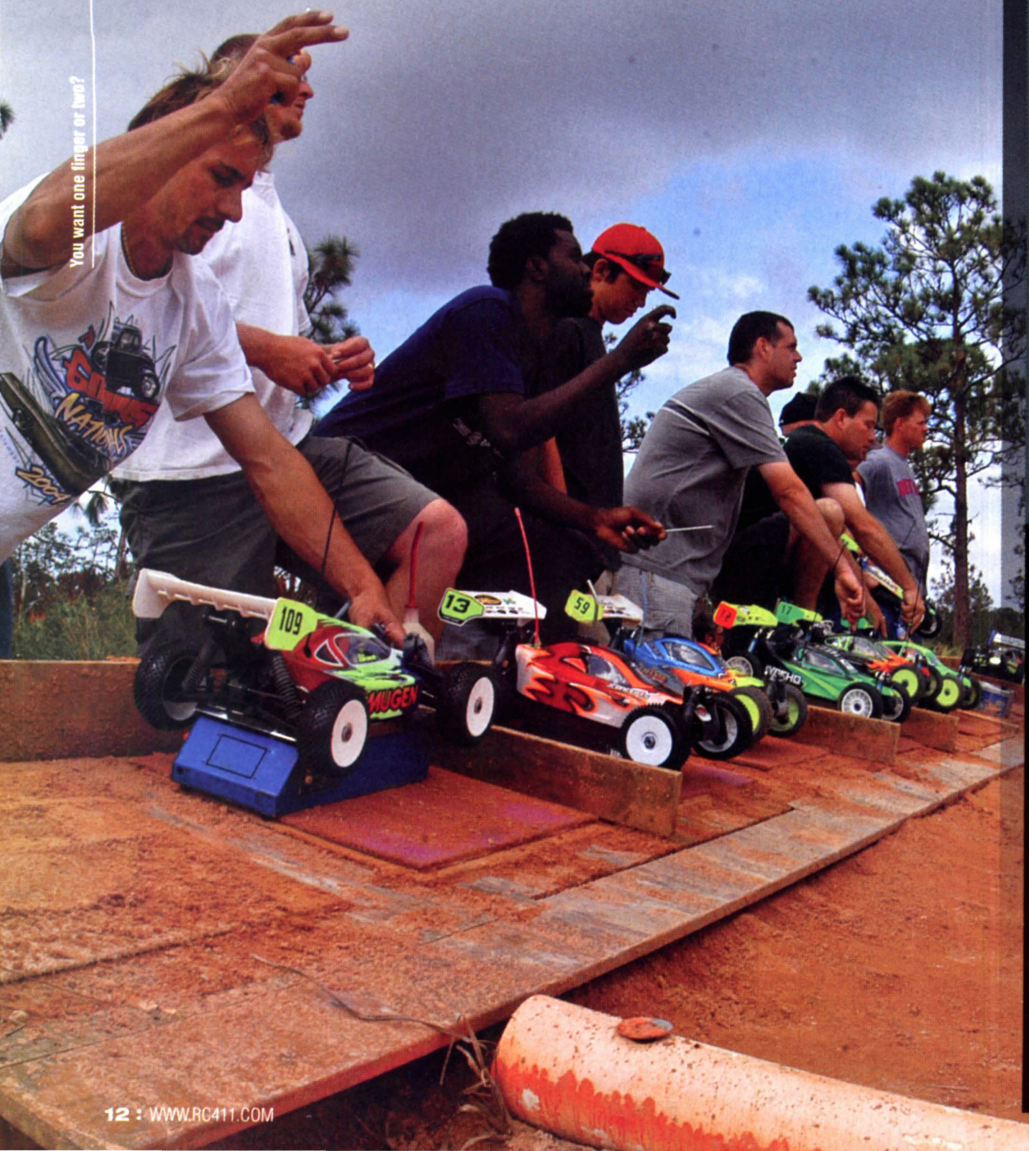

You want one finger or two?

Xtreme RC Cars magazine

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Now, LRP is proud to introduce the successor to the legendary Quantum Competition, the next generation Quantum Competition 2 (QC2).

The QC2 takes digital speed control technology another step forward with its revolutionary "Reactive Frequency" feature. Whereas all previous-design ESC's run at a single assigned frequency, the QC2's intelligent circuitry actually calculates and adjusts the drive frequency during the run... adjusting to a lower frequency for more "punch" is coming out of a corner, and adjusting to a higher frequency at the end of the straight for more top speed and longer run time.

The QC2 also features three adjustable running modes, and is also 100% waterproof... you can actually run the speed control under water without damage!

LRP's Quantum Competition 2...simply the world's most advanced digital electronic speed control.

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PAINTING THE WALLS

I can't believe it's been this long, but we haven't dusted in a while and the sheets need to be washed.[1] And while I'm at it, I think I'll clean the toilet, just for kicks. For most single guys, the bouts of cleaning are few and far between. Luckily we're not all single here, so it's time to clean this joint and freshen up the place with a new coat of paint. And we aren't into painting anything some boring vanilla color, so we've got some colors with flavor that will make you blind.[2] That's right, it's Spring-cleaning time and we're making some pretty significant changes to the magazine.[3]

The first thing you'll notice is that beginning with this issue, our reviews are longer. We've bumped them up to eight pages, and those eight pages are now brighter and better present the information. Fans of the Specs Page will immediately note that there are now two pages full of data. That's one of the most exciting parts for me, because it provides a wealth of factual data that you can interpret on your own, without our opinions in the mix. We're now including nitro dyno data from our X-Dyno in every nitro review, so you can see the horsepower pumped out by every engine we use in a test. That's a lot of work, but we are so proud of our dyno and confident in its results that all the information will be there. And electric guys, don't worry; we've got you covered too, with dyno data from our Fantom Facts Machine Dyno. Our radar gun results are now direct from the software to give you a better idea of the real acceleration of each car. And to round things out, we've bumped up the information on the Specs Page to eliminate the need for repetitive and long-winded sentences about 3mm-thick chassis plates and bell crank steering.



We're not stopping there, though. Everything will be updated for 2005, including our How-To sections, which will soon include a difficulty meter and an estimated time to complete.[4] Our race coverage will still come stamped with a "Freshness Date" to show you when the race happened and that it's current.[5] Yes, it's an exciting time for our February issue. In a month where the most exciting thing that usually happens is watching a furry rat climb out of a hole and then run back in, it's great to know that there will be more to look at. Of course, my Insight will be freshened up as well, to include more pictures of me...by request, naturally.[6]

Enjoy the changes!

Godspeed,

Derek Buono
Executive Editor
derekb@rc411.com

Derek's favorite shoe brand?

1. Those sheets are crusty...gross.
2. A couple of Hispanics, an Asian, an Italian, and a few white guys make for some interesting colors, don't they? That's what we call ethnic diversity.
3. No, I haven't been fired, and yes, we still have girls. Don't be foolish!
4. All times and difficulty ratings will be made up on the spot!
5. You mean that race happened this year? That's shocking!
6. To satisfy those who complain that there are 6 pictures of girls in each issue, I will now include no less than 77 pictures of me!

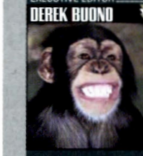
TEAM RANTS

PUBLISHER
MIKE VELEZ



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Flying squirrel.
I WISH WATCHING AN ANIMAL WOULD TELL US: How to pick up the ladies.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: The Naked Professor.

EXECUTIVE EDITOR
DEREK BUONO



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: A crap-slinging monkey. Dodge poo for an early summer.
I WISH WATCHING AN ANIMAL WOULD TELL US: When to keep our mouth shut around girls.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: Twins; the only thing better than one is two right?

ART DIRECTOR
ANDY MOCK



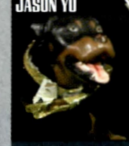
ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Monkeys.
I WISH WATCHING AN ANIMAL WOULD TELL US: How to lick yourself without breaking your neck.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: Replace the Professor? Yeah right. Okay, let's put some hot dudes instead.

ON-LINE EDITOR
DAVE PALACIOS



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Cute cuddely kitten. Everybody loves a cute kitten.
I WISH WATCHING AN ANIMAL WOULD TELL US: How to avoid Collin when he's dressed in drag.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: Hotter girls that do something other than wait tables at restaurants.

SENIOR PHOTOGRAPHER
JASON YU



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Triumph the insult comic dog.
I WISH WATCHING AN ANIMAL WOULD TELL US: How to profit in the stock market.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: An entire spread dedicated to the poor girls that can only afford to wear a bikini.

TECHNICAL EDITOR
SHANE ARCHER



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Pen[2]
I WISH WATCHING AN ANIMAL WOULD TELL US: If we will ever make our deadline on time.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: Collin the Burrito Man, and his sidekick The Tabasco Kid.

EDITOR-AT-LARGE
JEFF EVELEIGH



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: Sheep. If his legs fit in the rubber boots, spring comes early.
I WISH WATCHING AN ANIMAL WOULD TELL US: When it's okay to touch girls boobs.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: Replace her and I'll kill you.

EDITOR
STEPHEN BESS



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: The sexual harrasment panda
I WISH WATCHING AN ANIMAL WOULD TELL US: The team to bet on to win the World Series that year.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: A monthly column detailing my Halo 2 kills. You don't want none of this!

EDITORIAL ASSISTANT
COLLIN COCORES



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: A turtle.
I WISH WATCHING AN ANIMAL WOULD TELL US: The winning lottery numbers. Well...tell only me, anyway.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: A monthly MINI Cooper bulletin board.

THE BOSS
FAT BASTARD



ANIMAL THAT SHOULD REPLACE THE GROUND HOG: A gold fish.
I WISH WATCHING AN ANIMAL WOULD TELL US: When I will die.
IF I HAD TO REPLACE THE PROFESSOR WITH SOMETHING IT WOULD BE: My rotting carcass.

Orange Power GP3300VE



#6000: Orange Power GP3300VE Ni-MH Matched Platinum 6 Cells

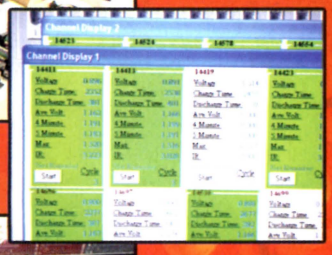
#6100: Orange Power GP3300VE Ni-MH Matched Gold 6 Cells

all cells in box matched within 1% of each other
NOVAK 1% GUARANTEED!

What Makes Novak Batteries Better than the Rest?



Novak-designed Accu-Match



Individual cell data is recorded



Individual Cell Monitoring Circuitry



Accu-Match work station

It's all in the way we treat our cells...more specifically, the battery matching system we designed from the ground up: the Accu-Match. Everyone has the same cells, but here's what makes ours better than the rest:

- Increased lifespan of battery pack due to quality of matching process.
- Liquid-cooled and climate-controlled system (only matcher than can consistently hold 30 amps).
- Individually bar coded cells eliminate human error by tracking each cell through entire process.
- Novak's Voltage Enhancement Method safely raises battery voltage and lowers internal resistance with no adverse effects on cell capacity.
- Individual Cell Monitoring Circuitry provides accurate cell data guaranteed to be within 1%.
- Accu-Match discards first second of discharge time to remove erroneous resting voltage data in order to provide accurate discharge times.
- Individual cells charged with exclusive Novak Ni-MH II charging system at 5.0 amps.
- Accu-Match stores each cell's information on a central server and chooses the best combination of cells for packaging.
- Final check: All 6 cells are scanned to ensure matched cells chosen by Accu-Match system are correctly packaged together.

RACE-PROVEN!

TQ/Winner — Roar Carpet Nationals, 1/12th Masters Sedan , Chuck Lonergan
Winner — Roar Carpet Nationals, Touring Car Stock Sedan Class, Chuck Lonergan
TQ/3rd Place — Roar Carpet Nationals, 1/12th Stock, Mark Smyka

For more details about our batteries and battery matching system, please visit our website

www.teamnovak.com

NOVAK



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#5820-5822
oxygen-free plated copper battery bars



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Smart Tray & Platinum Battery Combo

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2004 EURO TOURING CUP NATIONAL CHAMPION
2004 IFMAR ISTC WORLD CHAMPION



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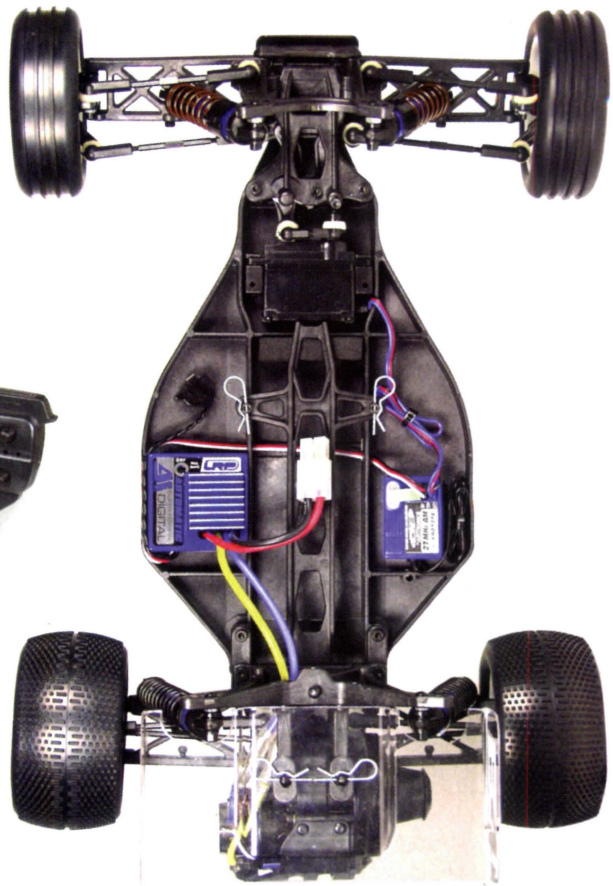
A Very Special B4

Special editions are...special. They take the short bus to school and wear a helmet. The B4 RTR is becoming special, or at least SE, and that means it's not your ordinary RTR. With the SE you get a fully-built and ready-to-run racing buggy, with 95% of the parts still made in the USA. No, you don't get a helmet with the SE, but you do get a Reedy 15-turn motor, the latest LRP "Ai" auto-setup electronic speed control and an Airtronics radio. With a special pre-painted body rounding out the kit, you'll be ready for the track in minutes!

www.rc10.com





TRINITY Sirio .23 ENGINE MOUNT

For those itching to drop a big block into their Revo, the Sirio Engine mount and manifold allows you to drop a Sirio .23 straight into the Revo and instantly have more power. This getup is specifically designed to fit the Sirio engine, so you'll need an engine to complete the package.

www.teamtrinity.com





xxx-main Stickers

The whacky guys at xxx-main must have been playing with their stickers because the stickers have grown. Their latest release of external stickers are fuel proof and come on a larger 8.5" by 9.5" sheet so you can cover more of your body with them.

www.xxxmain.com

For coming from such a peaceful country—Canada—xxx-main sure does like guns and skulls.

Tamiya Mk.2 Parts

It seems Tamiya is out to make a mark on the nitro touring market with their new TG10-Mk.2 nitro touring car (reviewed in this issue), and to complement the car they offer a full line of tuning options from foam tires to gears and spring sets. Tamiya is currently the king of electric touring, having won two of the past three Worlds races, and if they turn their sights on nitro, who knows—they could take over there too.
www.tamiyausa.com



Trinity XXX Cobalt Lemans Brushes

Trinity is joining the new long-wear brush trend with their new long-life high-silver brushes that they say can last between 20-50 runs with proper commutator maintenance. Trinity suggests cutting the comm on a regular schedule of 5 runs or less to get the maximum life out of the brushes. They say you'll be able to buy a pair for about $13-$15.
www.teamtrinity.com



A high-end brush war is coming, I can feel it.

Futaba MC800C V2

The days of the MC112B are long since gone, and Futaba is making some really good competition speed controls, with their latest being the MC800C V2. We were impressed with the performance of the original 800 and the V2 offers a new adaptive software that "sets the rate of acceleration to meet specific preferences." We'll translate that into automatically adjusting the drive frequency and on-the-fly management from the ESC to adapt to the load of the motor for faster and smoother acceleration.
www.futaba-rc.com



Orion/Peak 1400mAh Receiver Packs

Do I hear 1200? Going once, going twice…1400! Sold to the man in the Orion shrink-wrap. By upping the mAh of their receiver packs to 1400, Orion has now set the current high mark for NiMH cells. This high rating will give you longer runtimes and supply the necessary power to run today's high-draw servos and multiple servo applications.
www.teamorion.com



Imagine—

Never having to wait for a pin

Never having to worry about interference—ever

Never having to ask, "What frequency are you on?"

SPEKTRUM



HOLIDAY **HAVOC**

Vision Entertainment, who brings us RCX and also puts on a lot of other events, visited Anaheim Stadium this year for their Holiday Havoc show where two days of rap and rock took over the parking lot. In addition to music, the show had lots of vendors and exhibitions to add to the atmosphere. Pacific Coast Hobbies set up a "try-me" track where rockers and rhymers could test out their skills behind the wheel of a Losi XXX-S Sport with a drift set-up. We thought it was great to see some RC action at an event where moto-x freestyle and skateboarding are usually the main attractions.

www.pacificcoasthobbies.com















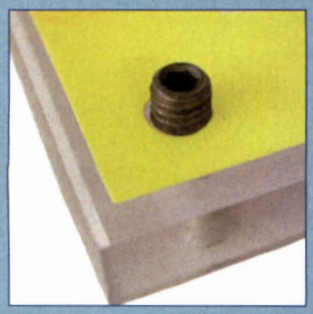


The sensors are on to us.

MaxSpeed **Pit Board**

MaxSpeed Designs is now offering a line of custom pit boards. Their boards include leveling screws, a bulls eye level, a pro setup board with inch and millimeter markings to help with chassis tuning, and a magnetic strip to help keep parts from falling into the abyss. You can choose from one of their current designs or customize the board to your own colors and paint scheme.

www.maxspeeddesigns.com







Imagine—

"Four days of racing... and not a single glitch."

—Adam Drake
National Champion



Introducing the DSM System from Spektrum™
No Pins. No Crystals. No Interference.
Pure Digital Control.

Why no glitches?

The new Spektrum DSM (Digital Spectrum Modulation) System gives racers a bullet-proof digital RF link between transmitter and car that is based on Direct Sequencing Spread Spectrum technology. Since DSM operates within the ultra-high 2.4GHz worldwide ISM band, it is immune to the usual glitches that happen as the result of model-generated RF interference from noisy motors and ESCs, or metal-to-metal vibration.

Each DSM System is "bound" by a discreet Global Unique Identifier (or GUID). Anytime you switch on your DSM-equipped transmitter, the DSM module will scan the 79-channel spectrum available for an open channel. When a channel has been found, the DSM receiver, which "listens" for its DSM module's distinct GUID, will automatically lock with the transmitter. Considering there are over 4 *billion* possible GUIDs, it is virtually impossible for a DSM System to mistake another 2.4GHz signal for its own.

DSM System Specifications

Frequency Band: 2.400–2.4835GHz
Channels: 79
Channel Spacing: 1MHz
Bitrate: 15.626 kbps
Range: 3000 ft
Latency: 5.6 mS
Resolution/Channel: 4096 steps

DSM Receiver Specifications

Weight: .40 oz/11.3 g
Dimensions LxWxH: 1.62x1.06x.57in / 41.2x27.0x15.3mm
Input Voltage: 3.2–9.6V
RC Channels: 3
Current: 40 mA @ 4.8V
Antenna length: 8.5 in

How do you convert to DSM?

Easy. With Spektrum's DSM System you can, literally, plug this phenomenal technology into just about any module-based transmitter. Four versions are available that include modules designed specifically for use with JR®, KO, Futaba/Hitec or Airtronics 3-channel transmitters. No crystals or complex modifications are required. Just buy the DSM System for your transmitter, plug in the DSM module and install the lightweight DSM receiver in your vehicle. All that's left to do is spend a few seconds "binding" the receiver to the module and you're ready to go. It's that easy.

Want to know more?

Visit www.spektrumrc.com for complete details on the DSM System and to find a retailer near you or give us a call toll-free at 1-800-338-4639 and we'll send you the Spektrum DSM System brochure.

SPEKTRUM

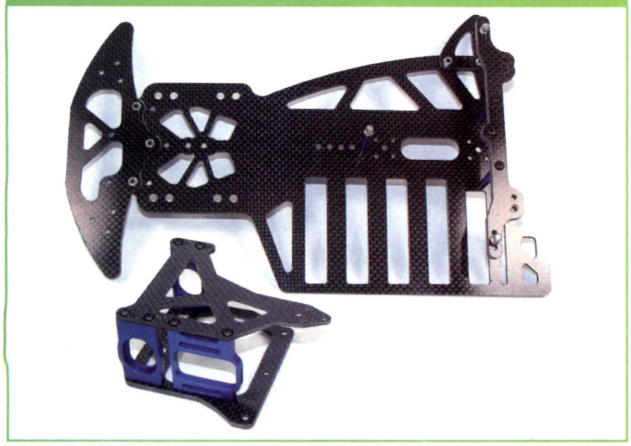
www.spektrumrc.com

Spektrum is an exclusive brand of Horizon Hobby, Inc.

SWIFT R/C RACING PRODUCTS

Swift has made some oval conversion chassis for 1/10-scale cars in the past, and they are now releasing their Mini Mav chassis conversion for 1/12-scale racers. The chassis will retail for about $189 and it includes the chassis, bumper, two cross braces, a nerf wing, bottom pod plate, top pod plate, aluminum motor mount, dual aluminum axle carriers, stand-offs, a center shock mount, and miscellaneous hardware.

www.swiftracingproducts.com



Academy SB Sport Pro

Despite it being a "Sport" Pro, Academy has a legitimate track threat on their hands with the new pro version of their SB 4WD electric buggy. It's packed with carbon fiber and Teflon-coated shocks, a new slipper clutch system and plenty of aluminum parts to make it more durable. It certainly looks the look, and we'll see if it can walk the walk when we get a kit for testing. But if you're counting, you now have three legitimate options in the 4WD electric buggy class!

www.modelrectifier.com



POWER UP YOUR RTR!

#700 Reedy "Rated-X" Sport Pack, GP 3300 cells
ONLY $64.99 Suggested Retail Price

Reedy "Spec 19 Quad-Mag Motor. Step up the power of your RTR with Reedy's Quad-Magnet "Spec 19" Motor! A great choice for the B4 RTR, the TC3 RTR, or any Ready-to-Run electric with a speed control rated for a 19-turn or less motor.
#513 Reedy Spec 19"Quad-Mag" Motor



Reedy's "Rated-X" Matched Sport Packs. Fully assembled in clear tubes so you can see the matching info right on the label of each cell. Don't settle for "mystery" cells in your sport packs, get Reedy's "X-Rated" packs and see the power you've been missing!



ONLY $59.99 Suggested Retail Price
#699 Reedy "Rated-X" Sport Pack, Panasonic 3000 cells

Reedy Ni-MH Receiver Packs for Nitro Cars and Trucks. Reedy receiver packs give you the long-lasting, reliable power needed for nitro racing, and have a great low price that makes them your BEST choice!



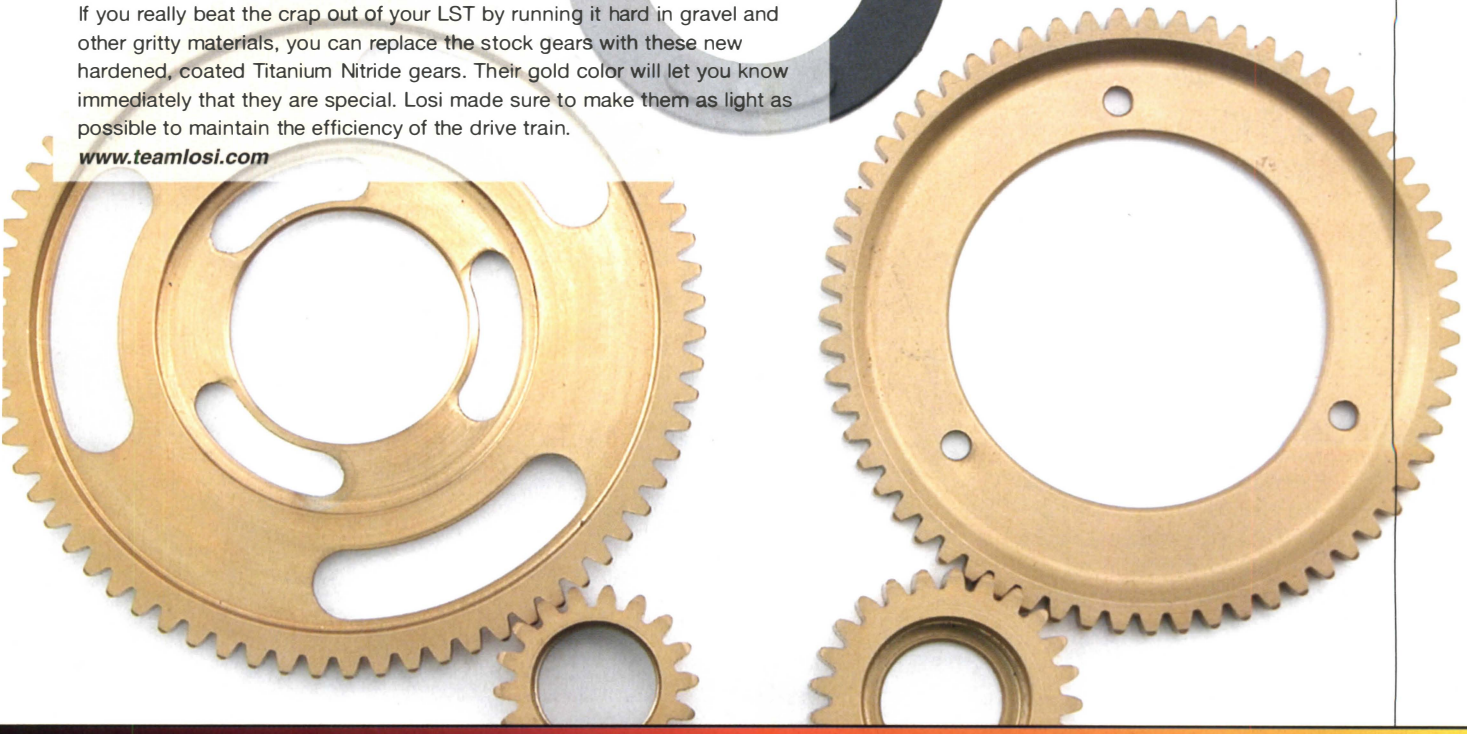
#615 Reedy Ni-MH Receiver Pack, *(Hump style for RC10GT, Monster GT, Etc.)*

#614 Reedy Ni-MH Receiver pack, *(Flat style for Nitro TC3, etc.)*

LST Titanium Nitride Gears

If you really beat the crap out of your LST by running it hard in gravel and other gritty materials, you can replace the stock gears with these new hardened, coated Titanium Nitride gears. Their gold color will let you know immediately that they are special. Losi made sure to make them as light as possible to maintain the efficiency of the drive train.

www.teamlosi.com



Mini-MAX

Reedy Hop-Ups for Micros!



ONLY $42.99 Suggested Retail Price

Reedy Mini-Max High-Voltage 1100 Ni-Mh Racing Battery Pack. Higher voltage means more power and that's just what you get with Reedy's new Mini-Max 1100s. Featuring much higher voltage output than stock battery packs the Mini-Max HV 1100 pack is the ticket to making your micro car rip up the road. Comes completely factory assembled with connector and fits directly into the RC18T!
#616 Reedy Mini-Max 1100 Ni-Mh Battery Pack



ONLY $44.99 Suggested Retail Price

Reedy Mini-Max Modified Motor. Seriously turn up the heat in your micro with the Reedy Mini-Max Mod Motor. Big time features like ball bearings and replaceable brushes are shrunk down to the popular 280-size to fit most 1:18 vehicles, especially the RC18T.
#290 Reedy Mini-Max Modified Motor

www.rc10.com/reedy

REEDY

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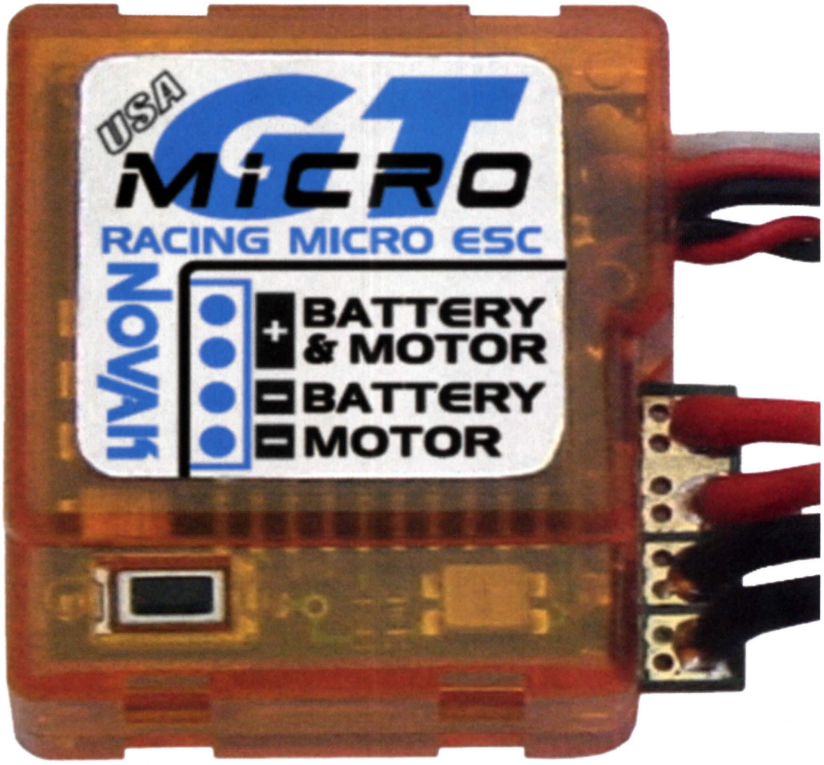
#2019

Micros Just Got Faster

It's called evolution. In this case, the evolution of the micro-sized speed controller. Novak is releasing a higher performance version of the Spy Micro ESC. The new Micro GT is a forward-only speed control that's aimed at drivers looking for more performance. Features of the Micro GT include One-Touch Set-up, Polar Drive, and Thermal Protection. It can handle 4-7 cells and will handle any 380-sized micro motor. Novak expects to begin shipping this one in early January.
www.teamnovak.com





"FASTEST TIRES EVER ON THE WORLDS TRACK.
— MIKAEL PALSSON, IFMAR A-MAIN DRIVER

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THEY'RE THE A-MAIN.





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www.mcmoneydesigns.com



ASSOCIATED
NITRO TC3 VIDEO

Be an instant know-it-all when it comes to your Nitro TC3. Team Associated has released a Tuning CD for their Nitro TC3 containing 33 separate video clips that you can play on most personal computers. Some of the video clips include tutorials on how to install an anti-roll bar, change front bump steer, adjust rear toe-in, rebuild shocks, remove the engine, and lots, lots more. The CD will be a perfect companion for any Nitro TC3 owner.

www.rc10.com





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Wasted Space?

We're guys (well, most of us) and guys like certain things. I want my coffee with two sugars and I want my magazines in the bathroom. Speaking of reading, we noticed that a recent FHM magazine had a list of speed toys that included the Traxxas Revo, Losi LST, Tamiya TNX and the HPI Savage 25. It was nice to see those trucks get some props outside of the RC realm. I wonder if FHM will get complaint letters about "too many RC cars and not enough girls in bikinis?"



O.S. Engines .18 TZ

O.S. is hoping that their new small block .18 TZ is the most powerful small block engine they have ever produced. With features like oversized cooling fins, 5 ports, a 12mm rear bearing, a turbo plug, and an 11K slide carb or 11L rotary carb, we expect it to be powerful as well. If it's as user friendly as every other O.S. engine we've used, it should be a winner.

www.osengines.com



The Original RC SCREWZ
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Part No. hpi019 - Savage 25 SS



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Part No. los017 - Team Losi - Mini-T



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Part No. mug009 - MugenSeiki - MBX-5



260+ count stainless steel screw kit
Part No. thu006 - Thunder Tiger - 30 / V2



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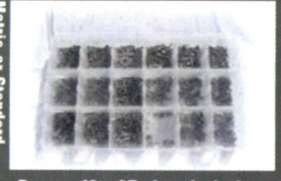
18 Compartment Case
Part No. rm001 - rs001 Metric or Standard



Racers (Qty 25 of each size)
Monster Racers (Qty 50 of each size)

Find our kits at your local hobbystore or track:

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nitro XLB MONSTER BUGGY

1/7 RTR NITRO .28 POWERED 4WD 2-SPEED MONSTER BUGGY

XTM Racing

This RTR monster buggy is pushing all other buggies out of its way, so make some room! Introducing the XLB (XTM's) Large Buggy). We didn't follow any rules when building this beast! It's the biggest and baddest monster buggy out there! This massive 1/7 buggy uses the monstrous SH .28 engine, oversized fuel tank (290cc), and a 2-speed/ 4wd drivetrain that enables this monster buggy to drive over all the other buggies out there!



FEATURES:

> Adjustable camber, caster, and toe-in front & rear
> Fully threaded, oil filled, aluminum shocks w/ 3.5mm shock shafts
> XTM X-175 metal gear servo for steering
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> New XTM Micro Failsafe included
> Newly designed bulkheads
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> 4mm shock towers

The XLB is Almost a Whopping 20% Larger Than Traditional 1/8 Buggies

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Installed SH's Massive .28 Engine, Hitec Aggressor Radio & XTM Micro Failsafe!

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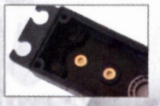
To spread the enormous loads evenly, our new Titanium gears ride on hardened steel pins inserted into brass axial bearings in the servos case.



HIGH RESOLUTION IC

These servos feature our new "High Resolution" IC amplifier for the most precise centering, greatest temperature range and tighest dead band of any servo we've ever made.

TITANIUM GEAR TRAIN

Yeah, that's right. Titanium is one of the most exotic and strongest metals in the world and now it's in your servo.



DIGITAL AMPLIFIER

Now a digital servo that won't "blow-up", expertly designed for your toughest steering and braking needs. All three servos have digital amplifiers for extreme "holding power" and "instant full torque" so your wheels stay where you put them and braking won't fade.

CORELESS MOTOR

Check out our new super durable coreless motor featuring carbon brushes. Better heat and current transfer where you need it, for extended motor life in the longest endurance races.

8 SERVO CASE "O" RINGS

We use 8 "O" rings in the construction of these servos to give you the tightest, most water and dirt resistant servos ever made.

SHORTER SERVO WIRE LEADS AND MORE...

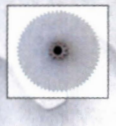
You told us to make the servo wire leads shorter for nice clean servo installation, so these leads are 7 inches long. We also used heavier 22 gauge wire, and gold plated connectors to carry the higher current these powerful servos demand.

COOL HEAT SINK

Heat is a killer, so the entire center section of the servo case acts as a cool aluminum heat sink to pull performance robbing heat away from the Motor and Amplifier.

HITEC'S MP GEAR

Our servo engineers don't need to sleep, so instead they work up freakish goodies like our MP gear. A Hitec exclusive, half steel, half plastic, it protects the pot from Radio Frequency feedback through the metal gear train, yet won't ever strip or fail.





Specs @ 6V.

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HSC-5996TG	35996S or J	111.09 oz./in.	0.10sec.	DUAL	Standard	Touring cars, Buggies
HSC-5997TG	35997S or J	180.53 oz./in.	0.14sec.	DUAL	Standard	1/8th Scale Buggies
HSC-5998TG	35998S or J	249.96 oz./in.	0.19sec.	DUAL	Standard	Monster Trucks

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With the popularity of micro trucks on the rise, Team Orion thought it was time to shrink their internal decals to fit the smaller trucks. Two designs with each coming in four colors just made painting a mini truck a lot easier.

www.teamorion.com

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illuzion RACE BODIES

Illuzion B4
Part #0001 | fits Associated B4 Buggy
Part #0001SL | fits Associated B4 Buggy (shown)



Illuzion MBX-5
Part #0002 | fits 1:8 Mugen MBX-5 buggy



Illuzion MP7.5
Part #0003 | fits 1:8 Kyosho MP 7.5 line



Illuzion XXX
Part #0004 | fits Losi XXX line



Illuzion T4
Part #0005 | fits Associated T4 truck



Illuzion M GT
Part #0006 | fits Associated Monster GT



Illuzion Hyper 7
Part #0007 | fits Ofna Hyper 7 line

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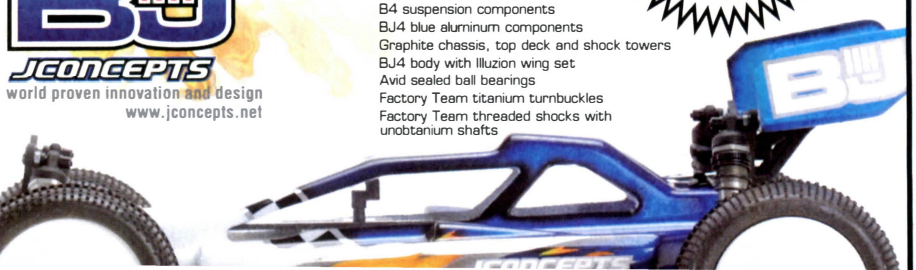

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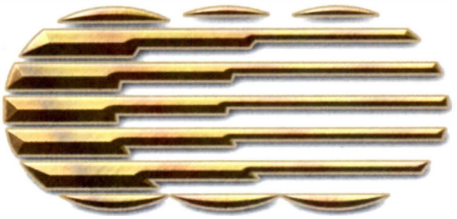

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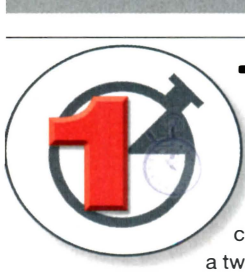
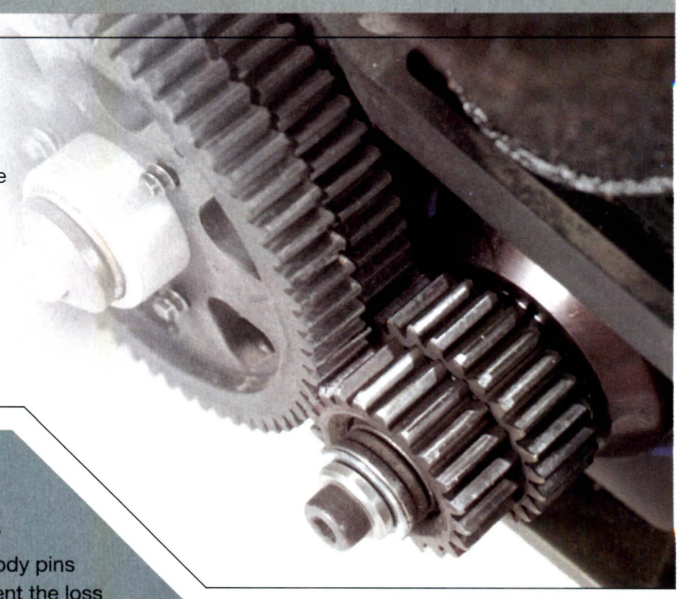
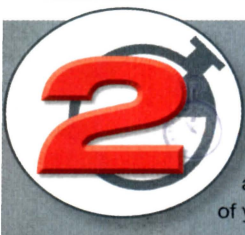


TWO SPEED GEAR TWIST

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





LOSER BODY CLIPS

Everybody loses body clips here and there, especially when you are wrenching on your machine on the ground and just toss the body pins aside as you remove the body. To help prevent the loss of your valuable pins (not money valuable, but "if you don't have them you're screwed" valuable), after you take them off the body posts simply slip them onto a part of your body like the engine cooling hole, the wing, or even back in the body post mounting hole. If you put them in the same place every time, you'll never lose them again. It is also a good idea to bring a few spares with you in your pocket in case you do lose a clip while driving.





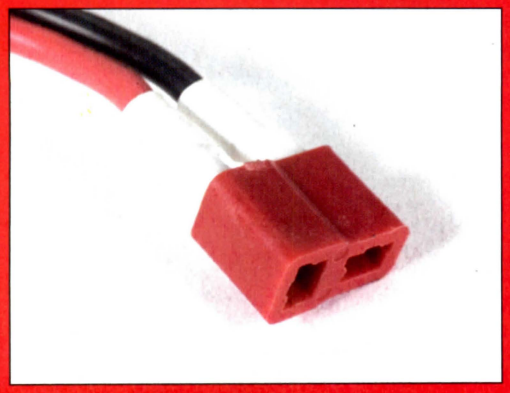
RECEIVER TAPE

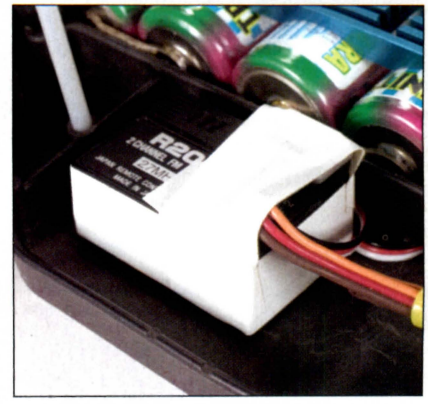
Tape is a great creation, especially when it comes to your receiver. Getting dirt in a receiver can easily cause radio interference, so use some electrical or fiber tape to seal the seam of your receiver box and also to cover its plugs to help keep debris from getting inside. Now is also a good time to put a piece of tape over your crystal to keep it securely in place during collisions, since you'll have no control whatsoever if you ever lose that little sucker. Your receiver may end up looking like the glasses on that kid you used to beat up in high school, but at least it will be clean on the inside and your crystal will stay put while all of your buddies are chasing their out-of-control cars down the street.



FEMALE BATTERY

This one seems obvious, but the repercussions of doing it incorrectly are huge. When changing the plugs on your batteries to better aftermarket ones, make sure you always solder the female connector to the battery pack. This will prevent your batteries from shorting out as easily on metal objects, since the metal pins on the male connector aren't exposed. On a similar note, if you run connectors on your motor, solder the female connector to the speed control side and the male connector to the motor, so you can't accidentally plug your motor into the battery input and your battery into the motor output on your ESC, something that could destroy most electronic speed controls.





Well, duh!



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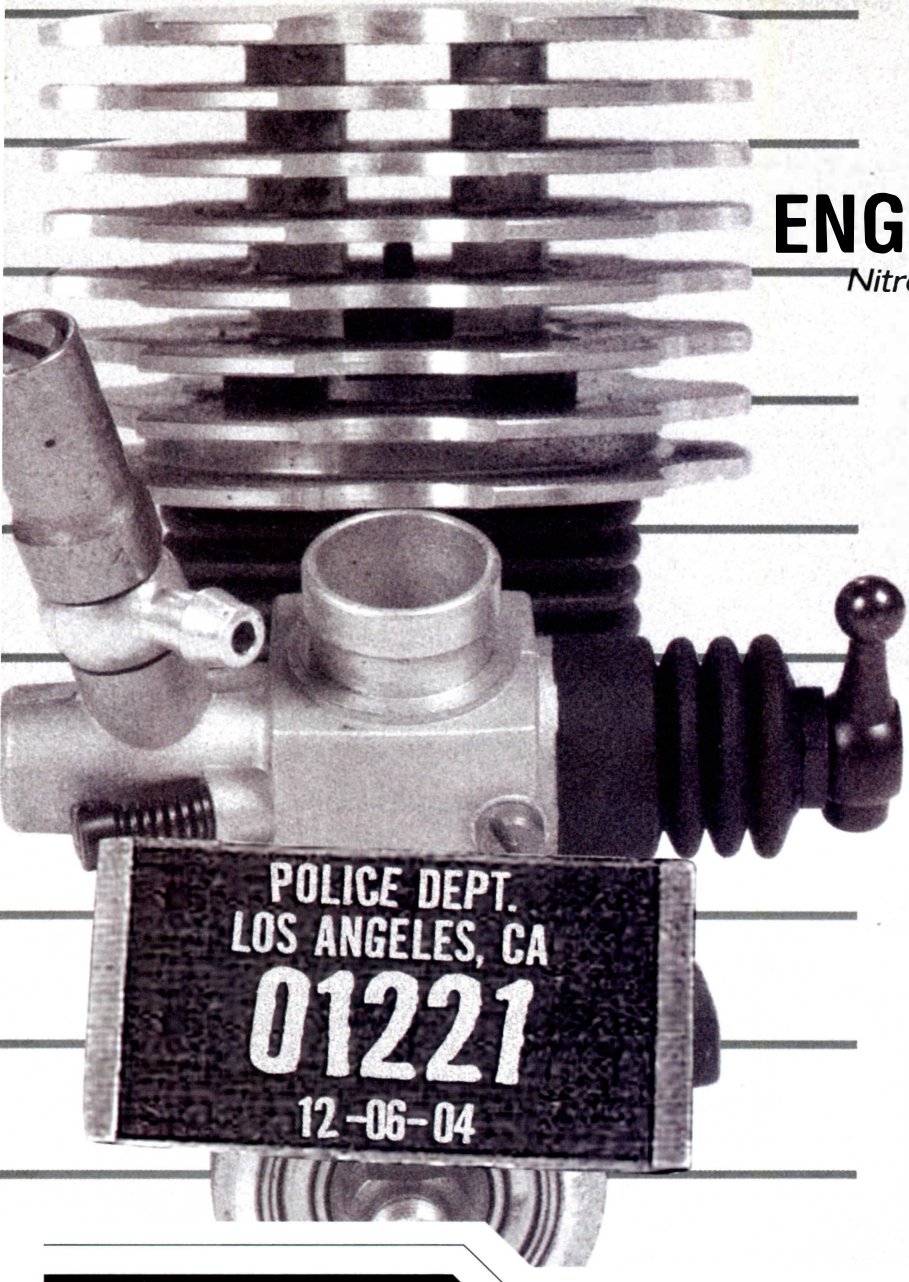
WHEN GOOD ENGINES GO BAD

Nitro engines that don't start.

By: Jeff Eveleigh

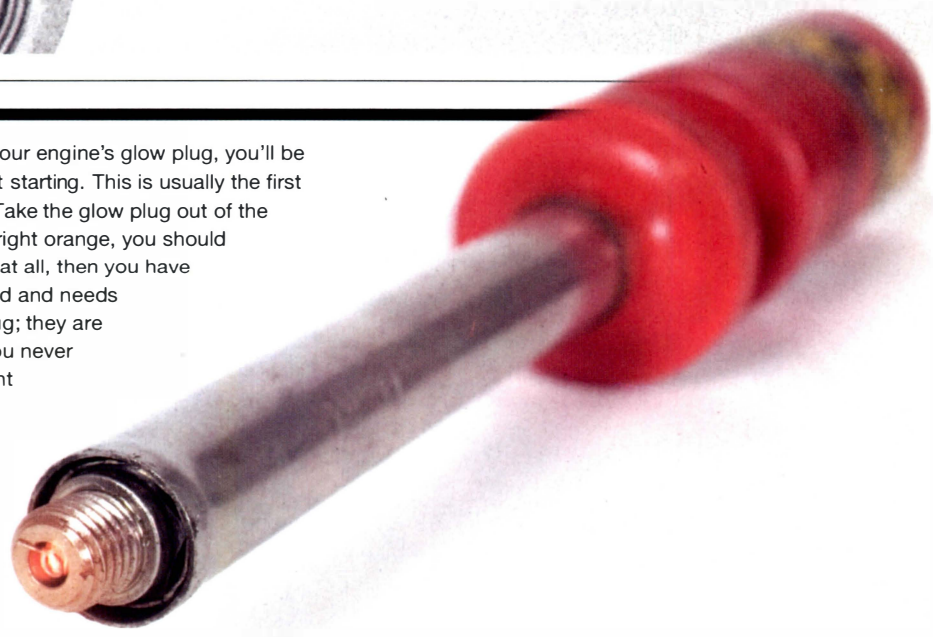
Nitro engines have come a long way in the past ten years. They are making more power and running much more reliably than ever before, but there are still times when the suckers just don't want to start. Luckily, there isn't too much going on within a 2-stroke engine, so there isn't too much that can go wrong either. With a few simple checks and some easy fixes, you'll be ripping up the street in no time. If it's got a spark and some fuel, it pretty much has to run, but read on to uncover some of the other reasons your power plant may not want to fire.



Poor engine, he never had a chance.

NO GLOW

Without a strong orange glow from the element in your engine's glow plug, you'll be turning your engine over all day with no chance of it starting. This is usually the first place to look when your engine is being stubborn. Take the glow plug out of the engine and connect it to a glow igniter. If it glows bright orange, you should be good; if it doesn't glow brightly, or doesn't glow at all, then you have a problem. It could be that the glow plug itself is bad and needs replacing (you should always carry a spare glow plug; they are like light bulbs, they can last a day or a year, and you never know when they are going to fail). If the plug element isn't glowing, there could also be a bad connection or a dead battery in your glow igniter. Try replacing (or charging) the cell, or even try using a completely different glow igniter. If you determine that the glow plug itself is bad, make sure you throw the old plug straight into the garbage. Far too many people throw a bad plug back into their tool box, only to create headaches for themselves later when they think that plug works.



FLOODED ENGINE

A flooded engine is one of the most common causes of starting problems. An engine becomes flooded when fuel builds up in the crankcase. When you try to start the engine, this fuel is drawn up through the ports and extinguishes the glow plug, preventing the engine from starting. Fixing a flooded engine is very simple, but you must be able to detect the signs of flooding. If the engine becomes more difficult than normal to turn over, then it is probably flooded and the issue should be addressed immediately. If you continue to attempt to rotate the crankshaft of a flooded engine, you can do some severe internal damage to it. Remove the glow plug and turn the engine upside down and rotate the crankshaft a few times. All of the excess fuel will drain out of the engine, and once you re-install the glow plug it should fire right up. You can also place a rag over the cylinder head with the glow plug removed and turn the engine over, but be very careful when you do this, since all of the fuel will shoot out of the plug hole and could get all over you (thus the rag-over-the-head trick). You won't hurt an engine by taking the plug out and draining the fuel from the crankcase, but you can most definitely do damage if you keep working with a flooded engine. If you're ever in doubt, go through the steps outlined above just to be safe.



WRONG MIXTURE

If the air/fuel mixture isn't correctly set you will have a difficult time starting your engine. You may be lost in your own tune, or the environment may have changed so much that your settings are now out of whack. If you aren't sure where you are in regard to your mixture settings, go back to your engine's original settings. At that point, the engine will at least fire up, and you can fine tune it later. When playing around with needle valves, keep in mind that you are always better off being slightly rich rather than slightly lean. An excessively rich engine will have no problem starting, and once you begin to drive around you'll notice the characteristics of a rich engine and can tune from there. If you are a little richer than normal, it will cause your engine to flood more often, so you may have to drain the engine a few times initially until you get the mixture settings closer to where they should be.



Collin's mixed up.

Clutch Springs

This is a tricky problem than can screw with even the most advanced engine tuners. A broken or excessively soft clutch spring can cause problems that have similar characteristics to a rich bottom-end mixture setting, and can also make starting the engine very difficult. With a broken clutch spring, your car will roll freely when the engine isn't rotating, but as soon as the engine rotates the clutch will engage and the wheels will spin. In other words, if the wheels on your vehicle rotate as you are trying to start your engine, check the clutch. Also, if you've tried everything and your engine seems sluggish off of the line, the clutch springs could be too soft, causing the clutch to engage at a low RPM range outside of the power band of the engine.



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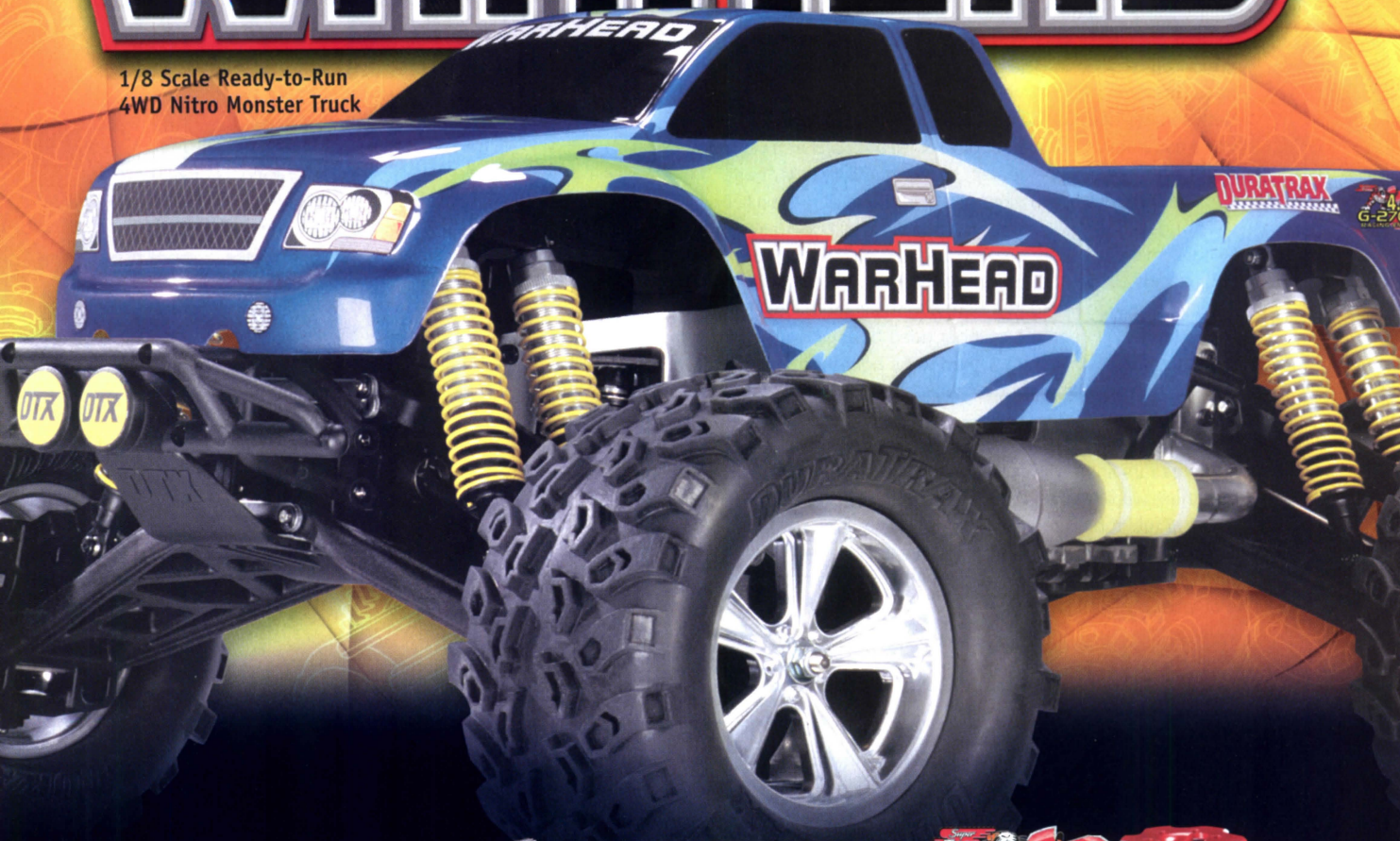

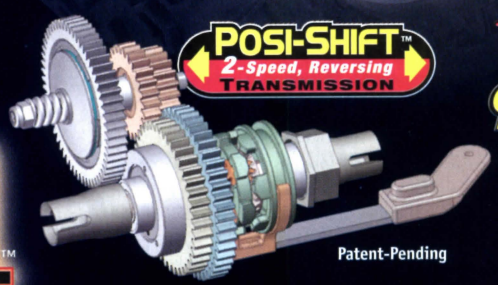

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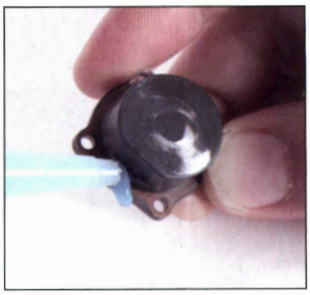
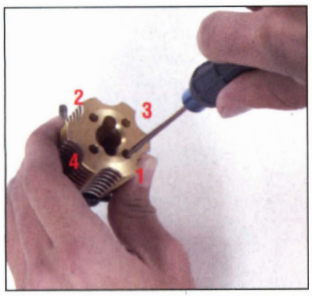
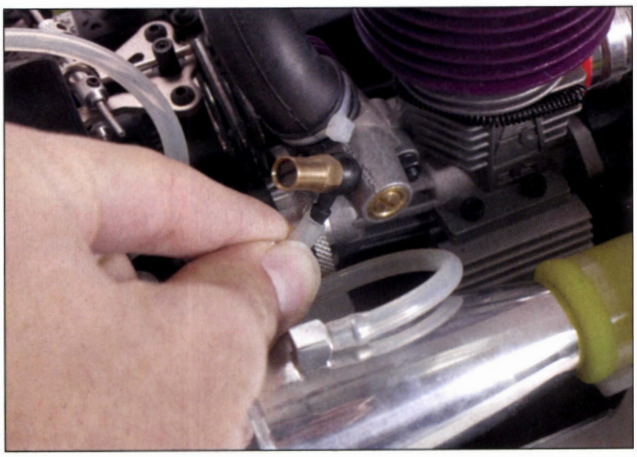
AIR LEAK

Having unwanted air entering your engine is one of the worst problems to deal with, and it not only makes starting your engine difficult, but also tuning it later on. The best remedy to a leaky engine is to seal it up with some high-temperature silicone. The only three areas on an engine that need attention are between the back plate and crankcase, between the carburetor and crankcase, and where the needle valve assemblies come in contact with the carburetor body. Don't ever use silicone sealant between the cylinder head and the sleeve; there is already a seal there, and the silicone will squeeze into the chamber. Also, since silicone takes time to cure, make sure you allow at least 12 hours after you seal your engine before you try running it. Plus, you can damage a lit glow plug with the fumes from curing silicone. Now is also a good time to check the cylinder head bolts as well, to make sure they are secure. If they need to be tightened, remember to tighten them in a cross pattern to keep the head on flat.

While you're fixing leaks, you might as well swap out the fuel and pressure lines with some fresh silicone lines to ensure that there were no pin-sized holes in the old ones. A few cents worth of fuel tubing can save you some major headaches later on. Double-check your fuel filter as well, and either clean it out and seal it up (if it can be maintained) or slap on a new one if it is disposable.







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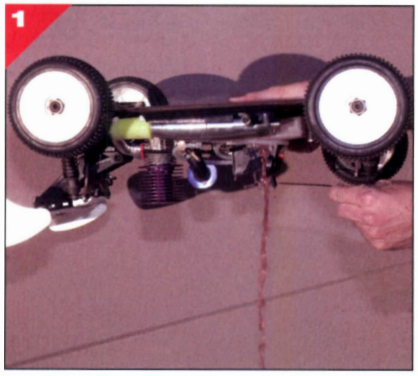
As a final solution to an air leak issue, your fuel tank may need some attention. To prove that it isn't leaking, check the tank to make sure it will still hold pressure.

1. Empty any and all fuel from the tank and unhook the pressure and fuel lines from the tuned pipe and carburetor, respectively.

2. Plug up the pressure line with two fingers, and blow hard into the fuel line. While blowing into the fuel line, plug it with the fingers on your other hand (keeping the pressure line plugged as well).

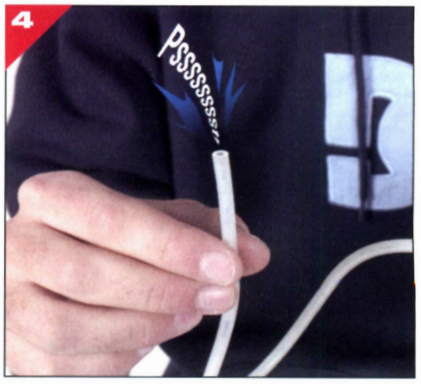
3. Wait about ten seconds, and then let go of the pressure line.

4. You should hear a "Pssssssst" noise, just like when you pull your dad's finger. The passing of air out of the pressure line shows that the fuel tank was able to hold pressure for a few seconds, and therefore it must be sealed. If your fuel tank is no longer sealed, hit up your local hobby shop and throw some money at the guy for a new one.











CONTAMINATION

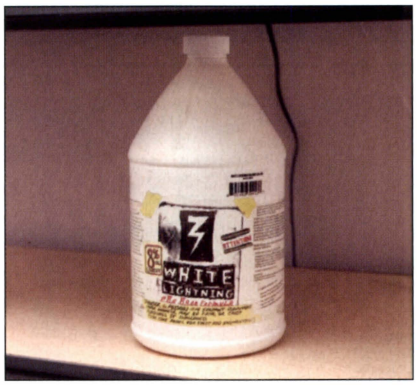


Sometimes a small piece of dirt can make it past the fuel filter and get into your engine's carburetor. This contamination can restrict the flow of fuel or air and can be the source of starting problems. Take the carburetor off of your engine and spray it out with O-ring-safe nitro cleaner, or put some denatured alcohol in a spray bottle and use that. You may have to disassemble the carb to get to the problem area. If you do have to take it apart, make sure to record all of the mixture needle settings beforehand. Work on a clean towel or rag and make sure an exploded view of the carburetor is handy. This will ensure that you get everything put back together properly after cleaning. It is also wise to use some mineral oil or after run oil to wet the parts during re-assembly to make sure everything works smoothly and doesn't bind.

BAD FUEL

Like most things in life, fuel can go bad, especially if it hasn't been stored properly (in a cool, dry place, and off of the ground). If your fuel is more than a year old it is probably a good idea to get some fresh stuff, but fuel can go bad inside of a year as well. If you've tried everything else to get your engine going and still aren't having any luck, then replacing your fuel is a good next step.

On a similar note, it's always a bad idea to leave fuel in your fuel tank for any length of time. Once you are done running for the day, dump all of the remaining fuel from the tank and fire up your engine one last time to burn out any residual fuel left in the tank, the fuel lines, and the engine crankcase. This will prevent the fuel from gumming up and creating problems in the future. Also remember that the fuel tank is not sealed off from the environment, and the nitromethane in the fuel can easily evaporate through the fuel line and out the carburetor if fuel is left in the tank for too long. Basically, if you are done running for the day, do yourself a favor and get rid of the fuel in the tank.





THE SONG OF A RUNNING ENGINE

By now your engine should be pumping out ponies to the tune of 30,000+ RPM, and if not, then you either didn't read this article carefully enough, or your engine has some serious issues that probably can't be fixed—not without throwing money at them. So get out there, fire the sucker up, and show grandma how to clear that 60 foot gap. ✪

Worn Out

There is always a chance that your engine won't start simply because it is worn out. Your tiny engine spins up to extreme RPM ranges and it is only a matter of time before it must be laid to rest. The fit between the piston and sleeve can wear to a point where there is no compression left, and the engine simply won't fire up. If this is the case, you have to make a decision: Is it time for a rebuild,



or for a completely new engine? Under most circumstances, if the piston and sleeve are worn out, then the connecting rod, crank pin, ball bearings, and carburetor seals aren't far behind, so usually a fresh engine is in order. Still, if you inspect all of the parts and they seem to be in decent condition, it may be worth purchasing a few replacement items to get the engine back into running order again. Whichever way you decide to go, keep in mind that you'll have to break the engine in again since many of the parts will be new. Regardless, though, your fresh, screaming machine should start up trouble-free...at least for awhile!



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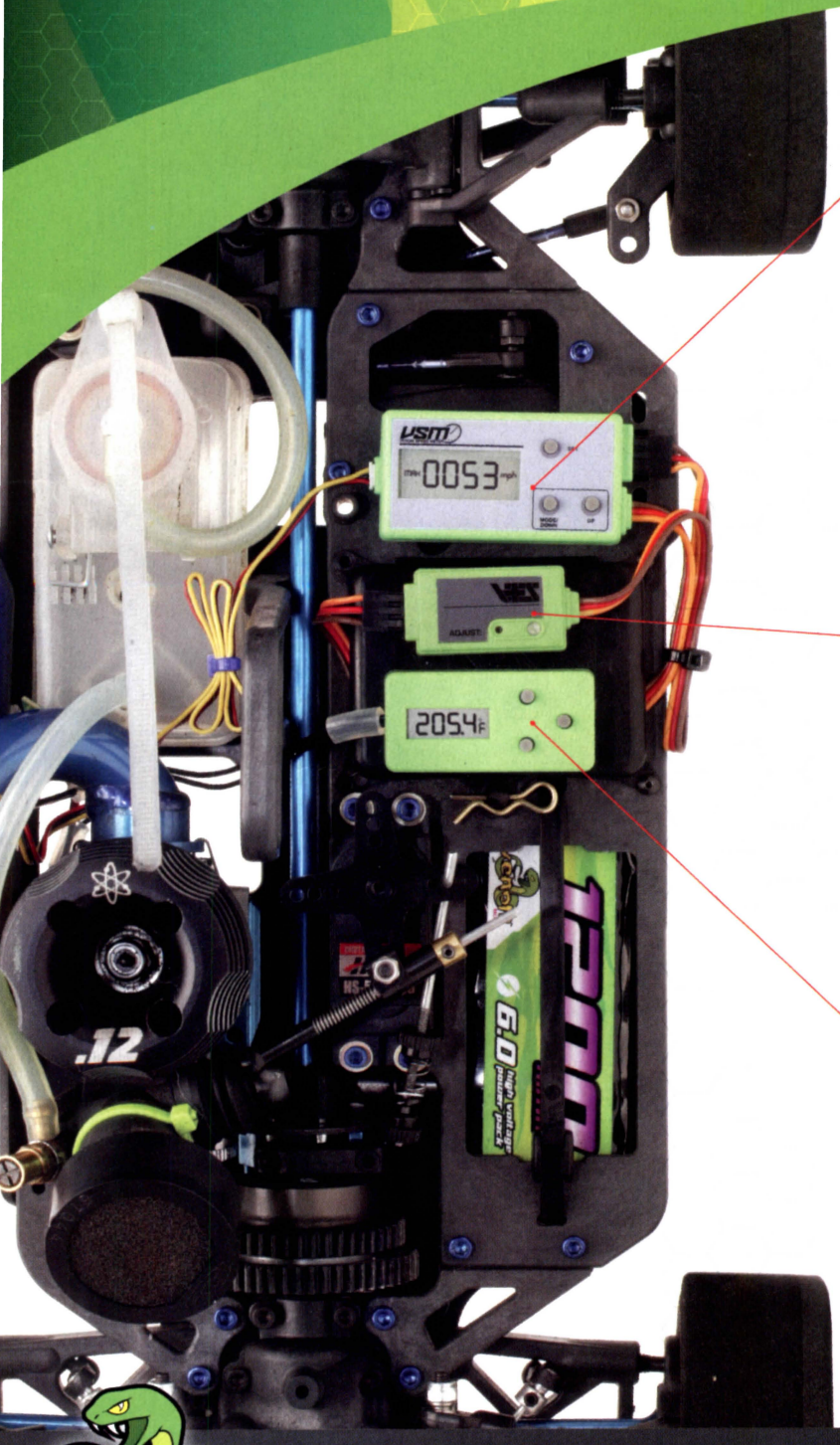

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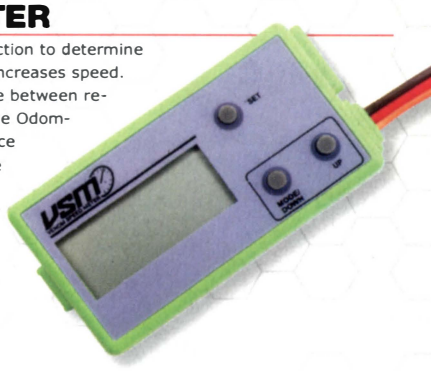

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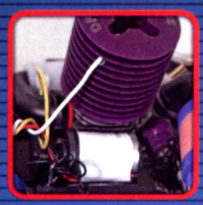
READY TO RIP



The Ultra MBX Comp comes with pivot ball suspension and a 330mm wide arm set.



The Ultra MBX Comp includes a powerful .26 engine with OFNA's electric start system.



Both buggies include lay-down servos and blue anodized aluminum hop-ups installed.

EXTRA TIRES & WHEELS!

Part#: 34312

Introducing two new 1/8th scale feature packed RTR buggies, totally re-engineered from the ground up. No matter which one you choose you will be ready to rip right out of the box. You will look great also with one of three full painted bodies. No painting or masking, just add your decals and start racing.

A powerful .26 big block engine and racing pipe is installed in both cars to get you going fast. And the **Ultra MBX Comp** has included the OFNA Electric Start System for no hassle starting. Get your hands on one today and feel the rush.

TEAM OFNA

ULTRA MBX COMP

MBX SUSPENSION

4WD 3 DIFFERENTIAL

FP FULL PAINTED BODIES

includes an OFNA full painted body. No Masking and Painting

MBX ULTRA COMP

.26 ENGINE INSTALLED

50+ MPH

OFNA Racing

Electric Starting System

The Ultra Comp MBX is the first 1/8th scale buggy to include an Electric Starting System installed and ready to go. No more hassles with glow plug ignitors or pull starting.

TEAM OFNA

ULTRA MBX COMP

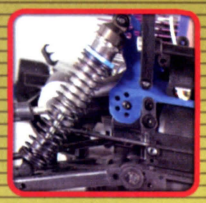
AM 2CH TRANSMITTER OFNA

PRE-ASSEMBLED

ASSEMBLED CHASSIS WITH RADIO AND ENGINE INSTALLED



The Ultra LX Comp comes with King Pin suspension and a 330mm wide arm set.



Both Buggies include aluminum threaded coil-over shocks.



Both Buggies include 145cc gas tank for longer runs & fewer pit stops.

READY TO RiP

MBX & LX FEATURES

- OFNA racing pipe.
- Heavy duty air filter.
- Laydown steering servo.
- Water resistant radio box.
- High impact nylon wheels.
- 320mm adjustable width arm set.
- Powerful .26 big block engine installed.
- Threaded hard coated coil-over shocks.
- 145 cc fuel tank.
- 3 shoe racing clutch.
- Steel main spur gear.
- Strong nylon rear wing.
- Front CVA universal joints.
- Heavy duty nylon stone guards.
- Impact absorbing front bumper.
- Disc brakes w/thumb wheel adjuster.

Part#: 34308



KING PIN SUSPENSION

ULTRA LX COMP

4WD
3 DIFFERENTIAL

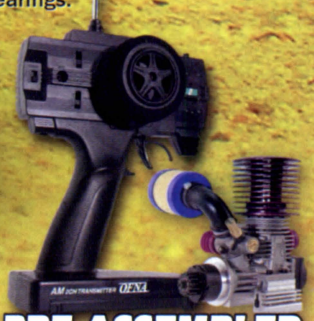


FP FULL PAINTED BODIES

New Differential Design

All three diifs have four spider gears and plastic cases with molded-in steel inserts to support the ouput shafts and bearings.





PRE-ASSEMBLED
ASSEMBLED CHASSIS WITH RADIO AND ENGINE INSTALLED

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6061-T6 Alum

Rear Rocker Arms (120T)
6061-T6 Alum

Spring Adjusters (Pair—Blue or Silver)
6061-T6 Alum

Rear Body Post
6061-T6 Alum

Spring Retainers (Pair—Blue or Silver)
6061-T6 Alum

Front Rocker Arms (120T)
6061-T6 Alum

Rear Rocker Arms (90T)
6061-T6 Alum

Rear Upper Arms (Pair—Blue or Silver)
6061-T6 Alum

Front Body Post (Pair)
6061-T6 Alum

Front Upper Arms
6061-T6 Alum

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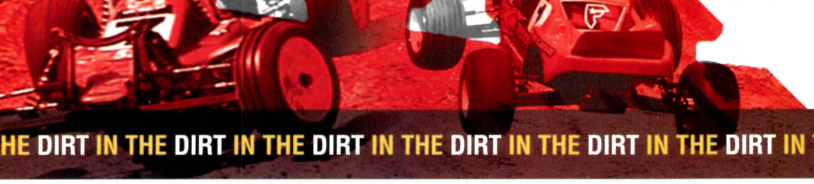


IN THE DIRT

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? Let us know at inthedirt@rc411.com.***

2005 RC Pro Series Schedule Announced

The popular RC Pro Series has new ownership, with Carlton Eppes taking the helm, and a new schedule for 2005 has just been announced. Get your flights booked early and stock up on tires, because this year's series includes an East division, four races per region, and the finals taking place in sunny Southern California.

East

Boggy Creek ..... Feb. 26th & 27th (Orlando, FL)

Rodslingers ..... April 2nd & 3rd (Griffin, GA)

The Farm ..... July 9th & 10th (Charlotte, NC)

Mills Pond ..... Aug. 20th & 21st (Ft. Lauderdale, FL)

North

X Dome ..... March 12th & 13th (Dayton, OH)

Hardesty's ..... May 21st & 22nd (Hamlet, IN)

TCRC ..... July 30th & 31st (Huntington, WV)

Dirt Country ..... Sept. 10th & 11th (Cincinnati, OH)

South

K&M ..... March 5th & 6th (Houston, TX)

Real RC ..... May 28th & 29th (Kansas City, MO)

Action RC ..... July 16th & 17th (Oklahoma City, OK)

Johnny Cool Guy ..... Aug. 27th & 28th (Euless, TX)

West

Sun Valley Racwy ... April 9th & 10th (Sun Valley, CA)

A-Main Raceway ..... July 23rd & 24th (Canby, OR)

The Dirt ..... August 6th & 7th (Hemet, CA)

Lancer Lanes ..... Sept. 3rd & 4th (Clarkston, WA)

Finals

Sun Valley Raceway ..... Nov. 11th, 12th & 13th

Hitec Digital Hi-Torque Servos

Hitec's new line of super servos is sure to fit any application you could imagine. Each servo features a machine-cut titanium gear train, coreless motor, ball bearing support, metal heat-sink casing, and high frequency digital amplifier to hold settings precisely. According to Hitec, the 5996 servo is ideal for touring car duties with 111 oz./in. of torque at a 0.10 sec. transit time at 6 volts, while the 181 oz./in. torque and 0.13 sec. 5997 is engineered for 1/8-scale on-road and off-road steering and throttle. For monster truck fans, the 5998 behemoth sports an absurd 250 oz./in. of torque with a 0.19 sec. transit time. Street prices are expected to be around $115 each.

www.hitecrcd.com

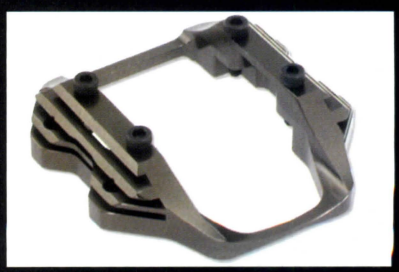


The RC Pro Series keeps getting better and better.

OFNA MONOBLOCK

Not to be outdone by the trick one-piece engine mount on the MBX-5 Prospec, OFNA has released their own version specifically for the Jammin' X1CR Pro buggy. Not only does the mount add a huge helping of bling to your vehicle, it also strengthens the chassis and reduces the risk of engine case fractures and flexing. You can get yours by telling your local shop to order OFNA part #40590.

www.ofna.com



OFNA Lightened Clutch Bell

OFNA's new line of hardened steel clutch bells comes in both low profile and long wear versions. According to OFNA, the low profile bells are smaller and allow the engine to be mounted closer to the center of the buggy. Long wear versions feature thicker gear teeth that allow you to continue using the bell even if the teeth tips become rounded off. Part numbers vary according to style and size.

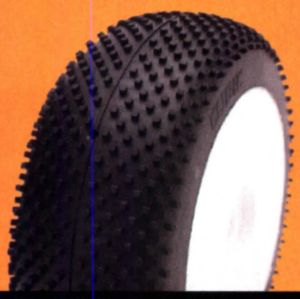
www.ofna.com



BACK BY POPULAR DEMAND!

Treadz TIRES

1:8 OFF-ROAD TIRES



CUBIC

Mounted Off-Road Tires
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- TDZ ZMW03B RTS 1:8 Cubic on white wheel, medium—$34.99

Off-Road Tires
- TDZ ZM03A 1:8 Cubic Tires soft—$19.99
- TDZ ZM03B 1:8 Cubic Tires medium—$19.99



CROSS

Mounted Off-Road Tires
- TDZ ZMW04A RTS 1:8 Cross on white wheel, soft—$34.99
- TDZ ZMW04B RTS 1:8 Cross on white wheel, medium—$34.99

Off-Road Tires
- TDZ ZM04A 1:8 Cross Tires, soft—$19.99
- TDZ ZM04B 1:8 Cross Tires, medium—$19.99



ATOMIC

Mounted Off-Road Tires
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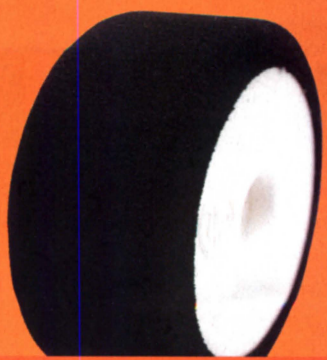
1:10 ON-ROAD TIRES



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IN THE DIRT HOW-TO

PREVENT RUST IN WET CONDITIONS

If you enjoy driving your off-road vehicle during winter months, you'll inevitably run into wet or snowy conditions. Assuming you've prepared your car for wet conditions (i.e., sealed up the receiver with a balloon, sealed the radio box, and so on), the last threat involves rusty metal drive train components and bearings. Follow these tips to eliminate moisture from your vehicle and to keep it running smooth.

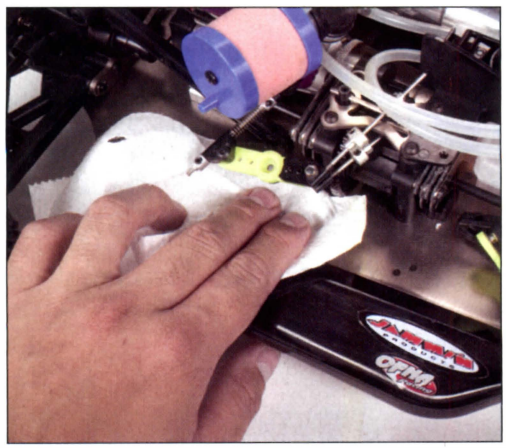
1. After running the vehicle in wet weather, remove all of the electronics gear (servos, receiver, batteries, and/or ESC) and wipe it all down with a paper towel. Spray the electronics with a light coat of WD-40 and wipe it down once more. Blast everything with compressed air if possible.



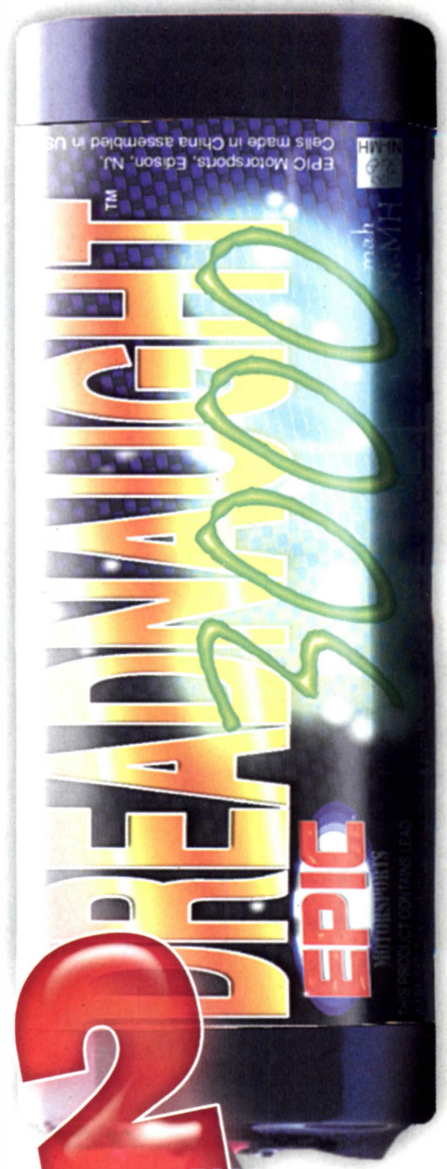
2. Blast the entire chassis with compressed air, paying close attention to axles, bearings, and hinge pin pivot points. Spray a liberal coat of WD40 all over the vehicle, allow it to soak for 2 minutes, and then blast the chassis once more with compressed air.



3. Wipe any excess WD40 away with a paper towel and re-install the electronics. WD40 prevents rust by displacing moisture, and acts as a light lubricant to keep bearings and hinge pins running smooth. For a backyard basher, this is all the maintenance your chassis will need during winter months to prevent rust and corrosion.



HOTSTUFF



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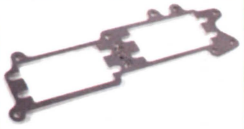
Ti > F/R Hinge Pin Brace



Ti > Servo Transponder Deck



Ti > Brake Discs



Ti > Brake Calipers



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Al > Knuckles



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Ti > Transmission Servo Skid



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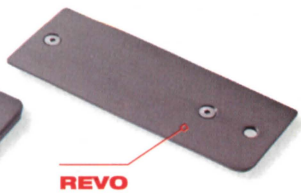

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Ti > Battery Cover

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Adam Drake and Travis Amezcua of Team LOSI, Team Trinity, and Team Tempgun



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TOURING CORNER

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

Parma Zytec 04S 1/12 Body

After their popular Speed 8 body was driven to a win in the 2004 1/12-Scale IFMAR World Championships by Masami Hirosaka, Parma wasted no time in following it up with a new and thoroughly-tested design. The Zytec 04S follows the current trend of full scale LMP-style open cockpit race cars, and has been tested by Parma's ace drivers to get just the right amount of downforce, drag, and steering. The Zytec has more downforce than the Speed 8, giving 1/12-scale drivers another fine-tuning option. The body is available in both lightweight .020"-thick Lexan, and more durable .030"-thick Lexan. It includes a full set of paint masks and decals, and is available now.

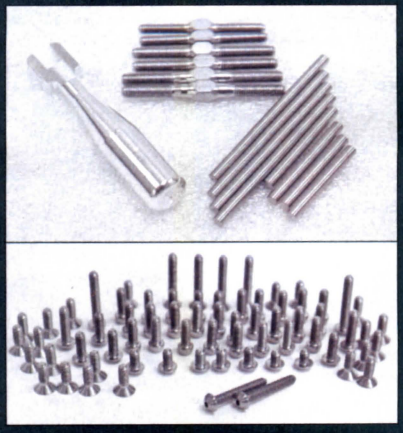
www.parmapse.com



LUNSFORD TITANIUM FOR THE TC4

With brand-new Associated TC4s hitting tracks all around the world, there is bound to be a lot of turnbuckle-bending going on. The kit's included steel hardware is strong, but most racers will eventually want to upgrade those bits to more durable titanium versions. And when you think of titanium hardware, what's the first name you think of? None other than Lunsford Racing, and as always, they have you covered. Lunsford wasted no time in getting top-notch titanium hardware to the market for the TC4, and as with all of their products, they are made from the best domestic 6AL 4V alloy you can find. Lunsford is offering a TC4 Punisher Titanium Turnbuckle Kit (#2037), a TC4 Hinge Pin Kit (#3037), and a complete kit that includes both the turnbuckles and hinge pins (#4037). For those who want to upgrade to the best screws on the market, there is also a TC4 Titanium Screw Kit (#6037). All four kits are available now.

www.lunsfordracing.com



RUMOR MILL

With the holidays past us and most of the country draped in winter chill, you can bet that you'll be seeing **a few new racers** at your track in the next few months. They will arrive with their brand-new cars and gear, and will look to you for advice: What class to run? What motor to buy? What radio will work? The questions will flow...but do you, or any of us, have the answers? It has certainly snuck up on us, but we find our **hobby in a bit of a transitional state**. Between brushless and brushed motors, Ni-MH and Li-Poly batteries, and emerging digital radio technology, where is one to begin? It is hard to tell a newcomer that they need to buy a $150 module for a $300 radio, at least $250 worth of motors and speed controls, and a bunch of matched batteries that may or may not already be obsolete.

The funny thing is, those of us with experience **will buy it all anyway**, because that's what we do best. But do we want our consumption to be public knowledge, or to keep it as **our little secret**? We have seen more than one driver give up quickly because of the costs involved with racing, and it doesn't have to be that way. There are cheap and functional synthesized radios, there is a new ESC that will handle both brushed and brushless motors, and matched batteries are cheaper than ever before. So when those kids show up at your track, do them a favor, and show them **just how inexpensive racing can be**.

In other news, did you know that ROAR recently held an election? Apparently, few did! The hotly-contested Presidential race between Rick Wilson and Gabe Boudreau resulted in **a mind-boggling tally** of under 300 votes from around the nation, with Wilson getting an overwhelming majority. What does this mean for Joe Q. Sedan Racer? Not much, other than **business-as-usual** for America's largest sanctioning body. Supposedly, a completely new rule book is coming in 2005, with both major revisions and rule changes. Think that ROAR could be doing better? Then it's time to **get involved!**

Like most elections, ROAR voter turn out is usually low.

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1/10 Nissan Titan Clear Body Part #10127 Shown Painted With FASLUCENT Colors And #1084 Aztec Paint Mask

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Our new line of transparent paint can be backed with new FASKROME for a deep metallic candy effect. It can also be backed with other colors and different combinations for many unique effects. These colors are also great for tinting windows for use as a lightweight paint for race bodies.

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New FASKROME (Satin) can be used as silver or back with black for a brillant satin chrome. Three New FASPEARL colors will keep your paint jobs looking fresh with brillant finishes.

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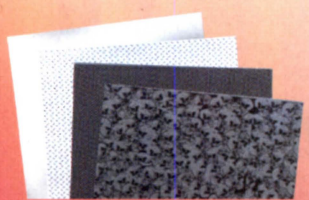
#40282 FASMASK - 8oz Bottle
#40283 FASMASK - 16oz Bottle



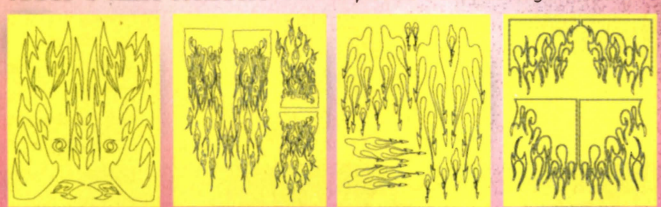
Decal Sheets

Cut your own custom designs with our quality 8.5" x 11" vinyl.

#10632 Chrome
#10605 Diamond Plate
#10800 Carbon Fiber
#10631 Carbon Fiber Skulls

New Paint Masks

Our quality 8.5" x 11" stretchy vinyl masks include transfer tape. Over 50 custom designs available!



#10814 Aztec #10830 Ghost Flame #10831 Devil Tail #10833 Midevil

Decals

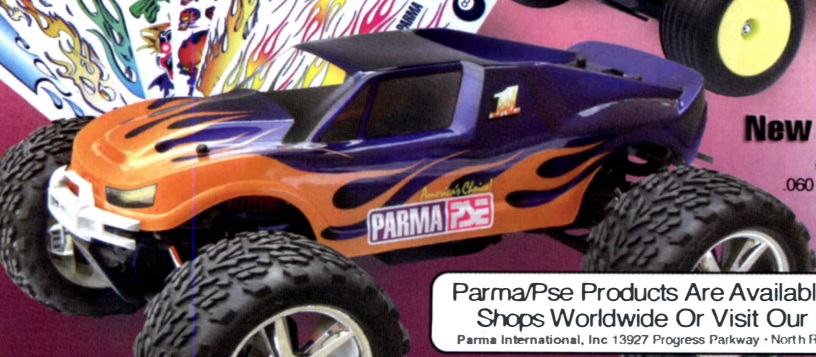
6" x 8" stretchy clear vinyl.



New 1/18 Modified

#10096 1/18 Modified Oval Body
Direct Fit For Losi Mini-T
4 Pc .030 Clear Body Kit





New REVO Body

#10209 X-Citer REVO .060 Clear Body w/Window Masks & Detail Decal Sheet (Not Shown)

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Race with confidence! Our new exclusive wheel designs are produced to the highest quality and performance standards to make you a champion. They feature consistent shore ratings from package to package and are the lightest available. The rubber is guaranteed not to split at the seams or peel away from the nylon rim or we will replace them at no charge. Sold in Pairs.





1/12 On-Road Fronts

26mm Wide x 48mm Dia - 10 Grams Each
Fits All Popular Cars with 1/8" x 3/16" Flanged Bearings.

#16020 Purple (40) Good for Carpet or Asphalt
#16021 Magenta (35) (Double Pink) Carpet or Asphalt



1/12 On-Road Rears

38mm Wide x 52mm Dia - 16 Grams Each
Fits All Popular Cars with Standard 3 Bolt Mounting.

#16030 Pink (30) Excellent Low Bite on Asphalt/Mod Carpet
#16031 White (25) Good Lower Bite Carpet
#16032 Grey (30) Excellent for On-Road Carpet

Typical Starting Combos: Asphalt - Purple Fronts/Pink Rears
Carpet - Purple Fronts/Grey Rears



1/10 Touring Car

28mm Wide x 65mm Dia - 22 Grams Each
Low Wear for Carpet/Asphalt Racing with Hex Mounting.

#16000 Purple (40) Front or Rear for Carpet or Asphalt
#16001 Magenta (35) (Double Pink) Rear for Carpet/Asphalt
#16010 Cyan (35/55) (Double Pink/Orange) Good Carpet Fronts on Low/High Bite Tracks
#16011 Plaid (40/55) (Purple/Orange) Excellent Carpet Fronts For High Bite Tracks

Typical Starting Carpet Combos - Cyan Fronts/Magenta Rears

Congratulations Masami, Associated And Yokomo!

2004 IFMAR 1/12 Scale World Champion Winner

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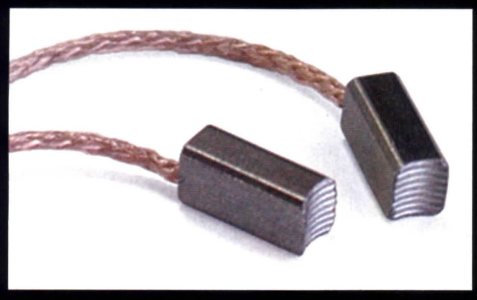
REEDY PLUTONIUM BRUSHES



Reedy is releasing a motor brush that is specially designed to handle the rigors and stress of modified touring car racing. Made of a brand-new compound, these stand-up brushes will last several times longer than the brushes we are all used to using, and will result in less commutator wear. Some Reedy factory drivers have used these brushes on low-turn mod motors for up to 30 runs without any significant power loss. The Plutonium brushes, also known as 777s to fit in with the standard Reedy brush-naming scheme, cost a considerable amount more than regular mod brushes, but should save you money and time in the long run, all while providing more power.
www.rc10.com/reedy

RACING ROUND-UP

With so much action going on everywhere these days, it can be hard to keep up on all of it. Let's take a look at some of the big stories from the past month.

- Surikarn Chaidejsuriya has joined Atsushi Hara at HPI and Hot Bodies, forming a powerful 1-2 combination of two of the hottest drivers on the planet. Surikarn grabbed the World Title in 2002, while Hara won the first-ever ISTC Title in 2000. Surikarn is now driving HPI's Pro4 sedan and using Hot Bodies products, including the Hara Twister ESC. Expect more big wins from this duo in 2005!



- Results are in from the 2004 JMRCA All-Japan Expert Touring Championship, with Masami Hirosaka once again taking home the victory, his fifth straight win of the prestigious race. Atsushi Hara claimed second, while Surikarn took home a respectable third place finish in his first outing with the HPI Pro4. Masami won the race using a Yokomo SDW chassis, Yokomo R3600HV batteries, a GM SX12W ESC, a Reedy 10T motor and his trusty KO dual-stick radio. Oh yea, and they ran 8-minute races!

F	Q	Driver	Car	Round 1		Round 2		Round 3	
1	2	Masami Hirosaka	Yokomo	2	27/8:08.482	1	27/8:00.511	1	27/8:04.510
2	1	Atsushi Hara	HPI	1	27/8:04.342	2	27/8:01.593	10	3/0:59.607
3	6	Surikarn Chaidejsuriya	HPI	3	27/8:15.865	3	27/8:11.625	9	26/8:01.699
4	4	Masayuki Murai	HPI	5	26/8:00.463	6	27/8:14.333	2	27/8:09.252
5	7	Satoshi Maezumi	Tamiya	8	26/8:12.511	4	27/8:13.742	4	27/8:19.549
6	8	Kazuo Muramatsu	HPI	9	26/8:15.703	7	27/8:18.718	3	27/8:14.183
7	9	Hidero Kitazawa	Alex	7	26/8:11.391	5	27/8:14.268	6	26/7:59.294
8	5	Daisuke Yoshioka	HPI	6	26/8:08.233	8	26/8:02.495	5	27/8:20.886
9	3	Shinnosuke Adachi	Yokomo	4	27/8:16.755	10	15/4:28.743	7	26/8:00.496
10	10	Kiyokazu Suzuki	Tamiya	10	25/8:04.985	9	26/8:21.739	8	26/8:00.683

- What do you get for winning a big race these days? Why, your own motor, of course. Orion is releasing a Marc Rheinard Worlds Edition of their popular V2 modified motor, making sure that no one forgets their newest superstar. The motors will come in 7 through 12 turn versions, and should be available soon.



EPIC
INTENSE
$39.99
Machine Wound Armature
High Torque Armature Blank
High Torque Double Winds
Long Wear P-94 Style Brushes
High Power FB-9 Magnets
Dual Ball Bearings
Adjustable Timing
Racer Performance
Play Price
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EP1116, 11 Turn Double
EP1117, 12 Turn Double
EP1118, 13 Turn Double
EP1119, 14 Turn Double
EP1120, 15 Turn Double
EP1121, 16 Turn Double
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3005	RC10 B4/T4	$21.50
3006	RC10 B4/T4 Inner Front-2	$5.00
3007	RC10 B4/T4 Inner Rear-2	$5.00
3012	RC10T2/GT	$21.50
3031	RC10 TC3	$19.50
3032	RC10 TC3 2-Inner Front/Rear	$5.00
3033	Nitro TC3	$19.50
3034	Nitro TC3 2-Lower Inner Front/Rear	$5.00
3035	Nitro TC3 2-Upper Inner Front	$5.00
3036	Nitro TC3 2-Upper Inner Rear	$5.00
3054	XXX	$21.50
3056	XXX-4	$17.25
3067	XXX-T	$21.50
3068	XXX-NT	$21.50
3072	XXX-S	$19.50
3176	HPI RS4 PRO 2	$21.50
3178	HPI RS4 PRO 3	$19.50
3182	HPI RS4 Nitro MT	$19.50



Turn Buckles

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

2004	RC10 B3	$27.00
2005	RC10 B4	$27.00
2012	RC10 T2 / T3 / GT	$32.50
2014	RC10 T4	$32.50
2031	RC10 TC3	$27.00
2033	Nitro TC3	$24.00
2054	XXX	$27.00
2056	XXX-4	$27.00
2067	XXX-T	$32.50
2068	XXX-NT	$32.50
2072	XXX-S	$27.00
2121	X-RAY	$22.50
2174	HPI RS4 Nitro	$32.50
2176	HPI RS4 Pro 2	$27.00
2177	HPI RS4 Rally	$27.00
2178	HPI RS4 Pro 3	$27.00
2181	HPI RS4 MT	$32.50
2182	HPI RS4 Nitro MT	$32.50
2701	Traxxas Nitro Sport	$27.00
2702	Traxxas Nitro Rustler	$30.00
2703	Traxxas Nitro Stampede	$27.00
2722	Traxxas Rustler	$27.00
2723	Traxxas Stampede	$27.00



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All the Titanium goodies plus a free aluminum billet wrench.

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4005	RC10 B4	$43.25
4012	RC10 T2/GT	$48.50
4013	RC10 T3	$48.50
4014	RC10 T4	$48.50
4031	RC10 TC3	$41.50
4033	Nitro TC3	$41.50
4054	XXX	$43.25
4056	XXX-4	$43.25
4067	XXX-T	$48.50
4068	XXX-NT	$48.50
4072	XXX-S	$41.50
4176	HPI RS4 PRO 2	$43.25
4178	HPI RS4 PRO 3	$41.50
4182	HPI RS4 Nitro MT	$48.50



Wrenches

9901	Punisher Wrench	$2.75
9902	Punisher Pro Wrench (the purple one)	$5.50
9903	Sport Sedan Wrench (the little one with the flat head)	$2.75

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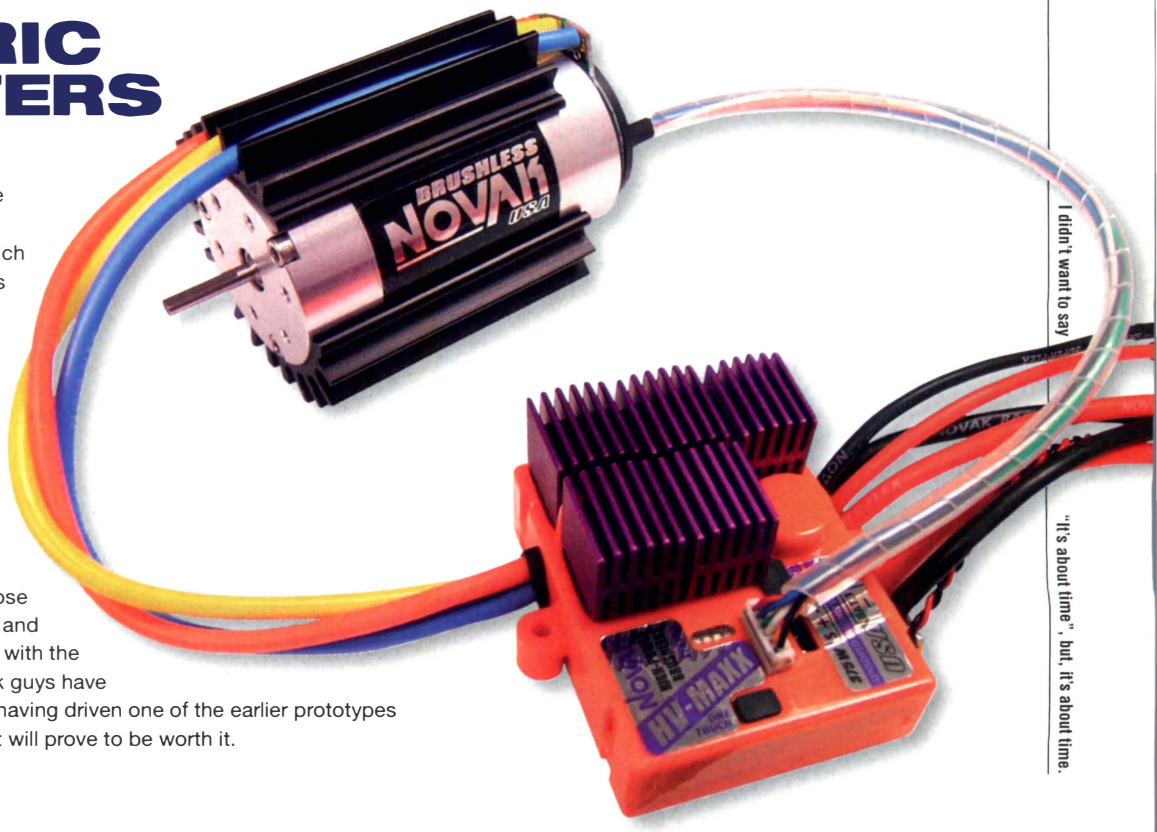
ELECTRIC MONSTERS UNITE



It's taken a little longer than we thought it would, but Novak is finally ready to ship out the much anticipated HV-Maxx brushless motor system that will fit into the E-Maxx and other popular electric monster trucks. One of the HV4400 motors replaces two 550-sized standard brushed motors. The HV-Maxx handles between 10 and 14 cells, features forward, brakes, and reverse, and comes with three throttle programs to choose from. A Power-Boost ESC Fan and mounting bracket are included with the speed controller. Monster truck guys have been waiting for this one, and having driven one of the earlier prototypes myself, let me say that the wait will prove to be worth it.

www.teamnovak.com

I didn't want to say "it's about time", but, it's about time.

RC Pro Series Monster Truck Rules



For 2005, the RC Pro Series has changed their rules governing monster tucks. In 2004 there were two categories, Production Monster Truck and Unlimited Monster Truck. This year there will be Standard Monster Truck and Unlimited. Because of a rule on displacement, the Production class was limited to smaller block trucks and forced larger monster trucks to run against the "truggies" in Unlimited. This year the Standard Monster Truck class has a new rule that puts the lowest point of the engine no closer than 1.5" to the lowest point along the front-to-back centerline of the truck. This point is usually the bottom of the skid plates. Also there are minimum weights imposed on small block (.12 to .18) and big block (.15 to .28) trucks, that way the extra power is offset with the need for extra weight. To give you an idea of what types of trucks would fit this class, they include the Traxxas T- and S-Maxx, Traxxas Revo, HPI Savage, Associated Monster GT, Tamiya TNX and Terra Crusher, and Losi LST, just to name a few. The Unlimited Monster Truck class is staying relatively the same as last year with only minor tweaks. Check out "In The Dirt" for a look at the RC Pro Series 2005 schedule.

www.rcproseries.com



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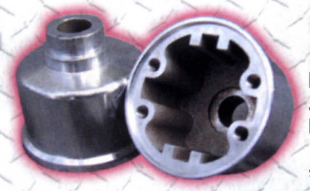

#2360 Revo Diff Cup
Made of 7075 aluminum for longer durability. Works with the stock gears.
MSRP $37.50



#2245 2.5 Motor Backplate for Revo
Bump start your Revo with Maximizer's new backplate. Easy install...Remove the EZ start system and bolt on our backplate. No need to cut or replace the crank shaft. (Saves you time and cash)! Also features cooling fins for better performance. *MSRP $26.95*

Race Yellow Beadlock System
The X-75 beadlocks are increasingly more popular as Monster trucks become heavier and have more horse power. They are the strongest wheel on the market with the cone shaped faceplate offering a 3/4" offset. We offer them in black, blue, red, purple, silver and now **Florescent Yellow**. #1306 *MSRP $34.95/pair*
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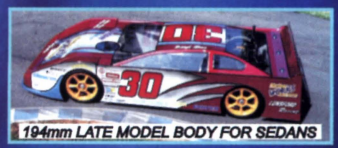

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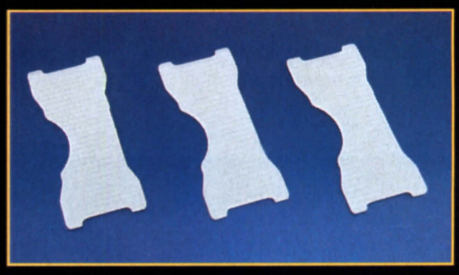
MIP REVO Goodies

Eustace and the gang at MIP have come up with a rather formidable collection of useful hop-ups for the Traxxas Revo that include a 2-shoe clutch, MIP Golden Shock Shafts, threaded shock bodies, MIP Shiny CVD kits for the center drive shafts and for the corners, and a Shiny Boost Bottle. Word from MIP is that they're also working on a line of lightweight options for the Revo including aluminum CVD bones, aluminum toe links, pivot balls, rocker arm posts, and other lightweight hop-ups.
www.miponline.com



LOSI Fixes What Wasn't Broken

I'm speaking, of course, about the brakes on the LST. Some would argue that the LST brakes are the best in the business and that there's no need for such tweaking, but hardcore racers know that sometimes too much brake can be a bad thing. Now comes the Hi-Performance Racing Brakes from Team Losi, which are direct replacements for the stock steel units. These new composite brake pads have less braking power and require some warm up, but should provide a much more linear feel, which is just what you want on the race track. As a side note, rumor has it that Team Losi is working on a forward-only gear cluster for the LST that could further improve the truck for racing.
www.teamlosi.com

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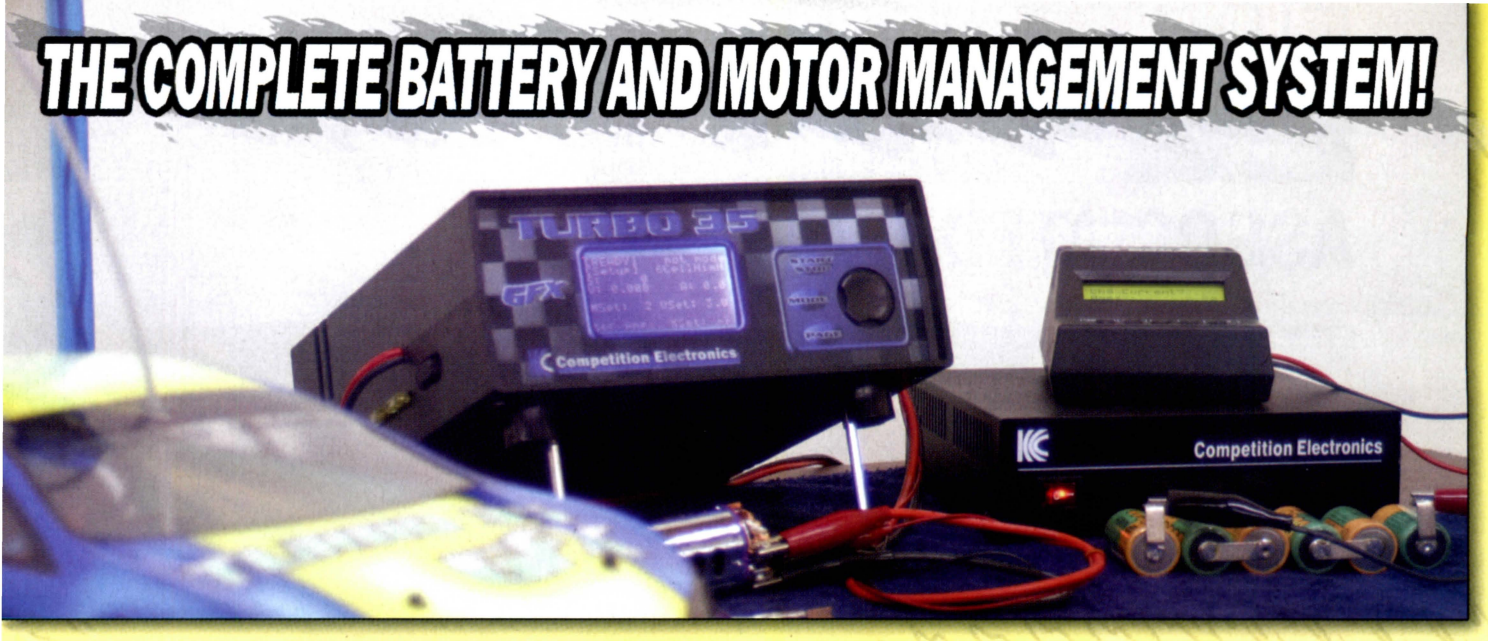

Turbo 35 GFX

Battery charging/discharging and motor run.



- Backlit graphic display.
- On screen charge and discharge curves.
- Rotary dial for choosing functions and setting values.
- Peak detection settable from .01 to .19 that enables you to control the final temp. of your batteries.
- Discharge large or small cells with a discharge range from .5 to 35 amps.
- Motor run up to 20 amps.

12 to 15 volt DC Supply required.

Pit Bull X3

More features, more flexible. New multiple rate charging!



- 5 charge setups that you can name with up to 8 characters each for charging all 4-8 cell NiCd and NiMh packs.
- Multiple rate charge mode to customize your charge profile by setting up to 3 different amp rates at selected points during a charge. Trickle charge at the beginning to stabilize the voltage if you dead short your packs. Lower the rate for the last part of the charge for a cooler final temp. (125 F is ideal) or raise the rate for the last part of the charge for higher voltage and initial punch.
- Display shows mah output to battery pack.

12 to 15 volt DC Supply required.

Power supply

New 23 amp DC regulated power supply.



Part #CEI3710

- 23 amp, 13.8 VDC supply.
- Compact and lightweight.
- High efficiency and less heat dissipation.
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- Forced air cooling and over temperature shutdown.
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ASSOCIATED RC18T

1/18-SCALE MINI STADIUM TRUCK

Words: Mike Velez



Unless you've lived under a rock for the past year or so you know that the biggest thing in RC these days is 1/18-scale. The movement started with the HPI RS4 Micro and later with the Losi Mini-T. Another big name player is jumping into the micro market and that big name is Team Associated. Recently Associated announced and released the RC18T. It's a 1/18-scale 4WD stadium truck. Just before going to press on this issue we got our hands on one of these micro miracles.

Put the pets away...

FEATURES

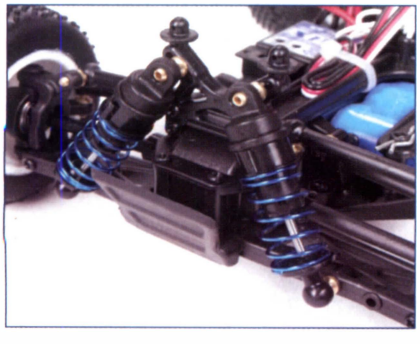
Chassis • Think of a TC3 chassis that's been left in the wash too long. Or, like an episode of Seinfeld, there's lots of "shrinkage." The RC18T places an included 6-cell battery pack on the driver's side of the chassis and ESC, steering servo, and Super-280 motor flanking the other side. The chassis itself is solid underneath with the exception of a cut out for the motor.

Drive Train • Like I said in the intro, the RC18T is a 4WD stadium truck. A solid aluminum shaft runs down the center of the chassis bringing power from the shaft mounted spur gear to the front and rear ball differentials. That's right, ball diffs come standard. From there molded dog bones deliver power to the treads.

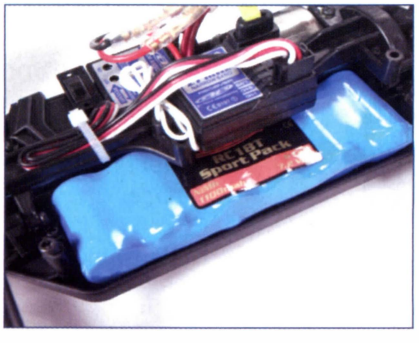
Suspension • Four wheel independent; would you expect anything less from the boys at Associated? Of course not. The suspension system is super smooth and sans e-clips. Oil-filled, coil-over shocks make the suspension feel as smooth as could be. Out of the box the suspension adjustments are very limited, only ride-height and shock angles can be adjusted. But that may be a good thing for some. Solid links are used for toe and camber.

Other Features • Out of the box the RC18T comes with a 2-channel radio, XPS ESC with forward and reverse, a 6-cell 1100mah Ni-MH battery pack, 10-hour "quick" charger, full ball bearings, painted and trimmed body, mini-pin tires, wheels, and everything else you might need to get started aside from 8 AA batteries.

Hop-Up Potential • Team Associated has already announced a number of "Factory Team" hop-ups that they'll offer for the RC18T including aluminum pieces like shock bodies, suspension arms, dog bones, hub carriers, shock towers and more. Also available down the road will be adjustable turnbuckles, springs, and more. Incase you're wondering, yes, wheels and tires designed to fit the Losi Mini-T will fit the 18T without a problem.



Oil-filled shocks should keep the RC18T firmly planted, and they come as standard equipment.



With this truck, batteries are included, although not for the radio. A charger is included in the kit as well.

CONNECT:

MANUFACTURER: Team Associated
WEB: www.rc10.com

VITAL INFO

SCALE:	1/18
PART #:	20100
ESTIMATED STREET PRICE:	$170 - $180
MAIN COMPETITION:	Losi Mini-T, XRAY M18T, Thunder Tiger Mini Monster Truck

GET SOME AIR

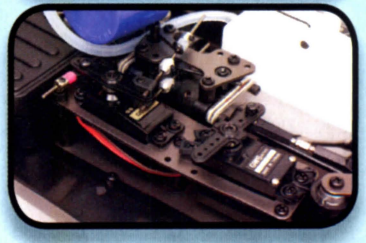
STORM RTR PLUS

The Storm is back and better than ever. GS Racing's Storm RTR Plus has all the same high quality features as the original Storm RTR including a newly updated hard-coated chassis, 4mm 6061 aluminum front shock tower, cast aluminum lower hinge pin mounts, and sway bars in the front and rear. GS Racing's new high torque B-02P pullstart engine and 2-chamber tuned pipe comes standard in the Storm RTR Plus and has loads of brut power on tap, perfect for bashing up the backyard or for the next race at your local track. The GS Racing factory installed Beta-T1 digital proportional FM radio, featuring end-point adjustments and a new high torque steering servo keeps the Storm RTR Plus under total control.

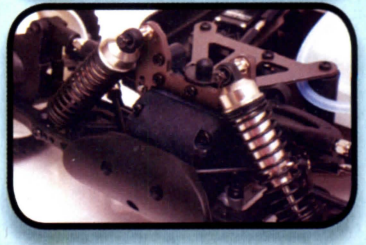














The Storm RTR Plus is based on GS Racing's race proven Storm Pro and includes some hardcore race features like aluminum oil-filled shocks, full precision ball bearings and front universal driveshafts. The Storm RTR Plus also has 100% parts and options compatibility allowing you to build your Storm RTR Plus in to the ultimate bullet-proof racing machine. The Storm RTR Plus is available with five new factory finished bodies and includes GS Racing's glow igniter and fuel bottle right in the box. The Storm RTR Plus comes from GS Racing 100% factory assembled, just add batteries and glow fuel and get ready to be totally blown away because the Storm RTR Plus is going to rock your world.

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GS Racing

TAMIYA NITRO THUNDER

1/10-SCALE NITRO BUGGY

Words: Mike Velez



No other RC company has a tradition as long and as rich as Tamiya. When their name is tossed around in RC circles, many things come to mind: The original Blackfoot, the very first touring cars, the Clod Buster phenomenon, and for sure, the term "user friendly." However, one thing you don't think about when you hear the name Tamiya is a 1/10-scale nitro buggy. With Tamiya's latest offering, the Nitro Thunder, they hope to add one more notable vehicle to their impressive list.

Check out that cool front end.

Features

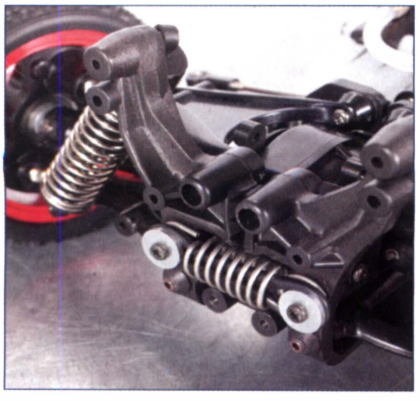
Chassis • The Nitro Thunder is based upon Tamiya's NDF-01 chassis. As with previous Tamiya chassis technologies, I'd expect that we'll see this chassis design in more vehicles down the road. The NDF-01 incorporates a die-cast engine mount into the overall design. The idea is to add strength and rigidity while keeping the overall center of gravity as low and as far towards the center of the vehicle as possible. The rest of the chassis is made from shock-resistant resin for added durability.

Drive Train • The Nitro Thunder is powered by a .15 FR-15S pull-start engine with a slide carburetor. The engine uses a rear exhaust and unique stinger/manifold design to get the most out of the small block. A center-running shaft system moves power to the front and rear differentials. From there, telescoping universals rotate the wheels.

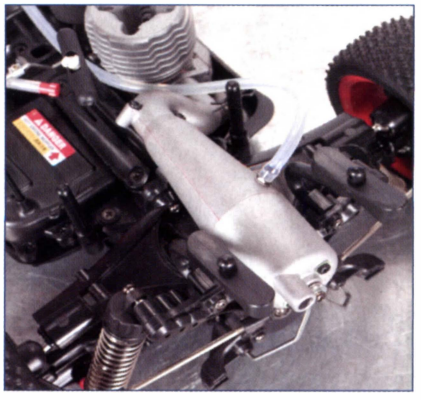
Suspension • The Nitro Thunder's suspension is really something unique. It's got pivot balls at the front and rear for full adjustability, long-travel suspension arms for better handling, and a low center of gravity design with a number of adjustments. All this sounds great, but here's the best part: To help keep the suspension working as it was designed, Tamiya incorporated a unique front suspension mount called the Impact Control System. The system allows each side of the front suspension to break away from the chassis under impact, and a large spring pulls the suspension right back into place afterwards. It's so seamless that you'll hardly know that the ICS is there.

Other Features • Out of the box, this buggy is ready to run. An EXPEC SP 2-channel radio system is included, the car comes completely pre-assembled, the body is pre-painted, and full ball bearings come standard.

There is really a lot more to talk about than this "First Take" will allow, so look for a full review on the Nitro Thunder in an upcoming issue.



If the tires and bumper should be unable to handle the curbs, then the car's beefy front end should.



A two-piece manifold and pipe bolts to the rear-exhaust engine and pipes exhaust out the back of the buggy.

CONNECT:

MANUFACTURER: Tamiya
WEB: www.tamiyausa.com

VITAL INFO

SCALE:	1/10
PART #:	43514
ESTIMATED STREET PRICE:	$380 - $400
MAIN COMPETITION:	Thunder Tiger 1/10 SSB Buggy, Duratrax Nitro Evader BX, Kyosho Inferno TR15

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XTM XLB

1/7-SCALE BIG-ASS BUGGY!

Words: Mike Velez



So far in this first installment of First Takes we've covered a micro-sized 4WD truck and a mid-sized 4WD buggy, so now comes a large-sized (or rather XL-sized) 4WD buggy, the new XTM XLB. One of the great things about modern monster trucks is that their enormous size and power allows them to go just about anywhere imaginable. XTM took the proportions of their massive Mammoth monster truck and made the changes necessary to call it a buggy. The result? A massive, go-anywhere buggy that has the ability to start a whole new category of vehicles.

Features

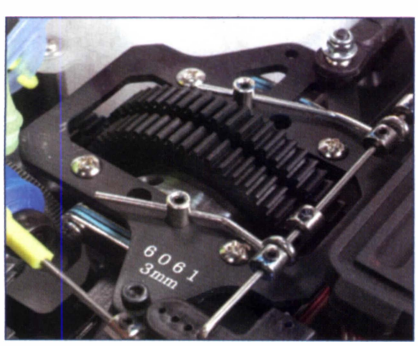
Chassis • You can't really think of the XLB as a "team" kit, nor can you think of it as a "basic" kit; it fits nicely in the middle. The chassis is machined from 4mm-thick aluminum, and as you'd expect, the underside is completely countersunk, with a large cutout allowing easy bump-starting if you decide to ditch the pull-start engine. To handle the abuse that a vehicle of this size will surely receive, dual front and rear braces secure the bulkheads to the chassis.

Drive Train • Powering the XLB is an SH .28 engine with a pull-start mechanism. The engine features a rear exhaust, ABC construction, and a slide carburetor. The engine spins a center-mounted two-speed transmission that uses thick dog bones to send power to the front and rear sealed gear differentials. Front universal axles and rear dog bones finish transmitting power to the wheels.

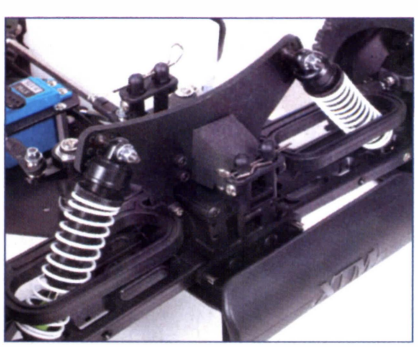
Suspension • Upper and lower suspension arms with adjustable camber are found at all four corners of the buggy. Each wheel is damped by threaded-body aluminum shocks with 3.5mm-thick shafts to increase durability. Since much of the XLB's suspension is taken directly from the Mammoth, there's plenty of adjustability and a lot of hop-ups already available. One feature that really stood out is XLB's milled 4mm-thick shock towers, something you usually only find on top-of-the-line 1/8-scale buggies.

Other Features • The XLB comes equipped with super-size buggy tires with meaty pins that should allow it to go wherever you want it to. The entire drive line is supported by ball bearings, and the buggy includes a Hitec Aggressor radio, high-torque servos, and a failsafe. Out of the box it's ready to run, needing only fuel and batteries to get it going. The factory-painted body is one of the best looking I've seen from XTM so far.

Does the XLB have what it takes to create its own class of vehicle? We hope to find out in an issue in the near future.



Hmm...what's the spec on that two-speed brace? That's a heck of a linkage setup!



Milled shock towers are usually reserved for high-end team kits, but the XLB comes standard with them.

CONNECT:

MANUFACTURER: XTM XLB
WEB: xtm.globalhobby.com

VITAL INFO

SCALE:	1/7
PART #:	145617
ESTIMATED STREET PRICE:	$500
MAIN COMPETITION:	Creates its own category!

XLB, hmm...*Xtreme* Likes Boobies?

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B	2318	4-40	4-40 X 5/8"	12
B	2319	3MM	3MM X 18	2
B	2320	3MM	3MM X 18	12

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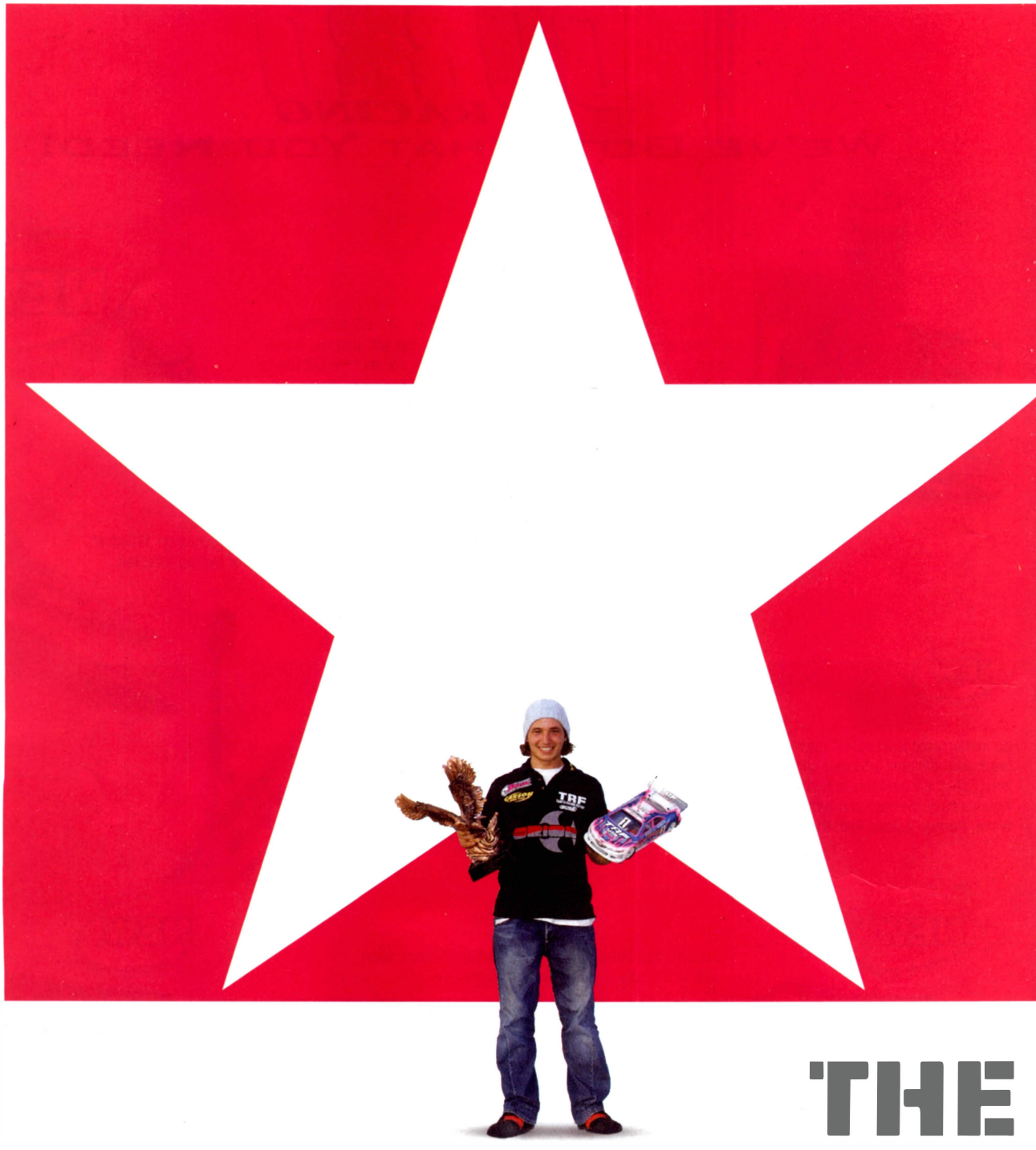

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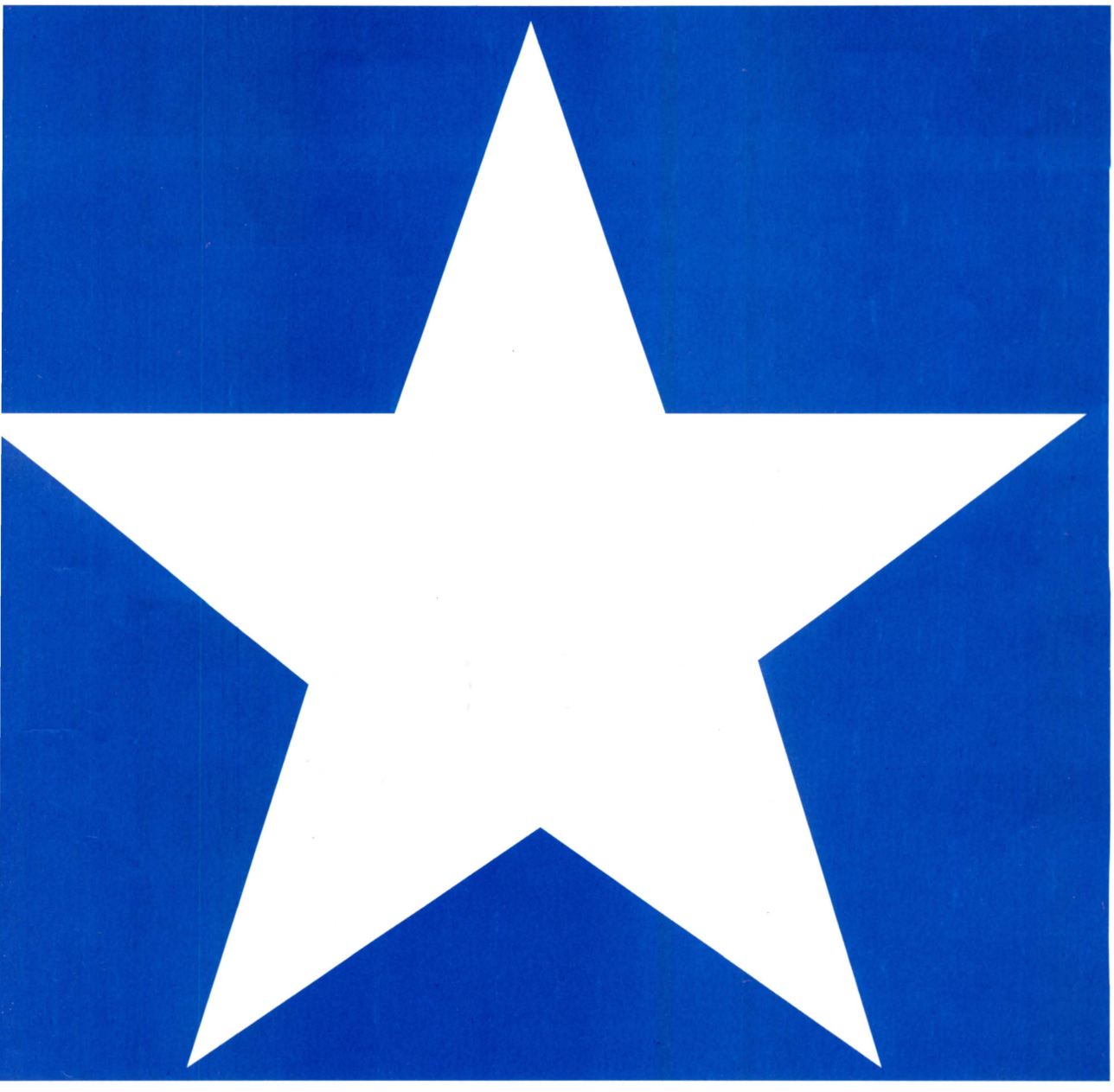

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Jason got hit with the truck at least three times while trying to get this photo.

Duratrax Evader ST PRO

Words: Stephen Bess ■ Photos: Jason Yu

If you're an RC newbie, you probably want all of the hard-anodized, turbo-cut, ball bearing super equipment you can find but can rarely afford, so you may end up grabbing "entry level" gear and then buying the expensive stuff shortly thereafter. Buying twice is hard on the wallet, but quality mid-level products with your desired features at reasonable prices rarely exist. Duratrax wants to eliminate that scenario with their new Evader Pro ST ready-to-run electric stadium truck, which is loaded with high-quality but affordable gear that won't require upgrading for a long time.

Haven't we seen white "Graphite" logos somewhere before?

Duratrax Evader ST PRO

• 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK •

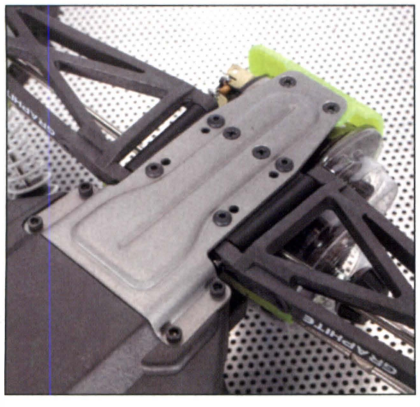
You don't have to be a pro to drive this Pro.

VEHICLE FEATURES

The original Duratrax Evader ST has received a bunch of upgrades to bring it up to Pro status, including hard-anodized aluminum shocks and a rear chassis plate, graphite suspension and chassis components, CV drive shafts, and upgraded electronics *and tires*. You may not see the Evader Pro ST at the Nationals this year, but its fully adjustable suspension, which features three camber link mounting holes on the front shock tower and four on the rear, an adjustable rear wheelbase, and adjustable rear anti-squat make it an ideal candidate for club racing. Threaded steel turnbuckles with bright yellow rod ends make camber and toe adjustments a snap, and a full set of metal-shielded ball bearings helps reduce drag to increase run time.

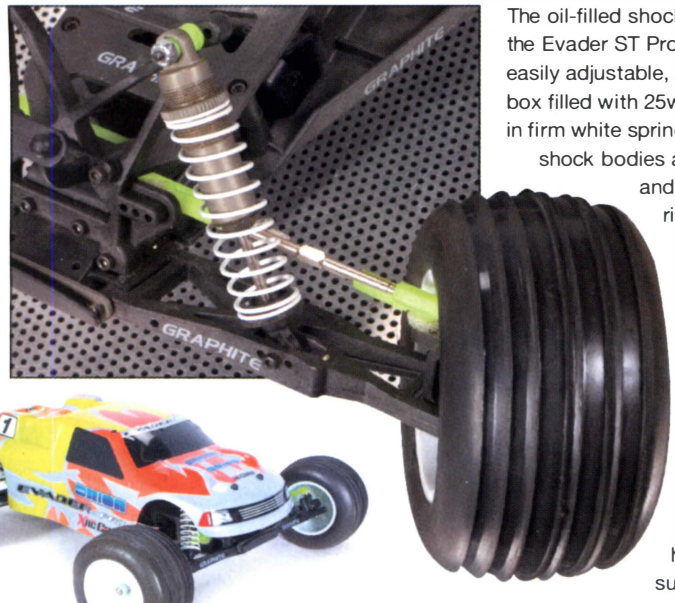


REINFORCED CHASSIS



Molded in a graphite-fiber compound, the Evader ST Pro's chassis is stiff enough to function well without braces, but the Duratrax engineers didn't stop there. A steering servo/kick-up chassis brace combo stiffens the front chassis area and increases durability, and a one-piece hard-anodized rear transmission mounting plate strengthens the rear end. The hard-anodized rear plate reduces wear and tear, features three toe-in adjustment holes (for 0, 1.5 and 3 degrees of rear toe) and is cheaper to replace than an entire chassis when it wears out.

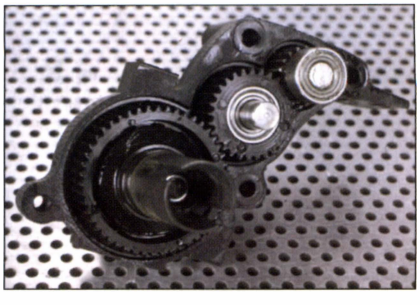
THREADED SHOCKS



The oil-filled shocks that come with the Evader ST Pro are smooth and easily adjustable, arriving out of the box filled with 25wt oil and wrapped in firm white springs. The threaded shock bodies are hard-anodized, and knurled adjuster rings set the truck's ride height with a quick twist. Rebuildable bottom-loading cartridges with twin O-ring seals keep the oil clean, and an additional set of shock pistons is included to help tune the suspension.

TRICK TRANNY

The Evader's low profile 3-gear transmission features a rebuildable ball differential and a full set of ball bearings. An adjustable single-pad slipper clutch protects the gears inside the transmission by absorbing shocks and jolts from jumps. The clear molded gear cover features a removable plastic plug that allows you to adjust the slipper without removing the entire cover.



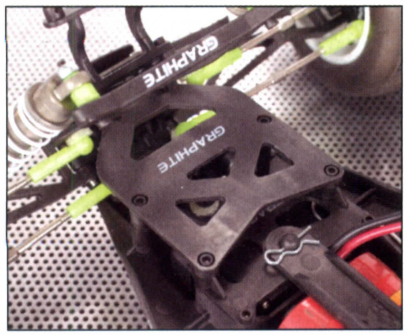


White Tamiya-style battery connectors? Not pro!

> ...the Evader ST Pro's chassis is stiff enough to function well without braces, but the **DURATRAX ENGINEERS DIDN'T STOP THERE.**

GRAPHITE PARTS

The most visible upgrades on the Evader ST Pro are its graphite suspension components, which display a white "GRAPHITE" logo in clear view on every single part. Another company popularized this graphic on its graphite parts, and Duratrax makes no effort to hide it, although having it there does add a racy feel to the truck and a few MPH to its bench-racing top speed. The graphite parts are both lighter and stronger than the plastic parts they replace, and Duratrax has so much confidence in their durability that they include a 1-year breakage replacement guarantee: break a part, send it in, and you'll get a free replacement. Can't beat that!



RTR ELECTRONICS

At the top of the Evader Pro's list of high quality parts is its included electronics gear. The Futaba T2PL 75MHz AM computer radio includes end point adjustments, dual rate, trim, servo reversing, and a ten model memory, easily making this one of the best out-of-the-box RTR radios on the market. Orion's machine wound, ball bearing-equipped 15-turn Havok modified motor propels the truck, and a Duratrax Intellispeed "12-turn modified" reversing speed controller handles the juice. With one-touch setup and reverse lockout, delay, and ABS brake settings, the Intellispeed ESC is a keeper that can be used with modified motors as low as 12-turns.



TESTING

To test the Evader ST Pro, Jason and I headed to Revelation Raceway here in sunny So Cal for a photo shoot and initial test session. I drove the truck in our back parking lot before heading to the track to trim it out, but Duratrax had already completed that task for me. The ESC was set perfectly, and the steering servo was only a few trim increments from spot-on straight. A fist full of charged stick packs and a battery charger was all the support gear needed, and Revelation's technical layout provided all of the jumps and hairpin turns we could hope for.

Acceleration • After topping off the 6-cell Orion pack, we hit the track at Revelation for a photo shoot and test session. The Evader ST Pro shoots away with a quick surge of power but quickly runs out of steam, as detailed in the top speed section below. The Evader's high gear ratio provides ample acceleration, which is good for jumps and quick launches through timing sections.
Rating: 8

Top Speed • Given the truck's light weight and 15-turn machine wound modified motor, I expected it to be relatively fast. But the radar data doesn't lie, and the Evader topped out at an unimpressive 19 mph, even after swapping out our "sport" battery packs for higher voltage matched packs. The original Orion Havok motor quit working halfway through our track test and was replaced with a fresh 15-turn Havok motor—a swap that I thought may cure the speed woes we had with the original. Even with the new motor, though, the truck still topped out below 20 mph.
Rating: 6

Braking • Like most electric-powered 2WD stadium trucks, the Evader brakes well and remains stable on most surfaces. Full braking from top speed can send it spinning on slick dirt surfaces, but the same can be said for any truck of this class. Braking corrections in mid-air can be used to bring the nose down for flat landings as well. Overall, the Evader's braking power is more a result of the ESC, but the chassis stability is excellent.
Rating: 9

Low-Speed Handling • At low speeds, the Evader turns in well but pushes if you drive it into loose dirt. The stock plastic-gear steering servo has a good reaction time and keeps the front tires pointed in the right direction. The Evader's smooth ball differential assists in tight cornering maneuvers and allows the truck to remain stable, even on bumpy surfaces, although the stock setup feels mushy. I replaced the stock 25wt shock oil with thicker Associated 30wt oil all around, and the truck felt more stable and predictable.
Rating: 8

High-Speed Handling • Handling at high speeds is predictable, although again the truck's lack of major speed (19 mph) certainly prevents it from getting too out of shape. Revelation's handful of high speed sweepers kept the Evader ST Pro on its toes and tested the truck's ability to track the intended line. The included Pro-Line Bow Tie rear tires offer excellent traction at high speeds, even on slick surfaces, and wore well for

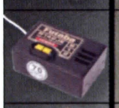
RTR GEAR



Radio: Futaba 2PL AM



Servo(s): Futaba S3003



Receiver: Futaba R142JE



Motor: Orion Havok 15T

OUR TEST GEAR



Battery: Orion Rocket Pack Plus, 10217, $28



Charger: Duratrax Intellipeak Deluxe, DTXP4120, $75

CONNECT

DURATRAX	ph: 217.398.6300 web: www.duratrax.com
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- Adjustable break-in time

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work with facts and tune your engine to reach maximum performance !

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the testing. I'd be interested to check the Evader's handling at more typical modified motor speeds, but in stock form the truck handled high-speed sections well.
Rating: 8

Rough Track Handling • Although Revelation's track surface is almost always maintained flawlessly, a few rutted sections presented the Evader with some bobbles. With the stock setup, the truck drove through rutted sections fairly well and managed to settle out after slapping its chassis against the ground on a few larger bumps.
Rating: 8

Jumping • Jumping the Evader wasn't difficult, provided I gained enough steam leading up to the jump face. The truck launches straight and true, and lands from high altitudes with a traditional electric vehicle "slap." However, many of the jump and rhythm sections that other trucks cleared easily were impossible to time correctly because the truck simply didn't have enough speed to launch over them. With enough power, the Evader will be an excellent, durable jumper, but in its stock form it suffers from a lack of power and consequently receives a lower jumping score than it probably deserves.
Rating: 7

Tuning • One area where the Evader ST Pro stands out is in its tuning options. Duratrax markets the Evader as a full race truck, and backs up the claim with plenty of tuning adjustments and an excellent tuning booklet that explains what all of the truck's optional mounting positions will do. Six optional shock pistons, three rear toe settings, three anti-squat settings, multiple shock tower and lower A-arm shock mounting positions, and multiple camber link positions all make the Evader ST Pro a fully adjustable truck.
Rating: 9

Damage • Given the Evader's short-lived first run photo session, I was less than optimistic about the truck's durability; within the first five minutes on the track, the Evader came to a quiet standstill after its motor quit working and the stock plastic-gear steering servo broke one of its gears—all without a collision. After replacing both components, I drove the truck hard and made every attempt to drive it like a novice would. I'm happy to say that the truck didn't break a single part, and continued to run as long as I supplied it with charged batteries. The motor and servo casualties should be written off as freak accidents, especially given the truck's run-forever durability after the faulty parts were replaced.
Rating: 9

Conclusion

First-time drivers looking to get into electric stadium truck racing should consider the Evader ST Pro's price and long feature list when deciding on a ready-to-run truck. The Evader's chassis design and graphite parts will ring a bell of familiarity for those who've been in the hobby for a few years, but it's a proven design that works and translates well on Duratrax's product. The truck's lack of top speed is a disappointment, but the included Futaba computer radio, the Duratrax 12-turn ESC, and the Orion motor make up for it because they're products you'll keep using for a long time as your skills progress. The price is level with the playing field, which makes the Duratrax Evader ST Pro a contender that's capable of winning races with nothing more than a motor upgrade or change of gearing. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- High quality Futaba, Pro-Line and Orion accessories
- Adjustable suspension
- Excellent tuning guides for novice racers

MISSES

- Bad luck with electronics gear
- Gearing makes for low top speed
- Brittle rod ends

A 12-turn-capable ESC deserves a 12-turn modified. Go for it!



Nitro FUSION 2

leads by example



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K029	Fusion 21 + Subaru Rally Body	$419.99
K030	Fusion 21 + F155 Truck Body	$399.99
K033	Fusion 21 RTR + BMW 3 Touring Body	$499.99
K034	Fusion 21 RTR + Subaru Rally Body	$499.99
K035	Fusion 21 RTR + F155 Truck Body	$499.99
K050	Fusion 21 + Skyline Body	$399.99
K051	Fusion 21 RTR + Skyline Body	$499.99

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- >> 3 Speed Gear Box
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Duratrax Evader ST PRO

• 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK •

For a close-up look at the Evader's front suspension, check out our Caster/Camber How To in this issue.

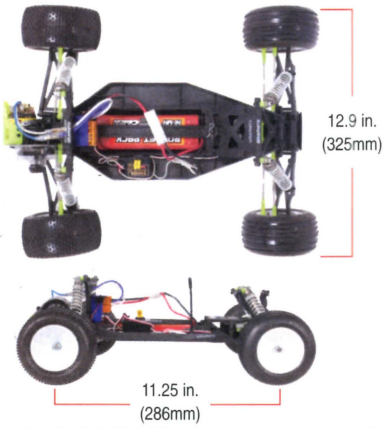
CONNECT:

MANUFACTURER: Duratrax
PHONE: 217.398.6300
WEB: www.duratrax.com

VEHICLE INFO

VEHICLE:	Evader ST Pro
SCALE:	1/10
TYPE:	Stadium Truck
PART #:	DTXD27
STREET PRICE:	$270
PRICE AS TESTED:	$373 (including all items used for testing
SETUP TIME:	30 minutes (excluding charge time)
EXPERIENCE LEVEL:	Novice to Intermediate

DIMENSIONS



RUNNING WEIGHT:
7 lbs., 5 oz. (3,330 g)



TECHNICAL INFO

CHASSIS

TYPE:	Molded tub
THICKNESS:	3mm
MATERIAL:	Graphite fiber resin

SUSPENSION

TYPE:	4-wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS:	None

SHOCKS

BODIES:	Hard anodized, threaded body
DAMPING:	25wt oil
PISTONS:	2-hole
SPRINGS:	Firm white

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Ball
AXLE TYPE	CVD
SPUR GEAR MATERIAL:	Nylon
SLIPPER CLUTCH:	Dual-pad
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	18/88
GEAR RATIOS:	
PRIMARY:	4.88:1
INTERNAL:	2.66:1
FINAL:	12.98:1

BODY, TIRES, WHEELS

BODY:	Pre-painted Duratrax Evader
TIRES (F/R):	Pro-Line Edge/Bowtie
DIAMETER/ WIDTH:	2 in. x 2.2 in. (51mm x 56mm)
HEX SIZE:	N/A
WHEELS:	Duratrax white dish

ITEMS NEEDED

6-cell stick pack, battery charger.

MAIN COMPETITION

Team Associated T4 RTR, Team Losi XXX-T RTR, Traxxas Rustler RTR

WHO IT'S FOR

Novice or intermediate club racers



POWERPLANT INFO

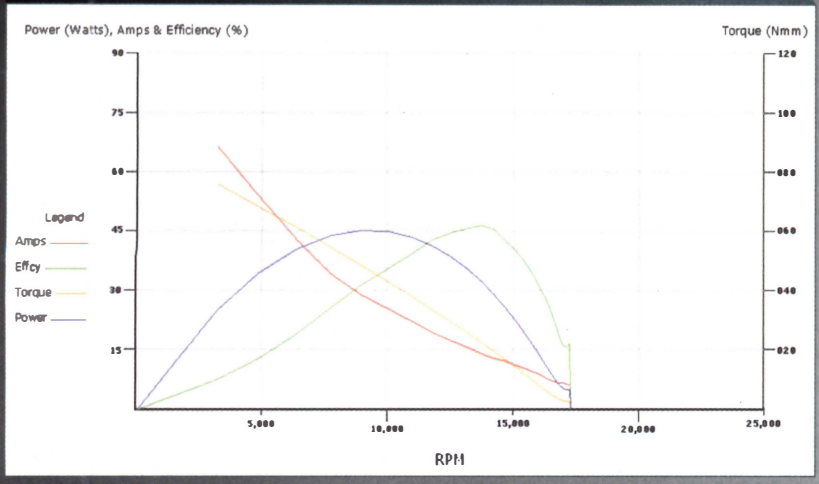
Orion's Havok machine-wound budget-series modified motors feature ball bearings, fixed timing and endbell, serrated brushes and pre-soldered bullet-style motor lead wires. The box-stock Havok we received pre-installed in our Evader Pro died on us shortly after its second run, but the replacement motor was bulletproof for dozens of runs. Although the motor did not score highly on the dyno power charts, it does provide long run times and is relatively maintenance free. A larger pinion gear would help the truck to run up to a higher top speed, and is a wise upgrade for anyone racing on any track other than a super-tight, technical design.





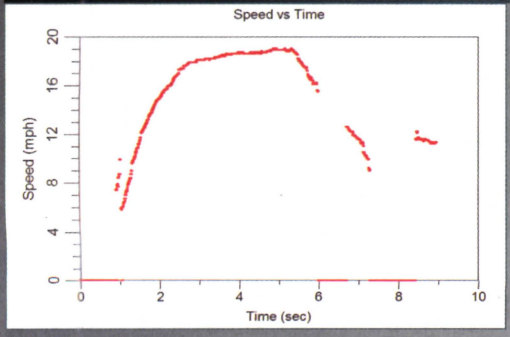
FANTOM DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.83 sec. @ 18.3 mph
TOP SPEED:	18.9 mph @ 5.2 sec.
AVERAGE RUNTIME:	8 minutes

MOTOR DATA

MOTOR:	Orion Havok Machine-Wound
WIND:	15x2
MAX POWER*:	44.91 watts @ 8,859 rpm
MAX TORQUE*:	75.81 Nmm
PEAK RPM*:	17,223 rpm @ 3.1 sec.
EFFICIENCY*:	46.3% @ 13,669 rpm

*Results as tested.

MOTOR SETTINGS

TIMING:	Fixed
BRUSHES:	Stock
SPRINGS:	Stock

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	70° F / 20%
BAROMETRIC PRESSURE:	30.01 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Tight

HANDLING

TURNING RADIUS:	4 ft., 2 in.
ON POWER:	Slight Oversteer
OFF POWER:	Neutral

BRAKING

CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good

Does our new layout rock, or what? Dyno graphs rule!

By: TEAM INTEGY

Advertisement

The Best Monster Hopups for '05

Serious Modified Parts for the LST

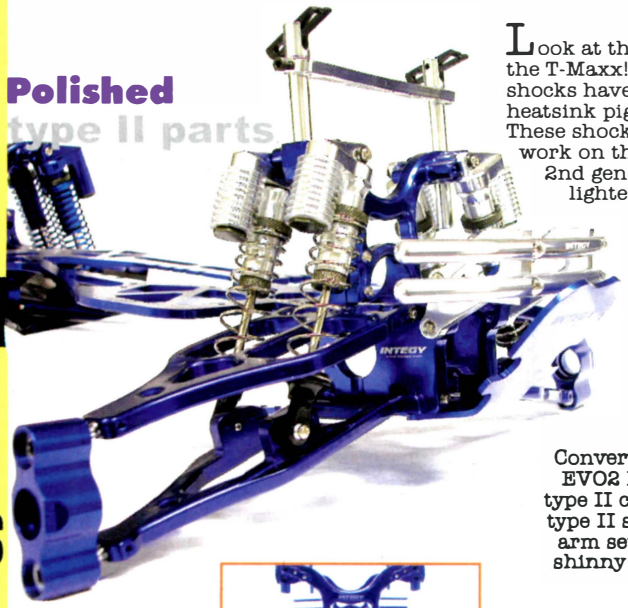
Precision Parts made from 6061 aircraft grade aluminum alloy

MSR6 Piggyback Shock (4) $119.99
Front Shock Tower $29.99
Rear Shock Tower $29.99
Rear Skid Plate $17.99
Hinge Pin Mount Set(1) $17.99
Rear Bumper Set $17.99
Front Skid Plate $17.99
Front Bumper Set $17.99
Lower A-Arm L+R $28.99
Steering Block L+R $29.99
Castor Block L+R $22.99
Center Bottom Plate $17.99
Main Chassis Brace L+R $59.99
Steering Bell Crank Set $17.99
Mount Plate/Chassis Brace $15.99
Main Chassis Servo Tray $26.99
Adjustable Upper Arm L+R $22.99
Upper Desk Brace Pin Mount (1) $25.99
***also available in blue color**



The new MSR6 shocks for the LST have fine threaded shock bodies, real working piggyback oil reservoirs and super heavy-duty shock shafts. The internal shock pistons are keyed with an innovative seal o-ring to improve dampening performance.

Polished
type II parts



Look at these modify parts for the T-Maxx! Mean looking MSR5 shocks have 3.5mm shafts, oversized heatsink piggyback oil reservoirs. These shocks are ultra smooth and work on the Associated MGT as well. 2nd generation Type II parts are lighter, stronger and shinny.

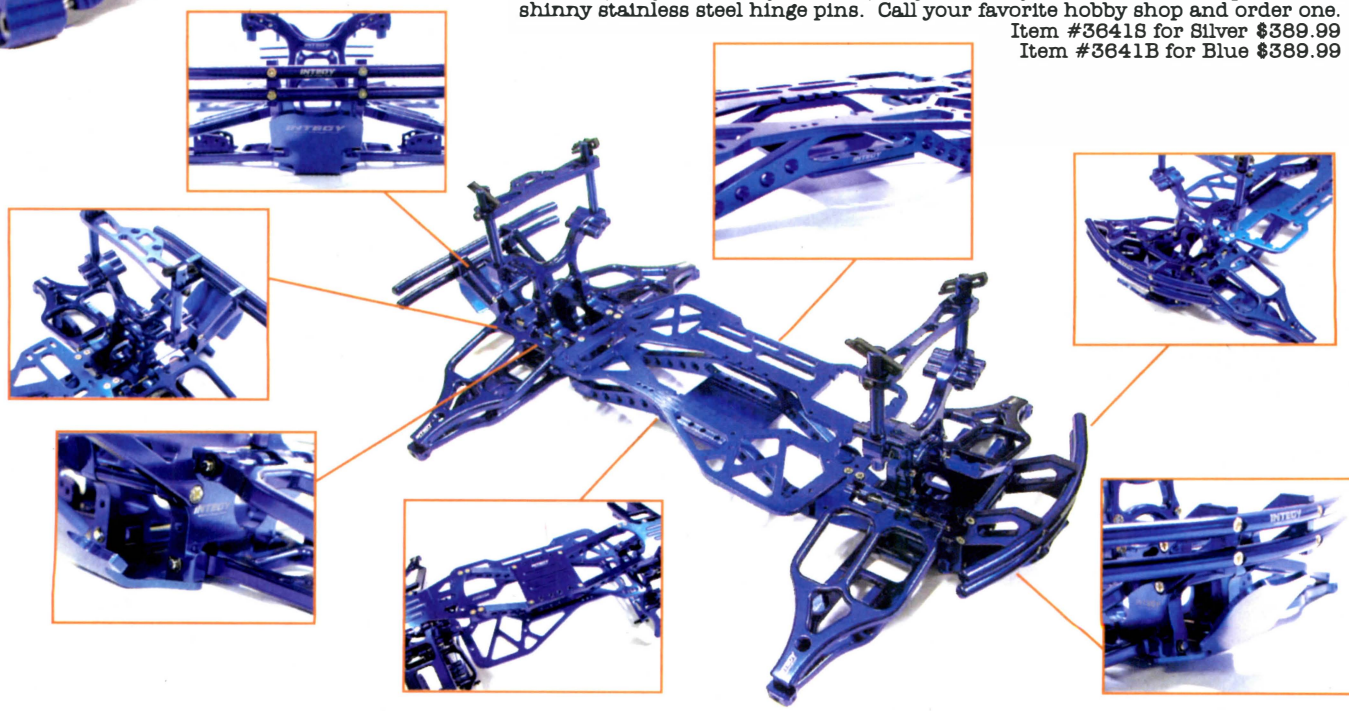
MSR4 SHOCKS



Our standard high performance piggyback shocks provide progressive rate dampening with real working oil reservoirs. Starting at $109.99. Available for T-Maxx, Savage and MGT.

MONSTER-EVO2 KIT

Convert your stock T-Maxx or T-Maxx 2.5 into a great looking show truck now. EVO2 kit includes front and rear skid plates, center skid plate, type II chassis, type II chassis braces, type II bulkheads, alloy front bumper, alloy rear bumper, type II shock towers, alloy bulkhead braces, type II upper arm set, type II lower arm set, alloy front body mounts, alloy rear body mounts and a complete set of shinny stainless steel hinge pins. Call your favorite hobby shop and order one.
Item #3641S for Silver $389.99
Item #3641B for Blue $389.99



By: TEAM INTEGY

New Racing Electronics for 2005

The MATRIX V10TT has more rpm compares to other 27 turn 2 magnet stock motors. New stage 6 wet magnets provide the low-end torque needed to accelerate your vehicle. Our special 3mm super light weight armature gets you the extra power throughout the entire rpm range. Best of all, the V10TT armature is coated with a layer of polymer protective coating to prevent electric short. Result? THE ULTIMATE 27T STOCK MOTOR CAPABLE OF DELIVERING THE FASTEST LAP TIME ROUND AFTER ROUND.



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PURE SILVER HARDWARE FOR LOW ELECTRICAL RESISTANCE

REMOVE 2 SCREWS TO QUICKLY OPEN MOTOR

LONGER MOTOR SHAFTS WITH A UNIQUE TAPER FOR QUICK ARMATURE TECH

PRECISION 190g SPRINGS OPTIMIZED POWER OUTPUT



MODEL #M2483 List: $39.99



MODEL #E2028
List: $109.99

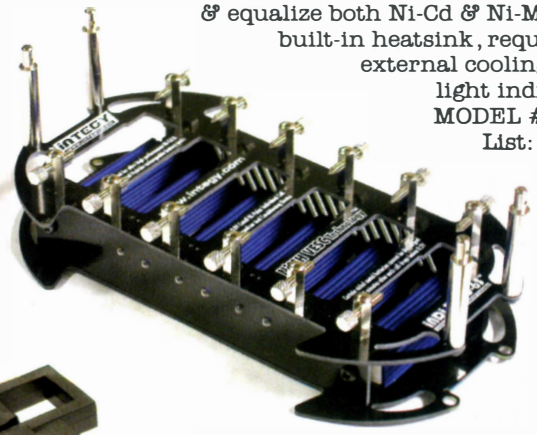
INDI DYNO v2

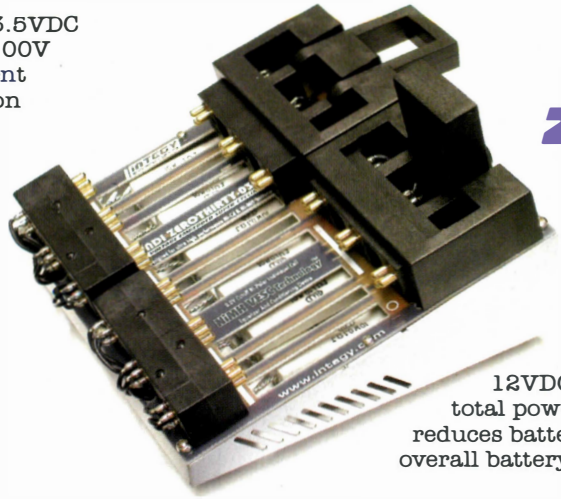
the ultimate portable motor tool

Green backlit monitor LCD
Input voltage: 11VDC to 13.5VDC
Output voltage: 0.01V to 9.00V
13A max continuous current
Internal Overload protection
Test Data Recall:
-up to 12 run memory
Linear current soft start
Dual speed setup
User fully programable
-Motor Break-in timer
-Cycle Cool down timer
Repeatable break-in
-up to 99 cycles
Very Easy to use
On-demand cooling fan
1-Year Limited Warranty

INDI ZERO 6S

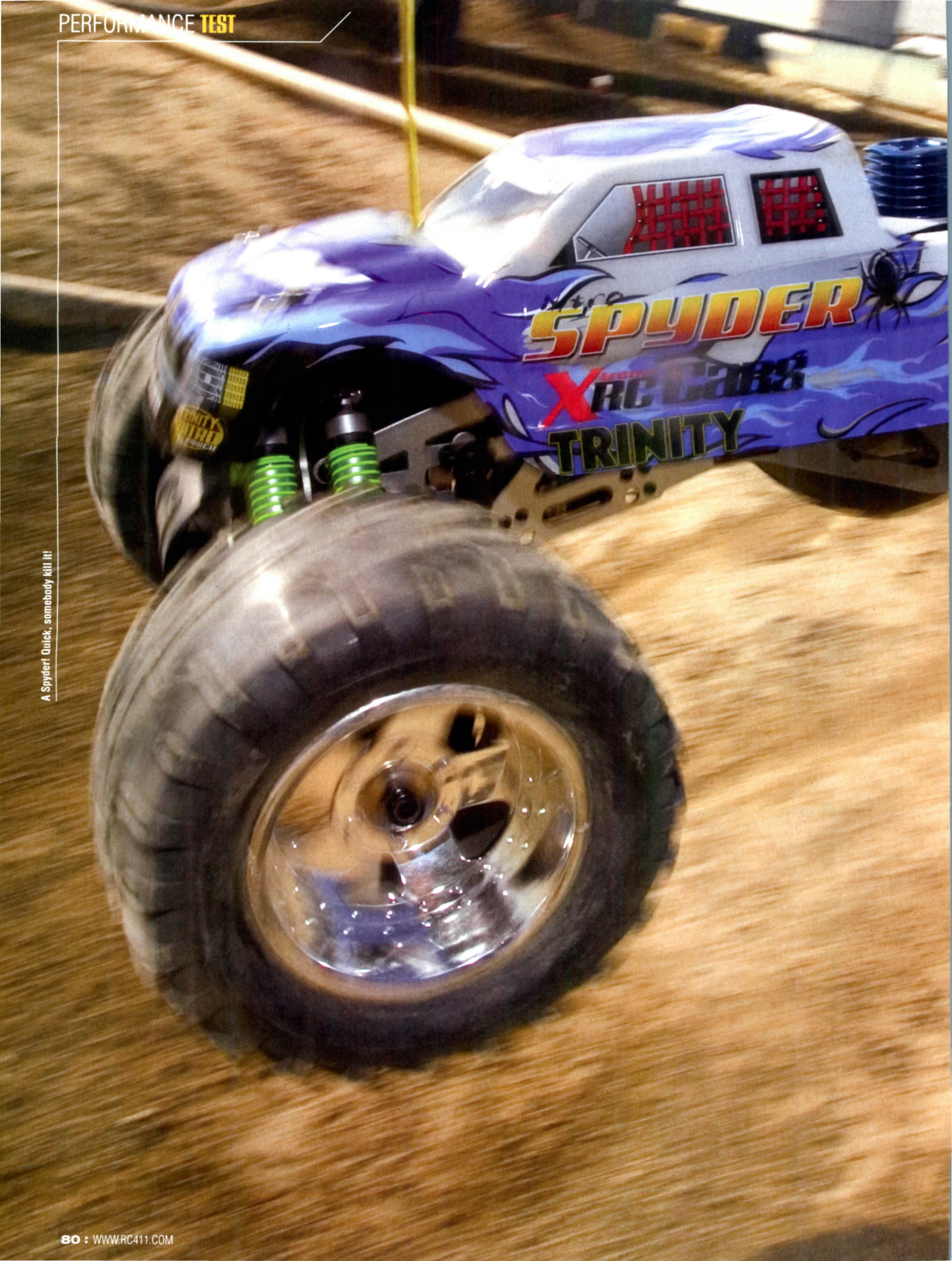
The 6S is designed for serious racers, it can increase battery runtime, increase average voltage, increase overall power output and reduce battery internal resistance. Units are stackable to save pit space, 6A discharge current is perfect for modify racing, 0.0V cutoff, will not cause cell reversal, safely discharge & equalize both Ni-Cd & Ni-MH cells built-in heatsink, requires no external cooling fan, 6 light indicators.
MODEL #E2029
List: $32.50





ZERO-THIRTY

The INDI 030 discharge board is designed for stock and 19T racing, 30A discharge rate, 0.0V cutoff & will not cause cell reversal, works on both Ni-Cd & Ni-MH batteries, easy to use clamp type switch with 3 pins connector on each terminal, built-in twin cooling fan, requires 12VDC input, drastically increases battery total power, increases average output voltage, reduces battery internal resistance and improves overall battery life. MODEL# E2030 List: $69.99



A Spyder! Quick, somebody kill it!

Trinity Nitro SPYDER

Words: Derek Buono ■ **Photos:** Jason Yu

We all saw the ads and wondered what Trinity's "Spyder" was going to be. When it turned out to be a pair of trucks, we weren't really surprised. After all, the nitro monster truck segment has blown up to near-nuclear proportions. While Trinity isn't new to the kit manufacturing process, they are virgins when it comes to the RTR market and the Nitro Spyder is their first release. With eight shocks it's got the legs of a spider, but does it have the bite?

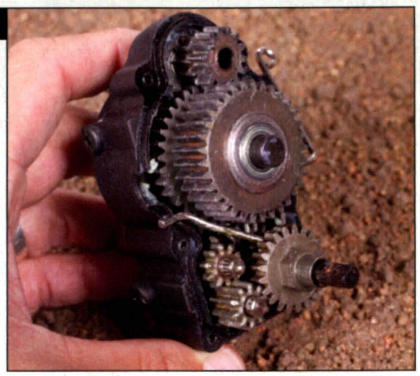
This one is poisonous too, if you lick it.

Trinity Nitro SPYDER

• 1/7-SCALE NITRO MONSTER TRUCK • 1/7-SCALE NITRO MONSTER TRUCK • 1/7-SCALE

VEHICLE FEATURES

INTERNAL TWO-SPEED



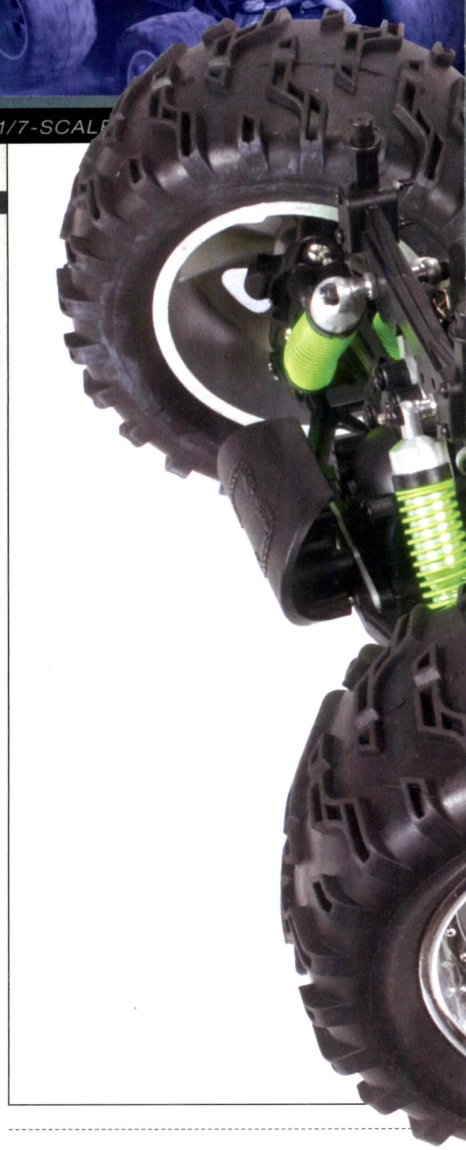
After the spur gear gets spinning, the power is directed to the internal 2-speed transmission. The shift points can be externally adjusted from a side access port. A third-channel-actuated reverse gear is standard, and with a flip of a switch on the transmitter you can go as fast as you want in reverse. Just be careful, since there is no delay in the change of directions, and if you hit the switch at speed you will have the power going the opposite direction. The center drive shafts are standard dog bones, and once the power transfers to the front and rear, steel differentials direct it out to the wheels via steel universals.

SWOLLEN HEXES



The Nitro Spyder has some big hexes. The "large hex" theory is something that Trinity is actually the first to have on a production truck. While you may think that not accepting standard Maxx-sized hubs was a bad move, the fact is that the wheels are getting so big that the stress of the smaller hub can ruin rims quickly. The new larger hub spreads out the load and saves the rim from stress, and in the end, saves you money.

It sure looks tough!



PIVOT BALL SUSPENSION

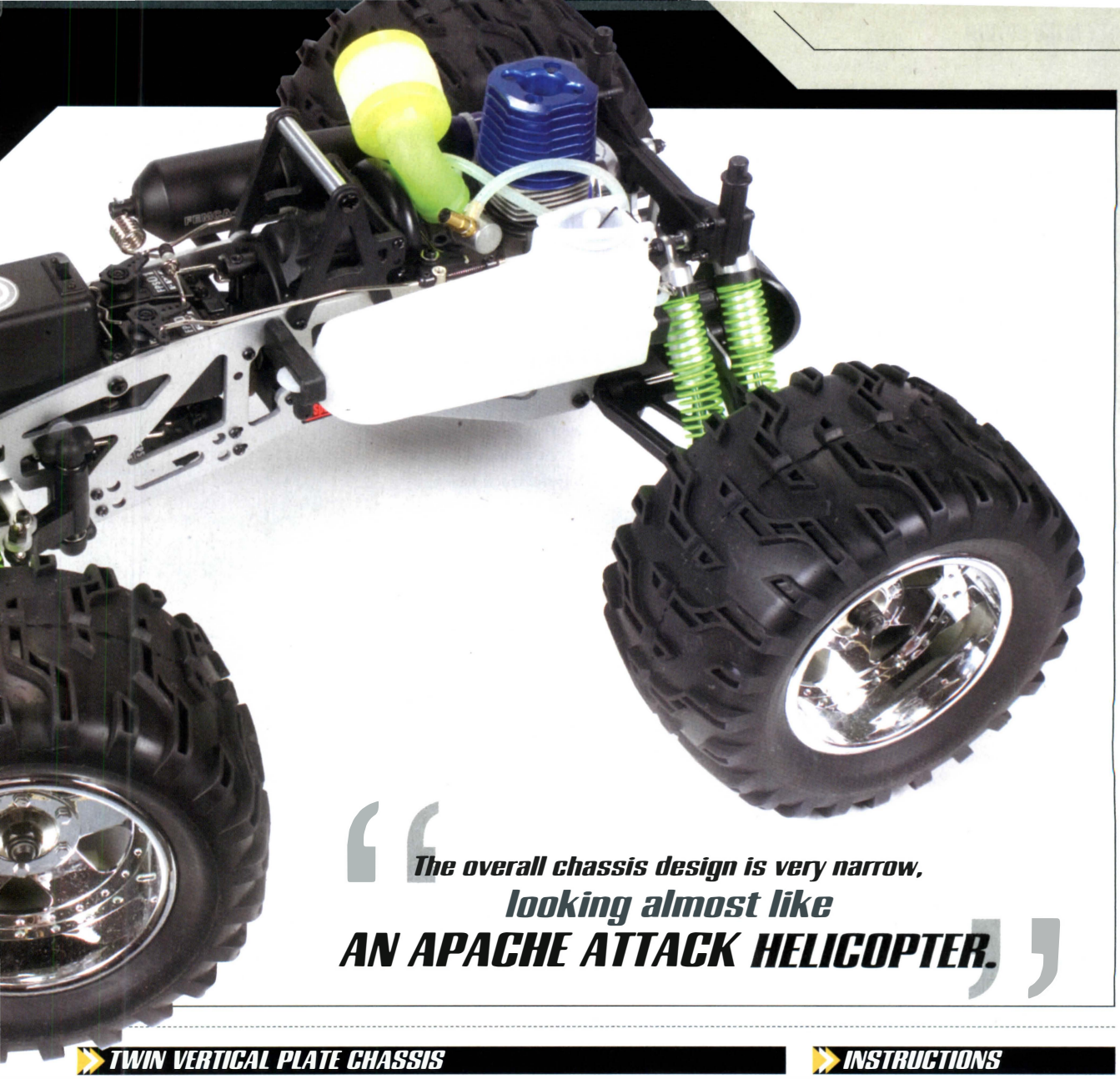


The Nitro Spyder has a unique suspension setup with long lower H-arms and fixed upper links. It separates itself from the Savage with a pivot ball suspension design, which will allow you to adjust the front caster and camber. The rear suspension also resembles a traditional pivot ball design, but has four links that will only allow you to adjust camber. The shock towers let you move the shocks for more or less ground clearance. The stock setup is positioned for maximum ground clearance, and with that setting the suspension doesn't bottom out. It stops about half an inch from the ground when the shock pistons meet the bottom of the bodies.

LOTS-O-SHOCKS

Like the legs of a spider, the Nitro Spyder has eight. They are all aluminum-bodied and come pre-filled with oil. They have yellow springs and the preload on each shock can be adjusted with clip-in spacers. While threaded-body shocks can be nice, sometimes it's comforting to know you can just clip on equal spacers all around and the shocks are matched.





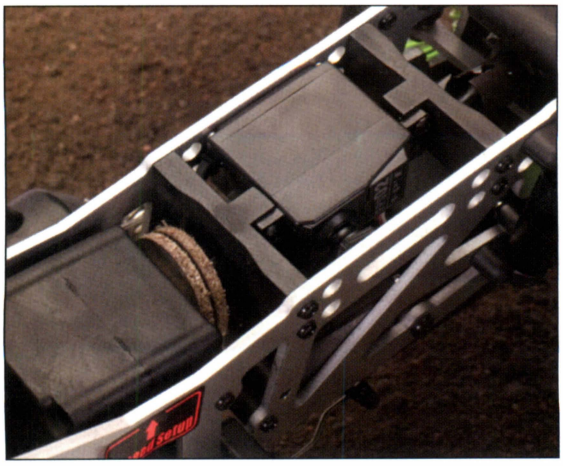
This Spyder wants to squash us!

> "The overall chassis design is very narrow, looking almost like AN APACHE ATTACK HELICOPTER."

TWIN VERTICAL PLATE CHASSIS

The overall chassis design is very narrow, looking almost like an Apache attack helicopter. In between the narrow gap left by the two plates sits the transmission and other bracing that makes up the overall look of the truck.

A huge fuel tank sits on the right side of the chassis. It's an odd shape, being long and narrow, but the advantage is that it doesn't hang way out in harm's way and it holds a thirst-quenching 150cc of fuel. A radio box is nestled all the way up front just before the front shock tower, containing the receiver and the included 5-cell NiMH battery pack. The truck's three servos are located in a cluster just behind the radio box, but with the steering servo low in the chassis and the throttle and reverse servos up top.



INSTRUCTIONS

I'll admit that I didn't know what to expect when it came to the instructions, but I have to say that Trinity surprised me with a very decent set. While falling short of total step-by-step instructions, they do go through rebuilding the truck's major components in better-than-average detail. I was really happy to see the starting needle setting listed in the front of the instructions, along with a break-in procedure to get you started. The only thing I didn't like was finding some shims stapled to a page with a tag saying they are for the pinions in the diffs. Although I know what they are for, a beginner will probably look at them and turn the page.

TESTING

With all of the break-in chores out of the way and the photos taken, it was off to a few different spots for a thorough test. Parking lots are always a fun place to get a feel for a truck's speed and handling, and then it was off to an open field to give it a good bashing, and then finally to the track to see how it fared in a controlled environment. For the track testing, it was a quick drive to Revelation Raceway (www.revrace.com), which provides a relatively tight and technical track to test on.

Acceleration • Once the engine was broken in and tuned to my liking, the Spyder was ready for some off-the-line testing. On the blacktop the Spyder took off at a decent pace. The weight of the truck could be felt when taking off from a standstill, as it seemed a bit sluggish. You probably won't be popping any wheelies with this truck, but once it starts moving, the pace is increased. If you're turning and accelerating, it often lifts an inside wheel, which was fun. I was pleased to feel that the truck was super stable when accelerating up to speed.
Rating: 9

Top Speed • I think that Trinity got caught up in the top speed of this truck; the low-end suffered in performance, but the top speed was pretty impressive. Considering the weight of the truck, it got up to a good speed and felt pretty solid when it was cruising.
Rating: 10

Braking • I guess I've been fixated on braking performance lately, and I was looking forward to seeing how well the massive Spyder could slow itself down. The brakes were set on the softer side and this was a good thing, because when I hit the brakes at high speed it made the truck lunge forward and slow down at an acceptable pace without flipping forward. You can slam on the brakes and the truck won't tumble down the street. There were a few times where I did a nose wheelie, but the truck never flipped. Some people may want to increase the throw of the throttle servo to get some shorter stopping distances.
Rating: 9

Low-Speed Handling • The truck is certainly big, and with wheels of that size the steering servo has its work cut out. Forget about moving the wheels at a stop, as it just doesn't happen, even with the optional 5-cell receiver pack. In fact, I wouldn't even recommend using the 4-cell holder that comes standard. Turning the truck was sometimes tricky as the servo struggled to get the wheels to full lock. This resulted in a slightly larger turning radius than I would have liked, and a less nimble feel. As the truck slows it is able to hold a tighter radius, but it was obvious that a servo upgrade would be required to get it turning better.
Rating: 7.5

High-Speed Handling • I guess the upside of the servo being overmatched is that is didn't really allow you to turn in hard enough to flip the truck over accidentally. Once the truck shifted into second it was cruising, and turning the wheels was like driving an old Caddy. It did

RTR GEAR



Radio: Trinity FP3T



Receiver: Trinity FP-RCV3C



Servo(s): Throttle/ Steering Trinity FPS01



Receiver Pack: Trinity SkullZ



Engine: Trinity 427 Monster Horsepower

OUR TEST GEAR



Fuel: Trinity Platinum 20%, MH0020T, $12



Charger: Venom DC Multi, VEN-0630, $20

CONNECT

TRINITY	ph: 732.635.1600 web: www.teamtrinity.com
VENOM RACING	ph: 800.705.0620 web: www.venom-racing.com



This Spyder has a human phobia.

Q: who uses

World Championship Blend

A: world champions

sw welcomes

MARK PAVIDIS



world champion
multi-time national champion
1st place in 1st race with . . .
. . . World Championship Blend

2004
SILVER STATE CHAMPIONS

2004
KYOSHO NITRO CHALLENGE CHAMPIONS

2004
SATURDAY SERIES RACE 2 CHAMPIONS

R/C RACING FUEL
SIDEWINDER

02 04
IFMAR WORLD CHAMPIONS

2004
IFMAR WORLD WARM-UP CHAMPIONS

WORLD CHAMPIONS

Off Road 1/8 : Degani
Hydro : Kanai
Dragster : Brown
Off Road 1/8 Warm-Up : Campbell : Vick : Paulson

make for a stable ride and instilled some confidence, even on the blacktop.
Rating: 8

Rough-Track Handling • The suspension was pretty stiff, and in the urban terrain that I did most of the testing on, it fared pretty well. Jumping off of curbs was easy and the truck never seemed to bottom out. Once you got into some choppy sections, though, the suspension was a little slow to react and it made for a slightly bumpy ride. With the stock suspension settings, you'll probably be good on the street and in empty fields, but altering the damping will make the truck handle most bumps a little better.
Rating: **8**

Jumping • We've got some big curbs around here that can give a pretty good launch, and the Spyder ate those up. It was nice to see it stay dead level off of the curb and land with no sign of the suspension being bothered. On the track, the Spyder was just as easy to control in the air and the landings were pretty smooth. With the suspension unable to bottom out on the chassis, it made for some soft-sounding landings.
Rating: 9

Tuning • If you like to fiddle with things there are a few tuning options for you, but mostly you'll want to play with the shock damping and spring rates. The 2-speed is easily adjustable from the outside if you need to adjust the shift point, although our test kit was dead-on for shifting into second and I didn't need to touch it. Other than that, you can make some minor suspension angle adjustments.
Rating: 8

Damage • Only long-term bashing by novice drivers will really prove if the Spyder is up to the challenge of being beaten to a pulp, but our test kit fared pretty well. The all-metal drive train should hold up well, but we did hear a sound that we weren't too fond of after landing off a curb on the pavement. The sound of a differential skipping a tooth was heard pretty early on in the testing, and it is an area that lots of trucks have problems with. We took the truck apart and inspected the diffs, and found some wear on the teeth. We re-shimmed the diffs to try and solve the problem, but were still a little wary since this is a RTR truck and beginners may not be ready for that much work to inspect and adjust the diffs.
Rating: 7

Conclusion

This is Trinity's first foray into the world of nitro RTR monster trucks, and it's a pretty good attempt. This can be a scary venture because the end user is usually a novice and doesn't want to be bothered with much of anything but running. Although we are concerned about the durability of its drive train, the Spyder proved to be a fun ride. The engine provided some decent power and never gave us trouble, and for the most part the truck handled well. There are a few things we'd recommend with this truck. Get the optional receiver pack immediately, and think about upgrading that steering servo as soon as you can, and keep an eye on those diff gears. With the proper care, your Spyder experience will be a good one. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Engine was easy to tune
- 19mm wheel hexes increase durability
- Roto-start included

MISSES

- Stock steering servo struggles
- Drive train noises
- 19mm hexes limit wheel choices

First attempts are always the hardest.



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THE FULLY SYNTHESIZED XS3

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THE VALUE PACKED XR3i

With all the programmability of the XS3—optional fast frame rate, reverse function—plus a metal-geared, 85 oz/in steering servo, the 4-model memory XR3i adds up to a great bang for your radio buck.

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7022

Trinity Nitro SPYDER

• 1/7-SCALE NITRO MONSTER TRUCK • 1/7-SCALE NITRO MONSTER TRUCK • 1/7-SCALE NITRO MONSTER TRUCK •

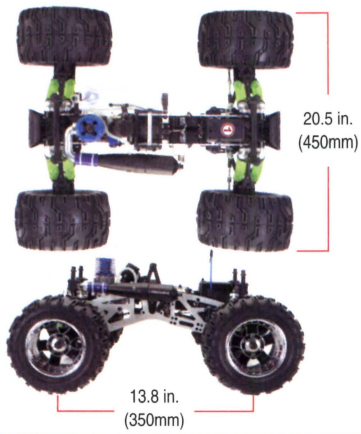
CONNECT:

MANUFACTURER: Trinity
PHONE: 732.635.1600
WEB: www.teamtrinity.com

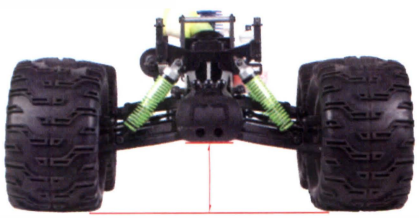
VEHICLE INFO

VEHICLE:	Nitro Spyder
SCALE:	1/7
TYPE:	Nitro Monster Truck
PART #:	TRI90005
STREET PRICE:	$520
PRICE AS TESTED:	$620 (including all items used for testing
SETUP TIME:	1 hour
SETUP DIFFICULTY:	Intermediate

DIMENSIONS



WEIGHT w/o FUEL:
12 lbs., 11 oz. (5,750 g)



Derek has reoccurring Spyder dreams!

TECHNICAL INFO

CHASSIS

TYPE:	Twin vertical plates
THICKNESS:	3mm
MATERIAL:	Aluminum
FUEL TANK CAPACITY:	170cc

SUSPENSION

TYPE:	Rear H-arm with upper control link, front C-hub with upper A-arm
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS:	None

SHOCKS

BODIES:	Aluminum threaded
DAMPING:	15 wt. oil
PISTONS:	4-hole
SPRINGS:	Yellow

DRIVE TRAIN

TYPE:	4WD with center diff
DIFFERENTIAL:	Sealed planetary gear
DIFF FLUID:	Grease
AXLE TYPE	CV
SPUR GEAR MATERIAL:	Metal
CLUTCH:	3-shoe composite
BEARINGS:	Rubber-sealed

GEARING

	1st	2nd
CLUTCH/SPUR:	18/45	
GEAR RATIOS:		
PRIMARY:	2.50:1	
INTERNAL:	8.71:1	6.27:1
FINAL:	21.76:1	15.67:1

BODY, TIRES, WHEELS

BODY:	Generic truck (pre-painted)
TIRES (F/R):	Chevron pattern
DIAMETER/ WIDTH:	6.8 in. x 3.9 in. (175mm x 100mm)
HEX SIZE:	19mm
WHEELS:	Chrome spoke

ITEMS NEEDED

12 AA batteries, 6-cell battery, battery charger, fuel.

MAIN COMPETITION

Traxxas T-Maxx, HPI Savage, XTM X-Factor, Associated MGT, Tamiya TNX, GS Storm, Team Losi LST, OFNA Titan

WHO IT'S FOR

Nitro monster truck enthusiasts



POWERPLANT INFO

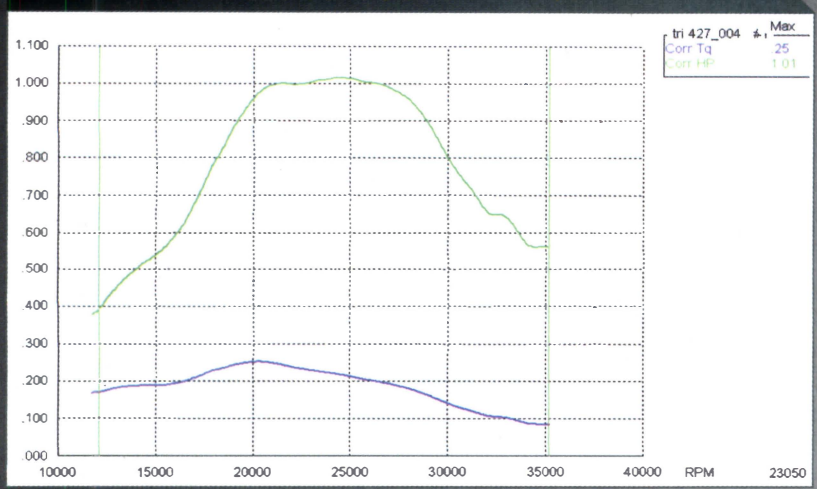
The engine included with the Spyder is an SH-built .26 (.256ci) which Trinity is calling their 427 Monster Horsepower engine. The engine itself features ABC construction and a rotor-start back plate which makes starting the engine very easy. Once running, the engine responded well to tuning, but did suffer from the significant weight of the truck as the operating temperatures seemed to increase with use. This can be partly blamed on the clutch that seemed to have less grab than we would have liked. Overall, the engine performed well and responded well to our tuning fingers.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



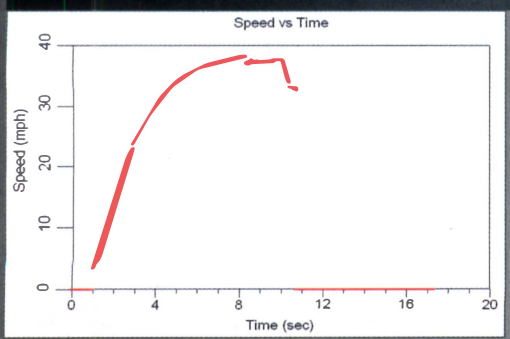
ENGINE DATA

ENGINE:	Trinity 427 Monster Horsepower
BORE x STROKE:	.71 in x .66 in (18mm x 17 mm)
DISPLACEMENT:	.256 in.³ (4.2cc)
FUEL:	Trinity Monster Horsepower 20%
PIPE:	Stock Composite
PLUG:	Stock
PEAK HP*:	1.02 hp @ 24,250 rpm
PEAK TQ*:	48 in.-oz. @ 19,250 rpm
PEAK RPM*:	38,100 rpm

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.45 sec. @ 27.5 mph
TOP SPEED:	39.2 mph @ 303 ft.
AVERAGE RUNTIME:	10 minutes

NEEDLE SETTINGS

HIGH:	2 1/4
LOW:	3 1/2
MID:	N/A
OPERATING TEMP.:	260-290° F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	66° F / 17%
BAROMETRIC PRESSURE:	29.99 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	6 ft., 5 in.
ON POWER:	Heavy Understeer
OFF POWER:	Moderate Understeer

BRAKING

CONTROL:	Good
FADE:	Slight
OVERALL BRAKING:	Good

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MST-1



MST-1 Truck - L0001:
- Aluminum Rear Hub Carriers
- Ball Type Differential
- Rear Universal Drive Shafts
- Big Bore Shocks
- Long Span Double Wish Bone Suspension
- *Adjustable Slipper*

PROSPEC = FULL OPTIONS





1/10 SCALE GAS POWERED 4WD TOURING CAR

MTX-3 PROSPEC



MTX-3 Prospec - T0040:
- Titanium Pivot Balls, Middle Shaft, Tie Rods
- Front/Rear Universal Drive Shafts
- CNC Motor Mounts
- Aluminum Wheel Hex's
- 4mm Option Chassis

1/8th Scale 4WD Gas Powered Racing Car

MRX-4



MRX-4:
- Low Center of Gravity
- New Front Suspension
- New Rear Suspension
- New Drive System & Brake
- The car has more stability during the corner with new designed suspension

NEW

FUEL & PIPES

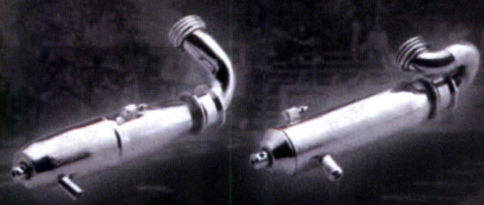


Mugen Seiki Racing Fuel
Available in 20%, 30%, 40%



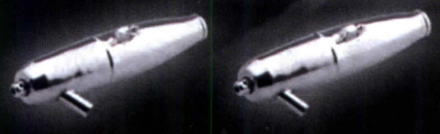
Competition .21 Pipe
P01004 • 1pc • top end power

Competition .21 Pipe
P01003 • 1 pc • bottom end power



Comp .12 Pipe
P01002 • EFRA-26090 • On-Road • 1 pc

Comp .12 Pipe
P01003 • Off-Road • 1 pc



Comp .12 Pipe
Outlaw • S01002

Comp .12 Pipe
Standard • S01001

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MBX5 PROSPEC

NEW



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- Front/Middle/Rear Universal Drive Shafts
- Graphite Radio Tray & Steering Brace
- 3 Diff Shaft Drive 4WD
- Pivot Ball Front End



TRACK GEAR



Mugen Seiki .21 Cooling Head
Available in Blue P02004 and Grey P02003



FX Engines

JP Racing Modified Motors
.21 Buggy - FX 21 B-ST & FX 21 B-SN
.21 On-Road - FX 21 R-01 & FX 21 R-02
.12 On-Road - FX 12 T-03 & FX 12 T-05



Mugen Seiki .12 X-12
1.52 HP @ 41,000 RPM • X12S3



Mugen Seiki Flex-fit Hats
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Available in Black, Gray, Red & Stone



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Mugen Seiki Race Bag
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Tamiya TG10-Mk.2

Words: Shane Archer ■ **Photos:** Jason Yu

An old favorite gets its race on!

Over the years, Tamiya has constantly expanded their line to include more and more kits that are geared solely towards the competitive racing market. And like most things they've done, they had no problem succeeding, as their electric sedans have taken the last two World Championships and are popular racing choices all throughout the world. Through all of this, though, they have left the nitro market largely untouched, and only recently seemed to act more seriously about promoting their nitro cars. Their previous TG10 sedans, the TG10R and TG10-Mk.1, were both successful, but lacked some of the characteristics that die-hard drivers look for and never really made an impact on the racing scene. Tamiya took those designs and the feedback they received, and set out to create a car that satisfied both the demands of racers and Tamiya's heritage of quality and accessibility. The result is the TG10-Mk.2, Tamiya's first legitimate nitro racing sedan, and a car that should find its way to tracks everywhere.

The Mk.2 is the third TG10, and easily the most capable.



Frank scored us another good-looking body for the test.

Tamiya TG10-Mk.2

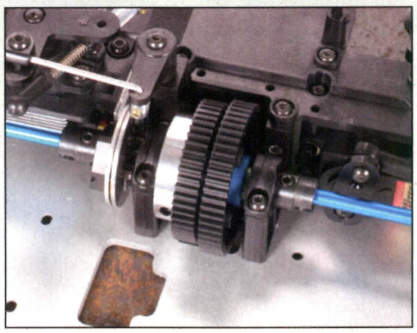




• 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN •

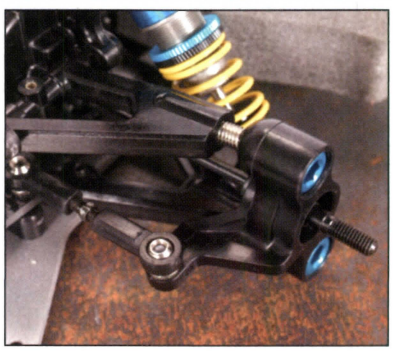
VEHICLE FEATURES

TWO-SPEED TRANSMISSION



The TG10 is bred for racing, and that means the kit comes standard with everything you'd expect from a competition-level sedan, including a fully adjustable two-speed transmission. The basic drive train layout is very similar to other dual-shaft designs, although the engine sits on the right side of the chassis. The center-mounted two-speed assembly has two brake discs attached behind it, keeping the pads well away from the fuel tank and any possible spillage. Like most two-speeds, it can be adjusted through a couple of small holes in the casing, and is accessible without removing the plastic shield that guards the gears.

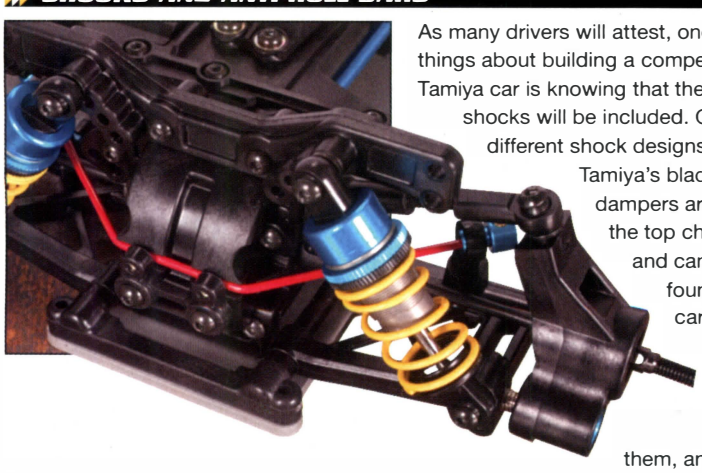
PIVOT BALL SUSPENSION



Many 1/10-scale nitro sedans have been going away from the proven pivot ball design, but that doesn't make it any less effective. The TG10 uses a pivot ball setup at both the front and rear of the car, meaning just about any suspension adjustment can be made easily and with no additional parts. Caster, camber, and track width can all be altered with a few quick turns of the pivot balls. Tamiya uses a strong plastic that really holds the suspension settings well, which should make it easier to keep the car consistent between heats.



SHOCKS AND ANTI-ROLL BARS



As many drivers will attest, one of the greatest things about building a competition-level Tamiya car is knowing that their excellent TRF shocks will be included. Out of all of the different shock designs on the market, Tamiya's bladder-style TRF dampers are consistently the top choice of racers, and can often be found in use on cars from other manufacturers. The TG10-Mk.2 comes standard with them, and provides four mounting locations at both the front and rear of the car. A standard anti-roll bar is included for the rear of the car, and although none is provided for the front, the car is equipped to handle the blade-style anti-roll bars that have become popular in other competition nitro sedans.

RACING CLUTCH



Keeping with the race theme, Tamiya includes an adjustable Centax-style racing clutch, which should make just about any racer happy. The design uses four clutch weights to apply pressure to a single clutch shoe that pushes the assembly out to engage the clutch bell. The clutch can be adjusted by shimming the crankshaft to allow for more or less distance before clutch engagement, or by changing the preload tension on the retaining spring via a small access hole in the side. Tamiya includes plenty of shims to tune it with, and there should be no need for any aftermarket clutch work whatsoever.

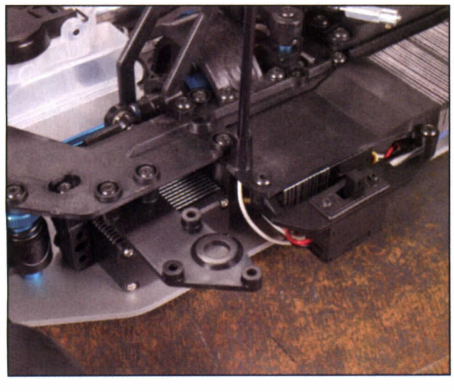
Aren't these new reviews pretty?

The TG10-Mk.2 includes a built-in personal transponder mount, which is a nice touch.

> *The TG10 is bred for racing, and that means the kit comes standard with everything you'd expect FROM A COMPETITION LEVEL SEDAN...*

ELECTRONICS AND GEAR PLACEMENT

With the somewhat unconventional engine placement, all of the electronics gear in the TG10-Mk.2 is placed on the right side of the chassis. A single radio tray holds it all, so although there is no sealed radio box, it is still easy to work on as a whole. The receiver and receiver battery are fastened on the bottom side of the plate; Tamiya provides a large rubber band to fasten the battery, but it is more suited to the larger AA-style packs, and I had to resort to strapping tape. One of my favorite things about this kit, though, was in a very minor detail: Tamiya includes a set of rubber servo grommets that are about a thousand times better than those that come with most servos. It may seem inconsequential, but it made servo placement that much easier.



BUILDING

One of the things that Tamiya is most famous for is the build quality of their kits, and the TG10-Mk.2 carries on this tradition admirably. Although the plastic parts trees are abundant, the quality of the molding is excellent and the plastic is very durable. The kit went together with no problems whatsoever, and aside from trimming the plastic parts off of the trees, I couldn't imagine anything being easier to build. Tamiya's instructions are also very well done, with clear diagrams and life-size parts listings on each page. If I had to dig for a complaint, it would be that having four different languages all built in to the same instructions are a bit much. Occasionally I found myself scanning and re-scanning a step, trying to find the English! But it is still a minor complaint, and really didn't affect the overall experience. Sadly, there wasn't much of a tuning section at the end of the manual either, covering only the brakes, camber, toe, ride height, and the transmission. I would have liked to see a bit more depth, as many other manufacturers have done just that.

TESTING

With the car completed, radar tested, and the engine dyno testing complete, it was off to Revelation Raceway (in case you haven't caught on, it's like our home away from home) for some track time. I ditched the rubber kit tires in favor of some of the new Tamiya Foam Tires, since foam is pretty much the way to go in nitro racing these days. I went with a 43 shore tire in the front and a 40 shore in the rear, which is very close to the "hot setup" at Revelation. The track makes for a thorough test of a car, since the run line is deeply grooved and the variations in traction really give a car a workout.

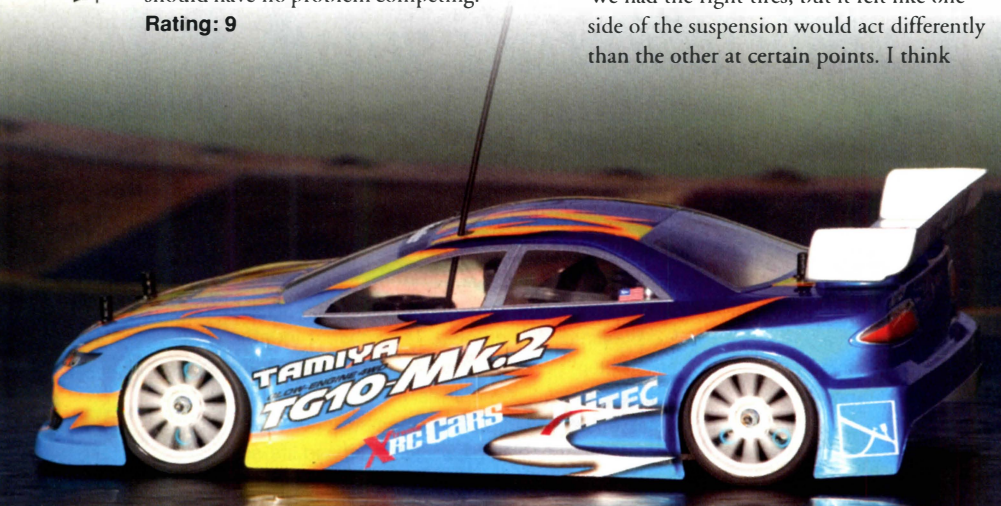
Acceleration • With a powerful engine, an excellent clutch and plenty of grip, the TG10 was like a bullet off of the line. The car was quick to reach top speed, and felt very snappy in the infield. If anything, there was more acceleration than I needed, although a quick clutch adjustment helped the car get through the infield more smoothly.
Rating: 10

Top Speed • I expected the O.S. 12TR-equipped car to really rocket around the track, and although it was fast, it didn't quite meet my expectations. We spent some time tuning the engine, leaning it out until we had it shifting correctly down the straightaway, and it did pick up a bit. In the end, though, it still felt a tiny bit lacking compared to some other nitro sedans that I've driven. Even so, in this configuration it should have no problem competing.
Rating: 9

Braking • If there was any one thing that really stood out on the TG10-Mk.2, it was its braking performance. This is about as good as I have ever felt the brakes on a nitro car. Not only was it adept at straight-line braking, I could dive into corners with plenty of braking, and the car held its line. I'm not sure if the car's dual brake discs played a large role in this, or the excellent weight balance of the chassis, but whatever it was, it made driving a blast. Nothing's more fun that getting that heel-toe feel out of your RC car on the track!
Rating: 10

Low-Speed Handling • The varying levels of traction on Revelation's heavily-used track really gave the TG10 fits. In some areas of the track, it was spot-on perfection, but on others I really had a hard time keeping the rear end of the car from sliding around. We had the right tires, but it felt like one side of the suspension would act differently than the other at certain points. I think

You and I call them foam tires, but Tamiya prefers sponge.



OUR TEST GEAR


Radio: Futaba Magnum 3PM, FUTK1868, $130


Servo(s): (St) Hitec HSC-5997TG, 35997S, $115; (Th) Hitec HSC-5996TG, 35996S, $115


Receiver: Futaba R133F, FUTL0309, inc. w/radio


Receiver Pack: Trinity Nitro Power, 5308, $21


Engine: O.S. 12TR(P), 11362, $130


Pipe: Tamiya TM-9, 41070, $65


Fuel: White Lightning Pro Race 20%, WTL420, $12


Tires: Tamiya Foam Tires, 5374", $22 (Pair)

Body: Protoform Mazda 6, 1466-00, $22

CONNECT

FRANK'S BODIES	**web:** www.franksbodies.com
FUTABA	**ph:** 217.398.0007 **web:** www.futaba-rc.com
HITEC	**ph:** 858.748.6948 **web:** www.hitecrcd.com
O.S. ENGINES	**ph:** 217.398.8970 **web:** www.osengines.com
PROTOFORM	**ph:** 951.849.9781 **web:** www.prolineracing.com
TAMIYA	**ph:** 800.826.4922 **web:** www.tamiyausa.com
TRINITY	**ph:** 732.365.1600 **web:** www.teamtrinity.com
WHITE LIGHTNING	**ph:** 877.504.0233 **web:** www.whitelightningrc.com

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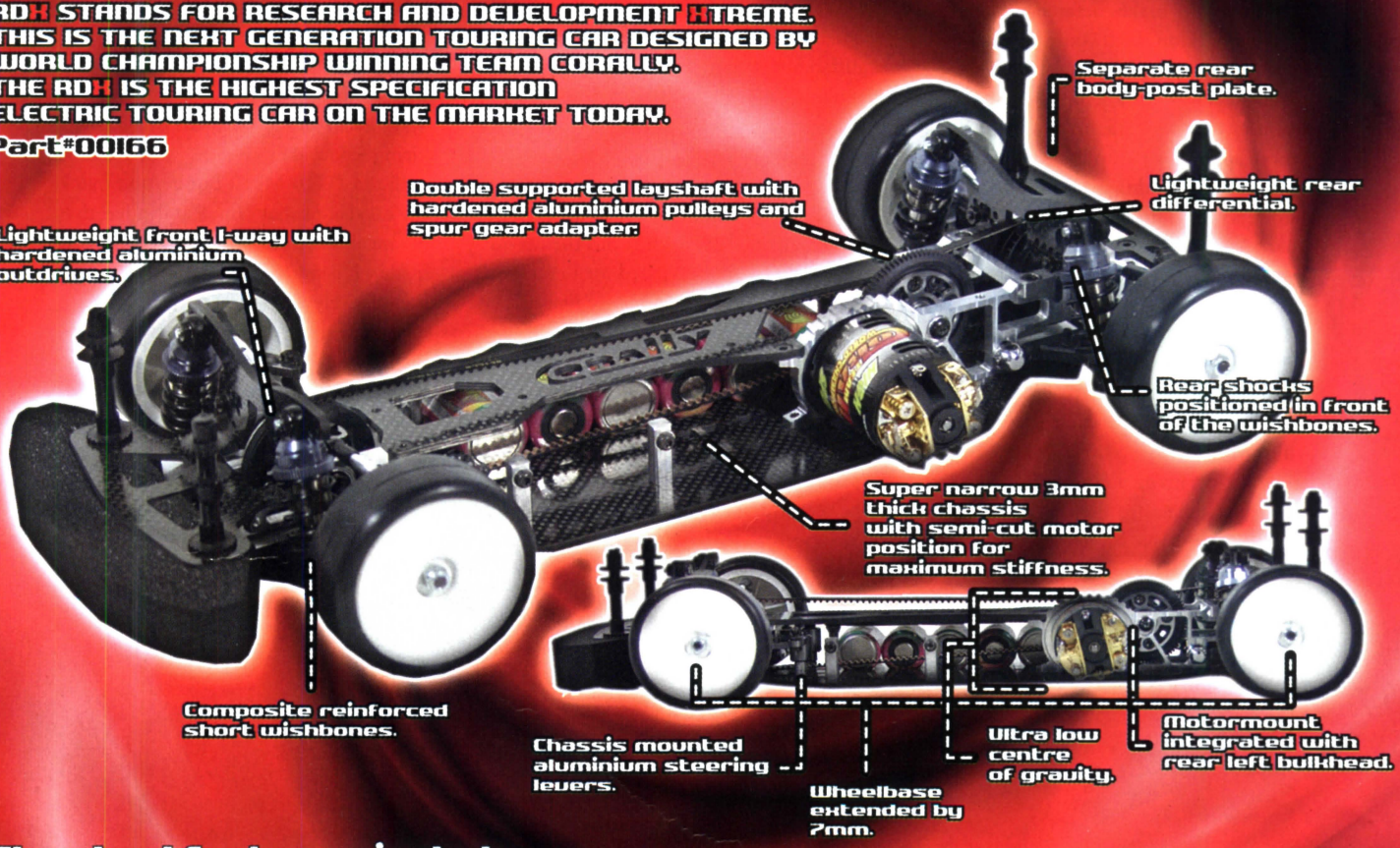
Part#00166



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● Full graphite chassis parts ● Precision Ball Bearings throughout ● Coral-aluminium bulkheads, motormount, rear uprights, caster blocks, differential, servoposts, batteryposts and turnbuckles ● Lightweight MIP CVDTM driveshafts with replaceable blades ● Biggest possible pulleys for ultra low friction ● Aluminium shocks ● Play -free clamp-on aluminium hexagons ● 4 identical wishbones ● Cut-outs in chassis for ultra low centre of gravity balancing weights ● Complete with sway-bars ● Fully adjustable by using unique couplers on the wishbones: Front and rear toe / Kick-up and anti-dive / Up travel (droop settings) / Roll-centre ● Wheelbase: 262 - 265mm ● Width: 188-190mm ● Rolling chassis weight: 670 Gram

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Ploegstraat 49
3319 LG Dordrecht
Holland
Fax: 0031 (0)78 6212689
team@corrally.com

Please visit

www.corally.com / www.corallyusa.com

for more info

Corally USA
1480 State Road 436
Casselberry, FL 32707
Phone: 407.681.5905
Fax: 407.681.5906
sales@corallyusa.com

that a stiffer rear swaybar could have really helped to even things out. I had no problem getting plenty of turn-in steering in the infield, although the car tended to push a little bit coming out of corners. Overall, the car was plenty capable, but needed a little bit of tuning to suit the track.
Rating: 8

High-Speed Handling • I was very pleased with the TG10's stability at higher speeds, which let me really grab a hold of the throttle on the straightaway. Coming off of the straight was a different story though, as the car had trouble carrying speed through the sweeper. There was so much push in the car that it would drift all the way into the outside wall if I wasn't careful, which left me either coasting through the sweeper or slamming the brakes beforehand and then getting back on the throttle. Given how well the car handled most of the time, I knew this was just a setup issue, and with a little tweaking I was able to drive much more aggressively through that section of the track. If anything, I think that Tamiya's stock setup could use a little work; the car has all the tools, you just have to know how to use them!
Rating: 9

***Rough-Track* Handling** • There aren't too many rough areas at Revelation—at least not on their on-road track!—so the TG10 didn't get too much of a test here. I did ride the car up on a few corners, and the suspension handled them well for the most part. If there were bumpy areas that I wasn't aware of, the fact that I wasn't aware of them pretty much says it all.
Rating: 9

Tuning • Although cars with pivot ball suspensions can be a pain to maintain at times, they do allow you to make just about any adjustment without adding or replacing any parts. The TG10 comes with a single rear swaybar, so if you want to change that or add one to the front, you'll need to visit a hobby shop. The transmission and clutch are both easily adjustable, and everything else that you'd expect from a competition sedan is there. I don't think that anybody will find the TG10-MK.2's adjustments lacking.
Rating: 9

Damage • To tell you the truth, this is usually a pretty subjective category. Some cars we tear to bits, and others we have no problems with whatsoever, and that isn't always indicative of their true durability. There's a reason that everybody has a different opinion of what is and isn't durable. This time, though, I can say something pretty definitive: we gave this car a couple of absolutely devastating hits against a solid retaining wall, and not only did nothing break, the pivot balls even held their settings. When I first put the car on the track, I wasn't prepared for Revelation's traction oddities, and after the first corner I sent it full bore into a wall. We all cringed and thought we were in for a long drive to Tamiya for parts, but the car kept on kicking. Later on, Collin took the wheel and found out the hard way that I wasn't joking about the traction, executing a perfect triple-lutz coming off of the sweeper. No damage! As they say in Dublin, brilliant!
Rating: 10

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Competition quality on all levels
- Includes Centax-style clutch
- Easy to build and maintain
- Awesome braking

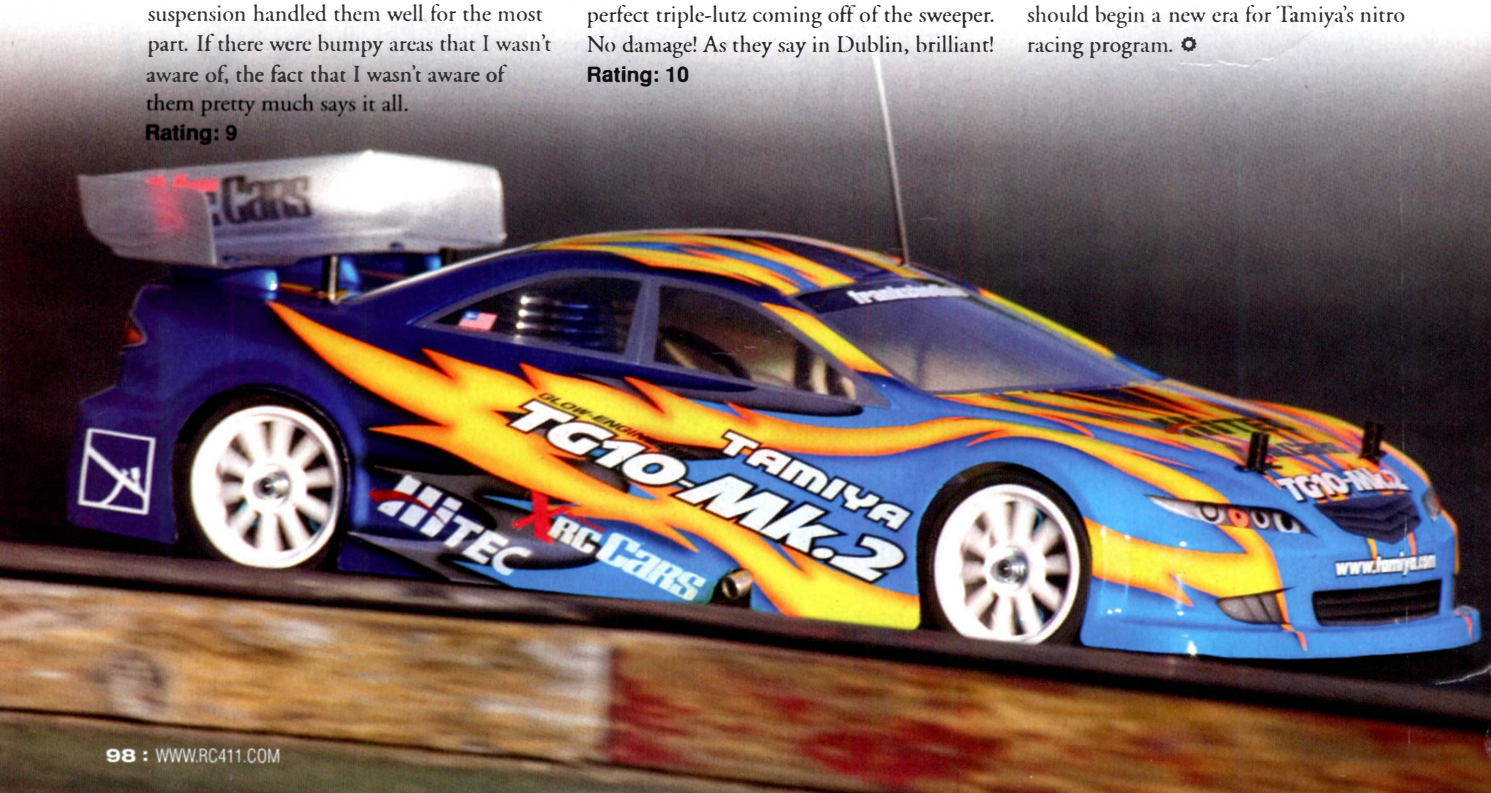
MISSES

- Lack of a radio box leaves gear unprotected
- Not much tuning information in instructions

Conclusion

If Tamiya's only goal was to *deliver* a car that looked and felt the part of a full-blown racing sedan, they certainly came through with the TG10-Mk.2. But beyond that, the car retains that same Tamiya feel that we are all so familiar with, and the parts quality is superb. Don't get me wrong: this is a relatively new platform, and it will take some time for people to figure out the intricacies of the car's handling and to get it performing at the same consistent level as some of the other high-end competition sedans. But with that said, there's nothing standing in its way, and the TG10-Mk.2 should begin a new era for Tamiya's nitro racing program. ✪

Where are all the Pro-Line decals? Doh!



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- Delta quality graphite and special CNC aluminum throughout the car

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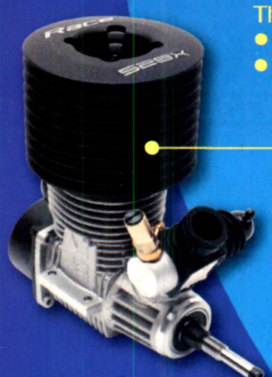
- Positive and responsive steering
- Extremely planted rear traction



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- Ready to bolt into those Monster Trucks



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- 8 Port design
- Long stroke
- Dust protected O-ring
- 6 screw head for better seating
- Knife edged conrod
- 14mm crank shaft
- Turbo plug for off-road





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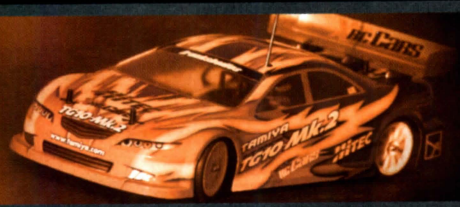
Tamiya TG10-Mk.2





• 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN • 1/10-SCALE NITRO SEDAN •

The Centax-style clutch and two-speed transmission work exceptionally well.

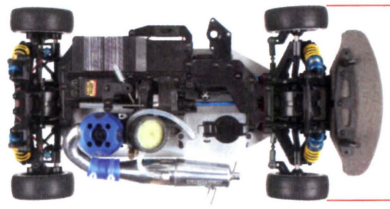
CONNECT:

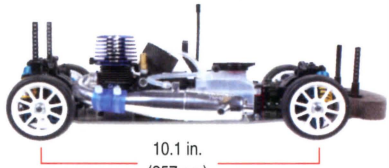
MANUFACTURER: Tamiya
PHONE: 800.826.4922
WEB: www.tamiyausa.com

VEHICLE INFO

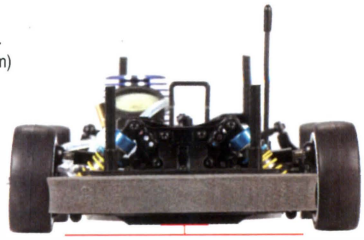
VEHICLE:	TG10-Mk.2
SCALE:	1/10
TYPE:	Nitro Sedan
PART #:	44042
STREET PRICE:	$350
PRICE AS TESTED:	$1,004 (including all items used for testing
BUILD TIME:	6 hours
EXPERIENCE LEVEL:	Intermediate

DIMENSIONS





WEIGHT w/o FUEL: 3 lbs., 9 oz. (1,616 g)



TECHNICAL INFO

CHASSIS

TYPE:	Countersunk plate
THICKNESS:	3mm
MATERIAL:	Aluminum
FUEL TANK CAPACITY:	75cc

SUSPENSION

TYPE:	Pivot ball front and rear
TURNBUCKLES:	Steel
STEERING:	Rack
SWAYBARS:	Included rear, no front

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	40 wt. oil
PISTONS:	3-hole
SPRINGS:	Yellow

DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	Gear
DIFF FLUID:	Silicone oil
AXLE TYPE	Dogbones
TRANSMISSION:	2-speed
SPUR GEAR MATERIAL:	Composite
CLUTCH:	Centax
BEARINGS:	Metal-shielded

GEARING

	1st	2nd
CLUTCH/SPUR:	20/54	24/50
GEAR RATIOS:		
PRIMARY:	2.70:1	2.08:1
INTERNAL:	2.53:1	
FINAL:	6.83:1	5.26:1

BODY, TIRES, WHEELS

BODY:	Not included
TIRES (F/R):	Tamiya Medium-Narrow Slicks
DIAMETER/ WIDTH:	2.4 in. x 0.9 in. (62mm x 24mm)
HEX SIZE:	12mm
WHEELS:	Tamiya Spoke

ITEMS NEEDED

Radio transmitter, receiver, steering servo, throttle servo, receiver battery, battery charger, engine, pipe, manifold, fuel, glow plug, glow igniter, body, paint, tire glue.

MAIN COMPETITION

Associated FT Nitro TC3, Kyosho Vone-RRR, HPI R40, Mugen MTX-3, Serpent 710, Yokomo GT-4W

WHO IT'S FOR

Nitro sedan racers, Tamiya fans



POWERPLANT INFO

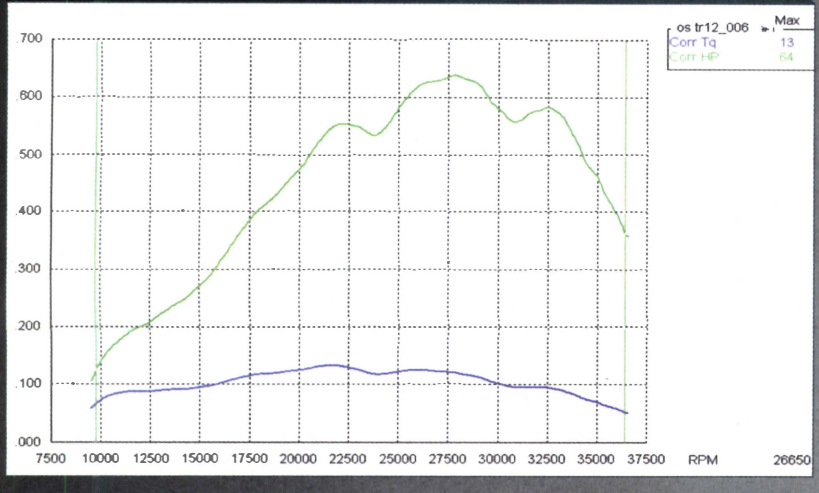
The O.S. 12TR has been a staple of on-road nitro racing for some time now, and can be found at just about any track around the country. O.S. engines are known for their reliability and ease of tuning, and our test engine was no different. The 12TR is fully ROAR-legal, features either a slide or rotary carburetor and a rear exhaust port, and is available with either a threaded or pilot output shaft. We matched it with Tamiya's new TM-9 Race-Tuned Muffler & Manifold Set, and we were ready to hit the track. The 12TR performed well, and although ours seemed just slightly lacking compared to other 12TRs we have raced, it was enough to make the car very competitive.





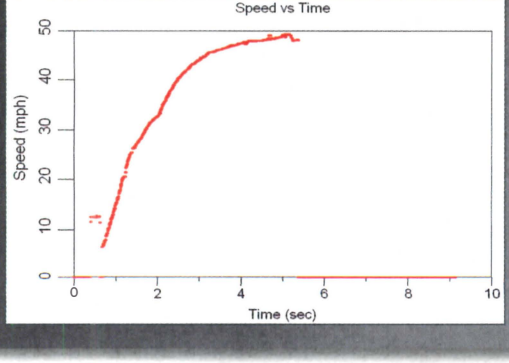
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	1.83 sec. @ 36.7 mph
TOP SPEED:	48.5 mph @ 190.7 ft.
AVERAGE RUNTIME:	6 minutes

ENGINE DATA

ENGINE:	O.S. 12TR (P)
BORE x STROKE:	0.551 in. x 0.539 in. (14mm x 14mm)
DISPLACEMENT:	0.129 in.³ (2.11cc)
FUEL:	White Lightning Pro Race 20%
PIPE:	Tamiya TM-9
PLUG:	O.S. P7
PEAK HP*:	.65 hp @ 30,000 rpm
PEAK TQ*:	25 in.-oz. @ 23,250 rpm
PEAK RPM*:	39,350 rpm

*Results as tested.

NEEDLE SETTINGS

HIGH:	2 1/4
LOW:	3 1/4
MID:	4
OPERATING TEMP.:	235° F

You can't go wrong with the 12TR in any competition sedan.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	70° F / 80%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Asphalt

HANDLING

TURNING RADIUS:	2 ft., 9 in.
ON POWER:	Neutral
OFF POWER:	Slight Oversteer

BRAKING

CONTROL:	Excellent
FADE:	None
OVERALL BRAKING:	Excellent

OPTIONAL PARTS


PD1864


PD1846


PD1847


PD1995


PD1861


PD1856


PD1855


PD1845


AD2523-R


PD1841


PD1840


PD1857

THEY SAID IT COULDN'T BE DONE





Richard
Saxton
Pro Driver



Thunder Tiger



TTR S3



Thunder Tiger proudly presents you the new S3

- A7075-T6 front/rear shock tower and steering slider
- Front A-arm with adjustable Pillow-Ball suspension
- AB (Anti-Bumping) shocks with 3.5mm shafts provide various damping and rebounding
- Ultra long, light weight suspension arms
- Fuel tank with dual fuel pick up
- Small transmission bulkheads with gasket
- Front shocks are protected behind the shock tower and mounted through the upper A-arm
- Graphite front brace, radio tray and center diff top plate
- Unique Delta-Box machined hardened chassis provides more rigidity than a conventional stamped chassis
- Heavy duty CVD universal drive trains (Front/Center/Rear)
- Enclosed radio box protects receiver and batteries from any foreign elements
- Laid down steering servo for low center of gravity
- Complete set of rubber-sealed ball bearings
- Fully adjustable Toe, Caster and Ackerman
- Captured hinge pins no E CLIPS needed, also prevents bound up suspension components

Distributed in the United States by Ace Hobby Distributors, Inc. for a dealer near you, call (800) 322-7121 or visit us at www.acehobby.com
Distributed in Canada by Hobby Craft, 140 Applewood Crescent, Concord Ontario L4K 4E2. Phone: 905-738-6556

Calandra Racing Concepts

New Racing Carpet

CRC Fasttrak comes in 6 foot and 12 foot widths. The 6' carpet is perfect for Mini-Z/T and Micro Racing. CRC Mini Fasttrak ships economically via UPS! The 12' carpet is available in 80', 100' and 160' rolls. Durable, high grip and low maintenance racing surface for your club or store. The carpet choice of the U.S. Indoor Champs, January Jam and the ROAR Nationals!

CRC FasTTrak

Losi Mini-T Option Parts

4700 - Mini-T Alum Front Pivot mount-Red
4701 - Mini-T Alum Rear pivot mount - Red
4702 - Mini-T Alum Steer Block w/titan axle
4703 - Mini-T Alum Front C-Hub
4704 - Mini-T Alum Rear Uprights - Red
4706 - Mini-T Titanium turnbuckle+ball cup
4707 - Mini-T Alum Front Shock Tower-Red
4710 - Mini-T Alum Front Oil Filled Shocks
4715 - Mini-T Alum Rear Oil Filled Shocks
4720 - Mini-T Bearing set-wheels+axle-8

Team CRC high-quality Mini-T Option Parts! High Performance with Great Prices!



Oil filled shocks with oil, hardware and extra springs

New - #4711 - Lower Shock Mount Eyelets for 4710 + 4715 (1 pr.)

New 1/12th Road Body!

Team CRC's new Courage C60 Evo3

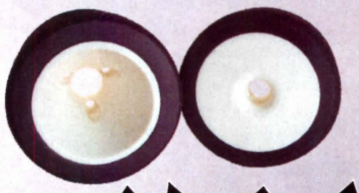
Low, light, lean + mean!



ROAR, EFRA and IFMAR Legal

#4160 - 1/12th Courage C60 Evo3 lightweight polycarbonate body

The Finest 12th Scale Tires



Available in all the high quality, long wear, high grip exotic compounds!

Purple, Grey, Pink, White, Black, Magenta, Green, Blue, Plaid/ Purple-Orange

CRC tires WIN!

'03 US Indoor Champs 1 + 2 (Blackstock + Dayger)
'03 ROAR Nationals 1 + 2 (Gerber + Pulfur)
'03 January Jam T.Q. + 1st (Dayger + M. Calandra)

New CRC 1/12th Cars for 2005

2003 US Triple Crown Champion, U.S Indoor + ROAR National Champ

CRC "T-Fource"



CRC Team Cars Feature

* Large "D" ring Diffs, graphite axle.
* 100% Pure Graphite components.
* No tape battery retention systems.
* Dual Red Aluminum Lowered Pods.
* CRC's Super-strong white wheels w/ exotic racing foam mounted tires.
* Universal Servo mnt, no drilling!
* Red Anodized Alum Damper Tubes!
* Full Ball Bearings

"Bloody Knife" 3.2 R

#1304 Version 3.2R Features Making the Best even Better!

* *New thicker + stiffer chassis and bottom plate*
* *New narrowed chassis design, w/ smaller cut-outs*
* *New rear diff hub, stronger + lighter - 7075-T6*
* *New improved Big-Foot battery anchors*
* *New improved damper tubes*
* *New 0, 5, 10, caster blocks*
* *Triple Crown Champion*



Complete Full Kit

* *Adjustable battery position*
* *New 0, 5, 10 degree caster blocks*
* *NO TAPE! - Graphite battery retainers!*
* *Dual Red Aluminum lowered axle pods*
* *Triple Crown Modified Champion*
* *CRC's Uni-tune Dual Tube + Spring Suspension*
* *Full Rolling kit with tires now available*

1312 - Team Red T-Fource Full Kit - $225
****NEW *** 1353 - Thick, Stiff, T-Fource Optional Chassis - $49.99*
1326 - T-Fource Chassis Conversion (chassis, cross plate) - $64.99
1327 - T-Fource Full Conversion-For Asc 12L3,4 - All you need! Only $89.99

Carpet Knife

Calandra Racing Concepts, Inc. - 6785 Martin Street - Rome, NY 13440 - Tel+Fax 315-338-0867 - info@teamcrc.com

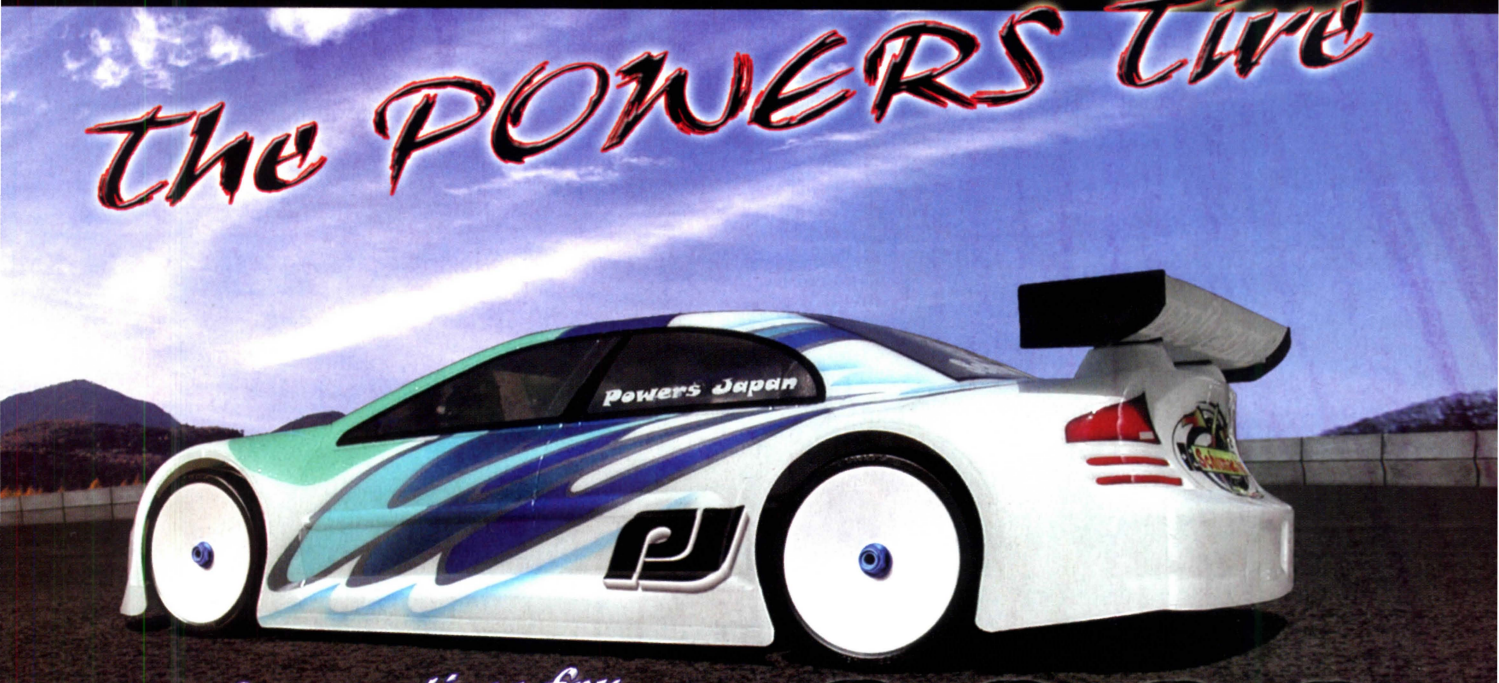
WWW.TEAMCRC.COM

Since rubber tires were introduced in the R/C market we have heard of so many reputations for different tires that are produced one after another. We have researched and tested many tires, yet we have never been satisfied with any of those tires.



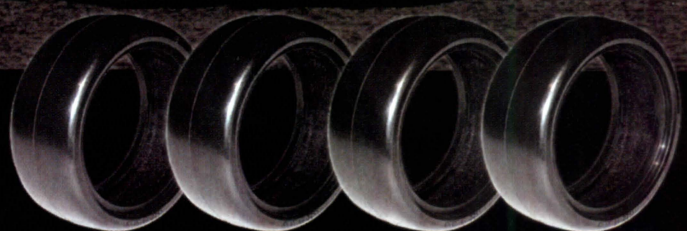
Finally Powers has resolved to release a new touring car tire system on its own which would become the global standard. Users all over the world get satisfied with performance in all aspects required in R/C touring car races.

the POWERS tire

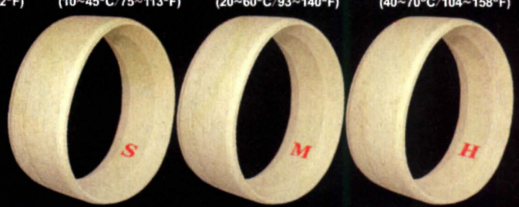


The reference tires for a new global standard !

Powers Tire System is well balanced system which makes a good combination of tires, molded inserts and dish wheels. We have developed the system on the basis of our R&D as to be a reference of the world standard for R/C car market. When the selection of the tires, molded inserts & wheels is carefully made for each race track it optimizes durability, promises good cornering characteristics, straight drivability, appropriate stopping characteristics and provides strong grip & stability. As it is compared to previously known conventional tire sets, all characteristics of the Powers Tire System would be better balanced for any race track at a higher level of standard.



Surface temp.	PJ-22 (0~25°C/57~102°F)	PJ-27 (10~45°C/75~113°F)	PJ-30 (20~60°C/93~140°F)	PJ-35 (40~70°C/104~158°F)



Soft (S) Medium (M) Hard (H)



Orange Black White

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★ *Powers Slick Tire*
Highly pure blended compound & well balanced inner mesh: The tires give an exquisite touch to driving performance.
Hardness: 22:27:30:35

★ *Racing Molded Iinsert*
High density and consistency: The ivory molded inserts give a sure stability in driving characteristics.
Hardness: Soft (S): Medium (M): Hard (H)

★ *Racing Dish Wheel*
True circle & heavy duty design: The wheel holds up the best performance till the end of any given hard race.
Available Color: Orange, Black, White

★ *Powers QG (CA Superglue for R/C models)*
Low-viscosity formula and high-strength adhesiveness. It ensures perfect gluing for fitting plastic wheels into tires.
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Duratrax MINI QUAKE

Words: Jason Yu ■ **Photos:** Jason Yu

Admit it, as tired as you are of seeing monster trucks, they are terribly fun to drive. Unfortunately, just about all of them are too big to take with you wherever you want to go. Last I checked, most of us couldn't exactly fire up the ol' T-Maxx in the living room and expect to run around without drawing any unwanted attention (or breaking any furniture). But there is a solution to this dilemma: Duratrax has a new 1/18-scale electric 4WD monster truck that is not only capable of running over stuff, but handles excruciatingly well. Sure, it's not nitro, but don't judge this book by its cover.

A mini quake here is a 3.0.



It looks like a big quake from here!

Duratrax MINI QUAKE



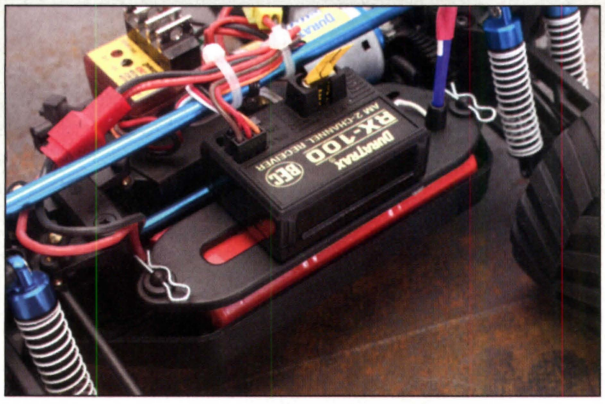
• 1/18-SCALE MINI MONSTER TRUCK • 1/18-SCALE MINI MONSTER TRUCK • 1/18-SCALE MINI MONSTER TRUCK •

Isn't this mini monster faster than the full-sized Duratrax truck elsewhere in this issue?

VEHICLE FEATURES

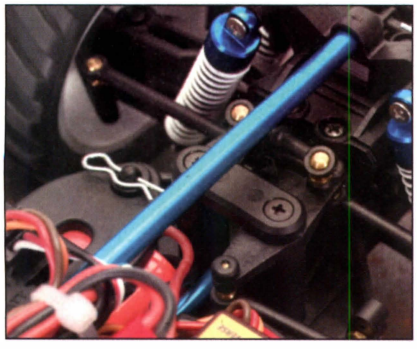
TUB CHASSIS

Unlike many of the mini cars out today, the Mini Quake is far from a toy. The plastic tub chassis is solid and plenty sturdy for the application. The servo, speed control, and motor sit to one side of the chassis while the battery pack and receiver rest on the other.





ALUMINUM BRACE



To eliminate any flex from the Mini Quake's chassis, a solid aluminum bar runs above the chassis directly over the drive shaft, connecting the front and rear shock towers. Although the brace looks as though it was an afterthought in the design of the truck, it proves effective nonetheless. Chassis flex is significantly reduced, and the bar adds overall rigidity to the truck's platform.

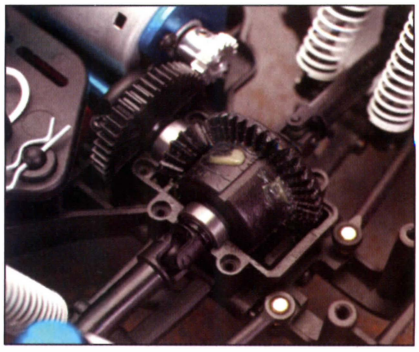
ULTRA SMOOTH SUSPENSION

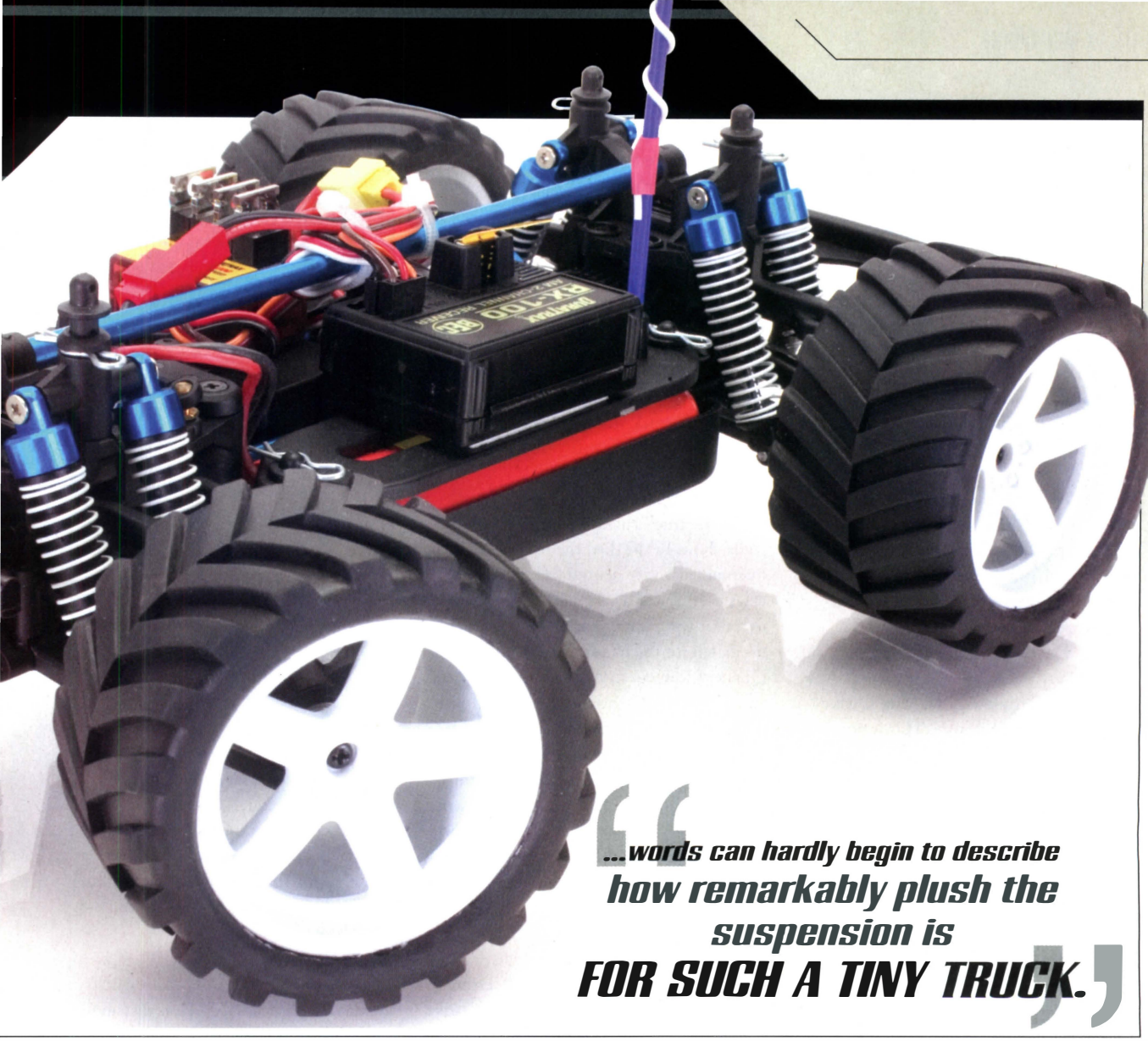
Eight shocks (that's right, count 'em) surround the corners of the truck, leaving it in pure damping bliss. And words can hardly begin to describe how remarkably plush the suspension is for such a tiny truck. Pivot balls are used to join the hubs to the upper and lower suspension arms, which help it rotate freely. Other than shock angles and damping, no adjustments can be made to the suspension in its stock form, which is just fine for screwing around and having fun. But Duratrax understands everybody's insatiable need to upgrade, and option parts are already available to soup up this mini monster.



BEVEL GEAR DIFFS

Below the shock towers and underneath the diff covers hide a set of bevel gear differentials. A closer look at them reveals almost no differences between the diffs on the Mini Quake and those of a larger monster truck. Various viscosities of grease can also be used to fine-tune the amount of slip in the differentials.

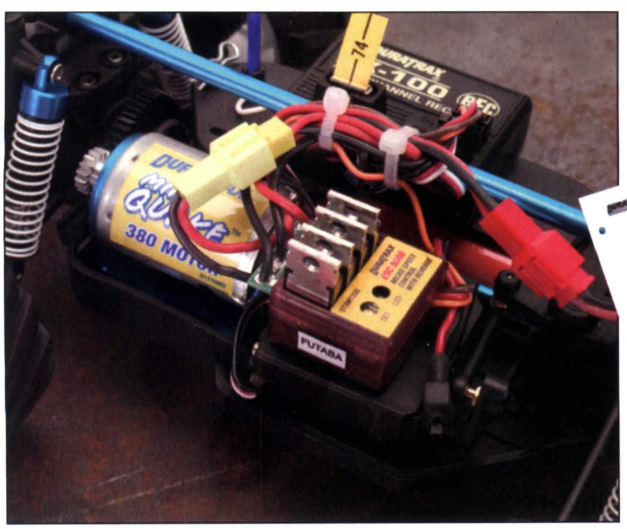




"...words can hardly begin to describe how remarkably plush the suspension is FOR SUCH A TINY TRUCK."

RTR ELECTRONICS

The Mini Quake comes as a RTR model, which means you're getting all the goods to make it go. This includes a radio, receiver, servo, electronic speed control, and motor, which is all pretty standard for an electric RTR kit. But as an added bonus, you get a 600mAh battery pack, eight "AA" batteries, and a charger. It takes about 3 hours for the pack to be fully charged, which is about equivalent to waiting for my girlfriend to get ready to go out. If you have a peak charger, go for it. Otherwise, throw in a movie and kick back.



INSTRUCTIONS

Just about everything you'd ever need to know about the truck can be found in the instruction manual. A step-by-step assembly guide and a detailed explosion of the truck are both included, as well as a parts list.



TESTING

Our test truck was run just about everywhere we could take it. You name it, we've run it: dirt, sand, asphalt, concrete, carpet, hard wood floors, tiles, everything! Throughout testing, one thing stayed consistent: the truck was an absolute blast to drive.

Acceleration • The initial pick up could have used a little more grunt. But once the truck got going, it wasn't too bad. Climbing was a bit of a challenge for the Mini Quake, but it would eventually make its way up most steep hills. A smaller pinion or larger spur gear would definitely help here.
Rating: 7

Top Speed • The Mini Quake boasts an impressive top speed when given the chance to open up. Our radar measured over 20 mph coming out of the little monster. That's faster than a lot of stock RTR kits that are twice its size!
Rating: 9

Braking • Unfortunately, the Mini Quake lacks a real braking feature. This is not necessarily a fault of the truck, but rather the speed control. It comes with a forward/reverse ESC that doesn't really give up the reverse feature when you reach for the brakes. It's great for driving in confined areas and playing around, but from high speeds, the truck goes into full reverse if the trigger is held too long. To slow this mini monster, tap the "brakes" carefully or suffer the consequences.
Rating: 7

Low-Speed Handling • The stock suspension is ideal for low-speed cornering. It hugs the turns like a Ferrari and reacts like a fly. Powering out of a turn can easily cause the rear end to step out on loose surfaces, but on high-bite surfaces such as carpet or asphalt, the truck will just take off.
Rating: 9

High-Speed Handling • High speeds are where the truck's handling characteristics really show. In the dirt, the truck maintained a very neutral feel. In some cases it exhibited a very slight push, but overall it was pretty neutral. Corners were no match for the handling of the Mini Quake. It can cut into apexes like they are going out of style and can easily hang with many 1/10-scale RTR trucks. But do the same on asphalt, and the Mini Quake often found itself traction rolling to an abrupt stop. This really isn't a big deal, in the sense that virtually all monster trucks experience something similar. Either slow down, or put in a little time tuning it, and the truck will be just fine.
Rating: 8

Rough-Track Handling • Don't underestimate this truck based on its size; the Mini Quake can handle ruts twice its size. Although it has a tendency to fall in the larger ones, it still has enough grunt to power out of them all. Smaller bumps are no threat to the truck either, as the suspension soaks everything up. But look for the big ones for more fun.
Rating: 9

Jumping • Jumping is one of this truck's greatest attributes, as it'll clear just about

RTR GEAR



Radio: Duratrax



Servo(s): Duratrax SX-100



Receiver: Duratrax RX-100



Battery: Duratrax 600mAh



ESC: Duratrax ESC 5000



Motor: Duratrax Mini Quake 380

CONNECT

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- > Race Tuned, Performance Suspension
- > Adjustable Slipper Clutch Assembly
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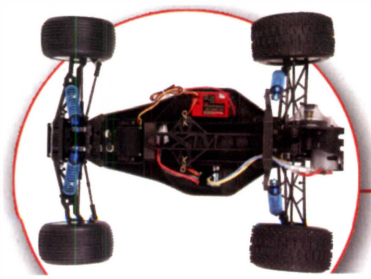
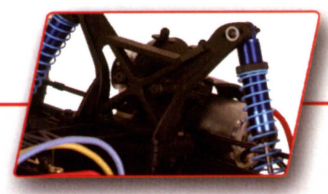
XTM Racing

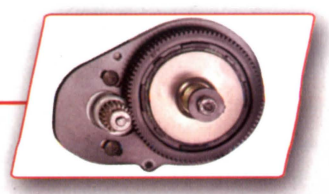
A top of the line race truck in a Ready to Run package. That is what people are saying about XTM's new 1/10 Electric Stadium Truck - Electric X-Cellerator. This factory built stadium truck features all of the adjustability and fine tuning that you would find on top level racing trucks. Not only does the Electric X-Cellerator handle superbly, it also contains extremely reliable electronics . Factory installed Mtroniks Eco 20 forward / reverse electronic speed control and Hitec Aggressor radio system ensure that your driving experience is the best it could be. Look no further. The Electric X-Cellerator is the new standard for electric stadium trucks!



Reinforced Molded Composite Chassis



Fully Threaded Aluminum Shocks



Adjustable Slipper Clutch & Ball Differential

2004 by Global Hobby Distributors, 18480 Bandilier Circle, Fountain Valley, CA 92728-8610

anything you put in front of it. Landings look a bit harsh at times, but they don't seem to phase the truck whatsoever. However, there is a downside: With the instantaneous reverse input, correcting in the air can become quite tricky. Letting off seems to be the most effective method, but if situations require it, remember to tap the brakes for no more than maybe 1/8 throttle, or the Mini Quake will plant its nose firmly into the ground.
Rating: 8

Damage • Through multiple crashes and a few downright rude landings, the only damage the truck endured was a snapped outdrive shaft. Apparently the part that slides into the differential is a little thin, and the constant reverse-then-forward-to-wheelie took its toll on the poor shaft. But a quick report to Duratrax under their Stress-Tech guarantee (where any plastic part that breaks is replaced free of charge), a replacement part—along with a handful of extras—were sent and we had the truck back on its wheels.
Rating: 8

Tuning • The only thing that could possibly put a damper on the Mini Quake is its mediocre battery. With such a fun truck, run time is everything. The optional 1100mAh battery will help the runtime tremendously, but since I didn't want to wait for one to arrive, I made one of my own. With only a battery swap and few other available adjustments, the rest of the truck's settings were left alone.
Rating: 7

Conclusion

As if stadium truck guys didn't have enough of monster trucks, now the Mini-T crowd will have to answer to this one. Outright, the Mini Quake is the most fun-to-drive truck I've found. The über-smooth suspension and sharp-as-a-knife handling are beyond what I would have expected out of such a small truck. Despite the low amperage battery, the Mini Quake's appeal should be enough in itself to sway the masses, and that's before even mentioning the one-year Stress-Tech guarantee. Duratrax just may have the next big thing in their hands! ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Awesome suspension
- Excellent handling
- Addicting and fun to drive
- Backed by a one-year Stress-Tech guarantee

MISSES

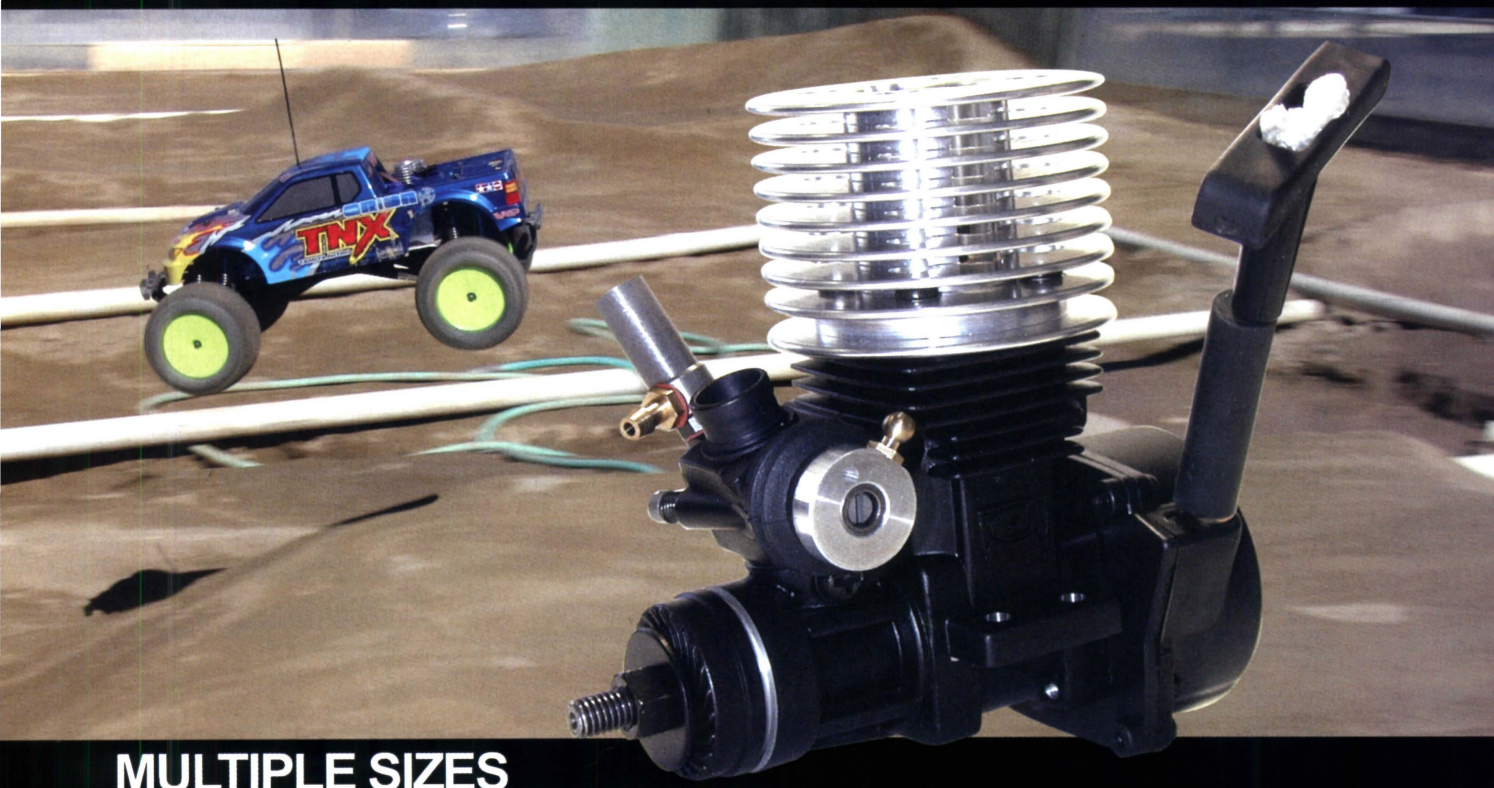
- Mediocre 600mAh battery pack
- Slightly over-geared



Jason is über-fond of peculiar language.

WASP

PERFORMANCE NITRO ENGINES



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Duratrax MINI QUAKE



• 1/18-SCALE MINI MONSTER TRUCK • 1/18-SCALE MINI MONSTER TRUCK • 1/18-SCALE MINI MONSTER TRUCK •

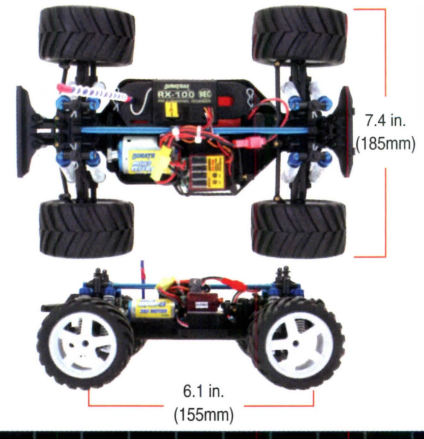
CONNECT:

MANUFACTURER: Duratrax
PHONE: 217.398.6300
WEB: www.duratrax.com

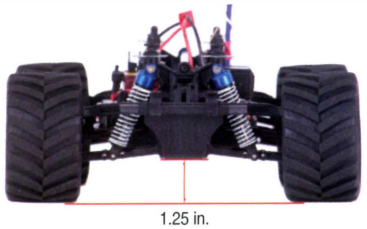
VEHICLE INFO

VEHICLE:	Mini Quake
SCALE:	1/18
TYPE:	Mini Monster Truck
PART #:	DTXD11** (** denotes frequency)
STREET PRICE:	$199
PRICE AS TESTED:	$199 (including all items used for testing
SETUP TIME:	20 minutes (excluding charge time)
EXPERIENCE LEVEL:	Novice to Expert (anyone)

DIMENSIONS



RUNNING WEIGHT:
1 lb., 9 oz. (725 g)



Aww, it's so cute!

TECHNICAL INFO

CHASSIS

TYPE:	Molded tub
THICKNESS:	2mm
MATERIAL:	Plastic

SUSPENSION

TYPE:	4-wheel independent A-arm, fixed upper arm
TURNBUCKLES:	Fixed plastic
STEERING:	Bell crank
SWAYBARS:	None

SHOCKS

BODIES:	Plastic body
DAMPING:	Oil filled coil over
PISTONS:	2-hole
SPRINGS:	White

DRIVE TRAIN

TYPE:	4WD shaft drive
DIFFERENTIAL:	Bevel gears
AXLE TYPE	Slider universals
SPUR GEAR MATERIAL:	Plastic
DIFFERENTIAL DAMPING:	Grease
BEARINGS:	Sealed ball

GEARING

PINION/SPUR:	16/45
GEAR RATIOS:	
PRIMARY:	2.80:1
INTERNAL:	2.50:1
FINAL:	7.00:1

BODY, TIRES, WHEELS

BODY:	Truck
TIRES (F/R):	Chevron-pattern
DIAMETER/ WIDTH:	2.75 in. / 1.54 in. (70mm / 39mm)
HEX SIZE:	N/A
WHEELS:	White 5 spoke

ITEMS NEEDED

A playing field.

MAIN COMPETITION

Associated RC18T, Losi Mini-T, Trinity Itsy Bitsy Spider

WHO IT'S FOR

Everyone

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	70° F / 20%
BAROMETRIC PRESSURE:	30.01 in.
ALTITUDE:	652 ft.
TRACK TYPE:	Various

HANDLING

TURNING RADIUS:	2 ft., 4 in.
ON POWER:	Neutral
OFF POWER:	Slight Oversteer

BRAKING

CONTROL:	Fair
FADE:	N/A
OVERALL BRAKING:	Fair

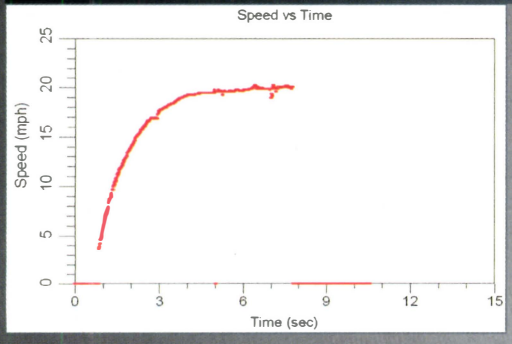
POWERPLANT INFO

The 380-size motor that Duratrax includes with the Mini Quake may be small, but it provides a surprising amount of power for the little truck, and gets a decent amount of run time. It is too small for our dyno so we couldn't get any hard data, but no one should really need to see dyno numbers to know that this motor will power the Mini Quake to plenty of good times. It can drive the truck up small hills, through grass, and carry it to a top speed of over 20 MPH. It was even able to clear the large jumps on Revelation's track! We ran battery after battery through the motor, and it never overheated or lost any power. What more can you ask for?



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	2.92 sec. @ 14.5 mph
TOP SPEED:	20.1 mph @ 124 ft.
AVERAGE RUNTIME:	9 minutes

MOTOR DATA

MOTOR:	Duratrax 380
WIND:	N/A
MAX POWER*:	N/A
MAX TORQUE*:	N/A
PEAK RPM*:	N/A

*Results as tested.

MOTOR SETTINGS

TIMING:	Factory set
BRUSHES:	Kit
BEARINGS/ BUSHINGS:	Bushing

Apparently it took Jason 3 hours to get it ready, but the average novice should have it running much sooner.





C NITRO 4-TEC NITRO 4-TEC NI



60+MPH 60+MPH 60+MPH 60+MPH 6

SUPERCAR

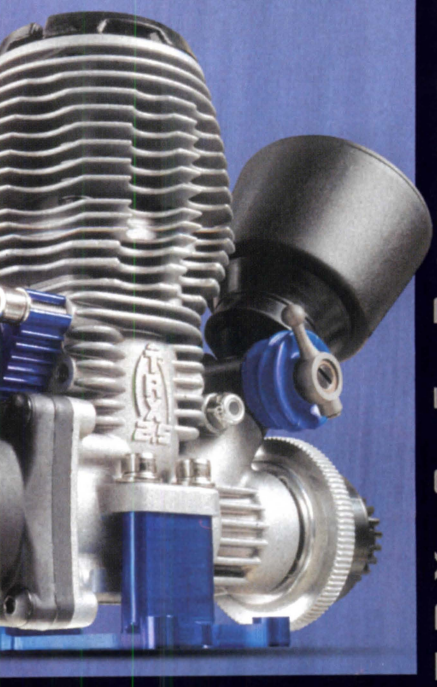


MAKE NITRO 4-TEC YOUR OWN CREATION

Nitro 4-Tec accepts standard aftermarket 200mm touring car bodies.

Nitro 4-Tec shown with 200mm Pro-Line® Corvette (#3177-78) and PROTOform™ Cadillac CTS-V R (#1475-00) sold separately.

NITRO 4-TEC™



TRX 2.5 RACING ENGINE

Nitro 4-Tec has all the ingredients of a world-class supercar; advanced engine design, unmatched power, insane top speed, and incredible styling. It's worthy of your lust for foot-to-the-floor speed and performance. At 60+mph out of the box, the Ready-To-Race® Nitro 4-Tec is nearly twice as fast as its competitors. Nitro 4-Tec is equipped with an adjustable 2-speed transmission, full ball bearings, 3-belt drive system, disc brake, and pre-glued tires on 2.0 mesh tuner wheels. The 2.5mm blue-anodized aluminum chassis is fully countersunk on the bottom, including the special engine mounting screws. The installed TRX 2.5 Racing Engine™ features a tuned pipe and the push-button starting convenience of the Traxxas EZ-Start.™ The sophisticated, fully adjustable suspension uses oil-filled Ultra Shocks™ and bellcrank steering for precise control. The center-mounted fuel tank keeps the weight balance consistent as the fuel level changes. Nitro 4-Tec is an adrenaline-charged performance rush like no other. It's easy to own with its Traxxas-tough™ durability, the exclusive Lifetime Engine Replacement Plan,™ and unmatched Traxxas support. Get it at your local hobby dealer!

TRAXXAS

WHERE POWER MEETS TECHNOLOGY™

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EVERYTHING YOU NEED TO KNOW ABOUT HARDWARE

Get to know the hard stuff.

By: Mike Velez



Getting involved in RC racing introduces you to a number of interesting fields, including suspension dynamics, electronics, 2-stroke engines, general physics, materials science, and the list goes on. Being involved in RC was a great help in getting through high school and countless science classes. One area that I've become a self-proclaimed expert in is "hardware." Knowing what type of screw to use with which type of washer can be a huge advantage in the pits and on the track. In this article I'm going to share with you every imaginable aspect of RC hardware.

"Which one's Trudi? The one with all the s**t in her face?"

SCREWS

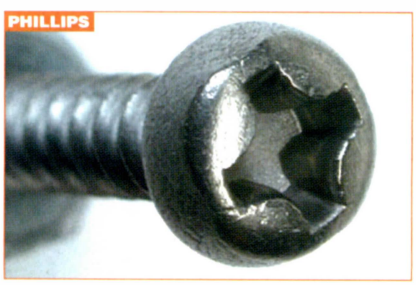
SOCKETS

Beyond their threads, the screws used in RC can be further divided by the type of socket used to turn the screw. There are three basic categories.

PHILLIPS • Phillips screws are popular among Asian manufacturers, but can be found just about anywhere. Phillips sockets come in various sizes, but most of those found in RC use a #2 driver. You can put a lot of torque on a screw when using the correct size driver for its socket, but be careful not to angle the driver and the screw head too steeply or you'll risk stripping the socket. At the first sign that a screw is beginning to strip, you should replace it.

ALLEN OR HEX • Allen socket screws have a six-sided hexagonal socket, and are driven in using an Allen wrench (also known as a hex driver). Allen screws are commonly found on American kits from companies like Associated and Losi, as well as on competition kits from Yokomo, Mugen, and others. Allen screws work great, as long as you use the proper size of driver for the socket. The drivers come in both standard and metric sizes, so although a driver may appear to fit in a socket, it's always a good idea to make sure you are using the right size to prevent the socket from stripping. Some Allen wrenches have a round head that allows the tool to be inserted at up to a 45° angle, which makes Allen screws great for use in hard-to-reach places.

TORX • Torx screws are less common than Phillips and Allen screws, but are still in widespread use in RC. A Torx screw is easy to distinguish by the multi-point star-shaped pattern in its socket. There are various sizes of Torx sockets, but the only one used commonly in RC is a Torx #10. The companies who do use Torx screws—most notably Schumacher and Corally—typically include a free driver in each of their kits, although Torx drivers are also available at just about any hardware store.







THREADS

The various screws used in RC can be divided into two basic categories, depending on their thread type.



SELF-TAPPING • Self-tapping screws are designed to be used where no tapping (pre-threading) is present. Tapping can be thought of as the reverse threads that a screw will be mated with. Self-tapping screws have longer threads relative to their diameter, and the gap between threads is greater. These two properties mean that a screw can actually cut a thread into the material that it's being driven into, rather than just making the hole wider.



MACHINE • Machine screws have a thread pattern that's engineered to mate with a hole that is already tapped (threaded). Machine screws have short threads relative to the screw's diameter. Machine screws can tap their own threads when necessary, but only if they're being screwed into a plastic object that can deform just enough for them to fit, like a chassis or suspension arm. But for the best result, the hole should be tapped with the appropriate thread size beforehand.

HEADS

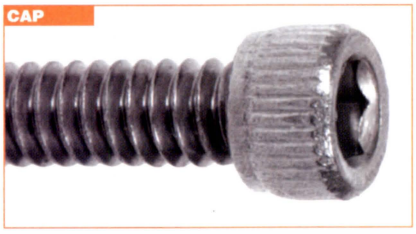
Any kind of screw can be found in a variety of head types, be it a Phillips, Allen or Torx socket, and regardless of whether it is self-tapping or uses machine threads.

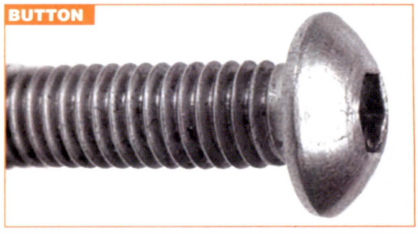
COUNTERSUNK • A countersunk screw (also known *as a flat-head screw*) has a tapered head that anchors flush with a surface when mated with a countersunk hole. In RC, these screws are often used on the underside of a chassis. Because of their tapered design, the shoulder of the screw has a lot of surface area, which means that countersunk screws make a tight, firm connection that's less likely to come loose than most other screws.

CAP • Cap-head screws are commonly found with an Allen socket. These screws have a deep head that allows the Allen wrench to get a large amount of contact area with the socket. These screws have a narrow shoulder and are often used with a washer to help spread the mechanical load.

BUTTON • Button-head screws are similar to cap-head screws, but *with a shallower*, round head, and a wide shoulder. Because of the wide shoulder, it is not typically necessary to use a washer with a button-head screw.





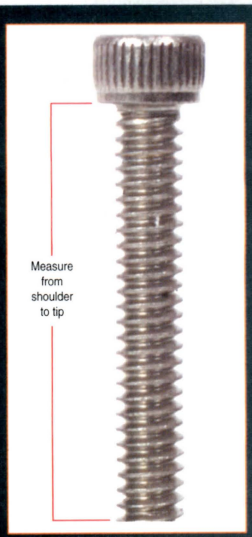


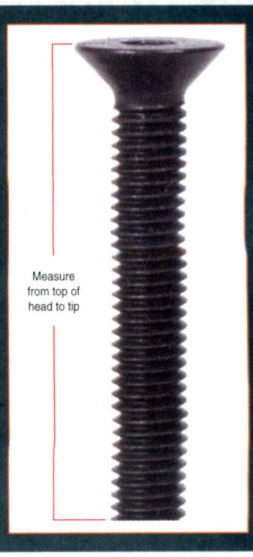
Screw Measurements

On most American-made 1/10- and 1/12-scale cars, 4-40 screws are common. The designation 4-40 refers to the diameter of the screw and the number of threads per inch. In this example, the first number (4) means a #4 screw diameter, with larger numbers indicating larger diameters. The second number (40) refers to the number of threads per each inch of length. So with that in mind, a 6-32 screw would be a #6 diameter with 32 threads per inch.

Metric screws are a little more straightforward. Metric screws are labeled by their type (either machine or self-tapping) and by their diameter and length. For instance, a 3mm x 12mm machine screw has a 3mm diameter, is 12mm long, and has a standard machine thread.

To measure the length of a screw, go from the bottom of the head (or the shoulder) to the tip of the screw. The only exception comes when measuring countersunk screws; these are measured from the end of the threaded shaft to the top of the head.





"No, that's Jody. That's my wife."

Mike first wrote an article like this when Clinton was in office.

NUTS

Nuts are used to fasten screws in place or to hold wheels onto axles. Most of the nuts found in RC are six-sided, although they differ in shape and features depending on how much holding power is required for the task at hand.

JAM NUT • Jam nuts can be easily identified by how thin they are. Also known as plain nuts, jam nuts are held in place by the amount of pressure applied as they are threaded into place. When a more secure fit is necessary, a drop of liquid thread-lock can help keep jam nuts in place.

LOCKNUT • A locknut has a small amount of plastic or nylon above the threading. The plastic or nylon stretches to fit the screw as the nut is threaded on, helping to keep the nut from backing off. Locknuts don't need to be tightened with a lot of pressure, which makes them ideal in areas where free movement is important, like on shock towers.

FLANGED LOCKNUT • A flanged locknut has the virtues of both a jam nut and a locknut. A flange on the bottom of the nut helps spread the load when the nut is tightened down, and also features a plastic or nylon insert at the top to help keep the screw in place. A flanged locknut is used wherever maximum holding power is needed, like holding a wheel onto an axle.



THE OTHER STUFF

E-CLIPS AND C-CLIPS • E-clips are named after their unique shape that resembles an "E." In RC, E-clips are used to hold shafts or pins in place. E-clips are often found holding hinge pins and shock pistons in place. E-clips snap into place on a shaft, and in some cases can spin in place on the shaft without popping off. There are actually two sides to an E-clip: a smooth side and a rough side. When installing an E-clip, you want the smooth side with the round edges to be facing the surface it might come in contact with. On a hinge pin, for example, that would be facing towards the suspension arm. The rounded edges and smooth surface on that side of the clip will decrease the likelihood of the clip popping off during use.

C-clips are just like E-clips, but don't have the middle ridge (forming a "C" rather than an "E"). C-clips can hug a shaft more closely and don't protrude as far from the shaft as E-clips do.



Materials

Screws, nuts, and washers all come in a variety of materials. Each material has different properties that account for the weight, strength, and ideal use of each item.

Aluminum • The strongest advantage of aluminum is its light weight. Screws and nuts in not-so-critical or low-load areas can be replaced with aluminum screws. Weight will be reduced, but at the cost of strength and durability. Aluminum is often anodized, and can add some color to your kit.



Steel • Most standard RC hardware is made of steel. Steel is strong and inexpensive, but weighs more than most other materials. Just about every stock kit comes with steel hardware.



Titanium • Titanium offers the best of both worlds. It is stronger than steel and is almost as light as aluminum, although it is more expensive than both. As far as hardware goes, titanium is only found in screws, ball ends, suspension shafts, and turnbuckles. No one that I know of manufacturers titanium nuts for RC use. If you don't mind spending the money, titanium screws and hardware are a fine fit in any situation, thanks to the added strength and weight savings.



Plastic • Plastic, nylon, and other molded materials can be made into screws and nuts. When used as nuts, molded products have plenty of strength and work similarly to locknuts or flanged locknuts. When a screw is molded, it's typically used in a low-stress situation like mounting a wing to a body.





New For 2005 From RPM

NEW!

Monster Spider Wheels

RPM Monster Spider wheels are a split-eight spoke, extremely well detailed design based on a new full-sized wheel. Built for trucks like the Associated MGT, HPI Savage and the Traxxas T/E-Maxx line, the super-tough Monster Spiders are molded from our trademark blends of ultra tough nylons and protected by our internationally renowned breakage warranty. Both the standard offset and the StableMaxx offset are available in Chrome and Blue Chrome versions while our StableMaxx offset is available in a dyeable white as well.

NEW!

BK2 & MF2 Gear Cover



Molded from high strength nylon materials RPM Gear Covers won't crack or break. Since our Gear Covers are molded to the strictest tolerances, there is absolutely no cutting or fitting required. Installation is a snap using a 3/32" Allen or ball driver and included screws. Gear Covers come with our large soft plug that protects the slipper access hole from dirt and debris while allowing easy access to the slipper adjustment nut. These new Gear Covers should last longer than any other part on the vehicle, except of course for other RPM parts!



NEW!

Traxxas 2.5 Head Guard

The RPM Head Guard is almost 1/8" thicker than the stock version to add extra skid and impact resistance to the fragile cooling fins of the stock TRX 2.5 head. Our Head Guard also has a positive locking system that absolutely will not allow it to be pulled free during a crash. It is designed specifically for the Traxxas 2.5 stock engine head used in many Traxxas models including the Revo, T-Maxx, S-Maxx, SportMaxx, Nitro 4-Tec 2.5 and Nitro Rustler 2.5. Built from our blend of bulletproof nylons for strength and durability unmatched by any other material on the market!

Great stocking stuffers!

Camber Gauge & Toe-In Gauge



Proper set-up is the key to a vehicle that handles well. You don't need to spend hundreds of dollars on a set-up board when less than $10 each will net you the same results with RPM Camber and Toe Gauges.



Bearing Blaster

The RPM Bearing Blaster is the only tool on the market that will actually pay for itself by extending the life of those expensive bearings found throughout your vehicle.

Motor Work Station



If electric motors drive your ride, the RPM Motor Work Station will help simplify motor maintenance, motor break-in's and will provide that helpful third hand when soldering capacitors and wires.

For more information please visit us at:

WWW.RPMRCPRODUCTS.COM

Or send $4 for our complete catalog and decals to:

RPM R/C Products
14978 Sierra Bonita Lane, Chino, CA 91710

OTHER STUFF CONT'D

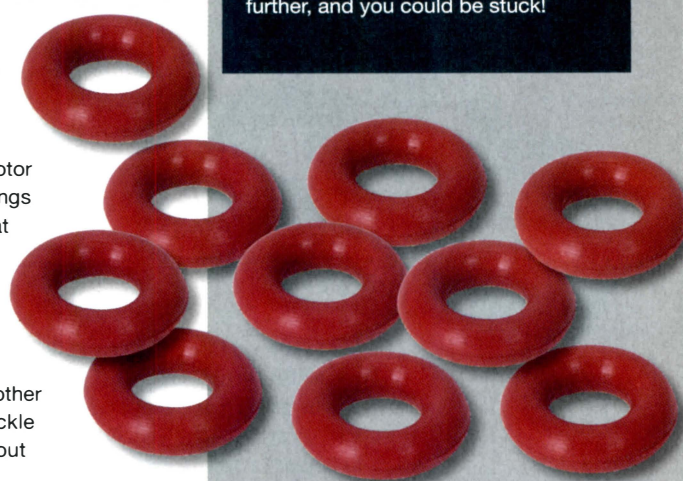


WASHERS • Washers are the small little rings found in many RC applications. Washers are measured by their diameter, but there are different diameters for standard and metric screw sizes. American washers are numbered according to the screw size that fits their inside diameter. For example, a #6 washer would work with a 6-32 screw. Metric washers are also measured by their inside diameter, so a 3mm washer would work with a 3mm screw. Washers are used for two basic reasons: to limit the reach of a screw if it is too long, or to help spread the load on a screw so it can be tightened with more force than it could be otherwise. Most washers are flat, although coned washers can be used when varying amounts of force are required, such as in some differentials. Coned washers will flatten out when they are tightened completely, but can still do their job without being completely tightened. This gives them a spring-like effect.

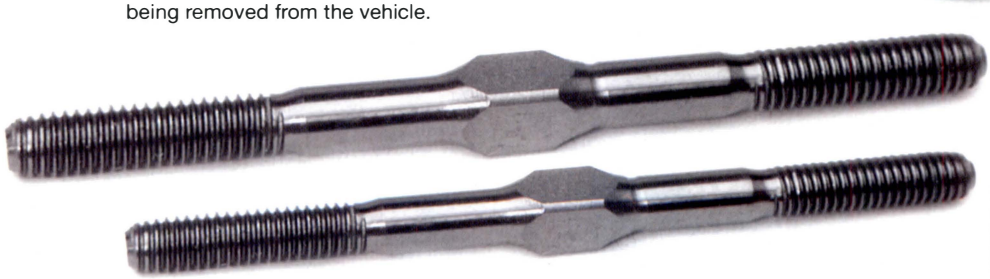


C-RINGS • C-rings do the same thing as E-clips and C-clips, but C-rings do it in the opposite direction. Like an E-clip, a C-ring is pressured into place, but its holding power is directed outward. When a C-ring is removed or put in place it is squeezed together; when it is released, the pressure is directed outward. C-rings are often used to hold shock components in place on large-bodied shocks. To get a C-ring in place, you must use a special pair of pliers called snap ring pliers. These are similar to a regular pair of pliers, but have small pins on their ends that are used to grasp the ends of a C-ring to bring them closer together.

O-RINGS • O-rings are rubber or silicone seals used to keep fluids in their place. The most commonly-found O-rings in RC are the small red or blue rings used inside most oil-filled shocks. O-rings allow the shock shaft to move in and out of the shock body without losing any fluid from inside of the shock. O-rings do wear out, and can lose their tight fit after time. They can also be damaged by solvents like motor cleaner and nitro fuel. As a result, whenever a shock is rebuilt, its O-rings should be replaced. O-rings can also be found in gear differentials that contain silicone oil, and are even used as axle spacers in some kits.



TIE-RODS AND TURNBUCKLES • Tie-rods and turnbuckles are used as upper suspension arm links and as throttle and steering links. Tie-rods are threaded in only one direction, meaning that they must be removed from a vehicle in order to be adjusted. A turnbuckle, on the other hand, has threads that go in opposite directions. This allows a turnbuckle (with its accompanying ball ends) to be lengthened or shortened without being removed from the vehicle.



Shear Strength

I've mentioned the differences between aluminum, steel, and titanium, but one thing that must be taken into account when working with screws is their shear strength. There's nothing like tightening an aluminum screw only to have the head of the screw stick to your Allen driver while the rest of the screw is stuck in your $50 aluminum bulkhead. Of the three screw materials you'll come across, steel is the strongest and will have the highest shear strength. Next is titanium. But beware, not all titanium screws are the same. There are some less expensive foreign-made screws. These are only slightly stronger than aluminum when it comes to shear strength. The strongest titanium screws we've come across are made by Lunsford Racing. Their machined screws can be handled much like steel. The screws with the lowest shear strength are aluminum. Once you feel an aluminum screw become snug, stop; you're done. Go any further, and you could be stuck!



No matter what hardware task you come across, you now know the why and how of getting the job done. They might be small and they certainly aren't glamorous, but these screws, nuts, clips and rods are what hold your cars and trucks together. Give them the attention they deserve!

Just in case you thought you saw it somewhere before.



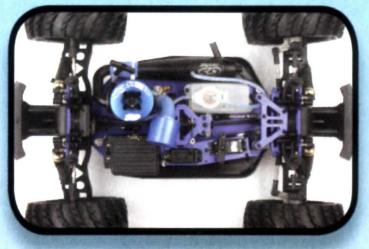
INSTANT GRATIFICATION

SUT RTR (Red body) #GS-2005
SUT RTR (Blue body) #GS-2005E
SUT RTR (Black body/chrome wheels) #GS-2005Q

SUT RTR

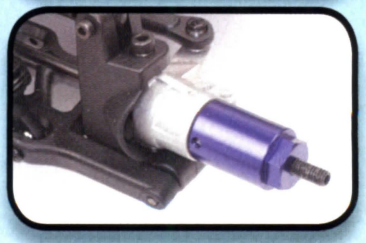
The SUT RTR is built to bring on the fun at the track or anywhere the dirt needs to be kicked up. Standard equipment includes GS Racing's R25MT pullstart engine that delivers outrageous amounts of horsepower and torque enabling you to put the SUT RTR where ever you want to very quickly. The SUT RTR also comes with GS Racing's Beta-T1 digital proprotional FM radio, featuring end-point adjustments to get totally dialed in. Just add batteries and glow fuel and get ready to hang on because the SUT RTR is going to totally blow you away.

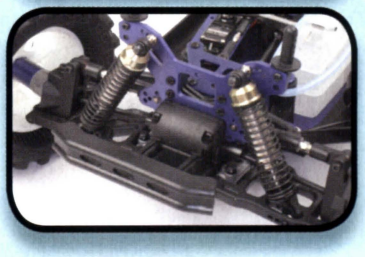


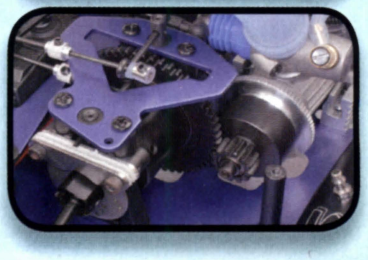












The SUT RTR is the first factory 1/8th scale unlimited race truck and comes from GS Racing 100% assembled, ready to run. The SUT was designed to be fully compatible with Maxx wheels, tires and bodies to let you trick-out your SUT just about any way you want to. Factory finished SUT body and Road Ripper tires pre-glued on Monster Star wheels get you in to the action fast. The SUT RTR includes some hardcore race features like aluminum oil-filled shocks, full precision ball bearings and front universal driveshafts. Since the SUT RTR is based on the race proven GS Storm platform, there are over 75% parts and options compatiblity allowing you to make your SUT the ultimate bullet-proof racing machine.

CALL 626.338.3815
www.gsracing.com

GS Racing

REEDY NEO-ONE BRUSHLESS MOTOR



- High-Performance Sensor-Brushless Motor
- Neodymium Magnets
- Extra-Thick Copper Windings
- Nine-Turn Power With Longer Runtimes
- Maintenance-Free Performance
- Standard "540-Size"
- Solder Tabs & Sensor Plug Socket

Reedy NEO-One Brushless Motor #111 $149.99
Suggested Retail

WHEN TWO WO

Reedy is pleased to announce their first brushless motor, the NEO One Brushless. Developed in conjunction with the LRP Electronics "Sphere" brushless and brushed electronic speed control, the NEO One delivers what racers all over the world have been waiting for the true driving feel of a high-performance 9-turn brushed motor with virtually no maintenance!

The NEO-One is a sensor-brushless motor which works interactively and intelligently with the speed control. When used in conjunction with the LRP Sphere ESC, the combo offers the same linear performance and braking feel that you've become used to with conventional brushed motors.

The Reedy NEO-One is a true triumph of electrical engineering for the RC racer or basher and is the first brushless motor good enough to wear the name "Reedy". Reedy motors have powered 25 IFMAR World Champions, and the new NEO promises to keep Reedy at the leading edge of new motor technology for years to come. Check out the Reedy NEO One at you local hobby shop or at www.rc10.com/reedy.

www.rc10.com/reedy

REEDY

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LRP SPHERE SPEED CONTROLLER

- Runs Brushed & Brushless Motors
- 3-Way Multi-Protection System
- No Motor Wind Limits
- Four Adjustable Modes
- Solder Tabs
- Minimum Maintenance
- Small Footprint Of Only 1.31" x 1.48"



LRP Sphere Digital ESC RUNS BRUSHED & BRUSHLESS MOTORS #LRP80500 $329.99
Suggested Retail

RLDS COLLIDE.

The new LRP Sphere digital speed control is revolutionary as it's the first competition-level ESC that can be used with both brushed motors and brushless-sensor motors such as the Reedy NEO One. The LRP Sphere is actually 4 speed controls in one by offering the choice of Forward/Brake/Reverse or Forward/Brake operation when used with any brushed or brushless motors.

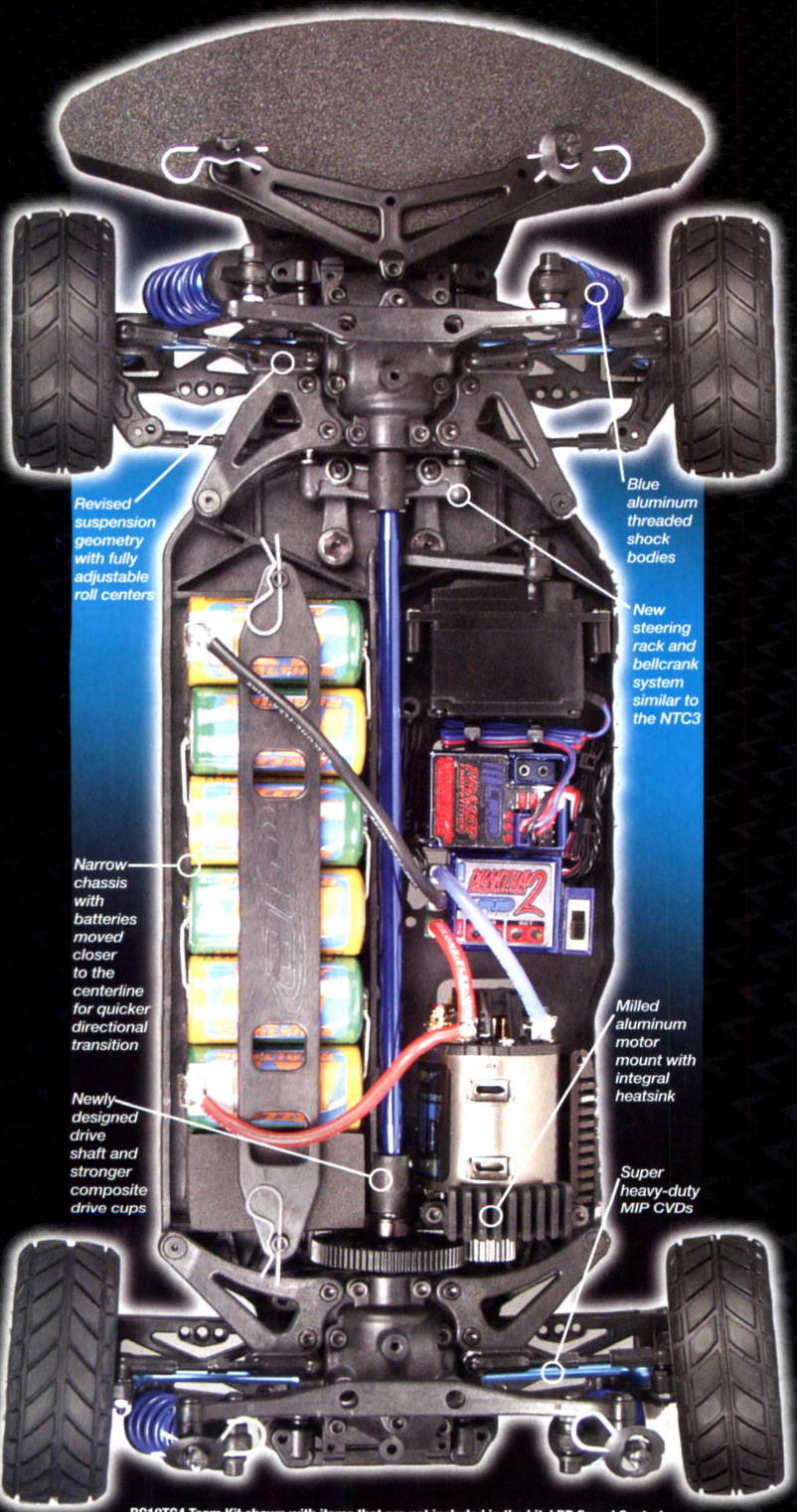
The Sphere offers all the benefits of brushless motor systems like minimum maintenance, tremendous power and high efficiency with practically no motor wind limits. The Sphere features a 3-way multi-protection system against overload, thermal and short protection, as well as external solder tabs for all the power wires.

The Sphere's sensor design gives the Sphere brushless system the feel of a brushed motor with all the inherent driving characteristics and smooth, linear operation with no stuttering. The Sphere expands on the LRP QC2's easy-to-use setup platform with four adjustable modes.

The LRP Sphere is LRP's first ESC for the new era of brushless and brushed motors and is simply the most advanced competition level digital speed control in the world today.

LRP ELECTRONIC

RC10 TC4



RC10TC4 Team Kit shown with items that are not included in the kit. LRP Speed Control, LRP Receiver, Reedy Modified Motor and Reedy Batteries may be purchased separately.



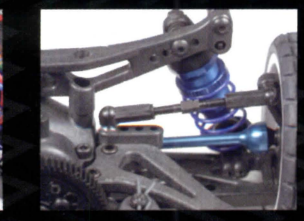
A

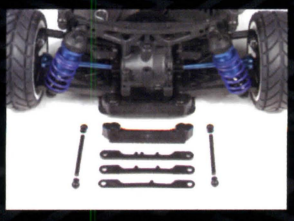




Setting the bench mark in touring car performance with the original TC3, Team Associated proudly brings to you the next generation RC10TC4 Touring Car. The TC4 comes as the direct result of racing, research and development of the TC3. Refinements designed and built in to the new TC4 takes the TC3 concept to the next level. Integrating the TC3's race-proven shaft-drive system with the newly designed suspension geometry and the narrow

CHAMPION REFINED.









mass-centralized chassis makes the TC4 quicker and more stable in the corners. Area 51 spent endless hours optimizing the TC4's all-new suspension components resulting in a car that features maximum adjustability, precision and strength. Featured are captured inner-lower hinge pins that are 40% stronger and mount in floating pivot balls that ensure bind free movement with maximum adjustability. Steering has also been optimized with a ball bearing dual bellcrank system similar to the NTC3's. Beefed-up MIP CVDs round out the package making the TC4 the most potent touring car to date. Check out the TC4 at your local hobby shop today or at www.rc10.com and become evolved.

ae

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RC PRO $E

Big Money backu



The green for the money, the gold for the hunn

Words and photos by: Mike Velez

In every sport, there's a regular season before the championship. Even in college football's lame BCS, you still have to perform well throughout the regular season to have a shot at the championship. With that in mind, it would only make sense for RC racing to have something similar. So, along comes the RC Pro Series, in its second complete year, with a points system and a final "championship" race to crown a true national champion. This year's finals provided plenty of nail biting, a little bit of controversy, and lots of great racing.


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The TRACK

The Pro Series Finals were held at Boggy Creek Race Park in Orlando, Florida. The track actually sits on a racer's property, and could be considered a "backyard" track, although I doubt very few racers have or have seen anything like this in their backyard. It's a massive track, with a single lap taking almost 45 seconds to complete. The track is made of a red clay soil that's common in Florida. With the occasional shower passing overhead, the track stayed moist and traction never became an issue. The track had lots of long sections that were easy on engines, which also meant that power was king. The more you had, the more you could put down. There were, of course, plenty of opportunities to let your vehicle's suspension fully unload.



"I'm half the man I used to be."

Race Format

Racers began showing up to the "backyard" track a few days before the race weekend. Friday was reserved for 1/10-scale Truck and Unlimited Monster Truck qualifying, while Saturday was for 1/8-scale Buggy and Production Monster Truck. Each qualifying day consisted of four 5-minute qualifying rounds for each class. Points were awarded for each round, and each driver's two best finishes were totaled to seed the mains. Sunday brought the mains, with each race featuring eight drivers, plus two open spots for the 1st- and 2nd-place finishers from the previous main. Lower mains varied in length, but the Unlimited Monster, Production Monster, and 1/10-scale Truck A-mains lasted 45-minutes, with the 1/8-scale Buggy A-main going for a full hour.

Series Format

Leading up to this final race, drivers competed in series races held in their region of the country. The RC Pro Series has four separate regions (North, South, East, and West) and throughout the year, each region held three series races. Drivers within each region competed for points, with the best point totals from two of the three races determining the regional rankings. Those regional points, combined with the points earned at this final race, would determine a series Champion in each class.

The BUZZ

With cash payouts for the A-main winners and four National Championships on the line, there was little need for any buzz other than the racing at hand. There was plenty of new stuff in the pits, of course, which we'll get to later. One thing that definitely had people talking was the offer of $1,000 to the winner of an A-Main if they won the race using White Lightning fuel. That's quite an offer, and at least one driver ditched his regular fuel sponsor for a shot at the "big check," a gamble that paid off big for Rusty Mihelich. Rusty won the Unlimited Monster Truck A-main in a tough 45-minute battle that ended with only 15 seconds separating Rusty from second place (oops, I gave away the ending). Byron Originals also had a contingency prize up for grabs.



Unfortunately the local roach coach didn't accept checks.

New in THE PITS

1. PANTHER TIRES

In last month's Monster Pit I showed you some computer illustrations of Panther's newest tire offering, the Python MT for the Revo. Many of the Panther guys were running the new tires here, and with a lot of success. The tires seemed to provide plenty of traction, even when the track dried out a bit.



2. HOBAO W04

Josh Wheeler was running the HoBao W04, which could soon make its way to our shores as the OFNA W04. The new buggy has an amazingly low center of gravity, and both the front and rear suspensions were designed from scratch. Weight has been drastically reduced throughout the car. Take a close look at the diff cases; they both accommodate identical differentials, but any unnecessary plastic has been removed. Out of the box, the kit tips the scale at a measly 7 lb., 7 oz. There's also plenty of hardened aluminum in the drive train to keep the buggy as quick as can be. We'll keep you posted on when this one will be completed and available here.



3. NATIVE RACING

The folks at Native Racing had their new arm kits in use, for those looking to convert a high-end Kyosho or Mugen buggy into an Unlimited Monster Truck. The arm sets are long, lightweight, and proved to be strong enough to handle the demanding rigors of monster truck racing. Also new in the Native pits was this Associated starter box, converted to bump-start the Traxxas Revo. Native will offer the boxes as complete versions or as a conversion kit for the Associated boxes.



4. TRAXXAS RESPONSE TIRES

When the track was a bit damp and traction was high, Traxxas Factory Gun Steve Slayden was running their new Response tires. The tires feature a lower sidewall, a slightly narrower design, and a lower overall profile. They're substantially lighter than the stock tires (305 grams in total, when measuring all four) and that means quicker acceleration and higher speeds. The new tires should be debuting on store shelves soon.



Qualifying

Qualifying went relatively smoothly with few mishaps. Some of the runs on Saturday were run in a pretty steady drenching of rain. The rain had little impact on the track times, Greg Degani ran his fastest qualifier in the rain. When all was said and done the TQ's were Greg Degani in 1/8-scale buggy, Rusty Mihelich in Unlimited Monster Truck, Jesse Robbers in 1/10-scale truck and Bobby Moore in Production Monster Truck.

The Mains

1/10-scale Truck

One of the greatest things about the RC Pro Series is the motocross-style start used in every race. This means a mad dash for the first turn, or in this case, the first tabletop jump. Having his choice of spots on the starting row, top qualifier Jesse Robbers got to the tabletop first, but a tight battle during the first few laps between Jason Ruona, Adam Drake, Richard Saxton and Robbers left the lead up for grabs. By about the 6th lap, Robbers had a firm grasp on the lead and ended up holding on to take the win. Saxton was holding second well until about 35 minutes in, when he broke. This created a solid battle for second between Jared Tebo and Taylor James, and when the 45 minutes was up, the final order was Robbers, Tebo, and James, all on the same lap.

Unlimited Monster Truck

The first 15 minutes of this race were extremely close. Marty Korn held the lead early but had to battle a hard-charging Jim Smalley and Rusty Mihelich. Unfortunately for Korn, he broke with about 15 minutes to go. Mihelich ended up grabbing the lead about twenty minutes into the race, and held on to the end. Meanwhile, Tony Pattishall's persistence paid off; Pattishall and Smalley battled it out for a few laps, trading positions back and forth, but when the dust settled it was Pattishall in second. He managed to hold on for the duration as well, with Dennis Allison finishing in a distant third.

Production Monster Truck

The rules for this class limit motors to .15 at most, and that means the Traxxas Revo is the ultimate truck for this class, a fact plainly displayed by the A-main. Early on this was a very, very close race. Bobby Moore used the holeshot to get a hold of an early lead, but he couldn't fight off Steve Slayden, or at least not until lap 36 when Slayden's truck stalled. It took almost a lap to get Slayden's truck started again, and Moore took the opportunity to move into the lead for good. When all was said and done, Scott Beiswinger finished two laps behind Moore, followed closely by Jim Atkins.

1/8-scale Buggy

This was the race everybody was waiting for. Motocross-style starts and lots of horsepower makes for some very exciting racing. Young Michael Sharwin took an early lead, and was smokin' fast. Greg Degani hung back in second until Sharwin suffered a flameout, although quick work by his pit crew got Sharwin back on the track right away. However, when Sharwin's pit crew brought him back into pit lane, the scoring loop picked up his transponder and kept him on the lead lap in the computer. That's the way the race was called, but in actuality it was Degani who moved into the lead after Sharwin's flameout. Even with the flameout, Sharwin was not far off the lead. He battled for a bit with Travis Scrambling but managed work back up to second by the time the race was over. The real story, though, wasn't any of the drivers mentioned so far; the real story was Chris Crews. Crews was the number one points-getter in the East region, and if he finished four spots in front of Jared Tebo, he would win the overall Series Championship. Given the fact that Crews qualified in the E-Main, it didn't look like that was going to happen. But after bumping up to the D, then to the C, then to the B, and then finally to the A-main, and with Tebo breaking after only 8 laps, it looked like Crews had a shot. Crews ended up finishing the race in fourth place, but it was good enough for the overall series win.

Today's Secret Word is "National"

While walking back and forth from the track to my rented Lincoln Town Car (that's how I roll), I couldn't help but notice the variety of license plates from all across the country. Most came from red states, but a few arrived from as far as Illinois, New York, Arizona, and Colorado. It's been a while since I've seen that kind a variety at a "National" race.



"What you don't know Jack Schmitt!"

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UNLIMTED MONSTER TRUCK

POS	LAPS/TIME	NAME	STATE	VEHICLE	PIPE	TIRE	RADIO	ENGINE	FUEL	BODY
1	63/45:30.51	Rusty Mihelich	FL	Kyosho	OS	Panther	Airtronics	RB	Wht Lightning	Traxxas
2	63/45:44.12	Tony Pattishall	FL	Mugen	Jammin	Panther LP	Airtronics	RB Mod/Crono	Byron's	-
3	-	Matt Gosch	NO	Hot Bodies /Kyosho	Jammin	Panther/Pro-L.	Airtronics	Collari	Byron's	Pro-Line
4	-	Dennis Allison	NC	Kyosho	RB	Panther LP	Futuba	P5	Power Master	Pro-Line
5	-	Jim Smalley	FL	GS	RB	Pro-Line	Airtronics	Picco	JAC	Pro-Line
6	42/30:29.68	Marty Korn	CA	GS	O'Donnell	Pro-Line	Airtronics	O'Donnell/Mugen	O'Donnell	Pro-Line
7	38/28:20.42	Anthony Pope	FL	Mugen	Jammin	Panther	Airtronics	JP P5	Byron's	Kyosho
8	33/45:49.65	Kendall Bennett	AUS	Hot Bodies	OFNA	Pro-Line	Futuba	Top S28XR	Wht Lightning	Hot Bodies
9	2/0:49.25	Jim Atkins	NY	Hot Bodies	Jammin	Pro-Line	Futuba	Medial Pro M2K	O'Donnell	Hot Bodies
10	DNS	Anton Watson	FL	Crono/GB Direct	OS	Panther	Futuba	OS V-Spec	Byron's	Atomic





1/5 Scale Nitro Power SF501 by Nuova Faor

*Also Available in Electric

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The SF501 is so much fun and has so many features we couldn't even begin to describe them here. Made of almost 100% CNC Machined Aluminum and Ergal and with a LEXAN Body and Driver, you'll have it *FOREVER*. It is so Beautiful some folks just put it up on the Mantle. If your a speed freak, it doesn't get better than this.



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*SF501 * U.S. Patent Pending*
SF501 Shown with some optional items

PRODUCTION MONSTER TRUCK

POS	LAPS/TIME	NAME	STATE	VEHICLE	PIPE	TIRE	RADIO	ENGINE	FUEL	BODY
1	60/45:19.13	Bobby Moore	FL	Traxxas Revo	Traxxas	Panther	Airtronics	TRX 2.5	Maxy's	Atomic
2	58/45:22.10	Scott Moore	-	-	-	-	-	-	-	-
3	58/45:33.90	Jim Atkins	NY	Traxxas Revo	Traxxas	Pro-Line	Futuba	TRX 2.5	O'Donnell	Traxxas
4	57/45:02.67	Jim Myers	FL	-	Drake	-	JR	OS TR .12	Maxy's	N/A
5	55/45:05.11	Steve Slayden	TX	Traxxas Revo	-	-	-	-	-	-
6	46/45:20.96	Patrick Rossiter	GA	T-Maxx/Native	O'Donnell	Pro-Line	Airtronics	OS CVR 15	Maxy's	GS SUT
7	40/43:39.94	JJ Turk	FL	Pro Hobby/Revo	Traxxas	Pro-Line	JR	2.5R/RB Mod	Byron's	Revo
8	38/31:27.88	Danny Beers	-	-	-	-	-	-	-	-
9	37/42:10.61	Tom Avera	FL	Native Racing Revo	OFNA	Pro-Line	JR	OS RX .15	Maxy's	Revo
10	31/45:16.39	Ricky Johnston	GA	Traxxas Revo	Traxxas	Imex	Airtronics	TRX .15	O'Donnell	Pro-Line





Series winner Bobby Moore

Continued on pg. 216



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High Performance S-25 Engine



S-25 FEATURES

- Rear exhaust
- ABC construction
- Aggressive porting
- Large, billet aluminum heatsink
- Roto Start for easy starting
- Dual needle 7mm composite carb
- Stealth black case for extra cooling
- Purple anodized aluminum carb trim
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Complete Set of Ball Bearings Included

Pre-painted, trimmed body with decals applied!



SAVAGE 25

The Savage 25 offers the total package! It's tough, fast, loaded with features... all at a price that makes it the best value in the monster truck class. The Savage delivers all of the "Big Block" power you need to take on the most extreme off-road driving conditions. To handle the massive power we made the drivetrain & suspension oversized so you spend more time driving and less time making repairs. Long-stroke suspension and our Twin Vertical Plate (TVP) chassis system allow the Savage 25 to soak up rough terrain and giant jumps. The convenient Roto Start electric starting system is standard equipment, just push the start button and the engine roars to life. Other features include an automatic two speed transmission, a three-shoe clutch for wheelie popping launches, stiff shock springs for improved jumping, long life rubber tires, chrome wheels, and a pre-painted body just like what you see in the photo! With incredible speed, wheelies on command, long-stroke suspension and the reputation for being the toughest truck on the market, the RTR Savage 25 is the MONSTER truck that needs to be in your garage!



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The opinions expressed in the following pages are solely those of Mr. Tosolini.

TOSOLINI UNCUT

Words & Photos: EdSeb

It's easy we all like to think that in our little world in this strange hobby of grown men playing with toy cars, that our passion and self-education will overcome our inadequacies on these miniature racing tracks. It's not our fault, and in most cases, if a hundred different things didn't happen, we'd be right in the A-main at the national or international level. We've all had the perfect lap or perfect turn where the stars lined up, and for that glorious moment, we were the best. We bask in the glory of those world-class seconds and our heads swell, as ideas of running with the "Big Boys" enter our dreams. Sure, its just for fun, but with a little more time, a tweak of the wrench, and maybe some inside info on the hottest insert for a particular track, our dreams could become a reality. The weekend races could extend to four or five days in far-off exotic lands. Our nine-to-five jobs or classroom schedules would suddenly diminish or vanish altogether. No more dodging superiors, squeaking in a longer lunch, experiencing road rage on the daily commute, preparing spreadsheets, or worse, slapping on that Men's Warehouse tie every morning. The money we once spent to buy some hop-up parts would now be given to us from manufacturers. Sponsors would line up to give us the hottest new parts that aren't even in the shops yet. We'd be exposed to the best equipment, tools, setups, track conditions, turn marshalling, rules, parties, women, travel, hotels, five-star dinners, and on and on, all while padding our bank account...right?

While some of these "perks" might come true, the reality of racing at the highest level is this: The driver is bombarded with hard work, arguments, long hours, cell phone calls, friction among peers, egos, self-education, cheating, politics, manipulating, self-marketing, practice, and misunderstandings. All of this is a part of racing for a living, and there's no ducking it or ignoring it. Screw up just once, and it could be all over. Consistency is the key, and races aren't won overnight. There are different organizations that sanction and make exceptions. Racing at the premiere level is stressful, and there are only a few spots on top. There are no guarantees, no unions, no 401k, and it's new, without much money in comparison to other professional activities. Who in their right mind would ever want to put themselves in this precarious position?

Chris Tosolini would. And although the road has been a bumpy one, it is well-traveled. You see, Chris possesses the kind of talent that makes people take notice. He takes things at face value and with no effort, all with a likeable smile that some perceive as smug. So when we walk away with a consolation prize, and he walks away laughing with the spoils of victory, we assume that we couldn't have done anything wrong. In reality, his effortless look is a combination of self-education, a knack for feel, years of experience, and a talent to make the impossible look easy. He is better with a wrench than most factory mechanics, and frequents the track often enough that he should be paid time-and-a-half. He eats, sleeps, and dreams of racing, and is as passionate about it as anyone could be.



A face that only a mother could love?

Just like many of us, Chris has had to find a way to put food on the table. Yet in his situation, there are sponsors who have products to sell and realize that someone like Chris would be perfect to showcase them. Like all relationships, some have been great, and others have not. At this level, where a few hundredths of a second can mean the difference between a national championship and the cheap seats, Chris' need for equipment to match his approach has not always been perfect. He's sat on top of the podium many times, but its usually on his own terms, and no one is going to tell him how to get there better than his own intuition and his strong will. He's backed it time and again, and he's got an educated style that has led to his helping with chassis tuning, design and RC fundamentals guides that have been published in various forms throughout the industry. Try to change that, and he will let you know it; it's not personal, it's just his way, and some people don't understand that. Maybe he's just that way, because time and again, he's alone as "the" factory driver for a team with no one else to look to for advice, setups, ideas, or anything else. Or maybe it's an east coast thing; after all, his dad smells of garlic and tomatoes, and says stuff like, "Yo, whatcha lookin' at?" His life is about speaking honestly and without the sugar coating that we expect from just about everybody these days. And yet, despite the demeanor, there's always an open spot at his dinner table. Don Corleone would be proud.

The new celebrity RC driver thing is remarkable and somewhat scary. While it's good for business—and for people like Chris—it can also be a big clash. Of all the professions out there, few people are less suited to be thrown into the public eye than professional RC drivers. Like most racers, Chris comes from humble beginnings, far from the nose-raising attitudes of places like the Hamptons or Buckingham Palace. And the money doesn't start rolling in any form for a long time. Often times this breed makes up the backbone of blue-collar America. Chris is used to talking in a particular way and using language that many would find...well...offensive. Fans of these professionals, as well as the multitudes of people identified as "hobbyists" have come to believe, it appears, that pro drivers are adorable, cuddly creatures who wear spotless white uniforms and are only too happy give them some wrench time whenever they're asked. Most seem to think that they come running on command and have a demeanor matching that of Jessica Simpson. What's been lost in all of this bubblegum marketing and advertising nonsense is that world-class racing is hard, that the daily demands of turning in the same record-shattering times over and over and over again require skills other than, and less photogenic than, blurting catch phrases and schmoozing.



Chris at the 1/8-scale at SoCal?

TOSOLINI UNCUT





Some purists might spout off and cry "Benedict Arnold," or be outraged at the reality of it, but it is just Chris' way. Honesty is the best policy, and at least here it is in love that runs as deep as family. Like a twin brother, growing up together has seen a fair share of fights, cuts, bruises and misunderstandings, but the years create deeper bonds and leave the holidays full of joy.

I've had the pleasure of knowing this racer for a little while now, and although I haven't spent much time pulling over to let him by, I have certainly had some time to pick his brain. This time I was meeting with him to get his thoughts, ideas and reactions to everything from the state of the industry to cry babies and whiners. After a few beers and some prodding, I got a better understanding of what makes this guy tick. This is what went down.

Edseb: So, where were you born?
Chris Tosolini: I was born in Seymour, Connecticut; a small town in Connecticut, the valley area.

E: How long did you live there?
CT: 'Til I was about seventeen. Then I came out to California for two years, then moved back 'cause things didn't work out too well. I was driving for Maxtec. I tried to do my racing career at 17. It didn't work out too good in Cali'; the whole minimum wage thing wasn't working, so I figured I would move home and get my life back in order.

E: So backing up, when did you start racing?
CT: …ah man… probably when I was about ten years old. My dad got my brother and I cars. I was nine and he was about eleven. He got me a Hornet, and my brother a Grasshopper. Then about a year later we figured we could race competitively, cause my dad would fly planes all the time. My dad is real competitive, and anything we do, we have to compete. So we found out we could race in Wallingford, Connecticut, which is about 30 minutes away from where we lived. It was this little indoor track upstairs in a warehouse. So we started racing there and I was probably about ten years old when I started racing.

E; Was that off-road or on-road?
CT: It was on-road. I raced my Hornet first. That didn't last long; I destroyed it. I just kept breaking the hell out of it. Then my dad got me a Blackfoot. What a joke that was. Then it was the big class, people would get big trucks from companies like Associated and put on-road rubber tires on them. We'd run off-road bodies, but everything would be slammed with small shocks.

E: Was that the thing to do at the time?
CT: Yeah. Pan cars weren't that popular. We raced on-road, and we raced on hardwood floors, but the floor was coated with that slurry paint? It was like sand paint and we used belted rubber tires; that's probably why I do well with rubber tires now (laughs).

E: So that was a long time ago?
CT: Yeah, about 17 years ago. We did that every Friday for about five years. It didn't matter, snow storms, we'd be there. It was a good turn out too. There would be about 150 people every Friday night.

E: So your dad raced with you?
CT: Oh no. He can't even drive (laughs). I let him drive my car up and down the street and he would hit the curb. He'd fly the planes good though. He never drove; he just wanted to work on the cars. He was my mechanic from about 10 to 15. He'd go to all the races, travel all over with me. Finally he couldn't go to all the races. With work and all, and when I started getting sponsored it was too much. He did a lot and traveled and helped me out a lot. It just came time where I had to take over and do the s**t. I had to learn and I got better.

E: So how old were you when you started getting serious and entering bigger races?
CT: 13? My dad and I drove to Florida with this guy named Jeff. I ran the Fort Meyers race; it was the Winter Nats (Nationals). So I went down to that, and this local hobby shop was getting me to race gas… it actually started when this guy Dave owned this shop Central Hobbies? I think that's what it was called. He raced 1/8-scale gas and he was like, "heh, why don't you come race gas cars?" My dad and I said, "sure!" So we did the Connecticut and Massachusetts series of races, around New York, and New Jersey. It was Region 8 or something like that…not too sure. But, we raced gas cars around there and did pretty well. My dad was in to it, and it was the Formula One of racing, and my dad was totally in to it. So anyway, that year we went to Florida and I raced the Big Boy Class; 1/8-scale pro or mod, whatever it was called.

E: So how old were you then?
CT: I was still 13 at the time and I was in the B-main. And, my Dad said, "heh, you're top twenty in the country now, what the hell, you should keep doing it." So after that we got a local hobby shop sponsor. It was actually the brother of the owner of the track I used to go to. Wayne Ridzy was his name. He used to give my dad like 50% off, which was okay, it helped out. Then the next year we went down (Florida) and there was this importer of this Italian car BMT, and they just picked me up. I did good, I'm not sure, but around 5th in the A-main. They just sponsored me then. We'd go to that race every year. Fort Meyers, it was great. We just kept going to that one, and the next year we went and I ended up winning right off the bat.

E: What was the car?
CT: It was the BMT. It was the Austin 986 or something? It was the Austin with numbers after it because Lamberto Collari won the Worlds with it the year before in Austin, Texas. It was 1995 now or 1994, and I was about 15 and I went to Texas a year after and won the Nationals there. Same place, it was actually an updated car from that, but I won the Nationals. I was still racing for the same importer. It was cool. Then after that, the Italians overseas that make that car, picked me up, but no money, just parts. I don't think even travel costs. At the time, Ralph Burch Jr. was on the team, and they were paying him, and I'm beating him as much as he's beating me. It was either he wins or I win. And, of course he was about ten years older than me, and they were paying him, and they're not paying this fifteen year old. I was like, "what the hell?" My dad was fronting all this money, paying for all this travel, and paying for all the hotels. Who knows how much he was paying, probably like $50,000 a year on hotels, travel, racing, and they are getting away with it just by giving me free stuff. That got old after a while. My dad spent so much money it was ridiculous.

E: So what happened next?
CT: We did the gas thing for a while, and I wasn't going anywhere with it, and then I met Barry Baker, and a bunch of other racers. I met Mike Swauger who I raced with in gas, and I found out you could start getting paid. They were racing electrics and I was doing gas. So I went to a tradeshow in Chicago and Barry was there with a bunch of other pro guys. Barry introduced me to the guys at Maxtec.

Maxtec was a small motor company that was blowing up at the time. They won Nationals that year, and they won a lot of the big races. They had Hodapp, Barry, Furutani, and they were all fast and popular that year. So they hooked me up and told me to come out to Cali and come out to this race and do this and do that and we'll see how it goes. I was

Chris still has that couch.



Chris shoots Jeep commercials in his spare time.

17, and I dropped all my stuff and went out there and started racing there. Racing with Barry, working at the company, racing on-road, testing for the Worlds in '96. Everything was good, and then Maxtec hooked me up with Yokomo. So Barry and me were Maxtec and Yokomo. Everything was sweet, but I was 17 and the power wasn't all that good. You know, at our level the motors are critical, where off-road it isn't as critical, but on-road motors have to be a lot more efficient. Especially with batteries back then, we were running 2000s, so you would dump. So there was really only Trinity and Reedy that would win and all these other small companies didn't have a chance. I wasn't getting paid either, just working for Maxtec hourly, not making s**t. I was only 17 and bouncing house-to-house living in California. I lived in about eight different places. I was doing that and working at Maxtec, 'til this one day we got in this big argument, and I was just over it. So I quit, and started running for Reedy. Then my last race before going home was the Nationals in '97. I went there driving for Yokomo and Reedy and got third.

Things were looking up; I finally made a few bucks, made some money. 'Cause when I was living in Cali, there was no races. I went to the NORRCA Nationals, that was about it. Touring car just started now. You have to remember, touring cars just started after the Worlds in California and that was about '96 and there was a National right after and I ended getting about fourth. I showed up and just borrowed my buddy Robbie Collins' HPI car, and stock 102 servos in the frickin' thing. Mike Swauger gave me a stock speedo, and I just showed up and ran, but it was the first ever touring car race. So I was around when the first touring cars started. (pause) Yeah, so I just wanted to start making money at it. I would see all these other drivers that I would beat on a regular basis, and I…,

E: Do you think you were taken advantage of because you were so young?

CT: Yeah, my whole life of doing this, I always hung out with older guys and I was 13, 14, 15, traveling all over. I went to Thailand when I was seventeen, Sweden when I was 15, all over and people didn't take me serious. They thought I was this punk kid who could drive good, and I always had half-assed equipment and my stuff always ran like s**t, my car always sucked and they didn't believe in me. Even now, people don't take me serious. If they would just give me what they give another driver, like (Atsushi) Hara; just give me his motor, and I'll show you what happens. I'm starting to figure out all the equipment situations for myself. Like this last weekend,[1] my s**t was fast. I paid attention to what everyone else was running, and I would duplicate it. I had good teachers. I have a good motor man, so we duplicated and my stuff was good. Its hard running for these small companies, like batteries and such; I'm running old batteries, and guys are running new batteries every run, and it's hard to win at this level. But, back to my last race in '97, I flew from California to Mexico for the Worlds. It was the Gas Worlds, and I didn't do too good. I only made the semi-finals or something; my Gas Worlds are always disastrous. Then I went right from there to Florida. Florida I got third, which was good, then I went back home and quit racing. I went from Florida back to home to Connecticut and just basically never called Yokomo again, never called Reedy again. I was supposed to go to the NORRCA Nat's with my buddy Jared. I woke up in Connecticut in the morning to catch a flight and never went to the airplane. I don't know, I was just over it. The year and a half in Cali just made me over it. Just all the people screwing me over, or not giving me a chance, not…I dropped my whole life to move out there on promises and it just didn't work out. The company that wanted me to come out, Maxtec, went out of business, just a bunch of other crap too. It was a bunch of crap, but I was young, and you know, you learn. (pause) So I stayed home for about two years, had a blast.

E: Just being a typical guy?

CT: Yeah. I was about 19 , 20, 21, just for a couple of years having a good 'ole time, made some new friends, played basketball everyday, just did all the things I never did. In high school, I was between racing and football, I never went to parties. I never lived the party life. I made up for it in those three years. It was a good time, with the women, and…,

E: Rumors spread?

CT: Yeah. You take a couple years off and people think you are doing all kinds of stuff; selling license plates, crimes…I was just playing basketball everyday, just having a good 'ole time. Then it just wasn't going anywhere. I had a million jobs. I had this construction job and it made me not want to work any more. I was using a jackhammer for 12 to 14 hour days, and I was like "Holy s**t. This sucks and I know I can race better than these guys, and I know I can make some money." Barry and all these guys were getting all this money, and I race with those guys, and I've been there and done it and I can do it again. So basically, I burned all my bridges cause I just quit racin'.

I call up Yokomo when I came out to go to my Dad's wedding in 1998. So I made an attempt to go see Yokomo. Butch Krolles was like no, no. We're not going to sponsor you. So I go and check my next sponsor. I went over to Ultimate Hobbies when they imported their car the "Express" car. I went to Cliff, and I said, "Hey, you guys helped me before, what do you think? Will you sponsor me?" They were like, "no, no we're not going to sponsor you." So I get all these doors slammed in my face like I suck or somethin'. So nothing really came out of it. So I said screw it, I'll go back to my gas car roots, someone will help me out there. I called up my friend Orlando who was running Save On Hobbies in Florida. He was like, "yeah, yeah Chris, we'll sponsor you and pay you. We'll pay you money every month, give you gas car s**t, fly you around, take care of you. Whatever you need, we'll take care of you." So 1999 rolls around, and I go out to the Florida Winter Nationals in Fort Meyers again. My favorite track, and I go out there and just lay it down. I go out and set the fastest lap, which is still not beat to this day. I end up second, cause I blow my car off in the main. I get back on and I'm three laps down to Michael Salven, and when I catch back up I lose by six seconds in a 45 minute main.

So everyone is happy, everything is great. Now everything is sweet and I'm down in Florida for the Carpet Nats a week or two weeks later. So I figured I would just change my flight and stay there. Everyone was like, you need to go to the Carpet Nats, but I don't have a carpet sponsor. Jared Scott said to call Schumacher.[2] I said, "Schumacher, they got a good car?" "Yeah, yeah." So I call Schumacher, and Robin Schumacher said yeah. I said that since I was over at Save On Hobbies, that I could just take a car and they could replace it so I would have time to build it. They were fine with that.

[1] *Chris raced in a club race in Florida that many referred to as the second warm-up race for the Worlds in late 2004.*

[2] *Jared Scott is a racing buddy.*



There's no mistaking the distinctive paint job on Chris' cars.

TOSOLINI UNCUT

So at that point I wasn't getting paid from them, just a free car. I get the kit from them, and I go to this club race at Superior Hobbies in between. So I have a week, then the club race, then the following week the Nats. I go out to this parking lot race, first time out with this new car, and I win; smoke everybody. First time out and JR Mitch, this local fast guy and I kick his ass. I'm running like a ten turn and JR is running like an eight turn and I smoke him. I go out there and people are "who is this guy?" JR said, "That's Chris Tosolini, gas car racer. Don't you guys know?" A week later I go over to the Carpet Nats and get third.

E: Who won it that year?

CT: Cyrul. He kicked everyone's ass; he won everything. At that time I was running Peak, Rick (Hohwart) sent me like four motors, and I burned them up in practice, so I was SOL. I'm out there qualifying and my car was slow, but I was still bangin' out like a fourth place qualifier. Everyone was saying, "Damn Toso, you're going good, but your stuff's slow." I said, "well yeah, story of my life." So I had a lot of friends from Florida and they were hooking me up. Then one friend said, "Troy from Fantom is here. Why don't you hook up with Fantom?" "What is this Fantom crap?" I was young, and I didn't look at the big picture. I was 22. They were all saying, "He'll pay you." "All right, all right." So with this week going good, now Schumacher is giving me some money, Save On Hobbies is giving me money, and now Troy at Fantom is giving me a little too. Now I was thinking I was rich. I didn't have any bills, just being a bum, so it was great. So during qualifying I switch teams and go with Troy. I called up Peak and said, "hey you guys, you sent me twelve turns, everyone is running eights and nines, and I have no batteries, just junk." I had this motor builder there, and he's building me good power, and the guy is cool as hell, he's paying me, and I'm like, "Let's do it!" I put Fantom in their first main ever. I got third place and I ran their stuff. So everything was cool, I went home and that was it. That year, Fantom and I went on this tour, and we went to the Reedy Race up in Roseville, I got fourth. Right after that we had the Nationals up in Roseville; I won. '99 was a good year. I won the Nationals, and put Troy and Fantom on the map. It's been that way ever since. I've won almost a National every year since. I was with Troy for a few years, then we started seeing differences. He was new and he didn't understand that I was in this game a lot longer than him. If I wasn't winning, then Troy would say, "now I have to go find other drivers." He pays them more money and I found out about all this. So it was time to say bye. You don't do that. So now he wants me back, and it's a different story. Some day maybe we can work something out cause we did help each other out a lot. Hey, Tiger Woods doesn't win every golf match. It doesn't matter how good you are, it's just not possible.

> ***...I go out there and just lay it down. I go out and set the fastest lap, WHICH IS STILL NOT BEAT TO THIS DAY.***

E: So what happened with Schumacher?

CT: Oh yeah,.. now I was like this big National Champ, and there were all the sponsors up at Ripon. I was up at Ripon and I win, and now I have all these guys saying, "hey man, you want to race for me?" Even Butch from Yokomo said, "hey Chris, give me a call, we can work something out." I was thinking, "six months ago you wouldn't even talk to me, now you want to work something out. You'll have to pay me." So I have a meeting with him, and my dad flies us over there and they offer me a good salary. That was cool. So I call Schumacher and they said they couldn't match it. So I thanked them and moved on.

E: So was it an ugly departure?

CT: No, no. Robin and I are fine. Schumacher is cool. I've always liked Schumacher, and Robin is cool. It's hard for small companies to dish out money. So I ran for Yokomo and everything went great. I won them a National, a couple actually; a Gas Nats and an Electric Nats. Me and Barry (Baker) were teammates, everything was good. Barry was about five years ahead of me at Yokomo and he saw the ins and outs and the way it was ran was wearing him out. He wasn't going anywhere in his life. Even for me, I was there five years and I never got a raise, the bonuses never happened, it just didn't go right. So Barry ended up quittin', and two years later I ended up getting the boot. I mean it was cool in the beginning, cause I was getting paid from them and Fantom ended up giving me a raise. All this and I'm still at home living in Connecticut working at a 4x4 shop. I did that 'til about 2000. My girlfriend and I just packed up and moved out to California again. We've been out here ever since; it's been four years. When we first got out here, we lived with my dad for two months, then he kicked us out. You see my dad is the kind of guy who is always having people over. We come out to stay with him, and it's the worst timing. So he's got all kinds of people coming and staying with him, and it's too much. So we were homeless for about a week. He told us to get out, and I did. You see, I'm just like my dad. I told him I was out of there. He said, "No no, it doesn't have to be that way." I had my bags packed in an hour and we were gone. So we bounced around; stayed with friends, stayed in hotels, etc. I went to Yokomo and Butch gave me a security deposit on an apartment. It was this little one bedroom place. We've learned the ways of life; paying bills, etc. I haven't perfected it in those four years, but I'm working on it.

E: So what's going on recently?

CT: Well Yokomo canned me. (laughs) I haven't been performing too well lately, and struggling with their (Yokomo) new car. Then I signed with Corally and things have been pretty good. I mean, I didn't do very good at the Nats, but I went to Florida for the State Series and my car was really good. Everything is cool, and I have sponsors that like me. Sometimes it's not always like that. Sponsors sometimes don't want to hear feedback. We're supposed to give them feedback, its knowledge. You don't get knowledge from sitting in an office, you get knowledge from racing.

Continued on page 218.

9.5 VIOLATOR

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- FAIL SAFE
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READY TO RiP

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2 CAR CARRYING CASE

MASTER ANGLES

Decipher caster and camber adjustments.

By: Shane Archer

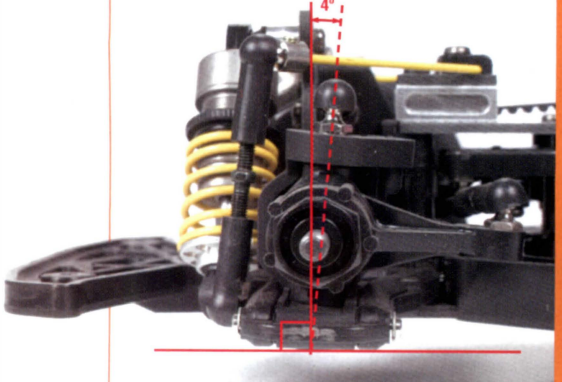
Out of all the possible adjustments that can be made to a radio controlled car, there aren't many that are misused more often than caster and camber. In fact, if I had a dollar for every time I've seen a racer change one (or both) settings on their car to try and achieve the opposite of what they actually do, I'd be able to retire from this glamorous magazine lifestyle. Both adjustments seem simple on the surface, but have significantly different effects on different surfaces, and different behaviors between on- and off-road vehicles. To get some insight into what these changes do and when to use them, I tracked down two-time World Champion Matt Francis at the US Indoor Championships, and he was happy to share his expertise.



Shane was going to be in this photo, but Collin went into a Chipotle rage and wrestled the chalkboard away.

CASTER DEFINED

Caster refers to how far a wheel carrier is angled away from a perfectly vertical position. Positive caster places the carrier leaning backward, while negative caster (which is never used in practice) would have it tilting forward. If a car has zero degrees of caster, it means that the wheel carriers are perfectly vertical.



An example of a sedan with 4° of positive caster.

HOW CASTER WORKS

Without any caster and with all else being equal, a car's front tires will always be flat against the racing surface. However, when the car is traveling at higher speeds and the wheels turn, weight will be transferred to the outside wheels, which can cause the tire to lean towards the outside. When this happens, the contact patch between the tire and the surface diminishes, and traction is lost.

To solve this problem, one can increase the amount of caster on the car. With more caster, the tire can maintain full contact with the surface during high-speed cornering, keeping traction high. However, this comes at a price; when the wheels are turned at low speeds, and there is not enough weight being transferred to cause the tires to lean over, the contact patch is again diminished. As a result, traction is lost when there is not enough weight being transferred.



On many 4WD vehicles, both on- and off-road, C-hub carriers like this one are used to make caster adjustments. It's a good idea to keep a variety of them on hand to adjust your car's suspension.

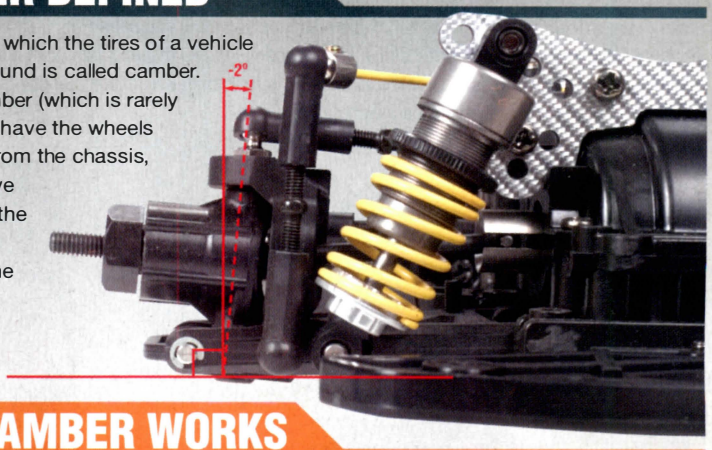


Most 2WD off-road buggies and trucks use their kick-up angle to create all the caster they'll need.



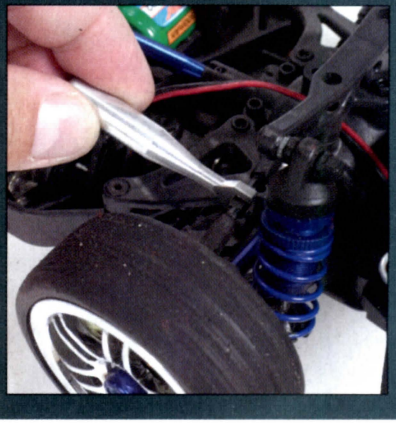
CAMBER DEFINED

The angle at which the tires of a vehicle meet the ground is called camber. Positive camber (which is rarely used) would have the wheels tilted away from the chassis, while negative camber has the wheels tilted in towards the chassis.



HOW CAMBER WORKS

The concept of camber is a lot like caster: keep as much of a tire in contact with the racing surface as possible. As a car corners, weight will be transferred and the wheels will lean over, decreasing the amount of contact between the tires and the surface. With the addition of negative camber, this suspension roll can instead result in a full contact patch between the tire and surface. Unlike caster, camber affects the front wheels equally throughout their range of motion, and is an important adjustment at the rear of a car as well.



The angle of the dangle is...wait, never mind.

CASTER AND CAMBER IN ACTION

To illustrate exactly what these two adjustments do, we're going to take a look at the outside front tire of a car as it goes through a corner. Since we're so good at setting up our car for our make-believe track, we're going to assume that when the wheel is fully turned and weight is transferred, it is making full contact with the racing surface.

Straight Line - As the car goes in a straight line, the caster setting does not affect the contact patch between the tire and the surface (Figure 1).

Camber, however, will pull a small part of the outside of each tire away from the surface. In most cases, this does not seriously affect straight line performance (Figure 2).

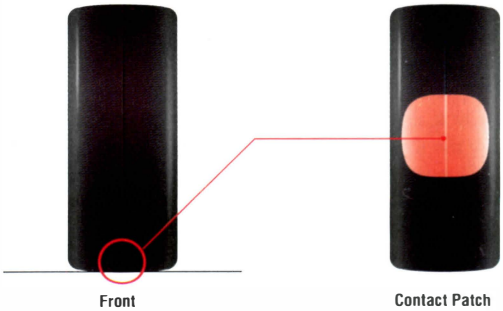


Figure 1
With 0° of camber, the tire is perfectly flat against the surface.

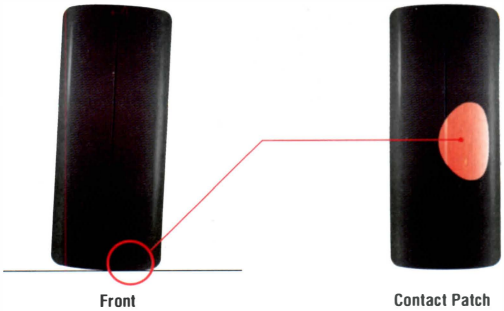
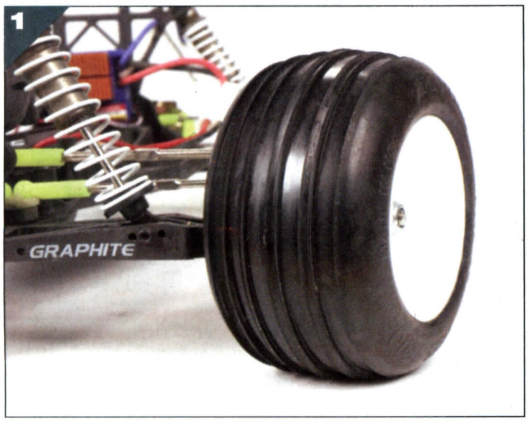
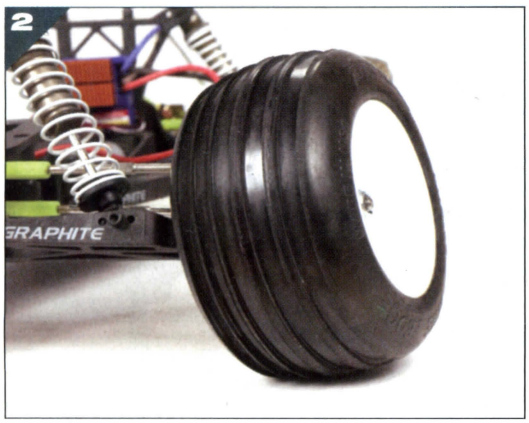


Figure 2
With negative camber, the outside of the tire is lifted off of the surface. This reduces the contact patch when traveling in a straight line, but usually doesn't affect straight line performance.

Initial Turn-In • With no caster, the contact patch between the tire and surface will not change during the initial part of the turn (before any significant weight transfer takes place; see photo #1). With caster, the contact patch will decrease as part of the tire is lifted off of the driving surface, since it is pivoting at an angle. If the car has a negative camber setting in addition to some caster, this will further reduce the contact patch before weight is transferred (see photo #2).

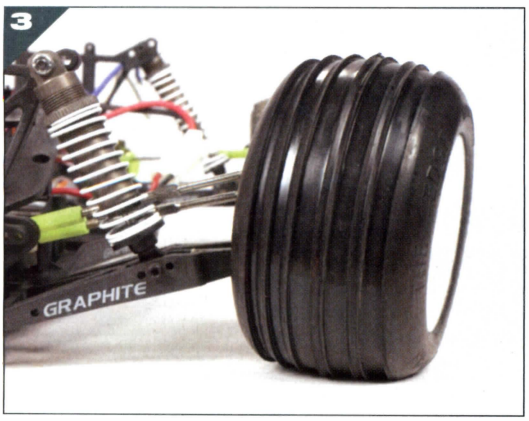



Contact Patch




Contact Patch

Middle of Corner • This is where we can really see the effects of caster and camber. Once weight has been transferred to the outside wheel, it will have a tendency to lean further towards the outside. Without any caster or camber, this can result in a couple different effects: First, the contact patch between the tire and surface may decrease, as the inside of the tire lifts up (see photo #3). Second, it can make the car's suspension feel stiffer than it actually is, since all of the weight transfer is being applied to the up-and-down movement of the suspension arm. The car will want to lean forward as well, but it is mechanically limited by the tire that is already in full contact with the surface.




Contact Patch

Ever confuse caster with castor?

Tuning with Matt Francis

Caster and Camber in On-Road



Matt has found that the effects of caster in on-road really depend on the surface more than anything.

Matt Francis *- "On high-traction carpet tracks, adding caster will usually give a car more steering. That also means that less caster can make a car easier to drive. On lower-traction tracks, like most outdoor asphalt tracks, I've found the opposite is true. Having less caster gives a car more steering, and giving it more makes it easier to drive. At this year's Worlds in Florida, I actually had to take caster out of the car to get it to turn as much as I wanted it to."*

Although this change in behavior may seem odd, it is actually easy to explain. On high-traction tracks, more grip means that initial turn-in is not a problem, and that weight transfer happens quickly. Giving the suspension room to lean into a corner improves the car's response and adds steering. On lower-traction outdoor surfaces, initial turn-in is important, so the larger the contact patch between the tire and the surface, the more steering you will have.

MF *- "When I make changes to caster, I usually try to make a large change first, just so I can feel a difference. If I want to add caster, for example, I might go from 2 degrees to 6 degrees, and then if it's too much, I can halve that. Making a big change lets you see if you are going in the right direction, and if you're not, you can go back and try something else."*

Since caster is such an important adjustment, Matt recommends that anybody who is serious about setting up their on-road car correctly should carry a complete set of caster blocks with them at all times. They are relatively cheap, and can really help to get a car working well on a track. In a lot of situations, steering is everything!

MF *- "I don't change camber as often in on-road as I do in off-road; I pretty much run -1 degrees of camber all around and leave it alone. Sometimes, if I need a little more corner speed and forward grip is not a problem, I'll add a little more negative camber in the rear, which can free up the rear end a little bit and help it rotate better, giving the car more corner speed."*

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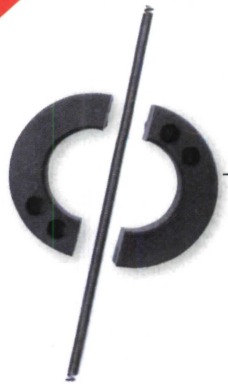

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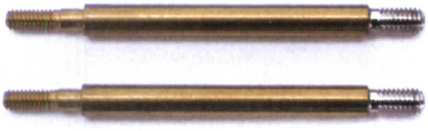

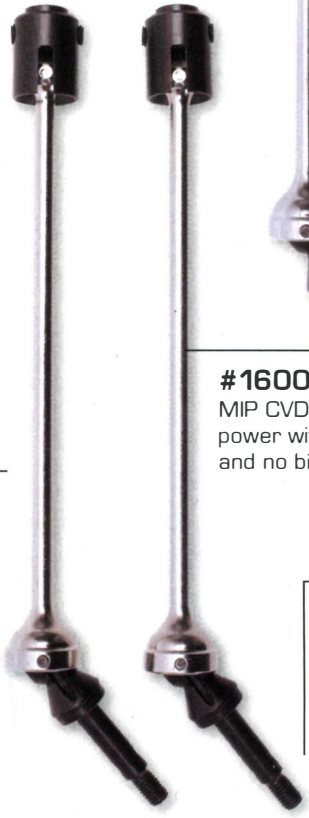

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#1610 MIP Push Rods Ft/Rr for REVO Alum/blue (4)

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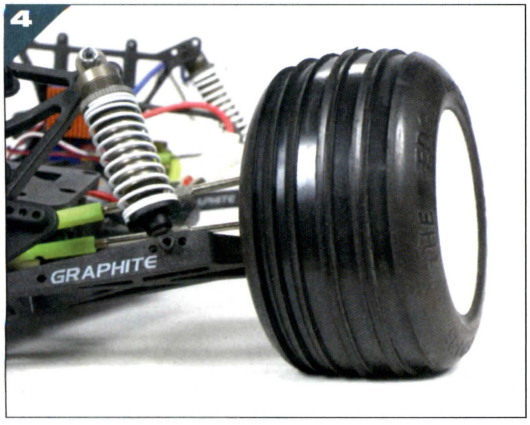
Now, suppose there is a small amount of negative camber on our tire. As weight is transferred, the tire will lean to the outside, and the very outside of the tire will now be touching the surface. The suspension will seem slightly softer, since it can roll a bit further to the outside than before.

Finally, suppose there is caster at work as well. Now, as weight is transferred, the suspension is able to lean both forward and to the outside, and at the furthest point, the tire will be fully in contact with the racing surface (see photo #4). Plus, since there is room for the tire to lean, it means the suspension will feel even softer, and the car will tend to "dive" into the corner. Once again, this assumes that our car is perfectly tuned to the track, and we are transferring the perfect amount of weight; figuring out which settings do this on your car at your track is 90% of the battle!





Contact Patch

GET OUT AND DRIVE

As you can see, caster and camber are two powerful adjustments that really need to be completely understood by any serious racer. Knowing this kind of stuff by heart is what separates the pros from the rest of us, and it can save you a lot of time at the track. If our diagrams aren't enough, try picking up one of your cars, sit it on a flat surface, and try turning the front wheels back and forth. As you move them, you should be able to see exactly what we're talking about here, and how it affects your car. Don't worry if you don't understand it all overnight; it takes a lot of time and testing to get all this stuff right. But when you do, you'll be that much closer to your next big win.



More Tuning with Matt Francis

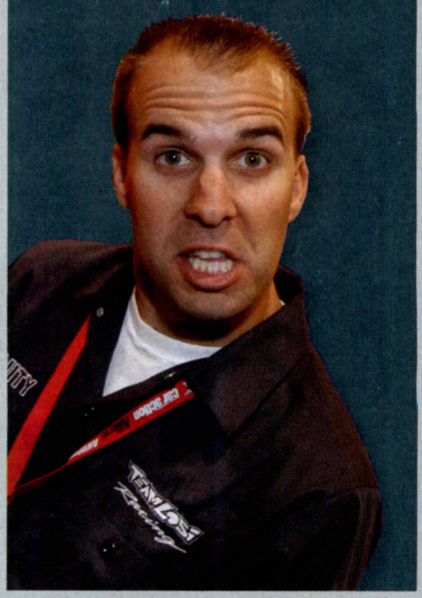
Caster and Camber in Off-Road

The biggest difference between caster in on-road and in off-road is not in how it works, but in how much is used. Since off-road buggies and trucks have a lot more suspension travel, they can handle a much larger caster change throughout a turn. Matt also points out that since many off-road tracks see the use of ribbed tires, one typically wants to be riding on the edge of the tires as much as possible to really dig into corners.

MF - *"Most 2WD cars use 25, 30, or 35 degrees of caster, and I usually start off with 30 to get a feel for a track. In nearly every case, we try to match the same kick-up and caster settings in our 2WD cars, otherwise you start to see some really weird angles in the suspension. If a track has a ton of traction, I may decrease the caster to get a little more steering, but 30 always seems like a good place to start."*

Typical 4WD off-road buggies have less suspension travel than their 2WD counterparts, so less caster is used, although still more than on-road. Matt usually starts with 10 degrees of caster on his XXX-4.

MF - *"I actually play with camber a lot more often than caster, since caster is such a major change in off-road. On high-speed tracks with a lot of long, sweeping turns, I will go to -1 or -2 degrees of camber. On some really loose tracks, I may even run a small amount of positive camber in the rear to help stiffen up the suspension."*



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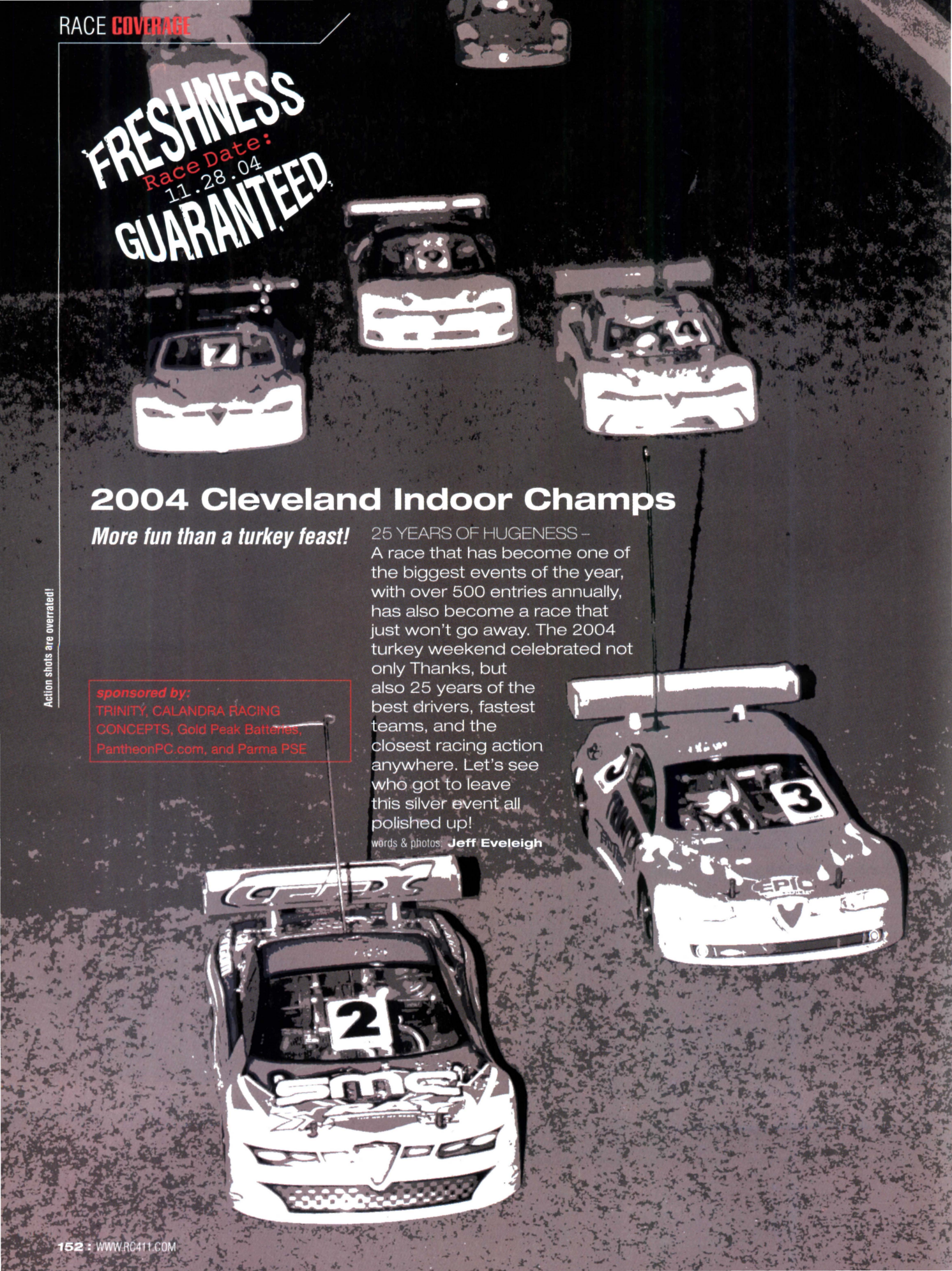

Action shots are overrated!

2004 Cleveland Indoor Champs

More fun than a turkey feast!

25 YEARS OF HUGENESS – A race that has become one of the biggest events of the year, with over 500 entries annually, has also become a race that just won't go away. The 2004 turkey weekend celebrated not only Thanks, but also 25 years of the best drivers, fastest teams, and the closest racing action anywhere. Let's see who got to leave this silver event all polished up!

words & photos: **Jeff Eveleigh**

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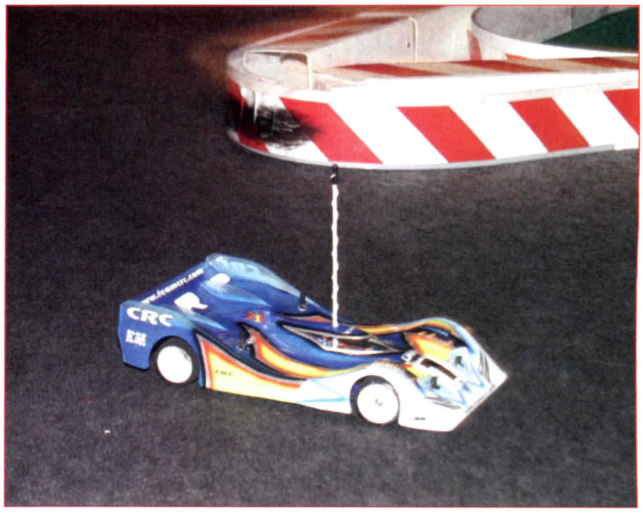
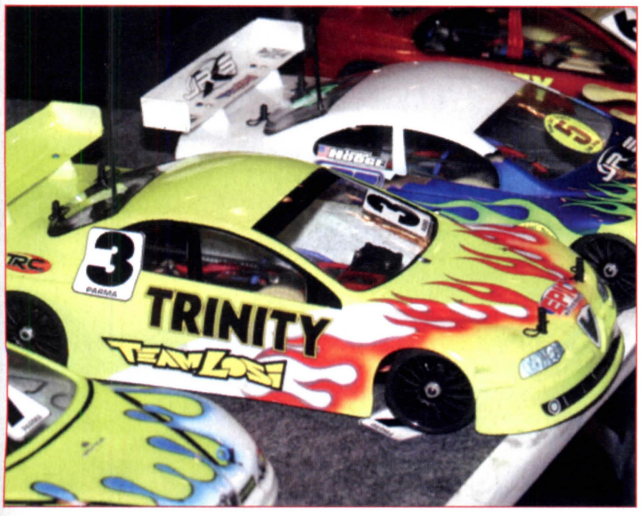
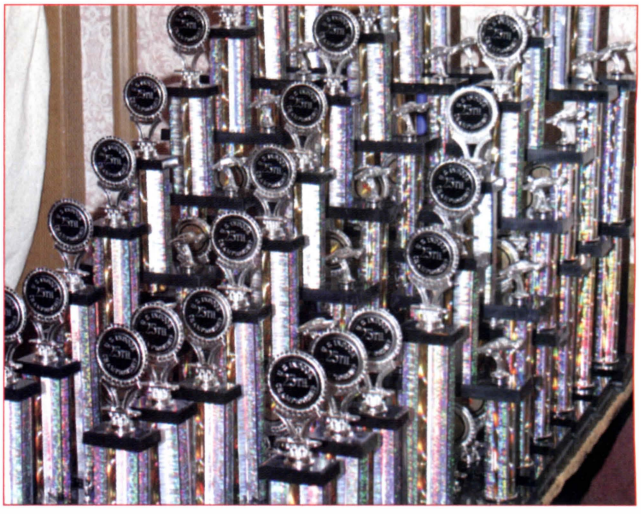




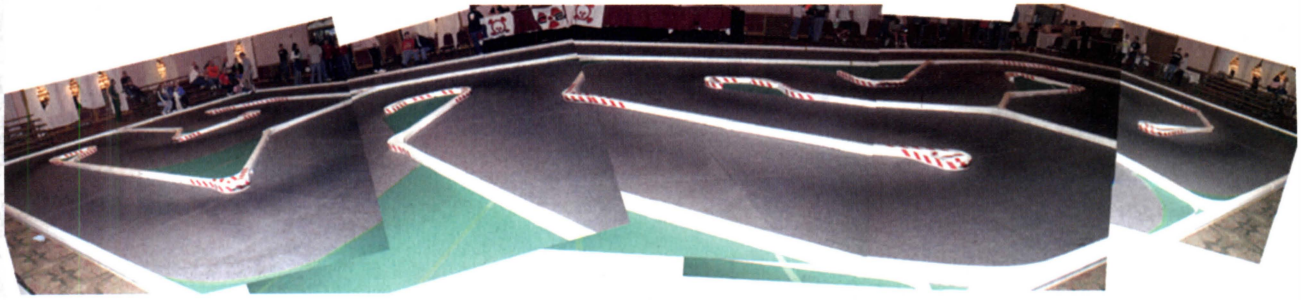


Squatting is an RC-only position.

The track was extended a few feet from last year, but although the new dimensions were 96' x 40', the lanes were still Cleveland-style tight. Rocket from the grid on the back straightaway to the right-handed sweeper, and stay super tight into the first corner. As you drift left, you enter the "chicane of death" which became the most dangerous section of the track that pretty much every driver was afraid of. If you hit this section perfectly you could shave a few tenths of a second from your lap time, but one mistake and you're stuffed into a board (which happened repeatedly, even during the A-mains). From there, drop into a right-handed switchback and then along a short chute with a slight kink to prevent any straight-line driving. After you set the car up slightly to the right, you swing around a small sweeping left followed by another right onto an extremely short straight chute. Turn right and enter the S-curves (one of the better areas to pass) and exit back onto the straightaway to do it all again.

> *Wow, wow...one of the more tchnical tracks we've seen in a while! Unless your car is perfect it is hard to get into a rhythm and flow.* **YOU HAVE TO REALLY GET USED TO YOUR CAR TO GO FAST HERE.**
>
> – Josh Cyrul

The new track was tight and fast with little room for error. It was so technical that even when the A-qualifiers were racing, there were a great deal of lapped cars. As Jared Scott put it, "If you're off the pace on this track....you're major traffic."





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HORIZON HOBBY

THE FORMAT

With another record-breaking 523 entries, the 25th annual Indoor Champs had a tight schedule. Extended controlled practice that included both Wednesday and Thursday gave the drivers more track time than previous years but a lot less sleep, and the qualifying rounds that lasted until 2 AM would reinforce that exhaustion. Just like every year at the Champs, there were four rounds of qualifying spread over two days with 5-minute Touring Car heats and 8-minute 1/12-Scale heats. There were no points for consistency, as the grid was set by each driver's single fastest qualifier (which seemed to occur later and later in qualifying as the drivers learned the track and found the perfect setup).

THE MAINS

Touring Car Stock • Right from the starting tone, Stephen Sobottka grabbed the holeshot with Ray Darroch and Dave Johnson in tow. A huge pileup through the sweeper on the second lap messed up the order, with only Sobottka getting through cleanly. Mike Pulfer moved into 2nd and Jeff Cuffs to 3rd after the crash. By the midway point of the race, Sobottka was way out front but Cuffs was all over Pulfer trying to take over 2nd. With a minute to go, Cuffs rubbed Pulfer slightly and forced his way by, and that's how the race finished with Stephen Sobottka in 1st, Jeff Cuffs in 2nd, and Mike Pulfer in 3rd.

Touring Car Masters • The first lap of Touring Masters was a mess, with cars shooting in every direction. After the mayhem subsided it was all Eli Ezrow at the front, with Rick Worth and Mike Marshall trying to track him down. Two minutes into the race and Ezrow had checked out, leaving behind a hotly contested battle for 2nd. Worth and Marshall rubbed back and forth a few times before Marshall claimed 2nd. A few laps later, Worth turned in a bit too early and stuffed his car into a board, giving Marshall the breathing room he needed to finish out the race. Eli Ezrow crossed the line a full lap ahead of most of the field, while Mike Marshall



Jeff should win some sort of prize for all these action shots.

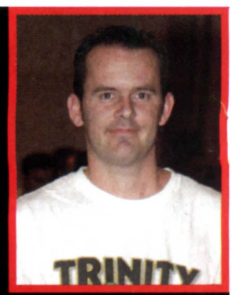


Chuck Mackin (right, with race diector Tony Williams) is the only guy to have raced all 25 Indoor Champs events.

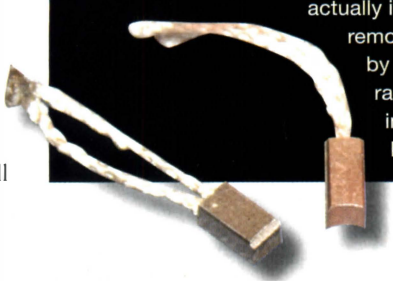


Remember to adjust that timing. Chad says so! With so much time in between heats, maintenance is a must.

TIMING CHANGES?



I took a moment to sit down with Trinity's master motor mechanic Chad Phillips to get the inside scoop on going fast, and he had some smart information. Many people skim their motors' commutators between runs, but in doing so there are two things they probably didn't realize. First off, as your commutator gets smaller you should narrow your brushes slightly to provide the same amount of brush wrap that the motor was originally designed for. Second, as your commutator gets smaller the timing within your motor actually increases. Chad says that for every 0.010" you remove from the commutator, you increase the timing by 2 degrees. To keep your motor consistent from race to race, you have to keep your brush wrap in check and keep adjusting your timing while keeping the commutator diameter in the equation.



T-SPEC TOURNAMENT OF CHAMPS

To celebrate 25 years of the Indoor Champs, Trinity decided to throw together an invitational race with some of the past champions and consistent A-main finishers from the last quarter-century. Trinity provided their T-Spec cars, motors, and batteries. Hitec supplied the radio gear, Novak gave up some ESCs, and Jaco fired in some tires to give everyone the same ride. Each driver was given one battery, one motor, three sets of tires, an assortment of shock springs, and a license to find their own driving-skill-in-a-can. Minimal adjustments were allowed to keep the racing close, but a little incentive package to the tune of $1000 was put up by Trinity to make things more interesting.

Even with such an established roster of drivers on the stand, multi-time National Champion Ralph Burch, Jr. dominated the entire main after taking the holeshot and never looking back. Here are the final results of the purse event, and the winner of the jumbo check.

-- TRINITY T-SPEC - A Main --

POS	CAR	LAPS	TIME	NAME
1	1	17	4:04.46	RALPH BURCH
2	3	17	4:10.85	TERRY ROTT
3	7	16	4:00.85	CHRIS OOSECK
4	4	16	4:01.83	FRANK CALANDRA JR
5	6	16	4:02.16	BILL JERIC
6	5	16	4:14.49	TYREE PHILLIPS
7	2	16	4:14.80	BUD BARTOS
8	8	14	4:03.77	BOB SCHOENAU





We all knew Ernie was a big spender, just not literally!

claimed 2nd and Rick Worth rounded out the top three.

Touring Car Modified • The announcer said "go" and the fastest drivers launched, with Paul Lemieux taking the holeshot followed by Josh Cyrul and Mike Dumas. On lap two, Cyrul made an inside move on Lemieux after the sweeper to take the lead cleanly. From that point on, it looked like Lemieux had CA-glued his front end to the rear of Cyrul's car. What was probably the closest race I've ever seen went on for the next four and a half minutes, with Lemieux all over Cyrul, but Josh just wouldn't leave any room to pass, and that is how they crossed the line. Josh Cyrul was crowned the Touring Mod Champ, with Paul Lemieux and Mike Dumas taking 2nd and 3rd, respectively.

1/12-Scale Stock • Top qualifier Ray Darroch bolted into the lead at the start of the main, with Paul Ciccarello in 2nd and Wayne Gerber, Jr. in 3rd. Gerber and Mark Smyka passed Ciccarello going on to the straightaway at the one minute point to take over the 2nd and 3rd positions. Gerber then tagged a wall, allowing Smyka to pass him on the outside to overtake 2nd. A few moments later, leader Darroch bobbled and Smyka made the move up to the front. Still early in the race, Ciccarello stuffed it in the chicane on his own, allowing Darroch to move past for 2nd. Ciccarello managed to take his position back about two minutes later when Darroch crashed going on to the straightaway, also allowing Jeff Cuffs into the top three. This was short-lived for Cuffs, though, as he stuffed his car through the S-curves to hand 3rd over to Gerber. Just moments before the end of the race, Gerber crashed as well, handing 3rd back to Darroch. Crossing the line at the tone were Mark Smyka, Paul Ciccarello, and Ray Darroch.

1/12-Scale Masters • In a similar fashion to the Touring Masters class, top qualifier Eli Ezrow rode a holeshot to the lead and never looked back. Terry Rott launched into 2nd with Frank Calandra, Jr. right on his tail. Calandra and Rott swapped back and forth a few times before Chuck

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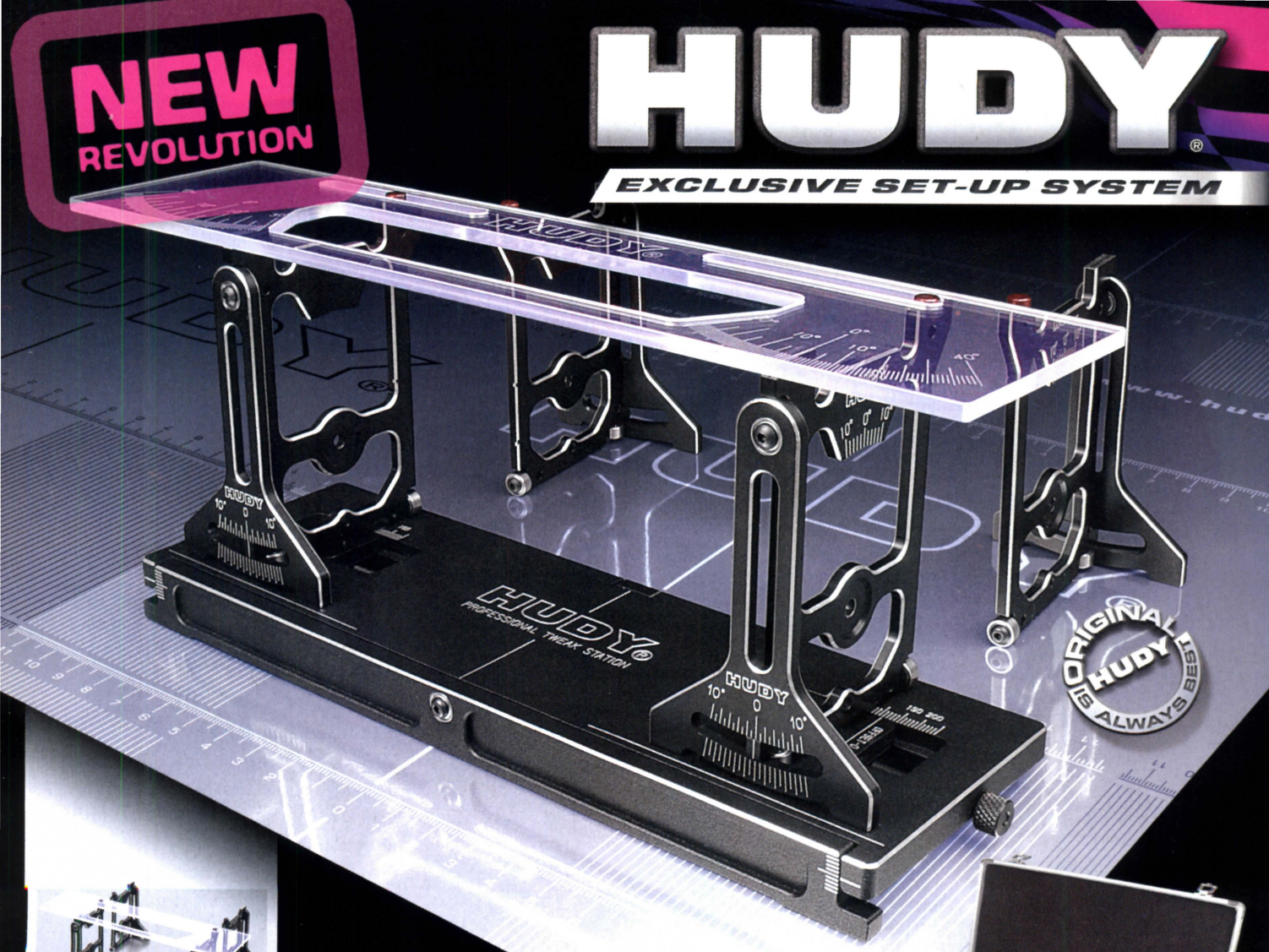

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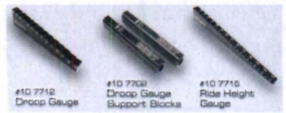

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NASCAR driver and current RC dirt oval national champion Tony Stewart flew in just to sign some autographs? That's some balls!

Break it up, boys!



Frank Calandra feeds it to Ezrow after he breaks Frank's four-year winning streak in 1/12 Masters.



Vicky Blackstock always smiles for the camera. She defended her Champs title well, easily making the show.

MATT FRANCIS RACER TIP

Matt grinds the top off of the plastic captured ball end on the front and rear of his Losi sedan for two reasons. First, he can unscrew the ball stud and alter the roll center with washers without having to wear out the link by popping the ball cup on and off each time, and second, it offers extra clearance for the rim when a large number of washers are being used to shim under the stud.





Lonergan poked his head into the picture to challenge Calandra. Calandra opened the door to let Lonergan by for 3rd, but a huge crash ahead sent 2nd-place driver Rott off of the track to move Lonergan into 2nd and bring Calandra back into the top 3. With more than half of the race over, Skip Starkey came out of nowhere to swoop past Calandra, setting his sights on Lonergan. On the final lap, with Ezrow still miles ahead of the pack, Starkey made an aggressive move on Lonergan for 2nd and managed to get by. Lonergan drove inside to the straightaway and hit Starkey to get his position back, but slowed back down in true sportsmanlike fashion to give Starkey 2nd place on the podium. The Masters 1/12 race closed out with Eli Ezrow taking his second win at the 2004 Champs, followed by Skip Starkey and Chuck Lonergan.

1/12-Scale Modified • At the end of a long weekend, the air settled, the voices died off, and the horn blew to start the final race. Top qualifier Mike Blackstock jumped into the lead with 4th-place qualifier Josh Cyrul overtaking two drivers through the sweeper to claim 2nd, and defending champion Jon Orr rounding out the top three after lap one. Blackstock bobbled on the second lap, allowing Cyrul to move into the lead. With less than a minute by, Blackstock and Orr tangled, allowing Mike Dumas and Mike McMahon to move up into podium positions. But McMahon quickly stuffed it in the chicane, giving Blackstock 3rd place, and just a few laps later Dumas crashed in the same chicane, putting Blackstock back into a position to attack Cyrul for the lead. With Blackstock on the move, he kept getting tangled with either lapped traffic or the chicane that had been giving everyone trouble all weekend. Orr and Dumas took advantage of Blackstock's misfortunes to move past him and back into the top 3 again. With less than a minute to go, Blackstock used his horsepower to get past Dumas and into 3rd, but followed up the pass with a front-side into the wall before the straight. Orr ran into some trouble as well, allowing Dumas to get

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40-DEGREE FANTOM



Fantom's new V2-based motors are hot, as in fast hot. But with the direction of electric motor racing and the kinds of winds many drivers are using, these motors can actually run extremely hot. Troy Schroeder of Fantom Motors likes to use a simple Dremel tool to grind away some aluminum within the endbell cooling fins to allow more air in. He says this mod reduces running temperatures by up to 40 degrees and seems to increase the RPM slightly. You can try to use these pictures to duplicate his alterations yourself, but be aware that if you aren't used to doing these sorts of things, you may want to stick with the original cooling design.









by for 2nd and Blackstock to get it back together for 3rd, and that is how they would finish, with Josh Cyrul taking his second modified victory and Mike Dumas and Mike Blackstock rounding out the top three.

CLOSING

With 25 years in the making, the 2004 Indoor Champs was and will continue to be a huge success. It's always a treat to come to an event with drivers of this caliber for so many years. I say it every year, but I can honestly say that the organization of this event is the best in the business, and I thank the officials, organizers, volunteers, and announcers for doing such a great job. Six classes and four overall winners warrant big congratulations to Stephen Sobottka, Mark Smyka, Eli Ezrow for his double win, and especially to XRAY-, CEFX-, and Fantom-powered Josh Cyrul for his domination of the Modified classes. See you all next year, for the start of another 25 years of racing success.

Sean had the hotline open all weekend.



FASTER

by 22 laps

>>over the second place truck. Yeah, it's that good!



XTM Racing

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Dynamite's precisely machined Mach .26 engine requires no starter box and offers performance features like long-lasting ABC piston/sleeve assemblies, slide carburetor and a large powder-coated heat sink head. It's also incredibly easy to start and tune, and fits snugly into most 1/8-scale buggies and trucks, including popular .21 truck conversions like the T-Maxx. The Mach .26 is also available with a standard crankshaft and without a pull-starter.

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	DYNCOMBO1	Mega 1 Charger/Dyna-Sport 1500 Combo Pack	63.90	**43.95**
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	DYN2522	O'Donnell 1/8 Racing Glow Plug		**7.99**
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	DYN4910	Tazer Fwd/Rev ESC	79.99	**54.99**
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*Please replace ** with channel number to specify frequency*

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		List Price	Our Price
JRPSZ8800S	Digital Hi-Speed Surface Servo	169.99	**109.99**
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THE BUZZ

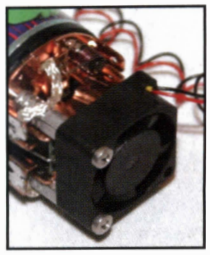
TEAM LOSI • The Losi team was doing some more testing of their patent-pending LCDs (Losi Constant Drives). The LCD is a universal drive shaft with two pivot points, designed to eliminate chatter when using full lock-to-lock steering. Chatter is especially apparent when using a front spool, but can happen with a differential or one-way as well. The Losi team found that regular CVDs can bind when extreme steering throws are used, which causes a reduction in steering. With the LCDs, you can actually gain steering. These cool-looking shafts will be available at about the same time as the JRX-S, and will most likely be available for Losi's older XXX-S sedan as well.





TRINITY • The entire Trinity team was using the new Cobalt modified motors, and they looked sweet. With a lowered brush hood to keep the brush centered on the commutator when the armature is centered within the magnets, the balance is much better. Other endbell changes include an extended lower brush hood to prevent brushes from hanging off the edge within the motor which could cause the brush to twist under heavy loads. A new heat sink has been designed for the Cobalt as well, to maximize the cooling surface area (and it also has mounting holes for the new fan that will be mentioned shortly). Openings in the heat sink and molded air ducts within the endbell direct air over the top of the commutator where it is needed most.

All of the Trinity team guys' motors were also sporting an experimental pure silver brush. The thinking behind the silver brush was that the compound eliminates the oxidizing and glaze that cause internal arcing, and therefore the silver brush will actually cause less commutator wear. Most drivers were using the same set of brushes all weekend long, and a quick skim with a commutator lathe is all that was done to their motors between runs. Both the Cobalt motors and the new brush compound will be available in early 2005.



Trinity also had their new stock motor cooling fans on hand. The mini fan bolts right onto a stock motor's endbell and plugs directly into your receiver (you'll have to get your own RX plug, though). The fan includes aluminum standoffs that double as heat sinks and all the necessary hardware for mounting. These mini coolers are available now.

JACO • The tire wars have stepped up a level. Jaco introduced their new two-stage foams at the Indoor Champs. This innovative design uses a lightweight inner core (similar to the old rubber-capped tires) and a conventional foam outer wrap to handle the surface contact with the track. The overall package provides "longer wear, more grip, and a lighter wheel assembly" as stated by top driver Mike Blackstock. The only compound in the initial roster is Double Pink for both the front and rear, but everybody I talked to pretty much said that this compound works well everywhere. The core will not affect the ability to run the tires at a small size, since the inner stage is smaller than any useable size will ever be. Blackstock told me that he ran his tires at 1.74" for 15 runs with next to zero tire wear.



TOURING STOCK

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	1	Stephen Sobottka	Associated TC3	Handout	Novak	Fukuyama	BSR	Parma	Airtronics
2	4	Jeff Cuffs	XRAY T1FK	Handout	Novak	Trinity	TRC	Parma	KO
3	6	Mike Pulfer	HPI Pro 4	Handout	Novak	-	CRC	Parma	KO
4	3	Ray Darroch	Losi XXX-S	Handout	Novak	Trinity	TRC	Parma	JR
5	7	Chuck Lonergan	XRAY T1FK	Handout	Novak	Novak	Jaco	Protoform	KO
6	8	Chris Mozzola	Associated TC3	Handout	Novak	Ready Real Time	Jaco	Parma	KO
7	5	Andrew Ellis	XRAY T1FK	Handout	Novak	Hurricane	Jaco	Parma	KO
8	9	Aaron Bomia	Associated TC3	Handout	LRP	O'Tec	Parma	Parma	Airtronics
9	10	Bobby Flack	Losi JRX-S	Handout	Novak	SMC	Jaco	Parma	KO
10	2	Dave Johnson	XRAY T1FK	Handout	Novak	O'Tec	Parma	Parma	KO



MOD TOURING

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	2	Josh Cyrul	XRAY T1FK	Fantom	KO	SMC	Jaco	Parma	KO
2	1	Paul Lemiuex	Losi JRX-S	Truespeed	Novak	SMC	Jaco	Parma	Airtronics
3	3	Mike Dumas	Losi JRX-S	Trinity	LRP	Trinity	TRC	Parma	JR
4	4	Mike Blackstock	Associated TC4	Reedy	Novak	Reedy	Jaco	Parma	KO
5	10	Barry Baker	Associated TC4	Reedy	LRP	Reedy	Jaco	Parma	Airtronics
6	8	Brian Kinwald	Losi JRX-S	Trinity	Novak	Trinity	TRC	Parma	Airtronics
7	7	Ralph Burch	XRAY T1FK	Fantom	Novak	SMC	Jaco	Parma	KO
8	9	Matt Francis	Losi JRX-S	Trinity	LRP	Trinity	TRC	Parma	Airtronics
9	6	Todd Hodge	Losi JRX-S	Trinity	LRP	Trinity	TRC	Parma	Airtronics
10	5	Chris Tosolini	Corally RDX	Team Brood	Novak	Orion	Parma	Parma	Airtronics

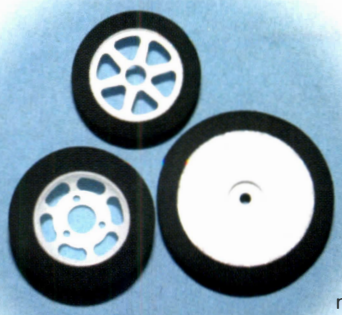


TOURING MASTERS

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	1	Eli Ezrow	HPI Pro 4	Handout	Keyence	SMC	Jaco	Protoform	JR
2	10	Mike Marshall	Losi XXX-S	Handout	Novak	SMC	TRC	Losi	Airtronics
3	6	Rick Worth	Associated TC3	Handout	Novak	Trinity	Jaco	Losi	Futaba
4	2	Ray Huang	BMI XRAY T1FK	Handout	Novak	SMC	Parma	Parma	KO
5	7	Bob Schoenau	Associated TC4	Handout	LRP	Reedy	Parma	Parma	KO
6	3	Jim Piersol	Associated TC4	Handout	LRP	Reedy	Jaco	Parma	JR
7	9	Tom Esposito	X-Ray	Handout	Novak	Trinity	TRC	Protoform	JR
8	4	Junior Norton	HPI Pro 4	Handout	KO	Pole Position	BSR	Parma	Futaba
9	5	Tyree Phillips	Losi JRX-S	Handout	KO	Power Push	Parma	Parma	JR
10	8	Skip Starkey	Associated TC4	Handout	LRP	SMC	CRC	Parma	JR

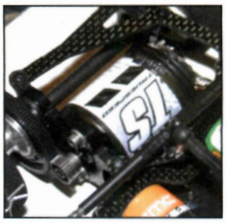


To be a master, you need facial hair...and lots of it!



PARMA • After such great success with their racing bodies, Parma has decided to enter the foam tire market. With an initial release of the most popular compounds for both touring cars and 1/12-scales, the GRP foam bonded to Parma-designed rims is available now. Strong dish rims for touring cars with 28mm-wide Purple, Plaid, Cyan, and Magenta compounds are available, and lightweight 1/12-scale rims with Purple and Magenta fronts and Gray, White, and Pink rears offer a broad range of choices that should work for almost any track.

TRUESPEED • This new motor manufacturer run by Jim Dieter is named after Tony Stewart's Sprint Car race team and will handle the electric motor end of things at Custom Works. The initial release of motors from True Speed will be V2-based modifieds, but Dieter should have his own can design out in about six months. Paul Lemieux was the only driver running for Truespeed at the Champs, but they are obviously doing something right judging by his performance on the track.





PROTOFORM • I met up with master mold maker Dale Epp and he told me about the new Stratus 3.0 that he had been working on. There weren't any at the actual race (licensing issues postponed production) but Dale was kind enough to let me take some pictures of the mold that he had with him. The new Stratus is designed to be a carpet body with slightly less downforce, which should increase runtime on high-traction surfaces. Driving with the body should feel similar to the balance of the old Stratus, but having a shape that was designed for more central downforce will make the car more agile since the downforce is targeted towards central pivoting. Dale also put two different trim lines on both the body and the wing so you can run a legal cut for racing or an illegal "slammed" look for bashing around on the street.



1/12 STOCK

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	3	Mark Smyka	CRC T-Force	Handout	Novak	SMC	Jaco	Parma	Airtronics
2	2	Paul Ciccarello	Associated 12L4	Handout	Novak	Trinity	Parma	Parma	Futaba
3	1	Ray Darroch	Trinity Reflex 12	Handout	Novak	Trinity	TRC	Parma	JR
4	4	Wayne Gerber Jr.	BMI SG1	Handout	Tekin	Power Push	CRC	Parma	Airtronics
5	5	Chris Mazzola	Associated 12L4	Handout	Novak	Reedy	Jaco	Protoform	KO
6	7	Jari Taskila	FLEXI 12	Handout	LRP	KINETIX	Parma	Protoform	KO
7	6	Jeff Cuffs	Trinity Reflex 12	Handout	Novak	Trinity	TRC	Reference	KO
8	8	Vicky Blackstock	Associated 12L4	Handout	Novak	Power Push	Jaco	Parma	KO
9	9	Jeff Dayger	CRC Carpet Knife	Handout	Novak	SMC	CRC	CRC	Futaba
10	10	Mike Pulfer	CRC T-Force	Handout	Novak	O'Tec	CRC	Parma	KO



1/12 MOD

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	4	Josh Cyrul	CEFX	Fantom	KO	SMC	Jaco	Protoform	KO
2	5	Mike Dumas	Trinity Reflex 12	Trinity	LRP	Trinity	TRC	Trinity	JR
3	1	Mike Blackstock	Associated 12L4	Reedy	Novak	Reedy	Jaco	Protoform	KO
4	6	Andy Moore	Associated 12L4	Orion	NOSRAM	Orion	Jaco	Protoform	KO
5	2	Jon Orr	Associated 12L4	Reedy	LRP	Reedy	Jaco	Protoform	KO
6	7	Paul Lemiuex	Custom Works JD Special	Truespeed	Novak	SMC	Jaco	Protoform	Airtronics
7	10	Ryan Cavalieri	Trinity Reflex 12	Trinity	Novak	Trinity	TRC	Trinity	Airtronics
8	9	Mike McMahon	CRC T-Force	Orion	Novak	Orion	Jaco	Protoform	KO
9	8	Mike Lufaso	Associated 12L4	Reedy	LRP	Reedy	Jaco	Parma	KO
10	3	Barry Baker	Associated 12L4	Reedy	LRP	Reedy	Jaco	Parma	Airtronics



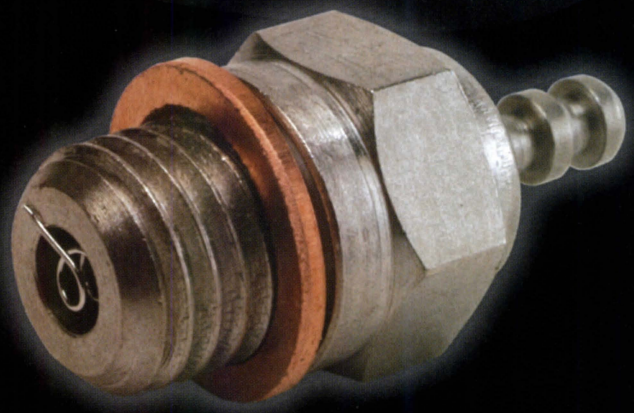
1/12 MASTERS

F	Q	DRIVER	CAR	MOTOR	ESC	BATTERY	TIRES	BODY	RADIO
1	1	Eli Ezrow	CRC T-Force	Handout	GM	SMC	Jaco	Protoform	JR
2	8	Skip Starkey	CRC T-Force	Handout	LRP	SMC	CRC	Parma	JR
3	4	Chuck Lonergan	Associated 12L3	Handout	Novak	Novak	Jaco	Protoform	KO
4	3	Frank Calandra Jr.	CRC Carpet Knife	Handout	Novak	Pro-Match	CRC	CRC	JR
5	2	Terry Rott	CRC T-Force	Handout	Novak	Novak	CRC	Parma	Futaba
6	9	Jim Piersol	CRC T-Force	Handout	LRP	Reedy	CRC	Parma	JR
7	7	Bud Bartos	Associated 12L4	Handout	Novak	Power Push	BSR	Parma	Airtronics
8	10	Ray Huang	BMI L4	Handout	Novak	SMC	Parma	Parma	KO
9	6	Kelly Bean	CRC Carpet Knife	Handout	Novak	SMC	Parma	Parma	JR
10	5	Junior Norton	CRC T-Force	Handout	KO	Pole Position	BSR	Parma	Futaba

Obviously Chuck isn't a master. No beard!

RACERS EDGE

Sure Fire



Sure Fire Glow-Plugs

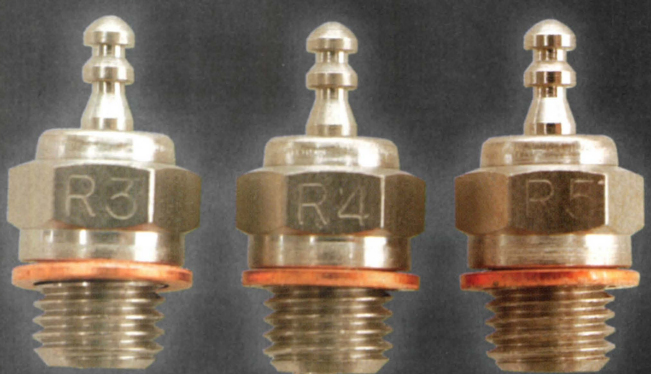
After countless hours of track testing the new line of Sure Fire Glow-Plugs is here. Available in five different temperatures, turbo and non-turbo, you'll be sure to find one that fits your needs. These platinum/iridium glow-plugs deliver first class performance at a coach fare, only $4.99 each.

Performance

- Available in 3 non-turbo and 2 turbo temperatures.
- Platinum/iridium construction.
- Can handle extreme compression.
- Improves idle and acceleration over other plugs.
- For 5% to 40% nitro blends.
- Point accepts Traxxas and other starter connections.
- Fits .12 to .60 size engines.

#3 — Hot
#4 — Medium
#5 — Cold

#7 — Medium Turbo
#8 — Cold Turbo





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SPEKTRUM RC **DSM SYSTEM**

By: Derek Buono

I'm not into kissing guys, but I'd kiss pretty much every guy and girl that was responsible for bringing the Spektrum to the market. And I'm not just talking friendly kiss, but full tongue—the works! You may be thinking that I've gone off the deep end, but the Spektrum is one of those rare products that comes to the market and instantly makes everything else obsolete. It really is that good, and aside from brushless motors and Lithium-Polymer batteries, this is probably one of the biggest releases in...well, in as long as I can remember. If you've been living under a rock, or just got your hearing and sight back, the Spektrum is a digital transmitter module and receiver combination that eliminates the need for pesky crystals in favor of the same spread spectrum technology that we use in our cell phones and other wireless devices. Now if you don't think I sound excited by now, there's something wrong.



To say that this product is going to change racing forever is an understatement.

What You Get
- DSM Transmitter Module
- DSM 3-Channel Receiver
- Instructions

What Radios Will it Work With?

At this point, since the Spektrum is only available as a module, it will of course only work with module-based radio systems. Right off the bat, the Spektrum will be available for the Airtronics M8, JR R1, KO Propo Helios, Futaba 3PK and Hitec Aggressor CRX radio systems. I'd also bet a good amount of money that we'll see a Spektrum radio system within the next year so that everybody can celebrate the technology and not just the people who own those radios.

Why it's So Good

For racers, this is a must-have item. It eliminates the need for radio impounds because the system can support up to 79 users without conflict, and in the event an 80th radio is turned on, the system will wait for a free channel. On top of that, the system operates at 2.4GHz, which Spektrum describes as being about 2100MHz above the most extreme RF noise, or what us RC nerds call glitching. As a result, you will NEVER again experience radio interference from the car or the guy next to you. And in the event that the receiver or transmitter loses its signal, the built-in failsafe returns the servos to their starting position.

Binding is Good

The Spektrum unit has something akin to an IP or MAC address that's unique to the DSM module, called a Global Unique Identifier (GUID). When you first put the system in a vehicle, you have to "bind" the receiver and the module. This links the receiver to the transmitter so that the receiver only looks for and responds to the radio with the GUID that it was bound to.

Testing

I couldn't get my hands on a Spektrum fast enough. Ever since I've known about its existence (and that's been a long time) I've pretty much been acting like an annoying kid. "Can I have one now? OK, how about now?" That's about all I asked whenever I talked to anybody who was testing them. It's hard to wait for something this cool.

Since I was already testing the Trinity Nitro Spyder, I figured I'd use it to give the Spektrum a good test. I pulled out the truck's stock receiver and replaced it with the Spektrum. The receiver is about the same size as most 3-channel FM receivers, and should fit in any vehicle with no problem. I followed the instructions on binding the system, turning the receiver on first while holding the bind button, and then turning on the radio and doing the same. After about four seconds and a couple of flashing lights, the radio was operational. A word of advice is that the fail-safe mode puts the servos in the position you start them in, so get them set to the position you need them in and then bind the system. Or better yet, re-bind the system after every change to the settings of your radio so that the servos will always be perfectly set.

Another thing you'll notice is that the antennas on the receiver and module are very short. All you need to do for the receiver is let the antenna stick straight up, either by itself or with a little nub of an antenna tube. The transmitter module has a small antenna that's mounted on a pivot. It's recommended that you keep the antenna perpendicular to the ground, so if you tilt your radio when you drive, adjust the antenna to stick straight up so you'll have the maximum range.

I took the Spyder out for testing and drove it around like I normally would. At first I always found myself looking to pull the M8's stock antenna up, but then I laughed and remembered that I



TECHNICAL STUFF



DSM System Specifics

Frequency Band	2.400-2.4835 GHz
Channels	79
Channel Spacing	1 MHz
Bitrate	15.626 kbps
Range	3000 ft
Latency	7.4 Ms
Resolution/Channel	4096 steps

DSM Transceiver Specifications

Weight	0.40 oz./ 11.3 grams
Dimensions (LxWxH)	1.62x 1.06x.57"/ 41.2x 27.0x 15.3mm
Input Voltage	3.2- 9.6V
RC Channels	3
Current	40 mA @ 4.8V
Antenna length	8.5 in



no longer needed it. Actually, to avoid the temptation I ended up taking the old antenna off of the radio. To test the Spektrum's failsafe I switched the transmitter off in mid-run, and thankfully (it's always a scary thing to do) it returned the throttle to neutral and the steering went straight. I wanted to test the range, but it was difficult to do because it's so freaking far. We have about a quarter-mile strip behind our office, and at that distance it's too far to drive safely without hitting something. At 3,000 feet or half a mile, if you aren't looking through some high-powered binoculars you won't even be able to see the car.

Conclusion

I know that lots of people only read the conclusion to these reviews, but please, go back and read everything in this article, as well as everything on www.spektrumrc.com. Soak it in! This is one of the most exciting, revolutionary, and freakin' perfect products to ever hit the market. It eliminates glitching, allows you to use your radio in the pits, and is simply awesome. To add to the excitement, the system is ready for on-board telemetry, which will allow you to monitor the performance of the car! I know we'll be fighting over the one we have in the office until we can all get one. The Spektrum is definitely a must-have item!

Scorecard

Scale Key: 1 = poor 10 = excellent



The Specifics

Manufacturer: Spektrum RC
Distributed by Horizon Hobby
Web: www.spektrumrc.com
Phone: 1.800.338.4639
Address: 4105 Fieldstone Rd.
Champaign, IL 61822

Part Number:

SPM1001	DSM 3CH Syst: JR R-1
SPM1002	DSM 3CH Syst: Airtronics M8
SPM1003	DSM 3CH Syst: KO EX10
SPM1004	DSM 3CH Syst: Futaba/HRC
SPM1101	SM1000 DSM Modual: R-1
SPM1102	SM1000 DSM Modual: M8
SPM1103	SM1000 DSM Modual: EX10
SPM1104	SM1000 DSM Modual: Fut/HRC
SPM1200	SM3000 DSM 3CH Receiver

Street Price: $150 for complete system
$80 for aadditional receiver

Hits

- No glitching
- No crystals
- Never worry about turning on your radio
- Best $150 you can spend
- Uses extisting high-end radios
- Upcoming on-board telemetry module!

Misses

- If you don't already have one of the radios listed above, you'll need to buy one or wait until Spektrum releases a radio!

HITEC

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So you have aluminum this and graphite that, but you still have a cheap stock radio?

Wake up your ride with the new performance packed SRX computer radio from HITEC. Starting at $100, these 3 channel FM radio systems offer a rock solid signal and are easy to install. With 10-model memory, you only need one radio for your whole fleet. Get the most from those trick parts you've been bolting on, add a HITEC SRX radio.



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System:

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Quick 14ms response rate
Progressive spring steering
Clear LCD display
10-model memory
Brake ATL switch
Brake lever travel limiter
Steering wheel tension adjust
Transmitter battery charging jack
Two speed menu scrolling
SPECTRA synthesizer module compatible
Replaceable "Grip Pads" available in different thicknesses and colors, comfortable for big and little hands

Programming:

Steering dual rate
Steering and throttle exponential rates
4 character model naming
End point adjustments
Servo reversing
Sub trims for quick and easy setup
Countdown timer

Available Systems

Check out the Monster Truck edition, part # 129752 with a powerful HS-645MG steering servo.

129271 - 27MHz transmitter with HFS-03MM 3 channel receiver, one HS-311 servo
129751 - 75MHz transmitter with HFS-03MM 3 channel receiver, one HS-311 servo
129752 - 75MHz transmitter with HFS-03MM 3 channel receiver, one HS-645MG Hi-Torque servo
129753 - 75MHz transmitter with HFS-03MM 3 channel receiver, no servos

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RD RACING **QUICKTURN**

By: Stephen Bess

As expected, the Traxxas Revo has become exceptionally popular in monster truck racing due to its adjustable suspension and low profile chassis layout. Like its predecessor, the T-Maxx, and many other small-block monsters that employ full time four-wheel drive, the Revo's braking system lacks front-to-rear brake bias and locks up the entire drive train, which can cause the truck to push when entering corners under braking and coasting. Although full four-wheel braking stops the truck quickly, it can really hinder cornering performance on tight tracks. The new Quickturn driveshaft from RD Racing Products is ready to change all of that.



When Leeann walks by, heads quickly turn!

Features
- CNC machined aluminum construction
- Heavy-duty one-way bearing
- Locks under power, spins when braking

Testing

I tested my Quickturn-equipped Revo at The Dirt in Hemet, California, and at Revelation Raceway in Ontario, California on two separate weekends. My first weekend at Revelation Raceway went incredibly well; my race-ready Revo was turning lap times close to those of 1/8-scale buggies. On the tight, high-traction Revelation track, my Revo turned in sharply and dove into corners under braking—something that a stock Revo with four-wheel braking simply cannot do. I couldn't imagine a better tuning option for such a track than the Quickturn.

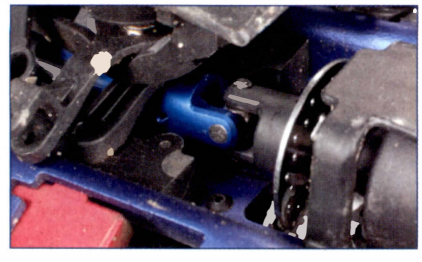
The racing at Hemet was a different story, as the track's normal loamy surface was particularly slick that day. 1/8-scale buggies struggled to find traction, and my Revo was no better. Entering corners, the truck wanted to spin at just a tap of the brakes and felt very loose. I didn't have time to swap out the Quickturn for the stock driveline, so I began braking far before each turn and pulled out a second-place finish. However, the Quickturn's tuning advantages were nil when the track was slick.

Conclusion

RD Racing's Quickturn is an exciting product, not only because it transforms the Revo's handling characteristics but also because it displays "out of the box" creative thinking that really works. The Quickturn is the first product of its kind, and one must wonder why no one thought of it before now…especially with over five years of T-Maxx action behind us. RD Racing does plan to release a T-Maxx Quickturn, so you Maxx freaks won't feel left out. Although the Quickturn isn't perfect for every racing surface, Revo racers will undoubtedly snatch these up as quickly as possible to keep up with the guys who already have them. On the right track, RD Racing's Quickturn may be the most important tuning option in your entire toolbox. ✪



Machined from a solid block of aluminum, the Quickturn is now offered with black anodizing as well.



The Quickturn replaces the Revo's stock solid center driveshaft in the front. Only minimal wrench time is required for installation.

Scorecard

Scale Key: 1 = poor 10 = excellent



Leeann Tweeden **9**

The Specifics

Manufacturer: RD Racing Products
Web: www.rdracingproducts.com
Phone: 208.777.4076
Address: 590 Clearwater Loop, Suite B, Post Falls, ID 83854
Part Number: REV101
Street Price: $69.95

Hits
- Solid construction and machining
- Allows sharp turn-in and braking
- Transforms the Revo's handling abilities

Misses
- Isn't ideal on slick, low-traction surfaces

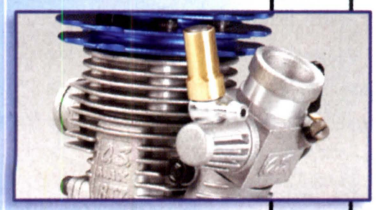
RUN AT YOUR OWN RISK.



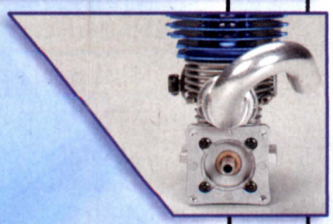


Specifications

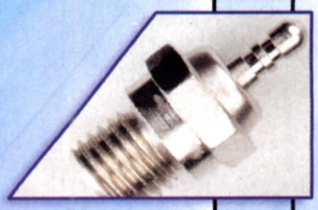
- **Displacement:** 0.183 cu in (3.0cc)
- **Bore:** 0.629 in (16.0mm)
- **Stroke:** 0.590 in (15.0mm)
- **Practical RPM:** 3000-34,000
- **Output:** 1.6 ps @ 29,000 rpm
- **Weight:** 8.22 oz (233g)
- **Includes:** 11K slide-valve carb, LC3 glow plug, T-Maxx or Revo manifold



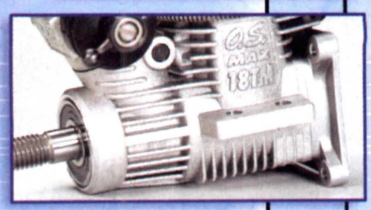
Not only does the new 3-needle 11K carb feature slide-valve operation, it also boasts fins that help to cool the fuel as it enters the engine.



The included manifold provides a direct fit for the T-Maxx or Revo, and the .18 TM adapts perfectly to Traxxas E-Z Start™ electric starting system or pull-start systems. Traxxas' clutch assembly also bolts right on to the .18 TM.



The high-performance LC3 glow plug that comes with the .18 TM features a longer reach into the combustion chamber that improves compression for better idling. It also delivers excellent acceleration throughout the throttle range.



Oversize fins on the newly designed crankcase help to reduce engine temperature.

.18 TM ENGINE

Consider yourself warned: if you equip your T-Maxx or Revo monster truck with the .18 TM engine from O.S., you're going to see performance like you've never experienced before. Like up to 34,000 rpm, for insane speeds on the track. *Or* completely over-the-top off-roading from the .18 TM's incredible 1.6 ps output. All this from a power plant that's smaller and lighter than any Traxxas .21 conversion — and the best part is, it drops right in without any modifications. Whether you're going for the blazing speeds that leave other trucks in the dust, or unstoppable power for backyard bashing, you owe it to yourself to check out the .18 TM engine. A word of advice: you may want to invest in some wheelie bars, too.

To find out more, and where the nearest hobby shop is that carries the .18 TM, log onto **www.osengines.com**, or call 1-800-682-8948 and mention code number 2361S.

O.S.® ENGINES

www.osengines.com

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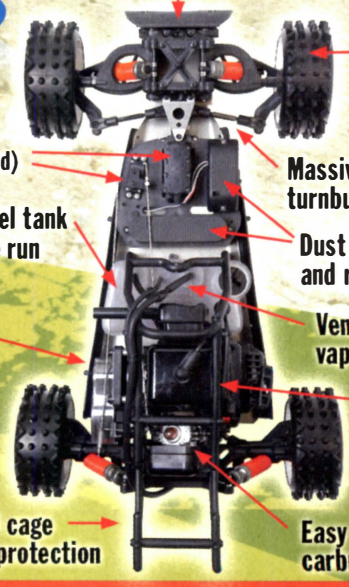
- ☑ Large pull starter for easy starting
- ☑ Massive 7mm thick dogbones
- ☑ Water resistant receiver and battery boxes
- ☑ Economical fuel (pump gasoline with 2-stroke oil added)



XTM Racing



To find out more about XTM buggies and trucks, click on: xtm.globalhobby.com/







HOW DO YOU BUY YOUR XTM 1/6-SCALE GAS BUGGY?

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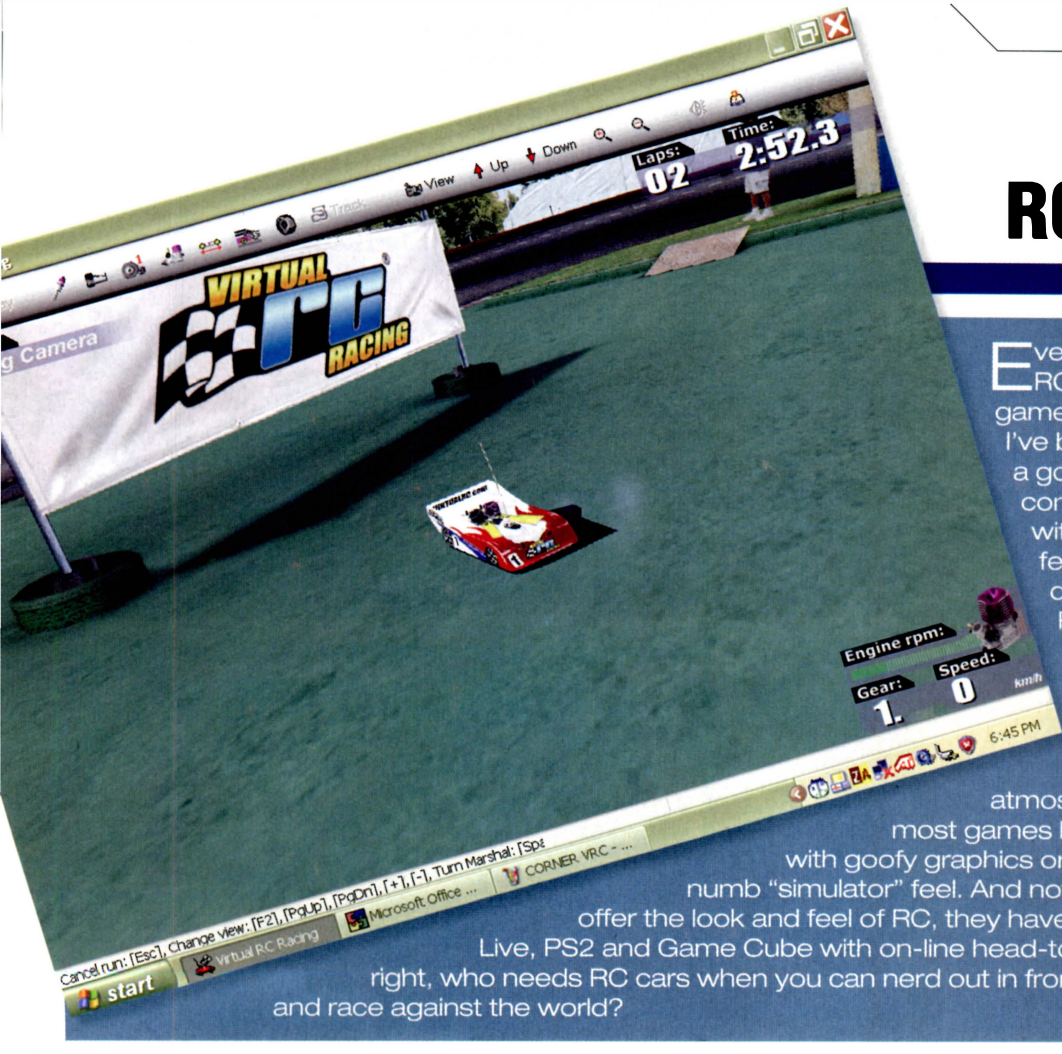
VIRTUAL RC RACING

By: Derek Buono



Ever since Nintendo's RC Pro Am racing game back in the Eighties, I've been searching for a good RC game that combines a realistic feel with the fun factor that few RC games have delivered. Virtual RC Racing began with a vision to create an RC simulator that would offer real RC physics and a real RC atmosphere, things that most games have either masked with goofy graphics or replaced with a numb "simulator" feel. And not only does the game offer the look and feel of RC, they have joined the X-Box Live, PS2 and Game Cube with on-line head-to-head racing. That's right, who needs RC cars when you can nerd out in front of the computer and race against the world?

Is it virtual RC or is RC the real virtual?

How Do I Get It?

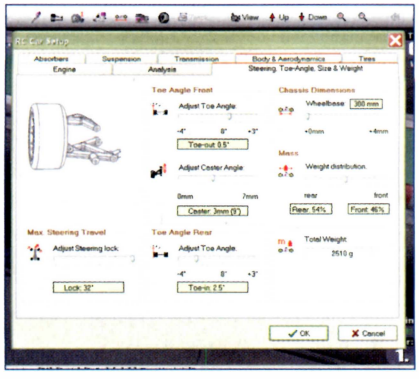
Simple! You just log on to the website and download the game for free! With the free download, you get two tracks and the opportunity to practice on them as often as you'd like. From there it's going to cost you. Extra tracks will cost you about $7 each, and then there is the $8 for each single month of on-line access. If you pre-pay for a full year, that drops to a measly $5 per month, all payable through Paypal.

The Features

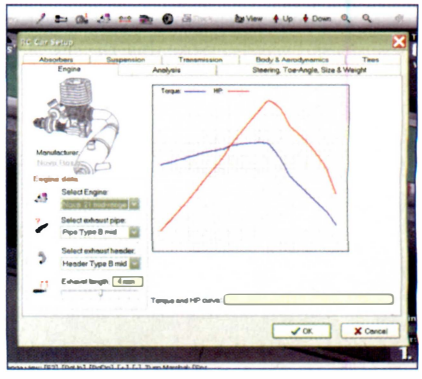
It would take way too much space to go over all the specs of the game. To say the least, they are impressive. The game is fully 3D with animated everything, right down to the people on the track. Gaming nerds will love to hear about features like bump mapping, anisotropic filtering, and anti-aliasing. Physics nerds will cry with glee when they hear they can adjust all the major tuning aspects of the cars. That's right: tires, clutch engagement, tire wear, roll center and everything else right down to the clutch gap can be adjusted and actually felt on the track. RC nerds will love the physics engine, and gaming nerds will love that someone made a game that's so much like driving a real RC car that Virtual RC Racing offers a USB adapter to allow you to use your radio to control things.



The graphics are crisp and realistic. Definitely near the top of what we've seen out of an RC game!



You can make adjustments to just about any imaginable aspect of the car.



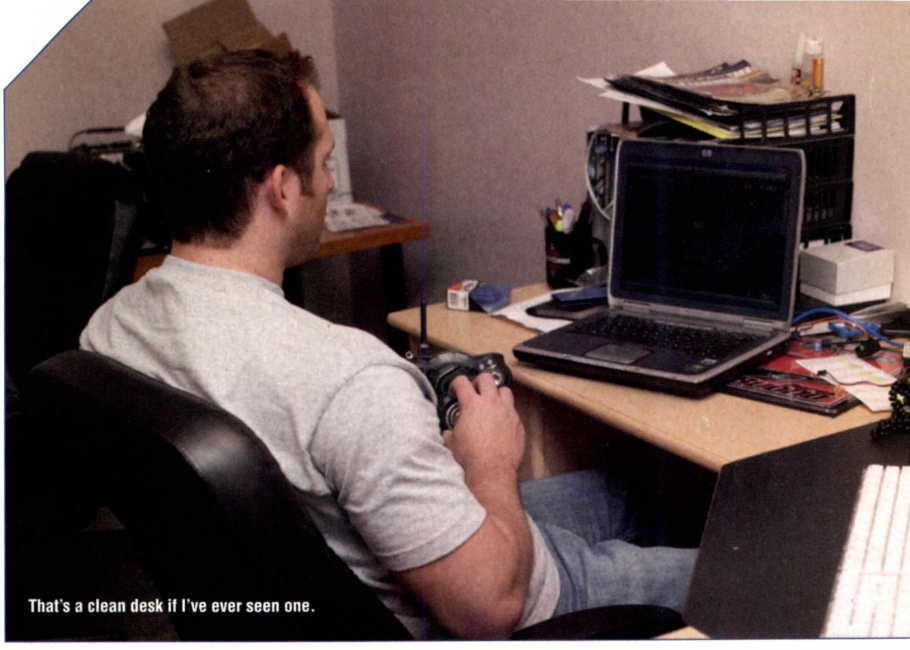
Engine tuning has never been easier; the game provides a simulated dyno graph to help you make adjustments.

VRC is even less of a physical activity than real RC. You don't even have to turn marshall.

Testing

At the time of our review, VRC had just sent us the beta version of the game, followed soon after by the real version. I ran into some on-line problems that didn't allow me to register for any events, but I could practice in both the on- and off-line versions. After figuring everything out I got up and running and tried out the first track, which was a basic oval. You can chose either 1/8- or 1/10-scale touring cars to race. I was picking a 1/8-scale, of course! I used the USB adapter to hook my KO Helios radio up to the laptop. After lots of circular laps I started playing with setup and found that the car responded very well to setup changes. After getting my lap times down to the mid-to-high 5-second range I went on to the next track on the list, and this one added some right-handed turns. I found this to be a lot more fun and spent more time on that track to get used to the feel. Before long my transmitter was beeping, reminding me that I was using the power from my newly-purchased batteries. I'd have to say this was the biggest minus of the game, in that it relied on the signal of my battery-powered transmitter. While I couldn't really tell, it is possible to have a glitch like this—a virtual glitch!

My laptop isn't some pixel-crushing Alienware dream rig, nor did it have Dolby 7.1 surround, but the graphics were crisp and the sound was decent. I think that recording an actual nitro engine may have sounded better than the digital engine the game has, but both are very good and are light years ahead of RC Pro Am (remember, this is my official standard that I judge all RC games on). I did run into more than one problem with downloading tracks and getting online stuff to work properly. I'm going to chalk that up to the overwhelming success of the game, since the amount of traffic has probably caused some issues with their server. Even as I write this, the site seems to move much faster and I didn't have to wait almost 2 hours to download a track at a blistering 2.8KB/sec.



That's a clean desk if I've ever seen one.

Minimum System Requirements
- Windows 98, ME, 2000 or XP
- Processor with 1 GHz or better
- 128 MB RAM
- Graphics card with hardware T&L e.g. GeForce 3+, Radeon 9000+, or similar
- Game Port
- 56Kbps dial-up Internet connection

Recommended system requirements:
- Windows XP
- Processor with 2 GHz or better
- 512 MB RAM
- Graphics card with hardware T&L e.g. GeForce FX5600+, Radeon 9800+, or similar
- USB port
- ADSL, DSL or cable Internet connection



Conclusion

Well, I've wasted more than a few hours and a few sets of transmitter batteries playing, and I can safely say that VRC is worth the free download and the monthly fee. Comparing it to my favorite RC game ever, RC Pro Am, it definitely looks better and the tuning secrets you can pick up from the game are good for the mind. I think that as a simulator, it may be missing some of the fun that RC racing can deliver. Sure, it's fun to race, but this is still a game and some of the entertainment seems to be lost. Still, some people aren't in this for fun and will marvel over the game and waste more than one weekend getting ready for a virtual race. Just don't forget to keep going to the real track, since they forgot to include hanging out in the pits in the game.

Scorecard

Scale Key: 1 = poor 10 = excellent



Mya **9**

The Specifics

Manufacturer: Virtual RC Racing
Web: www.virtualrc.com
Street Price: Free download
$5-$8 monthy on-line fee
$6.95 per additional track

Hits

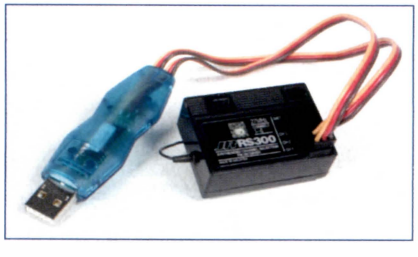
- Real physics
- Optional USB adapter allows you to use your radio
- Real tracks from around the world
- Helps you learn tuning

Misses

- Feels a little disconnected
- With the USB adapter, radio batteries go dead quick
- Captures the realism of RC, but missing some of the fun



Even in virtual tracks, chicks dig RC racers.



We highly recomend using the USB adapter to play.

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Mike Swauger 1/10 Winter Nationals 2004

Mike Swauger 1/8 Winter Nationals 2004

Robbie Collins 1/10 Region 12 Championship 2003

Mike Swauger 1/8 Speedline Grand Prix 2003

Robbie Collins
1/10 Speedline Grand Prix 2003 & 2001

Kenji Osaka
1/8 Winter Nationals 2002

Tim Long
1/8 Regional 12 championship 2002

Kenji Osaka/Masao Tanaka /Keisuke Fukada
(1,2,3) 1/8 IMAR WORLDS 2001

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FUTABA **3PM-TFS**

By: Shane Archer



Have you ever used a high-end computerized radio before? You know, one of the ones with so many adjustments that you couldn't even pronounce some of them, let alone figure out what they were for? If so, then I would bet that at some point you felt a bit overwhelmed by the radio's many options. Sometimes we spend a lot of money on things just because we are told they are better, without stopping to consider whether or not we will really use those extra bells and whistles. In the past, most manufacturers offered a single high-end radio and a bunch of budget-minded systems, without much middle ground. Thankfully, times have changed, and now Futaba has gotten into the middle-end game with their 3PM-TFS. With a low price, a digital display, and all of the features that you actually use, it is an attractive alternative for those who don't want to step up to the more expensive 3PK for whatever reason. Oh yea, and it's synthesized too!

When are we going to give things names again?

Features

The 3PM-TFS is a computerized transmitter, meaning the first thing you'll see is its LCD screen to the left of the wheel. It features a ten-model memory, and of course can synthesize any of the 30 75MHz FM frequencies. Digital trim controls surround the steering wheel for easy adjustment of steering trim, throttle trim, and dual rate, while everything else can be adjusted via the LCD. Although it carries a mid-range price tag, the 3PM-TFS has a set of adjustments that is comparable to just about any more expensive transmitter, including settings for end points, steering and throttle exponential, steering speed, ABS, throttle acceleration, brake and programmable channel mixing, sub-trim settings for all three channels, and servo reverse for all three channels. The transmitter also has a built-in timer, as well as functions to name and copy settings from one model to another. Mechanical adjustments can also be made to alter the tension in the steering wheel and the throw of the brake lever. A Futaba R133F receiver is included, which unfortunately still requires a crystal, meaning that this isn't a complete crystal-less system out of the box.

Testing

I received the 3PM-TFS the same day as a Tamiya nitro sedan that I was to test for this issue, so naturally I installed the receiver in the car and set out to see how well the radio worked. Setting up the 3PM-TFS was a breeze; simply hold the function button as you turn the radio on, and you will be taken to a system menu where you can



Four simple buttons make menu navigation a snap. The larger sliding button activates the radio's third channel.



Changing frequencies is easy; you are shown both the common frequency ID and the actual frequency itself.

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select the frequency, copy or reset model settings, and change some of the behaviors of the radio's function buttons. Everything is straightforward, and I had my radio working in under a minute; flip the power switch off and back on to go from the system menu to the regular menu, and it's off to the races.

Navigating the settings menus is very easy, and all the settings use their common abbreviations (EPA, EXP, ABS, and so on) so it's quite easy to figure out what you are doing. Pressing the function button will cycle you through the various settings, though you can go back to actually controlling your car at any time. When you make trim adjustments, the actual setting flashes on the LCD for a couple of seconds so you know where you're at. In case you do manage to get lost in the menus—which I doubt—Futaba includes an excellent instruction manual, as well as guides on how to install the system in a Traxxas T-Maxx or HPI Savage.

Up on the drivers' stand, I was extremely happy with how the 3PM-TFS felt in my hands. It feels and acts just like the high-end Futaba radios that preceded the 3PK, which many drivers preferred and still use today. If I didn't actively think about it, I wouldn't have even noticed that I was using a radio that sells for just over $100. I consider myself a competitive racer, and I'd have no problem taking this radio to a large event.

Conclusion

As usual, Futaba has put out a high-quality radio that is at the head of its class. Of all the mid-level computerized radios that I've used, the 3PM-TFS feels the best, and I never found its settings lacking. Sure, it has a small and relatively simple LCD, and leaves out a few of the more exotic settings and features found on more expensive radios, but it simply can't be beat for the price. Add to that the fact that it's synthesized, and it really is a winner. Whether you're a backyard enthusiast who wants a bit more, or a budget-conscious racer who demands performance, you won't be unhappy with the 3PM-TFS.

Scorecard

Scale Key: 1 = poor 10 = excellent



The Specifics

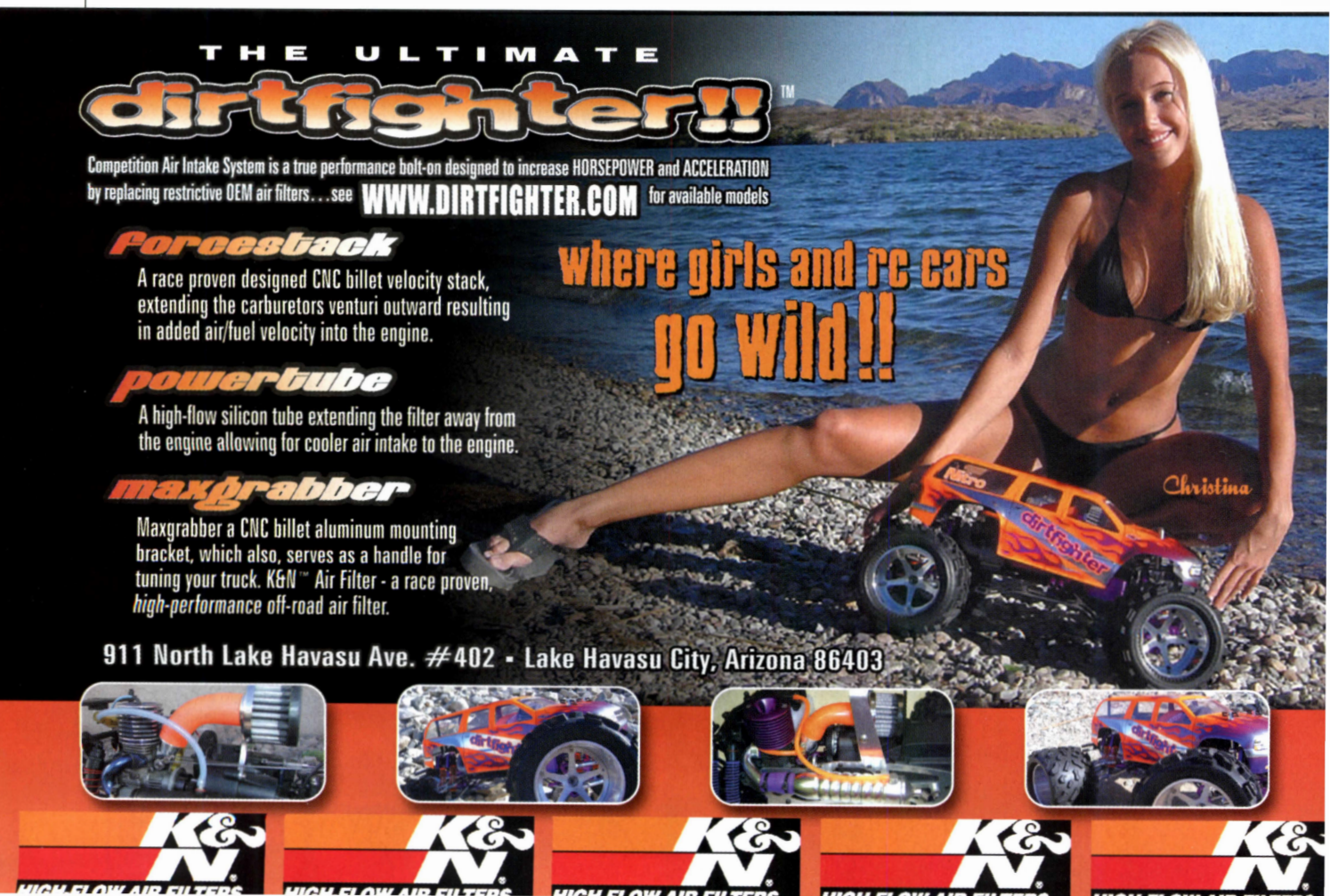
Manufacturer: Futaba (Dist. by Great Planes)
Web: www.futaba-rc.com
Phone: 1.217.398.3630
Address: PO Box 9021, Champaign, IL 61826
Part Number: FUTK18** (no servo)
FUTK19** (w/S3305 servo)
Street Price: $130 (no servo)
$160 (w/S3305 servo)

Hits

- Comfortable and elegant feel
- Synthesized FM frequencies
- Large memory and lots of adjustments
- Excellent value

Misses

- Receiver is not synthesized
- No backlight on the LCD





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TRAFFIC SCHOOL

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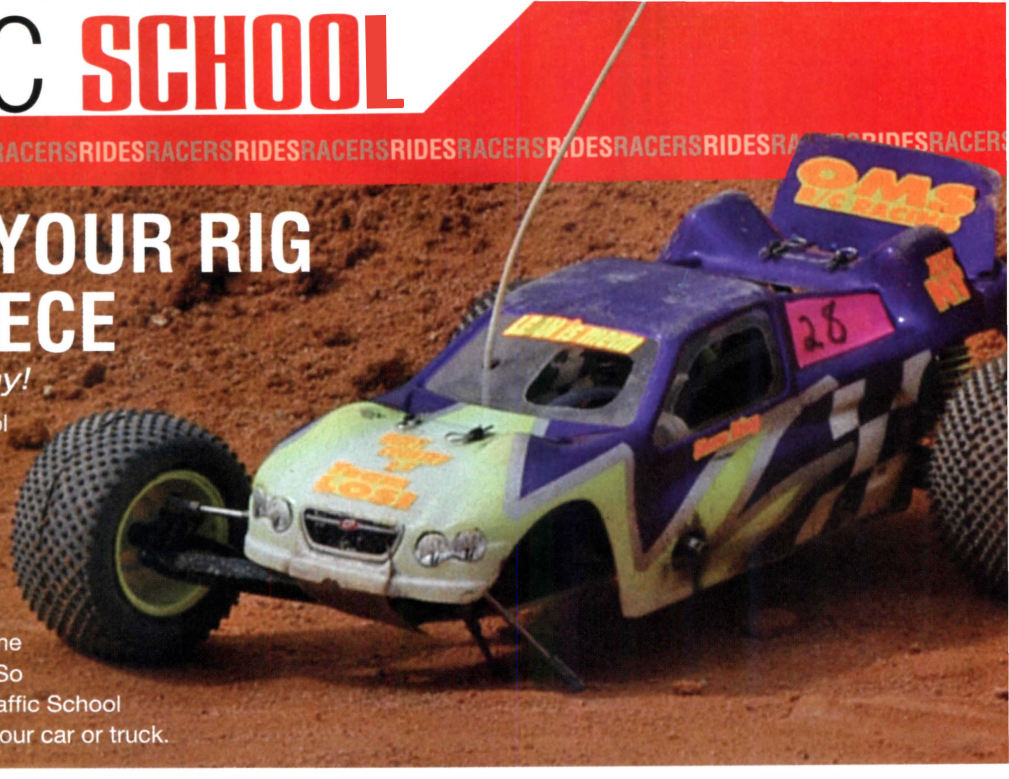

In the past, this Traffic School column has usually been dedicated to helping you drive your RC car to win. But with the Holidays having just passed, I figured there would be a lot of new drivers out there that could really use some defensive driving instruction. So I've dedicated this month's Traffic School to driving so as not to break your car or truck.

Mike just told you to drive like Grandma!

It's All in the Terrain

Where you drive your car or truck is almost as important as how you drive it. Having spent years working behind the counter at a hobby shop, I could tell you that the number one culprits for broken pieces are curbs. Curbs don't give an inch in a collision, and with today's horsepower craze, the faster you go, the harder you break. To drastically cut down on breakage, drive your car or truck somewhere where curbs, parking blocks, large rocks, and other stationary objects aren't all over the place. If you're driving an on-road car that's limited to asphalt, finding an open parking lot that doesn't have curbs will save you a lot of heartbreak. Tall grass can also take a toll on both electric and nitro vehicles, either by straining clutches or electric motors. To put it simply, stay out of the rough.

Easy on the Gas

Car and truck designers engineer their cars to handle lots of power, but the constant application of horsepower and torque can really take its toll on a vehicle's drive train. To lengthen the time between rebuilds, ease into the throttle when you take off. The same goes for the brakes when you don't need to stop on a dime. If your car comes up against a stationary object, don't try to push it. That's a surefire way to burn out a clutch, electric motor, speed controller, or more.

Use Common Sense

Yeah, I know this is sometimes a tall order for many of us. Treat your RC vehicle like you would treat your full-size car. I don't know about you, but I can't remember the last time I saw someone driving down the freeway and suddenly slamming their car into reverse. That means don't do it to your RC car either! Another way to avoid breakage by using common sense is to know when not to drive your car. If something's clicking in the transmission that doesn't sound right, or if you know of something on your car that needs some maintenance, be it loose screws, no shock oil, broken gears, or whatever else, just don't run it. You'll risk causing some major damage that will require more time and money than just fixing the original problem.

After reading this, I hope you don't think that your car or truck is going to fall apart the next time you fire it up or charge a battery pack. Go out, have fun and enjoy running your RC car the way it was meant to be run. Although most manufacturers go through a painstaking process to make sure that their vehicles are designed to handle the roughest abuse you can dish out, things will still break, even after countless hours of computer-aided design and prototype testing. Do your best to stretch out the time between trips to the repair shop. ✪

QUICK TIP

AVOID BREAKAGE

- Always drive your vehicle with its body on. Lexan might only be a few hundredths of an inch thick, but it offers lots of protection to many of the delicate parts it covers.
- Keep all four tires on the ground whenever possible. Big air means lots of opportunities for damage.
- Keep it close. If your car is too far away for you to tell which way is forward, then you're probably approaching your radio's maximum range and could lose control.
- Avoid liquids. Like you would on the golf course, try to stay away from water hazards. Take it from someone who sank his first car in a swimming pool: Stay away from the water!
- Take something else to the beach. RC cars can be lots of fun at the beach, but unless you've got a lonely evening to spend thoroughly cleaning your car afterwards, don't do it. Beach sand can wreak havoc on your car's suspension, drive train and electronics.

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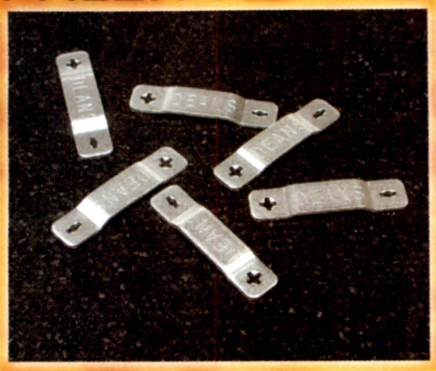

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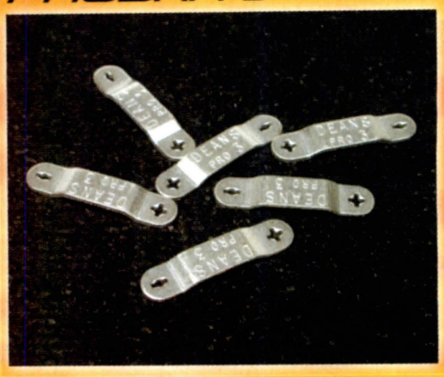

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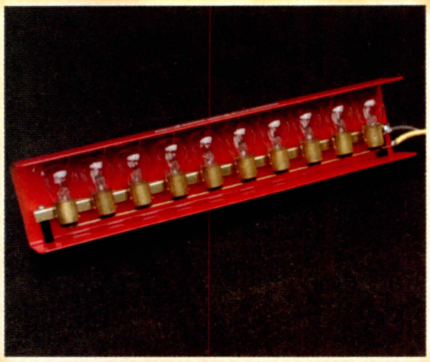

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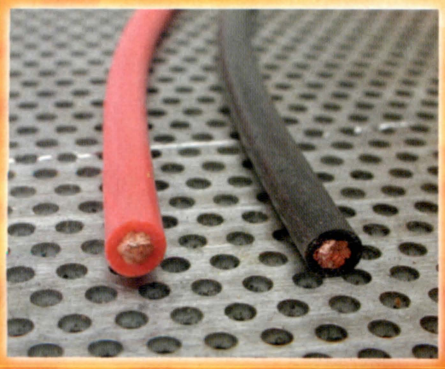

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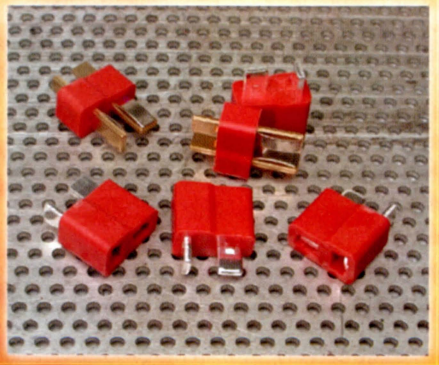

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SLIPPER MAINTENANCE

Don't slip...GRIP!

By: Stephen Bess

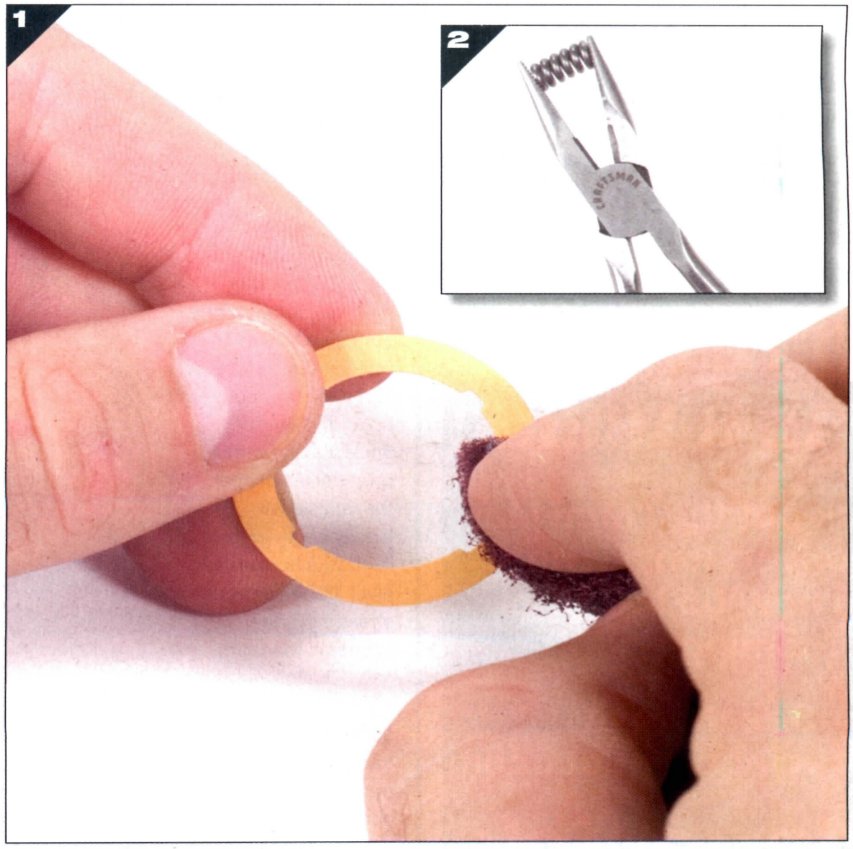
Slipper clutches are a mainstay in electric racing because they protect a vehicle's transmission by absorbing gear-stripping sudden impacts. Although there's a misconception that slippers are traction control devices, they're actually the first and only line of defense against accelerated wear and tear on your vehicle's ball differential and transmission gears. And like almost every component on your race vehicle, the slipper clutch requires regular maintenance and proper adjustment to perform at its best.

Slippy...slappy...Swanson? Samsonite! I was way off!

CHECK FOR WEAR

If your vehicle is not brand new, begin by tearing the slipper assembly down to check for wear and tear. The most common items to suffer from wear are the slipper pads or pegs. Whether your slipper incorporates single or dual pads, or even slipper pegs, the material will eventually glaze over as the slipper slips and friction creates a glaze. On lightly-used pads, this glaze is easily removable using a Scotchbrite scouring pad or medium grit sandpaper **(1)**. If the slipper pad has melted or is too thin to scuff, replace it. Even the most "expensive" replacement pads will only set you back a few dollars, so when in doubt, install fresh slipper pads.

On older slipper clutches, the compression spring may become flat and lose its tension. Like the slipper pads, these springs are very cheap and easy to replace. Before installing a new slipper spring, pre-compress it using channel-lock pliers to make the slipper settings more consistent and predictable **(2)**. All that's required are a handful of squeezes to compress the spring and remove its initial compression.



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CHECK THE SETTING

After reassembling the slipper, you should set the slipper to slip before the differential. Such a setting requires a tight ball diff that's set properly; to test your differential setting, hold both the left tire and the spur gear and try to rotate the left tire. The tire should be very difficult to turn. If it's not, tighten the diff in small increments until it's tight. Now you can set the slipper clutch.

Tighten the slipper clutch nut down until the vehicle accelerates without slipping. You'll hear the slipper engage when it's slipping too much (it sounds like a whistle or whirring noise). Continue tightening the slipper clutch nut in one-eighth-turn increments until the vehicle doesn't slip at all under full acceleration. If your vehicle wheelies down straightaways, loosen the slipper nut an eighth of a turn and retest.



FINAL TEST



A solid final test for slipper settings on off-road vehicles is to hold both rear wheels with the vehicle hanging down in your hands (on a 2WD buggy or truck) and ask someone to gently pull the throttle. The vehicle should not stand up immediately; with a properly set slipper, the vehicle will slowly begin to raise itself to a horizontal level. If the car pops straight up, the slipper is too tight, and if it slips without pulling the vehicle upwards, the slipper is too loose.

Some tips may instruct you to set the slipper to slip for the first few feet of acceleration, but this is incorrect! A slipper should engage only to protect the transmission, not to provide traction control. With a properly set slipper, your vehicle's transmission and ball differential will last a long time and provide you with hours and hours of service. All that's required is a little maintenance.

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2nd Annual BAJA NITRO CHALLENGE

SANTA MONICA RACEPARK, ROSARITO, BAJA CALIFORNIA, MEXICO

Riding an electric bull is a great Baja Challenge tradition.

Words and photos by: Allison Mann

The 2nd Annual Baja Nitro Challenge took place November 6-7, 2004 at the Santa Monica Racepark in Rosarito, Baja California, Mexico. This race was just as good as the first, with a great layout, great people, and lots of fun. Not only was the racing great, but the 2nd Annual Drivers' Social at Papas & Beer in Rosarito took place Saturday night after qualifying. All the drivers were invited to dinner at Club Iggy's on the main drag in Rosarito, and anyone over 18 was invited to Papas & Beer for some post-qualifying relaxation.

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Lucky bull!



"Here, take my jacket."

The crew at Santa Monica Racepark, with the help of Gregory, Reuben, and The Dirt's own Joey C, put on a great race. Much like the first, this race will go down in the books as one of the best races of the year to attend. The laid-back attitude and casual atmosphere add to the fun and the great all-around environment at the track.





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2. Cody King
3. Aaron Waldron

1/10 Scale Sportsman Truck
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2. Fernando Mejia
3. John Paulson

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2. Justin Mann
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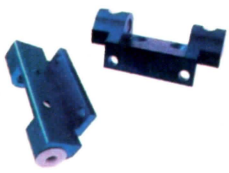

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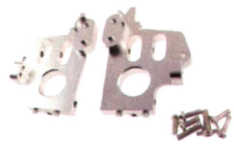

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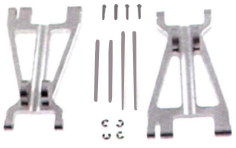

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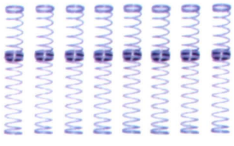

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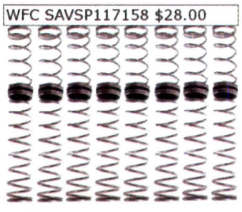

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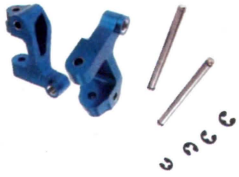

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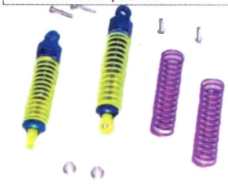

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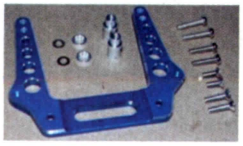

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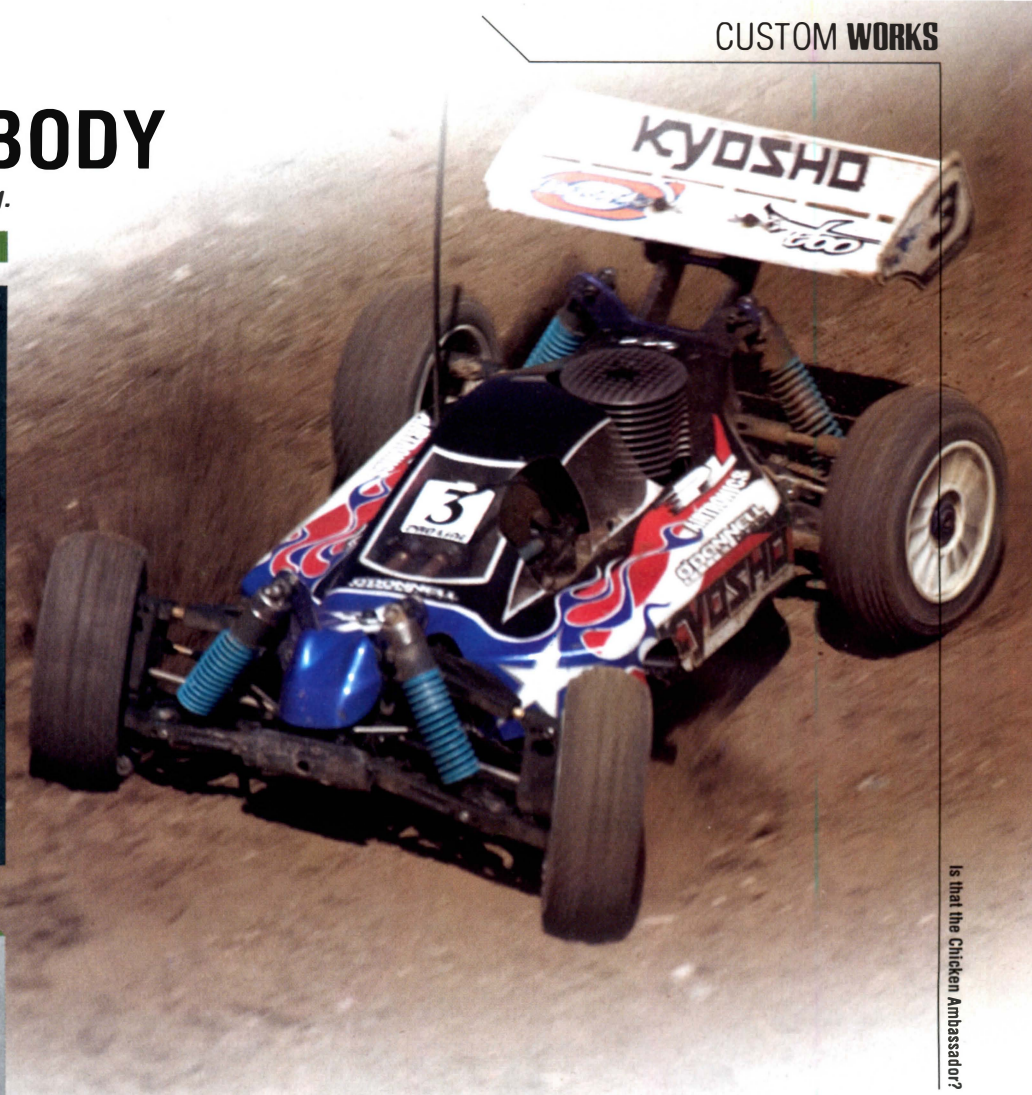
TRIM THAT BODY

1/8-scale body trimming.

By Derek Buono

In case you can't tell, we really love 1/8-scale buggies. Speed, power, durability—everything about them is amazing. One of the biggest challenges facing prospective 1/8-scale drivers is building the kit, and this Custom Works will focus on getting the body to fit perfectly and helping it last a long time. The bodies have a few sections that can cause some problems, and doing things wrong can lead to them cracking, shortening the life of the body.



Is that the Chicken Ambassador?

The Tools

- Curved lexan scissors
- Body reamer
- Dremel tool with sanding drum
- Sharpie marker
- Shoe Goo



KEEP IT CLEAR

One of the best things to do is to fit the body before you begin painting. There are lots of holes that need to be cut to allow for cooling, tuning, and fueling. Leaving the body clear will allow you to cut those holes accurately.

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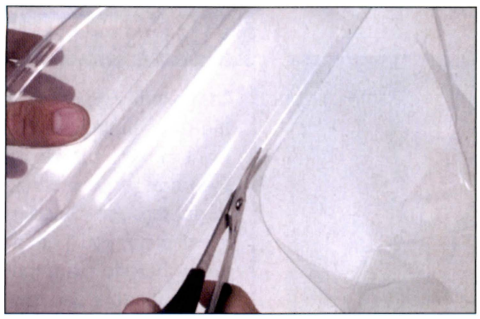
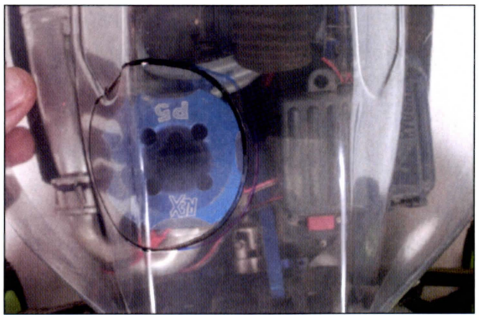
Initial Cut

The first thing you want to do is a rough cut of the body on the trim lines using curved Lexan scissors. At this point you want to leave the complicated nose section alone. This area is too tight to trim with scissors and you'll want to finish that later with a Dremel tool.



Mark the Holes

Once the body is cut out, you'll now want to mark the areas to drill holes for the body mounts and the engine access hole. Most bodies will have trim lines molded in to give you an estimate of where they should be, but double-checking is always the best thing to do. All engines are shaped differently and yours may not fit if you rely on the stock lines. Once the body is on the car, use a Sharpie to mark the body post locations and to trace around the engine head.



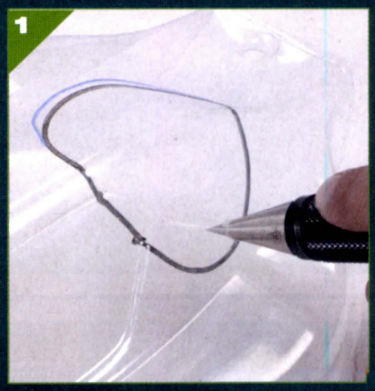
Body Posts

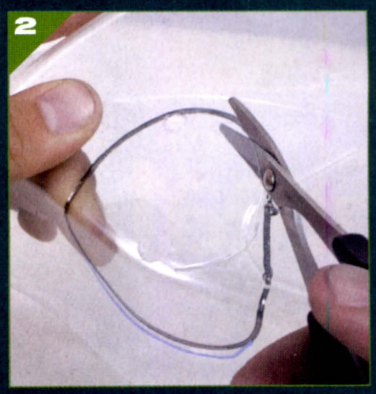
Use a body reamer to make the holes, stopping when the posts fit through without catching. You want the body to slide on easily, and not have to be forced on.

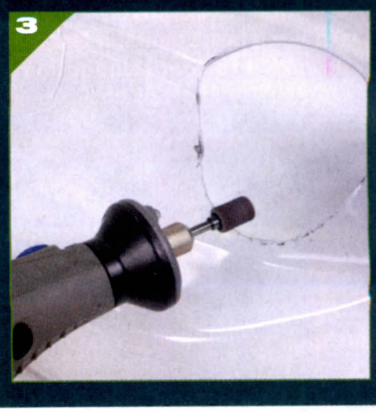


CUTTING THE HOLES

Once the engine hole has been marked for removal, there are a few ways to get it started. The easiest way is to take a body reamer and make a pilot hole in the center, and then start cutting with scissors. If there are some funky curves, you can ream other holes to allow you to pivot the scissors on the turns more easily. Once you've cut the entire section out, going over the edge of the cut with a sanding drum on your Dremel tool will make it look better and reduce the chances of the Lexan cracking there.







Clear on white makes taking pictures easy.

FUEL ME

With the body fully in place you can now work on the fuel access hole. It should be marked just like the engine hole, and the same process can be used for cutting it out. Ream out a pilot hole in the center and use scissors to rough-cut the hole. Afterwards, clean up the hole with a sanding drum on your Dremel tool. Check to make sure that the fuel cap moves freely without hitting the body, and that you can fuel the car quickly; if necessary, enlarge the hole.







NOSE JOB

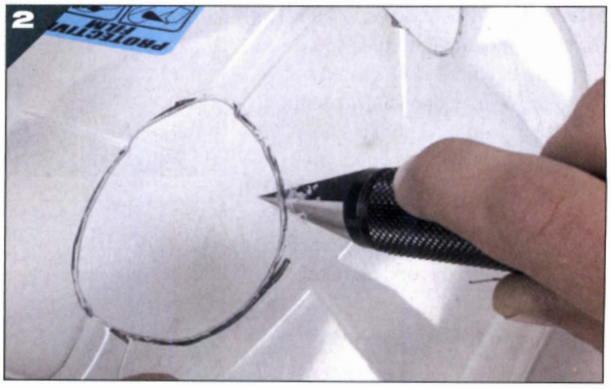
Without a doubt, the hardest part of a 1/8-scale body to get right is the nose section. It's best not to use scissors here, since it's a high-stress area and any jagged cuts will cause the nose to break off more easily. Use a Dremel tool and a small sanding bit to remove the material around the cut lines. You'll have to go back and make sure that it clears the shock tower and sits well on the body mount. It usually takes a few tries to get it to fit correctly, so don't worry if you don't get it right the first time. Be careful though, as you don't want to remove too much material since this is one of the two weakest points of the body.



TUNING HOLES

To make things easier for on-the-track tuning, you'll also want to put a couple of holes in the body for your screwdrivers to get through. Since the body is still clear, you'll get a good idea where to ream the holes for the mixture and low-end adjustment screws. Mark their placement with the Sharpie and use a reamer to put small holes in the body that will allow a tuning screwdriver to fit in.





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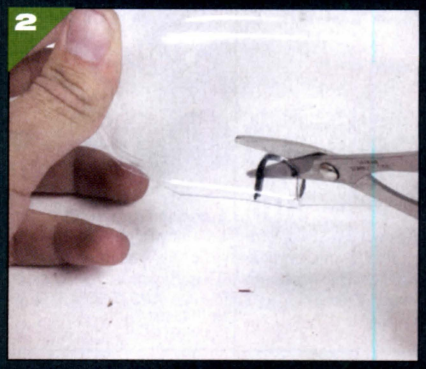
STINGER HOLES

Although it may look better to have an actual hole for your stinger, the best way is to simply create an indentation for it. This will prevent the body from getting caught on the pipe and moving it in a crash. Also, the Lexan won't rub as much on the stinger, which can actually cut into it. With the body mounted, mark the section to cut, and then use your curved scissors to cut it out, cleaning up the hole with a sanding drum on your Dremel tool afterwards. (continued on page 217)







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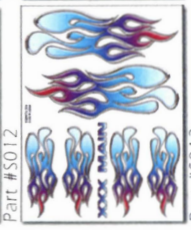
Part #S010



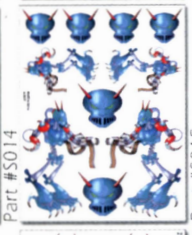
Part #S011



Part #S012



Part #S013



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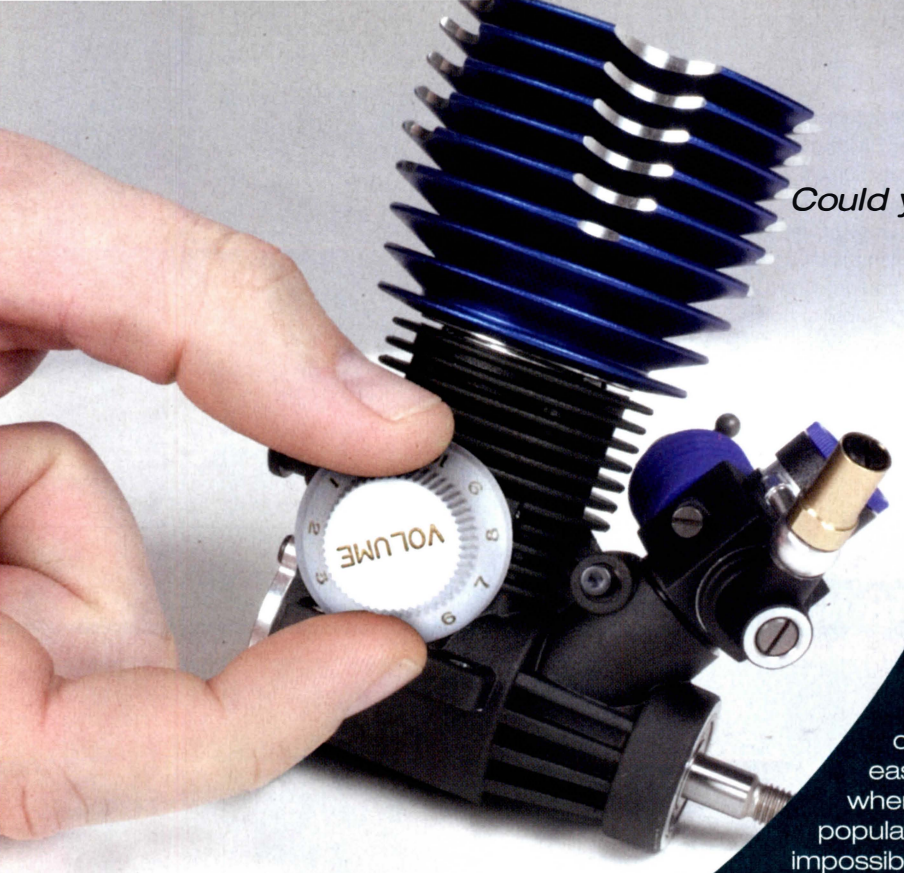
By: Stephen Bess



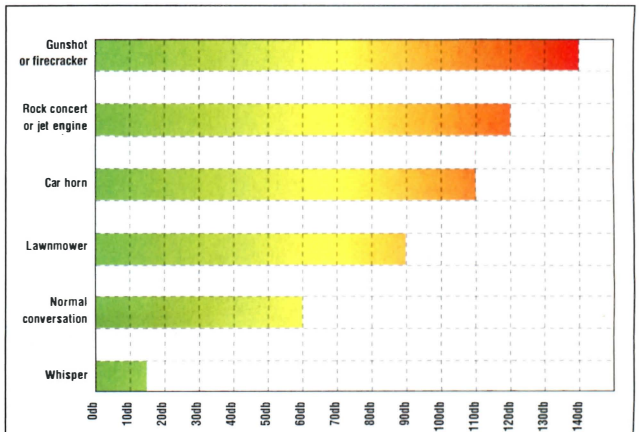
The popularity of nitro-powered vehicles has skyrocketed over the past five years, as the smells and sounds combine to make our miniature gas-guzzling machines seem exceptionally realistic and exciting. Unfortunately, no matter how hard we may try to convince non-drivers otherwise, the crisp brrraaapp! of a nitro vehicle's exhaust can easily be considered a nuisance when racing or playing near highly-populated residential areas. Although it's impossible to please everyone, we in the RC community should feel obligated to abide by local noise pollution laws and at least make an attempt to compromise. I did some research on the exact amount of noise that some RC cars are capable of producing, as well as acceptable noise limits under race sanctioning bodies, and this is what I found.

A John Tesh concert may not register at 120 dB, but it's still bad for your ears.

HOW DECIBEL RATINGS WORK

Before we delve into specifics about nitro engine exhaust noise, we must first understand how noise itself is measured and rated. Sound measurement is rated in decibels (dB), which represent the pressure strength of a sound wave. The higher the decibel rating, the louder and stronger the sound is to our ears. The mathematical equation for deriving decibel units is more complex than I care to describe here (although it is easy to find in any science book if you are interested), but the main point is that decibel ratings are logarithmic. In racing terms, a logarithmic increase means that the decibel scale is not linear, and thus a 40 dB noise is not merely twice as loud as a 20 dB noise, but is actually nine times stronger. More specifically, this means that loudness increases approximately three times for every 10 dB jump. Such logarithmic increases in loudness mean that even a small jump of 3-4 dB can sound incredibly significant.

It's difficult to accurately measure the loudness levels between products without a scientifically controlled environment, and two different exhaust pipes with the same decibel rating may sound louder or softer than the other depending on your listening environment. Many environmental factors affect how loud a given noise sounds to our ears, which is why RC governing bodies have created a decibel rating system for race-legal, approved tuned pipes.



Common sounds and their decibel levels

Any sound above 85 dB can cause hearing loss, and the loss is related both to the power of the sound as well as the length of exposure. You know that you are listening to an 85 dB sound if you have to raise your voice to be heard by somebody else. Eight hours of 90 dB sound can cause damage to your ears; any exposure to 140 dB sound causes immediate damage (and actual pain).

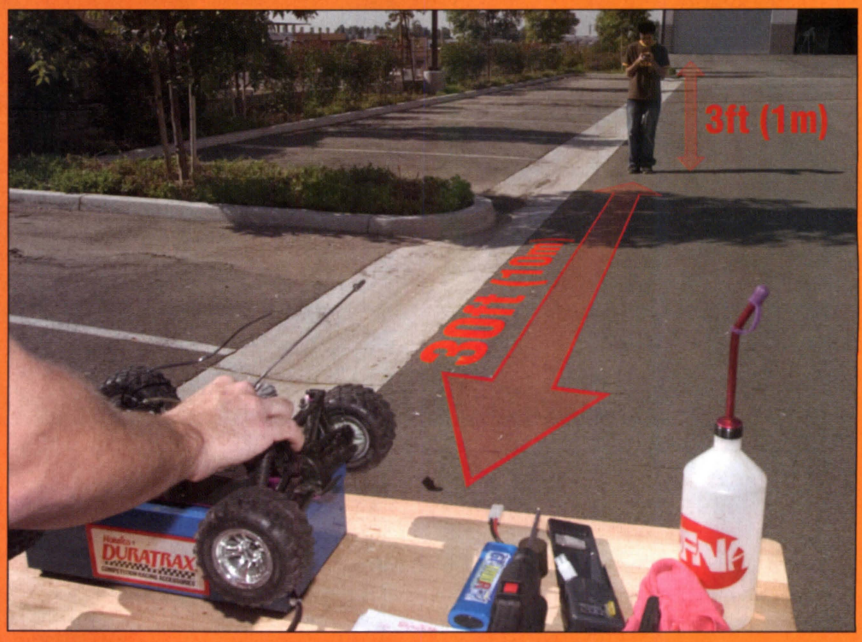
Unlike full-size dragsters and NASCAR race vehicles, two-stroke engines actually perform best when utilizing an exhaust system. Tuned pipes serve two vital functions in RC: First, a properly designed tuned pipe will resonate an engine's exhaust pulses to both pull spent exhaust gasses away from the combustion area and to help push the incoming induction charge into the chamber. Secondly, and arguably most importantly, a tuned pipe functions as a silencer or noise reducer for two-stroke engines that would otherwise sound obnoxiously loud. Therefore, for nitro engines, a tuned pipe serves as both the silencer and the power maker, which begs the next question: Are quiet mufflers less powerful than louder ones?



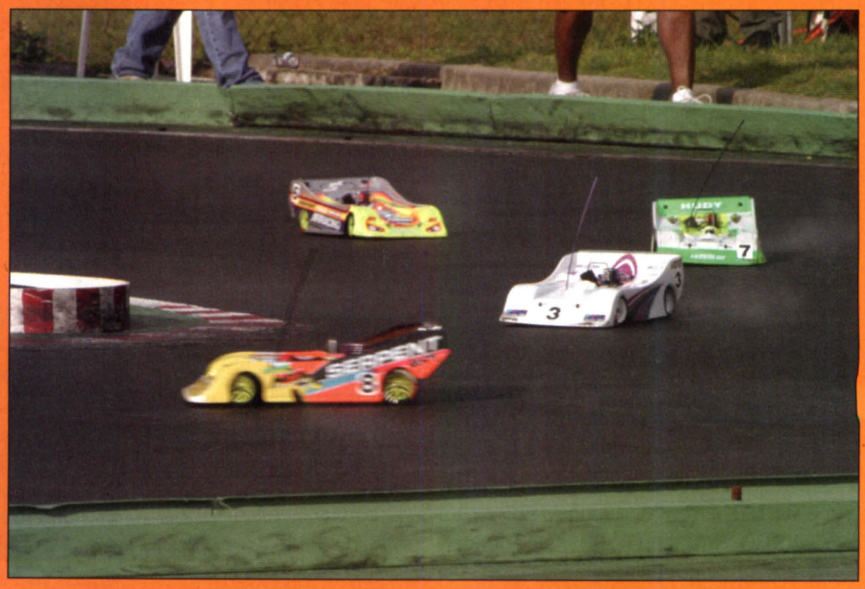
EFRA, ROAR, AND IFMAR NOISE RATINGS

In a move to make nitro RC racing less aggravating to the masses (as well as surrounding communities that may not be as excited about exhaust noises), the governing bodies of RC racing have a clearly defined maximum allowable decibel ratings for race-approved tuned pipes. The rating system is based on the exhaust loudness of an engine, measured in decibels from a distance of 10 meters (30.3 ft.) away at a height of 1 meter (3 ft.) at all speeds. If the maximum decibel rating is exceeded, the tuned pipe is considered illegal for sanctioned racing. Listed below are the maximum allowable decibel loudness levels for approved tuned pipes:

EFRA: 82 dB maximum on-road;
85 dB maximum off-road
ROAR/IFMAR: 85 dB



Noise ratings are considered a high priority overseas in European and Asian countries where the population is denser and RC noise levels become more noticeable to bystanders. Very few RC tracks are in highly populated areas here in the United States, and as a result, our rules seem more lax and control is left to the surrounding communities. Although exhaust loudness is rarely measured at ROAR events here in the United States, ROAR does reserve the right to sound test any race vehicle at any time, and that means that you had better know whether your tuned pipe is EFRA/IFMAR approved before attending a ROAR event!



Doesn't it look like Collin is preparing for a karate battle?

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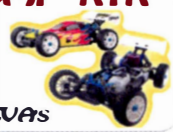

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THE DATA

Now that we understand how noise is measured, rated, and enforced amongst racing bodies, we can get to the hard data we accumulated with our XRC decibel meter. Although we had more fun testing and recording various non-RC noises (the loudest flatulence produced in the office measured in at a roaring 81 dB at 2 feet), we decided to test several RTR and race-type nitro vehicles to accumulate a pool of decibel levels amongst various exhaust systems. Here's what we found, using idle and wide-open throttle (WOT) as our points of measurement.

Surprisingly, the vast majority of engine/pipe combos we tested—even approved ones—were well above the ROAR-approved noise level, but I have a few theories to explain the results. First, we performed our tests in an empty parking lot with large buildings close by, which is certainly not a scientifically controlled environment. Second, our $30 Radio Shack decibel meter worked well, but probably isn't as accurate as a true multi-thousand dollar measuring device. As a result, the pipes that were only a few decibels away from "approved" levels may have been under the limit under better testing circumstances.

Engine/Pipe	dB at idle 5 ft.	dB at Idle 30 ft.	dB WOT at 5 ft.	DB WOT at 30 ft.	Editor's loudnessrating at 30 ft.
Serpent 950 w/9886 pipe	83	73	104	87	Loud but racy.
Sportwerks w/stock pipe	83	73	102	92	Loud and obnoxious.
Tamiya TNX w/stock pipe	80	75	100	87	Quiet and muffled
HPI Nitro MT w/stock pipe	82	73	99	84	Very quiet.
Serpent 710 w/Novarossi 51602	78	69	99	85	Quietest of all tested, very muffled.
Sportwerks w/XTM single chamber pipe	82	73	103	88	Loud, empty sounding.– Not pleasing.
Sportwerks w/OS 2050 pipe	85	72	104	86	Loud but sounds racy and pleasing.
Serpent 950 w/9886 and Induction Noise Silencing Box	81	70	100	84	Significantly quiet, still pleasing.





As you can see, the decibel meter isn't a genuine Martian shrink-ray gun like Collin thought it was. However, it did a good job measuring how loud our cars' nitro engines were! It would be the perfect judge for a burping contest.

END RESULTS

As our data proves, Serpent's "induction noise silencing box" combines with an approved tuned pipe to significantly reduce a nitro-powered vehicle's exhaust noises. In an attempt to promote our RC hobby and to allow non-drivers to enjoy our sport, if you receive noise complaints you should consider going to every possible length to reduce your vehicle's noise production. Permanent tracks and hobby shops should research th eir local noise pollution standards before deciding to allow nitro cars to run, but for the neighborhood bashers out there, I recommend attempting to explain how cool your nitro RC car is to the person complaining before getting upset or moving. Who knows, you may even get someone else into RC in the process! ✪

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Nitro Star S-25 engine (ABC) with slide carburetor
Full-time shaft driven four wheel drive
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New rear pick-up 160cc fuel tank with no primer
Complete set of rubber sealed ball bearings
Hardened metal differential gears
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Nitro Star S-25 engine (ABC) with slide carburetor
Purple anodized, billet aluminum engine head
Full-time shaft driven four wheel drive
Complete set of rubber sealed ball bearings
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Hardened metal differential gears
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Length: 214mm
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Team Associated introduces their RC18T 1/18th 4-wheel drive racer. RTR with radio system, battery and charger. This thing is sweet! Good news, Mini-t Rims fit it.
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Height: 3.5",89mm
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Wheelbase: 5.75", 146mm
4wd 1/18th scale w/shaft drive, RTR racing truck, factory assembled for the beginner racer. The only additional thing you need to buy is 12 "AA" alkaline batteries. Price on these and what you get makes for a pretty impressive truck. Don't wait, they're gonna sell fast!
TRI90006 Spyder 1/18 scale truck..... **$129.95**

Team Losi Mini-T



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The 5 cell, 6.0volt Peak Racing "Boost" battery pack is what you need for those tighter in-door tracks. Good power, direct fit in the Mini-T.

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Mini-T Cool Hop-up's



We recommend these to any Mini-T owner. These are miniature versions of Losi's professional racing shocks. Anodized shock bodies, racing shafts, and rebuildable cartridges. Made by Losi, a complete set of 4 shocks, 2 for the front and 2 for the back, with springs. just add shock oil, oil not included. Any standard RC shock oil will work just fine.

LOSB1110 Mini-T shock set, 2 front, 2 rear $26.95



Take out the sloppy plastic bushings and get some ball bearings in those wheels and hubs. Increase speed & runtime

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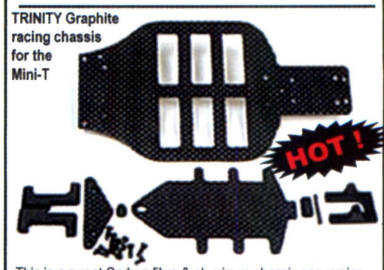
TRINITY Graphite racing chassis for the Mini-T



This is a sweet Carbon fibre & aluminum chassis conversion kit for the Losi Mini-T. Turn your off-road truck into an all out Mini-T racing terror. Bolts right on, uses stock or aftermarket electronics. Longer wheelbase for greater stability. Faster cornering speeds. Uses racing style saddle battery packs. Uses stock or Hitec mini servo.

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Trinitys new Micro Monster is developed to be used with five or six cells and will bolt right into your Mini-T with no modifications. Notable features are changeable brushes and springs like standard 540 sized motors. Take the performance of your Mini-T to the next level!



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TRI20028	GP3300 EVO 3 SPORT STICK PACK, 6-cell	59.95

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Were you getting tired of trying to make run time last season? Wouldn't it be great if you had a cell that had a bit more run time? Well you found it Bubby! The new 3600mAh cells from Sanyo offer excellent voltage and killer run time. You don't want to be the last guy to try these at your track. Pick up one or two packs and put back in that motor that used to leave you stranded on the track before the 5 minutes was up.

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ORN11400	SANYO RC3600HV NiMH **6-cell loose, CLUB** V-MAX RDS	54.95
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ORN11404	SANYO RC3600HV NiMH **4-cell loose, CLUB** V-MAX RDS	39.95
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PEK43102	SANYO RC3600HV NiMH NATIONAL SPEC, 6-cell loose	64.95
PEK43103	SANYO RC3600HV NiMH WORLD SPEC, 6-cell loose	74.95
PEK43105	SANYO RC3600HV NiMH NATIONAL SPEC, 4-cell loose	44.95
PEK43106	SANYO RC3600HV NiMH WORLD SPEC, 4-cell loose	54.95

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.27 '04 Pullstart ENGINE, Rear Exhaust, slide carb, SG crankshaft and turbo head button, includes glow plug. This is the newest engine from Fantom. Big power for your big truck or buggy. MSRP $319.99

FAN01041 **.27 Nitro engine, pullstart, slide carb $199.95**

Orion WASP engines



These high tech **Orion WASP** engines in a .12 size are turning up to 1.5 HP! Check the list below for more details and **drop by our website,** type in the part number in our on-line search engine to read even more about your favorite WASP, and don't forget to buy one! They're fast!

ORN80052	**.12 Non-pull,turbo style, slide carb** (msrp $299)	169.95
ORN80053	**.12 Non-pull OFF-ROAD ENGINE, rotary carb**	159.95
ORN80054	**.12 Non-pull turbo works, slide carb**	199.95
ORN80060	**.12 Non-pull, side exhaust, rotary carb**	155.95
ORN80061	**.12 Pullstart, side exhaust, rotary carb** (msrp $299)	169.95
ORN80200	**.18 PRO Non-pull, slide carb** (msrp $154)	79.95
ORN80201	**.18 PRO Non-pull, rotary carb**	79.95
ORN80211	**.18 PRO Pullstart, side exhaust, rotary carb**	99.95
ORN80220	**.18 T-MAXX Pullstart, slide carb**	89.95

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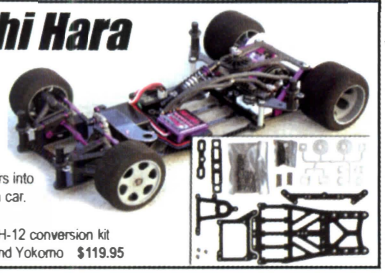
Atsuhi Hara



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HOT90200 AH-12 conversion kit for Associated and Yokomo **$119.95**

GS STORM RTR 1/8 racing buggy

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GSC2003	**GS Storm RTR, with JR-XR3 radio system**	$479.95
GSC2004	**GS Storm, pro graphite (car only), requires assembly**	399.95

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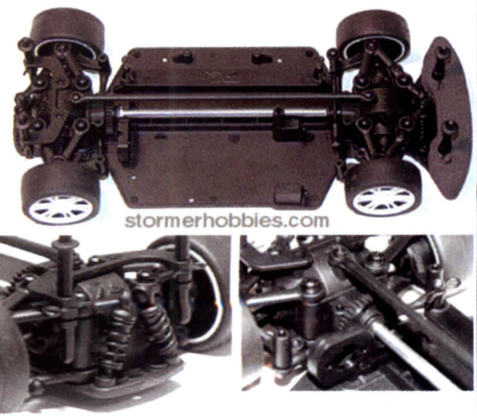

This is the Micro you've been waiting for. The M18 has fully independent suspension and 4-wheel drive. Comes with a body. **Requires** 2ch radio with esc, micro servo, battery, charger. Power package is the, motor, battery, esc, servo.

XRA380000	**M18 micro touring car**	$ 96.95
XRA389100	**Power package**	$109.95

XRAY XB8 1/8 racing buggy

Right now, this is one of the 1/8 buggies everybody is trying to get. It's loaded, super fast, easy to drive, and well, it's just cool to top it all off. Rolling chassis w/body, requires engine, exhaust, and radio system.



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Engine shown is #1623

HPI1601	.15SS,rotary carb, pullstart for GT **MSRP $169.99**	$79.95
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HPI1615	.15FE, rotary carb,pullstart **MSRP $120.00**	79.95
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HPI1626	.12R SS, rotary carb, non-pull **MSRP $209**	99.95
HPI1627	.12R SS,rotary carb, pullstart **MSRP $225.00**	144.95

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SCT319GD	Rear Tall SUV Velcro Body Mount Sys	$8.50
SCT320SD	Super Clodbuster SD Skid Plate	$19.90
SCT320SDF	Super Clod SD Skid Plate with FLAMES	$21.90
SCT322T	Super Clod TI Front or Rear Bumper	$38.90
SCT322X	Super Clod Billet Grill Guard Bumper	$27.50
SCT322Z	Super Clodbuster Front or Rear Bumper	$22.50
SCT343	Super Clodbuster Wheelie Bar	$29.95
SCT407	MONSTER DUTY Springs (6.0 Lbs) (4)	$8.95
SCT421	Super Clod Cantilever Kit(4 Levers&Links)	$79.90
SCT511	Suspension Package for SCT103 Frame	$249.90
SCT512	Skid/Bumper Package for SCT511	$99.50
SCT702	Super Clod MONSTER DUTY ext kit	$75.95
SCT703	Super Clod Upper 4 Link Suspension	$18.50
SCT703-2	Super Clod Upper 4 Link Suspension	$28.90
SCT705	Rear Toe Links and Billet Mount	$36.50
SCT707	Super Clod Steering Links & Servo	$32.50
SCT708	Super Clodbuster lower shock mount	$24.90
SCT822	Super Clod CNC Alum Bumper Braces	$44.90



MCT201	Standard Wheelbase Kit	$69.95
MCT202	Long Wheelbase Kit (14in.)	$79.95
MCT203	Upper 4 Link Suspension	$19.50
MCT204	Front Steering Servo Adapter	$34.50
MCT205	Rear Steering Elsenvator	$24.50
MCT207	Heavy Duty Steering Rods	$39.95
MCT402	Bearing Kit	$39.95
MCT403	Right Angle Body Mounts	$3.95
MCT404	Chrome Plated Stock Wheels	$19.95
MCT421	Cantilever Kit (4 Levers and Links)	$89.95

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Kyosho Mad Force, Twin Force
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Tamiya Clod Buster, Juggernaut
Tamiya TXT-1, Terra Crusher, TNX
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AMG3101L	Blue Tube Upper RACING Chassis.	$179.95
AMG123MM	.21 to .27 Engine Mount	$34.50
AMG123TT	Stock only Engine Mount	$34.50
AMG3285D	Silver SUPER DUTY Front Skid Cover	$14.90
AMG321SD	Silver SUPER DUTY Rear Skid Cover	$14.90
AMG322X	Frt Alum Prot Sys: W/Brush Guard	$43.90
AMG322Z	Front Alum. Protection Sys: Billet	$39.95
AMG3365DF	Frt SUPER DUTY Alum Shock Tower	$38.00
AMG3365DR	Rr SUPER DUTY Alum Shock Tower	$38.00
AMG650	Reservoir Piggybacks (6)	$79.90
AMG9185D	LARGE Diameter Steel Tube Roll bar	$39.95

Many More TXT-1,JUG,CLOD,TLT-1 Upgrades

1/10 & 1/8 SCALE UPGRADES



HSV101L	Steel Tube Upper Chassis 179.95	$149.95
HSV105SD	TVP 4.5mm Super Duty (set)	$44.50
HSV105XL	TVP 3.2mm Extended 1 inch (set)	$59.50
HSV210XLCR	Titanium Rear Extended Dog Bone	$24.50
HSV211	Titanium Outboard Dog Bone (pr)	$42.50
HSV212	Lower Chassis & Skid Support (pr)	$17.90
HSV319SD	Super Duty Fr or Rr Body Mount	$24.50
HSV329-21SD	Super Duty Fr or Rr Skid Cover 1.2mm	$19.50
HSV332A	Adjustable Camber Upper Arms (pr)	$29.95
HSV333SD	Super Duty Lower Arms (pr)	$39.50
HSV334	Super Duty Center Skid	$19.95
HSV336SD	Super Duty Frt/Rr Shock Tower	$29.50
HSV337	Steer Knuckle Brace (4)	$19.95
HSV339	Aluminum Turnbuckles 5/16 Rod (4)	$24.95
HSV340SD	Super Duty Bulkhead Brace Fr or Rr	$12.90
HSV343	Angled Wheelie Bar w/Rubber Tires	$29.95
HSV344	Fuel Tank and Linkage Guard	$22.50
HSV403	C Shaped Hubs Fr or Rr (pr)	$35.90
HSV405	Steering Knuckles Fr or Rr (pr)	$39.95
HSV407	Super Duty Springs (8)	$19.95



LST919	300+ Piece Stainless Steel Screw Kit	$24.90
LST146	.46 Engine Conversion Kit	$89.00
LST329-21SD	SUPER DUTY Front or Rear Skid Cover	$19.90
LST322	Front Alum Protection Sys: Tube Style	$39.95
LST322-23Z	Front or Rear Alum Prot Sys : Billet	$39.95
LST322T	Frt Titanium Protection Sys : Tube Style	$49.95
LST322X	Frt Alum Prot Sys : Billet w/Grill Guard	$43.90
LST323	Rear Alum Protection Sys. Tube Style	$39.95
LST323T	Rr Titanium Protection Sys: Tube Style	$49.95
LST332SD	Silver Upper Control Arms CNC	$34.90
LST333SD	Silver Lower Control Arms CNC	$37.90
LST334	SUPER DUTY Silver Center Skid Plate	$19.90
LST336SD	LST Front or Rear Shock Towers	$36.00
LST342	SD Silver Shock Tower Mount Plate	$9.00
LST343	Angled Wheelie Bar With Rubber Tires	$29.95
LST407-5	Heavy Duty Springs (5.0 lbs) pair (2)	$6.80
LST407-66	Heavy Duty Springs(6.6 lbs) pair (2)	$6.80
LST450	LST Wheel Drivers for Stock or T-Maxx	$34.90
LST910MD	MD Steel Tube Roll Bar W/Brace	$49.95



AGT203	Bi-Level Chassis	$79.50
AGT206	Bi-Level for .21 Engine	$124.50
AGT101	Rear Brace	$21.95
AGT102	Front Brace Tubes	$7.95
AGT910	3 Point Roll Bar	$39.50
AGT250	125cc Fuel Tank	$10.95
AGT302	High Volume Header	$24.95
AGT333	Frt Arms Aluminum	$34.50
AGT334	Rr Arms Aluminum	$34.50
AGT430	Frt Shock Tower Alum	$19.50
AGT431	Rr Shock Tower Alum	$19.50
AGT345SD	Servo Receiver Guard CNC Billet for RTR and TEAM	$16.95



KMF105SD	Extended Side Plates 6mm (set)	$59.50
KMF209	Suspension Support Rods	$28.50
KMF210XL	Extended Titanium Dog Bone	$24.50
KMF300V2	Steering Servo up Front w/ Bumper	$68.95
KMF301V2	Front or Rear Bumper	$39.95
KMF334	Super Duty Center Skid	$19.95
KMF343	Wheelie Bars w/ Rubber Tires	$39.90
KMF910SD	Super Duty 3 Point Roll Bar	$44.95



Nitro Rustler and Stampede CNC Aluminum Upgrades

TRS103	3.2mm Alum Chassis Plate (Rustler Only)	$39.95
TRS330S	Silver Front Bulkhead	$37.50
TRS331V2S	Rear SD Bulkhead - Silver	$25.90
TRS332S	Frt Control Arms - Silver (pr)	$24.90
TRS333S	Rear Control Arms - Silver	$24.90
TRS402S	Rear Arm Mounts - Silver	$23.50
TRS403S	SILVER Front C Shaped Hubs	$25.90
TRS404	Blue Alum Rear Hub - Blue	$25.90
TRS430S	Front Shock Tower	$19.90
TRS431S	Rear Shock Tower	$19.90
TRX241	Port Matched Header	$24.95

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LOSI MINI-T & HPI Nitro Mt2 Upgrades CALL





DRAG CARS









REVO & T/E-MAXX CNC Aluminum Upgrades Silver or Blue







REVO Upgrades

REV012	270 Piece Stainless Steel Screw Kit	$22.00
REV101L	Steel Tube Upper Chassis $179.95	$149.95
REV103	Aluminum Cage System	$129.95
REV110	Revo .21/28 engine conversion	$89.00
REV118P	Revo .21 engine conversion	$49.50
REV118S	Revo conversion for Sirio .23 engine not included for REV110, REV118P, REV118S	$49.50
REV124	.15 to .18 One Piece Billet Eng Mount	$19.50
REV320SD	SUPER DUTY Alum Front Skid Cover	$22.50
REV320SDF	SD Flamed Alum Front Skid Cover	$24.50
REV321SD	SUPER DUTY Alum Rear Skid covers	$22.50
REV322	Frt Alum Protection Sys: Tube Style	$39.50
REV322-23Z	Frt or Rr Alum Prot Sys : Billet Style	$39.50
REV322T	Front TI Protection System: Tube Style	$49.50
REV322X	Front Alum Protection System : Billet w/Grill Guard	$43.90
REV323	Rear Alum Prot System: Tube Style	$24.95
REV323T	Rear TI Protection System: Tube Style	$39.50
REV332F	SUPER DUTY FRONT Upper Arms	$49.50
REV332R	SUPER DUTY REAR Upper Arms	$36.50
REV332R-S	Single Silver REAR Upper Arm	$36.50
REV333F	SUPER DUTY FRONT Lower Arms	$18.50
REV333R	SUPER DUTY REAR Lower Arms	$39.50
REV334	SUPER DUTY Silver Center Skid Plate	$39.50
REV337	Alum Susp Push Rod Set (4)	$29.50
REV337XL	Alum Susp Long Push Rod Set (4)	$21.90
REV339	Heavy Duty Aluminum 8mm Toe Link	$22.90
REV343WR	Angled Wheelie Bar w/Rubber Tires	$29.95
REV344	Silver aluminum fuel tank guard	$22.50
REV345SD	Silver Steering Servo Skid Plates	$29.50
REV406	Titanium Stub Axles	$9.85
REV407-15	Chrome preload spring 22.6 LB pair (2)	$6.75
REV407-17	Purple preload spring 28.5 LB pair (2)	$6.75
REV407-18	Blue preload spring 30.4 LB pair (2)	$6.75
REV407-19	GunMetal preload spring 32.2 LB pair (2)	$6.75
REV417	Aluminum Rocker Arm Post Set	$9.70
REV517	2 Pin Alum Flywheel: For 1/8 Clutch	$19.50
REV519	3 Pin Alum Flywheel: For 1/8 Clutch	$19.50
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REV876	Billet Alum Spring Adjusters pair (2)	$7.95
REV877	Billet Alum Spring Retainers pair (2)	$10.95
REV878	Billet Alum Shock Rod Ends Pair (2)	$12.50
REV878-4	Billet Alum Shock Rod Ends four (4)	$15.90
REV879	Billet Alum PUSH ROD Rod Ends (4)	$19.90
REV910SD	Blue Super Duty Steel Tube Roll Bar	$36.95
REV910SDS	Silver Super Duty Roll Bar	$36.95
REV910X	Aluminum Brace for REV910SD/SDS	$19.90

T-MAXX Upgrades

TRM101L	Tube Upper Chassis $179.95	$149.95
TRM103	4.7mm Main Chassis	$39.90
TRM118SD	Super Duty 4.7mm .21 Conversion Kit	$129.50
TRM128	Super Duty Conical Engine Washers	$6.95
TRM321XL	Extended Rear Skid Plate	$19.95
TRM123S	Mount for Rear Exhaust .21 Engine	$35.00
TRM215S	Power Slotted Carbon Fiber Brake Disk	$12.90
T25910SD	SUPER DUTY Steel Tube Roll Bar	$39.95
TRM320XL	Front Skid Plate (3.2mm) w/Bumper Guard	$19.95
TRM321SD	SUPER DUTY Rear Skid Plate (3.2mm)	$19.95
TRM318P	Silver Front Body Mount Posts w/Plate & Collar	$22.50
TRM319	Silver Rear Body Mount Posts w/Plate & Collar	$22.50
TRM322	Front Bumper (2 Piece)	$18.95
TRM323	Rear Bumper (2 Piece)	$18.95
TRM324	Front Bumper Supports	$22.95
TRM325	Silver Rear Bumper Supports	$22.95
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TRM326SD	Revolutionary 4-Point Lower Braces	$48.95
TRM330V3	Silver Front Bulkheads	$49.50
TRM331V3	Silver Rear Bulkheads	$49.50
T25332	Upper Control Arms For 2.5	$36.50
T25333	Lower Control Arms For 2.5	$39.50
T25336	Frt or Rr Shock Tower 3 Position	$38.00
T25339	Aluminum Turnbuckles for TRX2.5	$24.95
TRM335SD	Center Skid Full Coverage	$19.95
TRM340	Front Bulkhead Brace	$10.95
ACC600-T25	14-PIN ULTRA Heatsink Head	$39.90
TRM343WR	Angled Wheelie Bar with Real Rubber Tire	$29.95
TRM345SD	Silver Steering Servo Skid Plate	$15.90
TRM405S	Chrome Air Filter	$5.95
TRM407	Silver Super Duty Springs Set of 8	$9.95
TRM452H	Center Line wheels Billet Alum	$149.95
TRM452X	Super Star wheels Billet Alum	$149.95
TRM452Z	Super Six Spoke Wheels (4)	$149.95
TRM454Z	40 Series Super Six Spoke Wheels (2)	$78.90
TRM501D	Close Header for .21 to .28 Engines	$24.50
TRM507	Bellcrank & Linkage kit	$16.95
TRM510	Fuel Tank 125cc W/Stone Filter	$26.95











E-MAXX Upgrades

TRE101L	Tube Upper Chassis RACING	$149.95
TRE107	3.2mm Extended Main Chassis Alum.	$59.95
TRE280V2	AIRCOOL CNC Alum. Motor Mount	$19.95
TRE281V2S	Silver CNC Alum. Battery Hold Down	$28.95
TRE910SD	Blue SUPER DUTY Steel Roll Bar	$39.50





Adam Drake's

LOSI LST



aying: Walk softly, and carry a big truck.

Unless you live in Southern California or travel around the country to national-level RC races, you may never get to see Adam Drake drive his Team Losi LST in person. Watching Drake's LST is pure entertainment, because it's not often you get to see a big, deep-suspension monster truck glide around the track like a 1/8-scale buggy. You may not be able to see Adam's truck on a weekly basis, but you can drive it (or one nearly identical to his) every weekend by copying his setups and parts list using this month's Racer Hookup. Adam was kind enough to stop by the office and sit down with me for a while to talk about his LST, and here's what we discussed.

words by: **Stephen Bess**



The LST is just fast and easy to drive, and it's fun to watch such a big truck handle well on the track

AFTER LOOKING AT 1/10 TRUCKS FOR SO LONG.

- ADAM DRAKE

We tried to steal the Spektrum, but Adam foiled our plan.



Radio Gear

We were surprised to see the stock servos still installed on Adam's truck, but it's true – he races his LST with box-stock steering and throttle servos. Just to make us drool, Adam brought his LST over with the forthcoming Spektrum 2.4GHz receiver installed.

Threaded Shock Bodies

Team Losi's optional hard-anodized threaded shock bodies may be considered eye candy by some, but Adam runs them because they allow quick, precise ride height adjustments and eliminate ride height spacer clips. The hard-anodized shock bodies look way super dope, and they last longer than the stock bodies as well. Because the stock setup works so well, Adam rarely strays from 30wt Losi shock oil.

Sticky Situations

When Adam encounters the following track conditions, here's what he tunes first, in order:

IF THE TRACK CONDITIONS ARE...	
...smooth and high speed:	
ADJUST THE...	**HOW?**
Rear Toe-In	Less Toe-In
Sway Bars	Install thicker bars

IF THE TRACK CONDITIONS ARE...	
...rutted and slick:	
ADJUST THE...	**HOW?**
Rear Toe-In	More Toe-In
Sway Bars	No sway bars
Diffs Oil	Thinner oil

IF THE TRUCK REACTS BY...	
...oversteering and feels twitchy:	
ADJUST THE...	**HOW?**
Diffs Oil	Thicker oil
Sway Bars	Install if uninstalled

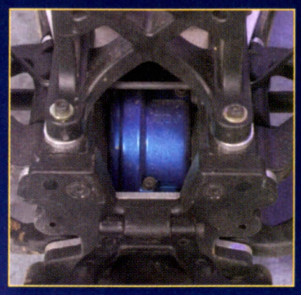
Driving the LST vs. XXX-NT Drake Edition 2

Adam Drake: The LST is big and the 4WD gives it a lot more traction than my stadium truck, but all monster trucks in general just feel "lazier" than a 1/10-scale truck because they react slower. The LST is very nimble for its size, but when comparing 1/10-scale trucks to monsters, a monster truck will always feel slower because of its increased mass. 1/10-scale trucks are more nimble, they feel faster and require quicker reaction times, but overall both are challenging and fun to drive. Jumping wise, for the average racer monster trucks are more sensitive in the air because of the heavy tires, and jabbing the brakes in mid-air can cause flips, so you need to pay attention when jumping. But landing a monster is great because they just soak everything up. Overall, my favorite racing class is obviously 1/10-scale truck but I really enjoy racing the LST because it's big and yet very fast and fun to watch on the track.

Fewer adjustments means more track time. Get driving!

Differentials

Out of the box, the LST differentials are filled with grease, which is fine for bashing and backyard bombing. For racing, however, Adam removes the grease and fills both front and rear diffs with 50,000 weight silicone diff oil. On very low traction tracks he'll use lighter diff oil to allow the truck to transfer power more quickly. Finally, Adam uses Team Losi's blue anodized aluminum differential cases (#LOSB3532) to bulletproof the drive train.





Tires/Wheels

Adam's LST sports Losi Zombie Maxx tires in red compound with stock foam inserts stretched around stock LST wheels. According to Adam, Losi is working on full-size LST racing tires that *should be available soon to fit on regular* LST wheels. Until then, Adam will continue to run the Zombie Maxx tires.

Adam's LST option parts are all available in hobby shops.

Sway Bars

Adam installed Losi's optional sway bar kit (LOSB2221) for the front and rear and usually runs the thinnest bar. He says that the sway bars help settle the big truck's suspension and keeps the chassis feeling more predictable on all but the most rutted tracks. On extremely rutted or low-traction tracks, Adam will remove the bars entirely.

Rear Toe-In

When tuning his truck for a new track, Adam says his first adjustment is almost always rear toe-in. He says he starts with -2 degrees and then increases or decreases the toe-in based upon the track's surface and how the truck reacts. On slick, low-traction tracks Adam will increase rear toe-in, whereas on larger, high-speed tracks or tracks with high traction he will decrease toe-in.

Slipper/Spur Gear/Gear Cover

One of the few metallic upgrades on Adam's LST are the optional Losi titanium-nitride-coated steel spur gears (LOSB3428). He also installed the optional steel clutch bell but uses the stock 3-shoe clutch with 1.0 springs, with no cutting on the clutch shoes.

Shock Oil

The LST's shocks come filled with Losi 30wt shock oil out of the box, and that's exactly what Adam uses in his baseline set up. Adam says that his LST has felt great on every track using 30wt oil, and that he has yet to find a reason to switch viscosities. He also uses the stock silver Losi shock springs for his baseline set up.

Camber/Caster

It may seem unusual, but the LST features fixed camber and caster settings. Although this adjustment would be nice to have, Adam said that the truck's locked-in camber and caster settings are ideal and the fixed settings eliminate extra tuning time at the track.



Fuel Tank

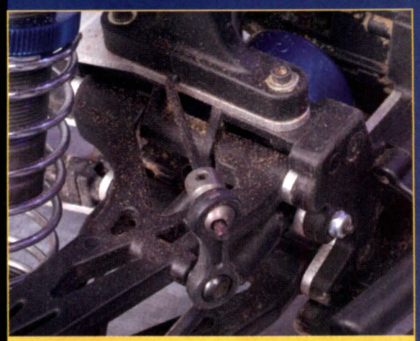
Drake's LST features Losi's optional high-capacity fuel tank (LOSB5002) for increased run time during qualifiers and mains.

Engine/Pipe

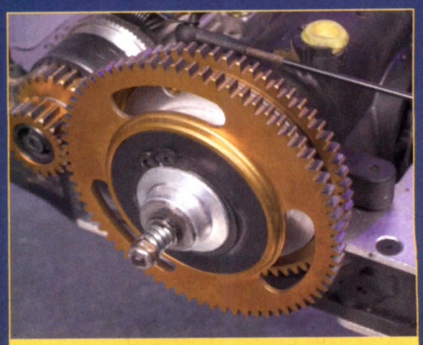
Adam runs the box-stock Mach .26 engine with rotary start and the stock one-piece tuned pipe set. A truck as heavy as the LST needs lots of power to get it going, and Adam says that he's never thought that he needed more power to win a race.

Brakes

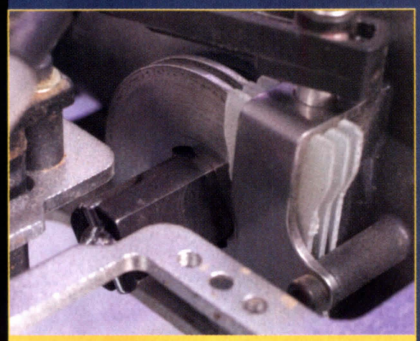
The LST's stock brakes are incredibly strong, but most racers like a little finesse to go along with strength. Adam runs Losi's new fiber brake pads with the stock metal brake discs, and the fiber pads provide a more linear and more predictable braking feel on the track. ✪



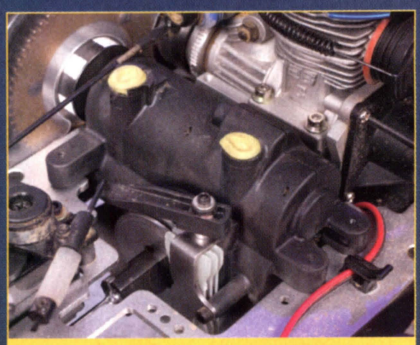
Losi's optional swaybar kit keeps the chassis level while cornering.



Bulletproof much? The steel spur gear set is even titanium-nitride-coated.



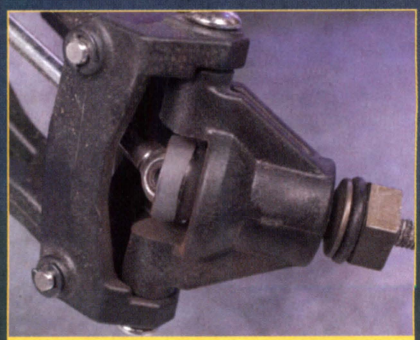
Optional fiber brake pads give the LST a progressive braking feel.



Adam removed the reversing servo in order to lighten the truck. Reverse is usually not allowed during races.



Longer run times for the big .26 are provided by an optional larger fuel tank.



Drake shrink-wraps the CVDs (a la 1/10-scale truck style) to increase durability.

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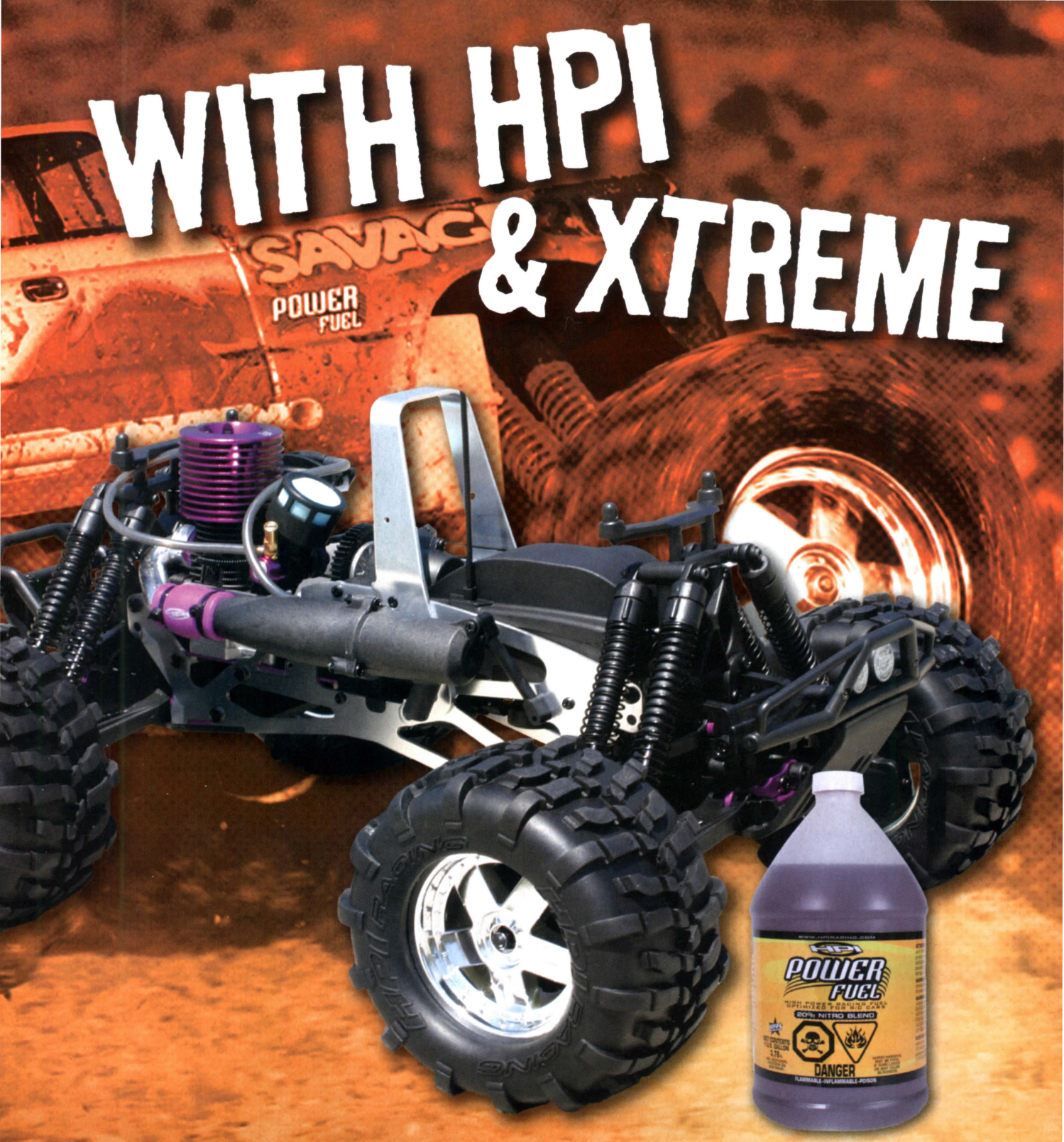

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ASK THE PROFESSOR

GOT A QUESTION FOR THE PROFESSOR? Log on to www.rc411.com and hit our Hot Topic message boards. The questions come 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!***

Seeing Red

Hey Professor: Does the new Team Losi XXX-T MF2 truck come with all of the cool red stuff?
Meatballminit

A: They ditched the red color because they discovered that the red dye was making the plastic weaker. There's actually an order to which colored dyes are the strongest, but the natural color (white) is what all the Graphite kits come with now.

If you want colored ends, you may want to check out the selection from RPM.
Derek Buono

Norine is a real bullfighter...well, BS fighter, anyway.

Double Clutching

Hey Professor: I have a T-Maxx 2.5 that we cannot keep running. A friend of mine and I have tried tuning it again and again, but we cannot get it set right. If we put it on a block, it will run fine at high idle and let us bring it down slowly, but when the tires hit the ground, it dies. If we start it on the ground, it is running with high idle, but we cannot bring the idle down to let us put the body on. Any ideas?
Rattler

A. Sounds like the low-speed needle needs adjustment. This is the one in the end where the servo hooks on. It should be flush with the end or close. Make very small adjustments and see what happens
looker2756



You may also want to check to make sure the clutch isn't the problem. It sounds like you have to keep the idle high because maybe the clutch is engaging and dragging. Check the clutch bell and see if it's discolored. If it's a bluish color it may be the problem. Otherwise, you may just have a tuning issue where you have to artificially keep the engine running by keeping it idling too high.
Derek Buono

Singing the Wrong Tune

Hey Professor: I have a problem with my O.S. V-spec .21 engine. I bought it, broke it in like you should, and ran a gallon of Sidewinder 30% fuel through it and it ran great! It had tons of power and plenty of top end. All of a sudden, though, it has started to die at full throttle. It starts up fine and idles well and I can give it throttle most of the way, but as soon as I give it full throttle, it dies. I have changed everything: plug, fuel filter, fuel line, tank, pipe, and carburetor. What could it be? Some help would be great.
Speedychef

A. This isn't a "wearing out" problem; there are only a few things that could cause this. Try richening the high-speed needle 1/4 turn (counter-clockwise) and see what happens. If that doesn't work, turn it back 1/4 to the original setting, and lean it by an additional 1/4 turn (clockwise) and see what happens.

What condition is your glow plug in? If it's the original P3 plug, replace it with a fresh one. It sounds like the plug isn't staying hot enough to keep combustion going.

Finally, check your fuel tank, filter, and lines for blockage. If the engine isn't receiving enough fuel, it'll cut out at half throttle or beyond.

I seriously doubt that the problem has anything to do with wear.
Stephen Bess



A Long Winter Nap

Hey Professor: I want to know what the best way to store my tires for winter is. Any input would be good.
Littlidevil

A. I just leave them on my cars and truck. I built a stand for my Maxx (I bent a piece of metal into a stand). Personally I don't think it will do much if you leave them on your vehicle if its not elevated. If you feel that you have to, just take them off your truck or whatever and put them somewhere.

But, you got a nitro off-roader, and that means you can run it whenever and where ever, so be like me and don't suffer the winter months, seal your electronics and go have some fun in the snow.
Random Insanity

I simply spray them with simple green, let them sit for about five minutes, then rinse them off with hot water (being careful not to get water in the vent holes). This will condition them and keep them from drying out.
AE_racer38

What kind of tires are you questioning? Foam will dry out and it's best to store them in an air-tight plastic bag to keep them from drying out. Most rubber tires should be fine unless you are storing them in the furnace. But if you want to avoid a flat spot, you should take them off of the car and put them in a bag too.
Derek Buono



MAIL SACK

MAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILSACKMAILS

Derek apologizes for nothing. Absolutely nothing!

Our Website Has Been Updated?

Derek, I've enjoyed all the articles on your site so far and I really appreciate the time taken by your organization to post this info. I'm fairly new to nitro RC (June of this past year) and campaign two Sportwerks Mayhem Pro buggies with RB motors. I've found your web site to be an *invaluable* source of info to help guide me with chassis setups and driving tips. Two months ago I had no idea that clutch shoe weight had any impact on engagement. Your site has helped me immensely.

I'd just like to bring to your attention that in the fourth paragraph of the article on your web site, this statement is incorrect: "If you want your clutch to engage earlier, you can remove a bit of mass by removing some material." Removing material from the clutch makes it lighter and it will engage LATER, not earlier. Heavier clutches will engage earlier.

Keep up the good work and keep it coming!

Doug Walker

Good eye Doug! Obviously that was a mistake that somebody else must have made, and secretly changed our website! The correct information is what you stated, that the lighter shoes will engage later. The correct word should have been "later."
-Derek

World's Biggest 1/8-Scale Fan Goes Snow

Dear Derek,
I have a goal of finding a company to build this true 1/4-scale Rev-Ski-Doo Snowmobile. It is true to scale and I have built two working prototypes that are .21-powered and are as tough as a 1/8-scale buggy. I have been building RC sleds for 24 years and feel this is worthy of a story in your fine magazine, if you like. I really liked your story on the 1/8-scale Worlds and share this passion. I also race 1/8-scale on-road and have around fifteen 1/8-scale cars. For the best look at the Rev video, click the "pause" button when it leaves the second jump. See it at www.rcsnowmobiles.com!

Thanks, and keep up the Great work!

Best Regards,
Jordan Krupp

Getting Rich?

Love your magazine. I just got your December issue and the Brian Kinwald Cribs piece is great. I hope in the future there will be other ones on other racers. I was in Orlando and saw the Worlds, and it was great. Marc Rheinard was the man (or young man)! I spoke to him for a few minutes and he was very polite. He is a young man who has a great future. Anyway, my question is in the financial field. I work for American Express in the finance department, so at any event I go to, by force of habit I think of money. How much do the racers get from the manufactures to go to races? Some of the older racers must have bills and families and so on. And for a manufacture to send 5 or 10 drivers must cost a good penny for a event like the Worlds for a week. Also, another is how much does a manufacturer bring in annually, like Losi, Associated, Trinity, and so on? I hope I'm not out of place for asking, I was just wondering. I love this hobby and I take my (Associated guy) cars when I travel. Thanks for you time, and keep up the great work.

Fernando J. Diaz

While discussing salaries is taboo for most guys, it's safe to say that most of the older racers aren't full time racers. Some of the guys you see racing also work at the companies they represent. I guess it's safe to say that if you love something and are good at it, you can make money at it...BTW, how much you pulling in?
-Derek

Our Apologies

Your magazine is by far the best. I love the way that women are integrated into the content, and I loved the Professor of the Year thing this month and will be voting for Courtney very soon. However, I was a little disappointed to see the photo of the girl groping the other two in Money Shots. I'm no prude—trust me on this one—but I thought it was a little over the top. Again, I love the magazine and will continue to proudly call it my favorite, but I just had to share my opinion.

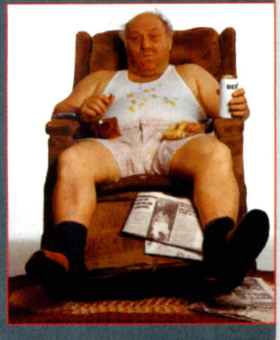
Mark Taylor

Mark, we did have some second thoughts about putting that shot in, and I let it go anyway. Looking at it again, it was probably "over the line," and was in poor taste. I apologize if anyone was truly offended, that wasn't our intent.
-Mike

FOR THE 2% OF OUR READERS

I'm a total newbie at RC, and I'm finishing my first project, building a Savage SS. Anyway, after I thought it was finished I discovered the clutch was not put together correctly. Despite talking to HPI and getting help over the internet, I couldn't get it right. Finally, last night I was looking at your December issue and saw an article about clutches. There was a large picture showing a properly seated clutch shoe and I saw what I was doing wrong and understood the explanations that had been given to me. I think you have the most informative "How To" articles of all the RC magazines. My only objection—and this is because I'm a middle-aged lady as opposed to your target audience of 15-25 year old guys—is that I have to wade past the "babes" in order to get to the information. Please remember that not all your readers are young guys, or even guys at all.

Again, thank you for such informative "How To" articles, and especially the pictures in your clutch article which made things clearer than anything in the HPI instructions.



Wendy Sarrett

Wendy, there's a clutch theme to this mail sack, isn't there? Thanks for reading and telling us how much we rule. While we have pictures of females in our magazine, there are the same number (if not more) of pictures of males. So what you must be saying is, you don't find the guys in our magazine attractive!
-Derek

GOT A QUESTION OR COMMENT?

The Mail Sack is the place where you voice your opinions, thoughts, and complaints. We'll be publishing your letters each month, and we aren't going to edit them, so use spell check or we'll publish them how you send them and show off how smart you are.

Got an opinion? E-mail it to derekb@rc411.com

The Dirt

6th Annual

Feb 24th - 27th

NITRO CHALLENGE

@ The Dirt Racepark in Hemet, CA

Start out the 2005 racing season with the BIGGEST GAS RACE of the year!

Race fee:

$50.00 per entry

-No entries accepted after February 14th, 2005
-One free race t-shirt per driver with paid entry
-ROAR membership required, available at track

Classes:

1:10 Truck - open
1:10 Truck - Pro*
1:8 Buggy - open
1:8 Buggy - Pro*
1:8 Buggy - 40+**
Monster Truck - open

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

Schedule:

>Tues Feb 22nd
Open Practice - 10am to 8pm

>Wed Feb 23rd
Scheduled Practice Heats - 8am to 8pm

>Thurs Feb 24th
1:10 & Monster Truck qualifying
(three 7 minute rounds, 1 throw out)
Gates open at 6am - qual starts at 8am

>Fri Feb 25th
1:8 qualifying
(three 7 minute rounds, 1 throw out)
Gates open at 6am - qual starts at 8am

>Sat Feb 26th
1:10 & Monster Truck Mains only
Gates open at 6am, practice 6:30-8:30, mains at 9am

>Sun Feb 27th
1:8 Buggy Mains only
Gates open at 6am, practice 6:30-8:30, mains at 9am

Trophies for 1-10 all A Mains, 1-3rd in B-D Mains
Participation tags for all others

Saturday night drivers social !!

Pro-Line
O'Donnell Racing
Kyosho
Team Losi
Mugen Seiki
Team Orion
Traxxas
Airtronics
OFNA
Fantom
Panther Tire
ae Team Associated
MaxSpeed
CEN
King Head
Xtreme RC Cars
Sidewinder

Entries are non refundable. No refund due to rain cancellation.

ENTRY FORM 2005

NAME _____

ADDRESS _____

CITY _____ STATE _____

ZIP _____

PHONE _____

EMAIL _____

T-SHIRT SIZE (S-XXL) _____

PERSONAL TRANSPONDER NUMBER _____

1:10 Open
1st ____ 2nd ____ 3rd ____

1:10 Pro
1st ____ 2nd ____ 3rd ____

1:8 Open
1st ____ 2nd ____ 3rd ____

1:8 Pro
1st ____ 2nd ____ 3rd ____

1:8 40+ (ID required)
1st ____ 2nd ____ 3rd ____

Monster Truck Open
1st ____ 2nd ____ 3rd ____

Contact: Joey C. 951-925-7592, thedirtracing@aol.com, www.thedirtracing.com
CALL Dynamic Hobbies for CREDIT CARD ENTRIES! 951-925-9331 *10am-6pm*

Host Hotel: The Western, 800 W. Florida Ave., Hemet, CA 92543 951-929-6366
Other hotels: Best Western 951-925-6605, Travelodge 951-766-1902, Motel 6 951-929-8900
Motorhomes are welcome at track (No hook-ups, Limited space $10.00 per night)

Mail entries to: The Dirt Racing, 140 E. Stetson Ave. #300, Hemet, CA 92543
Please send check or money order.

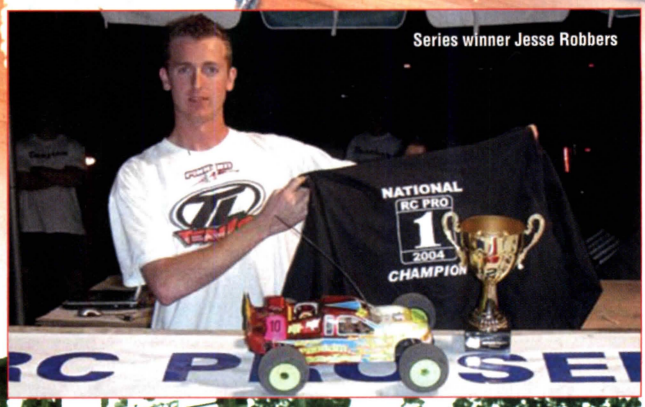
www.thedirtracing.com

1/10 GAS TRUCK

Continued from pg. 135

POS	LAPS/TIME	NAME	STATE	VEHICLE	PIPE	TIRE	RADIO	ENGINE	FUEL	BODY
1	62/45:00.24	Jesse Robbers	OH	Losi	Drake	Pro-Line/Losi	KO Mars	Fantom FR 12 '05	The Drake's	Losi Fury
2	62/45:30.47	Jared Tebo	CA	Associated	O'Donnell	Pro-Line	Airtronics	O'Donnell	O'Donnell	Pro-Line
3	62/45:41.25	Taylor James	MO	Associated	O'Donnell	Pro-Line	Airtronics	Top	O'Donnell	Pro-Line
4	60/45:22.66	Adam Drake	CA	Losi	Drake	Losi	Airtronics	Sirio/Trinity	Trinity Platinum	Losi AD2
5	59/45:17.25	Will McIver	NC	Associated	O'Donnell	Panther	Airtronics	JL Racing Top	JAC Pro Fuel	Crowd Pleazer
6	55/45:53.25	Richard Saxton	NV	Associated	O'Donnell	Pro-Line	Airtronics	Crono/O'Donnell	O'Donnell	TTR/Pro-Line
7	53/45:01.43	Jason Ruona	FL	Associated	Associated	Pro-Line	Airtronics	OS	Sidewinder	J Concepts
8	53/45:40.81	Cody King	CA	Losi	Drake	Pro-Line	Airtronics	Sirio	Trinity	Losi Fury
9	48/45:09.17	Leon McIntosh	FL	Associated	O'Donnell	Pro-Line	Airtronics	OS 12 TR	Sidewinder	Crowd Pleazer
10	29/28:16.59	Ryan Eckert	FL	Associated	Associated	Pro-Line	Airtronics	OS CVR	Sidewinder	Pro-Line





Series winner Jesse Robbers

1/8 BUGGY

POS	LAPS/TIME	NAME	STATE	VEHICLE	PIPE	TIRE	RADIO	ENGINE	FUEL	BODY
1	-	Greg Degani	CA	Kyosho	Picco	Pro-Line	N/A	Picco P7R	Sidewinder	Pro-Line
2	-	Michael Sharwin	CA	N/A	SH	Panther	Hitec	SH	Byron's	Majestic
3	91/60:25.83	Travis Scrambling	FL	Mugen	Andy Brown	Panther	Airtronics	MAC Mod	Maxy's	J Concepts
4	91/60:30.39	Chris Crews	VA	Kyosho	OS	Panther	Futuba	RB WS7	Rocket Science	Majestic
5	89/60:38.69	Adam Drake	CA	Jammin	Sirion	Pro-Line	Airtronics	Trinity/Sirio	Trinity Platinum	Jammin
6	57/45:46.03	Richard Saxton	NV	Thunder Tiger	O'Donnell	Pro-Line	Airtronics	Crono/O'Donnell	O'Donnell	TTR/Pro-Line
7	31/21:54.15	Josh Wheeler	MO	OFNA	Picco	Pro-Line	Airtronics	Picco	O'Donnell	OFNA
8	17/18:32.71	Marty Korn	CA	GS	O'Donnell	Pro-Line	Airtronics	O'Donnell/Mugen	O'Donnell	Pro-Line
9	8/6:37.97	Jared Tebo	CA	Kyosho	O'Donnell	Pro-Line	Airtronics	O'Donnell	O'Donnell	Pro-Line
10	DNS	Taylor James	MO	Thunder Tiger	OS	Pro-Line	Airtronics	OS	O'Donnell	Pro-Line





Series winner Chris Crews

Conclusion

The format used by the RC Pro Series is a great way to crown a true national champion. It gives meaning to the regional races and gets racers involved with a vested interest in the championship. That was evidenced by the number of non-factory supported drivers who packed up their stuff and drove halfway across the country to make the race. The racing was superb, and with minimal controversy. Carlton, Frosty, and the entire RC Pro Series team did a great job. Congratulations to them, to the track crew, to all of the racers, race winners and especially to the Series Champions. Until next year…

Lasting Longer

Everything on a 1/8-scale buggy is put through hell on the track, and that includes the body. The nose and rear sections of the body are the weakest parts and require extra attention.

Keep it Smooth

Scissors are great, but they can leave tears in a body that can grow into larger cracks and rips. Use a Dremel tool with a sanding drum to ensure that the edges of your body are completely smooth.



Spread Some Goo on It

Doing some preventative maintenance now will keep you from having to repair the body later. Use some Shoe Goo to reinforce the front and rear sections of the body. If the body includes extra pieces of Lexan that can be used to brace these sections, glue those on!



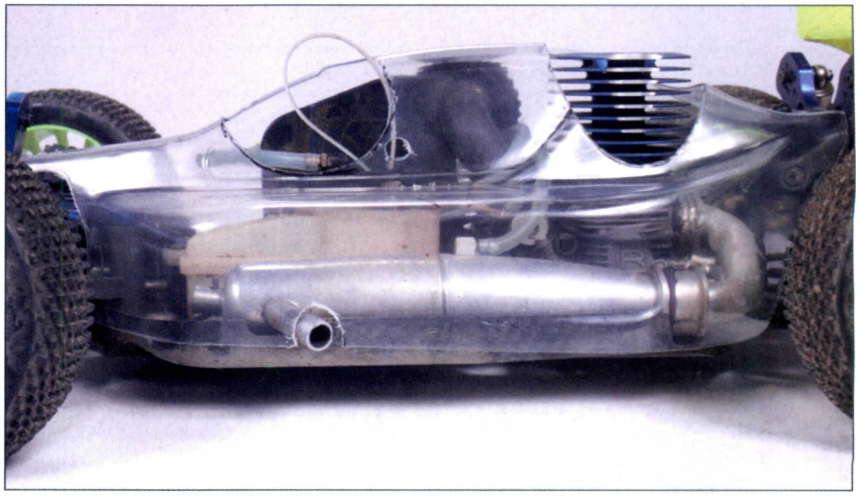
Tuck it In

One of the simplest ways to keep the nose of the body from breaking is to make sure that it's trimmed so it doesn't hang over the bumper, and to tuck it in under the bumper. This way, when you nose-dive into something, the bumper is taking the impact and not the body.



HEMMING THE CUFFS

Most bodies designed for a specific car will have a trim line that is somewhat accurate. What you want to look for here is that the body doesn't hang below the mudguards. You will want to use the trim line initially, but come back to it after the body is mounted snugly to make sure that it is trimmed to ride slightly above the bottom of the chassis. With the body cut like this, it will not catch on the track if the chassis should bottom out for any reason.



GO PAINT!

Once you are finished cutting the body out, tape up the holes to prevent overspray and plan out your paint job. While you can do most of these things with the body painted, it will make mounting the body a lot easier and reduce the chance that you'll mess up your masterpiece with a slip of the scissors. Take your time and your 1/8-scale body will last longer and look better. ✪



A little goo is all you need.

Continued from page 143.

We are the R&D department. I just want to get to the point where everyone appreciates me, and I appreciate everybody. You get what you're worth and you put in your time and your sponsors like you. Yeah, but everything is cool now. I have my deal with Kyosho and Kyosho is awesome. Like today, there was a note on my door from Japan, it was a priority express mail note. Luckily I was able to go down the street and catch the delivery guy, I was pumped. I got my packages and I opened it up and it was tires and a car. All I have to do is put servos in the car and fly to Ohio. The car was completely built by the Japanese guys. Just bolt in a motor also and I'm set. The thing is, I'm 27 now, and things are starting to get the way they are suppose to be. Hopefully I don't screw it up. I just think if all my sponsors just believe in me, everything will be okay. Its hard cause I don't do enough racing.

People tell me that I didn't do well in the races, but I only race about twice a year. Fly me to about 15 races around the world, I'm probably going to win half of them. Fly me to two, the percentages aren't as good. You don't get that consistency. When I raced every Friday, it was that repetition of perfection. Every Friday you have perfect practice, perfect racing, perfect set-up, you get quality stuff done. So if you're flying to big competitions every week, and you're doing well every week, then you're going to start winning, 'cause you're doing that consistent level that you have to be at. Like when we used to practice at SoCal Raceway every week, it was me, Kinwald, Barry (Baker), Billy (Easton), Pavidis, Hodapp, all the fast guys every week, it was perfect racing, perfect practice every week. That's why we were unstoppable. Now I go and I got no one to run against, don't know what speed I have to be at, I don't know what level I have to get my car up to, cause there's nothing to base it off of.

E: No gauge?

CT: No gauge. So it's just not as good. I just tell my sponsors, "You want to win a lot of races, send me to a lot of races." It's perfect practice. (pause) So what else do you want to know?

E: Well, what do you think the state of racing is like these days?

CT: In the state, or in the country?

E: In the world.

CT: On the World level, I think racing is really good. In the USA, it sucks, it has always sucked.

E: What makes it different here versus everywhere else in the world?

CT: Preparation and the seriousness. You go to a USA race and no one knows the rules, everything is ran wrong, um… When you're at a USA race, you just don't walk through the door and feel like its special. When you go to a Europe race, you know your stuff needs to be teched three days early. You know your chassis needs to be teched, your car needs to be teched, you know what you need to do. Your mind is at ease, but you know you have to be serious. You know everything needs to be done and done correctly.

E: Just organized better so you feel more comfortable?

CT: You've got some "Jed" saying your car is illegal, and you have to tell him that its not, and he just doesn't know how to use the gauge. I have to show them how to tech my car for the race. Do I have to show you how to tech my body height? You don't know the rules. I've been doing this for 16 years, and you're telling me I'm wrong? I'm not here to argue, I'm here to be legal and follow the rules, and you're here to tell me my stuff is wrong? I don't know, like these ROAR races, they even make up rules after races. Like at the Nationals we just had, it was suppose to be best two out of



The middle of the track is *the* place to hang out.

four qualifiers, then they had three out of five, so I'm out of the main. I was actually supposed to be in the main, but I guess the guy who owns the track has the say, and he changed the rules right at the race and that screwed some people over.

It's just that racing is more serious in Japan and Europe and you have 400 entries, and all 400 are within a lap. You go to a race here, and the top ten are within a lap, and the rest of the guys are well off the pace. It's more about the quality. I would really like to move to Europe. I would like to move to Europe for six months out of the year or however long. Just go over there and race gas, or whatever. Its just the quality of racing is just better, way more fun. When I go racing around here it's different. Over here everyone is messin' with you; nitpicking and just being dorks. On the drivers' stand someone has to make some stupid comment… When I go over to Europe, everyone is always positive. When I go over to Japan, everyone is positive. They're not there to mess with you mentally. I mean I can handle it better than anyone. You can mess with me as much as you want, it's not going to bother me, but it's just that it's suppose to be fun. Like when I go to SoCal and I want to go practice or race. Everyone is hovering asking you are you going to race? Are you going to race? Just leave me alone, it's suppose to be fun. Instead, just come over and hang out and have a conversation. Let's talk about life, what tires to run, how is the car running, etc. Don't bother me with all the other bull. I mean racing is my job and my life, and some guys just come over to mess with you.

E: Do you think it's that, or do you think it's that they look up to you?

CT: No, no. Like this little kid, I forget his name, he looked up to me, and he was cool. He had a Yokomo car and he'd come over and I'd help him out. He comes from a lot of money, and he can buy whatever he wants, and offered me money. I don't want his money, just come over and hang out and talk. We became really cool with each other, but some of the other people don't look up to me, they just want to talk junk about me… Its people like Billy Easton. He comes to the track, he took my job at Yokomo and pits next to all my friends at the track. He said, "are you racing?" That's the first thing he says to me? Not, sorry man about what happened to you at Yokomo, sorry for taking your job at Yokomo, sorry for other stuff. What kind of person is he? Way to break the ice. Then Yokomo told me they fired me because I wasn't loyal to them. Not loyal? Five years racing for them and not getting a raise that I was promised and not getting my bonuses, is not being loyal? I have to weigh all my options, I'm 27 years old, I have to make a living, I want to have a baby, I want to get married, I want to put a roof over my family's head, and obviously they weren't helping me out. They told me I wasn't doing this or that…

E: So they kicked you out?

CT: Yep. They booted me. One day I went in there and they fired me. Then they stuck me with a bill for $1500. It was for my company credit card that was for food and stuff when traveling. Also, when my bag was overweight, I'd put it on the card; nothing ridiculous, nothing serious. If there were anything questionable, I would pay it. So they handed me this bill. They weren't going to pay me anymore and they shove me this bill. They are some messed up people, and that's the way they do business.

E: So speaking of new companies and new technologies, where do you think the industry is going to go in terms of technology?

CT: I see technology getting better and better, but I don't see the rest of RC, like the people, like the way events are run, or the marketing changing soon. European races are in places like a stadium. Orion did a race where the whole area was covered. We were in South Africa and the place was amazing with grandstands. It was kind of the Orion stadium with grandstands; it was badass. I just think more races should look like that and people should get a better vibe and races more professional. Not professional without having fun, but for instance: I got kicked out of the Reedy Race for drinking a beer. I'm sorry, but when I'm at the Worlds last year in Ohio, all the Europeans are sitting around having a beer. I looked over at Jared and said that since they were having a beer, we could have one. Then it was politics and Mike Reedy. He hates me now, but we were best friends for all these years, and now since I don't want to race for him and he has this thing with Yokomo and I'm not part of it. He's bummed at me cause I don't want to race his motors. (*Editor's Note: ROAR rules prohibit alcoholic beverages at race events, as does Tamiya, the host track for the Reedy Race. Unfortunately for Chris, rules are rules and whether it was a sip or a full-on keg party, he broke the rules and suffered the consequences.*)

E: What do you think the tracks are lacking here?

CT: Everything. Tracks have not gotten any better since I started racing.

E: What would you change? How would you design them? If someone gave you a blank sheet of paper, how would you design them?

CT: It would be like the race we just went to in Florida, but it would be covered. Cause in Florida it rains all the time. You have to cover the damn track. I talked to the owner and he told me it was $100,000 to cover the track. I was like, all right start calling some sponsors. He's working on it. He's cool, he's calling Coca-Cola, just trying to get some money.

E: Do you think the industry needs an outside industry company to come in and help it out?

CT: I don't think this industry will ever get televised. If they could they would. I mean if ESPN came in and had the cameras and cool angles like at X-Games, I think it could look pretty cool. Anyway, this industry is maybe 40 years old now, and there are companies making their money and I don't see them putting a lot of money in to it. How 'bout putting a little back in? Don't just fly your team to races, have a track. Have a Losi track, or an Associated track. Have tracks that are covered and are nice. We have all these racers, and we don't have tracks. There are only about five tracks in the country that are decent. I don't know what we have to do. People have great ideas and give up too easy, they get frustrated. Like this guy in Florida, Jorge. he's doing it. He has this bitchin' track, and he just wants to do it. He bought this land, its right on this golf course. Now he's just working on getting it covered, he wants to get it done. It's just going to take some time. In Italy alone, there's like thirty tracks. All of them are better. They're all permanent, badass facilities. Italy, it's so small and they have these amazing tracks. Why don't we have good tracks? I mean, I'm young and I'm learning, but I don't want to get too involved with the politics. I mean, I want to be aware, but…take ROAR. I never have a good vibe about ROAR. I called them up the other day and they told me I couldn't enter the Worlds in my own country. They're going to tell me that I can't enter 'cause some guy that didn't qualify entered and I entered late? I mean come on, I've been to ten Worlds in a row, and I have a chance to win this year, and you're telling me I can't go? You're going to treat me like this peon over the phone. They try to make it cheaper by using controlled tires, but then everyone goes out and spends money to try to get every tire additive they can to add to their tires. Just take tire sauce away. No tire sauce. We don't need the damn s**t. Off-road they don't run it. The Worlds they don't allow tire sauce. Just make it the same for on-road. The rules should cross over and they never do. I mean the committees and ROAR…I mean, I don't know too much about it, but every time I hear anything, its not done right. It should be a younger generation, a group that cares more about it. There needs to be more meetings and more votes from other people.

E: Well what else do you see for RC? Do you think the drivers will ever make the money they do in other sports.

CT: Maybe. I hope I can help pave a path for them. I just want to show people what these things can do. Even though it's a toy to a lot of people, I want to show them that these things are real racecars. I think kids can make six figures and still make sure they get an education. It should be a part of their life, but make sure they get other things in life. The future can take different turns, but the future of RC is really exciting.

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Race with 25 of the Nations Best Buggy Drivers

February 5th-6th, 2005

Format: Invitational - 10 A-Mains

Expert & Sportsman - 4 Qualifiers, Single Mains

6 minute Qualifying & Mains

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1st-3rd B & C Mains
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_____ Modified 2WD	Freq_____	Freq_____	Freq_____	PerTran_____
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_____ 19-Turn Open*	Freq_____	Freq_____	Freq_____	PerTran_____

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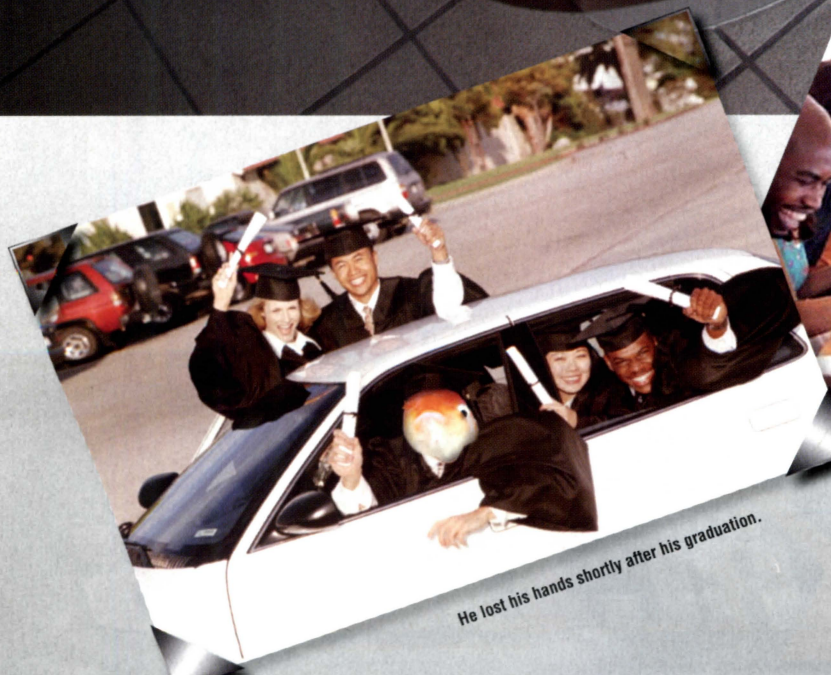
Xtreme RC Cars magazine

R.I.P. Fat Bastard, *2001-2004*

This month we've got some sad news to report. One of the most important members of the team here at Xtreme RC Cars recently fell ill and passed away, leaving the office silent and somber. Fat Bastard, the fish that really controlled the magazine (rumor is that he actually controlled Derek via some Aqua Man-like power) has moved on to the big ocean in the sky. For over 2 years the big FB has entertained us, showed us how to cry, and how to blow bubbles for fish pellets. We dedicate this issue to The Bastard and wanted to share a few of the memories he's left behind. To make sure we never forget him, we've put a video up on our website.

We haven't flushed that toilet yet.





He lost his hands shortly after his graduation.



FB knows where to sit at dinner!

By: TEAM INTEGY

What's New & Hot for 2005?

EVO-X Conversion Kit for Mini-T

Precision Parts made from 6061 aircraft grade aluminum alloy

This T7200 Conversion Kit includes over 17 different major aluminum upgrades. The parts have matching color and shinny surface finishing. You get steering blocks, castor blocks, rear hub carriers, front lower arms, rear lower arms, front shock tower, rear shock tower motor guard, front hinge pin mount, rear hinge pin mount, gear box cases, upper deck, bell crank cover and more.

Model#7200, $129.99
available in silver, blue, red & purple color
* front & rear shocks are sold separately





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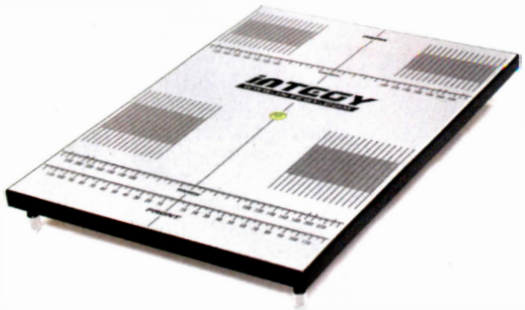
New generation GP1100 provides incredible power and runtime for the Mini-T and other 1/18 scale cars & trucks. Racers running this new type of battery get close to 20% more power. Visit us at www.integy.com for more details

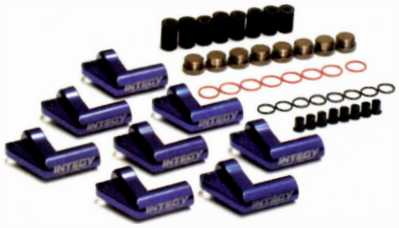
Model#GP11001, $24.99

Team Setup Boards



Model#22347, Team Setup Board for 1/10TC, 1/12 (Medium), $39.99

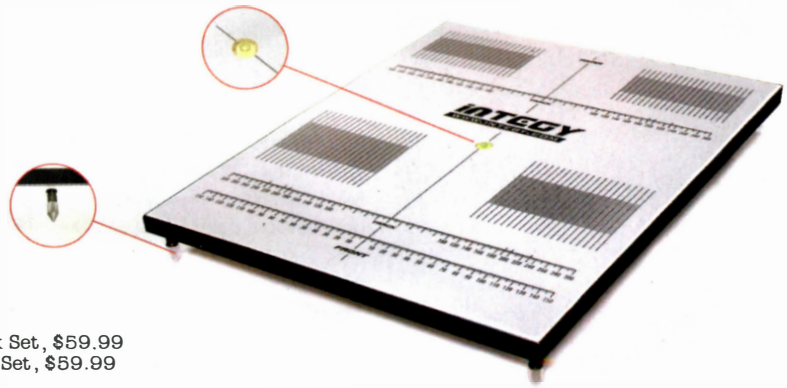
Piggyback Add-ons



These piggyback add-ons improve dampening performance, reduce the chance of popping top caps, reduce the amount of air bubbles inside your dampers & they make your truck looks great.

Model#3644, Piggyback (8) for Stock T-Maxx Shock Set, $59.99
Mode #3645, Piggyback (8) for Stock Savage Shock Set, $59.99

available in silver, blue, purple & red color.



Model#22348, Team Setup Board for 1/8, 1/10, 1/12 (Large), $4

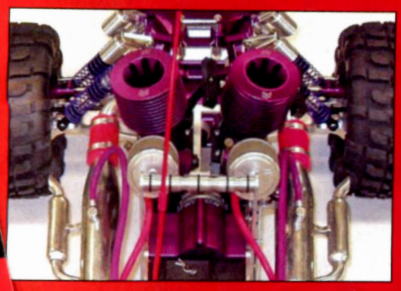
Break out the Twins

XTREME RC CARS WINNER of the month RACERS RIDES

Here are some pictures of my HPI Savage with several upgrades that consist of the following: Maximizer Diff Cups, Integy Super Duty MSR5 Shocks, Aluminum Parts from GPM, Megatech, Calandra Racing, Golden Horizons, and some of my own CNC parts, including engine mounts, gas tank mounts, exhaust clamps, and wheelie bars. Rims are from Racing TMS and custom side pipes from TSAIS, and Twin 25 Engines.



Bob Peloquin
Southampton, MA







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zine? Send us pictures of your car along with
cription of what it's got. We prefer digital files
files please) in a high resolution, so be sure
at switch on your camera to the "fine"
One submission per month will receive a
subscription to *Xtreme RC Cars*, an *XRC*
d a copy of XXX-Main² DVD! If you still
nd film, please send your photos to:

Cars Magazine Racers' Rides
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710

uld be sent to:
com, and please put "Racers'
bject line.



Cash or Credit

I read your mag regularly and find it to be the only one out there that you should actually pay cash for. My friends Scott and Perry eat and sleep RC cars and trucks, which helps me stay even more motivated to run my cars and trucks, and even do a little painting. I like to let even beginner painters know that with a little masking tape and a couple of brain cells activated, you can turn out a body of either a car or a truck designed by you. Expression, be expressive, artistic, be creative. I love to see the trucks you show in Racers' Rides, well that and the babes. Expand the column if you can! Thanks for all the hard work. This is my T-Maxx, pretty stock; I have end-over-ended this truck several times and thought I might take a photo of it before it's trashed! Anyway, it has aluminum shocks, new springs, Associated Jagged Mag aluminum wheels, TRC grass tires, aluminum disc brakes, and some of my art on top. I call it nuclear rubble, and RC sports are alive and well in Bay City and Saginaw Michigan. Readers, keep up the unbelievable paint jobs!



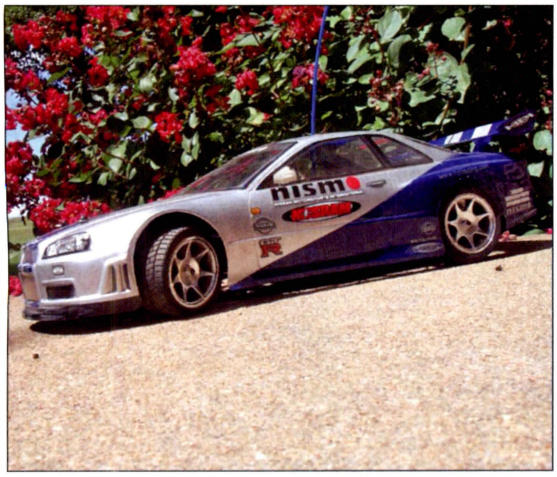
R VanSpoor
Bay City, MI

Kicks Ass

Hey Derek,
Here are pics of my GS Vision Pro with a Protoform Alfa Romeo 2.1 body that I just got done painting. It's got an O.S. .12 TR with a Trinity pipe, Lunsford turnbuckles, a Novak Xxtra receiver and Hitec servos.
P.S. Your magazine kicks ass! I can't wait to get it each month.

Jack Becker
Allentown, PA





Mom, Please!

I got my first issue of your mag and it looks very good. My car is an HPI sprint with an HPI Nissan Skyline GT-R body. It is my first two-color paint job. It is stock, but it has super wide tires and rims. I hope I can get in the mag because my mom wont let me get a subscription. It is the best mag on the market, keep it up!

Matt Kubik
Newkirk, OK

The Rainbow State

What's up Xtreme, here are some pictures of my aluminum beast. The only plastic on this truck are the body mounts and bumper mounts. The rest is all aluminum! It's a converted T-Maxx with an XTM 24.7 pro motor, with an enormous cooling head. It has Integy piggyback shocks, steering blocks, and A-arms; XTM bulkheads, shock towers, skid plates, steering, and throttle mounts. It's also got a .21 tuned exhaust, MIP shiny axles in the front and rear, and drive shafts, and a boost bottle. I put in a Slim-line aluminum gas tank, Hardcore tranny case, receiver, battery box, front and rear bumpers, front and rear diff case, and steering servo skid. For tires I have IMEX Pluto rims, with Pro-Line paddle tires. The radio is an Airtronics MX-3. The steering servo is a high-torque XTM X-77 and the throttle servo is an Airtronics 94102. The body is a custom-painted F-350 Crew Cab, transparent blue with clear flames done by JR Customs. Hope you folks like my truck. I enjoy your folks' tips and updates on new RC gear.



P.S. I haven't seen any rides from Hawaii, so hopefully this is it!
See ya,

Kamekona Kauhi
Hawaii

Hyper Color

Hey Derek,
Thought I'd send you a couple shots of one of the rarer touring cars out there. As you can see it's an Alex Racing Barracuda R3. I've raced a lot of different cars and this one is right up there with the rest. Hop-ups include aluminum hubs in the front and rear, aluminum center shaft holders, aluminum clamping hex hubs, and a 4-bearing one way. Modifications include utilization of XRAY's body mount system, an XRAY 6 cell in-line battery tie-down, a custom-made antenna bobbin to get rid of that ugly wind-dragging tube, and flipping of the rack-style steering setup above the shaft so everything comes off the servo in line. The car is told what to do by a KO Propo Mars R system and propelled into stationary objects at a high rate of speed by Novak's 4300 brushless system. Custom paint masks were created by myself and painted by yours truly with a heat-activated color shift paint. The body appears black in its resting state but as the heat comes off the motor and packs, it begins to get waves of color washing through it and reveals a second set of flames and the Mazda logo which again disappears when it cools. Anyway, hope you like 'em, and more importantly, hope to see them again in print.

Regards,
Rob Honiball
Aurora, Ontario
(yes, Canada!)





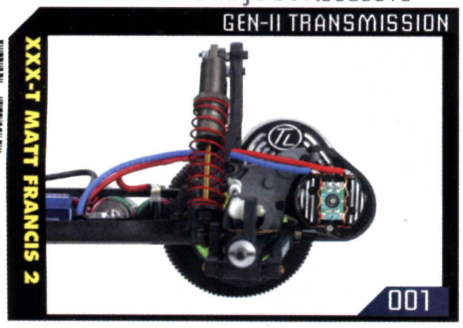
Hang loose!



XXX-T MF2

1/10 SCALE 2WD COMPETITION TRUCK

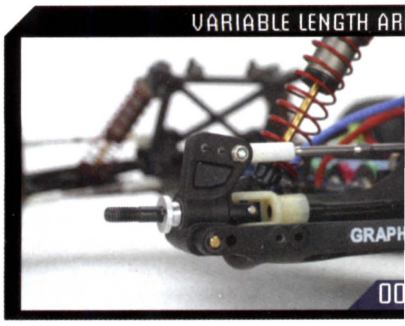
TEAM LOSI>subject:losa0076



The weight of the new Gen II transmission is lower and further forward, closer to the center of gravity for less polar moment and better, more consistent traction. With the weight moved further forward over the axles, traction is increased for greater acceleration even on the roughest tracks. This improved transmission weight distribution combined with the Variable Length Arm system provides a much more aggressive suspension package.



The machined motor plate, Kevlar spur gear, revised differential, motor guard, and race-proven double-disk slipper are capable of handling the hottest motors. Tabs on the revised motor guard keep the rear hinge pins in place and allow for easy maintenance.



The XXX-T MF2's Variable Length Arms are a totally new concept in off-road suspension. Their ability to be switched between long and short positions allows you to easily change the handling characteristics for a much broader range of driving styles and track conditions. The front VLAs as well as all of the spindles and carriers have been reinforced and use newly developed materials that can handle the increased speeds and impacts of today's high speed modified racing class.

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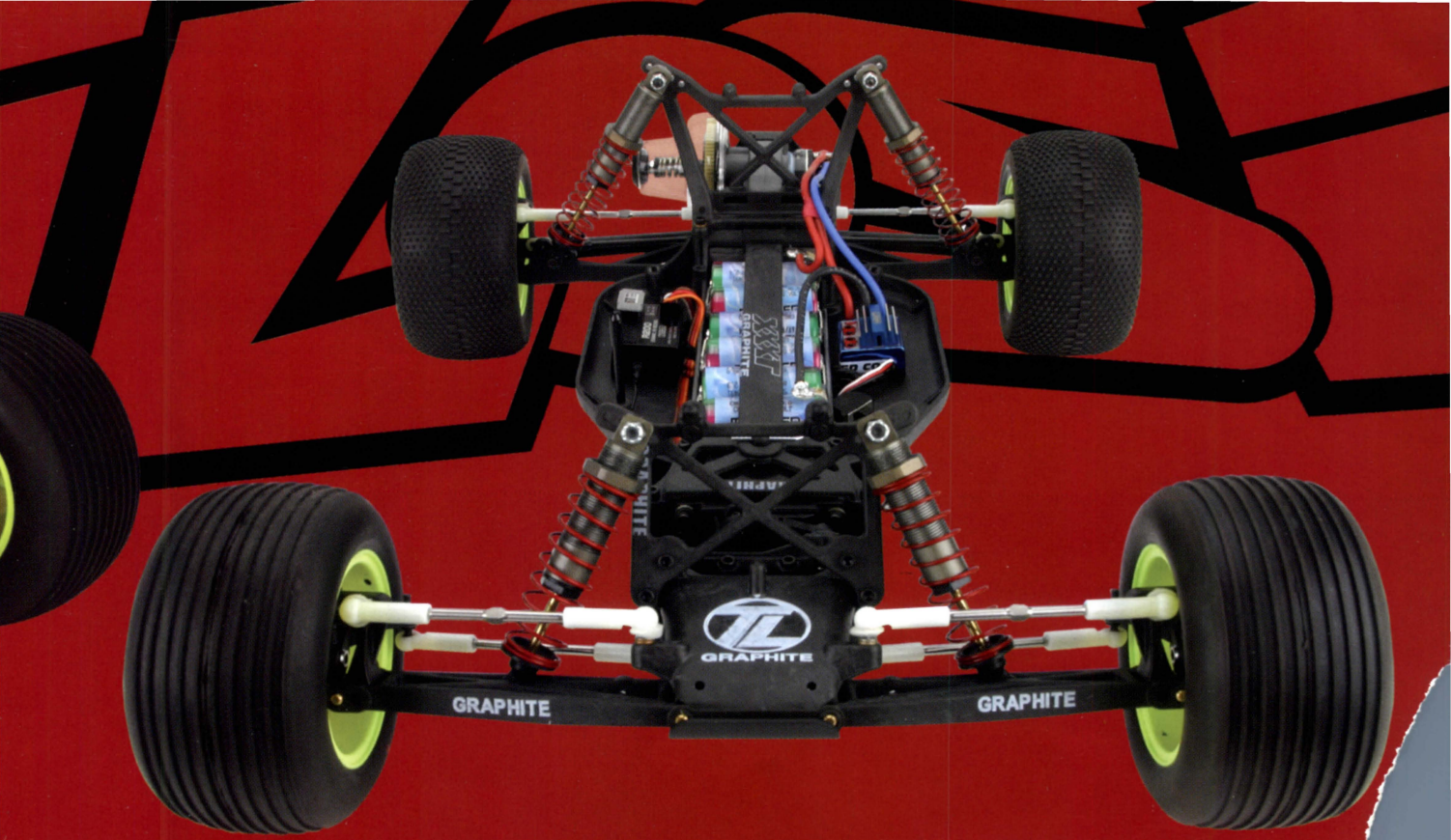

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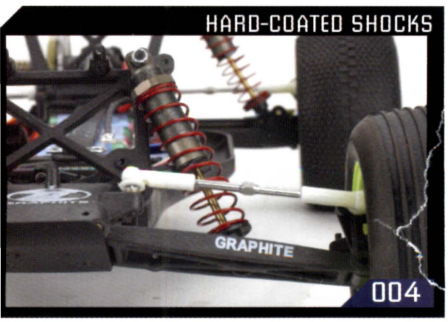






[XXX-T MATT FRANCIS 2]

2-WHEEL DRIVE COMPETITION TRUCK

Long travel, hard-coated shock bodies and Titanium Nitride shafts offer exter[illegible] and minimize drag for sm[illegible] external threads [illegible] aluminum nuts [illegible] and easy.

Titanium nitride coated hinge pins are used throughout. Their combination of surface hardness and lubricity reduces friction for super-smooth suspension operation while substantially increasing wear resistance, even in the worst conditions. The XXX-T MF2's new inner rear pivot features shims that allow you to easily adjust the rear anti-squat. The machined aluminum rear pivot is extra sturdy to maintain proper geometry.

New hubs are extra sturdy and feature added camber link positions to take full advantage of the variable length, reinforced, one-piece rear arms. The new dogbone/driveshafts feature U-joints and revised axles that are easier to service or rebuild.

HORIZON HOBBY

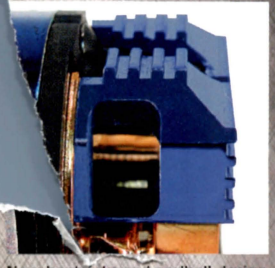
MONSTERPOWER

Tour·bil·lion, From Latin turbo,
1. A whirlwind. A vortex, as of a whirlwind or whirlpool.
2. A skyrocket that has a spiral flight.

FASTER!
The fastest modified motor you can buy

COOLER!
Tourbillon™ endbell design for super brush cooling

LONGER!
Longer brush life without sacrificing power



New heatsinks and endbell design channels air direct to commutator and brushes. The cooler the brushes the faster you go.



New hi-power long wear brushes carry all the current right to your commutator for more power. Longer run times even with the hottest winds.

Tourbillon Heatsink Endbell Design For Greatest Cooling

New Hood & Heatsink Design For Superior Brush Alignment

Pure Copper Endbell Hardware For Lowest Resistance & Heat Dissipation

New TRI13504 ULTRA HIGH SILVER Brush Compound For Longer Wear, 20 to 30 Plus Runs Typical, Super Easy On Commutator VS Standard Brush Compounds

3 Installed Capacitors With Circuit Confirmation LED

EPIC FB-9B Wet Magnets

Hi-Torque Armature Blank Design, The Secret Team Choice Of Team You Know Who!

Hi-Torque Flat Wire Armature Winds For Tight Tracks

Hi-Rpm Round Wire Armature Winds For Flat Out Tracks



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