

EXCLUSIVE FIRST LOOK At Two New Trucks From HPI

Xtreme RC Cars

02/07

Performance Tests • News • How-To's • Race Coverage • Bed Bugs

Budget Battle

Two $200 sedans duke it out

RACE COVERAGE:

>> RC PRO SERIES FINALE

FEB 2007 / I[redacted]

TESTED:

XTM **X-TERMINATOR 2**

HPI **MICRO RS4 DRIFT**

ASSOCIATED **GT2 RS RTR**

ROBITRONIC **MANTIS**

OFNA **MUTILATOR**



pg. 94

02
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LRP NITRO POWER

LRP ENGINE FEATURES

- Optimized port timing
- Revised piston and liner set
- Higher top speed and better acceleration
- New carburetor with steel insert for even better heat insulation.
- Black hard-coated crankcases



PLATINUM/IRIDIUM GLOW PLUGS

Order No.	Part	Motorsize	Nitrd
LRP35180	Turbo #8 Cold	1/10 and 1/8 Onroad	16% - 36%
LRP35170	Turbo #7 Med./Cold	1/10 and 1/8 Onroad	10%-16%
LRP35160	Turbo #6 Med.	1/10 scale /.12ci.	10%-16%



Z.12R TEAM TRUCK 1.54 HP

Stadium Race Trucks
.12 (2.11 cm³)
1.54 HP*
Max. 39,500 RPM*
LRP Power Carb
Rear Exhaust
Standard Crankshaft
3+1 Ports
Part No. LRP31280



Z.12R TEAM SPEC.3 1.61 HP

Nitro Touring Cars
.12 (2.11 cm³)
1.61 HP*
Max. 42,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
3+1 Ports
Part No. LRP31202



Z.18S PRO SPEC.2 PULLSTART 1.58 HP

Stadium Trucks
.18 (2.95 cm³)
1.58 HP*
Max. 33,000 RPM*
LRP Power Carb
Side Exhaust
Standard Crankshaft
6+1 Ports
Part No. LRP31801

RTR TUNING ENGINE



Z.28R SPEC.3 TRUGGY 3.95 HP

Truggies
.28 (4.59 cm³)
3.95 HP*
Max. 38,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
8+1 Ports
Part No. LRP32809

8+1 PORTS



Z.28R SPEC.3 PULLSTART 3.89 HP

Monstertrucks
.28 (4.59 cm³)
3.89 HP*
Max. 33,500 RPM*
LRP Power Carb
Rear Exhaust
SG Crankshaft
8+1 Ports
Part No. LRP32802

MONSTER TRUCK ENGINE

8+1 PORTS



*specifications depend on fuel type used, manifold and tuning.

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TRINITY MONSTER BREW
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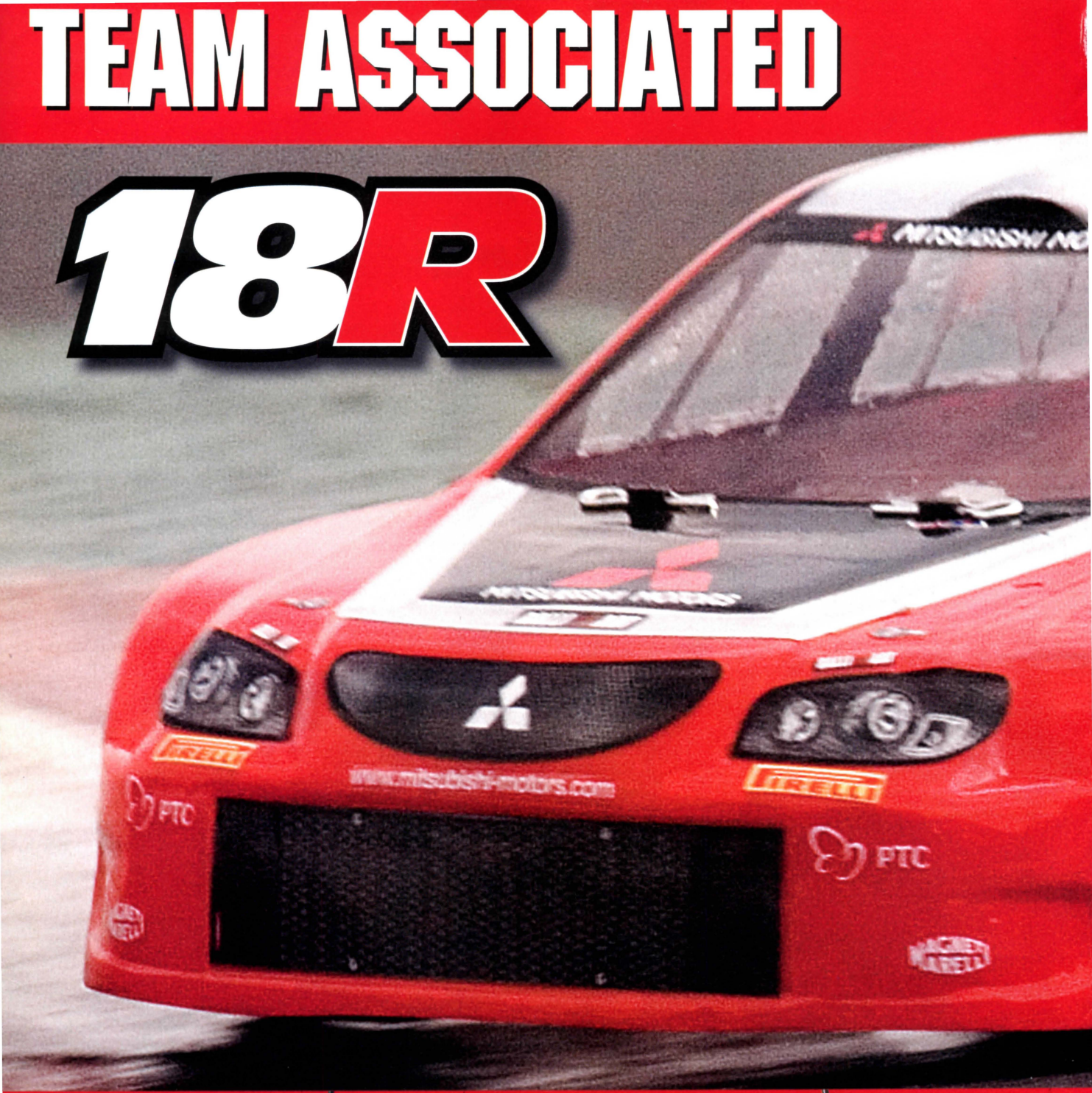
US National Champion
& IFMAR World Champion *Fuels*



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TEAM ASSOCIATED

18R





Citroën XSARA WRC 2005

KAMINO 18R

1:18 Scale Ready-to-Run 4WD Electric Touring Car



MITSUBISHI LANCER WRC05

The RC18R packs big-time 4WD onroad performance into a mini-sized package! Based on the original RC18T platform, *the RC18R features one of* three bodies, the Mitsubishi Lancer WRC05, the Citroën Xsara WRC 2005 or the Team Associated Kamino, all of which come with 7-spoke wheels and optimized onroad suspension for superior handling and traction.

The 18R is powered by an inline-mounted "Super 370" high-performance motor, bolted to an aluminum motor mount with several mounting holes to fit most after-market 1:18 scale hop-up motors.

The 18R transfers all the power to the ground with its efficient shaft-drive, 4WD power-train featuring adjustable ball differentials front and rear. The 18R's suspension absorbs all of the bumps in the road with oil-filled shocks for smooth and consistent damping. The four lower suspension arms are symmetrical and work with the molded upper suspension links to insure that the 18R's suspension geometry is optimum right out of the box.

Team Associated's "XP" series electronics in the 18R are completely modular, allowing easy access to the receiver, steering servo, and the "XPS" electronic speed control with reverse.

If you're looking for the ultimate mini-4WD onroad car with the big performance that will leave the competition in the dust, look no further. Team Associated's RC18R is the car you have been looking for.

ae

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IFMAR

WORLD



***Total domination** is exactly what Pro-Line achieved at the 2006 1:8 IFMAR Off-Road World Championships in Jakarta, Indonesia. Pro-Line's own Mark Pavidis dominated the event by top qualifying and taking home the Championship. Not only did Mark use Pro-Line accessories such as tires, wheels, air filter, and body, all 10 drivers in the final used the new Bow-Tie tire.*

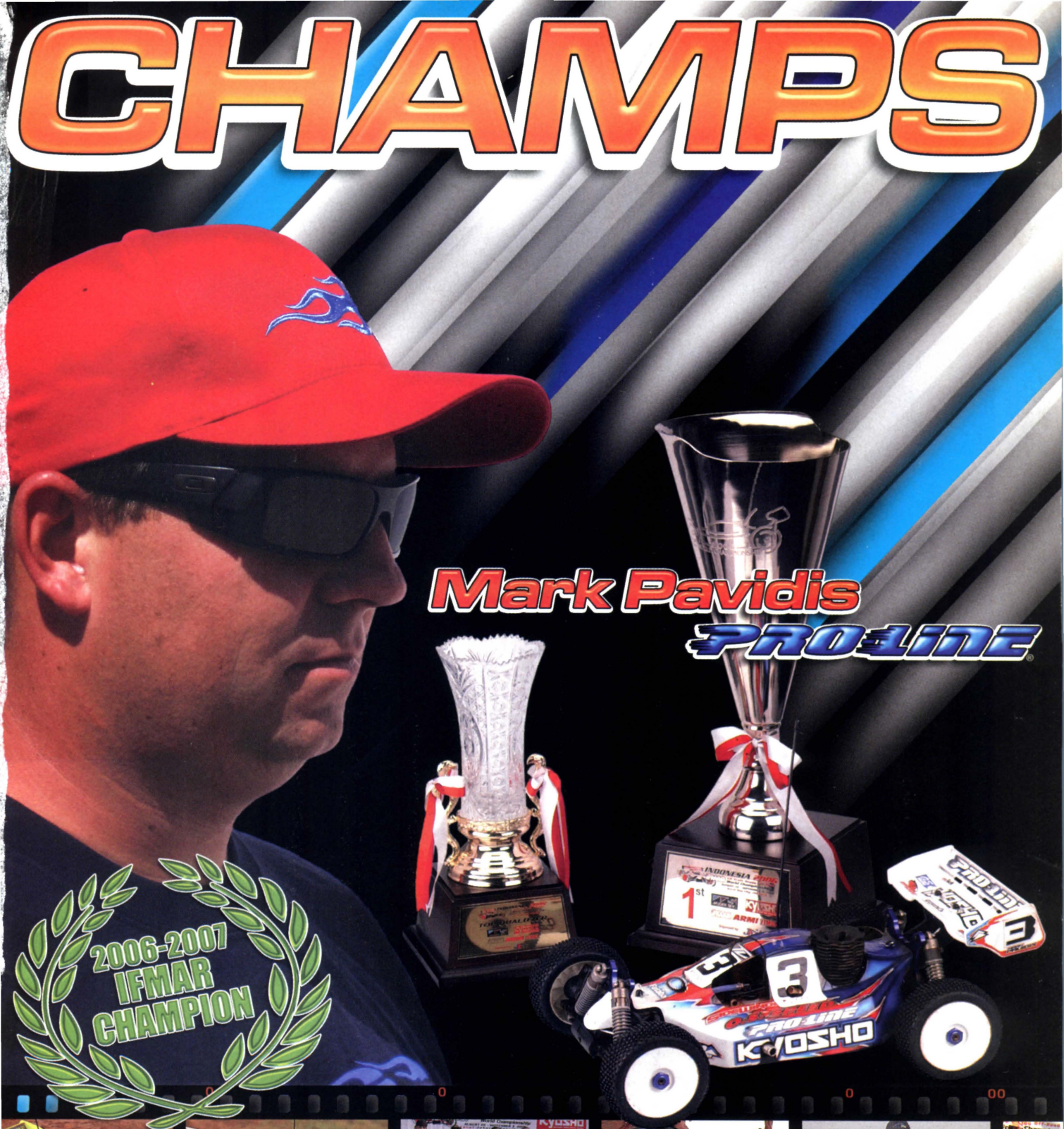
Pro-Line…World Champions again 10x over!



Photos by Mike Myers

www.prolineracing.com

CHAMPS















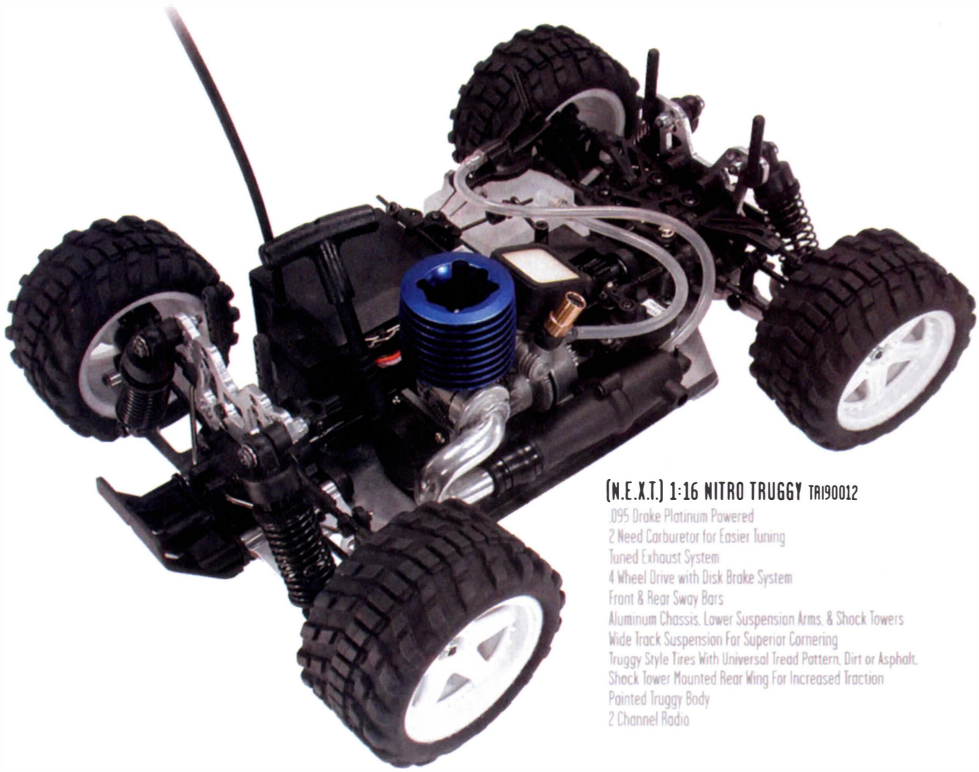
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whats next...

COMING SOON



(N.E.X.T.) 1:16 NITRO TRUGGY TRI90012

.095 Drake Platinum Powered
2 Need Carburetor for Easier Tuning
Tuned Exhaust System
4 Wheel Drive with Disk Brake System
Front & Rear Sway Bars
Aluminum Chassis, Lower Suspension Arms, & Shock Towers
Wide Track Suspension For Superior Cornering
Truggy Style Tires With Universal Tread Pattern, Dirt or Asphalt.
Shock Tower Mounted Rear Wing For Increased Traction
Painted Truggy Body
2 Channel Radio

*car graphics may vary slightly

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there's only one...



Motor choice of the U.S. Indoor Championships_November 2006

TRI2001 C027 STOCK

TRI2002 C027 PRO

(MOTORS ARE ROAR/ARCOR LEGAL FOR STOCK RACING)

TRINITY

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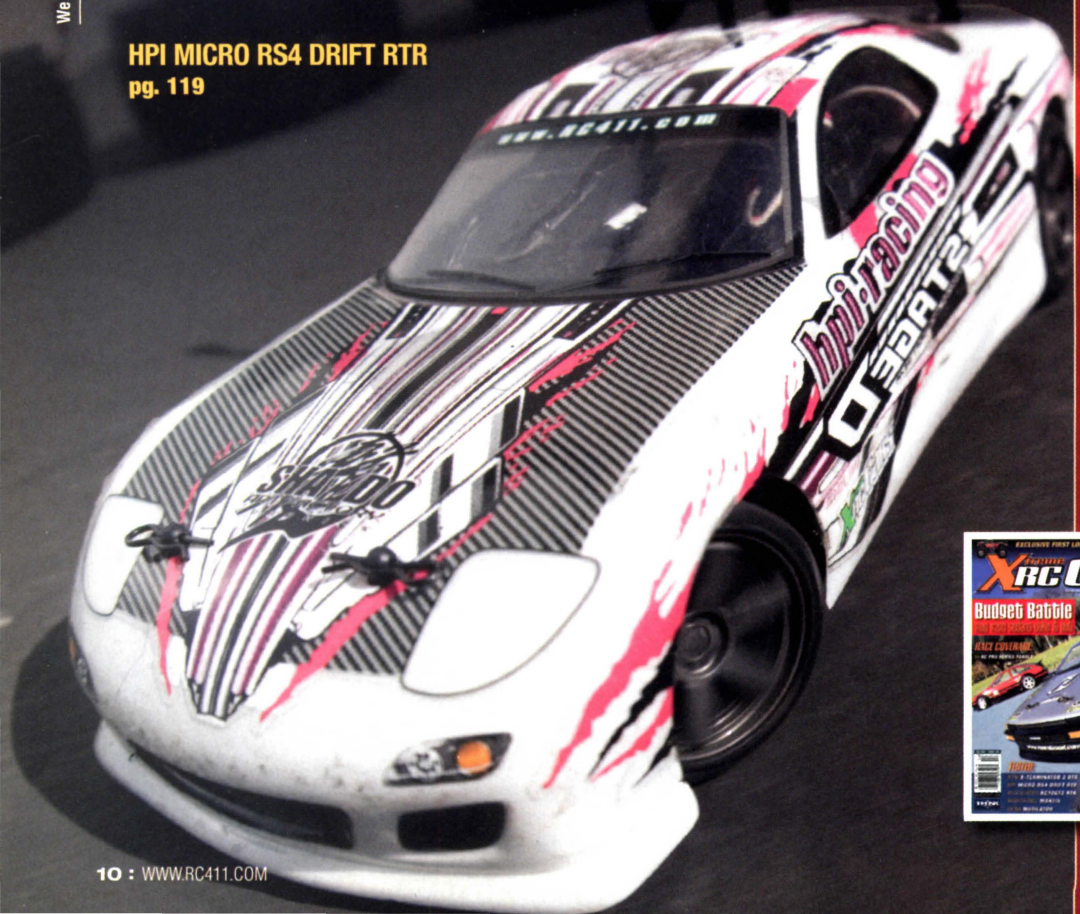


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We skipped having a red banner on the front of the magazine this month.



HPI MICRO RS4 DRIFT RTR
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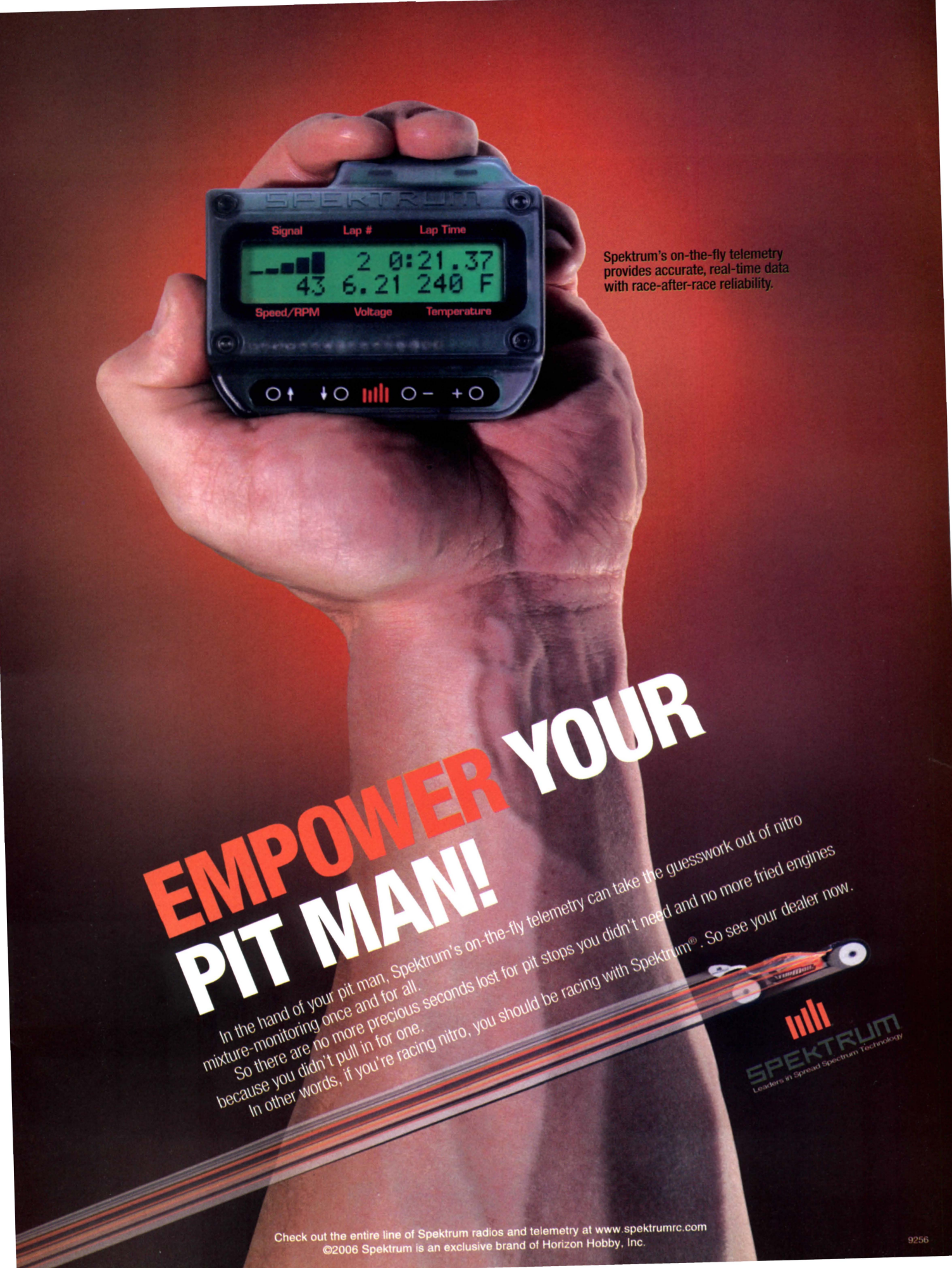
216 RACERS' RIDES
Are you the winner?

OTHER STUFF IN THIS ISSUE:

It's the February issue? The only thing I like about February is the movie Ground Hog Day, well and our latest professor. We're proud to say we paid our rent this month, unlike some other magazine. We'll spot you a twenty if you need it. Wortel has finally put all that time spent on Myspace to work, except it was James' girlfriend that did all the work, so we're not sure Wortel's excuse for being on Myspace all day is a good one. Well at least he practices his "myspace" posses in the magazine.

ON THE COVER:

Twin HPI Trueno bodies atop the XRAY T2R and the Hot Bodeis Cyclone S. Both kits are under $200. There's also some other stuff on there, but do you really care? That is the question.



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Little drifter

We're not going to say which one, but that's one ugly body!









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WATERPROOF

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The speed control is 100% waterproof and can be operated under water with full power

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- Just plug in and drive
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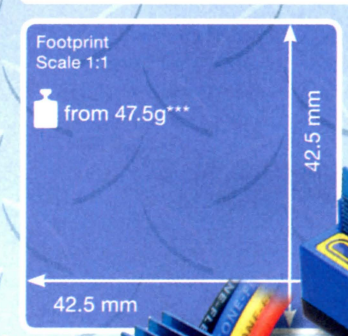
- Digital interference protection circuitry
- Fail-safe protects against interference, low transmitter batteries and out of range single loss
- Fail-safe protection stops the car from loosing control
- Reduces out of control run-aways

LRP A.I. RUNNER SERIES





LRP A.I. AUTOMATIC REVERSE SERIES



	A.I. RUNNER REVERSE	A.I. RUNNER PLUS REVERSE	A.I. SUPER REVERSE DIGITAL	A.I. PRO REVERSE DIGITAL	A.I. BULLET REVERSE DIGITAL
Type	FORWARD + REVERSE	FORWARD + REVERSE	FORWARD + REVERSE	FORWARD + REVERSE	FORWARD + REVERSE
Order No.	**LRP83010**	**LRP83060**	**LRP8320**	**LRP8325**	**LRP8337**
Size	25.6 x 25.6 mm	25.6 x 25.6 mm	42.5 x 42.5 mm	42.5 x 42.5 mm	42.5 x 42.5 mm
Weight*	19.0g***	19.0g***	47.5 g	51.0 g	51.0 g
Rated Current**	60 A	75A	120 A	180 A	225 A
Rec. motor limit**	over 18 turns	over 15 turns	over 13 turns	over 10 turns	no motor limit
Fail Safe	yes	yes	yes	yes	yes
Set-up procedure	Automatic	Automatic	Automatic	Automatic	Automatic
Suitable receiver	Synth./Crystal	Synth./Crystal	Synth./Crystal	Synth./Crystal	Synth./Crystal
Waterproof	yes	yes	-	-	-

*Transistors rating at 25°C ** at 7.2V ***weight excl. wires

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Let the RC Bugs Bite!

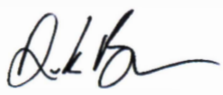
I've been in this hobby for a long time. I can't really tell you the exact day I got my first "RC" car, but I do remember having an ATV with a cord I bought at K-Mart.[1] It was over 18 years ago when the "bug" bit me. That bug had (and has) a very powerful bite! If you've ever been scared of being bitten by a Black Widow or some freaky poisonous snake, this bite is much worse and far more expensive. You see, the RC Bug is really amazing, and I've had it and seen its recourse many times.[2] It's not a bad bite–your leg isn't going to fall off, nor is your flesh going to rot–but you will experience some severe symptoms that include irrational decision-making, frenzied actions, and mild to extreme bank account depletion. Younger people many not experience the bank account depletion, but may be contagious and cause their parents to catch that part of the sickness.[3]

I can remember when I had it bad. I was in college and drove by a hobby shop that had a track. I had just recovered from a case a few years earlier, but like an addict I was drawn in. I was immediately back on the sickness, wasting lots of money and spending more time there than I could imagine. I eventually got a job at that hobby shop to help with the sickness. After about five years of working at the shop my "bug" lead me to working at magazines, where I became a recovering addict.[4] And like working in an ice cream shop and not craving ice cream, my desire for RC has changed. I no longer fiend for it, but I love that bug.

There's nothing more gratifying for me than to point out others with the sickness.[5] It's one part of this industry that can't be jaded, can't be bought out, can't be faked, and can't be cured. To watch somebody's face light up when they see a "real" RC car for the first time...or talk to racers at the track who love just touching their cars...or BS about RC is really special. The bug knows no age, gender, or race; cases of RC conjunctivitis have been reported in everybody, everywhere.

Treatment for the bug is simple. Enjoy it while it's in full outbreak. You'll have the time of your life and make new friends. But do note that the bug does go into remission occasionally,[6] which is usually caused by lack of sleep and looking at your bank account on a regular basis. But this is one of the few bugs you should not be scared of when it bites you. It's great, and from my standpoint one of the driving forces for my love of this industry. To all those who freak out that your magazine didn't make it to your mail box on the same day, at the same time, facing the same direction, delivered by a hot postal worker in a bikini[7]...I feel ya.

Godspeed,



Derek Buono
Executive Editor
derekb@rc411.com

Hopefully that crab doesn't head south!



1. When people cry about radio range, I think back to my seven feet of cord!
2. All types of people. One of my most memorable was Dave who worked at PEZ. Made me think twice about eating PEZ knowing there was a truck covered in sugar running around the plant! At least I got lots of free PEZ!
3. If you're lucky your parent also gets bitten, and not just bitter.
4. Functioning addict?
5. Or to point out stupid people, or stupid actions. Jury is still out on which is more fun.
6. It's called having a girlfriend, going to college, discovering tasty beverages, and getting bitten by other bugs (hopefully curable).
7. There's one out there somewhere.

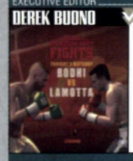
TEAM RANTS

PUBLISHER
MIKE VELEZ



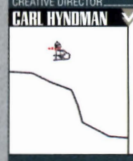
THE ONE BUG I'M AFRAID OF IS... Little ladybugs, they're creepy.
THE WORST THING THAT EVER BIT ME WAS... Lot Lizard.
I AM CURRENTLY ADDICTED TO... Ronald McDonald's McRib sandwich.

EXECUTIVE EDITOR
DEREK BUONO



THE ONE BUG I'M AFRAID OF IS... The one McMahon has had for about 3 months...Go to the Doctor!
THE WORST THING THAT EVER BIT ME WAS... My dog when it was a puppy. Almost took my nipple off when it tried to "nurse" off me.
I AM CURRENTLY ADDICTED TO... XBOX 360 Fight Night 3!

CREATIVE DIRECTOR
CARL HYNDMAN



THE ONE BUG I'M AFRAID OF IS... Sean Paul; he really "bugs" me.
THE WORST THING THAT EVER BIT ME WAS... My chain sprocket on my Schwinn Stingray when I was 7 years old.
I AM CURRENTLY ADDICTED TO... www.linerider.com. Backflips Rule!

SENIOR GRAPHIC ARTIST
DAVE PALACIOS



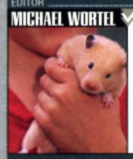
THE ONE BUG I'M AFRAID OF IS... That would have to be a scorpion. They look cool, but that stinger is just creepy.
THE WORST THING THAT EVER BIT ME WAS... A neighborhood dog when I was skateboarding home one night. It just ran out and bit me on the leg.
I AM CURRENTLY ADDICTED TO... Chasing cars and barking at the mail man.

GRAPHIC ARTIST
MIKE MCMAHON



THE ONE BUG I'M AFRAID OF IS... Flu bug!
THE WORST THING THAT EVER BIT ME WAS... One of those lil' weiner dogs when I was 10.
I AM CURRENTLY ADDICTED TO... Cough drops and real fruit Popsicles.

EDITOR
MICHAEL WORTEL



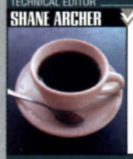
THE ONE BUG I'M AFRAID OF IS... Probably festering... down THERE.
THE WORST THING THAT EVER BIT ME WAS... My dead hamster, Jose.
I AM CURRENTLY ADDICTED TO... Um, Dave would yell at me for taking too much space for this answer.

ASSOCIATE EDITOR
JAMES REVILLA



THE ONE BUG I'M AFRAID OF IS... Any bug larger than my hand, or too small to see on my pillow.
THE WORST THING THAT EVER BIT ME WAS... Joanne from high school. She was a freak... and I'm freaky, but not that freaky. Well, not back then.
I AM CURRENTLY ADDICTED TO... Jessica Sanders, or is it Nikki? Oh well, all 'Jessica's' rock!

TECHNICAL EDITOR
SHANE ARCHER



THE ONE BUG I'M AFRAID OF IS... Anything that will bring down my computer. Wait, what other kind of bugs are there?
THE WORST THING THAT EVER BIT ME WAS... I've really only ever been bitten by cats, dogs, and girlfriends.
I AM CURRENTLY ADDICTED TO... Caffeine, Linux, and HDTV.

EDITOR-AT-LARGE
JEFF EVELEIGH



THE ONE BUG I'M AFRAID OF IS... Earwigs, they won't die.
THE WORST THING THAT EVER BIT ME WAS... I think her name was Julia?
I AM CURRENTLY ADDICTED TO... Beer, sleep, and Derek's mom.... a perfect combination.

EDITOR-AT-LARGE
BRIAN SKINNER



THE ONE BUG I'M AFRAID OF IS... Herbie the Love Bug; Lindsay Lohan *scares me in that movie.*
THE WORST THING THAT EVER BIT ME WAS... My Karma!
I AM CURRENTLY ADDICTED TO... My Husaberg FE600

STAFF PHOTOGRAPHER
OLIVER BENTLEY



THE ONE BUG I'M AFRAID OF IS... Any bug I can't kill with my Pro-wings. Don't talk, you know you had a pair too.
THE WORST THING THAT EVER BIT ME WAS... A Rottweiller. It bit right through my trendy denim jacket back when they were still in style. Soon after, tattered and torn denim became trendy.
I AM CURRENTLY ADDICTED TO... The T.V. show "Heroes". Yeah, I'm a nerd, YA-TAAAA!

HV4.5 6.5

HIGH-VOLTAGE BRUSHLESS MOTORS

BETTER
Greater Acceleration

STRONGER
More Resilient to Heat

FASTER
Capable of 36-40 mph!

MOTOR SPECS & FEATURES

- Number of Turns: 4.5/6.5
- Design: Sensor-based
- Input Voltage: up to 14 cells (1.2V/cell)
- Size: 2.84"L x 1.41"D (72.1 x 35.8mm)
- Shaft Diameter: 0.125" (3.2 mm)
- Weight: 8.36 oz. (295 grams)
- Magnet: One-piece, cylindrical, high-strength neodymium
- Performance: Approximately 20% longer run-times
- New high-performance Nickel-plated Sintered Neodymium rotor enables the motors to achieve ballistically fast speeds
- Easily fits in Traxxas® E-Maxx™, Kyosho® Twin Force™, and Tamiya® TXT™ Trucks
- Minimal Maintenance
- Excellent low-speed driveability
- Locked rotor & thermal protection

E-Maxx™ is a registered trademark of Traxxas Corporation. Twin Force™ is a registered trademark of Kyosho®. TXT™ is a registered trademark of Tamiya®.

Improved Solder Tab System
for flexible soldering options and higher power handling



The new **Nickel-plated Sintered Neodymium Rotor** improves motor acceleration, speed and brakes, is more durable, and is more resilient to heat

THE HIGH-VOLTAGE EXPERIENCE

The HV4.5 & HV6.5 are Novak's newest generation high-voltage brushless motors. Based on the industry-standard Novak HV4400 brushless motors, the sensor-based HV motors sport upgraded hardware for improved motor performance, durability, and resilience to heat. The HV motors are available separately, or as a system with the Novak HV ESC.

Which is right for you?

The **HV4.5** High-Voltage Brushless System is ideal for high-voltage applications that require a lot of raw power and RPM, and when runtime is not an issue. This is the fastest Novak 550-size brushless motor and is intended for use in extreme applications with high-end equipment.

The **HV6.5** High-Voltage Brushless System is ideal for those that want fast speeds without compromising runtime. The HV6.5 is an ideal upgrade from stock brushed motors, and runtime and power are more evenly balanced as compared to the HV4.5.



Both HV motors are compatible with **original HV ESC**

#3020
(HV6.5 motor & ESC combo)

#3021
(HV4.5 motor & ESC combo)



Optional Heat Sink

Made in the USA

NOVAK

17032 Armstrong Ave. • Irvine, CA 92614 • TEL: 949.833.1343 • FAX: 949.833.1631

For more information about the HV Brushless Systems, visit:
www.teamnovak.com

Design and driven by the USA Champions Andrew Smolnick, Gene Hic
and Jason Ashton , the Matrix TR Arena is unbeatable.

MATRIX TR ARENA

DESIGN TO OUT RACE, OUT LAST, AND OUT HANDLE THE COMPETITION-

- Engine is moved towards the front for increase handling
- Longer Chassis for optimum handling
- 23mm wheel hexs for increased durability
- Increased front kickup for better rough track handling
- Big Bore Shocks - 14mm pistons / 3.5mm shock shafts
- Fully adjustable wheel base 10mm change option
- Lay down steering servo for low CG



Taking R/C to Next Level!

"Tried, Trued, and Tested" "American proven"

Matrix TR Arena FR Edition
Item #: 9563
Street Price: $499

The Matrix TR Arena Truggy is what the racing world has been waiting for! This Factory Tuned truck features options that racers demand. With its forward mounted engine for effective weight transfer, 23mm lightened wheel hexes, to its unique composite chassis braces, the truck is bound to dominate the arena truck races!

The Matrix TR Arena is a no holds barred racing truck equipped with the highest quality materials to give the competitive edge over your opponents time and time again.

The Factory Race Edition Matrix TR. The Factory Race Matrix TR lightened blue anodized 23mm wheel hexes, 5mm red anodized 7075 T-6 CNC shock towers to stand up to the abuse of the supercross style jumps at the tracks, Red anodized 7075 Inner Suspension Plates, as well as a carbon center diff plate for that trick factory look. Just add your favorite truggy engine, pipe, and radio gear, you I be ready to start winning championships like CEN Factory drivers Andy Smolnik, Jason Ashton, and Gene Hickerson.


son,
CEN
www.cenracing.com
Matrix TR Arena RTR
Item #: 9561
Street Price: $499
MATRIX TR
Team CEN - Gene "The Machine" Hickerson
TQ and Win
- Maxxy's Challenge
- ROAR Florida State Series
- 2006 R/C Car Action
Monster Madness
CEN/GTC TEL: (714) 792-1923
Empower Yourself!!
www.cenracing.com
Factory recommended fuel
RACE
PREMIUM R/C CAR FUEL

NEW STICKERS
THAT SUCK

We're forced to show you these new stickers from xxx main. Sure they should be finishing a new video some time around the time our sun burns out (which is next month by the way), but they've found the time to feed the sticker hungry crowd. Stick them on your body, in a sticker scrapbook, or on a wall. The new designs made us sick, and may look sick on your body.

www.xxxmain.com

Holy crap, those are some big... stickers.



In Drag

Drag racing is pretty popular in certain areas, and with companies like Grand Motorsports pumping out some sick cars there comes a need to top that chassis with a body. Roy Anderson Engineering has entered the body shell market with something different. A Pro Body R05 fits most 11" wheelbase electric drag chassis, and if you're really crazy you can even slap it on a monster truck for that more red neck feeling. You'll be able to pick one up for about $30 at most hobby shops.

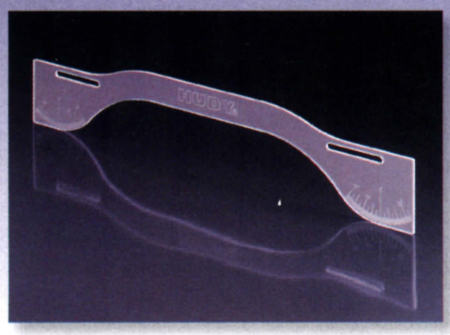
www.randersonengineering.com

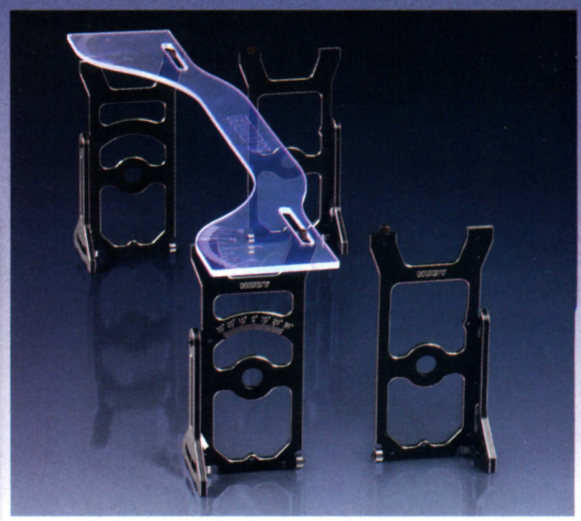


Hudy Truggy Setup Station... A subtle hint?

The new setup station from Hudy is news itself, being the first setup station on the market catered to the truggy crowd, but the bigger picture comes into play when you think that XRAY doesn't currently sell a truggy but sells setup stations for every other vehicle it produces. So we're reading between the HUDY/XRAY lines and are predicting we'll see XRAY enter the truggy market next.

www.hudy.net





I've got a Firestarter. HPI's got a...

Checking HPI's website has been very fruitful in the past month. We've discovered new kits there before they've been released to the press. This time we found the latest kit from the HPI factory–The Firestorm. It replaces the Nitro Rush and is a ground up redesign filled with trick features we now expect to see on every HPI vehicle. We expect to see a few show up at the track to challenge the "big two" in nitro 2wd off-road. We'll be taking it to the track as soon as the UPS truck drops ours off.

www.hpiracing.com





Other magazines might call it an "F-storm"



Some guys think "Xsara" is a TV show about amazon women.

PLATFORM SHARING

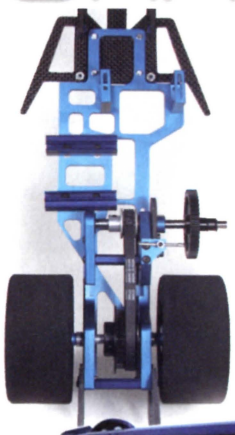
Rally Racing isn't on TV anymore in the USA, which reminds us that we have to email SPEED to let them know we want WRC back on! To fill that gap Team Associated has morphed their X-Best Award winning RC18T into yet another version. The RC18R is their new Rally version of the little guy, complete with three body choices and rally spec tires. Just like their cousins the 18T, 18B, and 18MT, everything is included–the transmitter, the car, motor, battery, and charger are all in the box at no extra cost. All you'll need to do is charge the included race pack, add eight double A's and go racing! RC18R Part #20115 (Kamino), #20116 (Citroen), #20117 (Mitsubishi) Suggested Retail: $289.99.

www.rc10.com

Features:

- Shorter a-arms, dogbones and camber/steering links
- AE AT treaded tires
- White narrow spoked racing wheels
- Molded tire inserts
- Choice of either Mitsubishi Lancer, Citroen Xsara, or AE Kamino bodies in their own realistic race/rally liveries!
- Available in RTR form with standard AE RTR electronics

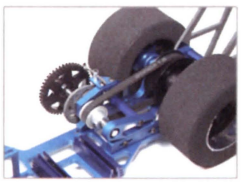
GRAND MOTORSPORTS



The Aftershock is ready to rumble!
Grand Motorsports' Aftershock dragster kits are the most adjustable, complete competition-level nitro drag kits available today, and include many high-end features as standard equipment.

Aftershock Specifications:
29.50" Max. Wheelbase (adjustable)
5.00" Rear Track Width
4.60" Front Track Width
Fits most .21 and larger Nitro Engines

#4105 (w/5mm Shaft, single spd. spur gear)
#4106 (w/titanium 6mm 2-Speed shaft)



• 6mm bearings halfshaft • Alum ft. pulley
• Huge 3.25" soft drag foam rear tires

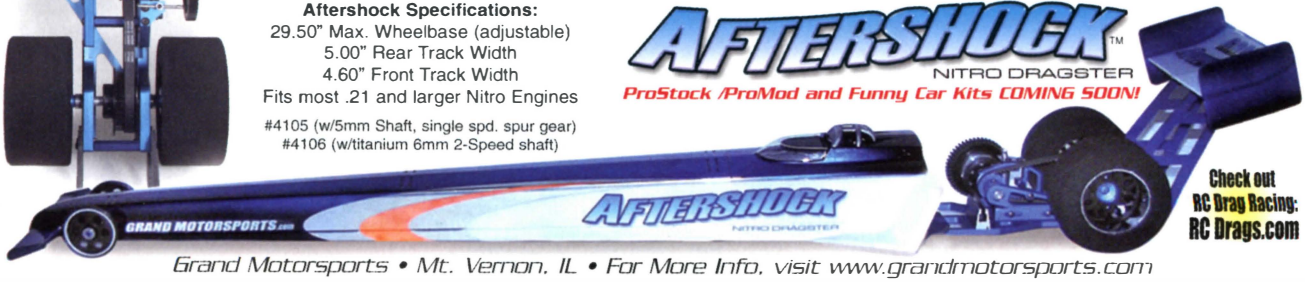


• 3mm Carbon Fiber Chassis
• Lightweight Composite Wheels



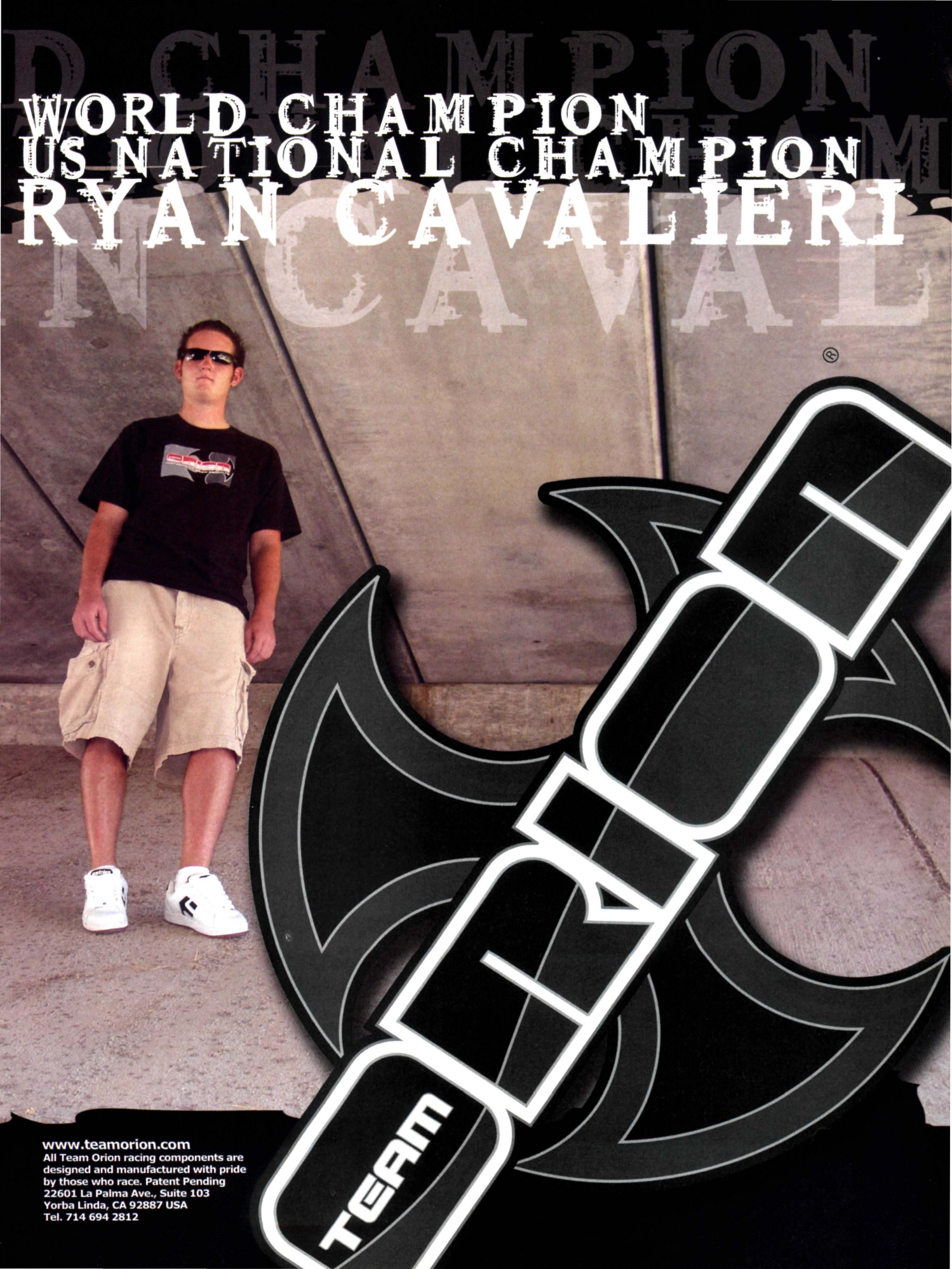
• Carbon Fiber Vented Brake Disc
• Easily Adjustable belt tension

AFTERSHOCK™
NITRO DRAGSTER
ProStock /ProMod and Funny Car Kits COMING SOON!



Check out RC Drag Racing: RC Drags.com

Grand Motorsports • Mt. Vernon, IL • For More Info, visit www.grandmotorsports.com


WORLD CHAMPION
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TEAM ORION
www.teamorion.com
All Team Orion racing components are designed and manufactured with pride by those who race. Patent Pending
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Yorba Linda, CA 92887 USA
Tel. 714 694 2812

>> NEWS >> GOSSIP >> RUMORS >> NEWGEAR >> SNEAKPE

Rock Concepts Baja 5b Aluminum Arms



Our Baja 5B is in the process of change. We'll be working on a project 5B as soon as we get enough parts to make that amazing giant even better. Rock Concepts and HPI have always had a good relationship, and this time Rock Concepts has aimed their skills at the 5B. While the 5B is one of the toughest vehicles of any scale, it's always nice to see aftermarket companies take on what is needed to make it better, or at least to make it look better. These giant aluminum arms replace the stock composite and should hold up to more abuse. The larger than life weight of the 5B puts more stress on parts than we're used to, and the added shock angles of the arms should also make for more tuning.

www.rockconcepts.net

We need to save our lotion for more important "events" at home.

RC8... "IT KICKS EVERYTHINGS' ASS."

Quite a bold statement, but Team Associated is ready to take on the world as they ready their contender for the 1/8-scale buggy market. The calm before the storm seems to be here, as sightings and buzz have slowed. But don't think that silence is anything but AE getting ready to drop their bomb. "Will it look radically different?" is probably most people's first thought, and it's ours too. As soon as our lenses can bust a focus on the car, we'll share it with you.

www.rc10.com

PULL THIS!

We hate pullstarts. Sure they are sometimes more convenient, but we've all got scars on our baby soft hands, and we're tired of using lotion. OS Engines agrees with us, and now offers their awesome .30 VG (P) ES. While it doesn't come with a rotostart, the back plate will allow you to bolt up a DuraTrax® Kwik Pit™ Super Start or HPI Roto Starter ignition system. We like.

www.osengine.com



THE ULTIMATE CHARGER FOR EXPERT ONLY

iNDi 16X908
Climate Control DC Charger

* for additional details, visit www.integy.com



Full featured charger & discharger with graphics display
for Ni-Cd, Ni-MH & lithium packs up to 10,000mAh
Blue backlit 128X64 high resolution LCD display
*controls external battery cooling fans & warmer
sensor monitors battery temperature real-time
Adjustable deltaV from 3mV to 25mV per cell
CC-CV charge method for Li-Ion & Li-Po packs
Built-in motor-run feature with timer
Linear Charge mode, 0.1A to 8.0A
Discharge / Cycle mode, 0.1A to 20.0A
Cycle up to 10 times with timer delays
3 on-demand built-in cooling fans
Very easy to use and works perfect for:
GP4300, IB4200, Sanyo Ni-Cd/Ni-MH,
Glow plug single, 12V battery, transmitter
& receiver packs, lithium batteries ... etc.
optional SS36 AC110-to-DC12V power supply
1-Year Limited Warranty



optional sub-c size 6 cell battery jig controls charging temperature (patent pending)

E2045 Super Power Station 36A 12V Power Supply



These high power racing batteries are processed using our proprietary Xipp Xapper at high voltage and then matched using VESC process. The entire cycling procedure takes a minimum of 14 days, our special cell formatting technique reduces the chance venting during subsequent charge and discharge cycles. We weed out the bad cells completely and now, you can enjoy high power matched batteries without sacrificing reliability.



INTELLECT 4200
1420018 6 Cell 700s+ 1.26V+ $46.99
1420028 6 Cell 740s+ 1.27V+ $49.99
1420038 6 Cell 760s+ 1.27V+ $59.99
1420048 6 Cell 780s+ 1.27V+ $65.99
1420058 6 Cell 760s+ 1.28V+ $79.99



FORCE 4500
F430018 6 Cell 710s+ 1.27V+ $49.99
F430028 6 Cell 750s+ 1.28V+ $52.99
F430038 6 Cell 770s+ 1.28V+ $62.99
F430048 6 Cell 780s+ 1.28V+ $68.99
F430058 6 Cell 750s+ 1.29V+ $79.99

FORCE 4300

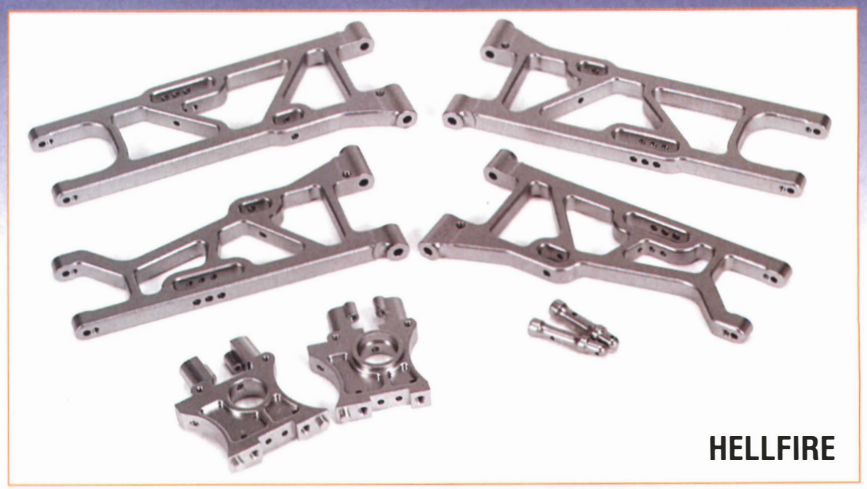


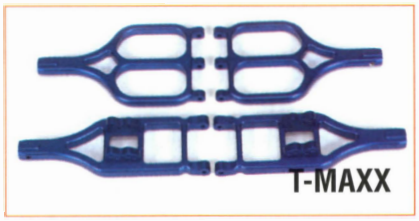
INDI 16X307-Lithium Charger

- designed for Lithium batteries
- AC Input: 110-120VAC
- DC Input: 11-15VDC
- 0.5A to 6.5A output current
- dual voltage monitoring
- user selectable cutoff voltage (4.10, 4.15, 4.20, 4.25)
- LCD Display shows voltage & current
- charge 1 to 4 cell lithium batteries
- built-in cooling fan
- very easy to use a compact
- true CC-CV linear charge output
- LED lights indicate charge status
- 1-year limited warranty

Affordable Bling

Golden Horizons is a pretty cool company. Not only do they save the average guy some money by offering lots of aluminum aftermarket parts for a variety of vehicles, they do it quietly. Check out their website to see all the parts they offer. Our latest package from them included aluminum parts for the Losi MLST, Traxxas Jato, Associated RC18T, and... another unknown vehicle? (guess what it is, you might win something... or not.)
www.ghhobby.com







POWER UP YOUR RTR!

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, T4, TC4 RTR, or any Ready-to-Run electric with a speed control rated for a 19-turn or lower wind motor.
#513 Reedy Spec 19 Quad-Mag Motor



#700 Reedy "Rated-X" Sport Pack, GP 3300 cells



Reedy's "Rated-X" Matched 3300 Sport Packs. Using the revolutionary VMX Concept, six matched & zapped 3300mah cells are 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! Includes a Tamiya connector plug.

Reedy Black Label 2. A 7.2 volt stick pack featuring six 3300 cells assembled with a Tamiya connector plug. The Black Label 2 is the perfect sport pack for juicing up your RTRs.



#691 Reedy Black Label 2 stick pack, 3300 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!



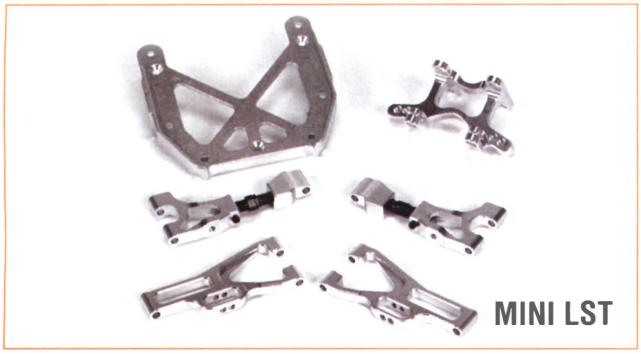
#615 Reedy Ni-MH Receiver Pack, *(Hump style for RC10GT, Monster GT, Etc.)*



#614 Reedy Ni-MH Receiver pack, *(Flat style for Nitro TC3 & most popular onroad nitro cars.)*


REVO


JATO


MINI LST


RC18T

Reedy Mini-MOD
Big Power for Micros!

Reedy Mini-MOD Modified Motor.
Seriously turn up the heat in your micro with a Reedy Mini-MOD Modified 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.
#291 Reedy Mini-MOD 17-Turn Modified Motor
#292 Reedy Mini-MOD 19-Turn Modified Motor





Reedy VMX R-14 High-Voltage 1400 Ni-Mh Battery Pack.
Higher voltage means more power and that's just what you get with Reedy's new VMX R-14 pack. Using the revolutionary VMX Concept making for higher voltage output than stock battery packs the VMX R-14 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, RC18MT and RC18B!
#617 Reedy VMX R-14, 1400 Ni-Mh Battery Pack

www.rc10.com/reedy

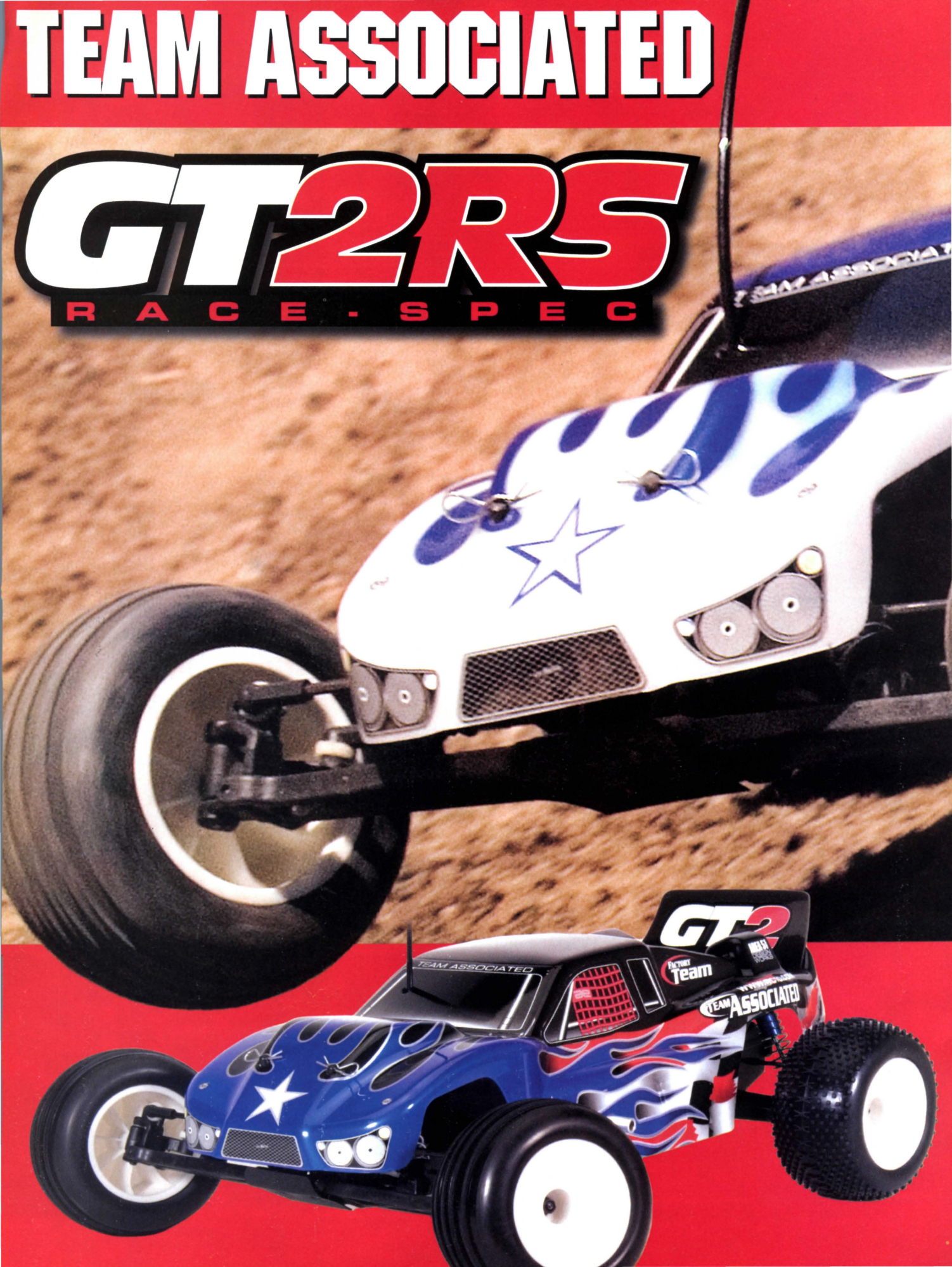
REEDY

A Division of Associated Electrics
3585 Cadillac Ave. Costa Mesa, CA 92626

TEAM ASSOCIATED

GT2RS

RACE-SPEC





1:10 Scale Ready-to-Run 2WD Nitro Offroad Truck

Team Associated first introduced the RC10GT Gas Truck in 1993. From there the GT has gone on to win every ROAR National Gas Truck Championship since the creation of the class. That's why they say "you still can't beat a GT!" Even the original GT's unprecedented performance and championship record can't stop the progression of time.

Designed and raced by the winningest team in R/C, Team Associated's GT2RS "Race-Spec" is a high-performance 2WD nitro offroad truck that's Ready-to-Run right out of the box. The GT2RS RTR is a fully assembled gas truck that shares 95% of the same parts as the new GT2 Factory Team kit. The GT2 "Race-Spec" RTR features in addition the powerful Team Associated .15X pullstart engine with SG style crankshaft and the XP2 radio system, all factory installed and ready to run! The GT2RS can also be upgraded as your budget and skills allow with the full line of Factory Team GT2 hop-ups. Get a genuine Team Associated GT2 Race-Spec RTR or the chances are you'll just be chasing one.

ae

Team Associated • 3585 Cadillac Ave., Costa Mesa, CA 92626
www.rc10.com or www.teamassociated.com

#2041

January 2007 RC Events Calendar

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
	New Years Day **Rose Parade** **Rose Bowl**  1	**This issue (#135) goes on sale in stores** 2	**EVERY WEDNESDAY** **8PM EST 5PM PST** **www.racetalklive.com** 3	4	5	**Carpet On-Road Challenge - Jan 6** The Track - Gaithersburg, MD www.teamfullthrottle.net 6
7	8	9	10	**Midwest Electric Champs - Jan. 11-14,** CRCRC - Columbus, OH. www.crcrc.com 11	**Colonel's Winter Classic - Jan. 5-6** Phil Hurd Raceway - Savannah, GA www.score-racing.com **5th Annual North West Carpet Nat's - Jan. 6-7** Stockton Raceway - Stockton, CA www.stocktonrcraceway.com **2007 January Race - Jan. 12-14** North MO Raceway - Chillicothe, MO. www.nmr-c.com 12	**Florida State Off-Road Series Race #2 - Jan. 13-14** Treasure Coast Raceway - Palm Cit www.fsors.com **On-Road Winter Shootout Saturday Jan 13th** Minnreg RC - Largo, FL. www.rcthunder.net 13
Oval Winter Shootout Sunday Jan 14h Minnreg RC - Largo, FL. www.rcthunder.net **Snowflake Challenge Saturday Jan 14th** South Shore Raceway Coram, NY. www.southshorehobby.com 14	15	**James Revilla and Kate Moss's B-Day HAPPY BIRTHDAY!**  16	**Midwest Nitro Champs - Jan. 17-21** CRCRC - Columbus, OH. www.crcrc.com 17	18	**US Indoor Gas Champs - Jan. 19-21** South Jordan Equestrian Center - South Jordan, UT. www.usindoorgaschamps.com **Winter Wind Up Jan 19-21** Las Vegas, NV. www.4acesracing.net **RC Pro Winter Electric Series N. ROUND 1- Jan 20-21** ENID RC SPEEDWAY - ENID, OK. www.rcproseries.com **Jan Jam - Jan 19-21** R/C Madness - Enfield, CT. www.rcmadness.com 19	20
21	22	23	**Team Losi Nitro Off-Road Winter Champs - Jan. 24-28** Hurricane R/C Club - Tampa, FL. www.hurricanercclub.com 24	25	26	27
28	29	30	31			

Lots of stuff going on this month.

meet the

"truck of the year's" little brother.

all the performance. all the power. half the size.

introducing the new

CRTS

4wd mini truggy



READY-2-RIP MINI TRUGGY – PART # 34972

PRO MINI TRUGGY – PART # 34970 –
COMES PRE-BUILT WITH SOME UPGRADES – NO ENGINE OR ELECTRONICS

USES 2.2 B2, B3 BUGGY WHEELS &TIRES
FRONT, CENTER AND REAR DIFFS
.12 ENGINE – REAR EXHAUST
OIL FILLED SHOCKS
4 WHEEL DRIVE
3MM CHASSIS

CAPTURED HINGE PINS – NO E-CLIPS
DISC BRAKES FRONT & REAR
LAY DOWN STEERING SERVO
ALL STEEL DRIVE LINE
TUNED EXHAUST PIPE



CHAD BRADLEY
SILVER STATE NITRO CHALLENGE CHAMPION 1/8 TRUGGY
R/C PRO NATIONAL CHAMPION 1/8 TRUGGY

JAMMIN' PRODUCTS

WWW.JAMMINPRODUCTS.COM

JAMMIN PRODUCTS / A DIVISION OF OFNA Racing

7 VANDERBILT IRVINE, CA 96218 (949) 586-2910

POLL PAGE

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

49% of those polled admitted that their first radio was the good old stick radio!

RC is rarely the only hobby we have. We asked our readers what else they do besides RC; here are some of the answers:

- 42% Action Sports-Skateboarding, BMX, Motocross, etc.
- 25% Computers
- 55% Video Games
- 25% Sports-basketball, football, baseball, golf, etc.
- 3% Reading
- 52% Full-scale cars
- 0% Collecting-Stamps, comic books, toys (surprised?)
- 19% Other



Random Poll Quote-
Other than my Harley, I would have to say my other hobby is locking up dirt bags, but I get paid for that.
JACKedup

2.44% of readers responded to the question "Is XRC your favorite magazine?" with a big fat....NO!
7% didn't really care
Which is a total of **9%** of people we hate.

Stupid Question of the Month



When asked if you'd rather have a tail like a monkey or a set of antlers...

73% said they'd rather have a tail!

27% wanted a set of sweet antlers.

Random Poll Quote-
Gotta have the tail. Imagine the doors opened for new interesting tricks while dating... er... I mean racing RCs.
Ghostman

When asked to rate their driving skill level, our readers' results were:

0%	Poor
11%	Below Average
46%	Average
40%	Above Average
2%	Expert (only Jeff Eveleigh ranked himself here)

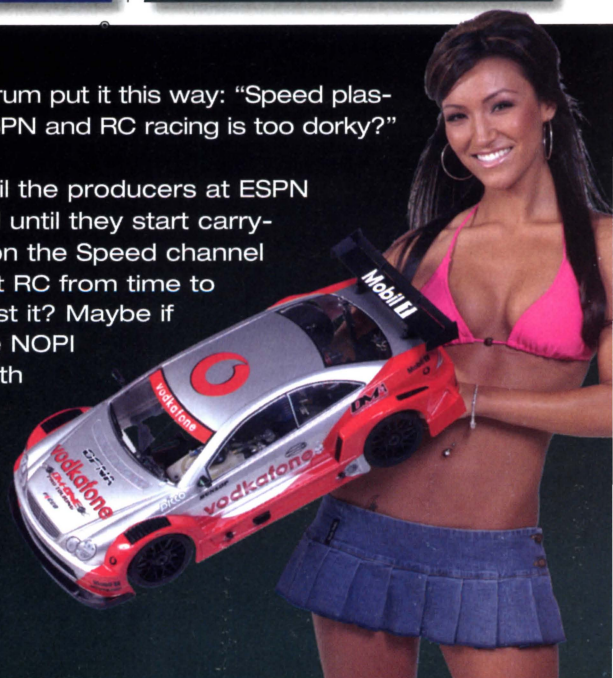
90% of respondents want everything for free and would NOT pay to watch live RC racing online.

42% of our readers have put their skills to the test at a "Big" race.

67% think that the lack of organization in our industry is stopping RC from breaking into primetime TV.

Random Poll Quote-
Someone on another forum put it this way: "Speed plastic cup stacking is on ESPN and RC racing is too dorky?"

C'mon....everybody mail the producers at ESPN and the SPEED channel until they start carrying RC. Dave Despain on the Speed channel Wind Tunnel talks about RC from time to time...why not broadcast it? Maybe if it were set up more like NOPI or Hot Import Nights with girls in miniskirts and heels, instead of guys in black t-shirts and caps, it would get some air time...
davecnitrors4




MARK PAVIDIS
2006 - 2007 IFMAR OFF ROAD WORLD CHAMPION
"THIS RACE WAS WON ON RUN TIME. WHEN EVERYONE ELSE WAS PITTING I WAS ABLE TO STAY ON THE TRACK AND PUT DISTANCE BETWEEN ME AND FIELD. SIDEWINDER "WCB" HAS THE MOST POWER AND RUN TIME OF ANY OTHER FUEL I'VE TESTED."
2006 - 2007
IFMAR WORLD
CHAMPIONS
30% WORLD CHAMPIONSHIP BLEND:
POWERED THE ONLY 2 AMERICANS TO VICTORY IN IFMAR OFF ROAD WORLD CHAMPIONSHIP HISTORY.
GREG DEGANI 2002 - 2003
MARK PAVIDIS 2006 - 2007
SIDEWINDER
A DIVISION OF MORGAN FUELS. THE LARGEST FUEL MANUFACTURER IN THE WORLD FOR 30 YEARS.

STREET RACER

☑ READY-TO-RUN -OR-
☑ ASSEMBLED NO RADIO

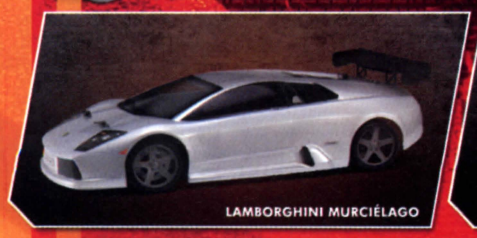
MICRO RS4 SPORT

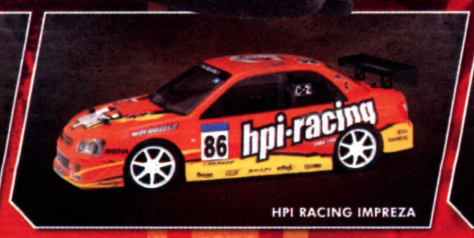
New Sport version of the RTR Micro RS4, 1/18 scale 4WD touring car.

The Micro RS4 took the 1/18 scale R/C market by storm, winning the prestigious RC Car Action "Car of the Year" award for its combination of innovative design and "fun factor" driving characteristics that allow it to be run in small areas. Now, HPI Racing introduces the RTR Micro RS4 Sport, a Ready-To-Run version with updates that improve performance and a new price that makes it even more affordable. It's easier than ever to get the Micro RS4 on the road, the Sport now includes a rechargeable 600mAh Ni-Cd battery pack, convenient AC wall charger, the high quality HPI TF-3 radio system, and the Micro Pro Control 2 reversible electronic speed control.

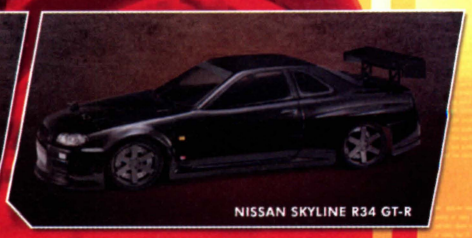
The RTR Micro RS4 Sport is the R/C car for everyone! With features normally found only on larger scale R/C cars, the RTR Micro RS4 Sport is a great mix of fun and performance. The RTR Micro RS4 Sport is the fast, exciting and affordable way to have fun with R/C!




LAMBORGHINI MURCIÉLAGO



HPI RACING IMPREZA


NISSAN SKYLINE R34 GT-R



READY-TO-RUN
#638 RTR Micro RS4 with Lamborghini Murciélago body
#639 RTR Micro RS4 with HPI Racing Impreza body
#640 RTR Micro RS4 with Nissan Skyline R34 GT-R body

ASSEMBLED - NO RADIO
#619 Micro RS4 Sport assembled no radio with Lamborghini Murciélago body
#621 Micro RS4 Sport assembled no radio with Nissan Skyline R34 GT-R body

SIZE COMPARISON

Micro size is perfect for indoor racing!



DRIFT MACHINE

☑ READY-TO-RUN -OR-
☑ ASSEMBLED NO RADIO

MICRO RS4 DRIFT

The Micro RS4 is now available in RTR Drift version with D-BOX!

Indoor drifting doesn't get any easier than this! The RTR Micro RS4 Drift is based on the popular Micro RS4 Sport and set up for controlled drifting. Smooth concrete like you find in garages and warehouses is the perfect surface to practice your drift moves with the Micro RS4 Drift. Get your buddies together and the stage is set for D1 Touge battles. The Micro RS4 Drift is loaded with option parts for dedicated drifting, like special hard compound slick tires, solid front and rear diffs, and realistic drift bodies that are painted, trimmed and decaled. The RTR Micro RS4 Drift also includes a rechargeable 600mAh Ni-Cd battery pack, convenient AC wall charger, the high quality HPI TF-3 radio system, and the Micro Pro Control 2 reversible electronic speed control. The included D-Box Stability Assist System is a fully adjustable electronic device that automatically adjusts counter-steering, making it easy to master drift driving skills. Once you get the hang of drifting, you can reduce the amount of help from the D-Box to further develop your skills.

High quality receiver, transmitter and ESC
RTR version only

Cantilever coil-over shocks for precise steering response

D-Box Drift Assist System automatically adjusts counter-steering, making it easy to master drift driving skills
RTR version only

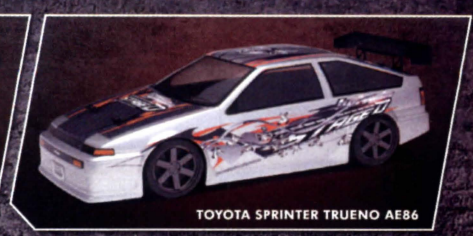
Impact absorbing front bumper to protect the car from crash damage

Hard compound drift tires for realistic drifting

Solid front and rear axles for realistic drift action



MAZDA RX-7 FD3S


TOYOTA SPRINTER TRUENO AE86



READY-TO-RUN
#636 RTR Micro RS4 Drift with Mazda RX-7 FD3S body
#637 RTR Micro RS4 Drift with Toyota Sprinter Trueno AE86 body

ASSEMBLED - NO RADIO
#617 Micro RS4 Drift with Mazda RX-7 FD3S body
#618 Micro RS4 Drift with Toyota Sprinter Trueno AE86 body

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V-Max Plus RDS IB4200 WC voltage enhanced competition batteries are the choice of World Champions as well as National and Regional champions around the globe.
(ROAR Legal for 2007)



ORI10902
Super Duty Plus 3300 mAh 7.2V twin packs are the perfect power source for dual battery Monster Trucks. Stump pulling power is within your grasp!



ORI12227
Marathon 1600 mAh 6.0V receiver battery packs provide maximum servo power and radio range for your nitro vehicle. Configurations are available for most vehicles.



ORI10237
Rocket 3900 mAh 7.2V stick packs, featuring GP3900 cells, are the quality choice for RTR vehicles and budget conscious racers.



ORI13024
Supercharge 1600 mAh 7.2 volt micro packs are the ticket to victory in today's 1/18 scale vehicles.



ORI14001
Li-Po Carbon Edition 3200 mAh 7.4V 2S1P batteries feature Kokam's state-of-the-art technology to deliver longer run times maximum power and punch and extended lifespan.
The future is here!



advantage
ADVANCED CHARGING SYSTEM
Team Orion recommends the use of the Advantage line of chargers to get the most out of your quality batteries.

ENGINEERED PERFORMANCE
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BACK2BACK IFMAR WORLD CHAMPIONS

www.teamorion.com

All Team Orion racing components are designed and manufactured with pride by those who race.
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1 Body Pin Installation

When you are installing your body pins onto their posts always insert them from front to back. The majority of crashes that leave your vehicle sitting on its lid happen while you are going forward. If your pins are inserted front to back they will be pushed in to the body post when your machine starts sliding upside down. If the pins are inserted the other way, they may be pushed out in a crash, causing your body to fall off. This tip sounds silly and unimportant, but if you lose even a single body pin—especially during a race—and your body lifts off, your car will look stupid. Even worse, your body could catch air under it and drastically alter your setup. For longer races or abusive bash sessions you can even install a second set of body pins in the hole just above your normal ones to ensure your lexan cover stays where it belongs.



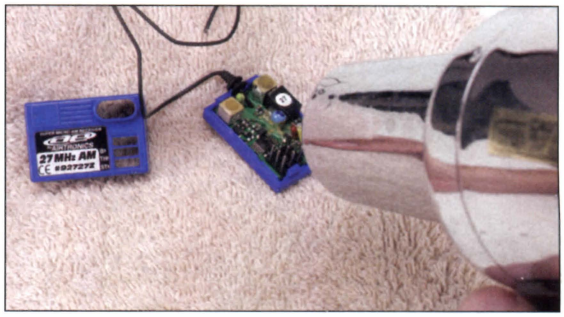
2 EASY OFFSET

Sometimes you mount up a gnarly new body only to find that your wheels are set a little too far in to make your ride look perfect. You can buy new rims and tires with different offsets to bring the wheels back out, but it is much easier to simply slap a few thin washers onto your axle between your hex drive and the rim to pull the wheels out a bit. It usually doesn't take much to make everything look right. When choosing your offset washers, make sure the diameter of the inner hole matches your axle and that the outer diameter is as large as possible while still fitting within the hex on your rim. This larger washer will help keep your rim true when you bolt everything back up. Keep in mind that you can only add a few washers at most, as the more washers you install the less surface area the hex drive will have within the rim to drive the wheels.



3 Dry it Out

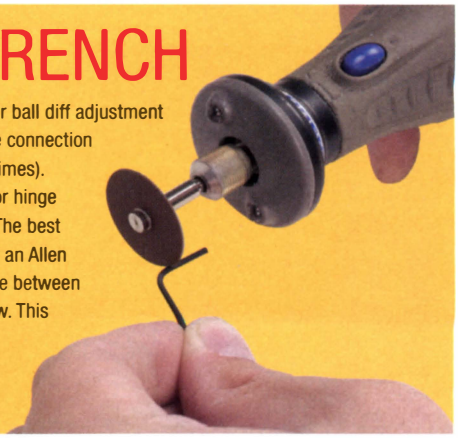
With the snow about to fall (or already falling depending where you live) a lot of RC equipment is about to get wet. It's cool to play with your cars in the snow, but snow quickly turns to water, which can cause a lot of damage if not dealt with immediately. Water itself doesn't usually hurt your electronics, but letting water sit on your electronics will cause corrosion. If one of your components does get wet, simply remove it from your car right away, take the component apart, dry it off with a towel, and use a hair dryer on the low heat setting to remove every last bit of moisture. Once everything has dried, slap it all back together and test it out—you should be good to hit that 30-foot snow gap a few more times.



4 DIFF ADJUSTMENT WRENCH

It is a pain in the butt to have to pull one side of your car apart to access your ball diff adjustment screw. Some chassis force you to pop off a ball cup (which could weaken the connection and cause it to fall off at other less convenient times). Other chassis require you to remove hardware or hinge pins. Either way, time is unnecessarily wasted. The best solution to this is to grind down the short end of an Allen wrench so it will fit in the groove of your outdrive between the universal drive and the diff adjustment screw. This will allow you to rotate the opposing wheel to make a quick differential adjustment, without removing any parts.





Always use gloves when working with rotary tools. Dave's just a daredevil.

ONROAD 4WD

TF-5 Shaft Drive:

- Ultra-efficient, low-maintenance drivetrain
- Lowest center of gravity for superior cornering
- Premium materials used throughout
- Full set of aluminum universals included
- Fully adjustable suspension and drive train for advanced competition

TF-5 Stallion:

- Ideal for rubber tire racing, indoors and out
- Optimal center of gravity and weight bias for superior performance
- Maximum adjustability to adapt to the widest range of track conditions
- Full set of top-quality ball bearings
- Front one-way and spool included in kit
- Legendary Kyosho quality

The LATEST

OPTION PARTS:

For a complete listing of all the available TF-5 and TF-5 Stallion options, visit ***KYOSHO.COM***



TFW107 *Aluminum Center Bearing Holder (TF-5 Stallion)*



TFW051 *Aluminum Spool Shaft Set (TF-5)*



TFW102 *Aluminum Upper Bulkhead Set (TF-5 Stallion)*



TFW108 *Aluminum Spool Shaft Set (TF-5 Stallion)*

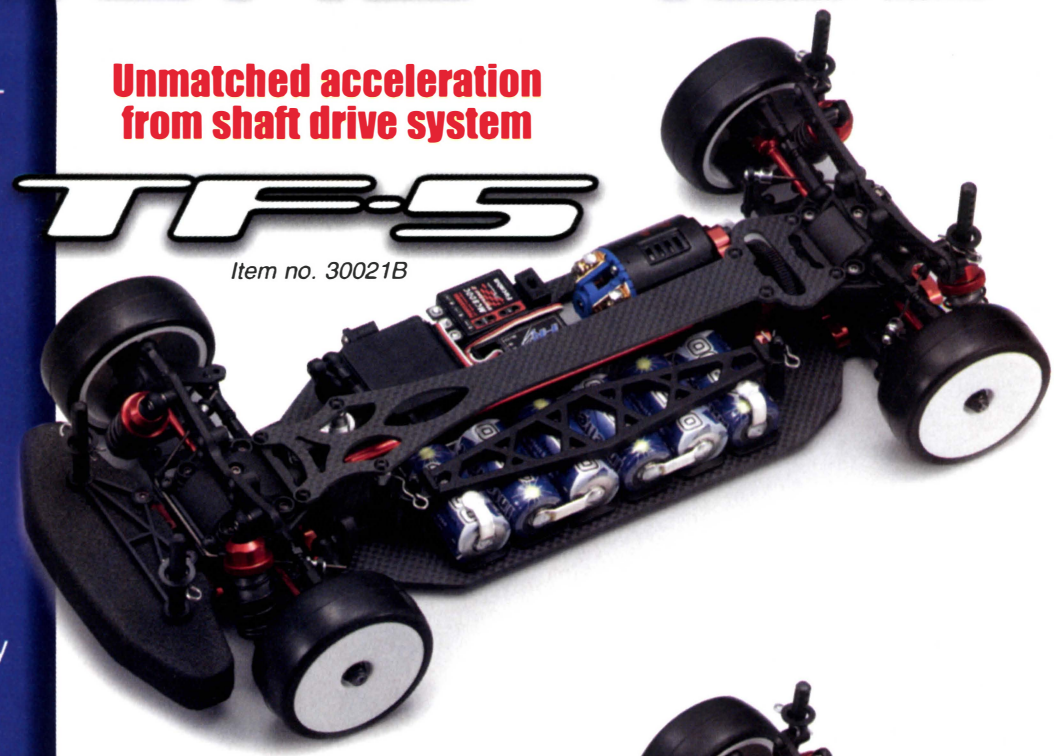


TFW001 *Aluminum Diff Shaft Set (TF-5 and TF-5 Stallion)*

Unmatched acceleration from shaft drive system

TF-5

Item no. 30021B



TF-5 STALLION™

Item no. 30022B



Smooth belt-drive for the hottest modified motors



ON THE WEB:
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OFFROAD 4WD

LAZER ZX-5
ELECTRIC POWERED 4WD RACING BUGGY
Item no. 30076B

FEATURES:

- Ultra-efficient, low-maintenance shaft-drive system
- Midship motor mounting for optimal weight balance
- Threaded aluminum shocks are durable, consistent and easily adjusted to adapt the suspension set-up to track conditions.
- Turnbuckle linkage for easy adjustability
- Front one-way, ball diffs and various spool options included in kit
- Adjustable slipper for motors from mild to wild
- Stick or matched packs can be used in a convenient single six-cell pack configuration... no hassle with saddle packs



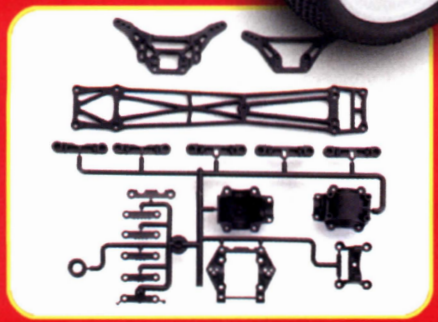
A one-way unit, ball diff and 3 spool types are included to allow you to choose the front axle setup to fit your driving style

Included wheels feature durable 12mm hex and fit standard 4WD off-road racing tires.

Competition-ready, right out of the box

The LATEST
Lazer ZX-5
OPTION PARTS:

For a complete listing of all the available Lazer ZX-5 options, visit ***KYOSHO.COM***



Molded carbon composite chassis and suspension components



LAW31 *Aluminum front suspension holder*



LAW30 *Aluminum clamping wheel hub*



LAW32 *Delrin suspension bushings*



LAW33 *Aluminum one-way boss*

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THE FINEST RADIO CONTROL MODELS

READY-TO-RUN CHECKLIST

...Once Upon a Time, We Had (More) Brain Cells

Words: Michael D. Wortel



Love it or hate it, in the last ten years RTRs have gone from the exception to the norm. Not too long ago, many of us cringed at the thought of buying a preassembled, complete car kit. But much in part to the success of the original T-Maxx, manufacturers realized that they could sell a lot more kits in the RTR format, because they were inherently less expensive to produce and served as an entry point to newbies. In more recent years, RTRs have taken on a more advanced role, and competitive RTR kits have surfaced. With that in mind, it's only a matter of time before you get your hands on an RTR. Although the kit is manufactured and assembled with care, there are still a bunch of steps to take that will ensure that your RTR is ready to be driven without concern. Follow this checklist for a rich, stress-free RTR experience:

No need to use that much thread-lock; multiple photo takes were the cause.

OUT OF THE BOX:

Remove the wheels:

Check to make sure that the axle pins are correctly aligned and centered. This ensures that the wheels will fit flush onto the hubs. With the wheels off, check that one or two small holes are predrilled onto the wheel surface for air to flow when the tire is under pressure.

Glue tires:

Most RTR tires are pre-glued. Check the perimeter of the tire to ensure that the tire is completely bonded to the wheel. If it isn't, glue it down yourself.



Inspect the shocks:

Remove the shocks and compress them. Check for binding. If there is no binding, be sure that the shocks rebound the same amount and that the oil level is correct and equal.

Check suspension for binding:

With the shocks off, move the suspension arms and feel for binding in the hinge pins and upper links. If binding occurs, sand where needed until the movement is free.

Replace diff grease with oil:

For shipping and storage reasons, RTR diffs usually use standard grease. Replace the grease (if the diffs are sealed) with silicone oil for better performance.

Thread-lock:

Especially in nitro, make sure that any metal-to-metal connection uses thread-lock on the fastener (set screws, engine mounts, turnbuckles into wheel hubs, wings, etc...)



Check camber/toe:

Use a camber gauge and/or calipers to make sure that the camber is consistent front to rear and that the turnbuckles are even side-to-side.

Oil air filter:

Some nitro RTRs don't come with pre-oiled air filters. Remove the external filter, and check that the internal one is saturated with oil to catch small debris.

Inspect fuel tubing:

Inspect the fuel and pressure lines, and make sure that they are connected with the carb and pipe nozzles. Push the line as far onto the nozzle as possible. Look for kinks or binding in the lines where they wrap around corners.

2006 IFMAR WORLD CHAMPION

MARK PAVIDIS



Mark Pavidis TQs and Wins 2006 IFMAR 1/8 Scale Off-Road World Championship!

- Pavidis designs a strategy that includes O.S. and Futaba equipment – and he breaks the "TQ Curse"
- Six American drivers place in the final Top Ten. Congratulations Team USA!



The winning radio:
Futaba 3PKS 3-Channel Computer Radio

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The winning engine:
O.S. V-Spec
Chosen by three of the top four drivers!

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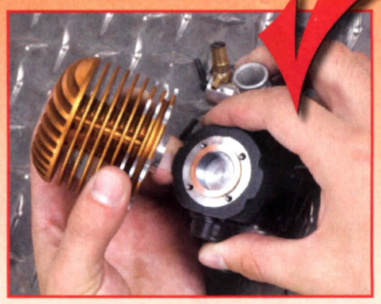


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Install antenna tubing:
Thread the receiver wire through the antenna tube, and insert the tube into the holder on the chassis. Leave as little slack in the radio box as possible, and don't forget to place the rubber cap on to the end of the tube.

Disassemble nitro engines:
Check for anything foreign in the carb, such as foam or packaging material. Make sure that the engine's internals are free of any sort of debris as well. The engine head should fit flush onto the engine block with the shims placed correctly. Ensure that the back plate is tight and the gasket or seal is aligned.



Set the servo saver:
If your kit has an integrated servo saver, check the tension by holding the servo horn tight and turning one of the wheels. If the servo saver actuates too early, tighten it; if it isn't working at all, loosen it a bit.

Check slipper clutch:
Check that the clipper clutch is neither too loose nor too tight by binding both wheels on the ground and placing your thumb on the spur gear; it should be difficult to rotate without the clutch slipping.

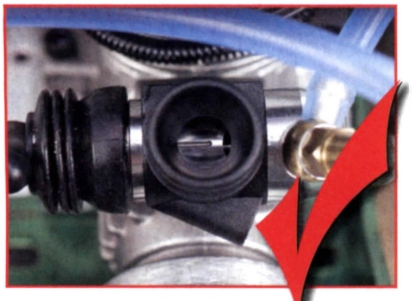


Inspect the clutch:
Keeping track of the shim placement, remove the clutchbell and make sure that the pads are seated correctly on the pins. Also check that the springs are fitted onto the shoe around the pin and snap back when pulled sway from the crankshaft.

POWER ON

Battery check:
Make sure that your transmitter batteries and receiver packs are completely charged. In electric, fully-charge your main battery pack as well.

Carb opening:
Remove the air filter, look into the carb with the throttle set at neutral, and make sure the gap is between .5mm-1mm. Widen it by turning the driver clockwise, and turn counterclockwise to narrow the gap.Makes sure the gap is still wide enough.



Throttle:
With the air filter off, ensure that the carb is 100% open at full throw on the throttle servo. Also make sure that the throw isn't so much that it pulls too far and yanks on the carb. Set the throttle endpoints (EPA) cordingly.

Brakes:
Apply full brakes and drag the car across the ground. The wheels should be somewhat difficult, though not impossible, to move. If the bias is adjustable, give a little more bite to the rear brakes. Don't set either side to lock up immediately.

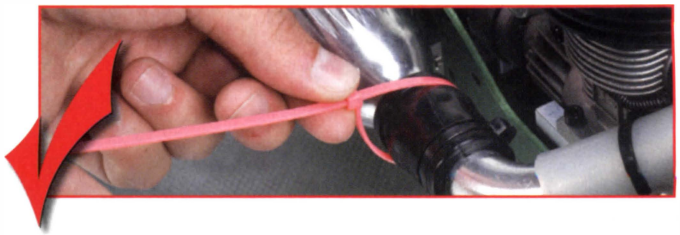
Set steering endpoints:
Give full throw in both directions to the steering, and make sure that the hub carriers aren't over-traveling and hitting the steering blocks. If there isn't enough travel, adjust accordingly. Adjust using the dual-rate or individual EPAs.

Make sure the body doesn't hit the wheels:
With the body on, steer side-to-side and make sure the front wheels aren't catching the body. Cut or sand some of the wheel well if this occurs. Push on top of the car and check if the wheels rub on the inside or top of the body with suspension movement.

Cut body for nitro use:
There needs to be enough room cut out of the body to ventilate the engine head. Also make a hole in the windshield in front of the head to aid in circulation and let you add fuel with the body on. Check that the body is cutout around the stinger, and if there's a pull-start, be sure that there is a slot for it to fit through.



Zip-tie air filter/exhaust:
Use a zip-tie to secure the air filter to the carb and the pipe to the coupler on both sides.

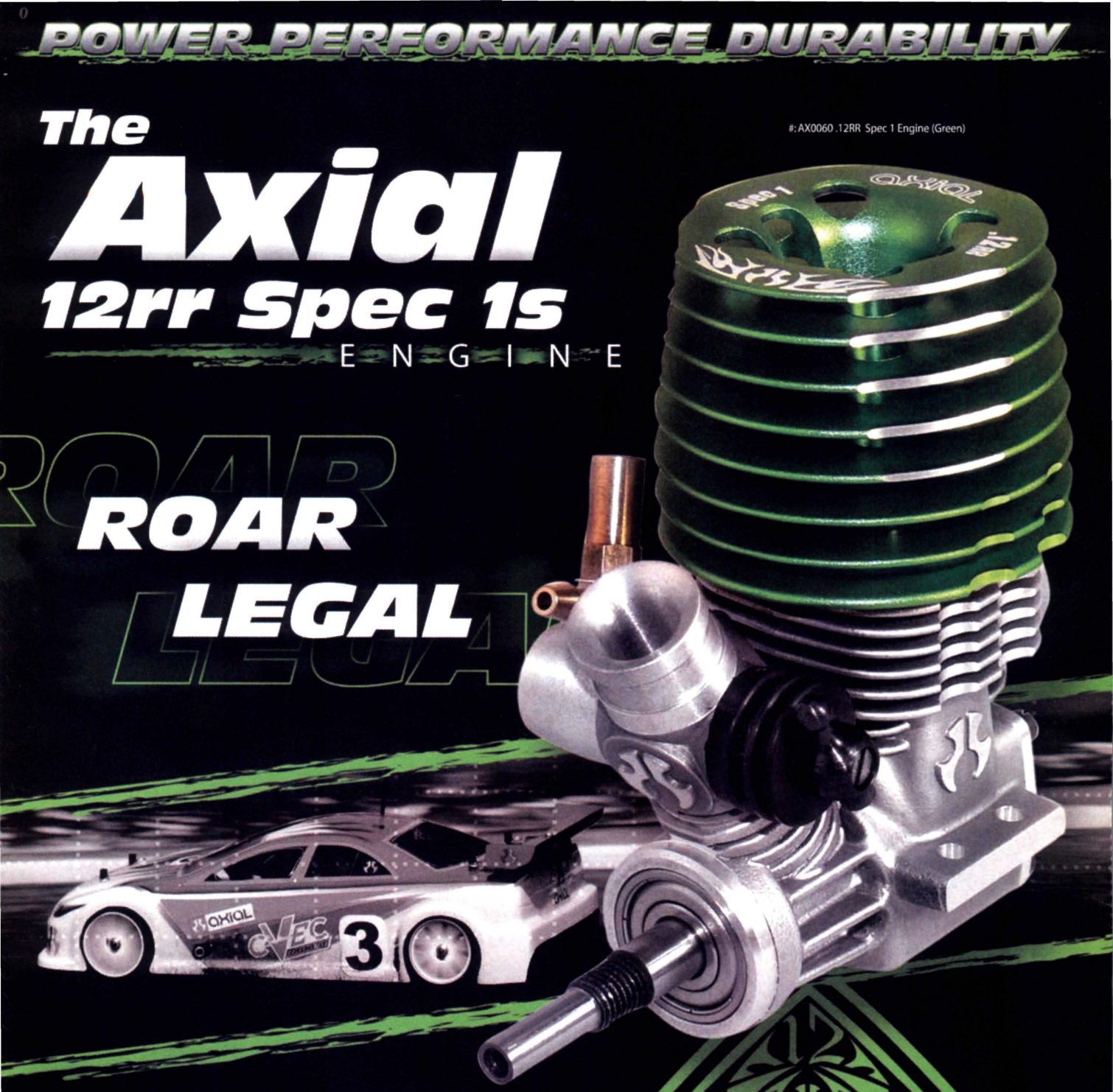


Real men aren't afraid to use pink zip-ties in a pinch.

POWER PERFORMANCE DURABILITY

The Axial 12rr Spec 1s ENGINE

#: AX0060 .12RR Spec 1 Engine (Green)



ROAR LEGAL

SPECIFICATIONS

- Size: .12cubic inch
- Maximum RPM: 44,000
- Bore: 13.76mm
- Stroke: 14mm
- Construction: Bi-metal Sleeve
- Heat-sink Head: Anodized Machined Aluminum
- Carburetor: 5.4mm Aluminum Slide Carburetor
- Carburetor Adjustments: 2 Needle
- Case: Silver Aluminum, Rear Exhaust
- Connecting Rod: Dual Bushing
- Sleeve: 3 port
- Recommended Glow Plug: Hot-6 Turbo Plug

The Axial .12RR Spec 1 race engine has been extensively developed to provide the best performance possible for 1/10th touring car racing. Designed in the USA, the .12RR has been extensively tested at several major races throughout the country. The power curve has been optimized to compete against the high performance Italian made engines currently on the market. Made of the highest quality materials available the .12RR is designed for performance and durability, the special bi-metal sleeve and piston are perfectly matched so that when properly tuned and maintained you can run several gallons of fuel before ever needing to consider rebuilding your engine.

SPEC 1 ONE RR ENGINE

axial

www.axialracing.com

21092 Bake Parkway, #114 Lake Forest, CA 92630 P:949.600.8642 F:949.600.8645



IN MOTION

Break-in the engine:

Although there are many ways to break-in an engine (and most people swear by their method), RTR engines can be safely broken in by running about seven tanks of fuel, gradually increasing the RPMs, and sustaining speed as you progress. Use a temp gauge to make sure that the engine is at operating temp (180-230°), and let it cool down for 15 minutes in between each of the first four tanks.

(Do the following while breaking-in)

Check brakes:

Apply the brakes, and feel how they respond. If they aren't grabbing enough or are locking-up the wheels too easily, adjust the trim on the transmitter. If the bias doesn't feel right, wait until you get inside to makes linkage adjustments.



Nitro engine tuning just got a whole lot easier.

Introducing the latest innovation from THS Racing Products...the TempDriver. This flathead tuning screwdriver has a built-in temperature gauge in the handle. Like all THS Racing Products, the TempDriver was inspired by racers for racers. Look for the TempDriver and other great THS Racing Products at your local hobby shop or at www.thsracing.com.

Exhaust pipes, tools and accessories
for your r/c addiction.



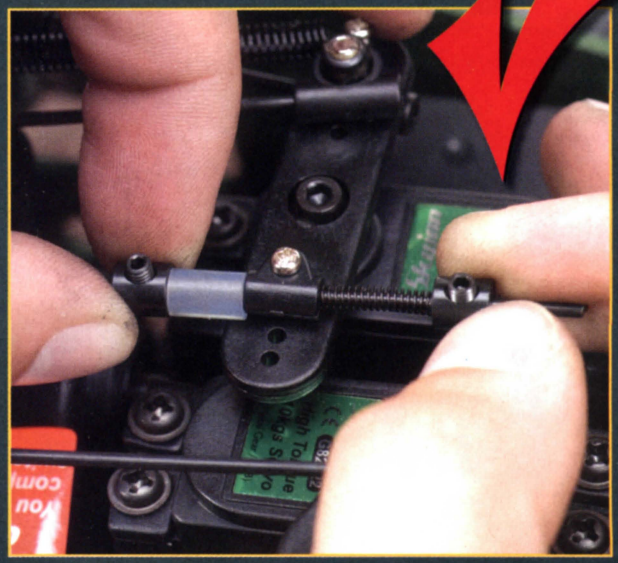
www.thsracing.com

THS Racing

RACE PROVEN PERFORMANCE

Check trim:
Make sure your car drives in a straight line, makes right and left turns equally and doesn't have too little or too much steering. These things can be adjusted on the transmitter. Also ensure that the steering comes back to 0°. If it doesn't, re-center the servo when you get to the pits.





Inspect linkages again:
Constantly check that the throttle and brake linkages aren't coming loose. They are subject to a ton of vibration, and if turned loose, can unexpectedly leave you without throttle or brakes, a very quick way to wreck your brand new ride.

Pro-Match racing

Pro-Match Racing has you covered when it comes to high quality RC Car batteries and accessories!

Pro-Match carries a wide variety of RC batteries including 7 cell, 6 cell, 4 cell, stick pack, 18th scale, 5th scale, and receiver packs. These packs are available in either matched or unmatched. You can choose one of our many standard configurations or contact us to order a custom made configuration. We also carry a full line of battery assembly, maintenance, and storage products.

This all adds up to giving you the perfect battery for your specific RC need. Choose Pro-Match Racing for all your RC Car battery needs and see why we say "Nobody Does It Better!"

transmitter cells | matched batteries | stick packs | receiver packs | loose cells



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You can purchase Pro-Match products and get more information on-line at www.promatchracing.com or from one of our many dealers.

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HYPER 8

PROFESSIONAL NITRO BUGGY

HoBao

1/8 Nitro Powered Competition Buggy

Pro drivers like Jeremy Kortz and World Champion Greg Degani have made the switch to the International Hyper team to drive the new Hyper 8 buggy by HoBao. Loaded with high-end features, this new buggy handles aggressively, has awesome acceleration, and most importantly, has what it takes to place these drivers in the winners' circle. But why should they have all the success? Drive the hyper 8 and let it make you a part of the winning team!



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SPECS & FEATURES

- Carbon fiber radio plate, diff plate and steering plate
- Big bore oil-filled shocks with Teflon pistons
- Bushing retained suspension hinge pins
- Oil-filled and sealed gear differentials
- Full ball bearing set
- Adjustable caster C-hubs
- Milled 4mm thick aluminum shock towers
- Hard anodized aluminum chassis braces
- Metallic radio box cover
- Laydown steering servo
- Dual bellcrank with servo saver
- Aluminum center dogbones
- Low profile air filter
- High performance tuned pipe included
- Steel spur and clutchbell
- Ultra rigid suspension arms
- 5-hole swirl racing wheels and fire tires
- Low profile racing body and sleek wing

All this and more!



Now Available in RTR



Hyper 8 Pro #14348



Hyper 8 manufactured by Hobao, exclusively distributed by OFNA Racing

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OFNA Racing

POWER OFF (back in the pits)

Empty the engine of all fuel:

When throwing in the towel for the day, run the fuel tank completely dry. If you're in a pinch for time, siphon the fuel out with the fuel bottle and let the lines clear by running the engine at idle till it stalls.

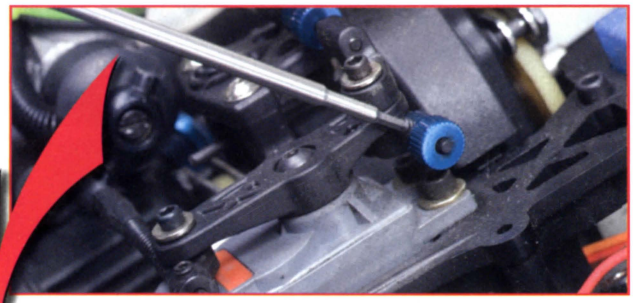


Check screws:

Inspect every screw again, especially where metal-to-metal contact occurs. If anything is loose, tighten it, and use thread-lock in metal-to-metal areas.

Check linkages:

Get anal and check the linkages again for loose setscrews. This is probably the most common area to find problems with the assembly of nitro RTRs.



Inspect motor/brushes:

In electric, inspect the brushes for excessive wear. Slide the brush through the brushhood, and make sure it moves freely. Check that the capacitors and solder connections are still strongly attached.

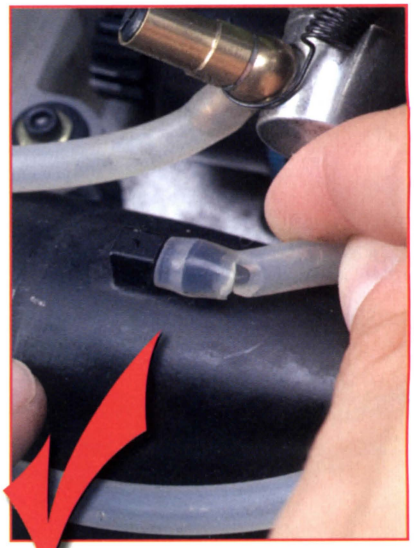


Check wheel nuts:

Many brand new wheel nuts have problems becoming loose at first. After every run, check to make sure that they are *tight and* won't leave you with a three wheel wonder.

Check wires/tubing:

Inspect every wire and piece of fuel tubing on your car. Make sure none of them are binding, pinched, or exposed outside the body. Check for areas around the engine where the tubing may come into contact with the block or head; if they are touching, reroute them accordingly to avoid melted tubing.



Conclusion

It's all too easy to fall victim to the anticipation of firing-up your RTR as soon as you get the box open. Even though the manufacturer usually does an adequate job assembling the kit, cars and trucks are so precise that the margin for error is tiny. You don't exactly have to rip it apart and rebuild it, but following the RTR checklist, both before and after you fire-up the kit, will prevent frustration, save money in the long run, and make the kit track or street ready as soon as possible. RTRs are definitely here to stay, and my own opinion of them has changed as they've become cheaper, better, and more competitive. Just make sure and learn from my numerous mistakes over the years (yes, there have been MANY) by following the RTR checklist whenever you buy a new ride.

The Wort just told you to get anal.

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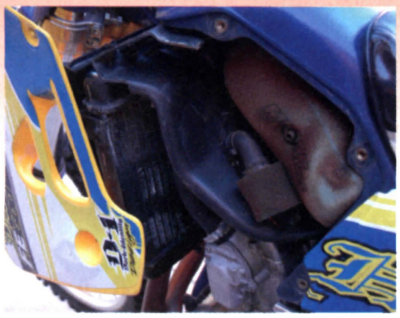
FORTUNE COOKIE SAYS: *"If at first you don't succeed, you're running about average."*

Words: Brian "Skinny" Skinner

IT'S OFFICIAL—RC Rules My Life!

I was going to rant about trade shows this month, but after what happened in my garage the other night, I changed my mind—it stopped me cold in my tracks. RC rules my life! Yes, it's true. RC has touched every part of my life and there is no going back.

It's been creeping up on me for a while now, but last night it hit home, and now I know that RC is in my veins for good. What was it that brought this horrible realization to light? I put a Kyosho air filter on my dirt bike...and realized that RC rules my life. You see, my thumper has an oil breather for the engine. The stock set-up was lame



and the oil breather filter was jammed into the air filter. I thought about it for a moment, and noticed that there, sitting on the bench, was a Kyosho air filter staring at me...calling me. Next thing you know, it was on the bike, and if you look at the photo it's clean looking (why didn't the factory think of this?). Sure, you say; that's a good idea and it worked out nicely—so what? But that's just the start. I used a Losi foam insert to fix the plants in our fish bowl at home. Then the reed valve on the washing machine cracked and I used a strip of a Lexan off a Pro-Line body to fix it. Another time I used aluminum Associated GT screws to fasten my window handles to the Xtreme monster orange van—just because they looked cool! I've used Ti button-head screws from my RC toolbox on my mountain bike just to make it lighter and more trick. I also have Shrekett using a body reamer to punch holes into our two gallon drinking containers and core apples...good-golly, when will it stop? I guess it's ok; all the things I've used from RC have worked out and have actually made life better around the house, in my cars, and even on my bikes. It sure was a surprise when I sat back and thought about how much RC has entered my life outside of RC and how much I borrow ideas and parts from RC to fix things. How about you? Has RC totally consumed your life? If you have a funny story or clever use of RC stuff out in the real world, drop me a line at: brians@rc411.com. I would love to hear your stories.

The world is your sand box—roost it!

No man enjoys the feeling of loose nuts.

BUT IS IT ROAR LEGAL?

NOW THIS IS AN INTERESTING SET-UP. I found this on Rick McCrery's Jammin buggy and on his friend's SP2 buggy at the RCP event in Washington. It's a front anti-lock brake...sort of. This is a mechanical device that operates off the steering servo that trips the front brake at a "predetermined" set-point in the steering arc, and it works like a front one-way bearing in an on-road car...sort of. It works like this: you come into a corner hard on your brakes and pitch the wheels into the turn. At the "pre-set" trip point in the steering (lets say at the apex of the turn), the unit releases the front brake and lets the front wheels spin freely. This, in theory, instantly gives you better traction to get a quicker turn, or at least better front bite with your wheels. Did I explain that right? It's a neat idea and I'd heard of it before, but I had never seen it. Regan Leblanc told me about this front brake system after he saw one in Europe, so I thought y'all might want to see it too. Nice set-up you got there guys. Thanks for showing me.





HOT TIP: THE RUBBER BAND IDEA

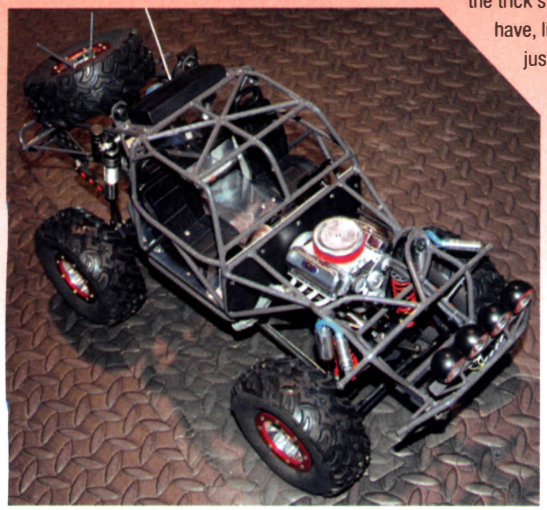
HERE'S A SUPER EASY AND QUICK TIP to help keep the throttle linkage together. Aside from using a rubber band to snap the throttle slide shut if the linkage falls off, you can also use a rubber band to help keep the linkage connector from falling off in the first place. Just study the photo and you can see all you have to do is put a rubber band around the ball-end and the slide. This will help the ball-end from coming off as it keeps tension on the link. Simple yet effective. I suggest you use an old bicycle inner tube from a road bike; they seem to work best. Now get out into the garage and get creative!





THE BEST DANG RC Car Ever Built!

This is the best modeling I have ever seen for an RC car. Period! This desert truck is completely hand built and is absolutely awesome and fully functional. The attention to detail is fabulous. It has all the trick stuff a real desert truck would have, like dual cooling fans, suspension just like the Ford Bronco has, and a beautiful chassis . It also has bead-locks…it just has it all–and it all works! The amazing thing is that the truck is still being finished. All I can say is please call me when it's done—I want to do a full story on this baby. You did great work, my friend. I'll shut up on how great this truck is and let the photos do the talking…enjoy!

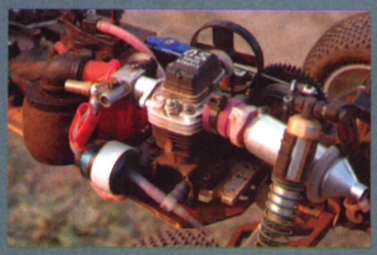


At first glance it looks like the real deal—incredible attention to detail!



DO THE THUMPTY-THUMP!

Here's more proof that the northwestern part of the US is a hot spot for RC: I ran into a nice fellow that showed me his sweet four-stroke GT and it was a power house for sure! I love thumpers…I even own a thumper MX bike; you can't beat the power and that sweet sound they make. When this nice fellow showed me his thumper GT at the RC Pro event in Washington, I got so excited I asked the pro A-main to stop their practice so I could fire off a couple of action shots and see how this baby ran. It was so awesome out on the track that even the pros were happy they got to see it run. This thumper was fast, powerful, and sounded oh-so-sweet. If you look at the photo, you can see by the beefy rooster it's throwing that it has gobs of torque. If this is any indication of what an RC thumper is capable of…sign me up! The car started life as a stock gas truck, was fitted with an OS 4-storke engine on the chassis, and used a Kyosho fan cooler from one of Kyosho's old 4-stoke car kits. To help fuel delivery, a Perry fuel pump was added. All in all a very clean build job that works incredibly well. The question is, who out there has a 1/8 scale and truggy thumper?





We do the humpty-hump during deadline.

JCONCEPTS IS YOUR NEW WING MAN

Jconcepts has been busy making new bodies and products for your RC needs. Here are two that I spotted at the recent Reedy race and the RCP finals.



This is the new Illusion buggy / truggy wing. This new wing is a carryover from Jconcepts electric line of wings and features a sweet swooping design to follow the designs of their low profile racing bodies. It's made from durable, flexible plastic for long life and comes in two colors, white and fluorescent yellow. **Price: $15.00.**

JARED TEBO had this sweet new stand from Jconcepts, which, oddly enough, is called the Jconcepts car-stand. This stand is made from heavy-duty Lexan and comes in clear so you can do custom paint work to it if you want. And as you can see, Up-Grade RC already makes a wrap for it so you can be styling in the pits either way you go! Another neat feature of the stand is that you can cut holes in the top to hold tools or rebuild shocks (as Tebo has done in the photo). All this can be yours for the low price of ten dollars. The stand is universal so it will fit just about any car, and it comes in clear only (you provide the color!). Both products from Jconcepts will be out by the time you read this.

Go to: www.jconcepts.net for more info.



GOT A QUESTION OR IDEA?

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

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

Words: Michael Wortel

At the end of every deadline, we drink beer out of that cup.

TRAXXAS BACK ON TOP... AGAIN

2006 RC Pro Series Finals

In its last ten years, Traxxas has developed a certain image, much due to the GIGANTIC success of the T-Maxx and its subsequent effect on the RTR market—virtually inventing it! But for those of us who have been avid RC guys for more than ten years, we remember that Traxxas is more than an RTR company; they started with racing.

In recent times, Traxxas' two identities have begun to merge into a single powerhouse identity. The Revo 3.3 has recently dominated the MT racing scene, a rapidly-growing segment in our hobby. With two big wins, both in the 2006 RC Pro Series and the ROAR Monster Truck Nationals, the Revo has soared past the competition, solidifying and elevating Traxxas' image as a racing company. It's almost crazy to think that a single company could be known for selling tons of RTR kits, effectively getting people into the hobby, and also be hardcore racers. But Traxxas is taking a firm grip on both markets.



The 2006 RC Pro Series Finals was held in Rockford, IL in mid November, and Traxxas took home the podium for the third year in a row! Tim Roberts edged out Steve Slayden and Mark Cordeiro to take home the A-Final championship, and Roberts put icing on the cake by taking home top honors in the National Points Series Final Standings. 14 of 15 trucks in the field were Revos, and Traxxas is already eyeing next year, in search of a re-re-re-repeat (or a four-*peat*?).

NEW FROM Axial

Cubes Buggy Tires

These tires fulfill a specific niche. When faced with somewhat loamy conditions and a medium pack, these tires claim to be well-suited. The effectively spaced cubes are in contact with maximum surface area on the ground, while allowing finer dirt to pass through. These tires are available in regular and super tacky racing compounds and also feature low profile sidewalls to reduce flex.

www.axialracing.com

Part #: AX12040(1)
MSRP: $21.00



2006 SoCal Supercross

Cavalieri Victorious in Huntington Beach:

Ryan Cavalieri is at the top of his game, and he keeps one-upping his own success. Powered by Orion and Team Associated, he took home first place honors in in both 2WD buggy and truck mod. Is there a car he can't win with? It doesn't seem that way.



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- 50 C Burst (300 amps)
- Comes with balancer taps

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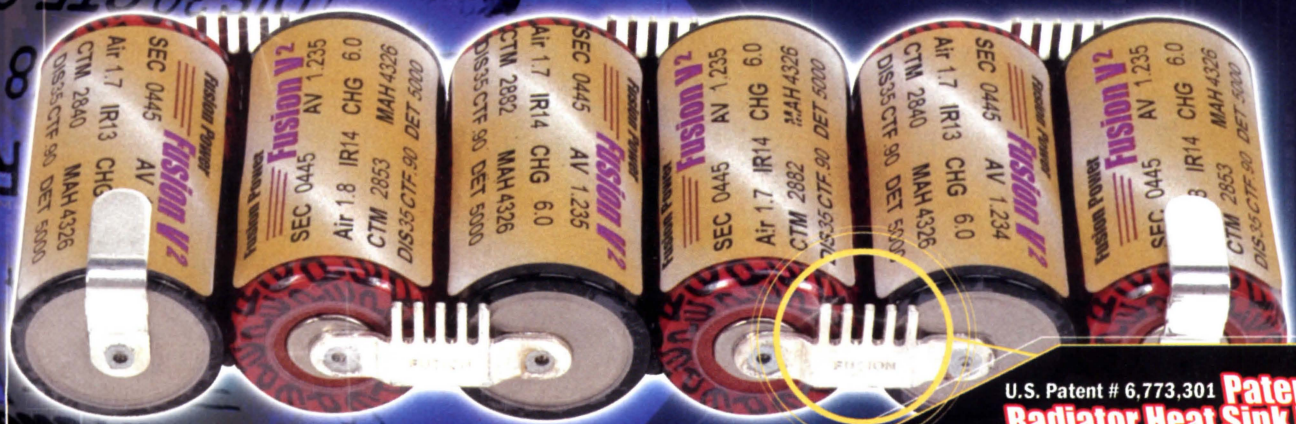
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www.pro-lineracing.com



Losi 8ight
Part #: 3232-00
MSRP: $28.00
Available Now!



Team Associated GT2
Part #: 3233-00
MSRP: $25.00
Available Now!

40 Series Wabash Wheels



Pro-Line's recent Wabash wheel design has been popping-up more and more on the tracks, and they are now available for truggy and MT use. The tapered, 12-spoke design is both extremely light and rigid, not to mention a pleasure on the eyes. On the track, the doldrums of boring, dish-type wheels get old. Wheels with a little flair can do wonders in separating your truck from the rest of the pack.

Part #: 2691-02 (white), 2691-04 (yellow)
MSRP: $19.50
Available in Early December

Crime Fighter MTR (Truggy)

Pro-Line's legendary Crime Fighter treads are a favorite of many racers for a simple reason: they win consistently across the world! A while back, Pro-Line applied the winning rubber to the truggy circuit, and they are now also available in MTR trim. The new design features inner ribs to reduce expansion and sidewalls that demonstrate much less flex. These characteristics give a truck more consistent handling and overall traction. It probably won't be long before these treads dominate in popularity.

Part #: 1135-00
MSRP: $31.00/pair
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HB66403 Cyclone S

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By: hpi·racing













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

Words: James Revilla

HPI's Small New "King"



Feast your eyes on HPI's new offering, the Wheely King RTR! Designed with the ever-so-popular wheelie in mind, this new truck can do tricks as well as bash around. The base of the Wheely King is a TVP (Twin Vertical Plate) chassis with tube frame design. Both ends feature solid axles, pivot arms, oil-filled shocks, chrome wheels, and new HPI 5.4" "Mud Thrasher" tires. At about 17 inches long and 12 inches wide, the 1/12-scale King is capable of bashing around in less space partly due to its 6" suspension travel. Another good thing is that you can use standard-sized 7.2v batteries and 540-size motors. Both axles are driven by a center mounted gearbox, and the truck has a full set of ball bearings.

Having the letters "RTR" means that you also get a pre-painted Mini GT-1 body, pre-assembled chassis, HPI's TF-1 radio system, electronic speed controller, 7.2v battery pack and charger in the box. All you need are some "AAs" for the transmitter and you're off and running. We have one of these in the office, so look for a review coming up!

Part#:10820
MSRP: $335
www.hpiracing.com





BABY Crawl

Need a refreshing change in appearance? Spice up your MMT (micro-monster trucks) with PTI Racing's new JL and CL micro bodies. Both the "Jeep-Like" and "Chevy-Like" (get it?) shells feature a full decal set, window masking, pant overspray film, and the JL also includes extra masking for the roll bar. These small but sharp looking shells will easily fit on any of PTI's Goliath lineup, as well as other similarly sized 1/16-1/18-scale monsters.

Part #: #915010 (CL) / #915011 (JL)
MSRP: $17 each
www.ptiracing.net





Dictionary says "Wheely" is not the same as "Wheelie." Ooops!





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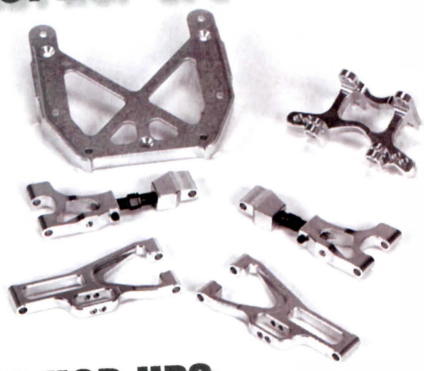
NEW AE RC-18T HOP-UPS



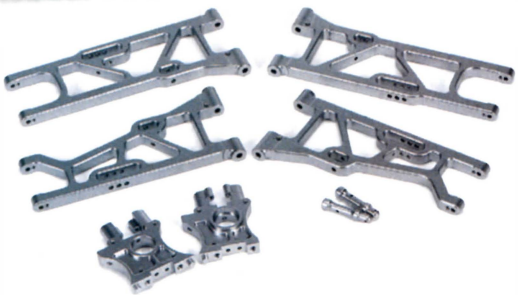
NEW T-MAXX HOP-UPS



NEW MINI-LST HOP-UPS



NEW HELLFIRE HOP-UPS



NEW REVO HOP-UPS



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EXTRA TRUCK

Description: Every month Pro-Line seems to come out with a new body, and this time it's their new 2007 Chevy Silverado Extra Cab. Designed to fit T/E-maxx, Revo, and Savage trucks, the new skin is made of Pro-Line's .060 lexan, and as always (it's like I repeat this every time) includes overspray film, decals, and window masking. Keepin' it fresh for you truckers.

Part Number: 3229-00
MSRP: $34
www.prolineracing.com



Glow Stick

Keep your glow plugs hot with Venom Racing's new igniter for all nitro-powered vehicles. The igniter features a special molded casing for easier user handling, as well as a built-in voltage meter level. Inside you'll find a 1500mAh Ni-MH cell.

Part #: VEN-2003
MSRP: $15
www.venom-racing.com



Snap Saver

In case you didn't know, RPM makes these cool little rings called "Snap-Tite Body Savers" that do exactly what their name says. They snap together around your monster truck body post hole to reinforce that area, preventing rips and tears the next time you dump your ride. You can also use them for antenna holes! Available in ¼" and 3/16" diameters.

Part Number: 80302 (3/16"), 80322 (1/4")
MSRP: $3 pack of 10
www.rpmrcproducts.com



JEFF CUFFS WINS STOCK TOURING @

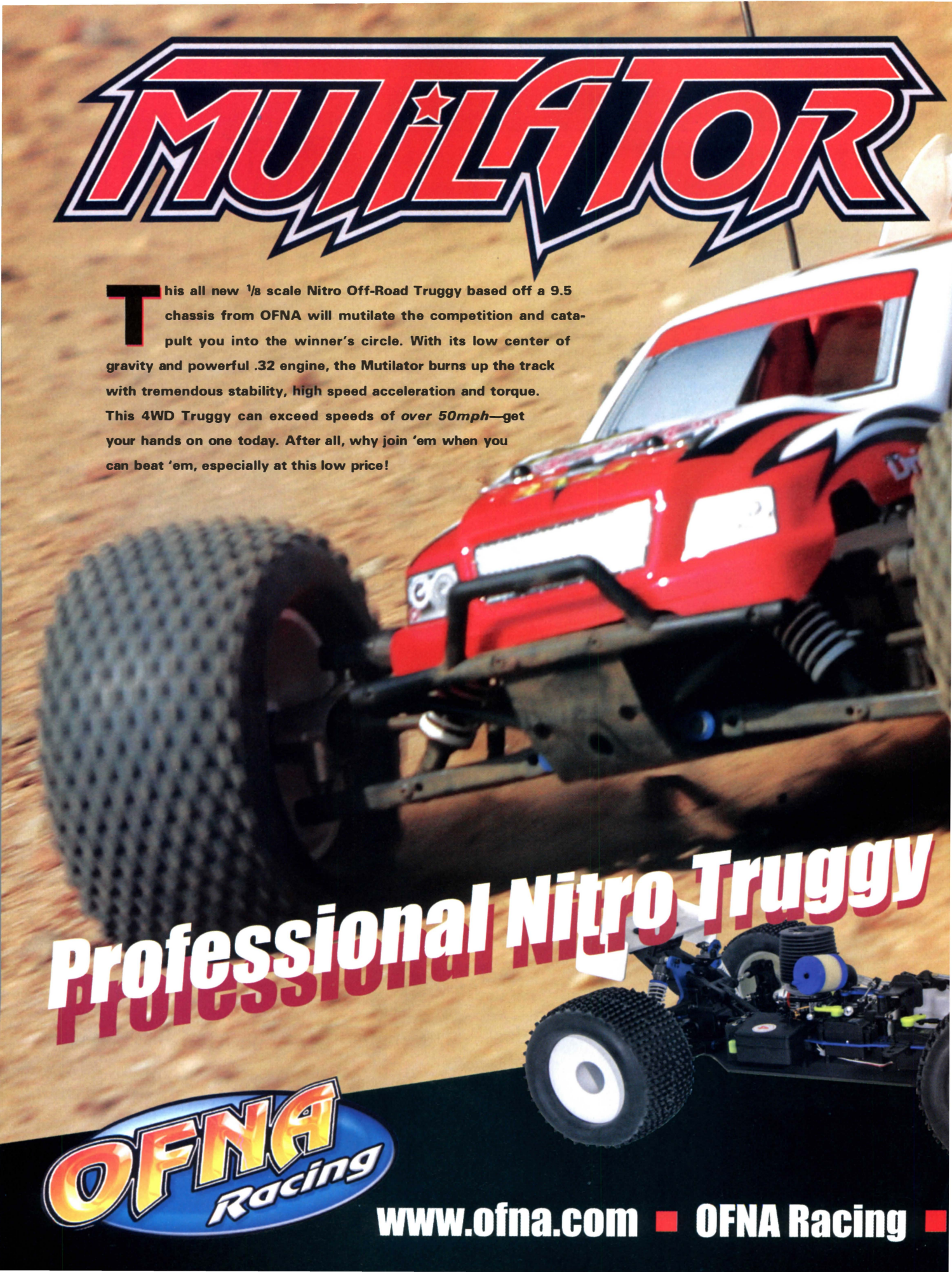
The US Indoor Championship in Cleveland, OH



Cuffs' uses Intellect World Champion Batteries

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MUTILATOR
This all new 1/8 scale Nitro Off-Road Truggy based off a 9.5 chassis from OFNA will mutilate the competition and catapult you into the winner's circle. With its low center of gravity and powerful .32 engine, the Mutilator burns up the track with tremendous stability, high speed acceleration and torque. This 4WD Truggy can exceed speeds of *over 50mph*—get your hands on one today. After all, why join 'em when you can beat 'em, especially at this low price!
Professional Nitro Truggy
OFNA Racing
www.ofna.com ■ OFNA Racing ■



SPECS:

Length: 21.5 in. /546mm
Width: 16.5 in. /419mm
Height: 7 in. /177.8mm
Weight: 9.5 lbs. /4309g
Wheelbase: 14.5 in. /368mm
Track: 13.5 in. /343mm

A full line of option parts is available

...The way it SHOULD be!

FEATURES

- Front/Rear Chassis Braces
- Kingpin Style Suspension
- Full Ball Bearing Set
- 3 Sealed Differentials
- Low Profile Radio Box
- Force .32 Engine
- B-29 All Terrain Racing Tires
- Force .32 Engine
- Extended Hard Coated Chassis
- Oil Filled Coil Over Shocks
- Front Universals
- Enclosed Electronics
- Anodized Aluminum Front/Rear Shock Towers
- Heavy Duty Upper Front Arm
- Anodized Servo Tray & Center Diff Plate
- High Performance Air Filter & Tubing
- Heavy Duty Nylon Racing Wing
- Anodized Aluminum Upper Plate

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NAM2

CHECK IT OUT !!

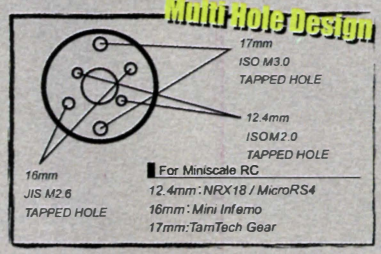
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NAM-NAM BRUSHLESS SYSTEMS

Brushless Motors



SPEC.

- Shaft Diameter : 2.0mm
- Shaft Size : 11.5mm
- Weight : 50g
- Screw Diameter : 2.0mm/2.6mm/3.0mm Depth:4mm
- Screw Pitch: 12.4mm/16mm/17mm
- Motor Size : Diameter 22mm (+Heatsink 24mm) X Length 36mm

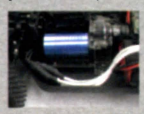


LINEUP

NEW	NAM-3700	KV3700
NEW	NAM-4200	KV4200
NEW	NAM-4800	KV4800
NEW	NAM-5200	KV5200

NAM-NAM Brushless MOTOR

From NAM-NAM who is New Brand from Japan, We release new Brushless Motor!! It is fantastic to work with Mini Scale Cars!!! Not only for that, this Motor is designed that you can put it on various vehicle.


Mini Inferno


TamTech Gear


NRX-18

Attention:
Brushless motors put a great strain on your R/C car. So we strongly recommend that you modify it with some reinforced parts

Brushless Controllers



Easy setup! and Low Price!

NEW

NAM-RC25A

NAM-NAM Brushless Motor bring you to set up easily, reasonable price for you can be familiar with it easily and easy way to run your R/C!!
NAM-NAM motor is included with a Stylish Blue Sink-Head.

- Input Voltage : Ni-Cd/Ni-MH 4~10cell Li-Po 2~3cell
- Current: 25A / 30A (15 Sec)
- Rate: 8KHz
- Resistance: 0.0045ohms
- Voltage Cut-Off
- Mode: Reversible / Braking (Nomal / ABS)
- Size: 37 X 25 X 15 mm
- Weight: 35g

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RUMOR MILL

The future of US touring car racing was thrust into turmoil this past month, thanks largely to a decision by EFRA, the European sanctioning body (think of them as Euro-ROAR). They proposed the following rule, which was voted into effect: "1/10-scale touring cars will be driven by a **maximum of 5 cells**, will have a minimum weight of 1,350 grams, and not use receiver batteries." The impact of this change is far-reaching, since many large US races work to attract overseas talent, and likewise, many US-based drivers travel to Europe for major events—and who knows what IFMAR will choose to do. Meanwhile, as this was going on, ROAR was already debating a **4-cell touring class**, with the intent being to slow down the cars to make racing less harsh on the equipment.

So what are we left with now? A choice between 4-, 5-, and 6-cell racing. Keeping the status quo is, of course, the easiest route to take, but with many tracks experiencing a downturn in attendance, is this the best course? A move to 4-cell would slow cars down dramatically, and while a move to 5-cell may be less drastic, either choice would certainly produce a **whole new generation of car designs** based on those requirements. Is redesigning the cars themselves really going to boost interest in the class? It's a tough call. The ROAR rules for 2007 are already in place, but a worldwide shift to 5-cell could move manufacturers' development efforts towards lighter cars, and to cars balanced for 5 cells instead of 6. One recent rumor had newly-anointed ROAR President Mike Queller calling for a **full member vote** on the issue, rather than just an Executive Committee decision, as is usually the case. Regardless of the outcome, the future of touring car racing is now.

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

Words: Shane Archer

Lemieux, XRAY Dominate Cleveland

The year may have been different, but the results were pretty much the same at the 27th Annual US Indoor Champs in Cleveland, Ohio. Last year saw a dominating TQ and win for XRAY's Paul Lemieux in the Modified Touring class, and he backed that up this past Thanksgiving—and then some. Not only did he lead from wire-to-wire in the Mod class, but Paul also took home the 19T Touring crown over a field packed with factory drivers. He even finished a respectable 4th in the 1/12-Scale Modified class.

Paul wasn't the only big winner, though, and the race of the day belonged to the guys in the 1/12-Scale Modified class. As those of you who have been around for a long time are surely aware, the Indoor Champs is pretty much the "Super Bowl" of 1/12-scale. Over a decade ago, before touring cars were even a class, the Champs were the center of the pan car world and 1/12-scale was the crown jewel. To this day, winning 1/12 Mod at this race is one of the most prestigious racing honors in the country. This year, Associated's Jon Orr took his RC12L4 to an easy TQ, but things got shaken up in the main. Orr bolted to an early lead, was challenged heavily by Mike Dumas—last year's champion—and eventually the two tangled. Dumas was sent to the middle of the pack, Orr eventually had to pull off with damage, and none other than Barry Baker shot to the lead. A mistake by Barry allowed his hard-charging teammate Dumas to rocket back into the lead, and things settled down for a bit. With less than a minute on the clock, it looked like Dumas would join Lemieux in back-to-back victories...until his car rolled to a stop with a bad solder joint giving out. Mike's misfortune was Barry's gain, and it was Barry Baker who took the championship with his Speedmerchant Rev 4.5.



1/12-scale coverage? I thought this was "Touring Corner"?

M11 Prestige



CNC Aluminum Parts:

Steering Wheel
Module Heat-Sink
Custom Engraved Servo Heat-Sinks

			MSRP	
90271FMB	M11P/361Z(2)	2--4 Channel Computer Pistol Grip System, Includes (2) 94361Z Servos TX NiCd 1100 mAh Battery & Charger (Blue)	27,75	999.95
90271FMP	M11P/361Z(2)	2--4 Channel Computer Pistol Grip System, Includes (2) 94361Z Servos TX NiCd 1100 mAh Battery & Charger (Purple)	27,75	999.95
90272FMB	M11P/362Z(2)	2--4 Channel Computer Pistol Grip System, Includes (2) 94362Z Servos TX NiCd 1100 mAh Battery & Charger (Blue)	27,75	999.95
90272FMP	M11P/362Z(2)	2--4 Channel Computer Pistol Grip System, Includes (2) 94362Z Servos TX NiCd 1100 mAh Battery & Charger (Purple)	27,75	999.95



What do you get when you take the best selling, top of the line radio system and give it some class? The new M11 Prestige. We put together a super high-end system with some added CNC aluminum parts that includes 2 Rock-crusher servos and a 1100 mAh NiCd transmitter battery pack. This is truly the best of all radio systems. Available in blue or purple.

AIRTRONICS
Get The Advantage

Rounding out the other classes, Jeff Cuff picked up the win in Stock Touring, with Andrew Ellis taking home 1/12-Scale Stock. Josh Cyrul was strong all weekend, finishing third in 1/12 Mod and taking the win in 1/12-Scale 19-Turn. And in yet another repeat performance of epic proportions, it was Eli "The Bearded One" Ezrow taking Masters wins in both Touring and 1/12-Scale. All in all, it was another exciting and memorable year at the Indoor Champs. This race just continues to improve each time around despite its old age. Congratulations to all the winners!

Results

1/12-Scale Stock
1. Andrew Ellis (TQ)
2. Mark Calandra
3. Tom Firsching

1/12-Scale Masters
1. Eli Ezrow (TQ)
2. Frank Calandra
3. Skip Starkey

1/12-Scale 19-Turn
1. Josh Cyrul
2. Mike Haynes
3. Sean Cochran (TQ)

1/12-Scale Modified
1. Barry Baker
2. Billy Easton
3. Josh Cyrul

TQ: Jon Orr

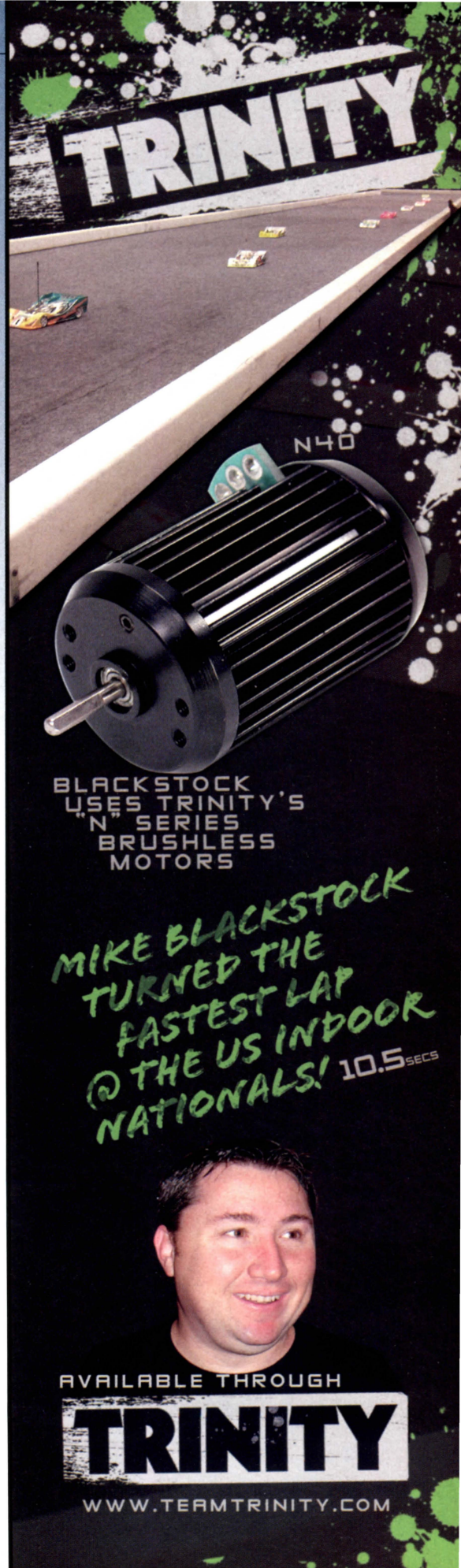
Touring Car Stock
1. Jeff Cuffs
2. Andrew Ellis (TQ)
3. Chris Goetz

Touring Car Masters
1. Eli Ezrow (TQ)
2. Jim Piersol
3. Kelly Bean

Touring Car 19-Turn
1. Paul Lemieux (TQ)
2. Chris Tosolini
3. Jeff Dayger

Touring Car Modified
1. Paul Lemieux (TQ)
2. Barry Baker
3. Mike Blackstock







REVO 3.3

Reduce the Overall Weight of Revo By Over 14%, and Add Strength and Dependability for Race Day.

(Truck shown with optional steel CV driveshafts and aluminum wheel nuts.)



Pivot Balls: These trick, hard-anodized 7075-T6 aluminum pivot balls are considerably lighter than the stock steel pivot balls. They feature a special Teflon®-coating that reduces friction allowing the suspension arms to pivot as smooth as possible. Part #4933X



Push Rods: These strong 7075-T6 aluminum push rods decrease the total weight of the truck by 31 grams. Rod ends are already installed making it simple to just bolt them on the truck. Various lengths available, see Traxxas.com.



Center Differential Kit: The center differential helps balance the distribution of power to reduce front end lift on acceleration and improve steering responsiveness. The kit includes a forward-only conversion to reduce transmission weight and make it legal for racing where reverse is not allowed. The center diff disables the rear brakes. It is designed to work with the separate rear brake kit for precise front and rear brake bias tuning. It's the ultimate in adjustability and control.

Part #5414 center differential, part #5417 rear brake kit, part #5394X forward only conversion (by itself)



TUBES: Traxxas Tubes™ are 30% lighter than the stock steel toe links, plus they're 4-times stiffer and more than double the strength of aftermarket titanium! The secret is in the unique patent-pending hollow tube design that maximizes stiffness and resistance to bending, while at the same time reducing weight. Part #5338R



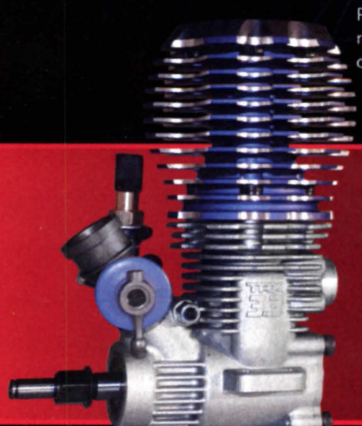
Rocker Posts: Aluminum rocker posts save 16 grams over the stock steel rocker posts without sacrificing strength. They're a great addition to any Revo™ that's being trimmed out for the track. Part #5354X



Response™ Tires: Tremendous traction on hard packed "blue groove" tracks. Narrow width reduces rotating mass greatly improving acceleration & responsiveness. Soft compound, combined with the included foam inserts, make for a winning combination. Significant weight saving over stock tires. Part# 5471.



Hollow Balls: Revo is equipped with multiple rod ends with steel hollow balls. All combined, the weight can really add up. This set of aluminum hollow balls will reduce that weight by 12 grams and maintain the original factory tightness in the rod ends. Part #5355X





For Pure Race Set-Up and Significant Weight Savings, Remove the EZ-Start® and Install the Aluminum Flywheel and Backplate.

Removing the EZ-Start drive unit and installing our aluminum flywheel and back plate will greatly reduce overall weight. This modification requires the use of an electric bump starter and should only be used on models with unobstructed flywheel access. If your engine was originally equipped with a starter, a different crankshaft is required. More details on www.Traxxas.com.

Find These and Hundreds of Other Quality Genuine Traxxas™ Parts and Accessories at www.Traxxas.com.

Modify Your Performance Attitude



Aluminum Chassis: Titanium-anodized aluminum chassis, machined from the highest grade 7075-T6 aluminum alloy. More than 40% stronger and 10% lighter than the stock Jato chassis. Fully countersunk for a smooth, snag-free finish. Part #5522X



Steel CV Driveshafts: Steel CV driveshafts concentrate the mass for less overall rotational mass than the stock Jato driveshafts. This results in even quicker acceleration. The outside U-joint is lubricated and sealed by a rubber boot to protect it from dirt and grime. The U-joint pins are held captive by the ball bearings so you never have to worry about losing a pin. Unlike conventional metal shafts, the Traxxas metal CV shafts do not require you to limit your suspension travel. Part #5551X



Aluminum Turnbuckles: Enhance your Jato and save weight at the same time! These 7075-T6 aluminum turnbuckles come in a brilliant fire-red anodized finish and included a 5mm aluminum wrench that won't mar the finish. 35% lighter than titanium, and almost 19 grams lighter than stock steel turnbuckles. Part #5539X



Billet Front Wheel Spindles: Blue-anodized spindles have a definite performance look and weigh only 1.73 grams each– 36% less than the stock steel spindles! These wheel spindles are machined from strong 7075-T6 billet aluminum for durability. Part #5537X



Wheelie Bar Wheels/Tires: Red-anodized 6061-T6 aluminum wheelie bar wheels smooth-running ball bearings. Durable, soft compound rubber tires reduce side-to-side movement for stable, consistent wheelies. Rubber tires are available separately for installation on the stock nylon wheels. Part #5186, part #5185 (tires only)



Aluminum Wheel Nuts

JATO 3.3

Modifying Your Jato 3.3 With These Accessories Dramatically Increases the Power-To-Weight Ratio, Improves Handling and Control, and Upgrades the Look for Serious Performance.



Don't Forget Top Fuel! The Only 100% Traxxas Certified Fuel.

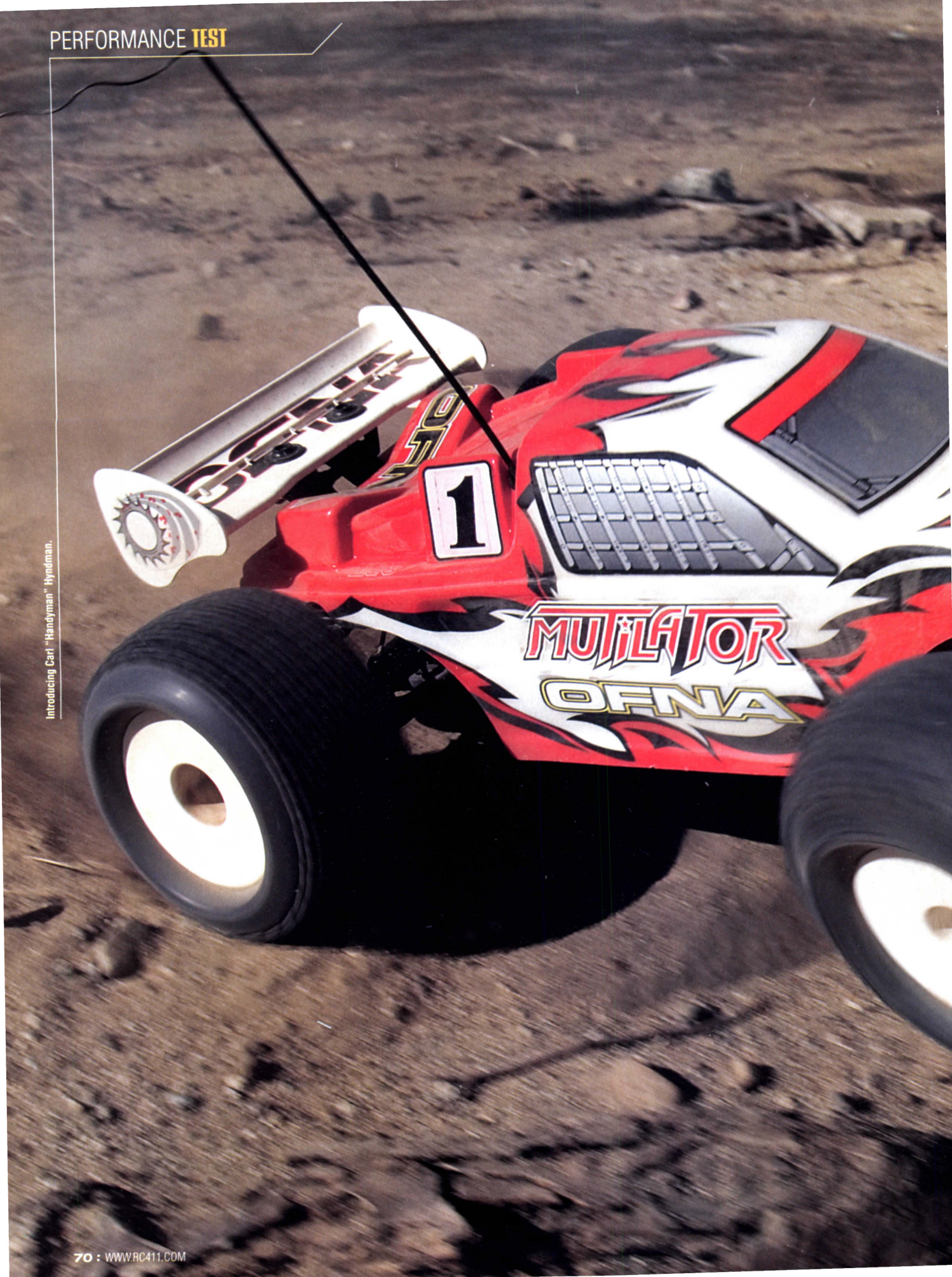
For Race-Level Performance!

33%

TRAXXAS

www.Traxxas.com

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Introducing Carl "Handyman" Hyndman.

OFNA MUTILATOR

Words: Derek Buono ■ **Photos:** Oliver Bentley & Carl Hyndman

Straight out of the Tales From The Crypt

Dominator, Violator, and now the Mutilator–seems OFNA is always trying to "ator" something in RC. The latest of the horror film terms is set to get anybody on the track racing truggy in two quick strokes of a knife. That's all it takes to open the box and rip the Mutilator out of its tomb. Packed with all kinds of stuff to pad the stat sheet, this truggy is ready to take on anything. As the popularity of this style truck grows, we see more and more of the tough-as-nails designs available. OFNA is no stranger to this class, as it can be credited with having one of the first truggies on the market–the Dominator.

I wish every track had a tree as an obstacle.

OFNA MUTILATOR



• 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY •

Lots of "-ater" words; some might not make the cut.

VEHICLE FEATURES

The Mutilator's intimidating name is all we really need to like the truck, but there are some features to back up the scream-inducing title. Even some of the more "price-point" OFNAs come with little details you wouldn't expect things in that price range. The Mutilator isn't as much of a budget buster, as are some of the other kits from OFNA, nor is it the cheapest. You'll find a nice mix of machine and cast aluminum parts on the truck, which is a nice treat depending on which you look at.

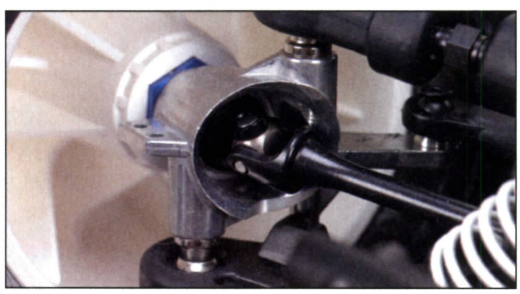
NICE THREADS



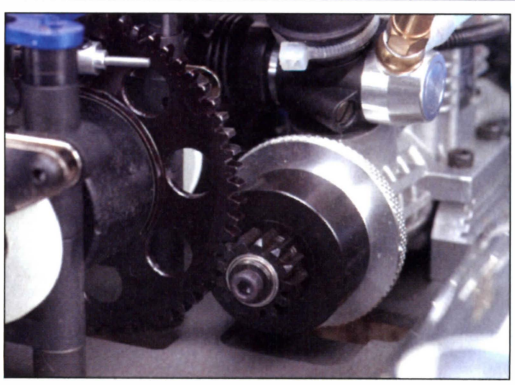
One of the features on the truck that will appeal to most people are the shocks. In off-road, good shocks are a godsend, and with the Mutilator you're not getting some garbage plastic shocks, but instead a set of aluminum, hard-anodized, threaded-body shocks! That's a nice treat. It's sort of like getting a full-size candy bar at Halloween…from every house.

UNIVERSAL ACCESS

OFNA included universal driveshafts where it counts–in the front. The front drive axles are the most important because they have to deal with steering and suspension travel. While the rest of the axles are standard dogbones, at least the front get the love they need.



FERRIS WHEEL GEAR



The current trend is to have revised gearings in the differentials to allow smaller spur gears. But, the old school method of just throwing on a larger spur to account for the new rollout of the larger tires is still a valid way to achieve the same goal. On the Mutilator, a large steel spur gear is supported by revised blocks, which keeps the spur gear up high where it needs to be for clearance on the chassis.



INSTRUCTIONS

You are required to put the wheels, the wing, and some stickers on before the Mutilator "looks" ready to run. The instructions are typical for OFNA and consist of a disappointing photocopy collection, all stapled together. Once you get past the "cheapness" (in their defense every penny counts sometimes when making a buck, and trying to get your buck), they are pretty good as RTR instructions go. A full assembly, step-by-step break down is in place.

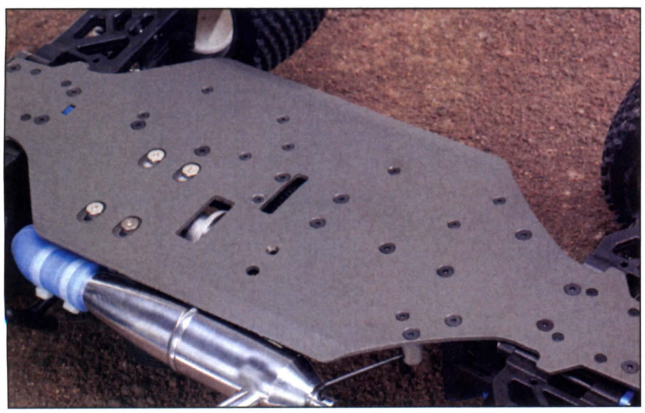




"...in off-road, GOOD SHOCKS ARE A GODSEND..."

Robert deNiro. "Godsend." Rent it. Don't expect a good ending.

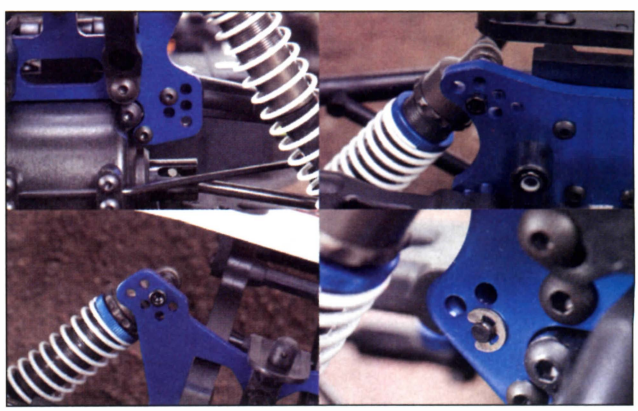
GOT HARDNESS?



We all love blue anodizing, or any color anodizing for that matter. But the one color that is really worth something on the chassis is shown here. The signature green/gray color of hard anodizing means the chassis is stiffer, stronger, and should resist more scratches than a "pretty" color.

LAST MINUTE ADJUSTMENTS

The Mutilator features any array of adjustments that may confuse the intended buyer, but for those willing to move some screws and try things out, it could be very rewarding. The truggy allows geometry changes in just about every place you could imagine. Shock towers, camber links, ride height, toe-in, and diff oils can all be altered to make you faster.



TESTING

I was pretty torn as to where I would test the "llator of Mute," and I decided that our local dirt lot would provide the best fit. You see, the Mutilator can hit the track, but the majority of these are going to be bashers, and I wanted to see how it would fair in those conditions. The lot is a good mix of loose dirt, mounds of dirt, jumps, rocks, and even an old shoe.

Acceleration and Speed • Cranking up the big engine was a task I didn't enjoy. Sure a pull-start is more convenient at times, but the blisters on my fingers tell otherwise. Once it got running, the engine was actually pleasant, and acceleration was decent. I couldn't expect neck-breaking acceleration since the diffs come with grease, but once momentum had its way with the Mutilator, speeds escaladed very quickly. The standard servos do hinder some stability when the diffs are pulling the truck from side to side, and you can easily get crossed up in the mix, but the big truck pulled pretty straight over the rough stuff, and speed was right on par with most trucks in the category.
Rating: 8/9

Braking • Big engines produce big speed. Mix that in with a decent amount of weight and stopping becomes just as much of a priority as going. The Mutilator does suffer from "RTR syndrome" where mediocre electronics and sub par "AAs" slow down reactions and servo power. I replaced the battery box with a five-cell receiver pack to help that, but even then the brakes seemed to lack snap and didn't grab as well as I thought they should have.
Rating: 7

Low-Speed Handling • The openness of the lot made it pretty easy to navigate, and most users will be in a similar environment. The Mutilator didn't have the nimbleness of other truggies with better radio gear, but that wasn't so big of a deal here. On a tight track or smaller lot, you may look into replacing the steering servo with one that's more up to the task. If you're sticking with the stock gear, prepare for lots of throttle induced oversteer to keep things tight!
Rating: 8

High-Speed Handling • With the hammer down, the Mutilator slaughtered the rugged terrain. It was fun to see the front wheels diff out. Sure, that transfer of power kills top end and acceleration, but it creates a pretty safe handling rig. Some of the larger rocks posed a clearance problem, which I was made aware of by the loud "ding" that sounded every time the chassis hit a high rider rock. But even with the rock crushing ride height (hey, it is the Mutilator) the truck was very stable at high speeds, and capable of some fun power slides.
Rating: 9

RTR GEAR



Radio: OFNA 2CH AM



Receiver: OFNA X-0001



Servo (throttle/steering): OFNA SX-0001, OFNA SX-0002



Engine: Force .32



Pipe: Stock aluminum tuned pipe

OUR TEST GEAR



Fuel: Sidewinder 20% Pro, #FSWP20, $60



Battery: MDP 1400 mAh, #OFN10212 $25

CONNECT

OFNA	**ph:** 909.390.9595 **web:** www.ofna.com
SIDEWINDER	**ph:** 714.850.9342 **web:** www.morganfuel.com

There might be a lot of mutilated backyards and tracks very soon.



M18 PRO

1/18 LUXURY HIGH-COMPETITION 4WD RACING CAR

70+ km/h

4WD

HIGH PERFORMANCE MICRO SIZE



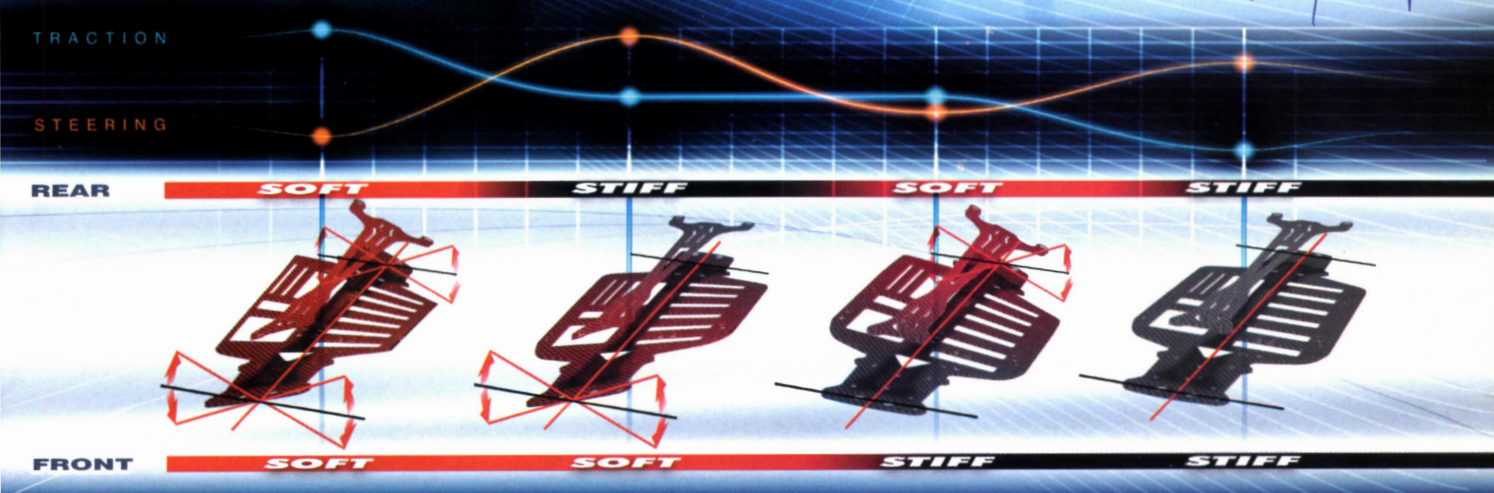
XRAY Multi-Flex Technology™



XRAY PATENT

*XRAY's self-developed **Multi-Flex Technology™ (MFT™)** now revolutionizes the micro platform in the new M18 PRO. With the **MFT™** top deck you can set up and adjust the **M18 PRO** for all different racing conditions. No matter if you drive on asphalt or carpet, using rubber or foam tires, you can quickly, easily, and independently adjust **MFT™** points on the top deck – front or rear – to give you different flex characteristics. Tailoring a micro car to the track has never been this easy!*

Dipl. Eng. Juraj Hudy, Chief Designer, XRAY



HIGH PERFORMANCE PARTS INCLUDED

MICRO TOURING CAR-TYPE WHEEL MOUNTING SYSTEM

One of the most significant improvements on the M18 PRO is the new wheel mounting system. The new M18 PRO features micro versions of standard touring car hex wheel hubs, which mount directly to the efficient universal drive shafts. New-style wheels fit onto the hex wheel hub and are secured with machined lightweight nuts.

This system not only improves the performance of the car and allows for solid wheel mounting, it also makes wheel changes very quick and easy.



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XRAY

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Rough-Track Handling • It's a compromise of many things with a truggy, and the biggest is ground clearance. Jacking up the suspension with spring preload isn't the answer to going over larger rocks. Just realize that the trade off in a truggy is better handling and reduced ride height. The suspension did a better job coping with the abuse I delivered to it, even with the wheelbase being stretched with wheel offset rather than longer arms.
Rating: 10

Jumping • It was nice of Mother Nature to build some piles of dirt that had near perfect faces for jumping. A full speed run toward and into the air the Mutilator went, most of the time in a graceful glide. Even flat landing didn't seem to bother the suspension. The weak brakes did make it difficult to get the nose down, however.
Rating: 8

Wrenching

Maintenance • Much like every other 1/8-scale chassis on the market, maintenance on the Mutilator is pretty easy and most items are easily removable. The diffs are the most difficult to access, but with a little practice (and help from the real instructions) the time required to do so will quickly be shortened.
Rating: 7

Wear and Tear • I put a hurting on this truck, and the few times I thought I broke something, I'd pull over and find nothing wrong. One of the worst places for trucks is a large lot with lots of hidden rocks and ruts. Blasting along in a 30mph drift and having the wheel hit a rock, which stops the truck in its tracks or sends it tumbling over and over, is hard on any truck. My two and a half hour test session was concluded with a broken front knuckle. I jumped from the street into the lot and didn't look far enough ahead to see a large piece of concrete, which I hit with the left front wheel, sticking up. This broke the cast knuckle, and I was lucky that it was the extent of the damage.
Rating: 9

Tuning • There are plenty of tuning options, but in this case they may be more for "paper specs" than a necessary evil. Most will enjoy the Mutilator how it pops out of the box; the rear ride height is way too low, but thankfully only took a few twists on the collars to get rid of the sag. If you hit the track, you'll want to add oil to the diffs and upgrade the electronics. After that there are lots of options to adjust for the "fine tune" that some like to do.
Rating: 8

Conclusion

Mutilation is not always a good thing, but in this case you will like to be on the receiving end of the Mutilator. I can't say that the blisters on my hands from getting that giant engine started with a tiny handle were too great, but once I got enough fuel through the engine, it never took more than a couple of tugs before I was off and running. For the price it's a really good truck that packs in lots of features. It does fall short on not including a receiver pack to help the electronics move the huge wheels or slow the big truck down, but those things can be added later. Huge wheels or slow the big truck down, but those things can be added later. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Gives you some high end features
- Great basher with simple, more durable 1/8-scale drivetrain
- High end shocks

MISSES

- Engine is "illegal" for racing
- Width is achieved with less desirable wheel offset
- Not quite a racing truggy, not quite a monster truck, not quite a 1/8-scale buggy

Any closer and it would mutilate your face.



1 STOP SHOP

World Championship Engines

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NEW!

NovaRossi Plus 12-3CT
2.1cc 1/10 on-road

Displacement: 3.49 cm³
Bore x Stroke: 13.7mm x 14.25mm
Maximum Power: 1.6 hp
RPM (MP): 41,400 rpm
Crankshaft: No EFRA Turbo SG
Carburetor: 5.4mm Slide
Exhaust Type: Rear



NEW!



From Fusion Motorsports
Collari Race Engines!



NovaRossi 35 Plus 21
3.49cc 1/8 on-road

Displacement: 3.49cc
Bore x Stroke: 16.26mm x 16.80mm
Piston/Sleeve: ABC
Ports: 9
Head Button: Turbo
Crankshaft: SG
Carburetor: 9mm (interchangeable insert)
Exhaust Type: Rear



NovaRossi 086 **NovaRossi 053**

Novarossi pipes are the standard for the industry.
Others have tried to duplicate but have failed at it.

NovaRossi Plus 21-5 & Plus 21-5T
3.49cc 1/8 stadium truck

Displacement: 3.49cc
Bore x Stroke: 16.26mm x 16.80mm
Piston/Sleeve: ABC
Ports: 5
Head Button: Turbo or Standard
Crankshaft: SG
Carburetor: 8mm (interchangeable insert)
Exhaust Type: Rear



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OFNA MUTILATOR



• 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY • 1/8-SCALE NITRO TRUGGY •

If you swapped the tires for circular saw blades it would mutilate even more.

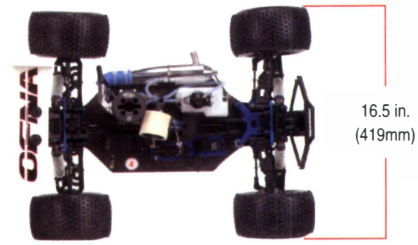
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PHONE: 949-586-2910
WEB: www.ofna.com

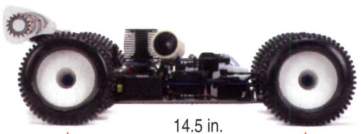
VEHICLE INFO

VEHICLE:	OFNA Mutilator
SCALE:	1/8
TYPE:	4WD Nitro Truggy
PART #:	34318
STREET PRICE:	$449 (price may vary)
PRICE AS TESTED:	$510
SETUP TIME:	45 minutes
EXPERIENCE LEVEL:	Intermediate

DIMENSIONS







RUNNING WEIGHT: 9 lbs., 15 oz. (4532g)

TECHNICAL INFO

CHASSIS

LAYOUT:	Flat stamped w/bracing
THICKNESS:	3mm
MATERIAL:	Hard, anodized aluminum
FUEL TANK CAPACITY:	150cc

SUSPENSION

TYPE:	4-wheel independent w/adjustable upper link
TURNBUCKLES:	steel
STEERING:	Dual bell crank w/adjustable servo saver
SWAYBARS:	(F/R): 2.7mm/2.5mm

SHOCKS

BODIES:	Threaded aluminum
DAMPING:	(F/R) 30 wt. oil
PISTONS:	(F/R) Black/black
SPRINGS:	White (1.5mm) / White (1.5mm)

DRIVE TRAIN

TYPE:	4WD Shaft
DIFFERENTIAL:	4-Gear (3)
DIFF FLUID:	Grease
AXLE TYPE	CV-style
TRANSMISSION:	Single speed
SPUR GEAR MATERIAL:	Hardened steel
CLUTCH:	3-shoe
CLUTCH MATERIAL:	Nylon
BEARINGS:	Metal-shielded

GEARING

CLUTCH/SPUR:	13/62
GEAR RATIOS:	
PRIMARY:	4.77:1
INTERNAL:	3.31:1
FINAL:	15.79:1

BODY, TIRES, WHEELS

BODY:	OFNA pre-painted
TIRES (F/R):	OFNA Square Pin
DIAMETER/ WIDTH:	5.59 in. x 3.32 in. (142mm x82mm)
HEX SIZE:	17mm
WHEELS:	OFNA off-set Dish

ITEMS NEEDED

Fuel, Igniter battery, 12-AA's

MAIN COMPETITION

Kyosho ST US, Robitronics Mantis, XTM Mammoth ST, Jammin X1-CRT RTR, HPI Hellfire, Sportwerks Mayhem

WHO IT'S FOR

Beginner nitro guys



POWERPLANT INFO

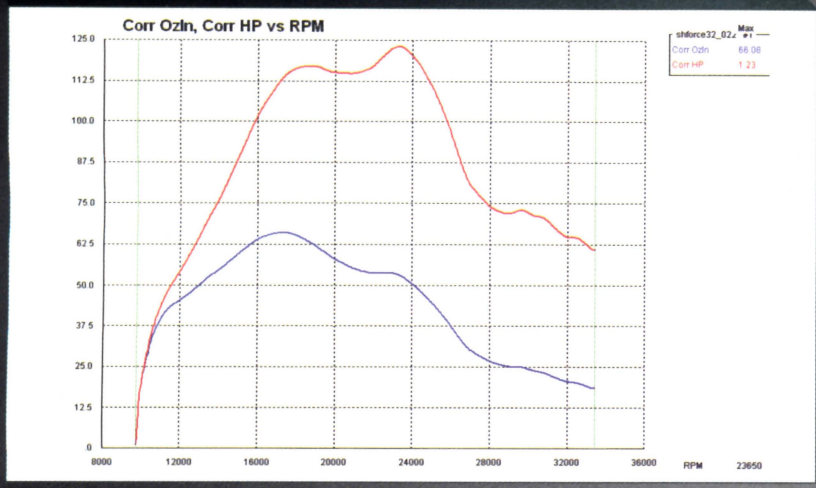
When will the displacement enlargement ever end? The Force .32 is a beast, even when just looking at it. The huge gray head is enough to let you know that there still is no replacement for displacement. Once you get over the initial break in, and all the blisters are healed from trying to pullstart the engine, the Force .32 purrs like a kitten. Even when stuck under the body with zero cooling holes the engine never complained. Power was decent, but as a RTR I'd trade absolute power for reliability and ease of tuning, which the engine has. Temps can be deceiving since the head is so big, so try and keep it lower than 240-degrees.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



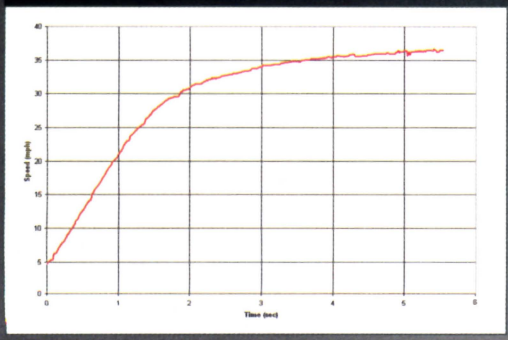
ENGINE DATA

ENGINE:	OFNA Force .32
BORE x STROKE:	19.5mm (.768in) x 17.5mm (.689in.)
DISPLACEMENT:	.32ci. (5.2cc)
FUEL:	Sidewinder 20%
PIPE:	Aluminum tuned
PLUG:	OFNA/PICCO
PEAK HP*:	1.23 @ 23,000 rpm
PEAK TQ*:	66.07 oz.-in. @ 17,400 rpm
PEAK RPM*:	33,200 rpm
CORRECTION FACTOR:	1.038

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.235 sec. @ 31.0 mph*
TOP SPEED:	36.5 mph @ 198 ft.
AVERAGE RUNTIME:	8 minutes

*Limited available traction

NEEDLE SETTINGS

HIGH:	3 3/4 turns out
LOW:	Flush
MID:	N/A
OPERATING TEMP.:	220-250 F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	79° F / 24%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Various

HANDLING

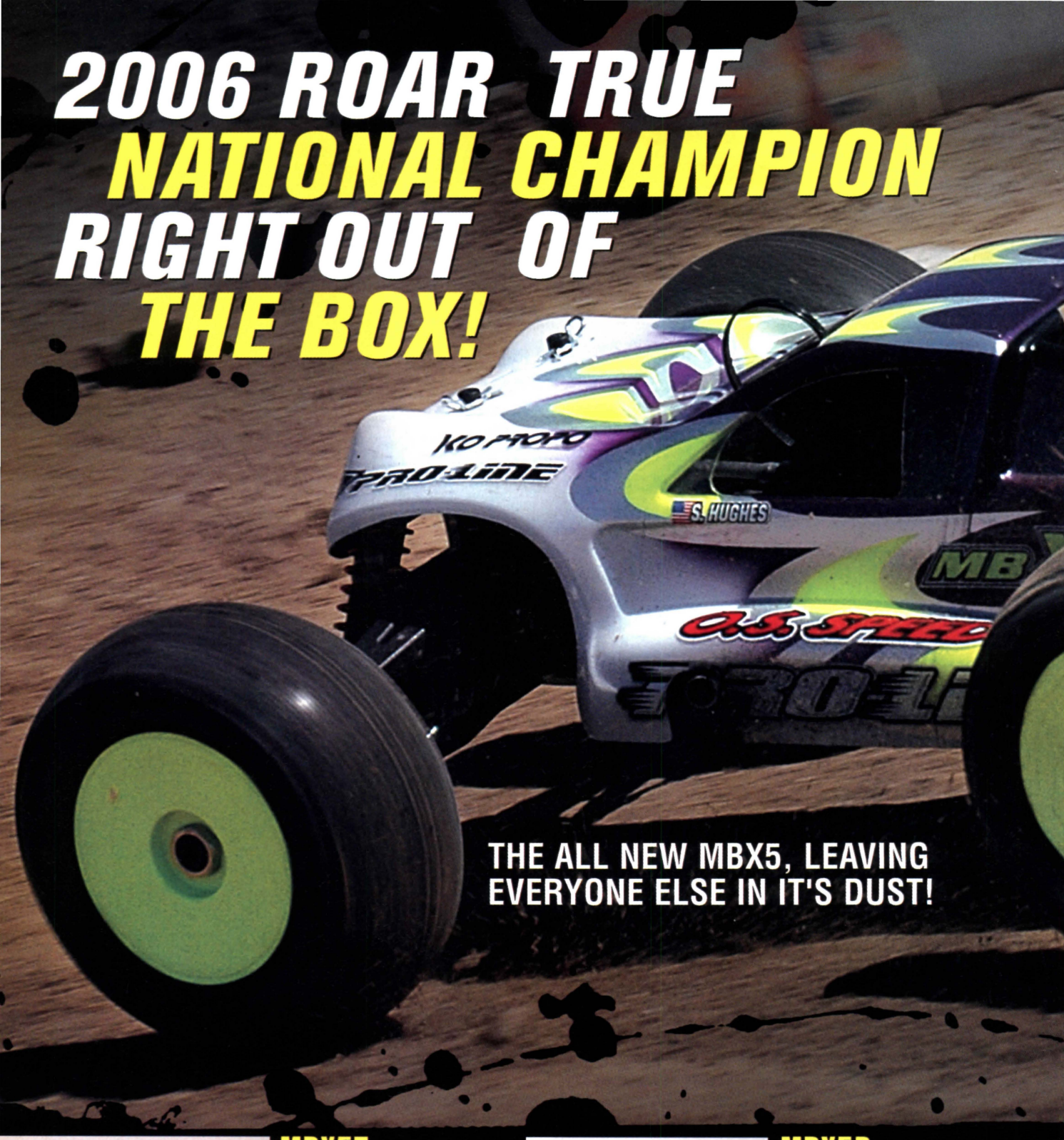
TURNING RADIUS:	4 ft, 2 in.
ON POWER:	Slight understeer
OFF POWER:	Slight understeer

BRAKING

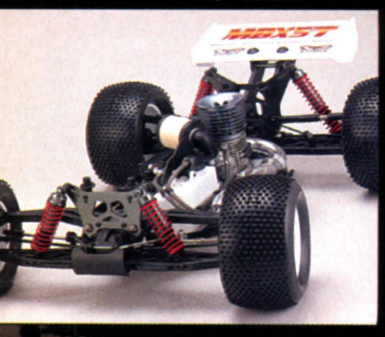
CONTROL:	Good
FADE:	Moderate
OVERALL BRAKING:	Good

Derek should probably think about using gloves for RTR break-in.

2006 ROAR TRUE NATIONAL CHAMPION RIGHT OUT OF THE BOX!

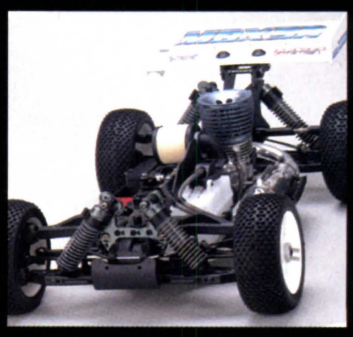


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- Long Suspension Arm
- Universal Joint (Front/Center/Rear)
- Long H.D. Damper (Front/Rear)
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- Tension Rod (Front/Rear)
- 2pcs. Center Diff. Mount
- 3pcs. Al. Clutch Shoe
- Nylon Wing
- 150c.c. Fuel Tank (Filter-equipped)
- Ball-Raced



MBX5R

3 Diff. Shaft Drive 4WD
- Universal Joint (Front/Center/Rear)
- H.D. Damper w/3.5mm Damper Shaft
- A70-75(T6) 3mm Main Chassis
- A70-75(T6) 3mm F/R Damper Stay
- Receiver & Receiver Battery Box
- 3PC Al. Clutch Shoe
- Carbon Radio Plate
- Carbon Center Diff. Mount Plate
- Carbon Steering Brace
- 2PC Center Diff. Mount

MUGEN SEIKI

Ninja



MR21 B01-A

- Displacement .....3.49 ccm
- Rotation max .....43.000 rpm
- Stroke .....16.79 mm
- Bore .....16.27 mm
- Ports.....5
- Sleeve .....ABC
- Crankshaft Diameter ....14 mm
- Glow Plug Type.....Conical
- Exhaust .....Rear
- Carb. Diameter.....7.5 mm var.
- Carb. Material .....Aluminium
- Adjustment.....Single
- Weight .....363 g

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While this article was being written, the T-100 was re-elected to California office.

XTM X-TERMINATOR 2 RTR

Words: James Revilla ■ **Photos:** Oliver Bentley

Made by Cyberdyne?

Remember that scene in the beginning of Terminator 2 where Arnold (er, I mean our Governor) puts on the biker's sunglasses and you know that he's going to kick some "you know what" for the next two hours? I'm thinking that XTM has the same plans (minus the sunglasses) for their new X-terminator 2. The XT2 is the successor to the X-Terminator RTR buggy, and there are a lot of changes compared to the previous model.

Who knew that John Connor would become a loser? I did!

XTM X-TERMINATOR 2 RTR

• 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY •

They should have stopped at movie #2.

VEHICLE FEATURES

With the 1/8-scale explosion, it's hard to come out with something that isn't similar to the rest of the field. A lot of buggies follow some race-tested, tried and true designs while incorporating smaller unique features to try to squeeze past the pack. The XT2 seems to follow this route. Let's look at some interesting points.



ELECTRONIC BOX



The XT2's redesigned upper deck repositions the electronic components low and close to the centerline of the chassis. The receiver and battery pack boxes are semi-sealed and separated, with a quick-release cover on the battery box for quick switching.

BIG BLUE

XTM's 24.7 powerhouse propels the XT2. The engine features a large anodized cooling head, a slide carb, recoil starting, and a tuned pipe. At the end of the crank, you'll find a standard 3-shoe vented clutch. The 24.7 sits on *milled* engine mounts, ready to roll.



UPPER STRENGTH

One look at the upper arm design and you know that the XT2 is designed to take some punishment. Instead of pillowballs or captured balls, the XT2 uses hinge pins on both the inner and outer ends of the upper arm, which gives a more solid attachment to the front hub carriers.



INSTRUCTIONS

The XT2 comes pre-built from the factory; all I had to do was just decal the body and insert some AAs in the radio. Manual-wise, the XT2 booklet isn't the prettiest thing, but it is chock full of information for even the newest of nitro drivers. In addition to parts listings, exploded diagrams, and complete assembly instructions, XTM also includes thoughtful but often overlooked things like a getting started guide, comprehensive setup tips, and troubleshooting flowcharts.





a simple change to racing-spec tires would give the **XT2 ENOUGH TO HANG IN COMPETITION...**

LIKE SWISS

Almost a given on any 1/8-scale buggy, the XT2 features multiple mounting holes for the front and rear shocks. The shock towers themselves are beefy, anodized units that provide the strength required at the track or in the yard.



STOPPER



In the center of the chassis, you'll find a heavy-duty planetary differential and two fiber disc brakes. The brakes can be adjusted for brake bias, so you have complete control over how the XT2 will react when it's time to slow down.

TESTING

For testing I used Trinity 20% during break-in (about 60 minutes of combined run time), and I stuck with it for testing. After a short needle tuning session, I had her running at the recommended temp range, which meant it was time for the fun stuff. This time around I went to Pegasus Hobbies & Raceway in Montclair, CA for some short-track testing. Even though their track is primarily for 1/10-scale, it was wide enough and had a layout that worked fine with an 1/8-scale.

Acceleration and Speed • The .247 engine felt punchy even during break-in, where the needles were tuned rich. Even with a noticeable plume of smoke coming out of the pipe, the .247 pulled strong–mind you, I was still breaking the engine in! Once it was time to dial in the power, I found that even when slightly rich, the .247 was responsive and gave the XT2 punchy acceleration; also, top speeds were comparable for track conditions. Every time I pulled the trigger, the XT2 stayed stable amidst the sudden onslaught of torque that the .247 delivered.
Rating: 8/8

Braking • The dual brakes on the XT2 have friction material on both sides of each disc, giving the XT2 strong braking action. Even when running at top speed, one jab of the trigger and the XT2 would lock up the wheels. The included Hitec radio didn't have any EPA adjustments, but the way the brake linkage is configured, I could still alter both the strength and rate of braking power (albeit manually, and in the pits). During testing, the dual-brake setup faded slightly after about three continuous tanks, but braking distances only lengthened by about a foot, which is easy to compensate for.
Rating: 7.5

Low-Speed Handling • At low speeds, the XT2 felt easily controllable, but the kit tires left a lot of room for improvement. When I tried rolling through flat corners, the front end would push, carving a larger radius on the dirt than anticipated. It was evident that the swaybars were doing their job, as the XT2 stayed flat at lower speeds, but this might also have kept the front outside tire from grabbing the ground. After six tanks on the track, the front tires were worn excessively to the point that it almost looked like I had slicks on.
Rating: 7.5

High-Speed Handling • Surprisingly, the XT2 responded a little more to steering input at higher speeds, especially around the large, right-hand sweeper. The inside wheels never diffed out, even with the semi-rough surface throughout the entire sweeper. Down the straightaway, the XT2 was civil, and I could make whatever steering corrections were necessary to avoid the outside wall, as the push mentioned earlier helped during high-speed maneuvers.
Rating: 8

...radio looks like: Alien...

RTR GEAR


Radio: Hitec Aggressor AM


Receiver: Hitec HP-2RNB AM


Servo(s): Hitec HS-311/ Cirrus P-CS704M


Engine: XTM 24.7 Pullstart


Pipe: XTM Tuned Pipe

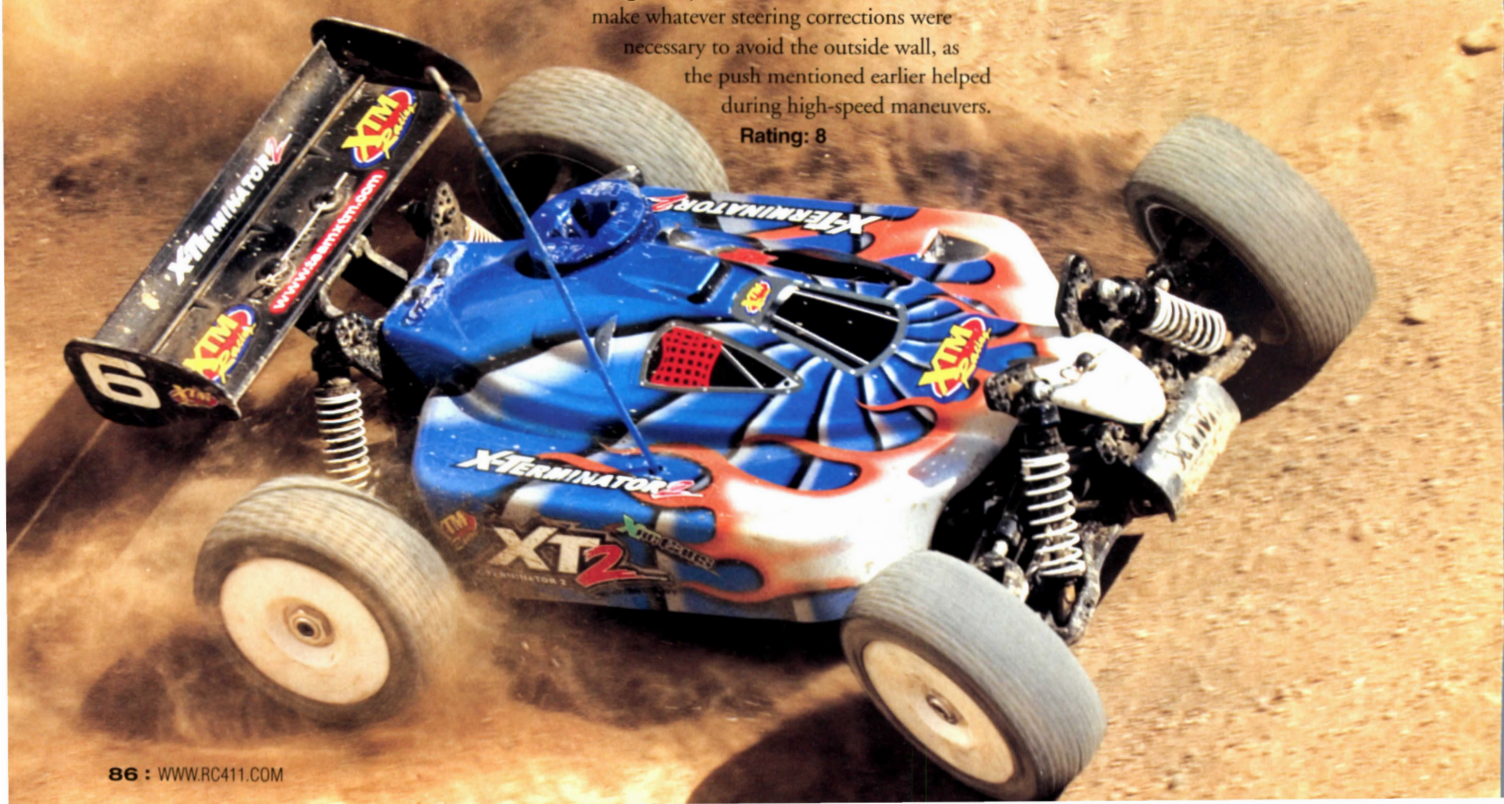
OUR TEST GEAR


Fuel: Trinity Platinum 20%, #MH0030T, $18


Receiver Pack: OFNA 1600mAh, #10201, $35

CONNECT

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TRINITY	ph: 732.635.1600 web: www.teamtrinity.com



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VEN-0615

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- LED Indicator for Low Voltage or Signal Failure
- Adjustable POT for Precise Control
- Clean Wiring Passthrough Design
- 11.5mm(H) x 27.5mm(W) x 48.5mm(L)
- 0.3oz.

VEN-0620

VTM VENOM TEMPERATURE MONITOR



- Recalls Highest Temp
- Adjustable Loop Probe
- On/Off Button
- °F/°C Conversion
- 11.5mm(H) x 27.5mm(W) x 48.5mm(L)
- Available in Green or Purple

VEN-0601/VEN-0602

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Rough-Track Handling • There was a rough section in the center of the track that ended in a keyhole right-hand hairpin, and every time I went through that section, I floored it. The XT2's four oil-filled shocks soaked up the bumps, and the chassis stayed pretty level. Out of the box the rear preload was a little too stiff, and the XT2 did a few nose wheelies coming to the right hairpin. A quick adjustment to soften the rear made all the difference in the world; afterward, I was able to tear through that section without hesitation, nail the brake in preparation for the hairpin, and not worry about the XT2 tumbling over its own front wheels.
Rating: 8.5

Jumping • There was a large jump at the front section of the track, followed by a medium jump, and then a third bump. This could be turned into a triple with enough power, and that's what I was doing with the XT2. The .247 engine had enough grunt to propel the buggy way past the second jump and land it right on the backside of the third bump. The nose stayed up in the air, requiring a very quick stab at the brake to level the buggy out. Over the table top, the XT2 took it no problem; the chassis bottomed out if I shorted the landing, but the buggy didn't get unsettled.
Rating: 8

Wrenching

Maintenance • Wrenching on the XT2 was your standard, 1/8-scale fare. Everything was hex, so I didn't have to worry about stripping out and screws that are common on other RTRs. However, I would have liked a tighter fitting body–especially on the sides– because after each run I'd pull the top off and find that a lot of mud had accumulated on the inside of the XT2 lid. All this accumulation led to a headier buggy, affecting run time and in-air handling.
Rating: 8

Wear and Tear • During warm-up I jumped the XT2 over the middle double and landed on the backside of the second bump, at which point the pipe pulled itself away from the exhaust manifold, causing a noisy ruckus. I reattached the silicone coupler to the manifold, re-tightened the pipe mount up front, and remained trouble-free for the rest of the day. Other than that, the only items that wore down were the kit tires and the brake pads. The rubber compound was a little too stiff for real racing, and at the end of testing, both front tires had pulled away from the wheel, exposing the foam inserts inside. I had to re-glue the two fronts, and to anyone getting an XT2, I'd also suggest that you re-glue the rears as a precaution to prevent this situation. As for the brake pads, they were glazed after a full day of running, reducing the dual brakes' effectiveness.
Rating: 8

Tuning • The XT2's layout is pretty much standard when compared to others in its class. Nothing was placed out of the ordinary, and all adjustments that you would do on the track (preload, needle tuning, etc.) were within easy reach. The only thing I had to adjust for (on this particular track) was the rear shock preload, and I did so in a matter of seconds without having to pull the car off the track. That said, the XT2's base setup from the factory worked fine on the track, and probably would have worked even better with tires that stuck more to the ground.
Rating: 8

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS
- Good price for an RTR
- Nice, consistent engine
- Brand name radio gear

MISSES
- Tires wear quickly
- Two tires came unglued
- Grease in diffs

Conclusion

All in all, the XT2 isn't a bad buggy to start with if you're looking to get into 1/8-scale off-road. The excellent instruction manual is full of data that'll help you get running right away, and the .247 engine is one of the more consistent RTR mills I've tested in awhile. The XT2 held up fine on the track, especially on the rougher areas. The included radio setup felt adequate, and the buggy could take some rough driving–with exception of the kit tires, which not only had little traction, but wore out too quick. A simple change to racing-spec tires would give the XT2 enough to hang in competition, and my overall experience with the XT2 suggests that this package could take newbies to a sportsman level in no time! ✪

...body graphics has: Spiderwebs...



THREE CHAMPIONS.



JARED TEBO

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XTM X-TERMINATOR 2 RTR

• 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY • 1/8-SCALE NITRO BUGGY •

Staff photographer Oliver got a good taste of dirt during this photo shoot.

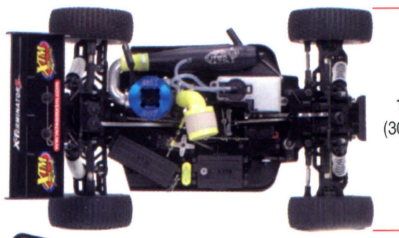
CONNECT:

MANUFACTURER: XTM Racing
PHONE: 714.963.0133
WEB: xtm.globalhobby.com

VEHICLE INFO

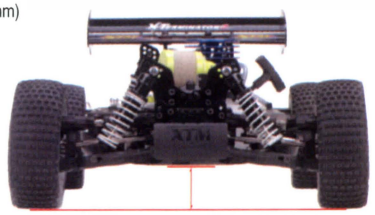
VEHICLE:	XTM X-Terminator 2 RTR
SCALE:	1/8
TYPE:	4WD Nitro Buggy
PART #:	145625
STREET PRICE:	$370 (price may vary)
PRICE AS TESTED:	$413
SETUP TIME:	2 hours
EXPERIENCE LEVEL:	Novice to intermediate

DIMENSIONS

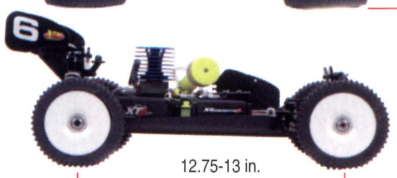


12 in.
(305mm)

RUNNING WEIGHT:
8 lbs., 1 oz. (3,632g)



1.34 in.
(34mm)



12.75-13 in.
(324-330mm)

TECHNICAL INFO

CHASSIS

LAYOUT:	Lower main plate with front and rear alloy braces
THICKNESS:	3mm
MATERIAL:	Anodized aluminum
FUEL TANK CAPACITY:	125cc

SUSPENSION

TYPE:	Four-wheel independent
TURNBUCKLES:	Steel
STEERING:	Dual bell crank w/integrated servo saver and adjustable Alloy Ackerman link
SWAYBARS:	(F/R): None / 2mm

SHOCKS

BODIES:	Anodized aluminum
DAMPING:	30 wt. oil
PISTONS:	2-hole F/R
SPRINGS:	(F)White / (R)White

DRIVE TRAIN

TYPE:	4WD Shaft
DIFFERENTIAL:	Planetary Gear (3)
DIFF FLUID:	Grease
AXLE TYPE	CV-style Universals / Dogbones
TRANSMISSION:	Single speed
SPUR GEAR MATERIAL:	Metal
CLUTCH:	3-shoe
BEARINGS:	Metal-shielded

GEARING

CLUTCH/SPUR:	14/48
GEAR RATIOS:	
PRIMARY:	3.43:1
INTERNAL:	3.31:1
FINAL:	11.35:1

BODY, TIRES, WHEELS

BODY:	XTM Xterminator-2
TIRES (F/R):	XTM Phenyx
DIAMETER/ WIDTH:	4.48 in. x 1.65 in. (114mm x 42mm)
HEX SIZE:	17mm
WHEELS:	XTM Dish

ITEMS NEEDED

Receiver battery, battery charger, fuel, fuel bottle, glow igniter

MAIN COMPETITION

Robotronic Protos, CEN Matrix RTR, Losi 8ight RTR, Sportwerks Mayhem RTR, Thunder Tiger EB4

WHO IT'S FOR

Aspiring 1/8-scale nitro bashers / racers



POWERPLANT INFO

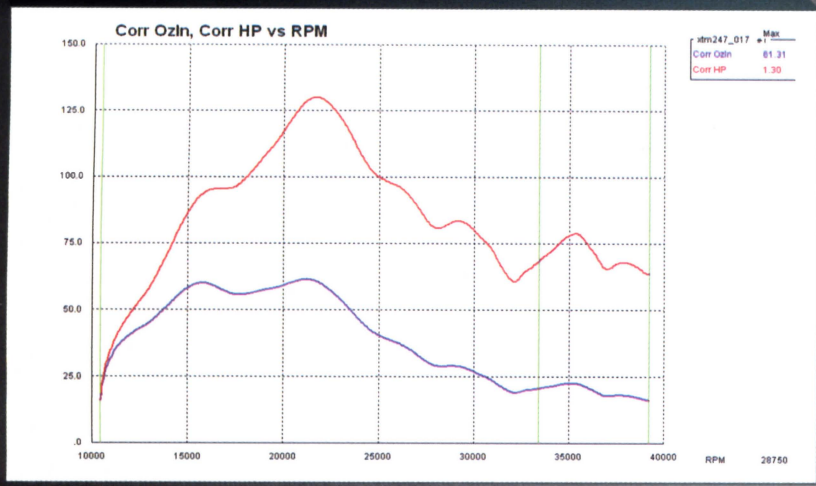
For a ready-to-run included engine, The .247 did better than I expected. It wasn't the strongest or most powerful-feeling RTR mill I've ever tested, but two things made it noteworthy: ease of use and stability. The first time I pulled the recoil starter, the engine fired up and was ready for break-in. When it was time to fine-tune the needles for power, it didn't take long before I found a good setting. The manual states that optimum operating temperature is around the 230-degree mark, and when I had the engine feeling strong, it was slightly above, at 232-degrees. Still, the engine gave a consistent idle and performed consistently throughout testing.





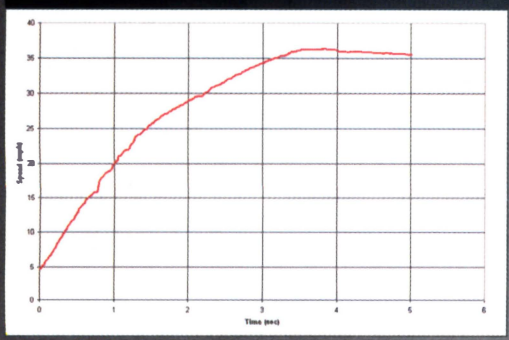
X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.73 sec. @ 31 mph*
TOP SPEED:	36.4 mph @ 195 ft.
AVERAGE RUNTIME:	12 minutes

*Limited available traction

ENGINE DATA

ENGINE:	XTM 24.7
BORE x STROKE:	.688 in. x .657 in. (17.5mm x 16.7mm)
DISPLACEMENT:	.27ci. (4.27cc)
FUEL:	Trinity 20%
PIPE:	XTM Aluminum
PLUG:	XTM Racing #4
PEAK HP*:	1.30 @ 21,000 rpm
PEAK TQ*:	6.28 @ 21,570 rpm
PEAK RPM*:	39,100

*Results as tested.

NEEDLE SETTINGS

HIGH:	3-turns out
LOW:	3-turns out
MID:	NA
OPERATING TEMP.:	232 °F

There're Xtreme stickers on the body. Look closely.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	81° F/18%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Semi-loose dirt

HANDLING

TURNING RADIUS:	3 ft., 2 in.
ON POWER:	Understeer
OFF POWER:	Slight Understeer

BRAKING

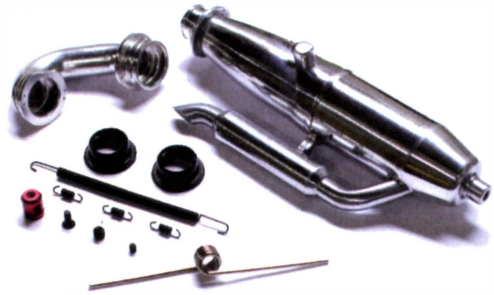
CONTROL:	Good
FADE:	Slight
OVERALL BRAKING:	Satisfactory

High Performance Exhaust System

For T-Maxx, Revo, Savage, LST & vehicles hungry for power

T3650 High Torque EVO
Tune Pipe for T-Maxx





T7084 High Torque EVO
Tune Pipe for Savage



T7346 High Power Tune Pipe Set for LST

T3159 Hi-Flow 7.3mm
Tune Pipe Set for Revo



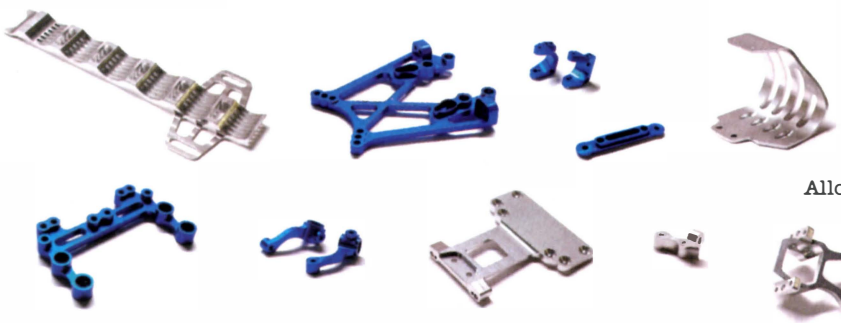


T7083 High Power
Tune Pipe Set for Savage

T7350 23mm EXT Wheel Adapter
(4) for HPI Hellfire & Losi LST2



6061 BILLET PARTS FOR B4 & T4

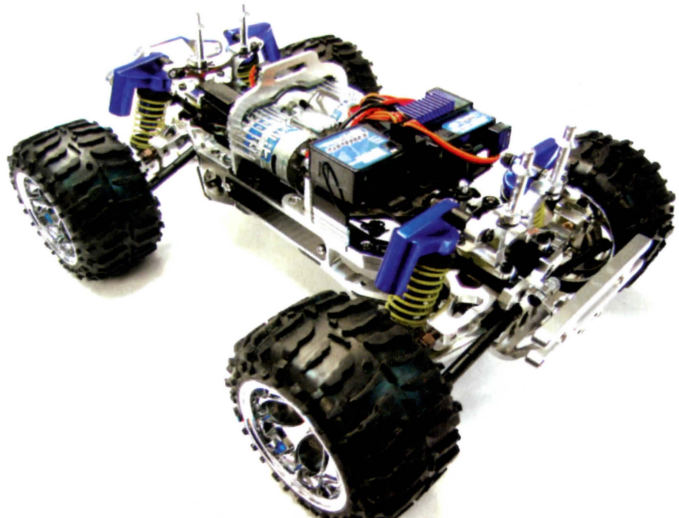


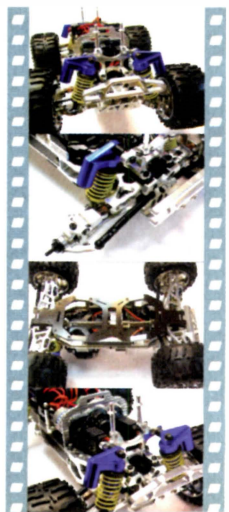
In-line Alloy Steering Block for B4/T4	$19.99
Alloy Modified Castor Block for B4/T4	$19.99
Alloy Front Pin Mount for B4/T4	$9.99
Alloy Servo Mount for B4/T4	$12.99
Heatsink Battery Hold-down for B4	$29.99
Alloy Front Shock Tower for B4	$29.99
Alloy Rear Shock Tower for B4	$29.99
Alloy Rear Chassis Brace for B4/T4	$29.99
Alloy Rear Bottom Skid w/Mount for B4/T4	$29.99
Alloy Motor Guard for B4/T4	$25.99
Alloy Front Shock Tower for T4	$29.99
Alloy Rear Shock Tower for T4	$29.99



Serious Modified Parts for the Mini-LST

Precision Parts made from 6061 aircraft grade aluminum alloy





Universal Drive Shaft (2) for Mini-LST	$15.99
EVO-X Graphite Conversion for Mini-LST	$69.99
Adjustable Upper Arm for Mini-LST	$24.99
Alloy Body Post Set (4) for Mini-LST	$9.99
Battery Cover Post Set (3) for Mini-LST	$5.99
F&R Bumper Brace (2) for Mini-LST	$20.99
Castor Block (2) for Mini-LST	$20.99
Center Tranny Case Set for Mini-LST	$32.99
Chassis Side Rail (2) for Mini-LST	$45.99
F&R Gearbox Bracket (2) for Mini-LST	$24.99
F&R Hinge Pin Mount for Mini-LST	$19.99
Front Shock Tower (1) for Mini-LST	$16.99
Rear Shock Tower (1) for Mini-LST	$16.99
Front Bumper (1) for Mini-LST	$29.99
Front Upper Chassis Brace for Mini-LST	$20.99
Lower Arm (2) for Mini-LST	$25.99
Rear Bumper (1) for Mini-LST	$29.99
Rear Upper Chassis Brace for Mini-LST	$29.99
Steering Block (2) for Mini-LST	$19.99
Heat Sink Motor Mount for Mini-LST	$15.99
Piggyback Shock Set (4) for Mini-LST	$65.99
Graphite RX & ESC Mount for Mini-LST	$16.99
Motor Plate Upright Mount for Mini-LST	$5.99
Adjustable Turnbuckle Set for Mini-LST	$13.99

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These are our popular type II skid plates for the T-Maxx made with heavy-duty titanium material. If you are looking for the extra protection needed for your T-Maxx 2.5 or 3.3, order them from your favorite hobby shop. Production quantity is very limited.
T3658 Front Titanium Skid $42.00
T3659 Center Titanium Skid $29.99
T3660 Rear Titanium Skid $39.99



C22425 Small Fuel Filter



C22424 Large Fuel Filter

MSR8 Performance Shocks
Super Heavy-Duty for Monster Trucks



- lock nut secured piston
- extra heavy-duty thread
- adjustable spring collar

T3664 Super Heavy-Duty MSR8 Shock Set (8) for T-Maxx

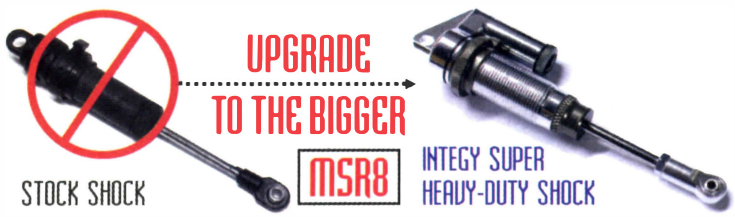


T7038 Super Heavy-Duty MSR8 Shock Set (8) for Savage 25 & Savage-X

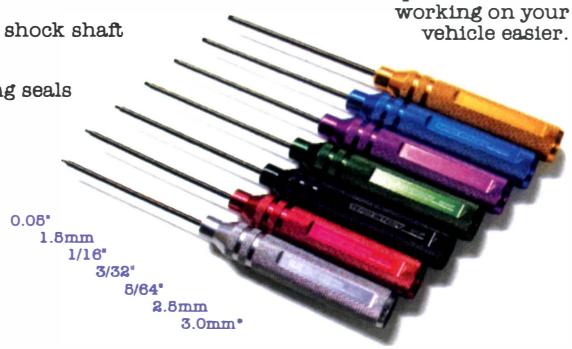


- alloy spring retainer
- 4mm hardened shock shaft
- quadruple o-ring seals
- metal rodends

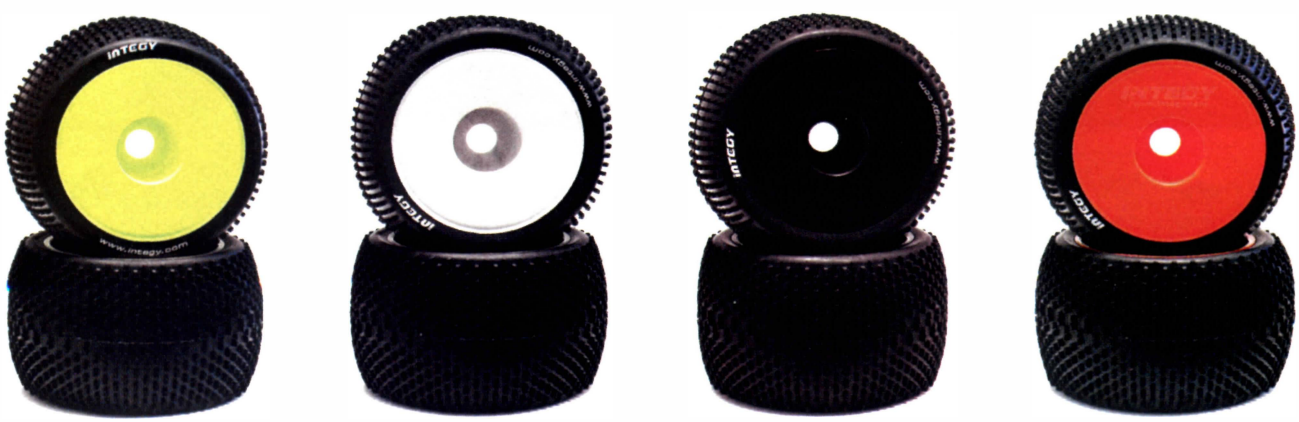
easy access for shock rebuilding



ProGrip Hex Wrench is now available in 6pcs & 7pcs multicolor set, ergonomic designer handle, non-slip surface makes working on your vehicle easier.



C22496 Wrench Set ProGrip Hex 6pcs Set
C22497 Wrench Set ProGrip Hex 7pcs Set*



C22482 X-Wide H-Pattern Monster Tire & Wheel (2) for T-Maxx, Revo, Savage, LST, MGT with 23mm wheel hub

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USA
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Now Jeff understands why the truck was dirty when he got it.

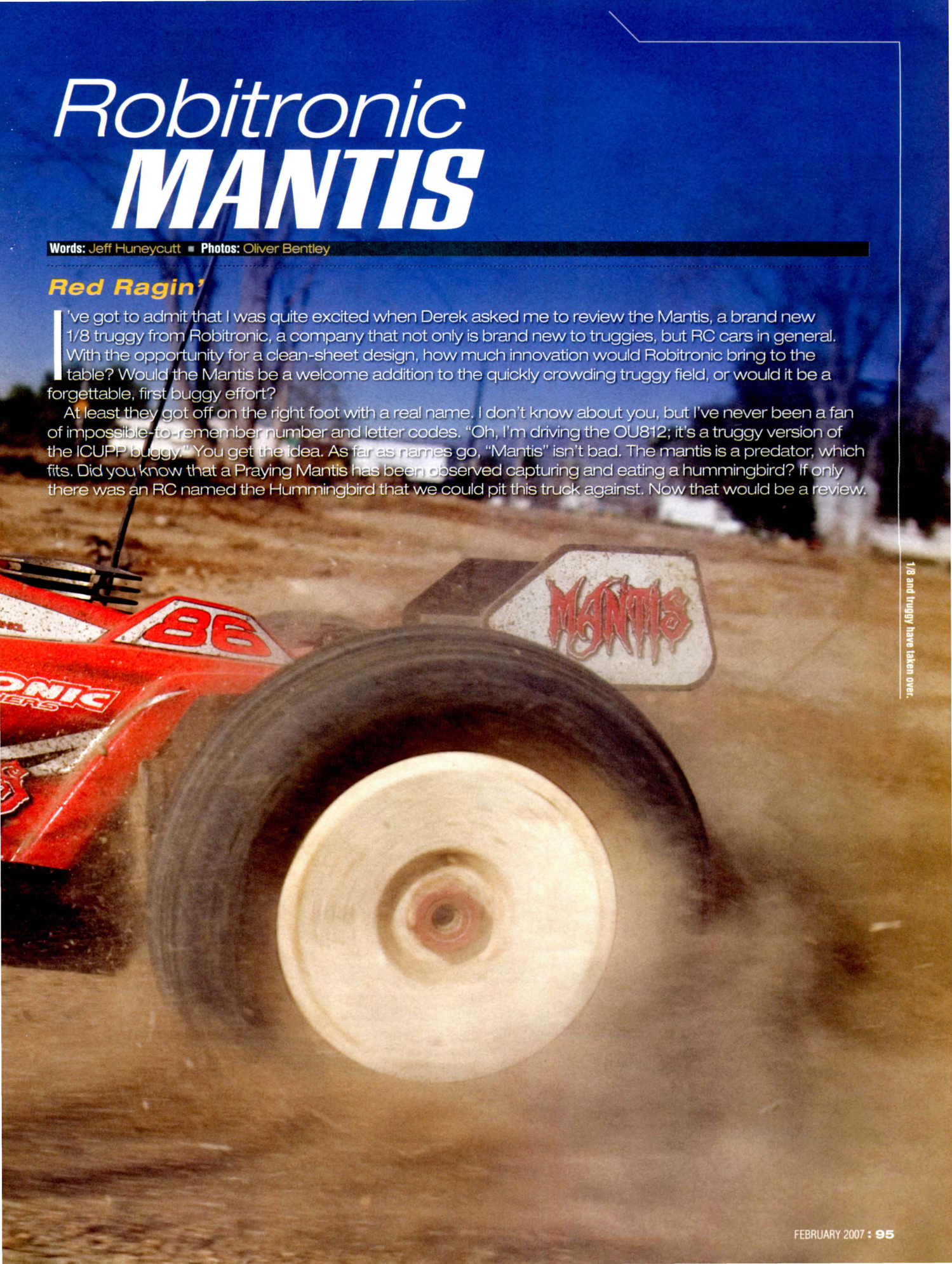
Robitronic MANTIS

Words: Jeff Huneycutt ■ **Photos:** Oliver Bentley

Red Ragin'

I've got to admit that I was quite excited when Derek asked me to review the Mantis, a brand new 1/8 truggy from Robitronic, a company that not only is brand new to truggies, but RC cars in general. With the opportunity for a clean-sheet design, how much innovation would Robitronic bring to the table? Would the Mantis be a welcome addition to the quickly crowding truggy field, or would it be a forgettable, first buggy effort?

At least they got off on the right foot with a real name. I don't know about you, but I've never been a fan of impossible-to-remember number and letter codes. "Oh, I'm driving the OU812; it's a truggy version of the ICUPP buggy." You get the idea. As far as names go, "Mantis" isn't bad. The mantis is a predator, which fits. Did you know that a Praying Mantis has been observed capturing and eating a hummingbird? If only there was an RC named the Hummingbird that we could pit this truck against. Now that would be a review.



1/8 and truggy have taken over.

Robitronic MANTIS



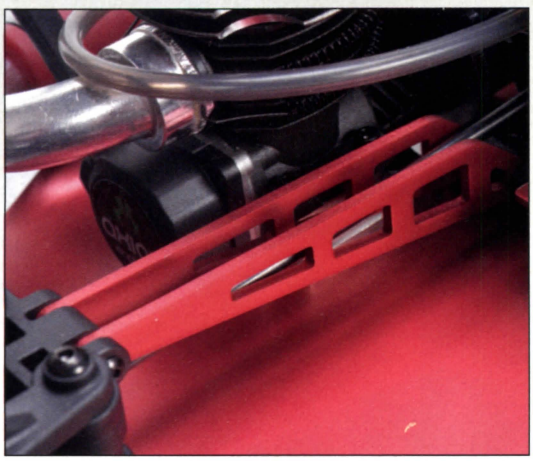
• 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY •

VEHICLE FEATURES

According to Robitronic, the Mantis is for both bashers and racers, and with a street price of $450 it gives both a lot of bang for their buck. For a first effort, the Mantis isn't loaded with tons of innovations, but it is a solidly built, well thought out truggy.

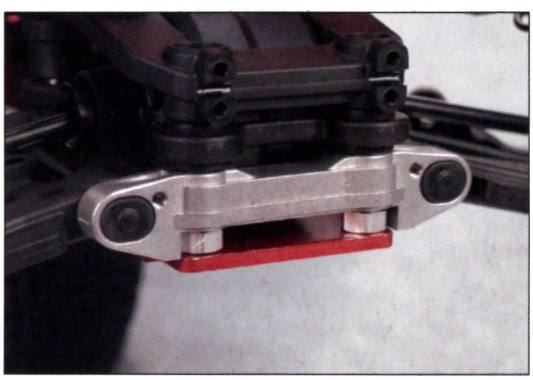
DUAL CHASSIS BRACES

The Mantis takes no chances with chassis flex. The three millimeter chassis is already plenty beefy, and dual stamped aluminum chassis braces connect both bulkheads to the chassis near the center. This is good because even though Robitronic advertises an aluminum top deck, it doesn't actually connect to either bulkhead, but really only serves to locate the throttle/brake servo. An engine mount with an extra-large footprint also helps chassis rigidity.



RUBBER HINGE PIN HOLDERS

This is one of the Mantis' most interesting features. The suspension's hinge pins are encased in rubber bushings before being secured by the aluminum suspension mounts. The rubber doesn't seem to have any noticeable effect on suspension geometry, but it does provide a little bit of give in a crash, and should help protect the extra-long suspension arms from breaking.



UNIVERSAL USE OF UNIVERSALS



Robitronic based the Mantis on its very first RC offering, the Protos 1/8 buggy. The Protos uses dog bone driveshafts, and universals for both the outdrives and driveshafts are a welcome upgrade on the Mantis.



INSTRUCTIONS AND SETUP

The Mantis arrives with the tires and wheels bolted on, so setup is limited to putting fresh batteries in the receiver. The instruction manual features full assembly schematics, which will make life easier when teardown and rebuild time comes. However, even though Axial's Paul Coleman is racing this truggy, there are no setup sheets or tips included or available online. With a brand new design, this would have been helpful.



Praying mantis are freaky!



Our BK helped make that engine rip!

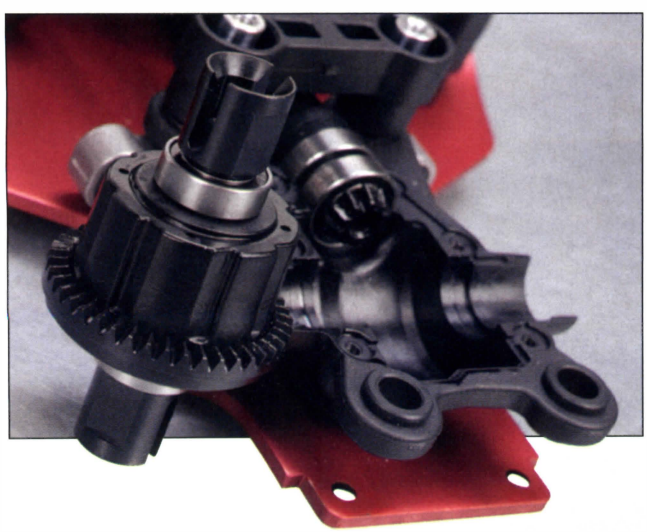
> *.....the diffs are also accessible by removing only four screws,* ***AND ARE FULLY SEALED FOR MAXIMUM PROTECTION.***

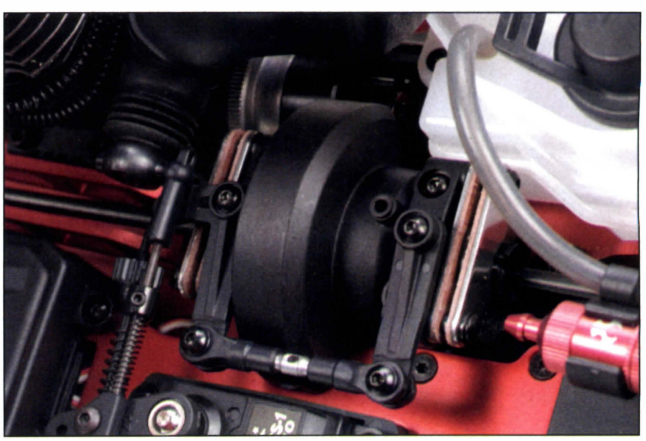
LOW CG DIFFS

It's obvious from the chassis layout that Robitronic's engineers concentrated on keeping this truck's center of gravity low. This is obvious from the diffs, which lay low in blisters on the Mantis' chassis. The diffs are also accessible by removing only four screws, and are fully sealed for maximum protection.

KEEP IT COVERED

No gigantic Ferris wheel here. The Mantis utilizes a moderately sized center gear, and protects the teeth from rocks and trash with a cover. The center gear is sandwiched by the dual brake disks, and a unique control mechanism that makes for easy and quick front/rear bias adjustments.





TESTING

Testing the Mantis involved two stages. The first location was my backyard, where it handily passed a test I call "Race the dog." (Failure means death as a chew toy.) From there I took the truggy to The Grove in Rock Hill, SC. One benefit of living in the South is that you can find tracks that race year round, and the Grove is one of them. The surface was in excellent shape and a great place to put this truggy through its paces.

Acceleration and Speed • Robitronic is imported to the US by Axial, and as such, the Mantis uses many components from Axial. This includes Axial's excellent .28 Spec 1s engine with pull start. When properly tuned, this engine pulls like a tractor, and the polished aluminum pipe seems a good match for this mill. This truck is also shod with Axial's oversized Terra-izer tires, which are very good on medium-packed tracks. The tires' large contact patch, combined with heavy #15,000 silicone fluid in the center diff kept all four tires clawing the ground, and made for excellent acceleration any time I pinned the throttle.

Low gearing also played a role in the Mantis' excellent acceleration, but a lower top speed was the payoff. Top speed wasn't poor by any means, and it was more than enough for The Grove's tight, technical layout. The truck comes with a 13-tooth clutch bell, but for more open tracks with longer straights, Robitronic also includes 14- and 15-tooth clutch bells. With these options, you should be able to tune the truck exactly to your needs.

Rating: 9/9

Braking • Dual brake disks and a unique linkage mechanism make it very easy to dial in the exact amount of bias you want between the front and rear tires. Tightening the turnbuckle sends more braking to the front tires; loosening it moves braking power to the rears. Overall, braking felt adequate. I experienced no brake fade once the pads and disks had mated in and been re-adjusted, but the brakes just seemed a little sluggish. This might be improved by replacing the brake spring on the servo assembly with a length of fuel tubing.

Rating: 8

Low-Speed Handling • This truck has plenty of initial turn-in. Rolling through a turn was a piece of cake, but powering out was a little trickier. The back end wanted to slide around, which required a gentle trigger finger. Before I made any changes the truck wanted to powerslide on turn exit–fun, but not the fastest way around. The cause of this is almost definitely the diff setup the truck ships with. Robitronic says the Mantis comes with a "factory driver setup," which may be true for the shocks and suspension settings, but the diffs come with #7,000 oil in the front and rear and #15,000 in the center, which seem to be more suited to climbing over logs in the backyard than handling on the race track. Dropping the viscosity in all three and bringing the rear to between #3,000 and #5,000 should help considerably. The oversize tires also lead to lots of sidewall flex, and steering could be sharpened even further with standard size rubber.

Rating: 8

High-Speed Handling • The Grove's tight track doesn't allow for much full-throttle action, but it was easy to tell that the Mantis stays settled at speed. Fairly soft springs on all four corners make for

OUR TEST GEAR



Fuel: Byron 30%, $15

RTR GEAR



Radio: RC2CTS AM



Receiver: RC2CRS



Servo(s): RC2CSS-1



Engine: Axial Spec 1S.28 with pull start



Pipe: Tuned polished aluminum



Tires: Axial Terra-izer oversized on Axial dish wheels

Glow Igniter: Robitronic

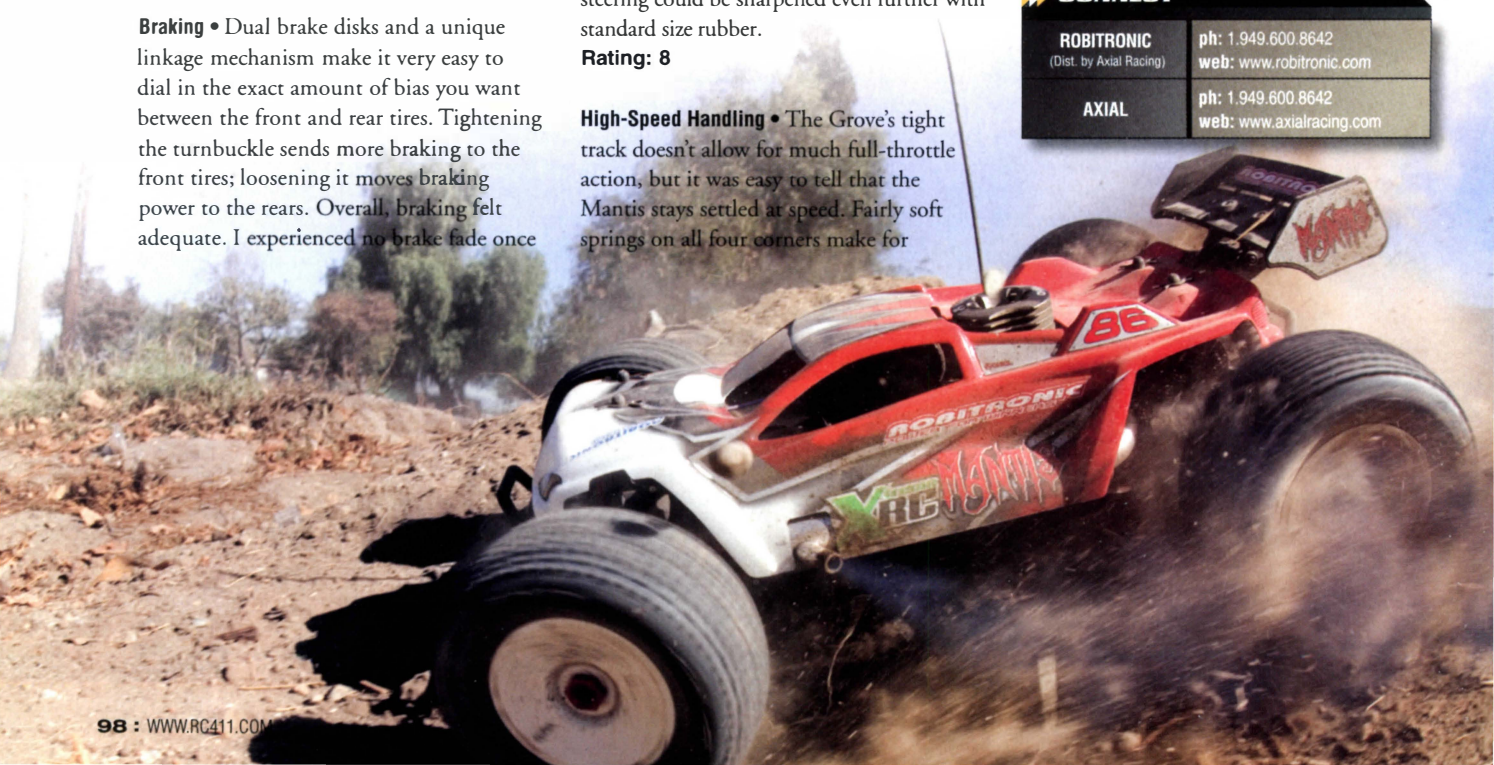
Receiver Pack: Robitronic five cell

Charger: Robitronic

CONNECT

ROBITRONIC (Dist. by Axial Racing)	ph: 1.949.600.8642 web: www.robitronic.com
AXIAL	ph: 1.949.600.8642 web: www.axialracing.com

Photos in "crack lot;" testing on a track!



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Smiles lasting more than four hours may require medical attention.

acceleration. This lightens the load over the front tires and slows down steering. It doesn't make the truck feel lazy, just more stable with a slight push.
Rating: 9

Rough-Track Handling • With their wide track, truggies shine when the track gets rough–and with Axial's oversized Terra-izer tires, the Mantis laughed at ruts and bumps. The Grove also features a set of offset six-inch rollers that can upset most vehicles, but the Mantis' soft suspension and low balance soaked 'em up like nothing. You don't have to worry about avoiding ruts or bumps in the Mantis, but can instead concentrate on the best racing line. If the handling isn't to your liking, Robitronic sends along extra shock pistons to help you tune the truck.
Rating: 9

Jumping • The Grove features a lot of its jumps right out of turn exits. This requires a lot of attention to perfecting your driving to get the best line on the jumps. The Mantis takes to jumps like a squirrel to a walnut tree. The truck tends to soak up the smaller jumps and barely leaves the track, so you can apply power to the ground sooner. On larger jumps it tends to fly level and responds readily to throttle inputs. In a battle between the Grove and my driving skills, the track often won. As a result I too often hit jumps off-camber, but the Mantis always seemed to find its way back on all four wheels.
Rating: 9

Wrenching

Maintenance • The joy of 1/8 scale is that the extra room makes for easy wrenching. The Mantis is well-designed when it comes to maintenance and making diff tuning changes. The removal of four bolts gets you to the diff, and the case splits horizontally so you can pull the top half and make your changes with the bottom half still in the truck. You don't even have to remove the outdrives. Everything can be reached easily, and the receiver and battery are protected from the elements in their own compartment. The five-cell receiver pack even features a separate pigtail so you don't even have to remove it for charging. There is also an Axial fuel filter included to keep the engine healthier longer.

The only downside here is that the hinge pins in the ends of the lower control arms are captured by E-clips. An annoyance, but at least there are only four of them. The big question here is when something does break, how hard will it be to get a replacement? Replacement parts are available online at Tower Hobbies, but since Robitronic is new on the scene, finding parts at your local hobby shop may be troublesome.
Rating: 7

Wear and Tear • The only disappointment in this category is that the steering servo failed surprisingly early. During the photo shoot one wheel clipped a curb, which resulted in a stripped servo gear. (For the record, Wort was driving.) The servo was sufficiently strong to turn the wheels; it just couldn't take a hit. We replaced it with a metal-gear servo from Hitec, which in turn stripped the plastic servo horn. I didn't want to loosen the servo saver any more, so I replaced the servo horn with one made from aluminum and had no further problems.

That was the only breakage I had to deal with. During testing at The Grove I put the Mantis through far more cartwheels than I'd like to admit to, and went nose-first into the front side of a couple of tricky doubles a few times, but the truck simply laughed it all off. A few scratches on the body are the only signs of my abuse.
Rating: 9

Tuning • The Mantis offers a full range of tuning options. Turnbuckles are installed in all the usual locations and control camber and toe. There are multiple mounting location options for both the shocks and sway bars, and mounting holes on the shock towers allow you to adjust caster in the front and roll center in the rear. Multiple spring clips are included to adjust ride height. Also, as already mentioned, brake bias can be adjusted with a twist of the turnbuckle. For the beginning and intermediate racer, every tuning option you need is here and easy to get to.
Rating: 9

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS
- Big bang for the buck
- Great on the rough stuff
- User friendly

MISSES
- Steering servo didn't last through break-in
- Chopped body is "love it" or "leave it"
- Support from local hobby shops?

Conclusion

For a first effort, Robitronic's Mantis is a surprisingly good truggy. The design is solid and has no obvious weaknesses. The Axial .28 engine is strong and the suspension works predictably. Plus, there is something to be said for having something different at the race track. During my test session the Mantis' chopped body and red anodizing certainly caught plenty of attention. It is hard to get everything right on a racing RC vehicle on the first try, but Robitronic appears to have gotten as close as possible with the Mantis. ✪

Shouldn't a "Mantis" be a queen?



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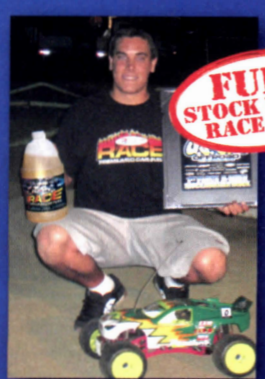
JEFFREY LIN
TQ & 1st Place
2006 O'Donnel Challenge
1st Place 2006 Airtronics



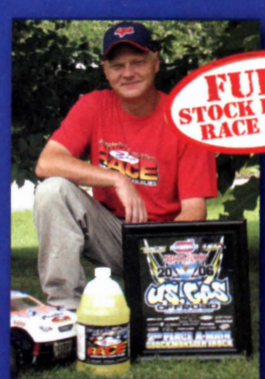
DARIN ISHITANI
TQ & 1st Place
2006 Winter Windup



NICK SMRT
TQ & 1st Place
2006 Byron
On-Road
Challenge



BILLY LASTER
1st Place Monster Truck
U.S. Gas Championships



WILLIAM COPLEY
TQ & 2nd Place
Monster Truck
U.S. Gas Championships



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Robitronic MANTIS



• 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY • 1/8-SCALE TRUGGY •

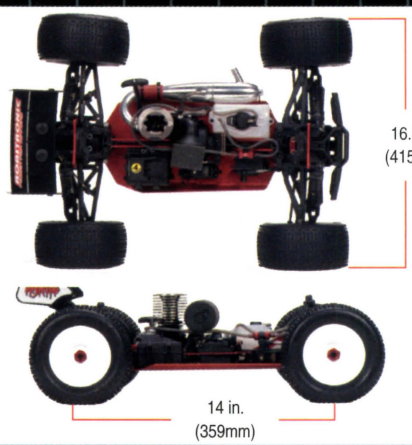
CONNECT:

MANUFACTURER: Robitronic, Dist. by Axial Racing
PHONE: 1.949.600.8642
WEB: www.axialracing.com

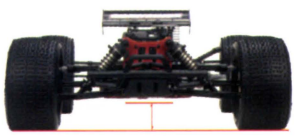
VEHICLE INFO

VEHICLE:	Robitronic Mantis
SCALE:	1/8
TYPE:	Truggy
PART #:	R39071
STREET PRICE:	$450
PRICE AS TESTED:	$465 (including all items used for testing)
SETUP TIME:	45 minutes
EXPERIENCE LEVEL:	Beginner to advanced

DIMENSIONS



RUNNING WEIGHT: 8 lbs., 9 oz. (9,000g)



TECHNICAL INFO

CHASSIS

LAYOUT:	Lower plate with partial upper deck
THICKNESS:	3mm lower, 2mm upper
MATERIAL:	6061-T6 aluminum
FUEL TANK CAPACITY:	150cc

SUSPENSION

TYPE:	Lower control arm with upper turnbuckle
TURNBUCKLES:	Steel
STEERING:	Bell crank with servo saver
SWAYBARS:	2.5mm/2.9mm

SHOCKS

BODIES:	Aluminum
DAMPING:	30 wt.
PISTONS:	2-hole
SPRINGS:	Robitronic black

DRIVE TRAIN

TYPE:	4WD
DIFFERENTIAL:	Bevel Gear (3)
DIFF FLUID:	7K wt., 15K wt., 7K wt.
AXLE TYPE	CV-style universals
TRANSMISSION:	Single speed
SPUR GEAR MATERIAL:	Hardened steel
CLUTCH:	3-Shoe (composite)
BEARINGS:	Rubber and steel shielded

GEARING

CLUTCH/SPUR:	13/52
GEAR RATIOS:	
PRIMARY:	4.00:1
INTERNAL:	4.20:1
FINAL:	16.8:1

BODY, TIRES, WHEELS

BODY:	Axial Mantis pre-painted
TIRES (F/R):	Axial Terra-izer oversized
DIAMETER/ WIDTH:	5.7" x 3.7" x 3.50" (144mm x 93mm x 89mm wide)
HEX SIZE:	17mm
WHEELS:	Axial dish

ITEMS NEEDED

Eight AA batteries for radio, fuel

MAIN COMPETITION

OFNA Mutilator, Losi Muggy, Kyosho Inferno ST US Sport

WHO IT'S FOR

Beginner to intermediate racers and bashers



In-N-Out just came for dinner... no time to write.

POWERPLANT INFO

The Axial .28 Spec 1S really is a bargain of an engine. It produces large amounts of everything, looks cool, and is pretty cheap. How can you go wrong? We1ve tested this engine in several cars and had nothing but good luck. Tuning is easy, temperatures remain where they are supposed to be, and it pulls hard. The torque is really the selling point of this engine; you1ll be able to pull more gear in a buggy, and the weight of truggies is handled better. Thank you Mr. Displacement.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



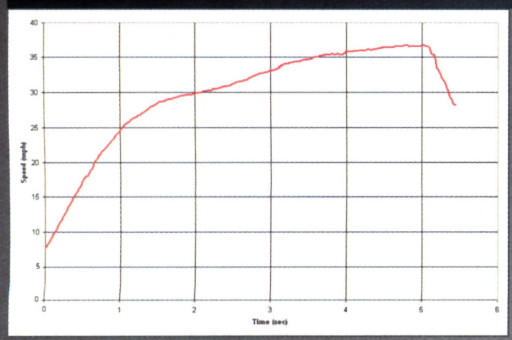
ENGINE DATA

ENGINE:	Axial .28 Spec IS
BORE x STROKE:	.734 in. x .652 in. (18.6mm x 16.56mm)
DISPLACEMENT:	.28 in.³ (4.5cc)
FUEL:	Byron Race 30%
PIPE:	Robotronic
PLUG:	Stock
PEAK HP*:	1.41 @ 22,400 rpm
PEAK TQ*:	74.15 oz-in @ 18,000 rpm
PEAK RPM*:	35,000
CORRECTION FACTOR:	1.014

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.12 sec. @ 29.6 mph*
TOP SPEED:	36.6 mph @ 192 ft.
AVERAGE RUNTIME:	7 minutes

*Limited by available traction

NEEDLE SETTINGS

HIGH:	3 1/2 turns out
LOW:	1/2 turn in from flush
MID:	N/A
OPERATING TEMP.:	230° F - 245° F

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Overcast
TEMPERATURE/HUMIDITY:	70° F / 15%
BAROMETRIC PRESSURE:	29.99 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Clay

HANDLING

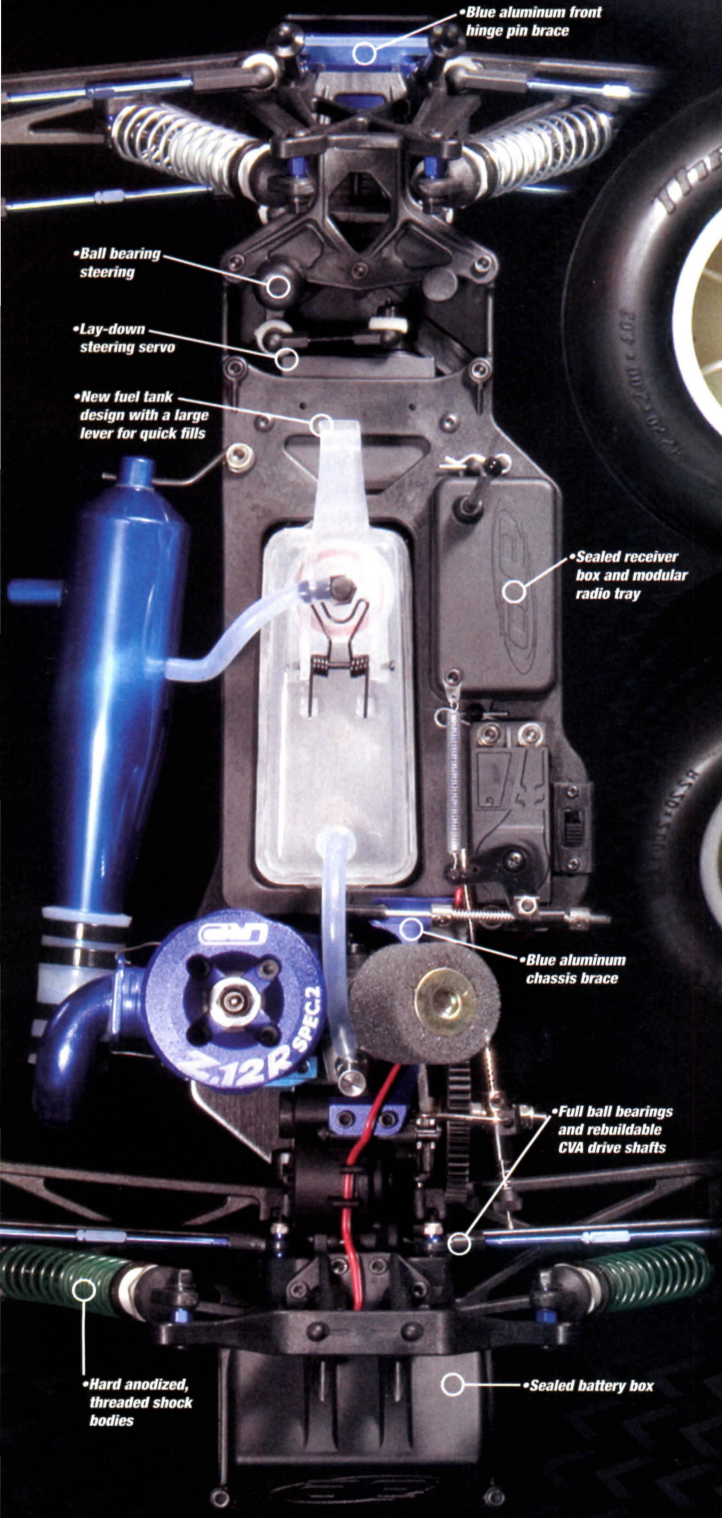
TURNING RADIUS:	4 ft.
ON POWER:	Slight understeer
OFF POWER:	Slight oversteer

BRAKING

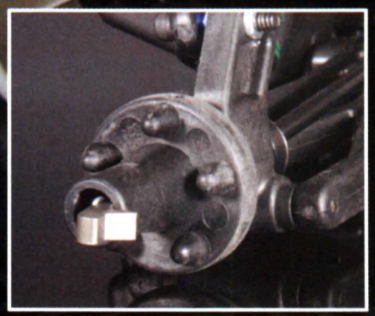
CONTROL:	Good
FADE:	None
OVERALL BRAKING:	Good

Dear "Dan" at my local hobby shop: you don't know EVERYTHING!

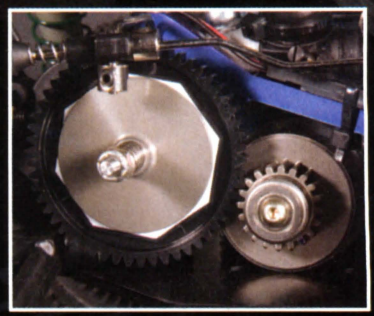
GT2 Factory Team



Factory Team GT2 shown equipped with items that are NOT included in kit: LRP Z.12R engine, servos, receiver and battery. GT2 Interceptor body comes clear. Assembly required.



Team Associated's new Posi-Lock quick-change for the fastest tire changes



New more efficient dual-disc slipper clutch and large ball bearing clutchbell

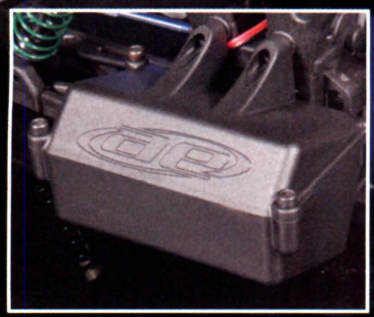
Team Associated first introduced the RC10GT Gas Truck in 1993 and it has gone on to win every ROAR National Gas Truck Championship since the creation of the class. That's why they say "you still can't beat a GT!" Even the original GT's unprecedented performance and win record can't stop the progression of time. Now the Area 51 designers have done it again by bringing you the Factory Team GT2. Completely redesigned from the ground up, the GT2 is the result of everything that the engineers and drivers at Team Associated have learned over the last thirteen years from racing the original GT. The new Factory Team GT2 has many new features making for a higher level of performance, better durability, and easier maintenance.

The Factory Team GT2 is the first truck to feature Team Associated's new Posi-Lock quick-change wheel system. The Posi-Lock quick-change has a five-lug self-aligning design that the wheel locks onto allowing for the fastest possible tire changes. More punch and durability are the results of the all new 4.09:1 ratio transmission. The newly designed

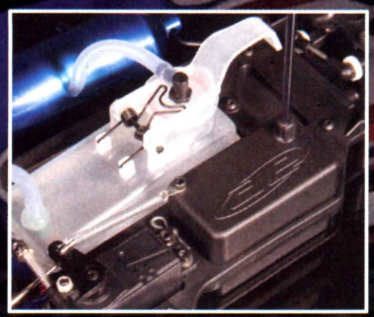


1:10 Scale 2WD Nitro Offroad Truck

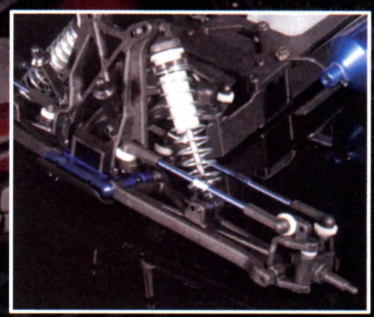
TEAM ASSOCIATED



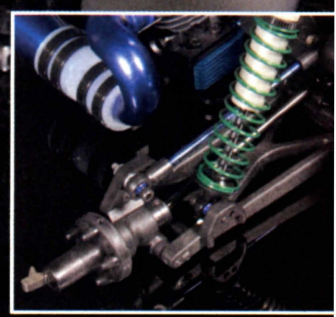
The GT2 has a sealed battery box keeping the receiver battery safe and secure



The modular radio tray is easily removed for quick clean up



Ball bearing dual bell-crank steering system with adjustable servo saver



All new suspension geometry and rebuildable CVA drive shafts

dual-disc slipper clutch is more efficient at keeping the power on and saves the drive-train during hard landings. The GT2's large diameter clutchbell fits SG type crankshafts and uses larger, more reliable ball bearings. A free-floating disc brake insures smooth, fade-free brakes through long mains.

The GT2's hard anodized 6061 aluminum chassis plate with molded front kick-up and modular radio tray layout provides the optimum front to rear chassis stiffness allowing the race proven suspension to keep the GT2 hooked up. The GT2's radio tray features a sealed receiver box and a new fuel tank that has a large lever for quick and easy fuel stops. The sealed battery box keeps the receiver battery safe and secure.

The all new suspension components make the GT2 the best handling and most durable gas truck ever. The front and rear suspension mounts interlock to the chassis to keep the suspension geometry consistent and durable. Molded front and rear shock towers, a ball bearing dual bell-crank steering system with adjustable servo saver and rebuildable CVA drive shafts round out the package.

The new Factory Team GT2 has been a longtime in the making and now it is here. If you have been ready to take the next step up to the ultimate gas race truck Team Associated has some very good news for you. The Factory Team GT2 is here! Check one out at your local hobby shop or online at www.rc10.com today!

Team Associated • 3585 Cadillac Ave., Costa Mesa, CA 92626
www.rc10.com or www.teamassociated.com



If you "borrowed" our igniter from Pegasus, please bring it back...



...no, really. We only have like two in the whole office.

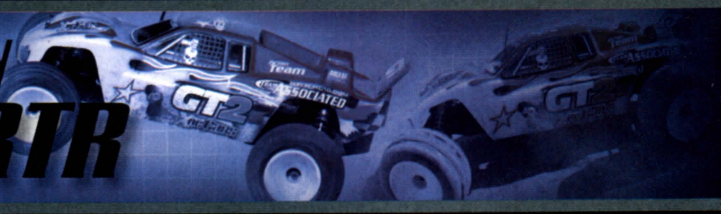
Team Associated RC10 GT2 RS RTR

Words: Michael Wortel ■ **Photos:** Oliver Bentley

The Trickle-Down Effect

When Associated released the original GT in 1993, nobody could have imagined that it would remain relatively unchanged for almost 15 years. The primary reason the GT never evolved was its continuing presence at the podium of every major race. In other words, "if it aint' broke, don't fix it." Over the last two years, Associated's R&D team worked tirelessly to produce something that could trump their proven race truck. Perhaps just in time to give the popular but dwindling class a push forward, the GT2 was unveiled. It was a radical departure from the GT, and now Associated has released the RTR version. If the performance of the Factory Team version is any indicator, the RTR should be impressive.

Team Associated RC10 GT2 RS RTR

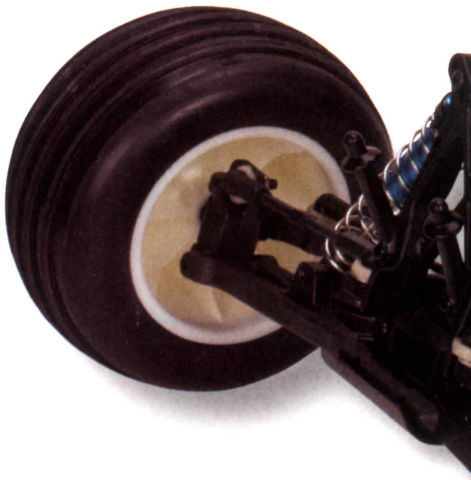


• 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK • 1/10-SCALE TRUCK •

If you return our igniter, we'll trade you for a fuel bottle. We have some of those.

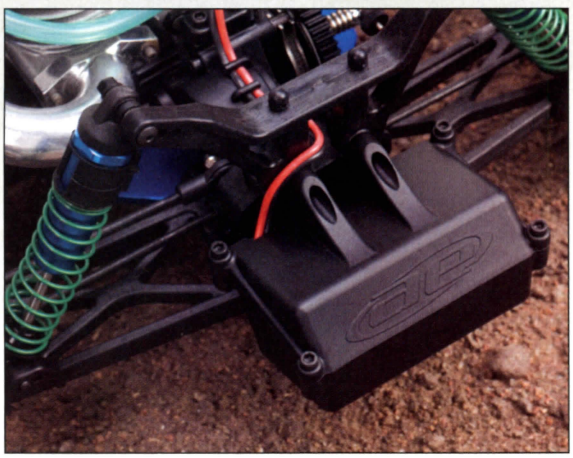
VEHICLE FEATURES

The GT2 RTR shares the exact same chassis setup and suspension geometry as the FT version. The blue anodized chassis plate and shocks give it the classic Team Associated signature. This new kit lacks the quick-change wheels that we loved so much on the FT, as well as a few other premium parts, but the chassis remains quite similar.



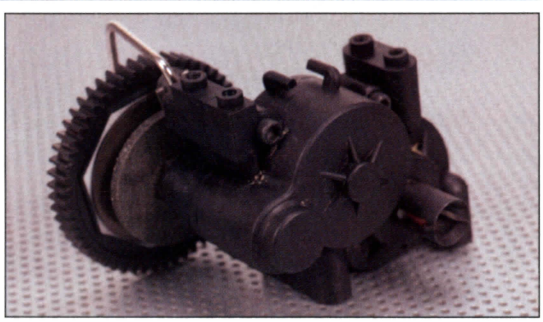
NO MORE ZIP-TIES!

There's really nothing more satisfying than seeing the pros make a rookie mistake. The original GT used zip-ties in a free-floating receiver pack mount. The pack was exposed to the elements, not really held in place well, and frequently caused a driver to go from a strong run to a disappointing time in the pits. The GT2 features a sealed, heavy-duty battery box to eliminate the problem.

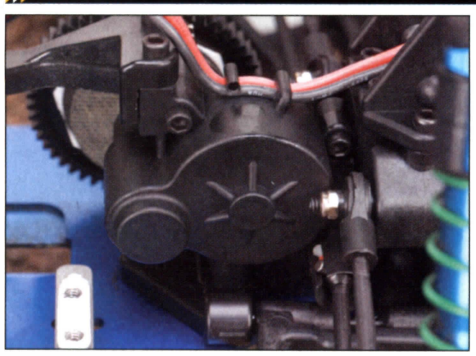


GETTING LOW

The new transmission features a 4.09:1 gear ratio that allows for the use of a larger clutch bell than the original. Associated lowered the profile of the tranny by using a stepped idler gear, which essentially allows the gears to be scrunched together. The result is a lower CG for added handling and stability.



STUDLY



This vertical ball stud adjustment is easy to brush by, but it is one of the most important adjustments to make in off-road racing. By swapping-out the stock spacers with shims of varying thickness , even finer tuning is possible on the vertical camber adjustment.

SETUP INSTRUCTIONS

Setting up an RTR can be as complicated as you want to make it, but not much needed to be done on the GT2. All the steering and camber links were even, and none needed to be adjusted out of the box. The throttle linkages, however, were not at full throw under 100% acceleration and needed to be adjusted. I'd also recommend using a drop of thread-lock on all of the setscrews found on the throttle and brake linkages, as they had the tendency to vibrate loose. The engine was easy to break in and maintained a smooth, consistent idle. The truck was ready for the track with minimal setup.



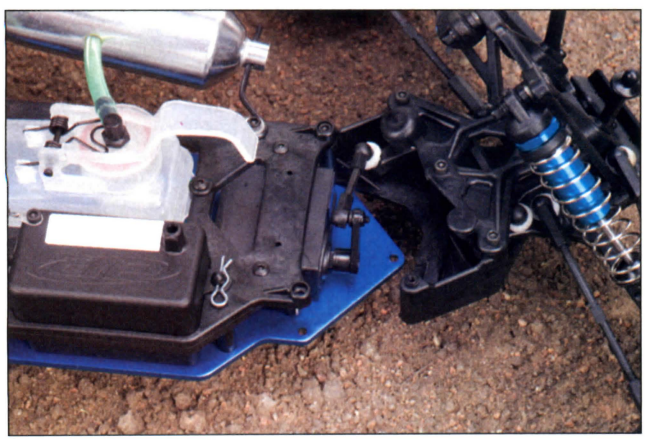


> ...the extra-wide front end created a lot of initial turn-in and allowed for excellent maneuvering through HAIRPINS AND SWITCHBACKS...

Generally we'd just say, "keep it" but James actually bought that particular igniter.

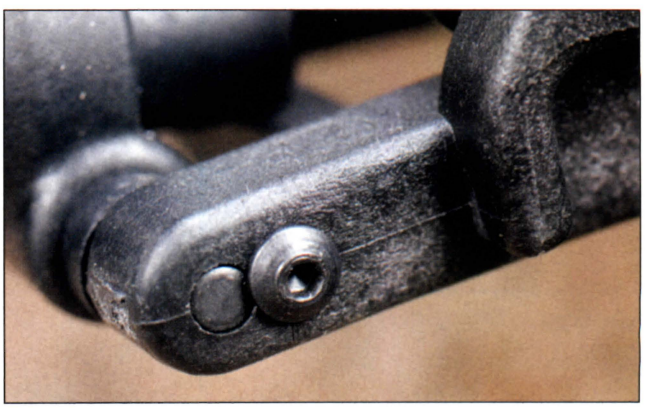
NEW FRONT END

The front end has been redesigned, and it makes a very sturdy connection with the chassis plate. There is little to no flex or slop, which should translate well onto fast, high-grip tracks. And with the removal of just a few screws, the entire front end can be taken off in a just a few steps.



E-CLIP SOLUTION?

Ditching the somewhat annoying e-clips from the original GT, the GT2 uses hinge pins that slide into a one-way slot through the kingpins, arms and bulkheads. The exposed end uses the head of a small hex screw to keep the pin from sliding back out. This should result in easy wrenching and help the truck finish races, where e-clips were falling off in the past.



TESTING

Gas Truck was once one of the most popular classes in RC. As a result, a few years ago there were more 1/10-scale tracks found around the country than there are now. Since then, larger 1/8-scale tracks have taken the place of the 1/10s. But luckily for us, Pegasus Hobbies has a 1/10-scale track on site that perfectly suits the GT2 with a condensed layout, lots of hairpins, a technical section, and some jumps.

Acceleration and Speed • The stock rear tires didn't do a very good job hooking-up at Pegasus, so acceleration was a bit touchy. Even after loosening the slipper a bit and rolling the throttle, the rear-end tended to become a little squirrelly under acceleration. The truck hit impressive top speeds under the radar, on asphalt, but the somewhat small layout of the track didn't allow the .15 to hit very high RPMs.
Rating: 8/8

Braking • The single brake disc behind the spur gear puts stopping power directly at the drive train. The result is a responsive braking system, because it cuts down forward motion close to the source. Control, however, was a little touchy and caused the rear end to lock up occasionally. In setting the brakes, there was a very fine line between too much grab and not enough. But control aside, there was little to no fade, and the brakes were adequate for the task.
Rating: 8.5

Low-Speed Handling • The GT2 had a ton of steering at low speeds, as most 2WD vehicles typically do. The extra wide front end created a lot of initial turn-in and allowed for excellent maneuvering through hair pins and switch backs. Under power, there was a slight amount of push to be discovered, but the original GT behaved much in the same way. If you're used to 1/10-scale, this feeling is actually comfortable.
Rating: 9

High-Speed Handling • Overall, the suspension felt a little stiff, and this affected handling at high speeds. The track surface was a bit rutted and caught the truck off-guard at speed, causing the suspension to feel bouncy. Simply laying down the shock angle and removing two spacers from the rear did a lot to alleviate the bounce and soften the suspension. The truck exhibited push under power but surprised me with a ton of steering off-throttle, making for an aggressive feel.
Rating: 8

Rough-Track Handling • With most of us being used to 4WD at this point, racing gas truck really takes us back to the basics. If there's an imperfection in the track, 1/10-scale feels it. But surprisingly, the GT2 held its own very well on some of the more rutted and inconsistent terrain. The truck handled the rhythm section gracefully and never seemed in the least out of control.
Rating: 9

OUR TEST GEAR



Receiver Pack: Fusion 1500 mAh, FSBA6027, $13



Fuel: O'Donnell 20% (quart), ODOP3320, $12

RTR GEAR



Radio: AE XP3



Receiver: AE TR203A



Servo(s): S: AE S1903 / T: AE S1903



Engine: AE .15 pull start

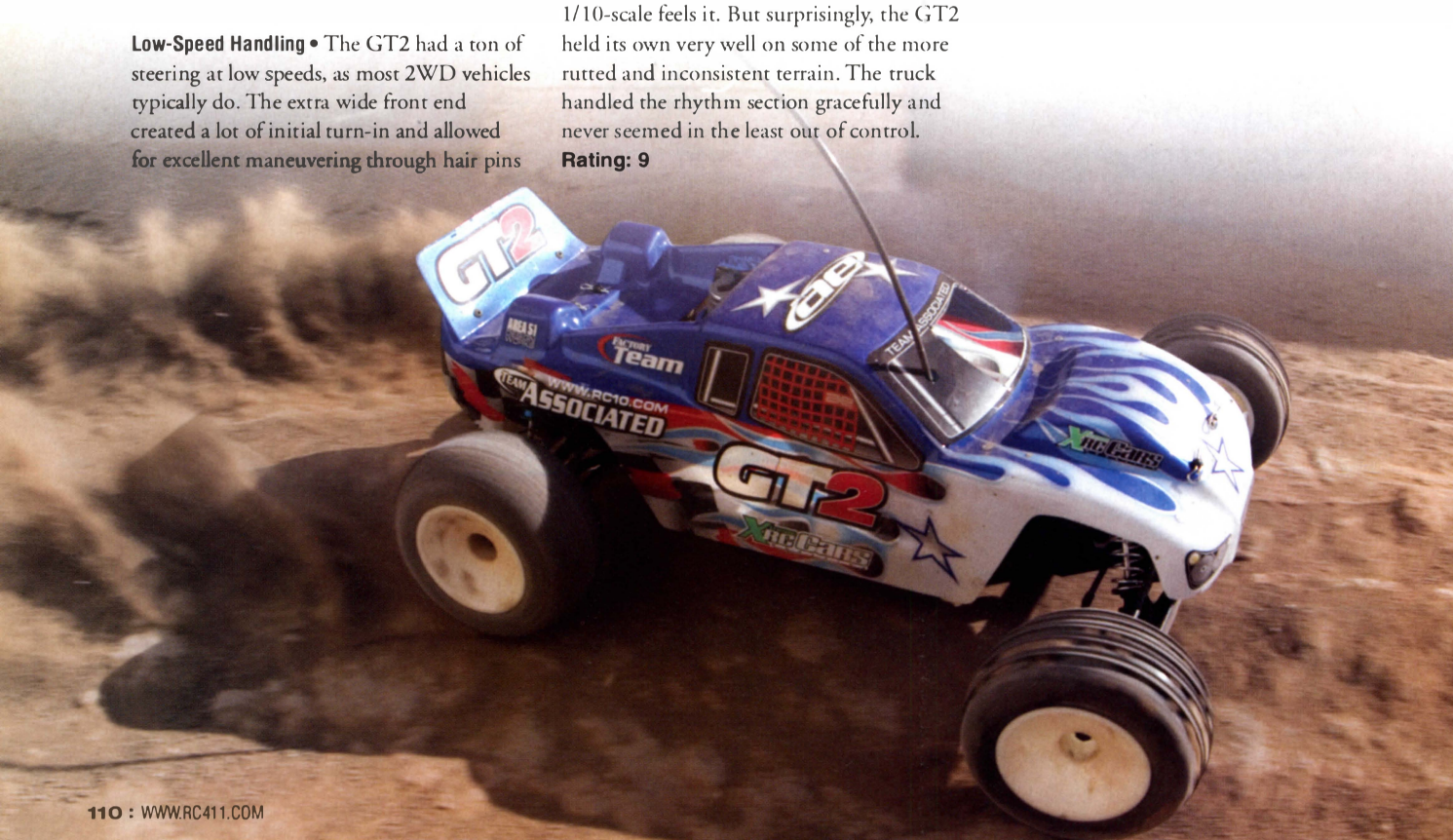


Pipe: AE stock tuned

CONNECT

O'DONNELL RACING (Dist. by Great Planes)	ph: 217.398.8970 web: www.odonnellracing.com
Fusion Batteries	ph: 954.227.1301 web: www.fusionracing.com

I wonder if they sold some RTR GT2's at the AE garage sale?



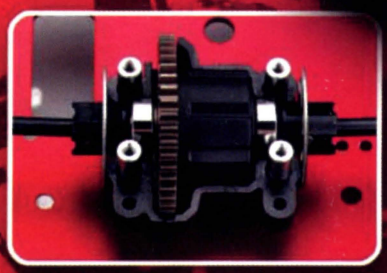
MANTIS

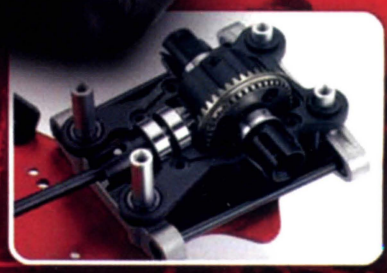
1/8 .28 POWERED 4WD STADIUM TRUCK



4.6 Big Block







Features

- 4WD Shaft-Drive
- **Powerful Axial .28 Spec 1s Pull Start Engine**
- Adjustable Suspension System
- Fully Sealed Bearings
- Red anodized 3mm Aluminum Chassis
- Aluminum Shocks with 3.5mm shock shaft and 14mm piston
- Aluminum Shock Towers
- **Polished Tuned Exhaust Pipe**
- Sealed Receiver Box
- Sealed Center Gear Box
- Two Stage Air Filter
- Exclusive Ultra Low Diff design for lower center of gravity
- 4 Bevel Gear Diffs
- Unique Braking System with Dual Brake Disk
- Rubber dampened hinge pin pivot points
- Thick composite chassis braces front & rear
- High-tech Radio System with hi-torque steering servo
- Laydown Steering Servo
- **Axial Terra-izer Tires**
- Lightweight Axial Dish Wheels
- Floating front and rear differentials
- **Universal Joints all around**
- Axial Fuel filter with fuel tube holder
- **Axial Mantis low profile race body**

Includes: Fuel bottle, Glow plug igniter, Cross wrench, and 5 cell receiver pack with charger

www.robitronic-usa.com
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ROBITRONIC
POWER FOR WINNERS

Jumping • Inverting the shock angle a tad, the truck was very capable of handling the jumps thrown in its way. Control in the air was excellent and predictable, as long as I got good traction and did not spin the tires up the face of a jump. The GT2 handled the large double excellently. Of course, it bottomed-out on larger jumps, but it recovered well and maintained good traction and forward momentum.
Rating: 9

Wrenching

Maintenance • The quick-change wheel hubs found on the FT would have been an excellent, breezy maintenance feature for long mains, but they are absent on the RTR. By eliminating e-clips, the new hinge pin holders make little a little easier. When Derek tested the FT, he had a problem with the pin sliding past the head of the retaining screw, but I never encountered this issue. Getting the front end off is uncomplicated, and accessing the shock mounts is problem free as well. The rear end and tranny come out without much hassle, and the chassis configuration is simple.
Rating: 9

Wear and Tear • When you look at a 1/10-scale (since we're so used to dealing with 1/8-scale) it seems fragile. The GT2, however, took a decent amount of abuse without showing any weaknesses. The new battery box eliminated one of the biggest problems of the original GT. After testing and photography, I decided to drive the truck hard and push its limits a bit on the tabletop. After attempting a half-ass back flip, the truck landed crooked and snapped a rear wheel hub carrier. The angle was irregular and shouldn't be a problem if you're careful. The RTR version is going to be abused, and despite my awkward jump attempt it should be ready for a little "newbie abuse."
Rating: 8

Tuning • The truck is very responsive to change, making it easy and satisfying to tune. High quality fit and finish creates consistency throughout the chassis, so adjustments remain precise. The added adjustment of the vertical camber link adds an entire dimension of tunability to the truck. The GT2 RTR includes every adjustment that you'd expect, plus a few more, hopefully giving you the competitive edge.
Rating: 10

Conclusion

It's hard to shy away from such a proven chassis, but this reinvented gas truck has already proven successful on the track. By redesigning the truck from the ground up, Associated has created something entirely new. And for the price of only the rolling FT chassis, you can purchase the RTR and be ready to go immediately. This truck is excellent for bashers, and with the right equipment could be a terror on the track as well. The GT2 RTR screams versatility, making it a good value. Associated's 2+ years of R&D have proven fruitful, as the GT2 has turned into a success story. ✪

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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

HITS

- Finally a battery solution
- Good value
- Responsive to tuning
- Similar feel to the old truck

MISSES

- No quick change hubs
- Fuel tank hard to access in a pinch
- No room for pull start on the outside of the body

Wort needs to remember to type captions earlier.



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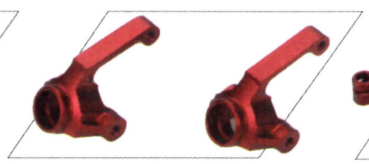
DYN8250
Aluminum Upper Suspension Arms



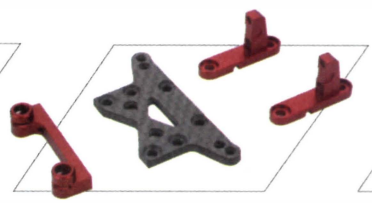
DYN8251
Aluminum Lower Suspension Arms



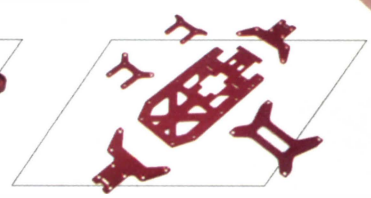
DYN8252
Aluminum Front & Rear C-Hubs



DYN8253
Aluminum Front Steering Blocks



DYN8254
Aluminum Front & Rear Shock Towers



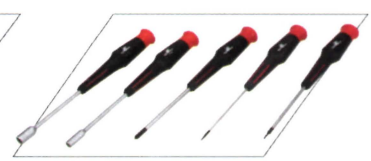
DYN8255
Aluminum Chassis Plate Set



DYN8256
Aluminum Motor Heat Sink Set



DYN1421
Mini-LST 1900mAh 7.4V Li-Po Battery Pack



DYN2832
Mini-LST Tool Kit

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8502.1

Team Associated RC10 GT2 RS RTR

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

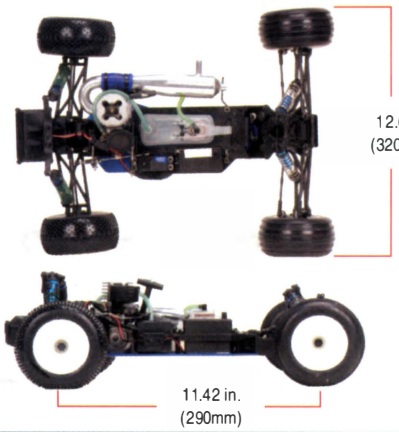
CONNECT:

MANUFACTURER: Team Associated
PHONE: 800.716.4518
WEB: www.rc10.com

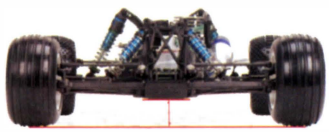
VEHICLE INFO

VEHICLE:	Team Associated RC10 GT2 RS RTR
SCALE:	1/10
TYPE:	Gas truck
PART #:	7092
STREET PRICE:	$300
PRICE AS TESTED:	$350 (including all items used for testing)
SETUP TIME:	1.5 hours
EXPERIENCE LEVEL:	Novice to intermediate

DIMENSIONS



RUNNING WEIGHT: 4 lbs., 6 oz. (2007g)



TECHNICAL INFO

CHASSIS

LAYOUT:	Flat deck w/bracing
THICKNESS:	3.6mm
MATERIAL:	Stamped aluminum w/ composite upper deck
FUEL TANK CAPACITY:	82cc

SUSPENSION

TYPE:	Four-wheel independent w/adjustable upper link
TURNBUCKLES:	Steel
STEERING:	Dual bell crank
SWAYBARS:	N/A

SHOCKS

BODIES:	Aluminum
DAMPING:	30 wt. Oil
PISTONS:	2-hole
SPRINGS:	F: Silver / R: Green

DRIVE TRAIN

TYPE:	2WD
DIFFERENTIAL:	Ball (1)
DIFF FLUID:	Grease
AXLE TYPE	Dogbones
TRANSMISSION:	3-gear
SPUR GEAR MATERIAL:	Composite
CLUTCH:	2-shoe plastic
BEARINGS:	Rubber-shielded

GEARING

PINION/SPUR:	20/54
GEAR RATIOS:	
PRIMARY:	2.70:1
INTERNAL:	4.09:1
FINAL:	11.04:1

BODY, TIRES, WHEELS

BODY:	AE GT2
TIRES (F/R):	AE X-pattern/AE ribbed
DIAMETER/ WIDTH:	3.0" x 20." (110mm x 561mm)
HEX SIZE:	AE Hub
WHEELS:	AE dish-type

ITEMS NEEDED

Fuel, glow igniter

MAIN COMPETITION

Team Losi XXX-NT RTR 2, XTM Nitro X-Cellerator

WHO IT'S FOR

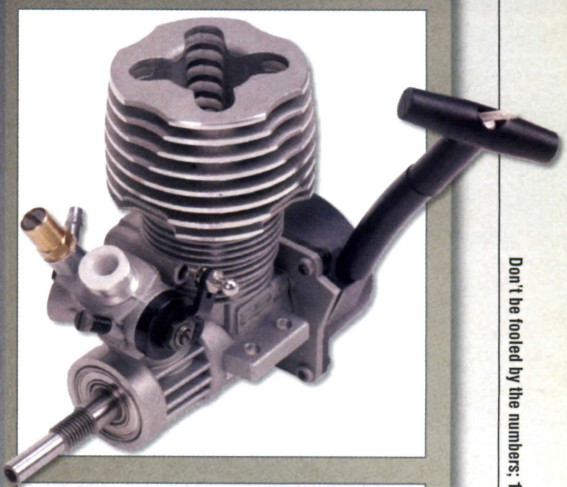
All 1/10-scale guys



Dirty driving - the way it ought to be!

POWERPLANT INFO

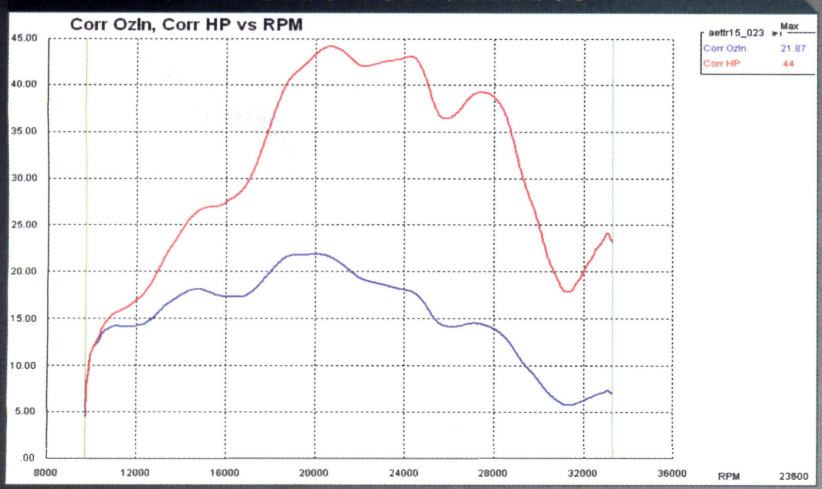
At first glance you may think that the engine is pretty weak. 0.44 hp? Well in terms of nitro off-road all the high horsepower engines do nothing but create wheel spin, and are too much for most beginners. Looking at the carb you'll se a huge insert with a tiny inlet, which chokes the power down. Look at the graph and you'll see that the "choked" engine provides a pretty flat power curve, which means it's not peaky, and will be easier to drive. If you're looking for more power you can rip that plastic insert out and richen the carb up. For beginners, the ease of tune and mild power delivery is a perfect match. There was nothing wrong with the engine at all.





X-DYNO DATA

POWER PLANT DYNO PERFORMANCE



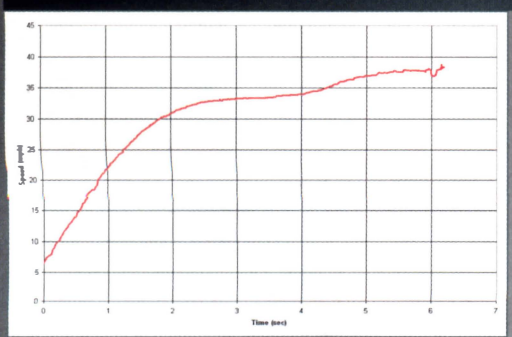
ENGINE DATA

ENGINE:	AE .15
BORE x STROKE:	.598 in. x .540 in. (15.19mm x 13.72mm)
DISPLACEMENT:	.15 in.³ (2.4cc)
FUEL:	O'Donnell 20%
PIPE:	AE stock sunded
PLUG:	Stock
PEAK HP*:	.44 @ 20,100 rpm
PEAK TQ*:	21.87 oz-in @ 20,100 rpm
PEAK RPM*:	33,100
CORRECTION FACTOR:	1.040

*Results as tested.

ACCELERATION CURVE

ACCELERATION AND TOP SPEED



ACCELERATION

ACCELERATION (0-60FT):	3.69 sec. @ 30.7 mph*
TOP SPEED:	38.8 mph @ 222 ft.
AVERAGE RUNTIME:	8 minutes

*Limited by available traction

NEEDLE SETTINGS

HIGH:	2 1/4 turns out
LOW:	1 3/4 turns out
MID:	N/A
OPERATING TEMP.:	235° F - 260° F

Don't be fooled by the numbers; 1/10-scale chokes down the power in favor of control.

PERFORMANCE INFO

TEST CONDITIONS

WEATHER:	Sunny
TEMPERATURE/HUMIDITY:	79° F / 32%
BAROMETRIC PRESSURE:	29.97 in.
ALTITUDE:	900 ft.
TRACK TYPE:	Loose dirt

HANDLING

TURNING RADIUS:	4 ft. 6 in.
ON POWER:	Push
OFF POWER:	Neutral

BRAKING

CONTROL:	Satisfactory
FADE:	None
OVERALL BRAKING:	Satisfactory



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- Reedy Quad 19t $38
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- Atlas Evo 19t $38
- C2 19t $35
- Element V2 19t $50

MODIFIEDS

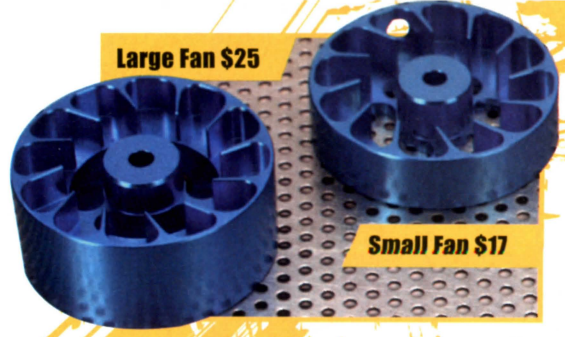
- Cobalt 2 $60
- Checkpoint $65
- V2 $60
- Ti $55
- Custom Armatures starting at $34

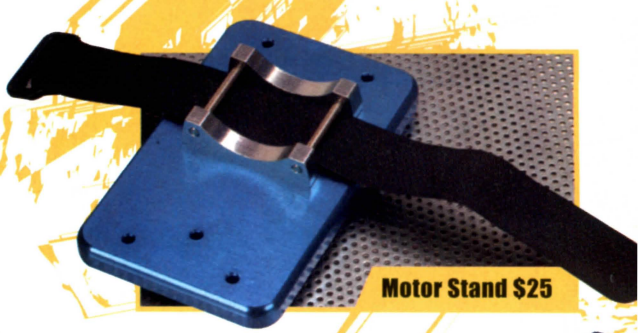
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- Super-Mod 435+ 1.230+ 6 cell $69.95
- Super-Mod 435+ 1.237+ 6 cell $74.95
- Super-Mod 435+ 1.230+ 4 cell $46.95
- Super-Mod 435+ 1.237+ 4 cell $50.95



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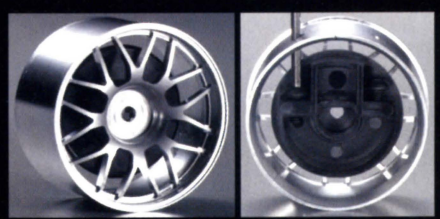
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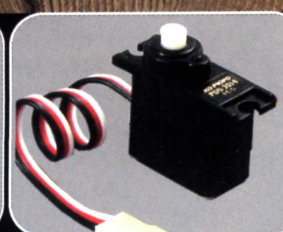
PDS-2413 ICS



PDS-2367 ICS



PDS-2368 ICS



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HPI Racing
MICRO RS4 DRIFT RTR

Words: James Revilla ■ **Photos:** Oliver Bentley

Baby Slide

Micro cars are still hot, and HPI Racing's Micro RS4 was one of the front-runners when small went big. This small, 4WD belt-driven machine created a following to the point that other manufacturers decided to market their own versions of the "micro sedan". That was then, this is now: with the RC drift scene building an underground following, HPI Racing decided to go sliding micro-style with their new Micro RS4 Drift RTR. Similar to the standard Micro RS4, the "drift" version isn't just a name change; it actually got more than just a tire switch to become a true, micro drift machine.

No Vin Diesel references here...

HPI Racing MICRO RS4 DRIFT RTR



• 1/18-SCALE MICRO • 1/18-SCALE MICRO • 1/18-SCALE MICRO • 1/18-SCALE MICRO • 1/18-SCALE MICRO •

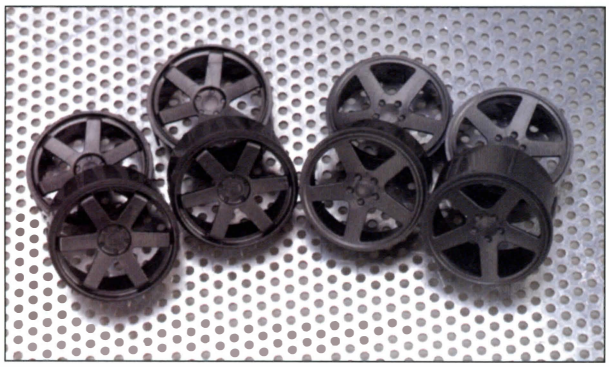
...but Paul Walker quotes are cool, "cuh."

VEHICLE FEATURES

The Micro RS4 platform is the base for the drift version. In order to give its customers the ability to slide, HPI started by swapping out the rubber shoes for hard plastic tires. Up front, the standard gear diff was replaced with a solid spool to keep the front moving sideways. The rear end still has a gear diff, but HPI has included a second spool in order to promote long slides. Finally, the biggest addition to the chassis was the inclusion of their D-Box "Drift Assist System."

This is one of the major changes for the Micro RS4 drift version. HPI's D-Box drift assist system helps control slides by automatically countersteering when it senses tail movement (yes, just like a gyro on a helicopter). The driver, though, retains full steering control through the included TF-3 transmitter.





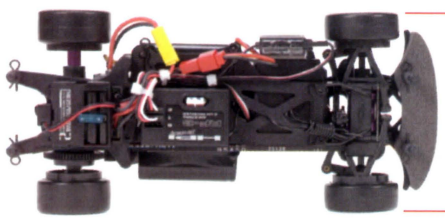
Tuning in a box? Not really, because wheels are just for looks here. However, HPI throws in 2 extra sets of different design wheels that are easy to change in seconds, so you can customize your little micro drifter.



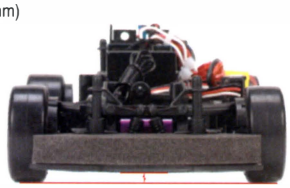
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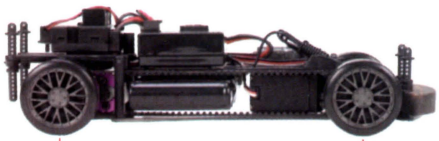
MANUFACTURER: HPI Racing
PHONE: 949.753.1099
WEB: www.hpiracing.com

DIMENSIONS



RUNNING WEIGHT: 13.1 oz. (371g)





VEHICLE INFO

VEHICLE:	Micro RS4 Drift
SCALE:	1/18
TYPE:	Micro drift touring car
PART #:	636
STREET PRICE:	$210
PRICE AS TESTED:	$216
SETUP TIME:	5 minutes
EXPERIENCE LEVEL:	Novice



The Micro RS4 Drift RTR box doubles as a handy carrying case. Wowzers!

TECHNICAL INFO

CHASSIS

LAYOUT:	Rear motor, AWD touring car

SUSPENSION

TYPE:	A-arm, semi-independent / flex plate w/friction damper

SHOCKS

BODIES:	Plastic
DAMPING:	Friction-type

DRIVE TRAIN

TYPE:	4WD Belt
DIFFERENTIAL:	Solid spool / gear w/ optional rear spool
AXLE TYPE	CV-style
BEARINGS:	Metal-shielded

GEARING

PINION/SPUR:	11/58
GEAR RATIOS:	
PRIMARY:	5.27:1
INTERNAL:	N/A
FINAL:	5.27:1

ITEMS NEEDED

Transmitter AA batteries x8

MAIN COMPETITION

Kyosho Mini-Z, XRAY M18

WHO IT'S FOR

RC drifters who are looking for fun in small spaces

ACCELERATION

ACCELERATION (0-60FT):	4.12 sec. @ 19.9 mph
TOP SPEED:	28.2 mph @ 195 ft.
AVERAGE RUNTIME:	24 minutes

POWERPLANT INFO

The included closed-endbell 180-size motor was a little misleading in performance. For straightline acceleration and speed, it had enough power to go at a relatively quick pace. However, when I started drifting, there were times when the car felt like it didn't have enough grunt to get the wheels to stay loose once the chassis went lateral. Like I said in the review text, I think the Micro RS4 Drift RTR would benefit with a hotter can, but the included motor will suffice for the majority of you.

TESTING

To test the Micro RS4 Drift, I ran it box-stock on three types of surfaces: "street" asphalt, smooth concrete, and office carpet. Once I had tried them all, I re-tested again, this time with the rear spool installed. Each time, I played with the D-Box sensitivity, going from the highest setting in the beginning and eventually working down to the lowest setting to see how it helped (or didn't help) driving a smaller chassis like this one.

Acceleration and Speed • For being powered with just a 180-size can, the car was pretty fast in straight line running. Acceleration was ok, but top speeds were higher than expected. Even with the non-grippy solid tires, the Micro RS4 Drift gained good speed for a vehicle this size, although the low-traction tires made it a little sketchy.
Rating: 8/7

Handling • When you're dealing with a drift machine, "handling" is less about how it hugs the corners and more about how balanced the chassis feels when it's sliding sideways. The independent front and straight axle rear suspension combo seemed to work okay together, and the Micro RS4 Drift was pretty easy to manipulate while drifting–but don't forget, the D-Box was on the whole time. With the D-Box off, quicker reflexes and more steering input were required, or all I'd do was spin. That said, novice drifters would benefit from the D-Box. Also, the chassis slid around much better on smoother surfaces, such as our office carpet or the warehouse concrete floor. Outside on "real world" asphalt, the combination of small solid tires and not much weight on them led to less favorable results. This was evident on rougher spots, where rather than slide, the rear end sometimes hopped, as the small diameter tires caught every little crack or pit on the asphalt.
Rating: 7

Wrenching

Maintenance • Although "micro," the chassis isn't hard to work on due to the simple layout of the 4WD belt-driven chassis. Thing is, there isn't much to work on in the first place. Diff access is as easy as removing one locknut. All electronics (except for the steering servo) are mounted in outboard positions. Friction dampers are zero maintenance. A bit of compressed air might well be all you need to keep the chassis trouble-free.
Rating: 7

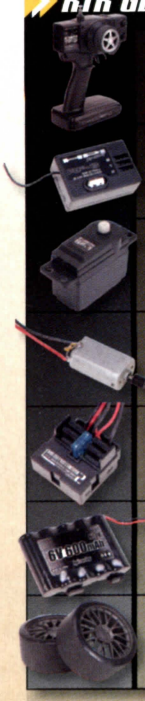
Wear and Tear • I didn't break anything during testing other than one battery pack, and I managed to pick up a small pebble in the spur gear. Chassis-wise, nothing seemed to wear prematurely. Also, with a small parts count to begin with, it should be light on the wallet if you need to replace things.
Rating: 8

Tuning • There isn't much to tune on the Micro Drift, but the addition of the included rear spool is a plus. Installing this in place of the rear diff made the chassis more responsive, and when used in combination with the D-Box, I had the car sliding and reacting similar to larger, 1/10-scale drifters. If you do feel the need to tune more, HPI already has a long list of hopups for the Micro line, including springs, ball diffs, and other cool stuff.
Rating: 7

Conclusion

RC Drift isn't new, and bringing it to a smaller scale was inevitable. With HPI's effort, the Micro RS4 Drift RTR will get anyone sliding sideways in small spaces. The RTR convenience and readiness translate into ease of operation and big fun. Some people will want a little more power, but for those who just want to get hours and hours of non-stop sliding action without having to find a large space to do so, this ride fits the bill. ✪

RTR GEAR



- **Radio:** HPI TF-3 2-ch AM
- **Receiver:** HPI RF-3 2-ch AM
- **Servo(s):** HPI SF-1
- **Motor:** 180-size kit silver can
- **Speed Contol:** HPI 6v 600mAh Ni-CD pack
- **Battery:** HPI 6v 600mAh Ni-CD pack
- **Tires:** HPI Micro Drift tires

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

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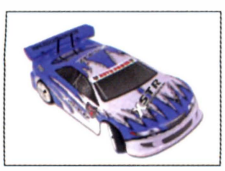
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Item #21, cut from the list: measuring... YOURSELF.

20 WAYS TO USE DIGITAL CALIPERS

How long is this... part?

Words: Jeff Eveleigh

A good set of calipers are a must-have for any serious hobbyist. It seems that everything is going digital these days, so why stop at servos, escs, and radios? Tools, and more specifically calipers, are where it's at. Digital calipers allow us to save time by reading big flashy LCD readouts instead of complicated analog numbers, making it possible for us to ogle the trophy girl that much longer (dial calipers will work well too, they just don't usually offer both metric and standard readouts in one tool). Here are 20 things that you can measure with your digital calipers that will make you faster while ripping up the track with your machine.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine

1.0

TIME TO COMPLETE

VARIES

THE TOOLS

- Digital or Dial Calipers

1. TURNBUCKLE LENGTH

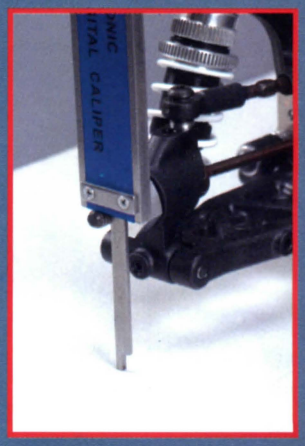
Keeping the left side of your car matched to the right side of your car with regards to turnbuckle length is important.



Instead of trying to eyeball the center of each ball cup when measuring with your calipers, try getting your dimensions from the base of one ball cup to the base of the other to ensure you are comparing your left to right turnbuckles much more accurately.

2. DROOP

Measuring droop with digital calipers is as simple as propping your chassis up onto level blocks with your wheels removed and measuring the axle height from the bottom up to any flat surface such as a setup board. Unless you do some math to include the size of your rims and tires you can only use this method to ensure that the axle height on the left of your chassis is the same as on the right; however, this is an amazingly accurate way of keeping your droop levels equal from one side of your chassis to the other.



3. SHOCK LENGTH

Shocks are the single most important tuning aid on your vehicle, and it is super important that they are the same length from one side of your car to the other. You can use your calipers to compare a few dimensions when working with your shocks. Measure from the base of the shock body to the base of the plastic ball cup, and also compare the overall length of the shocks to be sure they are equal in size from left to right. A quick turn or two of the lower shock ball joint should match up any discrepancies between the two shocks.



4. SHIM THICKNESS

Shims are a perfect place to stop with your digital calipers. Thin shims are used in areas where proper spacing is vital to performance, such as in the diffs on a 1/8 scale buggy, truggy, or monster truck or to eliminate excess play out of axles, hingepins, or clutches. It is always useful to know the thickness of various shims so you can use the correct ones in the correct place—not to mention the valuable dimensions you can get regarding inner and outer diameters so you know you are using the correct shim for the job.



Oliver guessed the shim to be 0.30... then again, it said so on the package too.

5. SHOCK SPRINGS

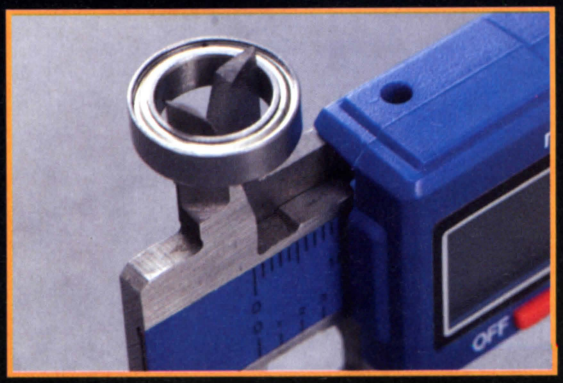
Most manufacturers color code their shock springs so they can be easily identified with regards to coil thickness, but if you are unsure of how two springs are matched, you can use your calipers to verify they are made from the same diameter of wire. It is also a wise idea to match the overall length of springs so you can run a matched pair from left to right on your car. Manufacturers try their best to package shock springs in exact pairs, but there are times when one spring can be a slightly different in length as compared to its twin brother.



6. TIRE DIAMETER

Whether you are calculating rollout or simply wanting to match up tire diameters from race to race, digital calipers are the best tool to use. With tires in one hand and calipers in the other you can also determine sidewall height, tire width, or even wear rates from race to race. All of this information is vital when trying to find the perfect tire setup. It will also help you maintain consistency from race to race once you do find the ultimate package.





7. BEARING SIZE

This one is pretty obvious, and also shows the major advantage of a digital caliper over a dial caliper—the fact that you have access to both metric and imperial dimensions. This is handy when you are unsure of the origin of the bearing you are measuring. If you're trying to match a given shaft diameter to a bearing, calipers are the perfect tool. You may need to know bearing dimensions so you can hit up the local hobby shop for some replacements.

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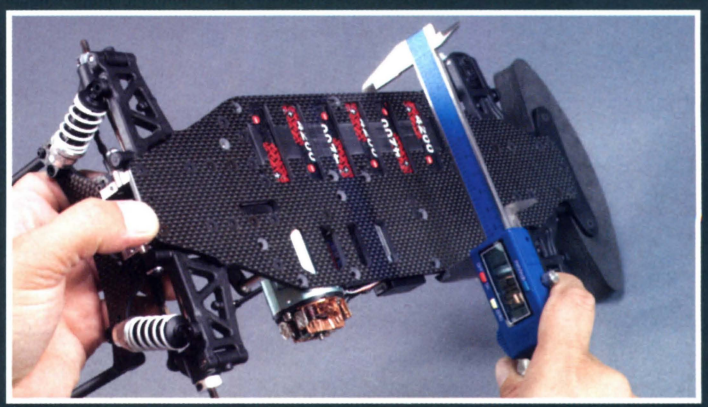


8. SHOCK PRELOAD

You can jam socket wrenches, hex keys, or any other random objects into your shocks to try to measure spring preload, but nothing will be as accurate as a set of digital calipers. Assuming that your shock springs are exactly the correct length (which they should be if you're reading this article in order), you can easily set your preload from left to right and ensure your vital shock dimensions are accurate and your car is sitting flat.

9. CHASSIS CENTER

Whether you are checking droop, tweak, or balance it is always beneficial to know the exact center of your chassis. Using your calipers you can measure the overall width of the front and rear of your chassis, divide the number by two, set the calipers to that number, and scribe an accurate center point into your carbon fiber, aluminum, or molded chassis to help you with many other setup issues that require a reliable chassis centerline.





10. SWAY BAR THICKNESS

This one is simple yet useful. The thickness of a sway bar is directly proportional to the stiffness of that sway bar, so use your calipers to quickly reference what diameter of sway bar you are running and what other options you have sitting in your parts box. This comes in handy when you are trying to lock your chassis to the racing surface.



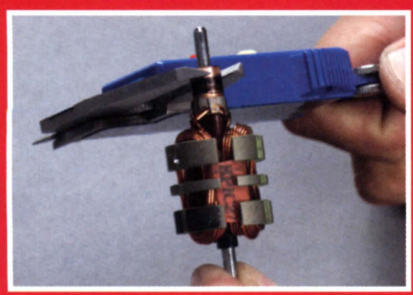


11. CLUTCH SPRINGS

The thickness of a clutch spring determines its stiffness, so being able to measure wire diameter is a very useful clutch tuning aid. Remember that a thinner clutch spring will cause your clutch to engage earlier, making your car easier to drive on low traction surfaces–but at the expense of your snappy feel. A thicker clutch spring will make your clutch engage more into the power band of your engine, giving you explosive power out of a turn to clear that huge set of doubles.

12. COMM DIAMETER

One of the main advantages to knowing your commutator diameter is to determine how much life you have left in your motor. At some point your comm becomes too small to cut any more material away. In many handout stock motor classes, a smaller comm diameter will produce faster motors–so there may be a buzz around the track on what size commutator produces the highest output. You can use your calipers to measure this. Finally, some drivers like to use break-in tools to pre-break-in their brushes, and since these break-in tools are available in different sizes, it is important to know what your commutator diameter is so you can use the correct tool diameter.





13. SCREW LENGTH

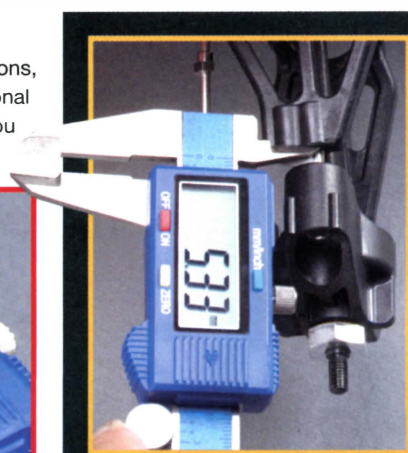
The title pretty much explains how useful digital calipers are in this situation. You won't have to wonder if you're using the correct size screw the next time your instructions ask you to bolt up your bulkhead with a 4mm x 12mm flat head screw.

Harbor Freight tools rock.

14. DRILL BIT DIAMETER

Most commonly used when drilling pistons, but also useful in other drill bit dimensional instances...digital calipers will ensure you are always boring holes with the correct sized drill bit.





15. PILLOW BALL SETUP

Not everyone owns a fancy setup system to accurately establish toe, camber, and width settings on their pillow ball car. Using the center marking you made on your chassis earlier, you can accurately match the left and right side of your chassis by measuring and comparing key points from chassis center to hubs, outside of wheels, or even the gap between your suspension arm and hub. Nothing beats a setup system, but digital calipers will definitely beat an eyeball setup any day!

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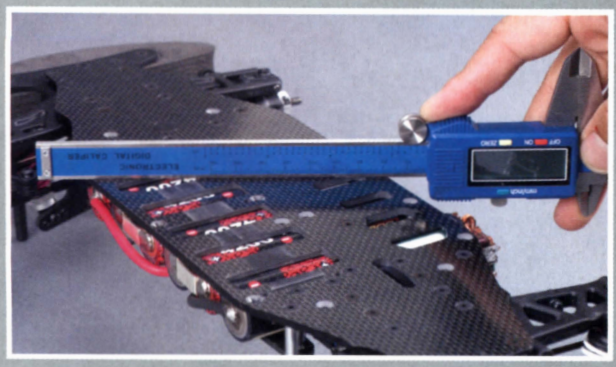
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16. CHASSIS TWEAK

Digital calipers aren't only useful when you wrap the jaws around something to get a dimension. The beam of your caliper is a reliable straight edge that you can slap against the bottom of your chassis to determine if it is still straight after front-siding the wall at the end of the straightaway.





17. MOTOR BRUSH LENGTH

You can get some valuable information on the wear characteristics of different brush compounds, motor spring rates, gearing, and timing settings by measuring the length of your motor brush between battery packs. Be careful not to take a chunk out of the face of your motor brush when you close the caliper jaws around them to get your numbers. The tip of the claws are sharp, and could easily damage the delicate motor brush.



18. SETTING HEAD CLEARANCE

The old "slap some solder through the glow plug hole and turn your engine over to squish the solder" trick is only useful if you have a good set of calipers around to measure the squished solder when you are trying to determine your head clearance. Even after you've determined your head clearance, it is useful to have digital calipers around so you can measure the thickness of the head shims you want to either add or remove from your engine.

19. DISK BRAKE SETUP

Measuring the thickness of your brake disks will give you info about the wear patterns of your brakes. You can also use digital calipers to set the gap between your brake pads to ensure they are evenly spaced across the entire face of the brake disk.





20. CENTAX CLUTCH SHIMMING

The gap between your clutch shoe and bell on your Centax Clutch is extremely important. Setting this gap too big will offer huge amounts of bottom end power, but can cause slippage that can melt your clutch. Digital calipers allow you to set this gap with incredible accuracy. Calipers are also useful to measure the diameter of the spring coil when choosing a spring rate to install within your clutch.

CLOSING

As you can see, digital calipers are an asset to have on hand when wrenching on your machine. The list of uses obviously goes way beyond the 20 we just stated here, but these are the ones you'll use on a day to day basis while at the track or at your work bench to ensure your chassis is built straight and balanced, and all of the vital dimensions are in check to make you faster on the track.

11:25pm...day three of deadline; we want to go home!

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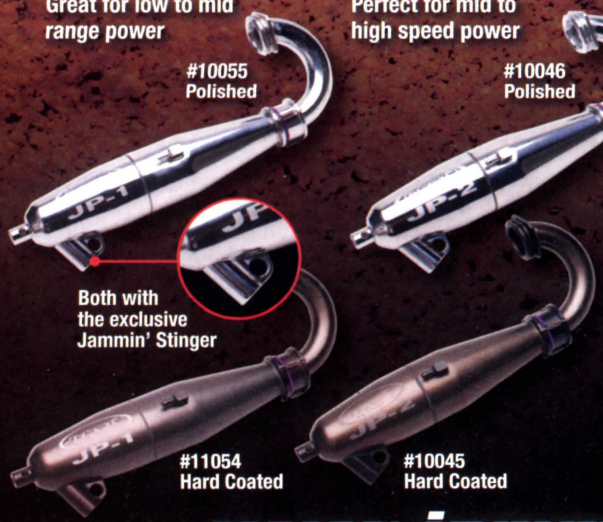
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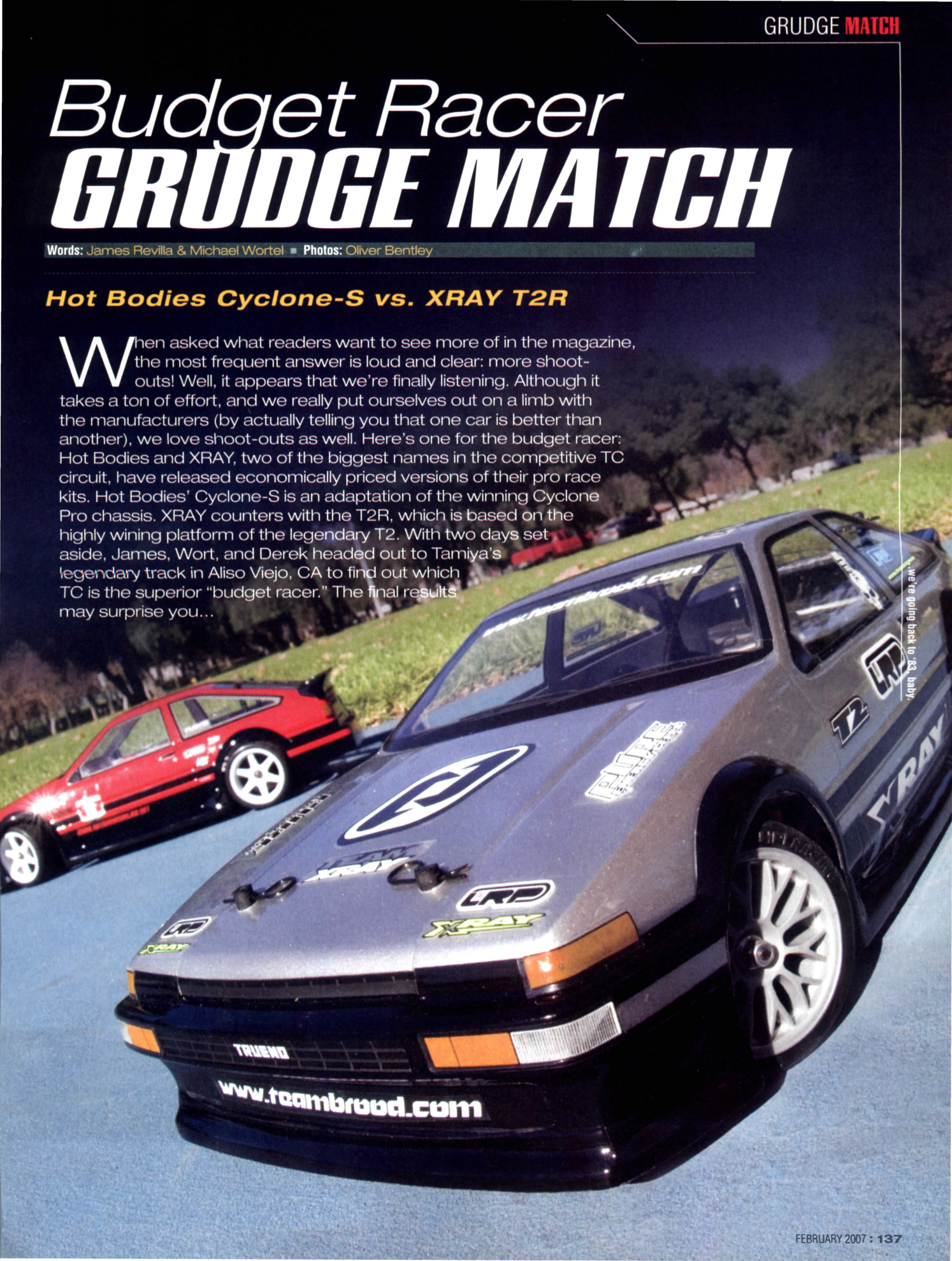
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Budget Racer GRUDGE MATCH

Words: James Revilla & Michael Wortel ■ **Photos:** Oliver Bentley

Hot Bodies Cyclone-S vs. XRAY T2R

When asked what readers want to see more of in the magazine, the most frequent answer is loud and clear: more shoot-outs! Well, it appears that we're finally listening. Although it takes a ton of effort, and we really put ourselves out on a limb with the manufacturers (by actually telling you that one car is better than another), we love shoot-outs as well. Here's one for the budget racer: Hot Bodies and XRAY, two of the biggest names in the competitive TC circuit, have released economically priced versions of their pro race kits. Hot Bodies' Cyclone-S is an adaptation of the winning Cyclone Pro chassis. XRAY counters with the T2R, which is based on the highly wining platform of the legendary T2. With two days set aside, James, Wort, and Derek headed out to Tamiya's legendary track in Aliso Viejo, CA to find out which TC is the superior "budget racer." The final results may surprise you...



THE RED CORNER

Hot Bodies Cyclone-S



Apparently there are these two fast cats named Hara and Moore that win big races, such as the recent World Championships in Italy and the IIC in Las Vegas. Their chassis of choice is the basis for the Cyclone-S. Think of the S version as a detuned Cyclone Pro, replacing aluminum and graphite with fiberglass and molded plastics—mainly the chassis, shocks, and bulkheads. The same race-winning design remains, and unlike the pro model, the S includes a racing body and pre-mounted tires at a price that's about $260 under what you'd fork out for a Pro, and $30 less than the T2R.

The Cyclone-S features a molded lower chassis and fiberglass upper deck. Molded shock towers front and rear still have multiple mounting positions, and the shocks themselves use molded but threaded bodies. Although the bulkheads are plastic, the motor mount is reinforced with two aluminum plates and aluminum bracing for strength. The drivetrain is your standard two-belt design, with dual ball differentials and full ball bearings throughout. Molded lower arms and adjustable turnbuckles up high still allow you to dial in the chassis like you can on the Pro model.

Big ups to Wort! Didn't need marshal assistance once.

Prediction:

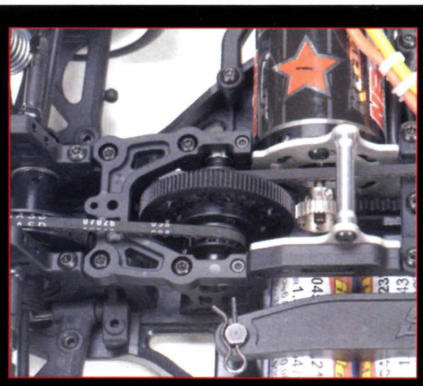
The pre-thought here was that the Cyclone-S would be the underdog performance-wise due to the fact that most of the car is plastic, whereas the T2R is equipped very close to the top-of-the-line T2. On the other hand, because Cyclone Pro parts bolt right on, there's good parts support. The Cyclone-S is also more complete out of the box. If you're looking strictly at value and price, the HB tops the charts.

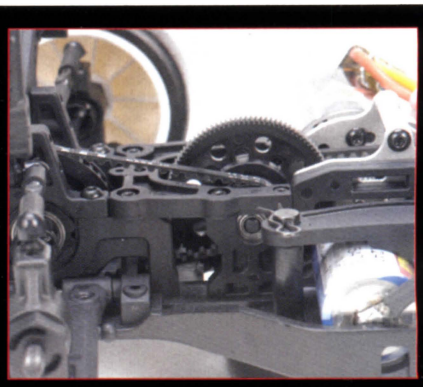
HITS

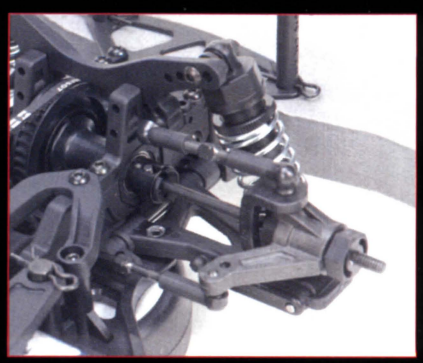
- Race-proven design
- Easily upgradeable with Pro parts
- Racing body, wheels and tires included

MISSES

- Lots of plastic everywhere
- Chassis feels a little soft



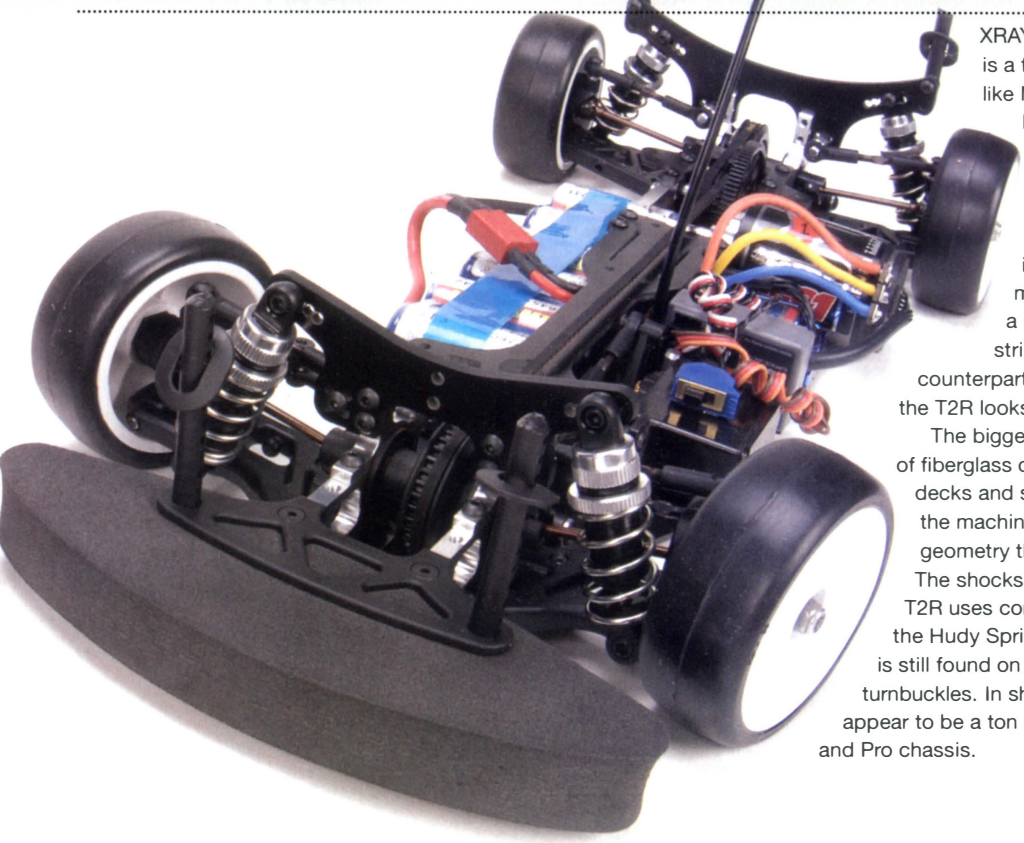






THE BLUE CORNER

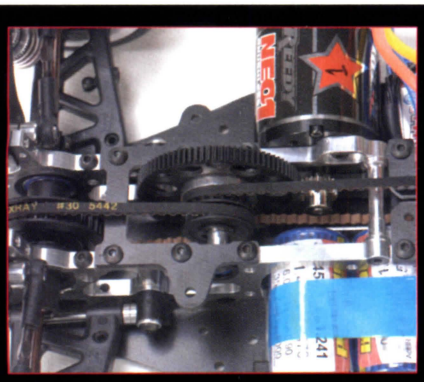
XRAY T2R

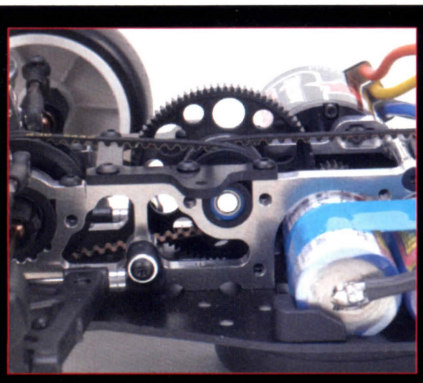


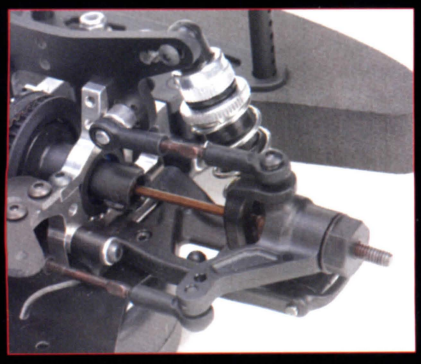
XRAY's pro level kit, the T2 (now '007), is a favorite on the racing scene. Drivers like Mike Blackstock and Paul Lemieux have taken the T2 chassis to the podium on many occasions, and it has realized success in many other hands on tracks across the world. The sticker-shock of $400+ is enough to scare away a budget-minded racer, so XRAY has released a more economical version that strikingly mimics its more expensive counterpart. At $200 (minus body, wheels/tires) the T2R looks enticing.

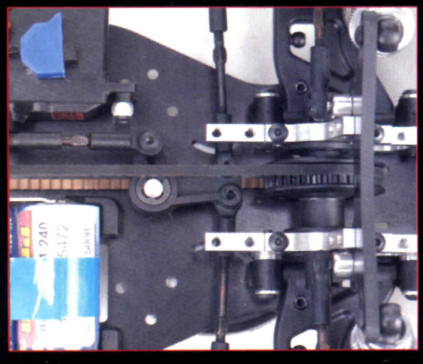
The biggest difference on the T2R is the use of fiberglass on the upper and lower chassis decks and shock towers. The T2R still retains the machined bulkheads and suspension geometry that have made the T2 competitive. The shocks remain the same as well. The T2R uses composite diff outdrives in lieu of the Hudy Spring Steel, but the high-quality steel is still found on the universal drive shafts and turnbuckles. In short, at first glance there's doesn't appear to be a ton of difference between the budget and Pro chassis.

James did the motor wiring. Can you tell?









Prediction:

Passing it around the office, the pre-grudge match favorite was definitely the T2R simply because this kit didn't appear to be far off from the pro version. Now, there is an obvious price discrepancy between the T2R and the Cyclone-S that we compared it to; in this 'budget' racer shoot-out, price was strongly considered. Also, we were interested to see how each kit performed with its intended user: a budget/less skilled racer (i.e. non-pro).

HITS

- Complete set of universal drive shafts
- Higher spec of materials than the Hot Bodies.
- Highly adjustable

MISSES

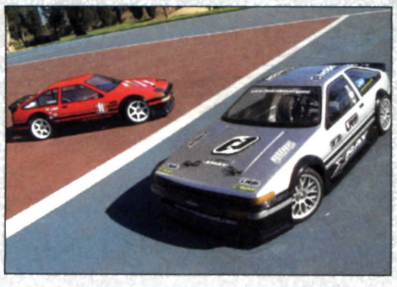
- No body or tires (as compared to the Cyclone-S)
- Plastic diff outdrives will become an issue as speed increases or if raced where solid track barriers are used

Yes, James is known outside the RC world as "Raine." Apparently it's infamous. HIGH FIVE!

LAP TIMES

The following table shows the lap times for both cars and all three drivers. Each car was set up the day before, and setups were kept "as-is" throughout the test day. Drivers were allowed to alter dual-rate settings on the radios, but nothing else. AMB transponders were used for accurate timing, and each driver ran a simulated six-minute race with each car. In the first round, James ran both cars followed by Mike, then Derek. The second round was reversed, with Derek taking to the track first, Wort driving second, and James finishing off the round. Each car was fitted with new tires for each round, and for each run traction compound was applied to all four corners. However, we did not rotate or swap tires for each round; therefore in round #1, James started with fresh skins, and Derek had to run on three-run used tires, and in round #2 it was Derek starting with fresh tires and James finishing on used slicks.





AMB I-T IDENTIFICATION & TIMING www.amb-it.com

TRACK: Tamiya USA - Aliso Viejo, CA

WEATHER: Sunny 78°

JAMES "RAINE" REVILLA		MIKE "WORT" WORTEL		OEREK "BONE" BUONO	
XRAY	HOT BODIES	XRAY	HOT BODIES	XRAY	HOT BODIES
15.063	14.933	15.871	19.37	15.595	16.664
14.289	14.576	16.196	17.652	14.991	16.185
14.117	14.13	16.203	17.946	15.085	15.281
14.269	14.609	16.277	16.859	15.013	16.424
14.267	14.886	15.708	16.626	15.5	15.095
14.218	14.405	16.973	17.633	15.156	15.313
14.662	14.353	15.827	16.231	15.273	15.056
14.347	14.569	16.007	16.916	15.323	14.859
14.556	14.846	16.101	16.123	15.056	14.767
14.84	14.431	16.841	16.554	16.141	14.928
14.247	15.135	17.369	16.19	14.804	14.765
14.605	14.581	17.915	16.881	14.916	14.98
14.65	15.129	16.677	16.795	14.905	14.832
21.907	15.186	16.116	15.996	14.891	14.713
14.767	14.671	16.359	16.563	15.859	14.833
14.568	15.166	16.214	15.742	14.958	14.942
14.52	15.173	16.282	16.102	14.841	14.638
14.463	15.099	16.74	16.355	15.717	14.853
14.302	14.922	16.151	16.505	15.003	14.49
15.237	15.247	15.814	15.846	14.71	14.962
14.818	14.938	16.445	16.298	15.052	14.559
15.257	15.349	15.823	16.851	15.188	15.01
14.416	15.241	16.129	15.507	14.99	14.913
14.656	14.647	17.052	17.793	14.639	14.866
15.102	14.943	16.408	16.067	15.974	14.047
16.223	15.783	16.156	15.872	14.341	14.391
15.147	16.046	16.365	15.514	14.295	14.035
15.312	15.257	15.77	15.237	14.799	14.249
14.924	15.388	15.746	15.973	14.315	14.632
15.011	14.669	15.4	15.947	14.376	14.19
14.891	14.292	15.937	15.603	14.393	14.415
16.721	14.587	18.247	16.007	14.467	14.378
15.261	14.656	15.774	15.599	14.798	14.307
14.782	14.724	16.155	15.237	15.112	14.668
14.626	15.303	16.461	15.265	14.489	14.345
14.868	14.788	16.02	15.8	14.524	15.295
14.455	14.57	16.113	15.581	14.947	14.371
15.001	14.456	16.623	15.269	14.603	14.528
14.565	14.714	15.737	16.185	15.009	14.449
14.797	14.27	15.941	15.369	14.652	14.651
14.737	14.368	15.637	15.701	14.585	14.676
14.668	14.503	16.039	15.427	14.588	14.348
14.74	14.443	16.392	15.293	15.008	14.565
14.774	14.892	16.576	15.478	18.116	14.568
14.921	14.317	16.076	15.896	14.719	14.206
14.718	14.632	15.433		14.463	14.43
14.749	14.538			14.908	14.89
14.613				14.753	15.016
14.606				15.153	14.525
14.593					

TOTAL LAP AVERAGES

XRAY	HOT BODIES	XRAY	HOT BODIES	XRAY	HOT BODIES
14.916	14.816	16.262	16.214	14.999	14.777

* Crash laps were removed from data.

DRIVERS OPINIONS

THE BONE REFLECTS



I'm the grizzled veteran of this bunch, and I know that in shoot-outs what we bench race at the office doesn't translate on the track. The first day I showed up late with the AMB Timing system and RC Pro software to check in on the progress. Without any timed reference to fall back on, the raves about how fast the XRAY was and how much better it handled sparked my sarcastic counterpoint, and I reflected that what felt fast and what was fast weren't always the same. I can admit that once I drove the XRAY T2R I thought it might have the edge, though I did find it was a little aggressive in the steering, on the verge of not enough rear grip. Switching to the Hot Bodies was like a swift kick in the junk first thing in the morning. All the timing points I had just memorized were like memorizing the answers for the wrong test. Once I got some timing down, I liked the more stable feel of the Hot Bodies as it allowed me to attack the track, unlike the XRAY, which made me feel like I had to slow myself down to stay in control.

On day two, which included lap times, the game was on. The performance was much the same as on day one, with the XRAY having great turn in, but being a little tricky to control. The rock stable Hot Bodies was a little hard to get used to, but like I thought in the beginning the car that felt slow was actually faster. Both cars could have been tweaked some more to try and find the "sweet spot," but that spot isn't usually the same for two drivers, never mind three. The "sleeper" of this match proved that it isn't about fancy aluminum parts, or even CV-Axles. Take nothing away from the XRAY; it faired very well, and can be upgraded cheaper, since it includes some upgraded parts. But the lesson here is that speed is deceptive. With three drivers of varying skill, I felt that the most valuable opinion was Wortel's, and his results and comments should be the most looked at. As a beginner he was able to drive the Hot Bodies faster, quicker, and with less frustration, which keeps new racers in the system longer.

THEY CALL HIM "RAINE"



I'll admit, coming into this, I expected the T2R to run circles around the Cyclone-S just by looks alone. As it turned out, the looks were just superficial, and when I got on the track it was a different story. The XRAY felt fast, and on corner entry the rear end came around quick enough that I could motor through the course at a fast pace. It did feel a tad loose in the kink area; nothing super, but enough to warrant a slight lift on throttle to make sure I didn't unsettle the chassis.

When I switched to the Cyclone-S, the first thing I thought was "push." Whereas the T2R would swing around tight, the Cyclone-S had a push that required letting off earlier in corners. However, the Cyclone-S felt a lot more stable, especially at high speeds, and I could keep the throttle pinned through the kink without worrying about the chassis loosing its footing. The best surprise came afterward, though, when my overall average lap time was faster than the T2R.

Compared to the top-shelf T2, the T2R is equipped pretty close for the $200 asking price. However, the Cyclone-S did clock faster times, felt more stable overall, and also included a capable body and pre-mounted slicks in the box. Racers who are looking to upgrade on a budget might be better off with the T2R, but for the new racer looking to break into touring car racing, I'd have to give my vote to the Cyclone-S. The combination of more equipment, better handling, and a lower price out of the box is hard to beat.

THE "WORT" SPEAKS



Seeing as James and Derek are more experienced TC drivers, and considering the fact that I had never run at the Tamiya facility before, I more realistically represented the intended buyer of the two kits: someone relatively new to the class and unfamiliar with either chassis or the track itself. Trying to forget any preconceived notions of which chassis would be more raceworthy, I hit the asphalt with both cars.

On day one, James and I were concerned with setting-up the two chassis for the best feel on the track. Without timing laps, the XRAY "felt" faster and seemed to possess a lot more steering. These two qualities led me to believe (without the aid of timed laps) that I would be much faster with the XRAY. The XRAY had a definite edge with acceleration, probably due to its lightweight and inclusion of universal drive shafts. The XRAY was, hands down, the better accelerator.

But with transponders in place and lap times taken, I was shocked to find that I was faster with the Cyclone, which felt less agile but turned in faster laps. The old adage of "slower is faster" seemed to surface. The extra steering in the XRAY made it a little loose, but I thought that quicker overall laps were possible—hoping that I could harness the agile XRAY consistently for at least a lap or two. I was shocked, however, to find out that both my total time and my fastest lap occurred with the Cyclone. The Cyclone's push helped greatly in stringing together consistently low lap times, and my times kept improving consistently, which they did not with the XRAY. Maybe in professional hands the XRAY would be faster, but in mine, the Cyclone was the hands-down champ.

James only launched the infamous kink once. Just once!

CYCLONE-S vs. T2R



• HOT BODIES • TEAM XRAY • HOT BODIES • TEAM XRAY • HOT BODIES • TEAM XRAY • HOT BODIES • TEAM XRAY •

Wort was given a hard time for building his diff in a vise...

VEHICLE INFO

In order to even out the competition, we went with identical components for everything except transmitters, which was a non-factor anyways considering that we were all familiar with both. With that out of the way, here's what we ran:

CYCLONE-S RADIO:	JR Z-1, #374075, $340, www.jrradios.com
T2R RADIO:	Spektrum DX3, SPM2030F, $250 www.spektrumrc.com
RECEIVER:	Spektrum, SR3000, $90 www.spektrumrc.com
SERVO:	JR Z-590M, #JRPSZ590, $40, www.jrradios.com
SPEED CONTROLLER:	LRP Sphere, #80500, $180, www.rc10.com/lrp
MOTOR:	Reedy Neo 1 1-Star, #110, $85,www.rc10.com/lrp
BATTERY:	Team Brood 4200mAh, IB4200, $75,www.teambrood.com
TIRES:	Sorex 36R, #TSOCO36R, $32,www.teamsorexusa.com
BODY:	Protoform Mazda6, #1465, $25,www.pro-lineracing.com

SPECIFICATIONS

VEHICLE:	Hot Bodies Cyclone-S	XRAY T2R
PRICE:	$170	$200
PART #:	66403	300101
WEIGHT:	1328g	1314g
WHEELBASE:	257mm	258mm
WIDTH:	180mm	
WEIGHT DISTRIBUTION (F/R):	48/52	47/53
SHOCKS:	Threaded plastic	Threaded plastic
CHASSIS:	Molded plastic	Fiberglass
DIFFS (F/R)	Ball/Ball	Ball/Ball
BODY:	Moorespeed Stratus	N/A
WHEELS:	HB racing dish	N/A
TIRES:	HB slicks	N/A
PINION/SPUR:	32/106 (64 pitch)	18/54 (48 pitch)
PRIMARY RATIO:	3.31:1	4.67:1
INTERNAL RATIO:	2.44:1	1.70:1
FINAL GEAR RATIO:	8.07:1	7.94:1

SCORECARD

HOT BODIES: CYCLONE - S

	JAMES	DEREK	MIKE	TOTAL POSSIBLE
PARTS QUALITY/FIT	8	7	8	10
ACCELERATION/SPEED	9	8	8.5	10
BRAKING	9	9	9	10
LOW-SPEED HANDLING	9	7	8.5	10
HIGH-SPEED HANDLING	10	9	10	10
OVERALL FEEL	18	19	19	20
DURABILITY	9	7	9	10
TUNABILITY	9	7	9	10
VALUE	20	20	20	20
SUB TOTAL	101	93	101	110
FINAL SCORE			295	330

XRAY: T2R

	JAMES	DEREK	MIKE	TOTAL POSSIBLE
PARTS QUALITY/FIT	9	8	9	10
ACCELERATION/SPEED	9	9	9	10
BRAKING	8	8	8.5	10
LOW-SPEED HANDLING	9.5	8	9	10
HIGH-SPEED HANDLING	9	8	9	10
OVERALL FEEL	17	17	16	20
DURABILITY	10	7.5	10	10
TUNABILITY	10	7	10	10
VALUE	18	15	18	20
SUB TOTAL	99.5	87.5	98.5	110
FINAL SCORE			285.5	330

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- Customizable Linear, Flex and Step charging
- 5 charging memories
- Battery cycling
- Discharge at 1 or 10 amps
- Input and output short circuit protected
- Detachable battery charging tray
- Motor run-in feature
- Powers comm lathe
- Full manual lap counting function displays: time elapsed average lap time and number of laps
- Indigo Blue backlight 2 x 16 characters display
- Customizable user name
- English, German, French and Japanese displays
- Easy to navigate 4 setting push buttons
- Alarm sounds 3 different melody or silent function
- Silicone output wires
- Carbon fiber pattern case
- Built in Clock





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- Adjustable discharge current (0.1A-1.0A)
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VICTORIOUS

The decision is unanimous. The Hot Bodies Cyclone-S scores higher, based on our criteria, than the XRAY T2R. The most important factors in the decision are overall drivability and value, the things that really matter to a novice, budget racer.

This doesn't mean that the T2R isn't a good car with an impressive value as well; the Cyclone-S simply fulfills its niche more effectively. With two entire days of driving and three separate skill levels represented, every base was covered. At the end of the day, the overall impression is that the Cyclone-S is simply easier to drive faster, and considering $40 lower price tag, plus the addition of usable wheels/tires and body, it is the clear winner of our grudge-match.

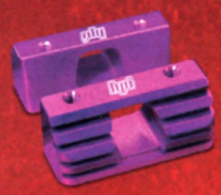
Now that we've gone out on a limb and crowned one car the winner, we're sure to get some feedback from both sides, some ecstatic, others disappointed. It should be noted that both cars faired well on the track, and reflected small differences in lap times. The XRAY T2R might be the favored choice for seasoned touring car racers looking to upgrade on a budget, but if you're new to TC and racing is what you want to do, the Hot Bodies Cyclone-S is the hands-down winner in our competition of "who can go the fastest without spending a ton of money." ✪



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  7.5mm thick rear hex adapters.The extra 5mm of width (2.5mm wider per side than stock) adds steering without losing rear end grip.
- **ALUMINUM SHOCK CAPS**
  Aluminum shock caps are more precise than plastic, offering a more consistent suspension feel. Dual bleed holes allow more consistent shock builds.
- **LIGHTENED STEEL SPUR GEAR**
  The 52T lightened machined steel spur gear decreases rotational mass for quicker acceleration.



Heat Sink Engine Mounts
Finned, machined aluminum, purple anodized engine mounts. Draws more heat away from the engine for cooler engine operation.

5mm Heavy Duty Shock Tower
Rigid mounting of all suspension components to allow them to work more consistently. 5mm 7075 aluminum is much stronger than stock 4mm 6061 aluminum. Spacing of camber link holes is closer for more fine adjustment range.

Molded Wing Set
The molded wing offers more stable flight characteristics while jumping, and protection for the rear structure of the truck.



Lightweight Main Chassis
Machined 3mm aluminum main chassis, hard anodized 7075 alloy. Reduced weight for better power-to-weight ratio and quicker handling response. Hard Anodized for increased finish life compared to normal color anodizing.

Pre-glued Nubz Tires
The Nubz offer precise handling characteristics with optimum grip on most track surfaces.

17mm Heavy Duty Hex Hub Nut
Knurled M17 nut for monster truck and buggy hex adapters. Offers an extremely secure mounting solution for all compatible monster truck and buggy wheels using 17mm hexes.

Aluminum Steering Plate
Lightweight 7075 machined aluminum steering plate for quick steering movement. Improved clearance offers wider range of motion before interference.

Wave Disc Brake
Vented steel brake discs for optimal deceleration

Fiberglass Brake Pads
Longer pad life and less brake fade for long mains and extended running.

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The Hellfire SS™ kit includes our clear, trimmed DRX body, ready for your custom paint scheme. Realistic vinyl decals are supplied, pre-cut for easy application, along with convenient window masks and protective film.



#10504 HELLFIRE SS™ TRUCK KIT

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RC PRO SERIES FINALS 2006

Ladies and gentlemen—an historical first!

Words and Photos by: **Brian "Skinny" Skinner**

In the RC world, and especially in the nitro off-road scene, there's always talk of nitro racing taking the industry to the next level—how it should be more organized and how it should have a series of events to establish the top dogs both regionally and nationally. There's always talk that racing needs to be promoted more and how, we as an industry, need to get a large event out in front of the public and on TV… much like a Supercross event. It's all been verbiage until now. You see, Carlton Eppes, owner of the RC Pro Series has finally done it, and with this historical RC Pro Series final event, he and the RC Pro Series have laid it on the table and taken one for the team. Carlton Eppes has done what everybody has talked about for years—he put on a Supercross type of event inside an arena and he went big with radio, newspaper, and TV advertising. By the way, this was a "stand alone" race event that carried itself. There was no tying it in with a monster truck event as a side show; it was its own RC race and a manufacturers' section to promote RC and RC products. Yes, fellow RC enthusiasts, on November 6th, 2006, at the Metro Center in Rockford, Illinois, history was made. The RC Pro Series proved to the world that RC does have the potential to go national and may one day wind up as a spectator sport…or even on Saturday Sports TV. Here in the pages of *Xtreme RC Cars* are snapshots of what will one day be a historical marker of an event that changed the RC world!

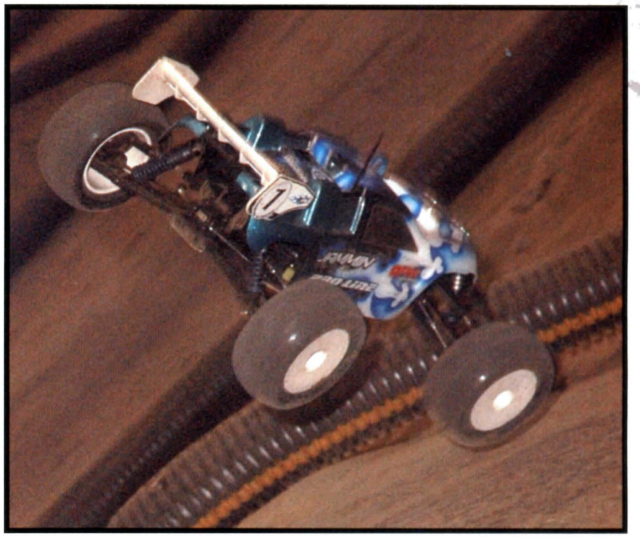


Freddy Kruger made the D-Main!

FRESHNESS GUARANTEED

Race Date: 11.12.06









My, that's a big building.

THE TRACK

Unlike most tracks, the RCP Finals' track had to be built just for this event. On Monday, Carlton Eppes, Joey Christensen, and six good friends set to work at 8:30 am to build a track. 1,180 yards of gooey Arenacross dirt was moved in (it had rained just before the track build), and two tractors and three compactors were put to use to make the 183'X 85'track. By 2:30 am on Tuesday morning, the boys had done their job, and we all had a sweet track to race on later that day. Unfortunately for Joey, the condition of the dirt hampered him and his crew from building more of a Supercross track. Nonetheless, they did make a great track that was technically hard. It made for great racing and was wide and fast for plenty of passing and good action. The track had two parts that gave everybody fits: the whoop section in front of the pit-lane, and the triple-double in the center of the track. Ask anyone who raced it; they'll tell you they had the most crashes there. The track never needed watering and had a nice blue groove. One of the best parts of this track was that your car didn't need to be cleaned much; it was nice not to have to spend so much time cleaning.



Find the lonely table.

LIFE IN THE PITS

Life in the pits is always interesting and not to be missed. Here are the sights and sounds off the track.

1. Panther tires have bite. Ever wonder what an out of control truggy can do to you? Imagine a tire spinning at thirty miles per hour and your arm getting in the way—this is the outcome!

2. *Xtreme RC* posters make good table markers!

3. Joey Christensen is a madman in a Bobcat. If you ever want a world class track built—call Joey.

4. The prestigious precipitator of the RC Pro Series–the guy who did what others only talked about—Carlton Eppes.

5. Star power: with so many pros on hand, many people were getting autographs—question is, why would you have someone sign the underside of your buggy?

6. The hit of the pits were these "Hurricane" pizzas that were over two feet round. These three guys decided to make a competition of it and see who could finish first. Funny thing was the smallest guy won...guess who started the "Hurricane" pizza trend?

7. With the drives two-stories above and it being hard to hear commands over the noise, the pit guys needed a solution—a highly modified softy cone.

8. Sway-bars for Revos? Yes, you can make them, and Steve Slayden did just that for the ultra high-grip track at the finals. And no, they're not going to be put out by Traxxas—Slayden was just looking for the ultimate in traction!

Next agenda: get some people in the stands.

REAL WORLD TESTING

Never let it be said I don't go all out for test reviews for Xtreme! I had just finished testing the new Losi Muggy and I liked it enough that I raced it at the Finals. Of course, the Muggy I raced was basically RTR. I did drop a pound of weight just by adding the new Xtreme Racing carbon fiber kit and an HT Battery Lipo unit. The Muggy was super dialed in the rough sections and I learned a couple of lessons at this event: one, never take a car you haven't had time on to a large event. I chased set-ups all week and it killed me. Second, I proved to myself that *RTRs are* pretty darn good out of the box and that you can race them at high levels and do just fine. So if you're reading this and want to start racing, a good RTR will take you far. Just drive a little more than a couple of tanks of fuel–d'oh!



Skinny's in love with RTR's?



PROMOTION AND BANQUETS

Local TV and radio spots promoted the event. Joey Christensen and Carlton Eppes did a TV morning show, and Carlton and I did a bit at the local rock station WXR during traffic hour. We were on for at least an hour and we talked up the event and RC in general. The hosts–Stoner and Double-T–had me fire up my Losi Muggy live on-air. It was crazy and fun. I wonder how my Losi Mach .26 engine sounded on the air-waves!



Banquets should always be a part of big events like this. Now that I have been to a few successful ones, I have to say that the banquet is an important part of the show. A banquet is a great place for people and pros to meet face to face and a good time is had by all. A banquet is also a great venue to present awards, and the media gets a better opportunity to get finish photos and talk to people. I bet the sponsors like that! The RCP Finals Banquet was killer. There were 200 people present, the food was great, and a good time was had by all…plus I got my photos done with some light for once!



Another reason to come to the Banquet: feast your eyes on all of the awards, not to mention the sweet commemorative watches that were given to the National Champions this year…dang, I want one of those!



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K057 - RTR



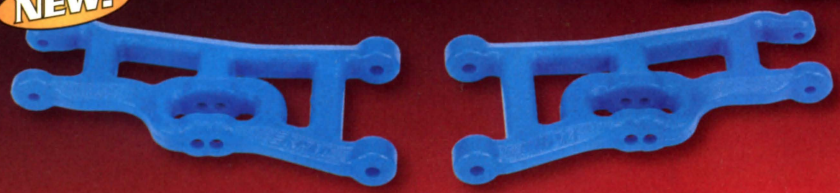
K053 - ARTR
K056 - RTR

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THE MAIN EVENTS

Gas truck: After a clean start Adam Drake had the lead, with Jared Tebo right behind him and Ryan Mayfield in third. After five minutes things started to heat up; Ryan made a pass on Drake and was leading but broke going over a jump and dropped out. Now it was Adam Drake back in the lead, and Tebo was sitting back some twenty feet, stalking Adam. After the first fuel stop, the gap between the two tightened up, and it looked like it might turn into a cat and mouse game with fuel stops. It didn't turn out that way, as the first part of the race was fairly mellow and not much changed at the front of the pack. That is, until the 30 minute mark in the 45-minute A-main battle. Jared Tebo was still leading with Adam Drake still on his tail, but Mike Battaile had worked his way up to third and Cody King was really getting a workout moving through the pack from thirteenth all the way up to fourth. Meanwhile, Kyle Skidmore and Allen Horne were busy getting into position for an attack on the front runners. In the last third of the event the action started—something happened to Mike Battaile's car and he stopped, letting Cody King and Allen Horne fight for third and fourth. With a couple of minutes to go, Tebo was solidly in first and Drake was in second with Cody and Allen slugging it out for third and fourth not too far behind. All of a sudden something broke in the rear of Adam Drake's truck and it was game on for Cody and Allen. Both of them battled to the end, and it came down to a drag race to the finish down the back straight-away with Allen Horne beating out Cody King by mere inches at the finish. So in the end it was Tebo, Allen, and Cody. Mr. RC held onto fourth, which also gave him enough points to win the overall and gain his second RC Pro gas truck national championship title.

Monster truck: After another smooth start, the monster trucks headed out for battle and on the first lap it was Mike Battaile, Steve Slayden, and JJ Turk out in the front. This little group was already gapping the field by seven seconds. About five minutes into the 45-minute A-main, Battaile's Revo had a mechanical problem, letting JJ Turk into the lead with Steve Slayden about four seconds back in hot pursuit. Coming up to the first fuel stop, JJ and Steve were dicing with each other, Steve was pressuring JJ, and both of them were walking away from the pack. JJ cracked under the pressure and flipped over the back jump, which let Steve Slayden into first. Meanwhile, it was about time for fuel and the trucks were flying into the pit lane for fuel. Slayden got a whopping ten minutes on the track before he had to pit for fuel—this helped him tremendously—and by the 15 minute mark, Steve Slayden had lapped all the way up to fourth place. About 20 minutes into the A-main, Tim Roberts moved into second and came alive. He was all over Slayden and got by him for the lead. This apparently ruffled Slayden, and while he was getting it back together, JJ Turk slipped by and regained second. With Steve charging again, the three were roosting each other with only inches separating them. During the lull in the storm, Mark Holloway and Mark Corderio moved up into the hunt and pressured JJ Turk, who had just got passed by Slayden moments before, for third. With about eight minutes to go, Tim Roberts was safe in first one lap up on Slayden, and Slayden crashed and stopped for a second and looked like he had a problem. A second later, he spun around and took off again and looked ok. Forty minutes into the race Tim Roberts and Steve Slayden were sitting well into first and second, but third was up for grabs and a dice session was going on between Mark Cordeiro and JJ Turk! By the time the clock expired Mark had solidly moved into third with JJ Turk in fourth.





Look... he's balancing nut on his truck!





RC PRO SERIES
FINALS 2006

Pro Arena truck: The pro truggies launched off the line in the star studded field. After three laps things settled down, and it was Josh Wheeler, Chad Bradley, Cody King, Andrew Smolnik, and Ryan Lutz rounding out the top field. After the first pit stops—Josh Wheeler was out in front with Taylor James in second and Chad Bradley in third. The first part of the 45 minute A-main was intense and drivers were working hard to keep positions. About 15 minutes in to the second round of pits, Taylor James passed Wheeler for the lead and Chad Bradley was in third. Out of the top three, but in the hunt at this point were Cody King, Mike Battaile, Andrew Smolnik, and Richard Saxton…all of them just waiting for someone to mess up. At about the halfway point, Taylor James was still running first, but Chad had moved back up from a perfect pit stop and was thrown back out to swoop Wheeler for second. Things settled for most of the race and the action started again with less than ten minutes to go. Josh Wheeler was fired up after passing Chad Bradley and was chipping away at Taylor's lead. The two of them had a great race going when the last of the pit stops rolled around and Wheeler passed Taylor James for the lead. Wheeler came in for fuel, but bobbled coming in while Taylor was coming up fast. Pit Pop did a quick fuel for his son Josh, but then Josh Wheeler again bobbled going out of pit lane—this time letting Taylor James get by for the lead, which was a big break and a five second cushion for Taylor. With the end of the race coming up and minutes left to go, Chad Bradley had bad luck and flamed out on the track as his pit crew kept firing up the car only to have it shut off when he went back out. Later, I found out that Chad's clutch spring had broken, thus flaming out his car coming into the corners. This let Mike Battaile and Matt Gosch get into the hunt for the podium. In the end Taylor kept his lead over Wheeler for the win, but Battaile beat out Matt Gosh for third and Matt settled for fourth.





Any Questions?



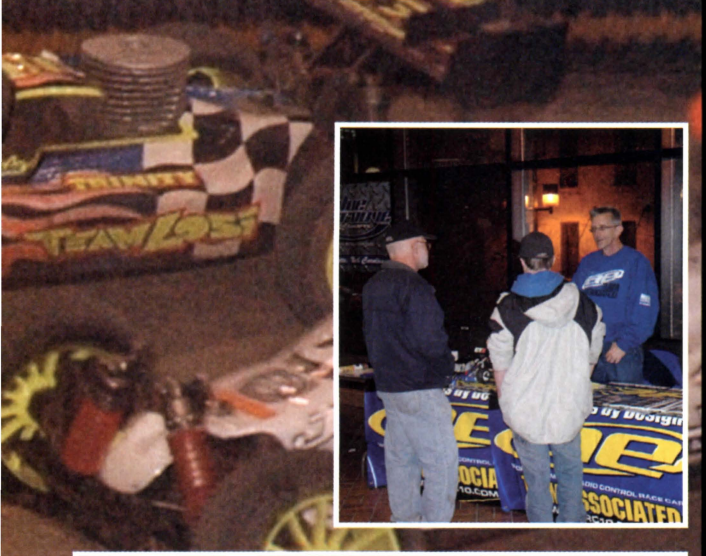
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TRADE SHOW ODDS AND ENDS

For the first time (I think ever), a "manufacturers' row" was set up for companies to show their wears to the racers and the public. I think it went well and should be enhanced for similar future events. Everyone I talked to liked the idea and was happy with the results. I firmly believe that this idea will be a big draw in the future, and the industry needs to get behind the people who do this for them. For the RCP Finals, there was a good first showing of companies and it looked great. Saturday saw a huge swell of consumers off the street, and the place was a-buzz. This is an idea whose time has come that will only help take RC to the next level, hopefully to the level of national recognition that we all want. Trade areas like this can also educate the public about how far RC has come and the level of these "toys" as well. All of this should be done to help grow the sport for all of us; we'll all benefit in the long run.

Xtreme had a booth and 400 magazines that didn't stay around for very long. I would step away to cover an A-main and shoot pictures only to come back and have to restock. It was encouraging and the new subscriptions didn't hurt either!

Associated had a booth as well, and I think if you asked Gary Owen he would tell you that he liked what he saw of the RCP Finals and the manufacturers' row.

Great Planes went big and used a part of their I-Hobby tradeshow booth for their display. There were people at the booth almost all of the time, and it was hard to get Jared Tebo away from there.



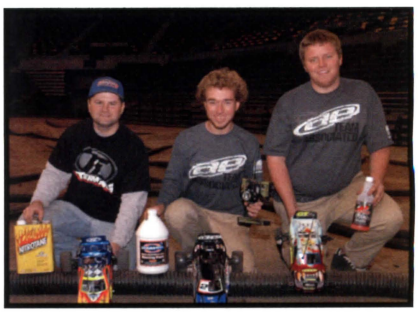
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Expert Buggy: This was it, the main event of the day—the 1/8-scale pros! Jared Tebo was driving on a borrowed Jammin buggy. He had been on fire all week and was sitting TQ. If you're a top pro this is not a good thing to see. After yet another smooth start, Tebo was out in front with Josh Wheeler, Taylor James, and Matt Gosch in tow. Not far behind and already working up to the front of the pack was Adam Drake and Chad Bradley—both of them started back of the pack because of qualifying. By the end of the second lap both of them had moved up to Tebo and were on the move. Drake caught Tebo quickly and the battle was on. Soon, Tebo and Drake were going at it and Bradley and Matt Gosch were doing their own racing until Chad Bradley lost a rear wheel—d'oh! Fortunately, it happened by pit row, so not too much time was lost for him, but it did give Taylor James and Ryan Mayfield some room to race. Meanwhile, back at the front line, Tebo and Drake were having an exciting race. Both of them were inches apart and swapping positions every lap. First it was Tebo, then it was Drake, and back and forth they went. In fact, just around the time of the first pits, Tebo and Drake were clawing over each other to get into position...it was racing at its best. Things settled in after the first couple of pit stops, with Tebo in the lead and Drake was running a solid second. At this point and probably 20 minutes into the hour long main, the front runners, Tebo, Drake, and now Taylor James and Chad Bradley, were set in their ways, so much so that I could end the story here. If I did that, though, you would miss out on what happened in the last ten minutes of the race! Sure, the front runners were set. Drake figured out during the race that all he needed to do was finish second and he would clinch the National title for 1/8-scale buggy, so with that information planted in his head, he set it on autopilot to gain yet another title for the RC Pro Series. No, what made the last ten minutes exciting was the epic Smolnik battle. Allen Horne had been running in fifth, but he had problems and opened the door for fifth. Andy Smolnik was right there for it, but so was Matt Gosch. And so the fighting began. Andy graded fifth, but Matt wanted it, so for five minutes they flew past each other to grab it. Finally Andy got into fifth, but there was a problem: Kyle Skidmore had moved up into position because of the battle that had slowed Matt and Andy down. Now it was on again for poor Andy, just as he was getting used to fifth. The battle was with Kyle...and Andy was back again fighting for position. With only minutes remaining, it was do or die for the two warriors and they fought to the last lap. On the last lap they must have passed each other four times until it came down to the back straight. Andy went wide and Kyle slid under him and both drag raced to the finish with Kyle getting the jump and the win for fifth place. It was a great beginning and a great ending for this A-main event.







Jared needs some hair styling tips.

LITTLE-BIG NEWS FROM THE INTERMEDIATE CLASS!

Say hello to Braden Cutchins, king of the intermediate class. This thirteen-year-old up-and-comer was the stand out of the whole event. This guy won everything he entered at the finals. He won buggy, truggy, TQ'ed... the overall national number one title in both classes, and the number one plate in the Eastern division for both classes. I just don't think it can get any better than that...oh wait, it does...this was his first year racing! Brandon is thirteen and lives in Panama City Florida. He started RC a year and a half ago and is already super fast. This is how it all started for him: he liked RC and got a Savage SS to bash and was pretty good. Just half a year after starting, his father Jerry told me that a local hobby shop opened in their town and they had a track, and since father Jerry raced Motocross and now races stock cars, they thought a little competition would be nice. Brandon, I'm told, has grown up around racing. Jerry does all the pit work and Brandon does the racing. They heard of a big event called IWC 4.0 (a great event, by the way!), and went there for their first big race. Brandon finished second in buggy sportsman, and TQ'ed the truggy class. At the IWC, they heard about the RC Pro Series and decided to race intermediate truggy and buggy for this year and have a go at it. Well, good thing they did, because they dominated the whole year and they learned a lot about pitting and racing. Now Brandon is king of the truggy and buggy classes and has a sponsorship from Jammin next year when he turns pro. Of course, that's ok with Brandon, because that's what he races now and he loves the cars. Also, Byron Fuels picked him up and I'm sure others will follow. This is a family affair for the Cutchins family; mom, dad, and even sister April work to keep team Cutchins running like clockwork. The RCP finals was a dream come true for all of them and Brandon told me that he loved the track. It was big and fast (just the way he likes them). Finally, Brandon would like to thank Carlton and the RCP crew for the great event, and Mr. Halsey for the "on the spot" sponsorship deal after he won everything...who could blame Jay? The kid is fast!



RACE RESULTS

GAS TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	2	Jared Tebo	Team Associated GT2	O'Donnell	O'Donnell	---	Futaba	---	J-Concepts
2	14	Allen Home	Losi ADZ	---	Losi Nitro Taine	---	---	Pro-Line Holeshotes	Losi ADZ
3	13	Cody King	Team Associated GT2	Orion Wasp .12	Side Winder 20%	---	Airtronics M11	Pro-Line M3 Hole Shots	Associated
4	1	Adam Drake	Team Losi XXXNT	Trinity	Trinity	Trinity	Airtronics	Team Losi	Team Losi
5	4	Kyle Skidmore	Associated, GT2	OS TZ	Rocket Science	---	Futaba 3PKS	Pro-Line Holeshotes	Associated

MONSTER TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	3	Tim Roberts	Traxxas Revo 3.3	TRX 3.3	Trassas Top Fuel	---	Futaba	Panther	Majestic
2	2	Steve Slayden	Revo 3.3	TRX 3.3	TRX Top 33%	O'Donnell	Spektrum	Pro-Line Hole Shot MFR	Majestic
3	5	Mark Cordeiro	Traxxas Revo	OS .18TZ	Traxxas	OS	KO Helios	Pro-Line Hole Shot	J Concepts
4	4	JJ Turk	Traxxas	RB Mods	Byron	Traxxas	Nomadio	Pro-Line	HPI
5	8	Mark Holloway	Revo	EB Mods OS .18	Odonnell	MC59	Fubaba	Panther	Pro-Line

EXPERT ARENA TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	2	Taylor James	Jammin X1-CRT FT	OS Speed	O'Donnell	---	Futaba 3PK Super	Pro-Line	Jammin
2	3	Josh Wheeler	Mugen	Werks	---	O'Donnell	---	Pro-Line	Pro-Line
3	9	Mike Battaile	Kyosho	Werks	Werks	---	KO	Panthers	Majastic
4	8	Matt Gosch	Jammin X1-CRT	Werks	Byron	---	Airtronics	Pro-Line	Jammin
5	10	Richard Saxton	ST1	OS	O'Donnell	O'Donnell	Nomadio	Pro-Line	TT

1/8 EXPERT A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	1	Jared Tebo	---	OS Max	O'Donnell	---	Futaba	GRP	J-Concepts
2	8	Adam Drake	Team Losi 8ight	Trinity	Trinity	Trinity	Airtronics	TL	Team Losi
3	3	Taylor James	Jammin X1-CR FT	OS Speed	O'Donnell	---	Futaba 3PK Super	Pro-Line	Jammin
4	12	Chad Bradley	Jammin X1-CR	OS	Werks	---	Airtronics	Pro-Line	Jammin
5	15	Kyle Skidmore	Thunder Tiger	OS	Rocket Science	---	Futaba 3PK Super	Pro-Line Bow Tie	Pro-Line

INTERMEDIATE ARENA TRUCK A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	1	Brandon Cutchins	Jammin	V-Spec	Byrons	---	Airtronics M-11	Pro-Line	Pro-Line
2	2	Jeff Baker	Jammin X-1_CRT	Novarossi P5 Plus	Byrons	---	Airtronics M-8	Pro-Line Bow Tie	Jammin
3	13	Mitchell Pacin	Kyosho ST-R	V-Spec	Byrons	P3	Futaba	Pro-Line Bow Tie	Pro-Line
4	3	Toby Devenport	MBX5T	P5	O'Donnell	---	Airtronics M-11	Pro-Line Bow Tie	Pro-Line
5	7	Thomas Carr	Kyosho ST-R	RB WS72-3X	Byrons	---	JR Z-1	Pro-Line	---

1/8 INTERMEDIATE A-MAIN

F	Q	Driver	Chassis	Engine	Fuel	Glow Plug	Radio	Tires	Body
1	5	Brandon Cutchins	Jammin X1 CR	V-Spec	Byrons	---	Airtronics M-11	Pro-Line	Pro-Line
2	13	Kevin Trudel	Hyper 8	Ninga	Byrons	---	Airtronics M-11	Pro-Line Bow Tie	Pro-Line
3	15	John Taylor	Mugen	OS V-Spec	Werks	---	Futaba	Pro-Line Bow Tie	---
4	1	Josh Karl	Kyosho SP2	Sirio BX-STI	Byrons	---	Airtronics M-8	Inside Jobs	Pro-Line
5	12	Shane Rasmussen	X Ray	Mac	Byrons	---	Airtronics M-11	Panther	J Concepts

--- Driver did not supply.

There's too much text here... my eyes hurt.

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

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INTERMEDIATE SUPREMACY

RC Pro gives a title for the up-and-comers in the racing world of RC, and the fight was on for intermediate supremacy. This title is great for the sport and gives new racers a chance to shine and move on to the pro ranks as they get better. Here are recap of the intermediate classes.

Intermediate Arena truck: As the Arena trucks roared off to the first lap, it was Jeff Baker in first, Brandon Cutchins in second, and Toby Devenport in third. These three swapped back and forth for first place until things changed at the first pit stop. Intermediate sensation Brandon Cutchins ran in to some trouble and dropped back to fifth for a time, but by lap ten he had worked his way back and taken over the lead. He never looked back. While Brandon was busy making time, Mitchell Pacin—who had started thirteenth—worked his way up from the back of the pack for thirty odd minutes and was on Toby Devenport. In the last segment of the 45 minute A-main, Toby had a problem, which let Mitchell get into third and Toby hold on to fourth with Thomas Carr three laps back in fifth. It was a good race and the lap times were pretty good compared to the pros. A few more seconds here and there and the top four could have made up the ten laps that were between the pros and the intermediates—nice job, guys.

Intermediate Buggy: The Intermediate 1/8-scale drivers showed good form as they hit the track running. On the first lap, it was Josh Karl by the timing loop with Michael Jones in second and Michael Williams in third. Michael Williams must have had issues, because he dropped back quickly but this let the rest of the pack move up. Kevin Trudel, who finished second, was on a roller coaster ride. He started thirteenth and rocketed up to fifth in one lap, only to drop back to twelfth and then settle on a steady pace of eating buggies all the way back up to second. Kevin was working hard for sure! About half way into the main, thirteen year old driving sensation Brandon Cutchins diced his way up to the front and passed Kevin for the lead. Meanwhile, John Taylor steadily worked through the pack and finally made it to the top, sitting in third on the podium. Looking at the race sheets, it looked like the intermediates were on a good pace. They too had comparable lap times to the pros, but they needed to work on consistency. Even so, it looks like there will be some fast guys joining the ranks of the pro classes soon. Both intermediate groups did well and showed good driving skills and talent—good work, drivers. It looks like I'll be further down in the pack come next year!

RC PRO SERIES NATIONAL CHAMPIONS

GAS TRUCK

	NAME				TOTAL
1	Adam Drake	460	304.5	7.5	772
2	Kyle Skidmore	450	298.5		748.5
3	Cody King	432	310.5		742.5
4	Joe Laws	450	280.5		740.5
5	Taylor James	446	249		695
6	Scott Sanders	415	274.5		689.5
7	Howard Cadrain	436	240		676
8	Leon McIntosh	418	256.5		674.5
9	Allan Richards	410	262.5		672.5
10	Mike Battaile	414	253.5		667.5

ARENA TRUCK EXPERT

	NAME				TOTAL
1	Taylor James	460	322.5	15	797.5
2	Chad Bradley	455	280.5	7.5	743
3	Matt Gosch	422	304.5		726.5
4	Ryan Lutz	447	274.5		721.5
5	Cody King	450	268.5		718.5
6	Josh Wheeler	401	316.5		717.5
7	Richard Saxton	414	298.5		712.5
8	Jeff Keeton	410	262.5		672.5
9	Andy Smolnik	406	256.5		662.5
10	Bubba Ryan	420	240		660

INT. ARENA TRUCK

	NAME				TOTAL
1	Brandon Cutchins	445	322.5	22.5	790
2	Mark Cordeiro	455	274.5		729.5
3	Toby Davenport	414	304.5		718.5
4	Mitchell Pacin	408	310.5		718.5
5	Brian Seitz	455	249		704
6	Jeff Baker	387	316.5		703.5
7	Thomas Carr	382	298.5		680.5
8	Mark Constantino	374	292.5		666.5
9	Ray Milvae	455	204		659
10	Steve Christian	363	286.5		649.5

MONSTER TRUCK

	NAME				TOTAL
1	Tim Roberts	437	322.5	15	774.5
2	JJ Turk	460	304.5		764.5
3	Mark Cordero	436	310.5		746.5
4	Steve Slayden	428	316.5		744.5
5	Brian Wynn	460	280.5		740.5
6	Derek Guidry	445	286.5		731.5
7	Mike Battaile	441	274.5	7.5	723
8	Mark Holloway	415	298.5		713.5
9	Bobbo Profeta	450	256.5		706.5
10	Ralph Krumme	413	292.5		705.5

1/8-SCALE EXPERT

	NAME				TOTAL
1	Adam Drake	455	316.5		771.5
2	Taylor James	460	310.5		770.5
3	Chad Bradley	441	304.5		745.5
4	Ryan Lutz	441	274.5		715.5
5	Kyle Skidmore	408	298.5		706.5
6	Andy Smolnik	410	292.5		702.5
7	Josh Wheeler	455	244.5		699.5
8	Quincy Hughes	431	256.5		687.5
9	Matt Gosch	394	286.5		680.5
10	Kelby Roberts	450	222		612

INT. 1/8-SCALE

	NAME				TOTAL
1	Brandon Cutchins	445	15	322.5	782.5
2	Josh Karl	432	7.5	304.5	744
3	John Taylor	417		310.5	727.5
4	Kevin Trudel	408		316.5	724.5
5	Tom Rois	404		286.5	690.5
6	Brian Hester	428		253.5	681.5
7	Mitchell Pacin	434		244.5	678.5
8	Michael Jones	392		280.5	672.5
9	Jay Miller	410		262.5	672.5
10	Chris DeWinter	394		274.5	668.5

IFMAR WORLD CHAMPIONSHIPS 28 REEDY

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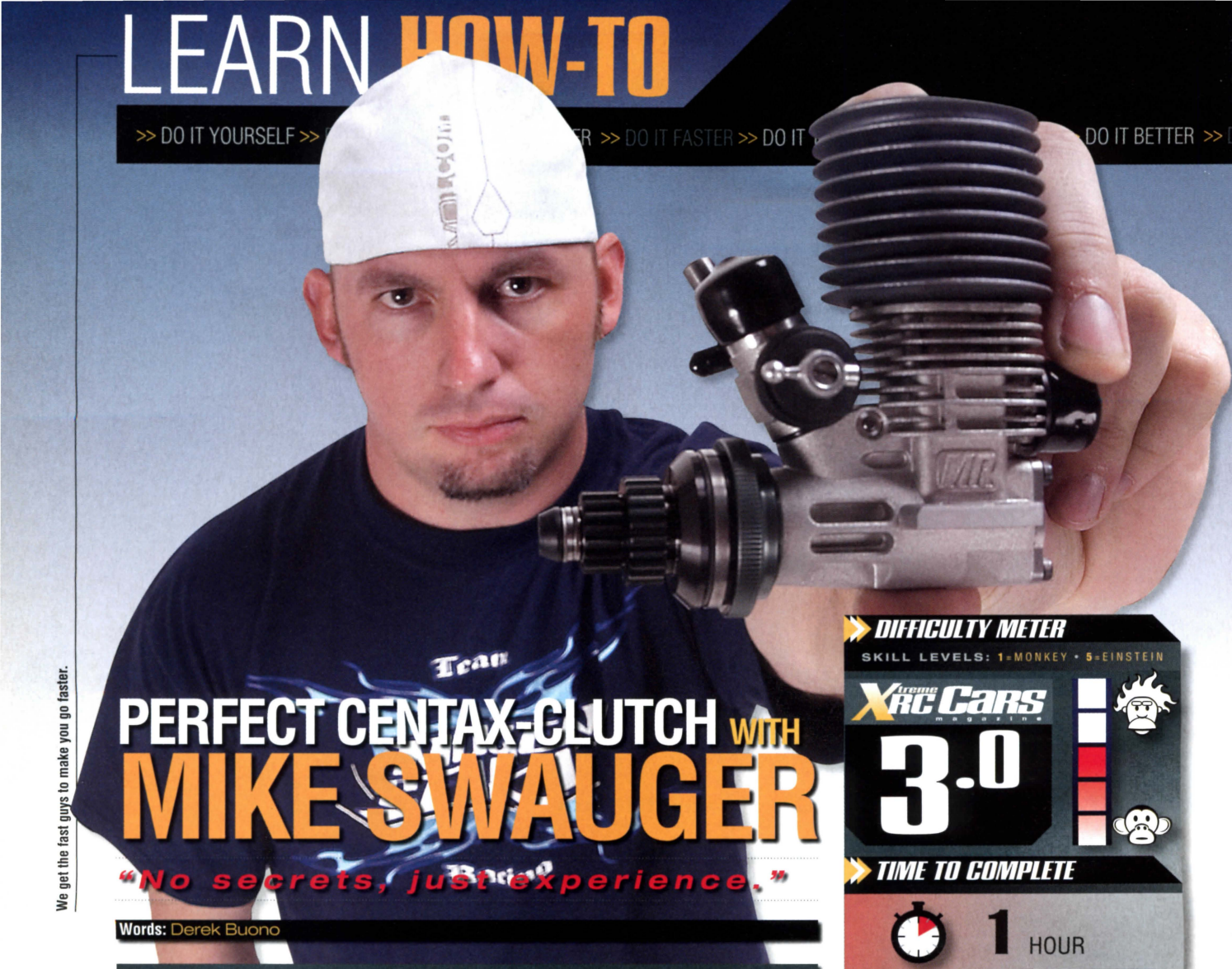
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#2042



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PERFECT CENTAX-CLUTCH WITH MIKE SWAUGER

"No secrets, just experience."

Words: Derek Buono

I have to make fun of Mike McMahon. We went nitro sedan racing the other day, and while he was building the car he was like a 12 year old. Here's a decorated (I didn't know they made 9th place ribbons) electric sedan racer building a nitro sedan for the first time in his life. He was amazed by the "technology" of nitro sedan parts compared to his electric. One of the things that amazed him is something that is pretty simple and complex at the same time: the centax-style clutch. This is a very simple machine that can make or break your sedan-racing career. I contacted nitro sedan specialist and factory Mugen driver Mike Swauger to get some of the "secrets" of getting this ultra important part of the car performing its absolute best. Turns out, getting the clutch built correctly is pretty simple, but some of the small details can be the difference between slingshoting out of a corner or getting pushed from the rear.

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine

3.0

TIME TO COMPLETE

1 HOUR

THE TOOLS

- 4mm Drill Bit
- Body Reamer
- Thrust Bearing Grease
- Digital Calipers
- Clutch Adjustment Tool

TWO-STRIKES

Mike explains that the two most common errors when building a centax-style clutch are not having enough gap between the bell and the clutch shoe, and not having enough pre-load on the spring. Both of these will cause the motor to bog out of the corners, resulting in slower speeds and increased engine temperatures.

> *"Having a properly adjusted clutch, as far as the drivetrain, is THE most important adjustment on the car. It can make a good motor slow, and a bad motor fast."*
> *-Mike Swauger, Mugen Seiki*

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RESULTS

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2	Jake Thayer	Thunder Power	Hacker	Quark 33A ProCar
3	Josh Anderson (TQ)	Apogee	Mamba	Mamba
4	Zack Berry	Apogee	Mamba	Tekin
5	Carissa Figelski	SMC	Tekin	Tekin
6	Chris Wheeler	Thunder Power	Hacker	Quark 33A ProCar
7	Tim Mohr	Apogee	Mamba	Mamba
8	Carl Smart	Unknown	Hacker	Quark 33A ProCar
9	Joe Mason	Intellect	Mamba	Mamba
10	Nick Zaccaro	Unknown	Unknown	Unknown



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SETUP CHEAT SHEET

I WANT	TRY
Better Fuel Economy •	• Softer clutch spring • Heavier flyweights • Decreae clutch spring pre-load
More acceleration •	• Lighter flyweights • Heavier clutch spring • Increae clutch spring pre-load
More linear acceleration •	• Softer clutch spring • Decrease clutch spring preload • Heavier flyweights

TROUBLE SHOOTING

Engine bogs out of corners •	• Increase clutch spring weight • Lighten flyweights • Different clutch shoes
Poor fuel economy •	• Heavier flyweights • Softer clutch spring • Decrease clutch spring preload
Excessive clutch shoe wear •	• Incorrect gap between bell and shoe
Excessive bearing wear •	• Incorrect gap between bell and shoe • Clutch engaging too early

We thought this would be hard, but it's easy!



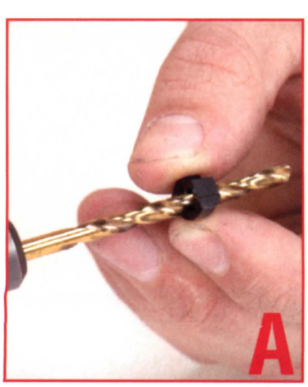
THE SETUP

Step 1– **Flywheel**

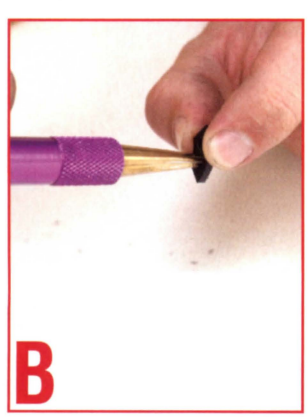
Insert the collet on the crankshaft, then crank down the flywheel nut so that it is as tight as you can get it.

Step 2– **Flyweight Prep**

These are the individual weights responsible for pushing the actual shoe out against the bell, which starts to move the car. The sooner and heavier the weight, the harder it engages. For the most part, Mike always lightens his flyweights by drilling them out with a 4mm drill bit. The lighter weights make the clutch engage later by allowing the clutch to spool up more before engaging. This makes the car faster out of corners as it keeps the engine closer to the powerband, which is typically a narrow window in .12 engines. The downside to this is two fold. It creates more fuel consumption because the engine is always revving higher, and it makes the clutch engagement less linear and more abrupt. Electric racers may have trouble getting used to the non-linear feel at really slow speeds.



Step A– With a 4mm drill bit, drill out each of the holes on the flyweights by hand. Using a drill will create too much heat and melt the shoes.



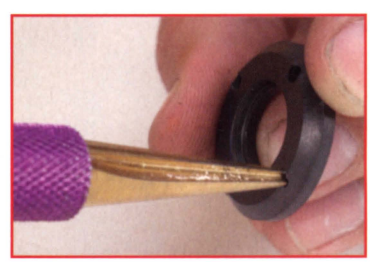
Step B– Use a reamer to bevel the edge of each shoe. This prevents any burrs from interfering with the process.



Step 3– **Install Lightened Shoes**



Step 4– **Install Pressure Plate**



Step 5 Clutch Shoe Prep

Step A– Use a standard reamer to bevel the edge of both sides of the clutch shoe and remove material until it slides without binding.



Step 6 Install Clutch Shoe

Step 7 Install Spring Cup



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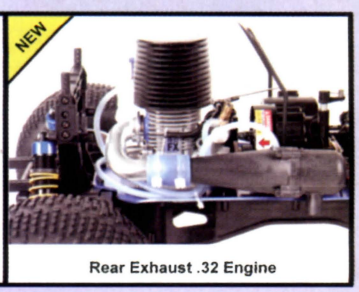
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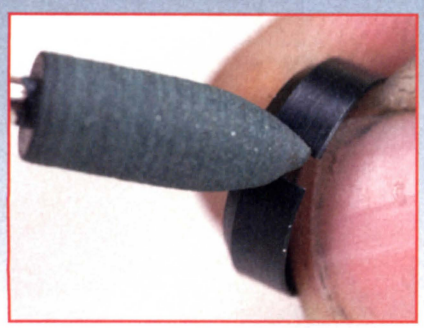
Step 8– Install Spring

MIKE ON SPRINGS

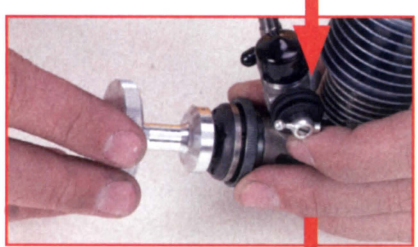
In discussing this with Mike he suggests running some pretty heavy spring rates to get the maximum acceleration, and only goes to softer spring rates if fuel consumption is an issue. He also says he doesn't "pre-crush" a spring, but rather puts the spring through a heat cycle before making the final setting. The spring will get hot during use and slightly reduce its rate, which will require a slight adjustment to get it back to the set rate.

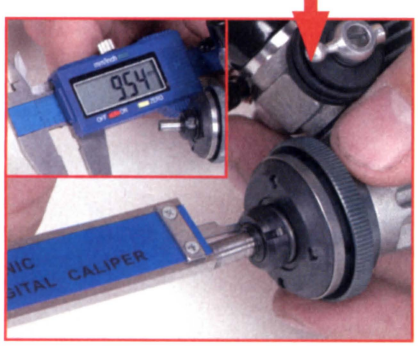
Step 9– Spring Nut Prep

Mike deburrs the groves in the nut to prevent any burrs left from grabbing the clutchbell and loosening the clutch inadvertently.



Step 9B– This is for Mugen clutches only since other brands will vary in measurement. Mike sets his Mugen clutch to 9.5mm from the end of the crank to the top face of the spring nut.





Step 10– Mike suggests using an additional thrust bearing washer for spacing the clutchbell away from the shoe. This reduces the number of washers that can be lost when taking it apart. Shimming at this point is critical. You want to shim the clutchbell away from the shoe just enough so that it doesn't rub when pressure is applied inward. Use small shims to do this.



Step 11– Thrust Washer: Insert all the bearings into the clutchbell and assemble. The next step is the thrust washer. Mike applies a small amount of thrust bearing grease to the bearings. At this point you want to make sure the open side of the thrust bearing (which is identified by the open balls) is facing away from the motor. This allows any crap that gets stuck in there a way out when the bearing is spinning.



Step 12– Shimming the clutch bell: In this step the goal is to shim the amount of play in the clutch bell to a specific spacing. Add or remove small shims from the assembly to get the proper spacing (around .03mm). This sets the gap between the shoe and the bell when in motion. Don't set the gap too tight, or your clutch may bog and ruin bearings.





Step 13– Crank in the screw that holds everything together. Most people avoid using loctite because the rotation of the engine prevents it from loosening, and the risk of loctite getting into bearings and on moving parts isn't worth it.

CONCLUSION

Getting the clutch engagement perfect is something that comes with experience. Most can hear when a clutch is slipping too much or engaging at the wrong time. The first step to getting to "pro status" on the clutch is getting it built correctly. When I asked Mike to help with this article I said I wanted all the "secrets." His reply was perfect: "There are no secrets, just experience."

"Laces out!"

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2006 NOVAK US Touring Championship,
Milwaukee, WI MOD SEDAN, TQ, 1st Place
2006 SNOWBIRD Nationals,
Orlando, FL MOD SEDAN, TQ, 1st Place
2006 IFMAR ISTC World Championship
Collegno, Italy 1st A Final #2, 3rd Overall

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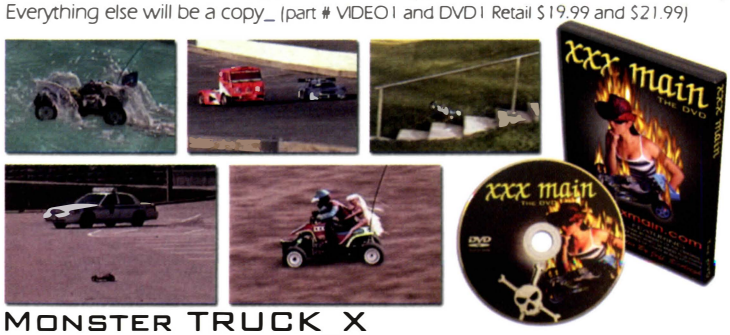


xxx main RACING INC.



XXX MAIN THE DVD

Sometimes you have to take a gamble in life_ This is what we did at xxx main when we produced this video~ but through all of the controversy a benchmark has been set_ As more and more extreme RC Car videos emerge~ this will always be the one that started it all_ Everything else will be a copy_ (part # VIDEO1 and DVD1 Retail $19.99 and $21.99)



XXX MAIN SQUARED

This video tells a story of sickness~ Like when Josh Cyrul called us and said he wanted to jump his house~ or when our 1/8 scale buggy ripped an RC Chopper into pieces_ Out of control~ that is xxx main SQUARED_ (part # VIDEO3 and DVD3 Retail $19.99 and $21.99)



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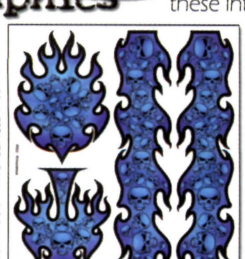
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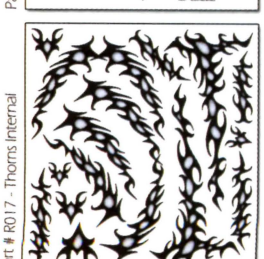
Part # R002 - Wickedness Internal



Part # R004 - Fire Internal



Part # R020
Barbed Wire Internal Graphic



Part # R017 - Thorns Internal



Part # R018 - Heat Internal

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SHOCKINGLY SIMPLE

A "STRIKING" PAINT EFFECT THAT REQUIRES NO MASKING!

Words and photos: Mike Ogle



I know that for many racers, the task of painting their car's body is a tedious one that they would like to avoid entirely. It is seen as a necessary but not an enjoyable part of race preparation. If you are one of those racers, this paint scheme may be just what you have been looking for. Here is one of the simplest paint effects that I know of: the "Lightning Strike." The body shown here was entirely painted in less than 20 minutes and without using any masking materials at all, with the exception of the supplied window masks. This is one paint scheme you could actually do in the pits, between rounds, if you have to change bodies and don't want to show up on the starting grid in plain old "qualifying white."

How would you paint thunder?

DIFFICULTY METER

SKILL LEVELS: 1=MONKEY • 5=EINSTEIN

Xtreme RC Cars magazine

1.0

TIME TO COMPLETE

30 MINUTES

THE TOOLS

- Paint brush
- Bottle of white paint
- Spray can of black

Prep The BODY

Even though this is an easy paint job, you'll still need to clean any mold release residue and other gunk out of the body before you lay down any paint at all. I do a quick wipe down with denatured alcohol right after I apply the window masks.

DRAW OUT YOUR SCHEME

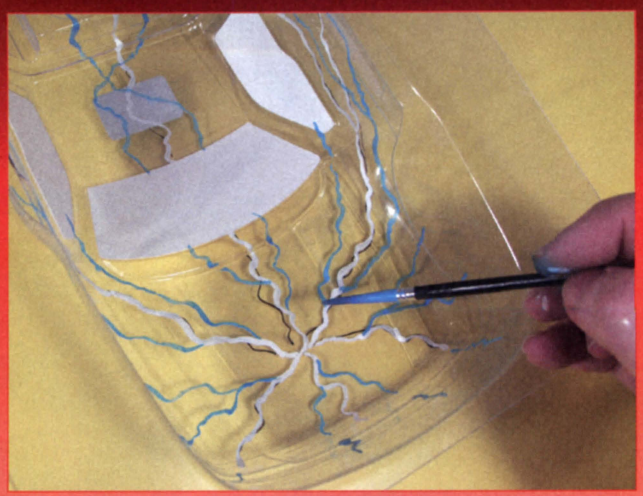
Before you grab a brush and start painting your lightning bolts, you may want to sketch out the general direction of the bolts on the outside of your body with a permanent marker. If you're really good at pre-visualizing your scheme, you may not need to do this, but I always like to have these lines as "guides" when I am painting the bolts.





BRUSHING THE BOLTS

Using a soft, long-bristle paintbrush and some unthinned white paint straight from the bottle, start at the rear of your car and paint the first main lightning bolt. Don't try to get the line straight; the more jagged you make it, the better! If you start at the back (when the brush is full of paint) you'll have a slightly wider stroke which gradually tapers as you get to the front... Although actual lightning bolts don't have this taper, it adds to the dimensionality of the scheme.



MORE BOLTS

After your main large bolts are in place, add a few drops of blue to your white and add a second layer of smaller, finer lightning "around and behind" the main bolts. You can add as many of these as you like, depending on what looks good to you.



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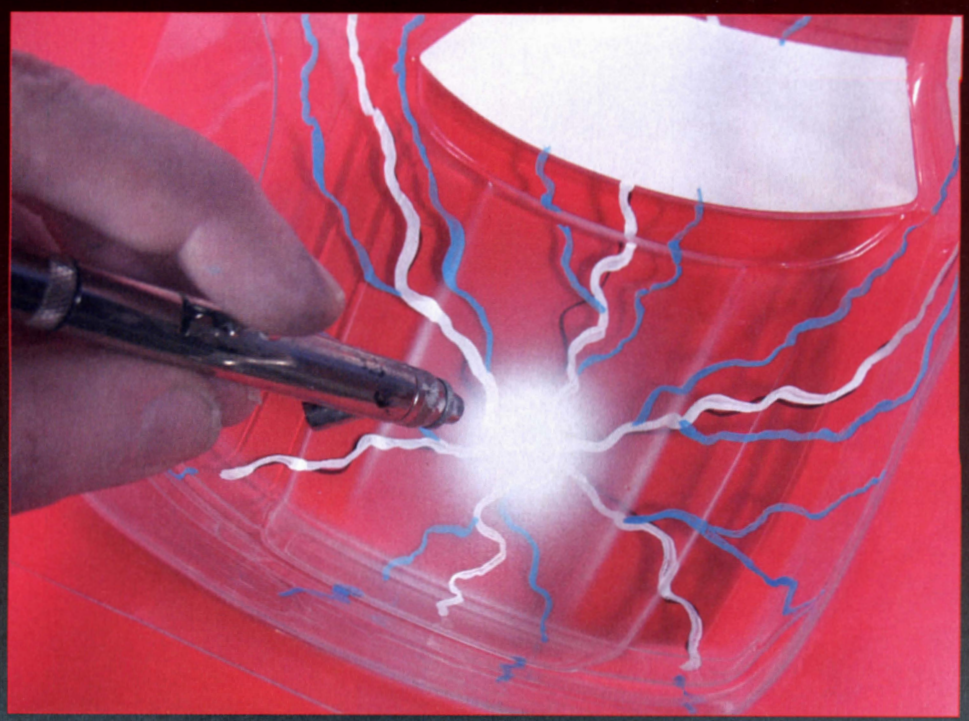
This is a great cell that actually averages 3800+ Mah. Compare to IB--better performance at a lower price.



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THE STRIKE POINT
At the front, where the lightning bolts converge at a central "strike" point, you will want to spray a dot of white paint with your airbrush to join all the "arms" together. When the body is completed, this is a great location for a main sponsor decal!



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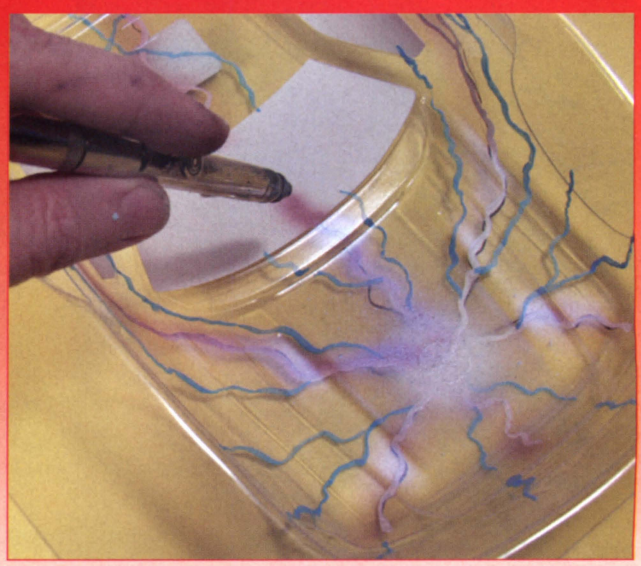
SHOWER OF SPARKS

A nice touch to this paint scheme that really livens it up is to take a stiff bristle brush (an old toothbrush is perfect for this) and some white paint and "flick" some flying sparks right behind the central strike point, like this. Test on a scrap piece of Lexan first to get your aim and paint volume right…You are looking for a fine spatter of sparks, not blobs.



ELECTRIC BLUE

After all your main bolts and sparks are in place, airbrush over your main bolts with a wide stripe of Pactra Pearl Purple. I know it just looks like dirty dishwater going on, but that's okay, because after the entire body is backed in black, these areas will jump out of the darkness as a vivid electric blue when the light hits them just right.



BACK IN BLACK

Finally, back the entire paint body in pure black. That's it! Here is what the finished body looks like: plenty dark and sinister, with a surprisingly good amount of depth and dimension for such a simple paint technique. Whether you utilize this effect as your main paint scheme, or just as a component of a more elaborate set of graphics, this is one trick that looks a lot more difficult than it actually is! ✪



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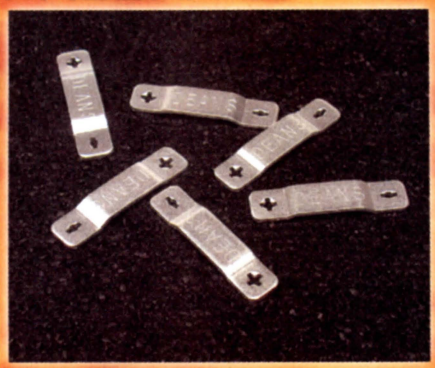
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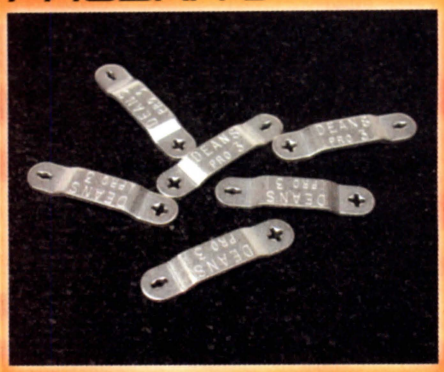
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Plated to military specs., the ProBar 2.0 is designed for RC1700, RC2000, RC2400 and similar cells.

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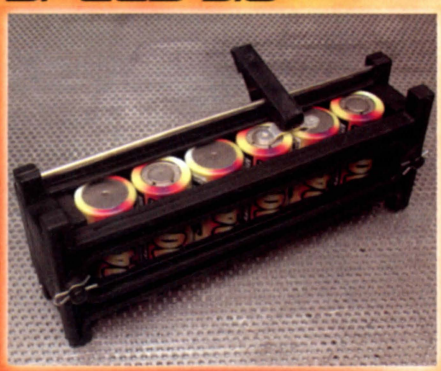
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Plated to military specifications. The ProBar 3.0 is designed for RC3000H cells.

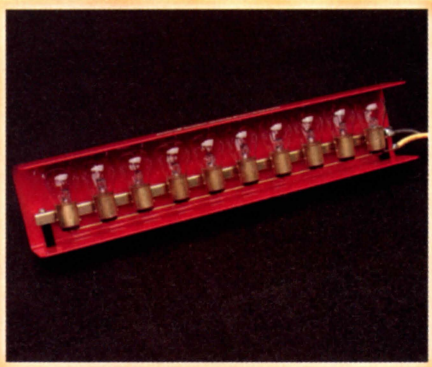
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#1612 .....100pcs

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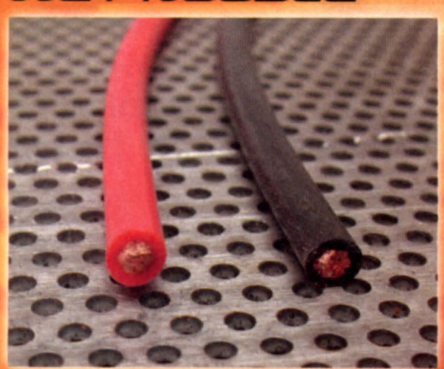
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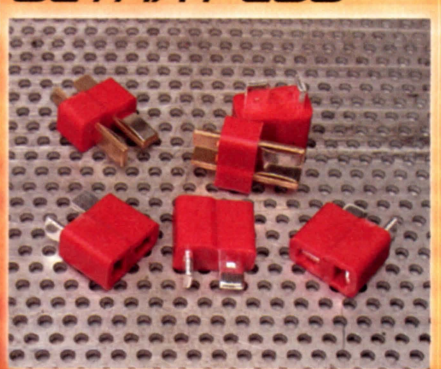
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TUNING WITH TRACTION COMPOUNDS

When Sticky Matters

Words: Jeff Huneycutt

We've talked before about how the key to fast times around any track isn't how fast you can go down the straights, but how quickly your suspension setup allows you to roll through the turns. Suspension setups are all about maximizing your tires' ability to maintain traction, so if you can do something to increase your tires' ability to maintain traction, that's like Christmas, right? You bet. And that's why traction compounds are so prevalent in on-road racing...but it turns out there are a few tricks to doing it right.

For additional stick matters, refer to James' back seat T-shirt.

RUBBER TIRES VS. FOAM

Traction compounds are commonly used when racing foam tires indoors on carpet, but in many cases they are also catching on outdoors, asphalt with rubber tires. "As touring car racing has gotten more and more serious, people have realized that using traction additives on asphalt can give you an advantage," explains Adrian Martinez of Schumacher Racing Products. "There are various hardnesses of rubber tires, and they work well on different conditions, but there always seems to be a middle ground where it's too cool to run this tire and too hot to run that one. Traction compounds allow you another level of adjustment so that you can really match your tire to the conditions."

Depending on your needs, there are two general types of traction compounds: solvent-based and oil-based. The solvent-based compounds are standard for foam-tire racing and can also be used on rubber tires. Oil-based compounds are best suited for rubber tires in specific conditions. Because of foam's more open, absorbent nature, foam tires are more responsive to compound additives. Solvent-based compounds use a solvent to open up the pores of the tire material and soften it so it is able to grab the racing surface better. They also contain some oils to keep the solvent from evaporating too quickly.

RUBBER TIRE CHOICES

Martinez says that the type of traction compound to use with rubber tires really depends on temperature and track conditions. "The solvent-based traction compounds are more aggressive and work well when it's cold outside," he says. "But as the temperature starts to get warmer, you get to the point where the tire is too soft and gummy, and it gets to feeling greasy. That's when the car will start sliding around the track and the tires will overheat quickly.

"As the conditions warm up you can start switching away from the solvent compounds like Paragon or Jack the Gripper to more of an oil-based traction compound. Some racers just use oils like WD-40 or 40-weight motor oil. These do much the same thing but just work more slowly. The oil conditions the tire, but it's slower and not as extreme as a solvent-based compound."



When choosing a traction compound check with your local track. Some tracks require that an oderless traction compound be used.

HOW CAN YOU TELL?

So how do you know which traction compounds are oil-based and which *are* solvent-based? Easy, according to Martinez. If the container doesn't say specifically which type of solvent is contained within, just give it a shake. If the traction compound is oil-based, it will be thick and feel a lot like you are shaking a container of motor oil. Solvent-based traction compounds, however, are generally much thinner. Shaking them should feel like shaking a bottle of water.



Remember the Paragon scare of last year?

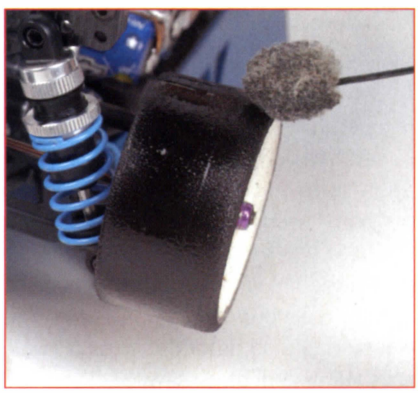
FOAM TIRE APPLICATION

When applying any compound, apply it evenly so that the entire tire is wet-but not dripping. After allowing it to soak in for your determined amount of time, wipe off any excess with a clean cloth.

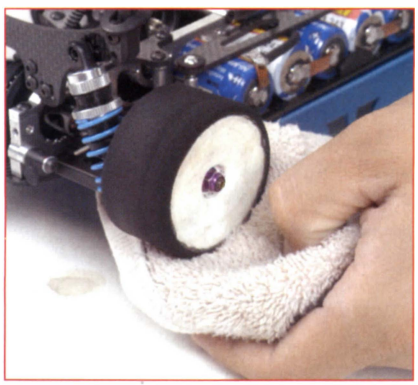
The trick to getting the most effective use out of a traction compound comes from properly applying it to the tires. According to Rob Michael (owner of Corally USA which sells Jack the Gripper), it's all about timing.

"If you are club racing or practicing, apply it evenly to your tires and allow it to soak in for 10 or 15 minutes. If you are at a large event where the track is conditioned and traction is high, you may need only five or 10 minutes. It just varies between five and 15 minutes worth of soaking in, depending on the traction available. Then wipe any excess off the tires, and give them a few minutes to dry. The tires should be dry to the touch; you never want to go out wet.

"That will give you traction to really get the car up and going until you get some temperature in the tires and the traction comes in. Once you already have one run on the tires, you won't need to soak them as long. You will need to reapply compound before every run, but you can cut down on your application times."



Apply the traction compound evenly over the tires surface, and allow to soak. It's best to elevate your vehicle so the tires aren't touching any surface.



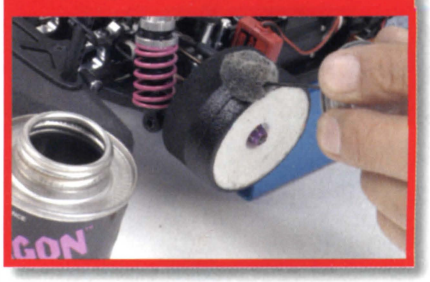
Before hitting the track, wipe off any excess compound with a rag. The tires should be dry to the touch.

TECH TIP

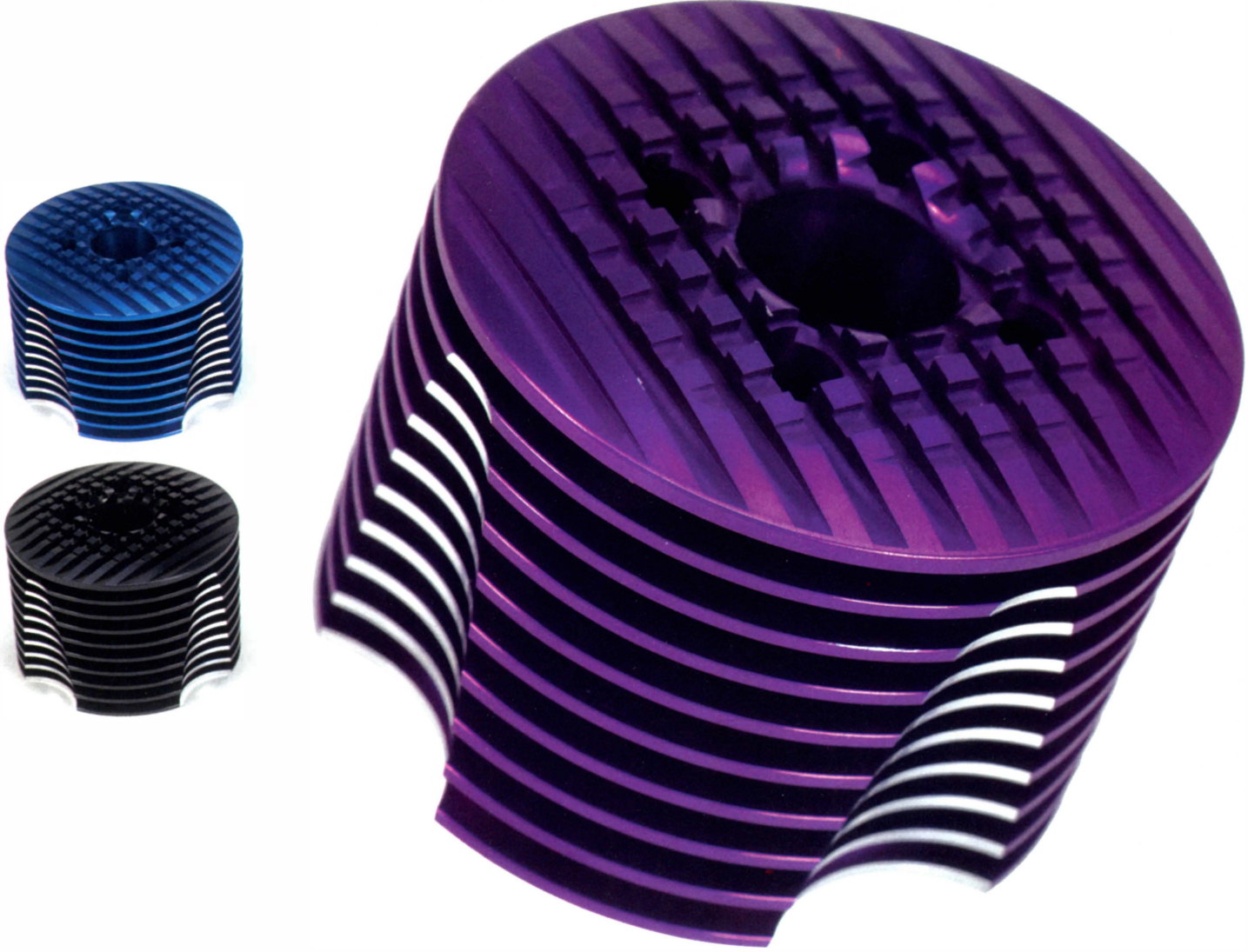
Tuning With Traction Compound

Obviously, you can tune overall grip depending on the type of compound you use and how long you allow it to soak in. You can also tune steering response with how much you apply to the tires. Most racers generally apply traction compound fully on both rear tires to maximize forward bite, but they vary how much goes on the front tires by how much steering response they want.

If the car bites too hard on initial turn-in or wants to spin out, one option is to apply traction compound only to a portion of the tire. Begin by applying it only to the inside half of the tire. If you need more steering response, apply it to the inside ¾ of the tire, if you need less, try a new pair of tires with compound covering only the inside ¼. You should always apply the compound to the inside and work your way out because if you start on the outside edge and work your way in it can make the car too erratic and hard to drive.



CONTINUED ON PAGE 202



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McMahon burnt a truer fuse in the process of this shot.

NITRO FOAM TIRE COMPARISION

Words by: Steve Sohl **Photos by:** Oliver Bentley

One of the easiest and most noticeable tuning options for most on-road cars is tire choice. Simply throw on a different tire/compound, and you'll feel a difference immediately. How do you know which tire to go with? That's a subject for a longer, more in depth article with a lot of pie charts, graphs and stuff that your local fast guys have already figured out...so ask them. For now, we are only going to highlight a few foam tire options for your 1/10-scale nitro sedan.

We have developed a simple guide to give you a glimpse into how each tire performs on the track during racing conditions. This controlled test was administered with a new tire in-between each run. Drivers were then asked to fill out a basic form, grading each tire on many disciplines on a sliding scale from 1-4, with "4" being the best. We also captured lap times to help quantify some of the findings.

- **Front to Rear Balance:** does the front have more or less bite than the rear?
- **Response:** how quickly does the tire get you out of a bad situation, i.e. entering a corner to hot?
- **Transitions:** how does the tire handle extreme right to left and back to right turns, i.e. the "s" turns?

We could have done more, but this seemed to be enough to get the overall feeling for what the tire can offer.



Brand: ATS Tyres
Website: www.powerlineracing.com
Distributed: Powerline Racing, Brooklyn, NY
Street Price: $10/pair

Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		3	4	3
Design		3	2	3
Flex	HARD			
Packaging		2	1	1
Quality/Fit		3	3	3
Shore	42*	3	3	3
Value		3	3	3
Overall		**3**	**3-**	**3**

*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		4	3	3
Braking		3	3	3
Cornering		3	2	3
F/R Balance		3	3	2
Response		4	2	2
Traction		3	3	3
Transitions		2	2	2
Wear		3	4	3
Overall		**3**	**3**	**3**

Data capturing				
Best lap time		22.708	23.576	24.198
Average lap time		22.915	23.931	24.504

ATS Tyres are fairly new to the market and seem to be holding their own. They are built strong and would probably be the most durable, though none of us wanted to test that with our own cars. We did notice a slight push entering corners and an unpredictable mid-corner feel, but acceleration out of the corners and decent tire wear made up for it. One thing ATS needs to address is the cut-outs in the packaging. This allows the foam to dry out quicker than others that come in sealed in plastic…not good for their shelf life.

Tire dust, graphite dust, fiberglass dust: don't breathe it in, kids.



Imagine real nitro shoes? Sticky and wet.

Brand: Nitro Shoes by Jaco
Website: www.jacoracing.com
Distributed: All major distributors
Street Price: $12.99/pair
Actual Measure Shore: 41

Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		3	3	4
Design		3	2	3
Flex	HARD			
Packaging		3	3	3
Quality/Fit		3	3	4
Shore	41*	4	4	4
Value		3	3	3
Overall		**3**	**3**	**4**

*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		4	3	3
Braking		3	3	4
Cornering		4	3	3
F/R Balance		3	2	3
Response		4	4	4
Traction		4	3	3
Transitions		2	3	3
Wear		3	4	3
Overall		**3**	**3**	**3**

Data capturing				
Best lap time		22.979	23.383	24.888
Average lap time		23.505	24.111	25.399

Nitro Shoes by Jaco have been around for a while but have recently gone through an overhaul with a completely redesigned rim. We were pleasantly surprised by the amount of traction and response these tires offered. Though they did feel a little twitchy, the great turn-in, acceleration and even wear made them an excellent choice for someone with an aggressive driving style. This new rim and wheel package is a definite improvement for Jaco's Nitro Shoes.



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R1 ACTUAL CASE SIZE



R1 Pro: Ultra Powerful Brushless/Brushed Racing ESC

POWER INPUT	4-14 Cells / 5S Lipo
MOTOR LIMIT	No Motor Limit
TUNABILITY	On-Board and PC Programming
RESISTANCE	0.00005 Ohms

R1: Powerful Brushless/Brushed Racing ESC

POWER INPUT	4-9 Cells / 3S Lipo
MOTOR LIMIT	5T 36mm Can (brushless)
TUNABILITY	On-Board and PC Programming
RESISTANCE	0.0001 Ohms

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FX ACTUAL CASE SIZE



FX Pro: Ultimate Brushed ESC for Stock, 19t + Mod

POWER INPUT	4-9 Cells / 3S Lipo
MOTOR LIMIT	No Motor Limit
TUNABILITY	On-Board and PC Programming
RESISTANCE	0.00013 Ohms

FX-R Pro coming soon!

FX, FX-R: Fwd/Brk + Fwd/Brk/Rev Brushed ESC's

POWER INPUT	4-9 Cells / 3S Lipo
MOTOR LIMIT	FX: 10T / FX-R: 12T
TUNABILITY	On-Board and PC Programming
RESISTANCE	FX 0.0003 / FX-R 0.0006 Ohms

THE FX AND B1 SERIES ALSO FEATURE OUR NEW PUSH/ANTI-DRAG TUNING OPTION FOR THE ULTIMATE STOCK MOTOR SET UP!

18th Scale



B1 ACTUAL CASE SIZE



B1, B1-R: Mini Fwd/Brk + Fwd/Brk/Rev Brushed ESC's

POWER INPUT	9 Cells / 3S Lipo (mini cells)
MOTOR LIMIT	No Motor Limit 370 size
TUNABILITY	On-Board and PC Programming
RESISTANCE	B1 0.0016 / B1-R 0.0032 Ohms

Mini Rage: Mini Fwd/Brk/Rev Brushless system

POWER INPUT	12 Cells / 4S Lipo (mini cells)
MOTOR LIMIT	No Motor Limit 20mm Can
TUNABILITY	On-Board and PC Programming
RESISTANCE	0.002 Ohms



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All that tire foam... for Oliver to clean!

Brand: Kawahara Zac Project
Website: www.kawahara-racing.co.jp
Distributed: Model Sports Racing Products Inc.
Street Price: $12.99/pair

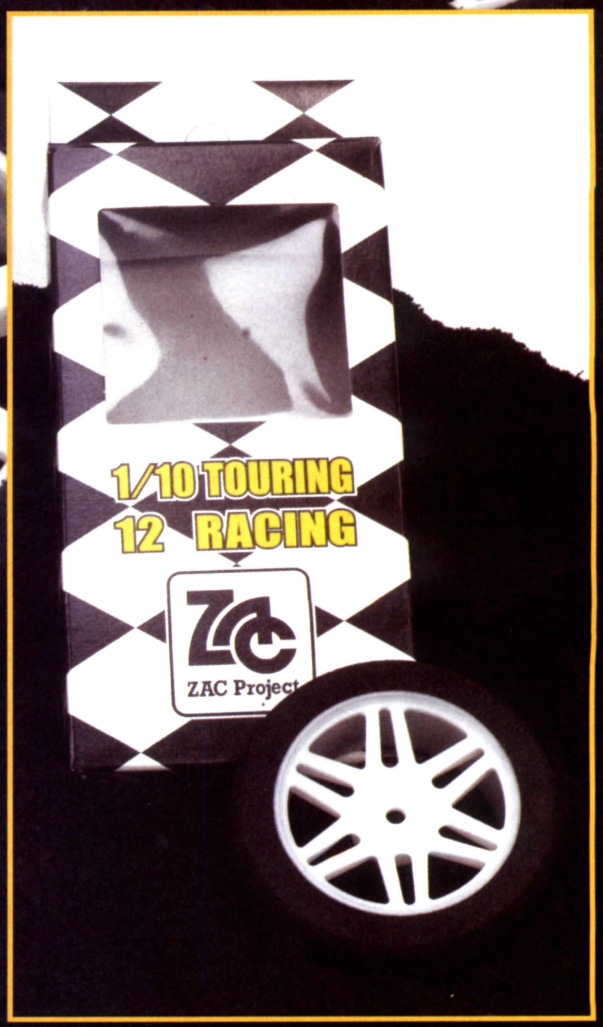
Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		4	4	4
Design		3	3	3
Flex	HARD			
Packaging		3	3	3
Quality/Fit		3	3	4
Shore	40*	4	4	4
Value		3	3	3
Overall		3+	3+	4

*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		4	3	4
Braking		3	4	4
Cornering		4	4	3
F/R Balance		3	3	3
Response		3	3	3
Traction		4	3	4
Transitions		3	3	3
Wear		3	3	3
Overall		3+	3+	3+

Data capturing				
Best lap time		22.909	23.305	24.705
Average lap time		23.203	23.817	24.880

Kawahara is simply one of the best performing all-around tires. We noticed perfection in just about every part of the track and felt absolutely comfortable pushing them hard. Traction seemed to never go away. Their limited availability may seem to be their only drawback. They come in different rim designs with different offsets to compliment the vehicle you are running.



Brand: Kyosho Racing Factory
Website: www.kyoshoamerica.com
Distributed: Kyosho America
Street Price: $15/pair

Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		3	3	3
Design		3	3	3
Flex	MED			
Packaging		3	3	3
Quality/Fit		3	3	3
Shore	39*	4	4	4
Value		2.5	2.5	2.5
Overall		**3-**	**3-**	**3-**

*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		4	3	4
Braking		4	3	4
Cornering		3	4	3
F/R Balance		2	3	3
Response		2	3	3
Traction		4	3	4
Transitions		2	3	4
Wear		3	4	3
Overall		**3**	**3**	**3+**

Data capturing				
Best lap time		22.681	23.697	23.928
Average lap time		22.929	24.042	24.203

Kyosho produces many RC vehicles and holds multiple titles in all racing arenas, so it's about time they made foam tires that match their persona. We noticed a slight push entering the corner, but great mid-corner speed, excellent braking traction and good wear outweighed the negative aspects of these tires. Their shore rating was the lowest amongst all the brands tested, which could account for the feeling of extreme traction.

DRIVERS:
- Vincent Jackson, Resides in MD, MTX4
- Stephen Sohl, Resides in NY, MTX4
- Jeff Bagamaspad, Resides in VA, V-One RRR

• Lap times provided by RC Scoring Pro •



Who here has run both foam and rubber at the same race on the same day?

Brand: GQ RC Products
Website: www.gqproduct.com
Distributed: Competition RC
Street Price: $13.99/pair

Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		4	3	3
Design		3	2	2
Flex	HARD			
Packaging		4	4	4
Quality/Fit		3	3	2
Shore	41*	3	3	3
Value		3	3	3
Overall		**3+**	**3**	**3**

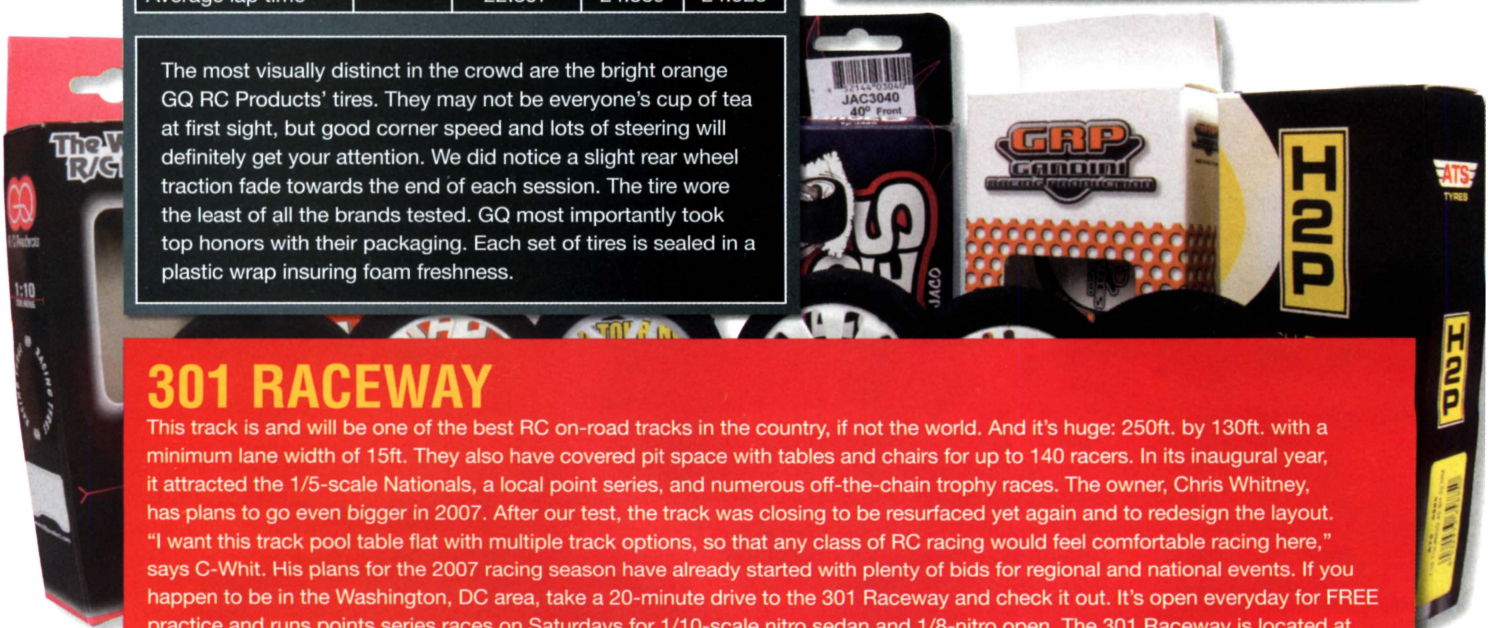
*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		3	3	4
Braking		3	3	3
Cornering		3	3	3
F/R Balance		2	2	3
Response		4	3	3
Traction		3	3	3
Transitions		3	3	3
Wear		4	4	3
Overall		**3**	**3**	**3+**

Data capturing				
Best lap time		22.780	23.917	24.366
Average lap time		22.897	24.889	24.923

The most visually distinct in the crowd are the bright orange GQ RC Products' tires. They may not be everyone's cup of tea at first sight, but good corner speed and lots of steering will definitely get your attention. We did notice a slight rear wheel traction fade towards the end of each session. The tire wore the least of all the brands tested. GQ most importantly took top honors with their packaging. Each set of tires is sealed in a plastic wrap insuring foam freshness.





301 RACEWAY

This track is and will be one of the best RC on-road tracks in the country, if not the world. And it's huge: 250ft. by 130ft. with a minimum lane width of 15ft. They also have covered pit space with tables and chairs for up to 140 racers. In its inaugural year, it attracted the 1/5-scale Nationals, a local point series, and numerous off-the-chain trophy races. The owner, Chris Whitney, has plans to go even bigger in 2007. After our test, the track was closing to be resurfaced yet again and to redesign the layout. "I want this track pool table flat with multiple track options, so that any class of RC racing would feel comfortable racing here," says C-Whit. His plans for the 2007 racing season have already started with plenty of bids for regional and national events. If you happen to be in the Washington, DC area, take a 20-minute drive to the 301 Raceway and check it out. It's open everyday for FREE practice and runs points series races on Saturdays for 1/10-scale nitro sedan and 1/8-nitro open. The 301 Raceway is located at the intersection of Moores Road and Rt. 5 in Brandywine, MD.

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Brand: GRP (Gandini Racing Production)
Website: www.grpgandini.com
Distributed: Great Planes
Street Price: $15.99/pair

Characteristics	INFO	VINCENT	STEVE	JEFF
Construction		3	3	3
Design		3	2	2
Flex	MED			
Packaging		3	3	3
Quality/Fit		3	3	3
Shore	41*	4	4	4
Value		2	2	2
Overall		**3**	**3**	**3**

*All foam shore ratings were tested with a Max Mod Mini Sports durometer

Performance		VINCENT	STEVE	JEFF
Acceleration		3	3	3
Braking		3	3	3
Cornering		3	4	3
F/R Balance		3	3	2
Response		3	3	2
Traction		3	3	2
Transitions		3	4	2
Wear		3	3	3
Overall		**3**	**3+**	**3+**

Data capturing				
Best lap time		22.776	23.328	24.198
Average lap time		22.897	23.701	24.504

GRP is one of the most respected tire companies out there and has a foam tire that represents that long history of excellence. A very predictable and all around stable feeling makes their tires one of the best. Though not cheap, good wear and precise shore ratings ensure you are getting what you pay for. They did seem to work better with certain vehicles and smoother driving styles. Nevertheless, there's a good reason why GRP tires are the 2006 IFMAR 200mm On-Road World Champions.

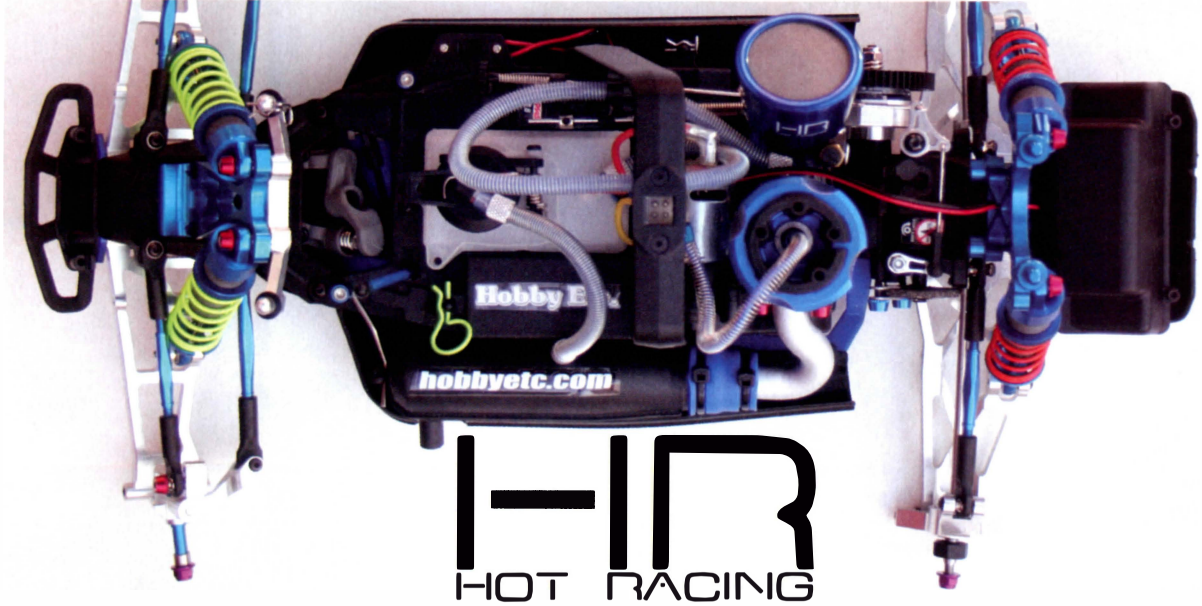


CONCLUSION

What does all this mean? If you are a beginner... absolutely nothing. You should go out and buy the cheapest foam tires you can find and practice as much as you can. For the novice racer, all and any of these tires will be perfectly fine for racing or parking lot shootouts. But for the serious sedan on-road racer, these tires demonstrate many subtle differences that can compliment certain driving styles and strategies. Just like professional 1:1 car racing, a lot of thought goes into what tire compounds to use. A tenth here and a tenth there, over an hour race, could mean a multiple lap advantage at the end. So choose wisely and practice often. And remember one thing: no matter how hard you push yourself and your car, you will go the fastest when you feel the slowest.

And you thought foam was only in inflatable pools.

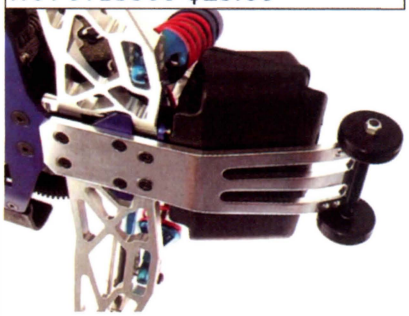




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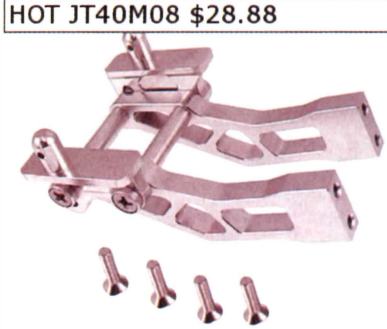
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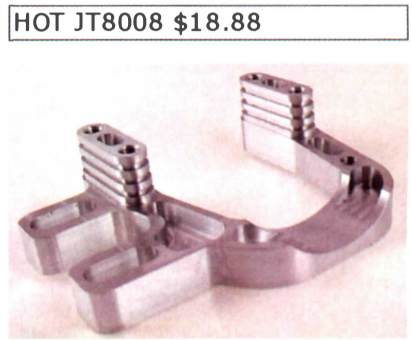
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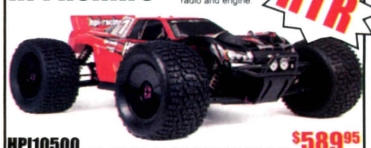
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NITRO



1/18 SCALE



Xray NT18T 1/18th 4wd Micro Nitro Truck Kit
With engine, muffler, 2 servos, receiver battery and connecting cables.

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RTR



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1/8 SCALE



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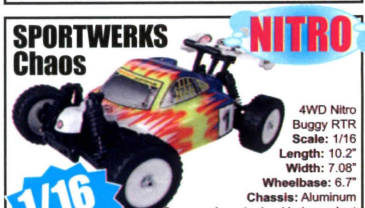
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RTR



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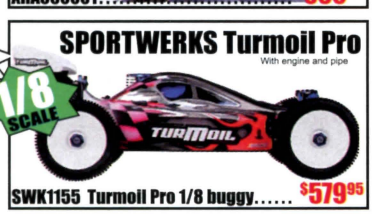
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RTR



1/8th 4wd RTR Truck with .26 rear exhaust engine and JR XR2i radio system installed

SWK1210 ..... Call for price

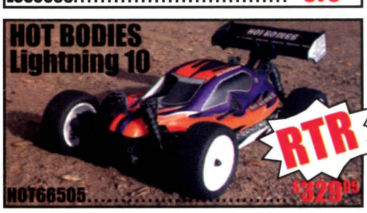
SPORTWERKS Turmoil Pro
With engine and pipe



1/8 SCALE

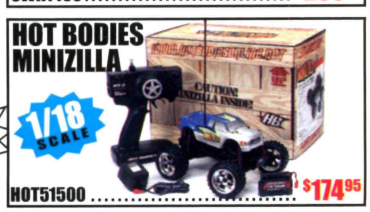
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RTR



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1/18 SCALE

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RTR



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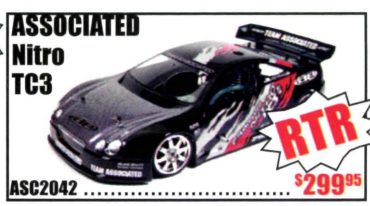
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1/8th off-road buggy kit



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RTR



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WASP .12 REV

The high performance of this engine is the results of several tests made in competition all over the world. The Wasp .12 ROAR combines the latest innovations in engine designs: SG crankshaft, rear exhaust, slide carb, 3 ports, hard-chromed, brass-lapped liner, a piston made with a special alloy with a high percentage of silicone and completely CNC machined. It also has an aerodynamic design with double bushing connecting-rod. Swiss-made high-quality ball beanngs.



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OS .18 TZ EB Modified Turbo Engine
Ed Bridges at EB Mods has fully balanced and blueprinted O.S. the .18 TZ powerhouse to boost performance to new levels! Whether you race on- or off-road, or drive a Traxxas T-Maxx or Revo truck, these engines offer the most muscle.



Slide carb, rear exhaust, SG shaft, non-pullstart

OSMG2116 .18 TZ EB Modified Engine 249.95

Fantom .21 FR21 Nitro Race Engine
When setting out to develop the 2006 FR21, Fantom's main goal was to build a high performance engine capable of competing at the highest levels of competition, that exceeds the highest quality standards, and is affordable.



Slide carb, rear exhaust, SG shaft, non-pullstart

FAN00100 .21 FR21 Nitro Engine..... 279.95

Werks .21 Team line B7 engine
This is exactly what the Werks team uses across the country, and abroad. The B7 features a 10 fin cooling head atop a new, highly efficient combustion chamber.



Slide carb, rear exhaust, SG crank, non-pullstart

WRXTL21B7 Team Line .21 Engine..... 289.95

.21 VZ-B V-Spec-T (P) Off-road Engine
To help keep the .21 VZ-B V-Spec-T (P) at the peak of its power, O.S. has given it a billet aluminum piston, hardened ABC sleeve for added wear resistance and a new crankshaft design that's simultaneously slimmer and stronger than any O.S. crankshaft ever made.



Slide carb, rear exhaust, SG crank, non-pullstart

OSMG2068 .21 VZ-B V-Spec-T Engine 299.95

Vega.21 VGTHU Hurricane Buggy Engine
RPM: 36,000
PORTS: 7
HP: 2.75



Slide carb, rear exhaust, SG crank, non-pullstart

TNO3106 .21 Hurricane Engine..... 374.95

Axial .28 Spec 1s Nitro Engine
Axial uses the highest quality materials and the latest CAD and CNC techniques to maintain the maximum quality level possible.



Slide carb, rear exhaust, SG crank, pullstart

AX001 .28 Spec 1s Nitro Engine..... 119.95

LRP Z.28R Spec 3 Engine
RPM: 33,000
Ports: 6+1
HP: 3.5



Slide carb, rear exhaust, SG crank, pullstart

LRP32802 .28R Spec 3 Engine 189.95

Axial .32 Spec 1s Nitro Engine
The 32 Spec 1s is a .32 cubic inch big block engine featuring a machined cast aluminum heat-sink head, dual bushing aluminum connecting rod, and true ABC chrome sleeve construction.



Slide carb, rear exhaust, SG crank, pullstart

AX042 .32 Spec 1s Nitro Engine..... 179.95

Sure Fire .32 Off-road engine
The NEW TURBO .32 will fit into any standard .21 engine mount or greater, including the HPI Savage, LST, MGT, Mammoth, 1/8th Buggies, Trueggys and many more...



Slide carb, rear exhaust, SG crank, pullstart

RCESF10000 .32 Sure Fire Engine .. 198.95

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SWK9900 ..... $84.99

RACERS EDGE Hippo 2 Off-Road Starter Box



The Hippo 2 is the first starter box to use nylon as in its case. Nylon is very strong and doesn't get bent or damaged like aluminum or steel cases. The Hippo 2 is also the lightest starter box around.

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Premium Spread Spectrum Digital Radio Control System



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- Eliminate fixed frequency crystals, and the need to purchase them in quantity
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NOM100 ..... $469.95

Money 19 Turn



Designed to meet Spec rules and regulations, the Money was engineered with the demanding needs of today's Touring Car racers in mind.

TCP0491 ..... $49.95

TEAM CHECKPOINT MOTORS



Team Checkpoint motor endbells are precision CNC-machined from billet aluminum — providing perfect brush-hood alignment and lowering brush operating temperatures by serving as an integrated heatsink.

TCP0481	7 Turn Single Competition On-Road Motor	69.95
TCP0482	8 Turn Single Competition On-Road Motor	69.95
TCP0483	9 Turn Single Competition On-Road Motor	69.95
TCP0484	9 Turn Double Competition Off-Road Motor	69.95
TCP0485	10 Turn Double Competition Off-Road Motor	69.95
TCP0486	11 Turn Double Competition Off-Road Motor	69.95
TCP0487	12 Turn Double Competition Off-Road Motor	69.95
TCP0490	13 Turn Double Competition Off-Road Motor	69.95

TRINITY C027 Stock



The rotor of the Co27 stock was designed to work with the new generation of 3800/4200 mAh batteries from Intellect. The rotor, due to the lamination design is more efficient, it comes out strong and stays that way the whole run. No heat fade like other stock motors. The lamination design has a higher inertia which means the motor rolls more and does not bog down in corners. This is especially important in touring cars with all their drag and weight.

TRI12001 Stock motor $29.95
TRI12002 Pro Stock motor $32.95

Batteries



PEAK

PEK43118	GP3700 POWERFLO WORLD SPEC, 4-cell loose	$37.99
PEK43119	GP3700 POWERFLO STICK PACK, 6-cell assembled	39.99
PEK43130	GP3700SP2 POWERFLO WORLD SPEC, 6-cell loose	54.95
PEK43132	GP3700SP2 POWERFLO WORLD SPEC, 4-cell loose	39.95
PEK43134	GP3700SP2 POWERFLO SPEC, 6-cell stick pack	44.95
PEK43136	GP4300 PowerFlo National Spec, 6-cell loose	6 195
PEK43137	GP4300 PowerFlo World Spec, 6-cell loose	67.95
PEK43138	GP4300 PowerFlo National Spec, 4-cell loose	39.95
PEK43139	GP4300 PowerFlo World Spec, 4-cell loose	45.95
PEK43141	GP4300 PowerFlo SPECS-cell Stick Pack	49.95
PEK43300	**4800mAh Li-Po Platinum Edition BatteryPack**	**139.95**

SMC

SMCIB100S	Battery Bars, Silver Plated (100)	$39.95
SMCIB1205F	IB1200 NiMH Receiver Pack, 5-cell Flat	14.95
SMCIB1205H	IB1200 NIM H Receiver Pack, 5-cell Hump	14.95
SMCIB1206F	IB1200 NiMH Pack, 6-cell Flat for RC18T	15.95
SMCIB1206L	IB1200 NiMH Pack, 6-cell Loose, RC18T, Mini-T	15.95
SMCIB28S	Battery Bars, Silver Plated (28)	12.95
SMCIB3604	4 cell IB3600, 35 AMP PRO SERIES	24.99
SMCIB3800SP	Battery-IB3800 NiMh Stick Pack, 6-cell	35.95
SMCIB3804	IB3800 NiMH Matched Race, 4-cell loose	39.95
SMCIB3806	IB3800 NiMH Matched Race, 6-cell loose	59.95
SMCIB4200SP	IB4200 NiMh Stick Pack, 6-cell	38.95
SMCIB4204	IB4200 NiMH Matched Team, 4-cell loose	39.95
SMCIB4206	IB4200 NiMH Matched Team, 6-cell loose	59.95
SMCIB4206E	IB4200 NiMH Matched Economy, 6-cell loose	49.95

ORION

ORN10228	GP3700 V-Maxx Stick Rocket Pack, 6-cell 7.2 volt	$54.95
ORN10235	IB3800 Rocket Pack 6-cell 7.2 volt stick pack	46.99
ORN10237	GP3900 Rocket Pack 6-cell 7.2 volt stick pack	29.95
ORN10239	Drift Machine GP3900 6-cell 7.2 volt stickpack	39.95
ORN11308	IB3800 V-Max SPEC 6-cell Stick Pack	44.99
ORN11309	GP4300 V-Max SPEC 6-cell Stick Pack	49.95

EPIC

EP0055	GP3700 TEAM STICK PACK, 6-cell matched assembled	99.99
EP0056	GP3700 SPORT STICK PACK, 6-cell zapped	59.99
EP0057	GP3700 POWER BRICK, 24 cells untested and zapped	159.95
EP0058	GP3700 POWER BRICK, 24 cells untested and unzapped	149.95
EP0059	3800 ESP RACE, 4-cell matched unassembled	39.95
EP0062	3800 ESP RACE, 6-cell matched unassembled	59.95
EP0074	3800 ESP POWER BRICK 24 cells loose-zapped	159.95
EP0075	3800 ESP POWER BRICK 24 cells loose-unzapped	144.95
EP0078	IB4200 POWER BRICK, 24 cells loose-unzapped	149.95
EP0079	IB4200 POWER BRICK, 24 cells loose-Zapped	174.95

TRINITY

TRI20029	GP3700 NiMH RACE MATCHED PACK, 4-cell loose	$43.95
TRI20032	GP3700 NiMH RACE MATCHED PACK, 6-cell loose	59.95
TRI20036	GP3700 NiMH TEAM MATCHED PACK, 4-cell loose	53.95
TRI20039	GP3700 NiMH TEAM MATCHED PACK, 6-cell loose	49.99
TRI20045	GP3700 NiMH Sport Stick Pack, 6-cell zapped	59.95
TRI20049	IB4200 NiMH Race Matched Pack, 4-cell loose	34.95
TRI20050	IB4200 NiMH Race Matched Pack, 6-cell loose	54.95
TRI20063	IB4200 NiMH Zapped StickPack, 6-cell 7.2 volt	39.95

DC MOTOR SPORTS

DC911204	IB3800 Extreme Pack, Matched 4 cell, 1,200+	$42.95
DC911206	IB3800 Extreme Pack, Matched 6 cell, 1,200+	64.95
DC911904	IB3800 Factory Pack, Matched 4 cell, 1.190-1.199v	39.95
DC911906	IB3800 Factory Pack, Matched 6 cell, 1.190-1.199v	56.95

AIRTRONICS M11 Radio system



Everything about the new M11 is fast, fast response time, fast adjustments and fast programming. Using the short cut keys, you can scroll thought the M11 3 function pages fast and easy so you can get your car or truck on the track fast.

AIR90270TX75 ..... $269.95

AIR90270FM27	M11 w/2 Servos, 92487Z receiver; FM 27	329.95
AIR90270FM75	M11 w/2 Servos, 92487Z receiver; FM 75	329.95
AIR90270TX27	M11 w/Module; FM 27 mHz	269.95
AIR90270TX75	M11 w/Module; FM 75 mHz	269.95
AIR90270TXRX27	M11 w/Module, 92837z Receiver; FM 27 mHz	309.95
AIR90270TXRX75	M11 w/Module, 92836z Receiver; FM 75 mHz	309.95

MX3S Synthesized



The MX-3S Synthesized systems don't require expensive crystals to change the frequency, just adjust the transmitter and receiver to any channel you want from 61 to 90 and you're ready to race.

AIR9052075	MX3S synthesized radio, 75 mHz w/ 94102Z servos	204.95
AIR9052175	MX3S synthesized radio, 75 mHz w/ (1) 94102Z servo	194.95
AIR9052027	MX3S synthesized radio, 27 mHz w/ 94102Z servos	189.95
AIR9052127	MX3S synthesized radio, 27 mHz w/ (1) 94102Z servo	179.95

Dynamite C4 Brushless Motor, 9200Kv



- Pre-wired for drop-in installation
- Fits most 1/18-1/16 scale vehicles
- Longer runtimes and higher top speeds
- Brushless design offers virtually maintenance-free operation

DYN3715 ..... $59.95

Mtroniks Viper Sprint



- NEW built in failsafe to protect against complete loss of signal or when out of range (compatible with all manufacturers receivers)
- ABSOLUTE short circuit and motor overload protection
- 8 turn motor limit
- Dual core microprocessor
- 4-8 cells input voltage
- 4 Layer super power circuit board
- Thermal integrated protection system
- Digital one touch set-up
- Legendary 100% waterproof design

MTR159211 ..... $89.95

MTR159120	Msonik Eco-20 speed controller forward and reverse w/brakes	34.99
MTR159153	Sonik4 Super E-Truck 14.4 volt speed control with reverse	136.99
MTR159205	Viper RV15 speed control forward and reverse w/ brakes	54.95
MTR159206	Viper RV11 Speed Control, forward and reverse w/ brakes	84.95
MTR159207	Viper RV Max speed control, forward and reverse w/ brakes	109.95
MTR159210	Viper Tempo 11 Speed Control, forward only w/ brakes	54.95
MTR159211	Viper Sprint Speed Control, forward only w/ brakes	89.95
MTR159226	Genesis Brushless Pro Combo for 1/10	279.95
MTR159227	Genesis Brushless Truck Combo for E-Maxx and E-Zilla	299.95

TEKIN G-11 PRO



Tekin's newest G11 series of speed controllers uses the most advanced technology available today to create a speed control that provides virtually limitless multiple setup tuning options (over 600,000) of every critical operating parameter.

- No caps are needed, you don't need to use a fan.
- New super FETs give you Ultra Low On-Resistance.
- The newest components available for today's market.
- All new software

TEKTT1045 ..... $144.95

TEKTT1020	Rebel 2 Electronic Speed Controller with Reverse	74.95
TEKTT1030	G-10 ProPlus Digital ESC	114.95
TEKTT1045	G-11 Pro Electronic Speed Control	144.95
TEKTT1100	Mini Rage Brushless Speed Controller	89.95
TEKTT1101	Mini Rage Brushless System 5.4 High Performance	129.95
TEKTT1102	Mini Rage Brushless System 6.8 High Performance	139.95
TEKTT1103	Mini Rage Brushless System 8.0 Extreme Performance	149.95
TEKTT1420	Battery Doctor 8.0 Equalizer Discharge Tray	46.95
TEKTT1425	Mini Battery Doctor 8.0 Equalizer and Discharge Tray	47.95

ORION Advantage

Battery Charger for NiCD, NiMH, and Li-Po cells



Team Orion has spent over a year of research and development with their team of designers, engineers, and World Championship winning drivers such as Atsushi Hara, Marc Rheinard, Surikarn, and David Spashett, to bring you the charger you now see before your eyes.

ORN30117 ..... $179.95

DURATRAX Ice

Charger-Intellipeak ICE for all R/C battery packs.



IntelliPeak ICE meets the special charging needs of experienced electric car, truck and boat modelers, offering the ideal charge rates... the flexibility to handle multiple battery types...plus uniquely easy operation and numerous programming options.

DTXP4170 ..... $119.95

INTEGY 42amp power supply



Super High Efficiency switching power supply Bright blue color 110VAC-to-12VDC power supply. Solid state components. Ultra reliable switching power supply with 42 Amps output power, the output voltage is 12VDC, oversize gold plated output terminal for easy connection. Very small footprint and light weight, internal cooling fan keep it's operation temperature extremely low, internal over current protection for around the clock operation. 42A continuous and 54A peak surge current.

INT1468 ..... $219.95

TRINITY Monster horsepower machine



Monster horsepower machine motor checker / dyno.

Designed to break-in, condition and test all your standard and 1/18th mini-sized motors.

Was $250.00

TRI30009 ..... $99.99

BLOWOUTS



HOT BODIES AH-12 CONVERSION KIT for RC12L's and Yokomo 1/12th cars.

HOT90200 ..... $79.99



Was $70.00

SAVAGE 21 MAIN CHASSIS ROLL BAR SET, gold aluminum fits all savage trucks

HPI73929 Savage gold chassis conversion..... $17.50



HOT BODIES
LIGHTNING STREET 1/7th RTR CAR with .26 engine

HOT55010 MSRP $995.00 ..... $299.99

Mini-T Body



With this price, we have a limit of 5 bodies per customer. Retail at $11.99 each, we have them at $2.99 each.

LOSB1008 ..... $2.99

PEAK Diablo



Peak Racing has been producing high performance motors, batteries, and accessories specifically designed for both hardcore racers and serious enthusiasts for over 18 years. With the explosion of nitro racing, Peak has taken notice by assembling a team of engineers working with factory drivers to develop a diverse line of nitro engines suitable for use on a wide range of vehicles and for drivers of all skill levels and aspirations. The result of all the hard work and effort, the Diablo!

PEK6000	DIABLO .12 Rear exhaust non-pull, rotary carb, Std	69.99
PEK6001	DIABLO .12 Rear exhaust pullstart, rotary carb, Std	69.99
PEK6003	DIABLO .12 Rear exhaust pullstart, slide carb, SG	69.99
PEK6004	DIABLO .12 Side exhaust non-pull, rotary carb, Std	59.99
PEK6005	DIABLO .12 Side exhaust pullstart, rotary carb, Std	59.99
PEK6030	DIABLO .15 Side exhaust non-pull, rotary carb, Std	59.99
PEK6031	DIABLO .15 Side exhaust pullstart, rotary carb, Std	59.99
PEK6032	DIABLO .15 Side exhaust non-pull, slide carb, SG	59.99
PEK6033	DIABLO .15 Side exhaust pullstart, slide carb, SG	59.99
PEK6060	DIABLO .18 Side exhaust Pullstart, slide carb, SG	59.99

TEAM ORION TIRE FIESTA



Tires Only, *sold as pairs unless otherwise noted*

ORN75002	24mm SEDAN SLICKS C type (4)	12 99
ORN75003	24mm SEDAN SLICKS D type (4)	12 99
ORN75402	MILITIA 2.2" TRUCK, pro compound	9 99
ORN75404	PROJECTS 2.2" TRUCK, pro compound	9 99
ORN75405	MEATHOOK 2.2" TRUCK, pro compound	9 99
ORN75408	MILITIA 2.2" TRUCK, long life compound	9 99
ORN75409	HOOK UP 2.2" TRUCK, long life compound	9 99
ORN75410	PROJECTS 2.2" TRUCK, long life compound	9 99
ORN75511	MEATHOOK Unmounted for MAXX STYLE RIMS	9 99

Pre-Glued, *sold as pairs unless otherwise noted*

ORN76400	STRAIGHT RAIL pro truck tires on front Associated rims	14 99
ORN76401	STRAIGHT RAIL LL truck tires on front Associated rims	14 99
ORN76402	STREET SWEEPER pro truck tires on front Associated rims	14 99
ORN76403	STREET SWEEPER pro truck tires on rear Associated rims	14 99
ORN76404	STREET SWEEPER LL truck tires on front Associated rims	14 99
ORN76405	STREET SWEEPER LL truck tires on rear Associated rims	14 99
ORN76406	MILITIA pro truck tires on front Associated rims	14 99
ORN76407	MILITIA pro truck tires on rear Associated rims	14 99
ORN76408	MILITIA LL truck tires on front Associated rims	14 99
ORN76409	MILITIA LL truck tires on rear Associated rims	14 99
ORN76412	PROJECTS pro truck tires on rear Associated rims	14 99
ORN76413	PROJECTS LL truck tires on rear Associated rims	9 99
ORN76414	MEATHOOK pro truck tires on front Associated rims	14 99
ORN76415	MEATHOOK pro truck tires on rear Associated rims	14 99
ORN76416	MEATHOOK LL truck tires on front Associated rims	14 99
ORN76417	MEATHOOK LL truck tires on rear Associated rims	14 99
ORN76450	STRAIGHT RAIL pro truck tires on front Losi rims	14 99
ORN76451	STRAIGHT RAIL LL truck tires on front Losi rims	14 99
ORN76452	STREET SWEEPER pro truck tires on front Losi rims	14 99
ORN76453	STREET SWEEPER pro truck tires on rear Losi rims	14 99
ORN76454	STREET SWEEPER LL truck tires on front Losi rims	14 99
ORN76455	STREET SWEEPER LL truck tires on rear Losi rims	14 99
ORN76456	MILITIA pro compound truck tires, on front Losi rims	14 99
ORN76457	MILITIA pro compound truck tires, on rear Losi rims	14 99
ORN76458	MILITIA long life compound truck tires, on front Losi rims	14 99
ORN76459	MILITIA long life compound truck tires, on rear Losi rims	9 99
ORN76462	PROJECTS pro compound truck tires, on rear Losi rims	14 99
ORN76463	PROJECTS long life compound truck tires, on rear Losi rims	11 99
ORN76464	MEATHOOK pro compound truck tires, on front Losi rims	14 99
ORN76465	MEATHOOK pro compound truck tires, on rear Losi rims	14 99
ORN76466	MEATHOOK long life compound truck tires, on front Losi rims	14 99
ORN76467	MEATHOOK long life compound truck tires, on rear Losi rims	14 99

XTREME TOOLS

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



Words: Brian Skinner

BOCA TOOLS?

If I had a hammer, I'd hammer in the morning... sorry, I had that Pete Seeger song in my head. Not only does Boca Bearings sell sweet bearings for your RC, they have a clever stock of "multi tools" as well. Here are two I picked up at the I-Hobby show that are now in my tool box ready for action. The Boca Hammer tool is handy, because the hammer is great for knocking out pins and flattening hinge pins, plus it has a saw for on-the-fly cutting. The standard orange multi tool has sweet needle-nose pliers that are great for grabbing things, and the kit even has a small scale to measure things. Both come with knives and screw-drivers, and if you're out fishing during those long waits between qualifiers, there's a bottle opener for the cold ones, and you can scale your fish for dinner!

PRICE: $10.95 ea.

CONTACT: www.bocabearings.com





James had one of those Stanley things... that's where it went!



IS THAT YOU AGAIN STANLEY?

My good friend Danny Beers from Pro Hobby Racing sent me this Stanley tool driver set after I ravaged his set at the last event we pitted together. Apparently, he wants to keep his set safe from my hands. This is a portable nine-way screwdriver set from Stanley tools. It has all the correct sizes of standard and Phillips drivers to fit your RC. There are three sizes of each, a cats-paw, and picker to round off the set. This Stanley kit is compact and just right for your tool box. It's very handy; I use it all the time. You can find Stanley at any hardware store—this kit sells for fewer than 20 dollars.



LET THOSE PUPPIES BREATHE!

Proper tire inflation is important—even for RC. The best way to ventilate a tire is to punch a hole in the tire so air can escape. This gives your car better traction and lets the tire conform to a surface better. It also keeps the tire from being all bouncy because of trapped air. The other benefit to punching a hole in a tire is that under acceleration all the dirt and water that gets into your wheel is flung out through centrifugal force. The best tool for punching a hole in a tire is the three dollar leather punch. You can find one at any hardware store for three dollars and it's the best tool for tire performance you can find.



TKO Your Clutch Bearing Issues!

Are these really tools? I'm not really sure, but according to Webster they could be. Regardless, TKO ceramic bearings and new conical clutch bearing shims make it so I don't have to rebuild my clutch as frequently—and that's a tool to me! First off, TKO ceramic bearings work well and last longer than your average clutch bearings, and they now come with metal shields for more robust bearings. The real news, however, are the new TKO conical clutch bearing shims. These new shims displace the axial load to the outer bearing race and thus reduce load on the inner race and of course the bearings themselves. What this means is that the shims aid in the longevity of the bearings by taking the load off them and allowing them to spin more freely. This is a clever idea, and it only costs a buck for a set of four .55mm shims. The TKO ceramic bearings run $4.95 ea. Also, they now have an inner ceramic clutch bearing for the Losi 8 clutch bell. For more about this and other great TKO products contact them at: www.tkocompetitiondev.com.

XTREME MY RIDE

Xtreme Racing products manufactures some cool stuff for your RC, but did you know they make other things to make your pit look cool? Here are a couple of things that are on the down-low that Xtreme will sell you if you ask nicely. First is this sweet business card holder for your work desk. Yes, you can even keep the RC theme going at work thanks to this neat flamed card holder from Xtreme Racing–cost $15.00. It comes in different colors and designs and uses machined billet aluminum stand-offs for the total RC effect. The next little goody is this tool caddy that makes an excellent addition to your work bench. It is available in multiple Lexan colors ($49.99), or you can get the total carbon caddy for the full factory effect ($ 119.99). If you like what you see, pop over to Xtreme Racing at www.xtremercracing.com.



The Mr. Clean idea doubles as a shower.



MR. CLEAN WOULD BE PROUD!

THIS CLEAN SET up you're looking at comes from Bruce over at Xtreme Racing. He calls it the "clean station," and it is great for race day maintenance. We all know that it's hard to get your RC clean and looking good, but with the "clean station" it just got easier. The work area consists of a 20 gallon Rubber Maid tub (for gray water) and a bakery bread tray cut in half and set into the tub (for a work surface). For cleaning you need an air compressor with a "Y" connector—one siphon spray kit with a 5gal. bucket (for clean water supply), and to finish it off, a high-pressure air nozzle to blow-dry the parts you're cleaning. Of course, a scrub brush and Simple Green are needed to get the grime off and make everything all shiny. It sounds more trouble than it is, but I assure you this set up works like a charm and cuts cleaning time down considerably. I used Bruce's set up and I liked it, so I thought I would share it with you. You can get everything you need at your local hardware store, and if you already have a compressor, this cleaning station will easily run you under a hundred bucks—even less if you're creative!

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XTM Racing
X-Terminator 2



XT2
1/8 RTR Nitro Buggy with 2.4
• 4WD action! Ready to run! HUGE POWER!
• A true racer. Many racing features are INCLUDED!
Item No. 145625, was $369.99

SAVE $70 — $299.99

XTM Racing
Mammoth ST



1/8 RTR Nitro Monster Truck with 2.4
• 2WD speed! Clocked at 46 mph right out of the box!
• 2-Speed transmission. Full ball bearings.
Item No. 145619, was $369.99

SAVE $20 — $349.99

THIS BUGGY IS GIGANTIC!



XTM Racing
XLB Nitro
1/7 Buggy, RTR
No. 145617, List $620.00

$439.99

NEW!



Associated
T4 RS Race Spec RTR Truck
No.383383
List $399.99

$229.99 Your choice!



$379.99

SAVE $20

RC10T4 Factory Team Kit Truck
No.383375, List $389.99

Associated
Monster GT 4.60 RTR Nitro Truck
Item No. 383347, List $839.99

NEW! 1/8-Scale!



$509.99

HPI Racing
Hellfire SS Kit
Item No. 261652, List $949.00

Hellfire Nitro 4WD MT RTR
Item No. 261653, List $1179.00

$629.99

Associated
B4 RS Race Spec RTR Buggy
No.383384, List $389.99



$229.99



Trinity
NEXT RTR 1/16 Truggy
No. 837711, List $379.99

NEW!

$199.99

NEW!



• Reversible strap for lefties
• Works with other starter systems
• Easy to install

Best Racing Starter! Lightweight and Powerful!

$39.99

XTM Racing
Sure Start Electric Universal Starter
• Powerful "750" electric motor
• Ball bearing supported steel gears
Item No.145890, List $51.00



• Includes adapters for XTM .18~.28, SH .15~.28, most O.S. & Force .15~.25 engines
• Uses 6-cell 7.2V stick battery pack (not included)



NEW!

Associated
RC10GT2 RTR Nitro Truck
Item No. 383310, List $499.99

$279.99

SAVE $20

Associated
Factory Team GT2 Truck Kit
Item No. 383391, List $499.99

$289.99

NEW!



HPI Racing
E-Savage RTR Electric Monster Truck w/Baja Body
Item No. 261748
List $619.00

$339.99



Traxxas
T-Maxx 3.3 4WD RTR Nitro MT
No. 629193,
List $860.00

$459.99

E-Savage RTR Electric Monster Truck w/ATV Body
Item No. 261754
List $639.00

$349.99

E-Savage RTR Electric Monster Truck w/GT Truck Body
Item No. 261755
List $619.00

$339.99

IF YOU DON'T SEE IT HERE, YOU'LL FIND IT ON OUR WEB SITE! LOG ON NOW.
IT'S EASY, FAST, SECURE, AND HAS A POWERFUL SEARCH ENGINE!

Hobby People.NET

AMERICA'S BEST HOBBY WEB SITE! SECURE. HUGE SELECTION. EASY TO USE. FAST LOADS. LOWEST PRICES.

RACE IT AND WIN! THIS ONE'S HOT!

CLOCKED AT 50+ MPH!!



XTM Racing
X-Cellerator Nitro 1/10 Stadium Truck, RTR
- Loaded with features usually found only on costly race trucks
- Fully adjustable suspension. Full ball beaings.
- Hitec Aggressor radio system

No. 145610, was $249.99

SAVE $50

$199.99

HOT ELECTRIC!



GREAT 1ST CAR!

XTM Racing
X-Cellerator Electric 1/10 Stadium Truck, RTR
- Loaded with features usually found only on costly race trucks
- Hitec Aggressor radio system + MTroniks Viper Eco 20 ESC
- Fully adjustable suspension. Full ball beaings.

No. 145612
was $169.99

SAVE $40

$129.99

Thousands of exciting hobby items to see in our new catalog! To order your copy, go to our web site right now and sign up! www.hobbypeople.NET





Traxxas
Nitro Rustler 2.5 RTR 2WD Stadium Truck
No. 629175, List $525.00

$289.99

NEW!



XTM Racing
Mammoth ST Pro Kit 1/8 Scale Professional Racing Truck
- All the top-of-the-line parts and hop-ups you want
- You supply the radio, engine, wheels/tires, body

Item No. 145620, List $620.00

$449.99



Associated
RC18T 1/18 4WD RTR Elec. Stadium Truck
Item No. 383300, List $279.99

SAVE $17

$149.99 Your choice!

Associated *(not shown)*
RC18MT 1/18 4WD RTR Electric Monster Truck
Item No. 383305, List $279.99



SAVE $10

$159.99

Traxxas
Rustler RTR Electric ST w/XL-5 ESC
No. 628745, List $290.00



$174.99

Traxxas
Stampede RTR Electric MT w/XL-5 ESC
No. 628725, List $310.00

SAVE $10

NEW!



Associated
RC18R RTR Rally Cars! Kamino
Item No.383290

$169.99 Your choice!

1/18-SCALE RTR MINIS!

Citroen Xsara
Item No.383291

Mitsubishi Lancer
Item No.383292

NEW!

2WD Nitro Stadium Truck RTR



HPI Racing
Firestorm RTR Nitro
No. 261445, List $459.00

$259.99



$419.99

HPI Racing
Savage X RTR Nitro MT
Item No. 261744, List 829.00



Tamiya
Mini Frog TamTech RTR
Item No. 312774, List $240.00

$159.99



XTM Racing
Fuel Bottle, 500cc
Item No.14592

$7.99

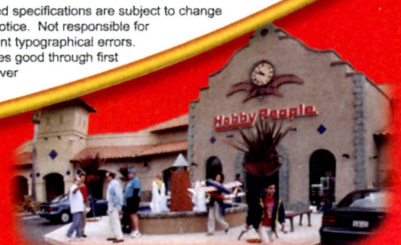


Traxxas
Revo 3.3 4WD RTR Nitro Monster Truck
Item No. 629189
List $960.00

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SAVE $30

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X-DYNO TEST

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AXE MOTOR ROSSI R21 COBRA

THE AXE EFFECT?

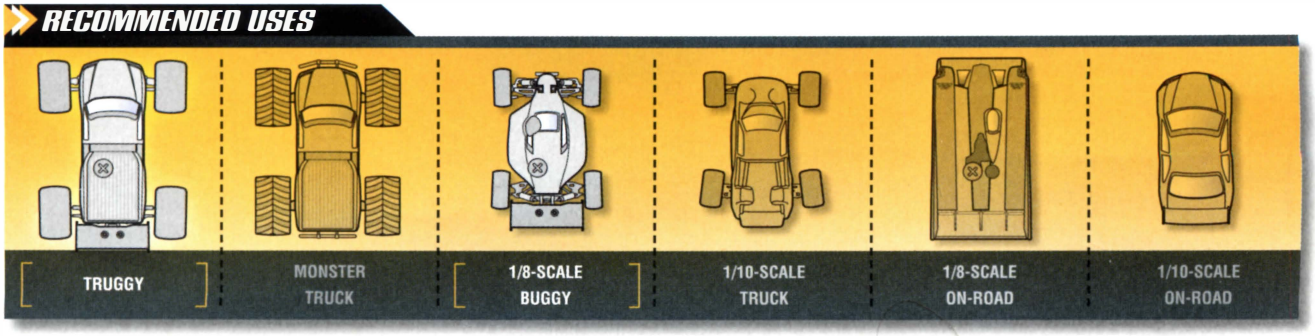
Words: Derek Buono

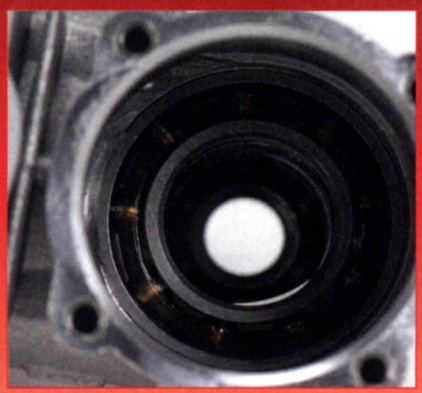
The cobra is one of the most feared snakes in the world. Rossi hopes that the same can be said for their R21 Cobra engine. With a name that evokes nightmares in small children and rodents alike, this newcomer to the US market hopes that other engines will freeze in fear when they hear somebody is running an R21 Cobra.

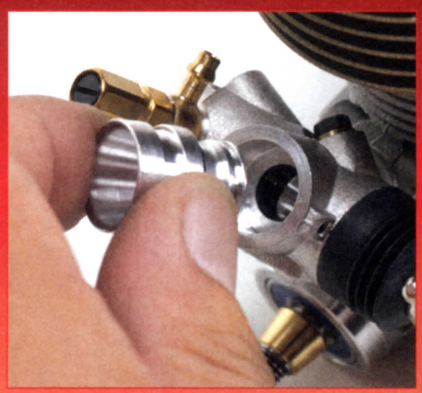
I put some Axe body spray on the engine.



RECOMMENDED USES







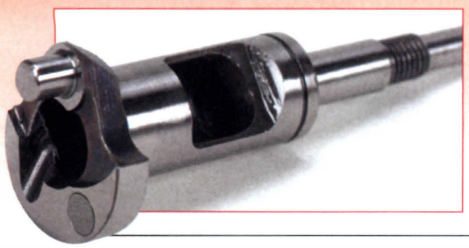


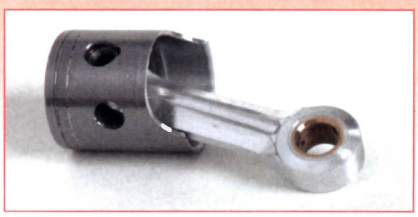
Specifications

Engine: AXE Motor Rossi R21 Cobra
Displacement: 3.5cc (0.21cu.in.)
Bore: 16.0mm (0.630 in.)
Stroke: 17.4mm (0.685 in.)
Piston/Sleeve: ABC
Ports: 7-port (buster system)
Head button: Standard
Crankshaft: 14mm / Pilot shaft (SG)
Peak X-Dyno HP*: 1.32 HP @ 25,600 rpm
Peak X-Dyno Torque*: 52.45 oz. in. @ 25,200 rpm
Peak X-Dyno RPM: 41,200
Correction Factor: 1.051
*All numbers are SAE corrected

Test Equipment

Fuel: 30%, 12% Oil
Pipe: X-Dyno Standard
Plug: Rossi R7 Cold







Cobra could also be a G.I. Joe reference!

Features

The R21 is a long stroke motor, which isn't as common as the more square or bored out engines. This allows for distinct "long-stroke" sounds that some may enjoy. AXE Rossi is still making a name for themselves, but that's not to say that they haven't been in the nitro engine game for years over in Italy. That's right, another Italian engine manufacturer, which most of the time means several things. Good wine, good food, and insanely powered nitro engines. One glance and you can see they know how to make a visually pleasing engine, but the real test is on the industry standard X-Dyno. It looks good on paper, but it's time to put it under a microscope.

Crankshaft • The crankshaft is what you'd expect in a race .21 and is about average as far as machining goes. There are some places that extra time was spent for added performance, such as the turbo scoop. A large bore should deliver enough fuel to make as much power as possible.

Carburetor • The cast aluminum carb is a 3-needle design with removable venturis. Those venturis are also machined aluminum and sealed with double o-rings to prevent leaks. A setscrew is used to make sure it doesn't move, but I'd much rather see the venturi slide into the carb rather than the entire upper section of the carb. That setscrew can vibrate out and allow the venturi to move around and create a possible airleak. Odds are that everything will be fine, but that particular design is a little unconventional.

Crankcase • The crankcase is finished well; inside, the bypass ports look to be about average size. One feature I did like is that the case has shorter dual hook header spring mounts, so instead of one stretched around the entire engine, four smaller springs hold the manifold against the engine. Thes just seem to be easier and work better.

Cooling head • The cooling head is a pleasing brownish gold color and instead of being 42-fins high, is more stout looking. This keeps the head from being the first point of contact in a crash as is the case with many buggies and truggies. It also allows you to get the temp gun in deeper and closer to the temping source.

Piston and sleeve • The piston is pretty standard issue, with little if anything "done" to it for performance gains. The sleeve, however, is pretty interesting. Described only as a "buster system," the machine work in the 7-port design is almost artistic. Geometric patterns on the intake and small holes below the transfer ports really are something to look at and admire, but whether they do anything or not can't really be tested. In any case, they spent some time on the design and machining of the sleeve.

Performance • I broke in the engine on the dyno, which I've discovered is a pretty consistent and easy way to get the job done. I can control the throttle, engine speed, and engine temp, with less effort and time.


Revo 3.3
$519.99


T-Maxx 3.3
$454.99


Savage X
$449.99


Losi XXX-CR
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Losi AD2
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Jammin'
X1 CRT RTR
$519.99


Top
NovaRossi
P5X
$269.99

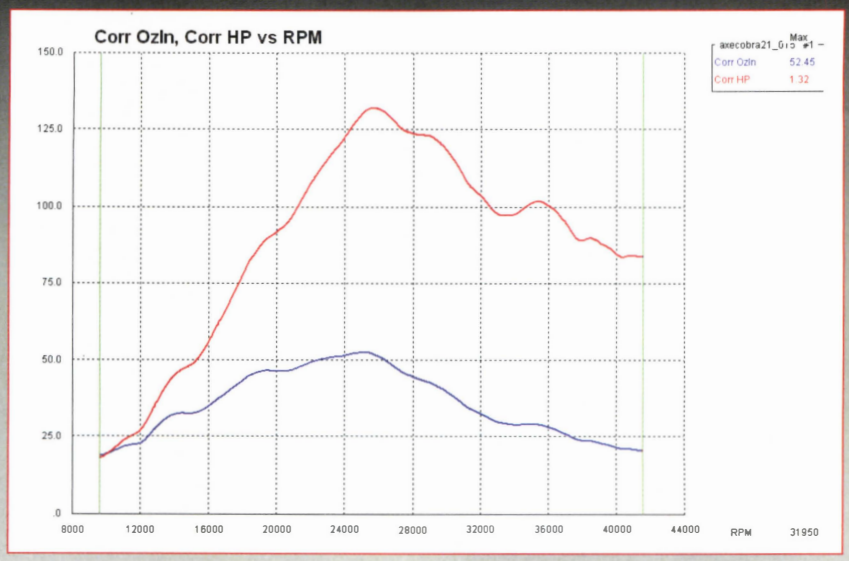
RB Concepts C6 BB
$349.99


Spektrum
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Trinity Cobalt 2
$59.99

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Once I got about three tanks (150cc each) through the engine I could feel the engine loosen up. I could also feel it getting more stable at idle and taunting me to start leaning it out...so I did.

I've read and heard that some people have issues with the carb, but I experienced no problems during my test. Tuning was a snap, and even though I probably leaned the top out almost a turn and the bottom end about half a turn, the engine still pulled strong. After getting the tuning where I thought it would perform the best, I proceeded to extract as much power as I could from the Cobra.

After about six passes I saw the pattern in the graph where I could alter the shape, but power peaked at 1.32 hp at 25,600 RPM and a decent 52.45 oz.-on. of torque at 25,200 RPM. With both peak horsepower and torque within a few RPM of each other the engine should have a large powerband to make it pull hard at any RPM. Power did fade off a little after the peak, but it still hung on and provided decent rip down the back straight as the Cobra revved over 41,000 rpm with ease.

SCORECARD

SCALE RATINGS: 1=POOR • 10=EXCELLENT

CELEBRITY EQUIVALENT RATING



Shania Twain

HITS

- High Peak RPM
- Easy to tune
- Broad powerband
- Power curve on par with more familiar name brands

MISSES

- Rare so parts support and tuning help may be scarce
- Carb throw is longer than others which may cause mounting issues
- Venturi is held in with set screw and that can be another spot for an air leak

CONNECT

MANUFACTURER: Axe Motor Rossi
DISTRIBUTOR: SG Model Engines
WEB: www.rossienginesusa.com
PHONE: 818.472.8460
PART NUMBER: 190AR21
STREET PRICE: $350

Conclusion

If you're looking for something a little different, there are lots of options out there for you. This engine could sell just due to the fact that it has a cool name and not some alphabet scramble, but it is also on par with the engines we consider as benchmarks. With a little more experimentation, getting that power back up on the topend should be a snap, and a Cobra powered buggy might just pass the others down the straight... freezing them in their tracks.



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Blade Cx2 Ready to Fly Helicopter Sale $189.95



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Main Motor Heat Sink Sale $3.39 #EFLH1208

Training Gear Set #EFLH1205 Sale $8.49

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#EFLH1100 Sale $219.99



Carbon Fiber Tail Rotor #EFLH1122C Sale $15.29



SYM, Carbon Main Blade Set #EFLH1147C Sale $32.99



Main Motor Heat Sink #EFLH1132 Sale $2.99



Tail Motor Heat Sink #EFLH1131 Sale $1.99



Symmetrical Main Blade Set #EFLH1147B Sale $17.99



Aerobatic Enhancement kit #EFLH1168 Sale $26.64



Training Gear Set #EFLH1128 Sale $8.49



1320 mAh 3-Cell 11.1v Li-Po #THP13203SJ Sale $54.95

E-flite Blade CP PRO RTF Electric Micro Heli



#EFLH1300 Sale $$249.99

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6-channel FM radio system with CCPM, Idle Up flight mode switch with adjustment knob &optional-use proportional fifth channel. 3-Cel 800 mAh Li-PO battery pack with charge protection circuitry & DC Li-PO balancing charger.



Spektrum Dx3 2.4GHS

Sale $249.95 #SPM2030

DSM Radio System Channel, 2 Servos & 2 Receivers

Telemetry Lap Tim Trigger #SPM1330 Sale $49.95



SPEKTRUM



Spektrum Dx2 2.4GHS

SALE $169.95 #SPM2020

DSM Radio System 2 Channel, 2 Servos & 1 Receiver

DSM Receiver #SPM1200 $79.95

DSM PRO Receiver #DSM $89.95



Nitro Telemetry Combo Pack #SPM1300



Sale $139.95

Spektrum 3 Channel Surface System M-8, M-11 #SPM1002 Fut, Hi Tec #SPM1004



Sale $159.95

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Those beadlocks look like frisbies.



Team Gonads

Darksoul HPI Beadlocks

Pimp out your Baja 5b with these new billet aluminum *beadlocks*. Not just cosmetic, these pieces replace your stock 5b plastic beadlock rings with a stronger, nicer looking aluminum setup. The beadlocks are available in sets of four, in anodized silver or Baja 5b matching anodized purple.

Part Number: 3755
MSRP: $115 set
www.teamgonads.com



Racing Physics

Racing Drift Tire RP-D

RP gets into the drift game with their new RP-D hard rubber skins. These aren't plastic; they're made of a high-density rubber compound for grip when you go straight, and slip when you slide. They mount easily on any 1/10-scale touring car-sized wheels. Distributed by Schumacher USA.

Part Number: RP-D
MSRP: $28
takeoff.main.jp



RPM

Heavy Duty Front/Rear A-Arms for Rustler/Stampede

Beef up your Traxxas Rustler or Stampede with RPM's new Heavy-Duty Front/Rear A- Arms. These arms are stronger, and yet save seven grams of weight per side. The shock mounting points have been repositioned slightly for better tuning, and these tough arms are available in both black and RPM blue. They are sold in pairs (two fronts or two rears) and are available for both nitro and electric.

Part Number: varies by application/color
MSRP: $11/pr.
www.rpmrcproducts.com

Take Off

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Carry and protect your gears and crystals in style with Take Off's pinion gear container and crystal container. This transparent cases hold up to eight pinions / six pairs of crystals using a urethane sponge to secure each item. Small and compact, the cases will fit in any RC toolbox. Distributed by Schumacher USA.

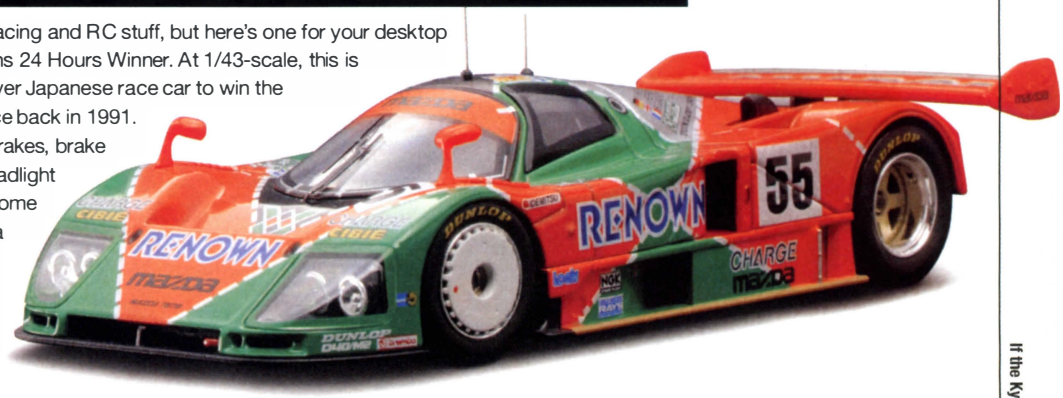
Part Number: TO-349 (pinion), TO-350 (crystal)
MSRP: $4 each
www.racing-cars.com



HPI Racing
Mazda 787B '91 Le Mans 24H Winner

Everyone in RC knows about HPI Racing and RC stuff, but here's one for your desktop – Their new Mazda 787B '91 Le Mans 24 Hours Winner. At 1/43-scale, this is a detailed reproduction of the first ever Japanese race car to win the prestigious 24 Hours of Le Mans race back in 1991. Fine details include radiators, disc brakes, brake calipers, mirrors, wings, exhaust, headlight buckets, and more. These models come mounted to a display platform with a clear plastic protective case.

Part Number: 937
MSRP: $65
www.hpiracing.com





HPI Racing
Nitro RS4 Stage-D Hi-Power Rear Exhaust Tuned Pipe Set

Nitro drifters, hook up more power and good looks with HPI's new Hi-power rear Exhaust Tuned Pipe Set for the Stage-D. The rear exit keeps your ride clean and ready to slide. Also fits the Nitro RS4 3 Evo/18SS.

Part Number: 33456
MSRP: $40
www.hpiracing.com

If the Kyosho "K" stand was red, Wort wouldn't have got it from James.



Core-RC
Motor / Battery Case

Stop using random boxes to carry your important racing stuff. Start off with your motors and batteries, and pack them safely and securely in Core RC's new motor/battery case. This molded case holds six batteries (four or six cell), four motors + two armatures or six motors, and has a small separate container for your motor parts.

Part Number: CR001
MSRP: $29
www.core-rc.com



Kyosho
Maintenance Stand II

Make setup and maintenance easier with Kyosho's new Maintenance Stand II. Made from sturdy aluminum, the stand has a non-slip top pad and special holes for working on shocks. It comes anodized in blue for good looks in the pit or at the track.

Part Number: 87652
MSRP: $17
www.kyoshoamerica.com

CONTINUED FROM PAGE 178

RUBBER TIRE APPLICATION

When using oil-based traction compounds, you can increase the effect by baking the compound into the tires. This allows the compound to soak more deeply into the tires.

The application method for rubber tires is much the same as with solvent-based compounds. Simply apply enough to evenly wet the tires (but not so much that the compound is dripping off of it), allow it to soak on the tires for 15 to 20 minutes, wipe off the excess with a clean rag, allow the tires to sit for a few more minutes to get tacky, and then go racing. Like with foam tires, you won't need to soak them as long on second and third applications-maybe five to 10 minutes.

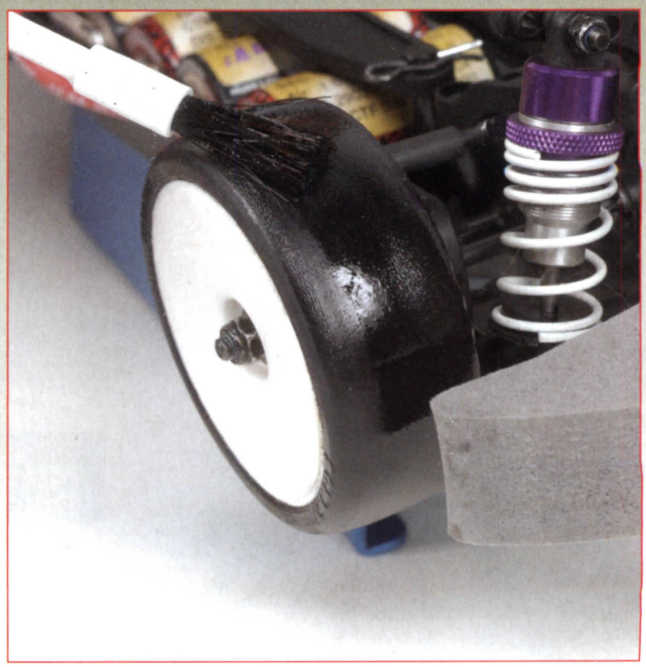
When you switch to the less aggressive oil-based compounds in warmer weather the process changes: "The oil-based compounds don't have the assistance of the solvent to help get the oils into the rubber," Martinez explains, "so you have to add either time or temperature to help them out.

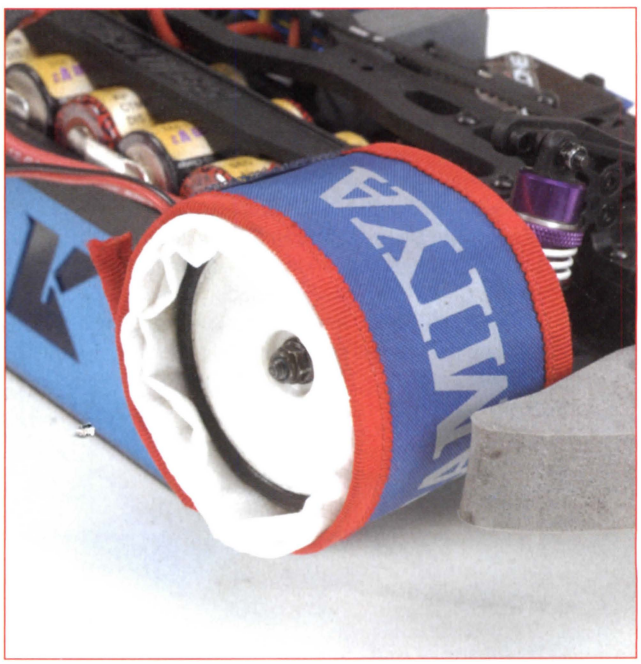
"If you are depending on time," he continues, "put the compound on the tires and let them sit for 20 to 40 minutes to let it really soak in. Or you can use temperature as a tool and actually bake the stuff in. That's something that we see a lot of guys doing now. Baking the tires opens up the pores much the same way that solvent does. It allows the traction compound to penetrate deeper into the rubber and makes the tires last longer.

"To do it, just apply a thin coat of compound to the tire like before. The best thing to use for baking the tires is a tire warmer with an aluminum cup on the inside. You don't want to use one with cloth on the inside, because the last thing you want is a year's worth of compound soaked into a cloth material that is heated by an electrical element. Now, take a blue shop towel or sturdy paper towel and cut it into quarters so that you have four equal pieces. Fold them over the tire once you've got the stuff on there and push the cup over it.

"The paper towel serves a couple of purposes. First, it keeps the traction compound where you put it. So instead of it just running down to the bottom of the tire, it soaks into the paper towel which keeps it against the rubber. Second, it concentrates the compound. After you have used the same four pieces of towel a few times they get saturated and you don't have to use as much compound to get the same effect.

"We usually like to bake the tires at 60-degrees C (140-degrees F). How long you bake them has an effect on how long the traction lasts. The longer you bake them, the longer the compound will last throughout the run. If the traction is low or the temperature is cool and you are having trouble keeping temperature in your tires, baking them longer will maintain your steering and traction later in the run. If the temperature is higher it's not really as big a deal. Once you are done, just wipe off any excess like you would otherwise and you are ready to go racing."





I can think of good, cold-weather uses for those tire warmers.

Conclusion

Just like with suspension adjustments, traction compound gives you a range of choices. You aren't limited to just using it or not, but instead can apply different compounds in different ways to truly tailor your tires to your needs.

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- Steel-geared vicous differentials
- Bulletproof aluminum F/R differential cases
- 1100MAH Ni-MH receiver battery pack and 110V charger
- Premium JR XS3 Synthesized radio w/2 steering servos
- Dual metal-geared Z590 steering servos

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The New Team Losi 8IGHT buggy is ready to revolutionize the 1/8th off-road buggy world! Unique narrow chassis configuration for quicker handling and ground clearance

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- Machined premium aluminum 5mm thick alloy shock towers
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HORSEPOWER!!!

New Sirio .21 STI Team off-road engine.

New for 2006 Sirio has introduced their STI line up of engines. STI engines have all the "extra" touches that a true "team" engine has and they are now available to the public.



Price: $309.99

Novarossi RX21P5X 5 port Off-Road Buggy Engine.

Rated at 2.60 Horsepower with 31,000 maximum RPM. The P5X engines are the standard in 1/8th nitro off-road racing. Great performance and reliability.



Price: $274.99

M528XR 8 port .28 Monster Truck/Truggy Turbo Engine.

Rated at nearly 3 horsepower with maximum 34,000 RPM. This truggy/monster truck engine puts out some insane horsepower. Perfect for truggy/MT racing on large size track.



Price: $319.99

New Mugen Ninja MR21 "A-Spec" Buggy Engine

The Mugen Ninja engine just got better. Featuring new "A-Spec" improvements including tighter tolerances on all internal engine components, carburetor and new front bearing.



Price: $289.99

New! RB Concept C6BB .21 off-road competition buggy engine

The new RB CONCEPT C6 Buggy is the latest development of the world famous C5BB. Huge torque and incredibly high RPM, this off road engine has everything 1/8 buggy racers expect! Off-road racer need low RPM torque, smooth acceleration, this is why the RB R&D dept. designed the new RB Concept C6. With a new reinforced crankcase, redesigned for better stability and strength. The bigger bearing (outside case), and the new nylon carburettor (with 8mm Venturi) get the final touch to this new high competition engine.



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RB Concept TM928 .28 7 Port Monster Truck/Truggy Racing Engine

RB Concept have created one of the most powerful Monster Truck engine in the world! With its 4.67cc, this incredible engine will power any Monster Truck, whatever its weight! This engine fits most of the .21 or .25 Monster Trucks but also the .21 off-road cars and will provide high torque and terrific high speed.

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NEW! Kyosho MP777SP2 World Champion Edition

Follwing their huge win at the IFMAR 1/8th buggy off-road world championship, Kyosho has released the options loaded MP777SP2 World Champion Edition based on the same car that Mark Pavidas drove at the Worlds. Log-on for more detail and our special discount.



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NEW! Xray XB8TQ Luxury Off-Road Buggy

New Xray XB8TQ Luxury Off-Road Buggy, the highly-anticipated evalution of the hugely-successful XB8 1/8 nitro buggy is finally here. Visit our website for more details on this incredibly high-quality, great performing buggy.

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NEW! Mugen MBX-5R 1/8th Compeititon Off-Road Buggy

Based on the winning car at the Proline Maxx Challenge and Silver State Race, the new MBX-5R features numerous refinements that makes the MBX-5 Prospec even better. Log-on for more detail and our special discount price:

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NEW! New Mugen MBX-5T Prospec 1/8th off-road truggy

Taking the win at the 2006 ROAR 1/8th Truggy National, the new Mugen MBX-5T features long span suspension arms, big-bore truggy shocks, new spiral cut gears for great efficiency, and much more! Log-on for more detail and our special discount price.

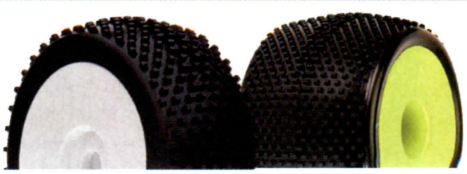


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Low prices on 1/8th Buggy, Truggy and MT Bodies

PL3192 Proline Crawd Pleazer 2.0 for Mugen MBX-5	**$19.99**
PL3185 Proline Crowd Pleazer 2.0 for Kyosho MP777	**$19.99**
PL3208 Proline Crowd Pleazer 2.0 for Jammin X1-CR	**$19.99**
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ASK THE PROFESSOR

PUSHING LIKE A TRACTOR

Hey Professor: Hey y'all. First post. First car. Well, first serious car anyway. I rate the XTM Mammoth SST as an impressive piece of kit in general. At the moment I am trying to sort understeer. It occurs during acceleration and heavily when slowing and/or braking into turns. The surfaces I am driving are grassy football field type, and the local track is hard packed with some loose fine dust scattered throughout, with only small jumps and doubles here and there but pretty tight in some spots.

I increased the preload on the stock white springs to about 50%, which gave little improvement if any. I then changed or rather added some fresh grease to the front diff. The diff was pretty much empty out of the box. I only had some auto grease laying around and didn't think it would do any harm. I couldn't find the weight of the grease. I filled the diff with at least a tablespoon or two of the grease, but that didn't make a lot of noticeable difference either. I'm pretty stumped. Maybe I just expect a little too much.

I changed the steering servo out for a Hitec HS-985MG, which did have a huge effect on response but not much on the understeer. I've also played with the toe a bit but don't expect that to actually reduce the understeer.

I really have to let it roll into any flat turns or try and flick the rear end around. I know it can do better. It's a great car and shows great potential.

Any help would be great, keeping in mind I am in Australia so may not have easy access to international products.

SKT

A: It's sort of hard to understand the problem you're having. What I think you're saying is that when you're hard on the brakes you're experiencing a heavy understeer. This is going to be the case when you overshoot a turn and rely on braking to save the day. When you hit the brakes you transfer most of the weight to the front of the car. This does a few things to the handling. First, it makes the front wheels try to steer and brake at the same time, and if you've ever really watched wheels try to turn while they are locked up it just doesn't happen. The second thing you said is that you added grease to the front diff. This stiffens the front and actually reduces off-power steering further, thereby increasing that push you are trying to get rid of.

One of the main solutions to really help your truck out with steering is to get rid of the 2-speed center transmission, which doesn't allow the front and rear wheels to move at different speeds. This will result in a pretty significant push, or understeer.

The solution that I can offer right now is nothing more than a driving style change. You seem to need to set up for a turn earlier than you are. The Mammoth is super fast, and if you're trying to go around a corner at twice the speed it should be taken at, no set up is going to cure the understeer.

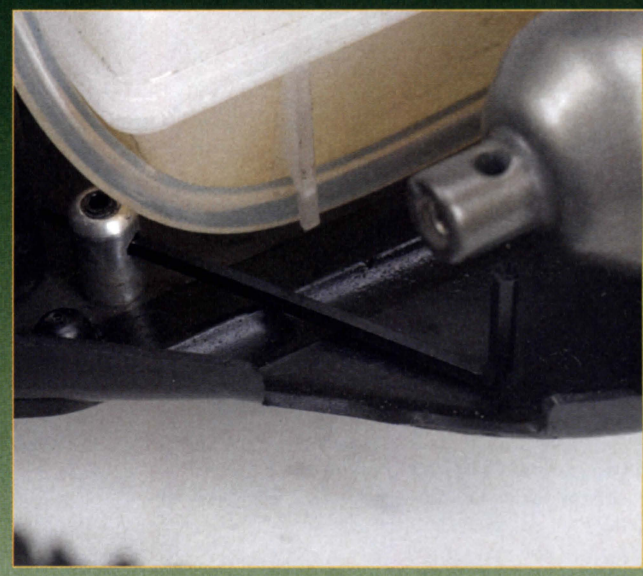
DerekB

We're starting to change our mind about farm work...



Wire Origami

Hey Professor: Hey, I just bought a Jato resonator pipe and cannot put it on because I do not have the metal rod that goes from the chassis to the pipe. Could I possibly bend the one that was on my Rustler and use that?
Marky2002S



A: Rigging a pipe wire is something you can do yourself in a few seconds. If you go to the hobby shop and get some music wire of the appropriate diameter you can make your own pipe wire for about a buck. Rough out a length, cut it with some sharp cutters or Dremel, and then bend it to fit into the wire mount on the pipe.

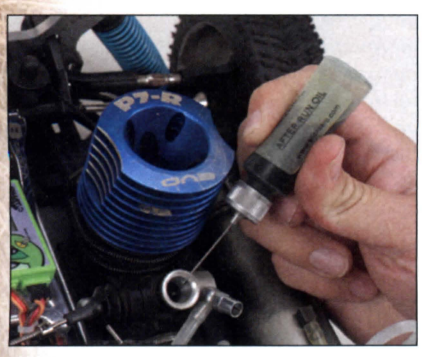
If you're really lazy this trick works on some cars. Take the Allen wrench that came with the kit and use that for the pipe mount. You may have to cut it to length, but in several instances it worked for me!
DerekB

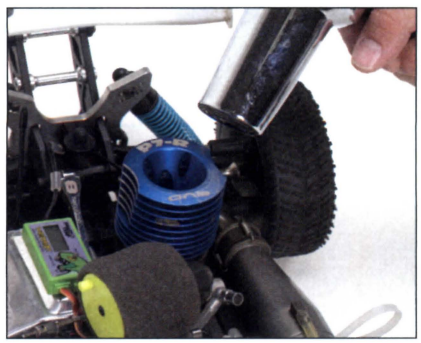
Sticky Situation

Hey Professor: Hey guys, I got a OS .18 TM for my Sportmaxx and when I try to crank it like the manual says for the first start, the EZ start won't even turn it over. All it does is make a weird whining noise. When I loosen up the plug it turns it over fine. I was wondering if it was time for a new EZ start (I've had mine for over a year now), or whether the engine has too much compression. All help is appreciated.
Kyoshomaniac

A: An engine that gets stuck at the TDC position when new is more likely to be suffering from a tight fit of the piston to sleeve than too much compression. After run oil in the new engine will help lube the sleeve, but a heat gun will really help you get it started. Even a hairdryer will warm and expand the sleeve and make starting a lot easier.

Also be sure to cool that new engine between runs with the piston at bottom dead center so it doesn't sit at top dead center as it cools. This is critical during break-in, and a good habit after break-in.
davecnitrors4

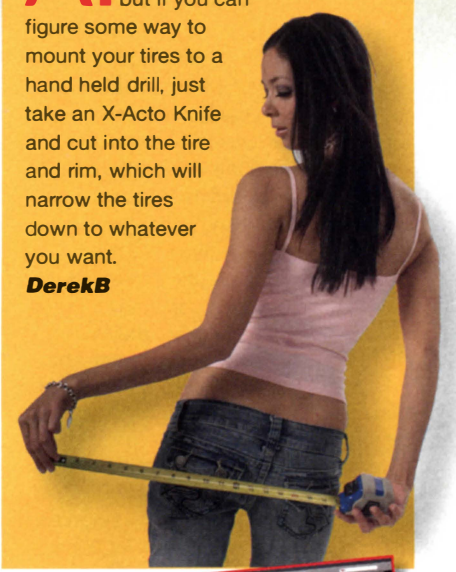




Wide Load

Hey Professor: I have some 30mm foam tires, and they continue to rub the knuckles. What should I use to narrow them?
hammer1

A: If you have a tire truer it takes only a few seconds, but if you can figure some way to mount your tires to a hand held drill, just take an X-Acto Knife and cut into the tire and rim, which will narrow the tires down to whatever you want.
DerekB



I wouldn't exactly call that a wide load.

GOT A QUESTION FOR THE PROFESSOR? The Professor isn't a person, but our message board where you can ask questions and get answers from racers like you around the world and the answers from avid racers, old-time pros, and factory pilots. Each month we'll choose certain questions and publish them here. ***If you've got a question, The Professor's got the answers!*** The Professor shown here is only a representation of what we think everybody on the Internet looks like. "Your" Professor may look different or be a toaster. Visit ***www.rc411.com*** to look, learn and help.



MAIL SACK

>> OPINIONS >> THOUGHTS >> QUESTIONS >> ANSWERS >> COMPLAINTS >> PRAISE >> OPINIONS >> THOUGHTS >> ANSWERS



Ahh, yes... another gratuitous Mercedes pic.

You're Not Alone

Do you think you guys will ever have an all out truggy throwdown (review) in the magazine? I would love to see you guys have a "Battle of the Truggies." It would be great to see all of the TOP quality kit trucks in a head to head battle for top honors. If this event were to take place, do you think you would be able to include the Losi Eight T? I also think it would be great to see an engine shootout for truggies. I know that you have tested and dyno tested several engines, but it would be great to see the results for each engine in one place and to find out which engine is the overall best. I keep all of my back issues of Xtreme RC for reference, but would love to see all of the results in one place. These are just some thoughts from an avid reader and racer.

Thanks for your time,
Jay

Shootouts with lots of vehicles are really hard to do correctly. Rather than slap some half ass shootout together and award trucks with "best stickers," we wait until we can do it right, which includes getting all the vehicles, all the test gear, and enough time on the track. We're working on it, but we're waiting for the explosion of kits to slow so we won't miss one. -Derek

Truck Driver Mouth!

I have been out of the RC for a few years. Now that I have two young boys (3 and 2), I figured this would be the perfect time to get myself reacquainted with the hobby and introduce it to my sons. We recently attended the RC Pro Series Nitro Nationals in Rockford–being that it was only 20 minutes away. The lil' guys have seen pictures of RC cars in your mag, and they love to page through every issue. But their mouths dropped once they saw the cars up close. The moment they saw the track and the cars zipping around, I had a feeling they were hooked. I only have one complaint. We were sitting watching one of the early mains, when a woman sat down in front. She obviously was related to one of the drivers because of the cheering she was doing. But when things were getting hairy for her driver she would let out a barrage of foul language slurs that would make a sailor blush.

I understand that these drivers are professionals, but this is a hobby–not life or death. This was the first large scale event I have ever attended and I thought it was entertaining and yet informative for us hobbyists. It is not often I can talk to all the different company reps and ask questions. But it is a hobby and meant for fun, competitive enjoyment. Please leave the toilet talk at home.

Thanks for an excellent mag, and I can guarantee there are two young newbies waiting to get their hands on a car soon in Wisconsin.

Chad Murry
Beloit, WI

Chad, welcome back to RC. We were worried you weren't coming back. You said you were going out for milk and it's been years. About the lady at the track, some people get excited when they see their kids doing something. Some people yell " Go Billy;" others may yell more curse words than we've said in our entire lives. It's easy to get caught up in the moment when watching a race; unfortunately, it happened in front of the little guys. Realize that this is a high pressure, life or death race for some people. My suggestion is get your sons started with a car as soon as you can, and practice the "ear muffs" technique. –Derek

Dan's Best

Alright guys, When I read the LOSI 8IGHT review I thought, "This guy isn't a LOSI fan." I mean, come on. The conclusion was like nothing I have read in your mag before. I own a JAMMIN X1CR and an SP2. They are both great buggies, but the LOSI is just amazing. Nothing could prepare me for the way this thing handles. It is just a dream to drive and to work on. So when I read your 10 Best list I thought that it would get the best buggy award. I mean, just because the SP2 has won more shouldn't mean that it should win the award. I own both and can say without question the 8IGHT IS the better buggy. It is easier to drive fast consistently and much easier to wrench on. Oh yeah, the parts are cheaper also. And even though it didn't win the award it wasn't even in the honorable mentions. WTF??? It easily outpaces the JAMMIN and in terms of innovation it blows everything else away. I just want to know why it wasn't included.

Thanks for your time,
Dan

Dan, I agree with you that the Losi is a great car and will definitely be one of the top contenders at the track, but our X-Best isn't about what is hot for the moment. The Losi is relatively new to the class and pretty much unproven. Yes it TQed the Nats, but in the end the Kyosho has proven itself to be popular at big races and locally. Along with the other "honorable mentions," they are all popular too. Our X-Best is about what the cars have accomplished over the past year, not what they might achieve in the future. That is why we do the X-Best for 2006 and not 2007. We cannot predict that a car will dominate, or hold up to the mainstream abuse. Other magazines sometimes choose cars as "best" or "vehicle of the year" on a preproduction basis, which we don't feel is the right thing to do. –Derek

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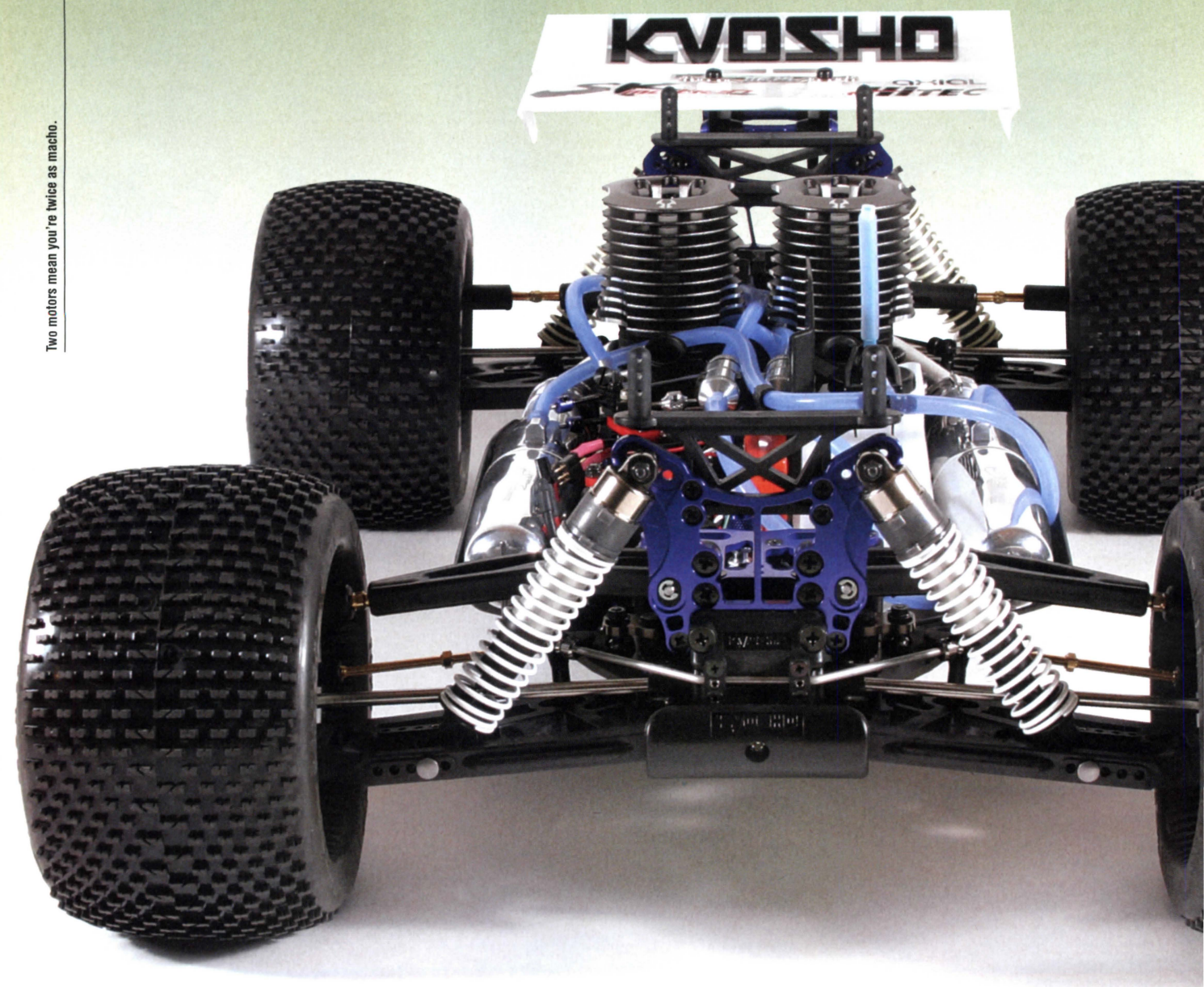


DUAL ENGINE TRUGGY

DOUBLE THE FUN!

Words: Jeff Eveleigh

Truggies are pretty much the ultimate machine, which explains their popularity. They have the power to weight ratio of a 1/8 scale buggy, the tire diameter and ground clearance of a Monster Truck, and the durability of a tank. With all of this already going for it, how is it possible to take a machine with this sort of resume to the next level? Simple...double the power but leave everything else the same. Enter the Project Dual Engine Truggy, or more specifically the Dual Engine ST-R. We coupled the performance proven Kyosho Inferno ST-R with a pair of Axial .28 big block engines to see what happens when you jam twice the ponies into a race bred chassis.



Two motors mean you're twice as macho.

1 POWER PLANTS

Axial wowed the hobby scene not too long ago by releasing a line of big block engines with great output numbers at a reasonable cost. We decided that the Axial .28 engine was the perfect mill to double up with and power our Kyosho chassis. The low center of gravity design of the ST-R made it impossible to install the Axial pull-start engines without modification, so we opted to remove the pull-starter units and replace them with the backplate conversion available from Axial (Part #AX0091). Axial was brilliant in their crankshaft design, which allowed us to install the backplates without having to grind the crank pin down on the crankshaft (this is a job that commonly has to be done with other engines).



Aluminum clutch shoes transfer power.



To complement the ponies from the Axial engines we opted for a pair of tuned exhaust systems from SK Motion. Their Warhawk S1 race pipes designed for the HPI Savage fit the bill perfectly since they were already tuned for big block engines with displacement larger than .21 cubic inches. We had to install a manifold and tuned pipe on each side of the truck, meaning that we needed to modify one manifold to mount in the opposite direction. A quick pass with a small drill bit gave us a second set of holes for the mounting spring and we were good to go.

2 GEARING

With two engines ready to tear our ST-R to shreds we had ultimately doubled the output torque of this machine; some gearing changes were in order to fully appreciate the increased power. The Inferno ST-R comes stock with a 13-tooth clutch bell and 50-tooth main gear along with a 10-tooth spiral cut diff drive gear and a 43-tooth diff bevel gear giving a rollout of 1.10" with a tire diameter of 5.8". This rollout is perfect for the race track when a single engine propels the chassis, but we needed to step it up a few levels to convert the twin engine grunt to MPH readings on the radar gun.



A new 13 tooth straight cut diff pinion replaces the old spiral one.

The Inferno ST-R utilizes the same bulkheads and differential casings as the World Champion Inferno MP777, so we took the opportunity to swap out the ST-R differential gears for the lower ratios of the buggy, which uses a 13-tooth straight cut drive gear and a 43-tooth straight cut diff bevel gear. We also slapped in the 46-tooth main gear from the MP777 and bolted up a pair of the largest clutch bells we could fit, which ended up being 18-teeth apiece. Running through our rollout calculation with all of the new gears we get:

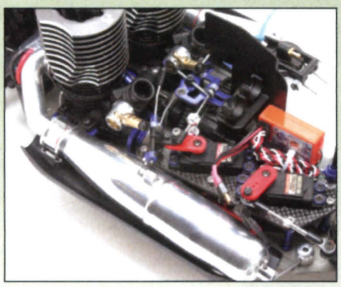
(Tire Diameter) x (pi) / Final Drive Ratio = Rollout
5.8" x 3.14 / ((43/13) x (46/18)) = 2.15"

Compared to the stock ST-R rollout of 1.10", and based on calculations, this new rollout of 2.15" should be able to almost double the speed with this dual engine Truggy as compared to a standard single engine setup.

In this case, twin motors means that Jeff sucks twice as much!

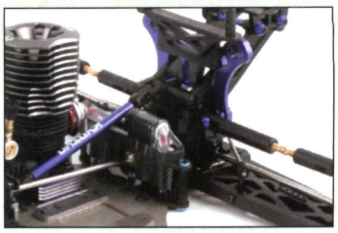
3 MODIFICATIONS

Trying to jam 12 pounds of crap into a 10 pound chassis proved to be difficult. The first thing we had to do was make a new radio plate to mount up the servos and receiver since there was an engine and tuned pipe sitting where the radio gear would normally be. A scrap piece of 3mm carbon fiber fit the bill perfectly and an hour or so with the Dremel tool morphed the flat panel into a perfect little servo mount with just enough room to stick the Novak synthesized receiver on its side next to the fuel splash guard.



The next trick was to set up a throttle linkage system that would open both carburetors at the same rate while still having them match at full speed and return to idle at exactly the same time. Some Macgyver action and a few extra Kyosho linkage parts along with some creative routing allowed everything to work perfectly with the only major hiccup being that the backside of the lower throttle wire hit the tuned pipe. Cutting down the throttle spring and grinding some material away from the aluminum collar gave the clearance necessary for when the throttle was set to the idle position. The steering, throttle, and brake duties were handled by HiTec HS-5625 MG Digital Servos, which offer over 130 oz.in of torque and a relatively quick transit time of 0.14 seconds. We needed plenty of torque and speed to control this over-powered Kyosho monster.

4 CUSTOM RECEIVER BATTERY



With all of the engines, exhaust, and radio gear mounting dealt with the final item that needed attention was the receiver battery. The only problem was that there wasn't any room left on the chassis. The rx battery could have been mounted above the center diff or over the servo tray but this would have caused a relatively large mass to be set high on the chassis which would throw off the center of gravity. Instead we decided to build a custom battery and mounting setup that would straddle the cells around and above the rear differential output universal center shaft as it connected to the center differential. A small carbon fiber plate was screwed to the chassis and two standoffs secured a modified OFNA battery mount that held the oddly shaped battery pack. To save some space and provide a more reliable power connection from the rear of the chassis to the receiver mounted close to the front of the truck, we opted to use Deans plugs as opposed to an on/off switch.

5 FUEL LINES

Since we only had room to mount a single fuel tank we had to connect and route the fuel tubing to feed both engines and also have pressure come from both engines. We split the using Fourmost Large Fuel Fitting Tees (Part #FOR111) and separated the lines just outside of the fuel tank before they were fed into two large volume Kyosho fuel filters to continue into the Axial mills. A similar Tee split just off of the fuel tank pressure fitting allowed each engine to provide exhaust pressure to the fuel supply.

6 TIRES AND WHEELS

When you're going to spool up the driveline of any vehicle to the potential speeds of our dual engine Truggy, you need some reliable rubber to secure the entire package to the ground. We glued a set of Pro-Line Bow Tie rubber to the stock Kyosho rims to provide the traction needed to break some speed laws. There were some thoughts about belting the tires to keep their diameter in check as the engines unloaded their wrath upon the Pro-Line meat, but upon further rationalization we decided that the tire ballooning common at high speeds should actually work in our favor by increasing the overall tire diameter and rollout as the Truggy accelerated. Non belted tires in this situation will act similar to a variable transmission ratio as higher speeds are reached and more ballooning occurs.



7 CLOSING

You've seen the pictures and know how the build was done. The pair of Axial engines are broken in and ready to scream and all we have left to do is grab a handful of throttle and try to keep this sucker on its wheels. Check back next month for a full report on how Project Dual Engine Truggy handled, how fast it went, and whether or not we had to go on a 70+ mph cleanup mission! ✪

Special props to Greg V. for being the first to make a dual engine truck.

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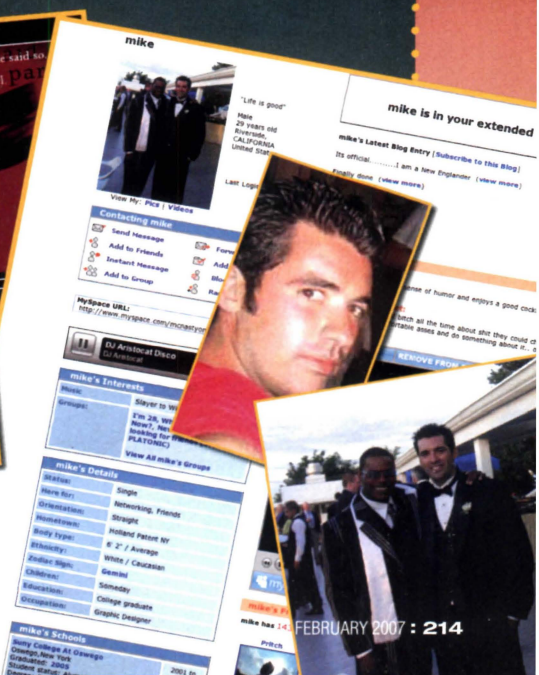
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ELECTRIC SPORT COMBO SH2020 .... $44.95	ELECTRIC RACE COMBO SH2030 .... $89.95



SH2000 SHOWN

HPI NITRO RS4 EVO

$309.95
REQUIRES COMBO SH2010



$399.95
REQUIRES COMBO SH2000

65 MPH



#5509 ..... JATO 3.3

$319.95
REQUIRES COMBO SH20450 OR 2050

14.4V



#3906 ..... E-MAXX

$184.95
REQUIRES COMBO SH2020 OR SH2030

30 MPH



3605 ..... ELECTRIC STAMPEDE XL-5

$289.95

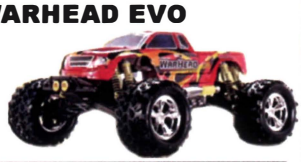


YNAMITE 20% BT
YN2370 .... $10.95

#34310 ..... ULTRA LX COMP

DURATRAX WARHEAD EVO

$419.95
REQUIRES COMBO SH2010





$399.95
QUART OF FUEL
DYNAMITE 20% BT
DYN2370 .... $10.95

#34318 ..... MUTILATOR 32

$469.95



QUART OF FUEL
DYNAMITE 20% BT
DYN2370 .... $10.95

#34961 ..... X1 CR RTR



$539.95
QUART OF FUEL
DYNAMITE 20% BT
DYN2370 .... $10.95

#34962 ..... X1 CRT RTR

$479.95
FUSION SKYLINE RTR .21

3 SPEED 80 MPH



$449.95
REQUIRES COMBO SH2000



45 MPH

#4909 ..... T-MAXX 3.3



$179.95
REQUIRES COMBO SH 2020 OR SH2030

35 MPH

#3705 ..... ELECTRIC RUSTLER XL-5

$354.95
REQUIRES COMBO SH2000



70 MPH

#4809 ..... NITRO 4TEC 3.3



$279.95
RASCAL RTR .18

1/16TH MINI NITRO!

$479.95
MENACE 4x4x21



3 SPEED 70 MPH

SUPERIOR HOBBIES
Supplying all your R/C racing needs!!

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RACERS' RIDES

TOTALLY CUSTOM



XTREME RC CARS WINNER of the month RACERS RIDES

This is my Team Losi Mini LST. The Mini LST is actually a really good truck, right out of the box. The shocks, on the other hand, needed a little help. I changed the shock oil to 50 WT and added stiffer springs all around. Now, the truck will slide into the corners without the front end diving in and flipping over. The stock motors and battery have plenty of power, so I left them stock for now, and added aluminum heat sinks to keep the motors cool. The stock tires work well on both dirt and street. All suspension arms, chassis stiffeners, shock towers, body post, gear box, chassis braces, tie rods and bulkhead covers were replaced with blue anodized aluminum from 3Racing. Next, I added a roll cage by RC solutions for those high-speed roll-overs, and front and rear bumpers from Country Alloy Works. To complete the truck, I added a custom-painted Pro-line Crowd Pleazer body.



Ken Hall
Castaic California

Did you know: Novak used to require team drivers to send in Racer's Rides pics?

Started Somewhere

I thought I would throw a few pics your way to put a shot in for Racers' Rides. It's basically an Associated Nitro TC3 with a Spectrum Radio. It's an RTR, but since this is my first real year of racing, you've got to start somewhere. Enjoy.

Chris Goris
Santa Rosa, CA



WANT TO SEE YOUR RIDE IN RACERS' RIDES? Send us pictures of your car along with a description of what it's got. We prefer digital files (no zip files please) in a high resolution, so be sure to flip that switch on your camera to the "fine" setting. One submission per month will receive a full-year subscription to *Xtreme RC Cars*, an *XRC* T-shirt, and a copy of XXX-Main² DVD! ***Void where prohibited. Subscription offer is valid for U.S. residents only!***

Digital files should be sent to: **derekb@rc411.com** **Please put "Racers' Rides" in the subject line.** If you still want to send film, please send your photos to: ***Xtreme RC Cars Magazine*** **Attn: Racers' Rides** **2000 S. Grove Ave, Bldg "A", Suite 111** **Ontario, CA 91761**

WORKING HARD FOR HIS Maxx



My name is Jentry Malek and I am 14. I just bought the T-MAXX 3.3 a month ago. I saved up for it for two years by mowing lawns and cleaning house. When I was waiting for the truck through mail order, I bought some after market parts. These include an RD aluminum frame, bulkhead braces, twin rear exhaust, HPI rims and Dirt Claw tires. I already have a 10-foot stunt jump in my sand box. I took it to a track meet for the first time with my dad. We were having fun, and then my dad asked if he could try it. Long story short, now he wants one.

Is there any justice?



Hey Derek, here are a few pics of my HPI Rally car (converted for pavement). I am running a reedy 12 turn motor, LRP runner Speed controller. This thing was recently cleaned up and it still runs pretty damn fast. It now has HPI '68 Camaro with the HPI Mags 26 front and 31 rears. This ride is the sweetest lookin' thing I've painted in years. These pics don't do it justice. It has Spaz Stix color, changing paint from Gold to Red. It is beautiful on a sunny day. Anyway, thanks for letting me share.

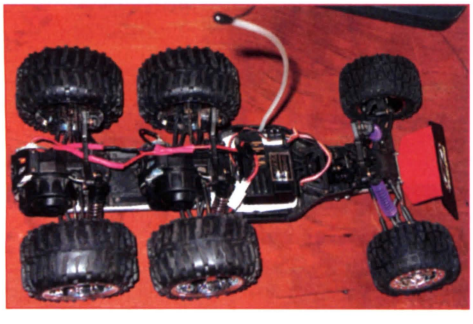


Greg Davis, Grafton, MA

Need more wheels



Hi, I've decided to send you a pictures of my latest creation. It is a Team Losi Mini-T that has been modified into a max basher. It has full ball bearings, with twin Fireball motors, 61-tooth spur gears and an 11-tooth pinion. I set it up with oil shocks and an extra complete rear axle mounted behind the original, so it now has driven dual rear axles controlled together with independent suspension on all 6 corners. I custom built the front and rear wings, along with custom building and painting the body (first body I ever tried). All this is after being in and out of RCs for the last 20 years, believe me this baby will go anywhere as long as the batteries last. Next project I think will be a 3 wheeler.



Don Delaney
Dansville, NY

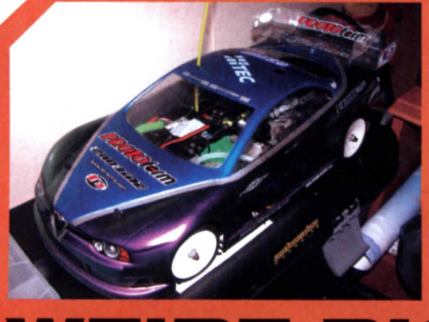
SHARE YOUR HOBBIES

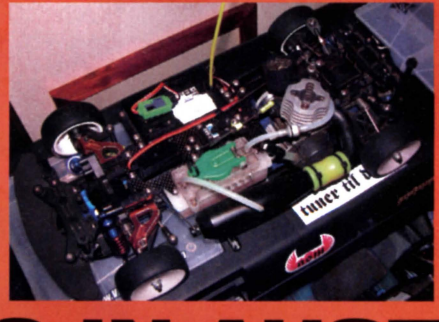
Here is my RC10GT FT with RPM arms and receiver box, OS .12 CVR-X wide bumper, Venom fail safe, Hitec 645 servos, Futaba FM radio, RPM bulkhead, ball ends, body mounts, 0-degree rear mounts, Trinity tranny brace, shiny CVDs, 5-cell pack, Super air filter, oversized rear bearings, and titanium hardware. I bought the body because I can't paint at all. Oh! And here's my other hobby—my wife Lisa.

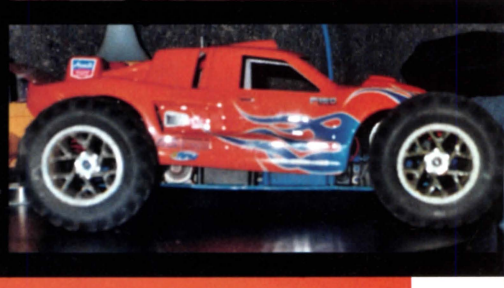
No name submitted, but we now know Lisa!



Even if it's out of focus, sending in a pic with your lady in it will probably get you in.







WE'RE BIG IN AUSTRALIA

This is my GV 1/10 BV-1 Nitro Touring Car. I have installed a carbon fiber radio plate and brace, Eagle Racing Shocks and Tires, CVD driveshafts all round, front aluminum upper suspension arms, a two speed transmission, and a JR Racing radio system. The Alpha body is painted in Tamiya iridescent purple/green and is used for racing. Thanks for the great magazine and hope you like my car.

Jonathon Carey, NSW, Australia

RUGGED READY-TO-RUN POWER

AFTERSHOCK RTR

Powerful, affordable nitro monster excitement that's ready for action

The Aftershock puts Team Losi's innovative research and design in your hands. A 3-port Team Losi M26SS engine produces big block horsepower and torque, routed through a shift-on-the-fly 2-speed automatic transmission for top speeds approaching 40mph. Power reaches the ground through a bulletproof 4WD drivetrain, utilizing metal-geared differentials front and rear. The Aftershock also boasts Team Losi's revolutionary Mega Shock suspension, twin metal-geared steering servos and precise control with JR's programmable XR2i computer radio system.

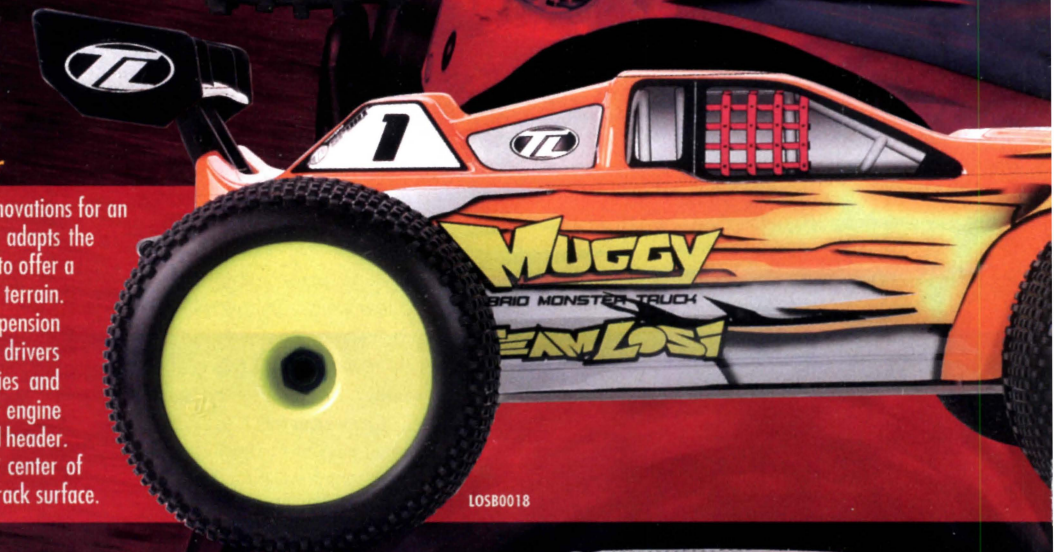


LOSB0012

MUGGY RTR

A one-of-a-kind, ready-to-run nitro truck with big block power

Blending proven technologies and the latest innovations for an intense monster truck experience, the Muggy adapts the greatest features from several vehicle designs to offer a truly unique truck built to take on any type of terrain. Combining a rugged, durable Mega Shock suspension with a rigid aluminum chassis, the Muggy gives drivers an incredible balance of all-terrain capabilities and handling. Power comes from a Team Losi 427 engine and race-inspired one-piece aluminum pipe and header. Front and rear sway bars accentuate the low center of gravity, giving the Muggy a solid feel on any track surface.



LOSB0018

LST2 RTR

Team Losi's ultimate RTR performance monster truck

The Team Losi LST2 fuses big block nitro horsepower and ingenious design to bring you the most advanced monster truck ever conceived. The LST2 features a potent new Mach 427 engine, newly designed driveshafts and axles for added strength, 20mm anodized aluminum wheel hexes, bulletproof aluminum differential cases, 420-Series dish wheels and racing tires, and much more. Aluminum clutch shoes offer long life and strong, positive engagement to harness the power, directed through a revolutionary transmission that shifts on the fly. And you stay in precise control the entire time with JR's premium XS3 programmable FM radio system.



LOSB0015

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HORIZON HOBBY

TEAM LOSI MONSTER TRUCKS HAVE EXACTLY WHAT YOU'RE LOOKING FOR

Sheer size, brute strength and unmatched durability – Nobody offers a more complete line of powerful, performance-built monster trucks than Team Losi.® From the rugged affordability of the Aftershock,™ to the one-of-a-kind design of the Muggy,™ to the unparalleled engineering of the LST2, Team Losi has the perfect ready-to-run truck for every RC driver at every price point.



SPECS:

Drivetrain: 4WD
Engine: M26SS
Steering: Dual Z-590 servos
Transmission: 2-speed
Radio: JR XR2i AM
Length: 22 in (559mm)
Width: 18.5 in (470mm)
Wheelbase: 14.2 in (361mm)
Weight: 13 lb

Retail: $699.99
Available for $399.99

INCLUDED:

Aftershock nitro monster truck
JR XR2i radio system w/servos
Prepainted body
Pre-glued tires and wheels

NEEDED:

Fuel – Team Losi recommends Nitrotane™ 20% Nitro Fuel (LOSF0120 Quart, LOSF0020 Gallon)
Fuel bottle – 500cc fuel bottle (LOSB5201)
Glow driver – Glow driver and charger (LOSB5221)
Receiver pack and charger – 6V 900mAh Ni-MH receiver pack and charger (LOSB9949) or equivalent
8 AA batteries (for transmitter)



SPECS:

Drivetrain: 4WD
Engine: Losi 427
Steering: Dual Z-590 servos
Radio: JR XR2i AM
Length: 21.75 in (552mm)
Width: 18 in
Wheelbase: 14 in
Weight: 11.4 lb

Retail: $999.99
Available for $549.99

INCLUDED:

Muggy assembled monster truck
JR XR2i radio system servos
Spin Start handheld starter
Receiver battery pack and charger
Prepainted body
Pre-glued tires and wheels
Glow driver

NEEDED:

Fuel – Team Losi recommends Nitrotane 20% Nitro Fuel (LOSF0120 Quart, LOSF0020 Gallon)
Fuel bottle – 500cc fuel bottle (LOSB5201)
8 AA batteries (for transmitter)
6-cell stick pack and charger (for Spin Start)



SPECS:

Drivetrain: 4WD
Engine: Losi 427
Steering: Dual Z-590 servos
Transmission: 4-speed w/ reverse
Radio: JR XS3 Synthesized FM
Length: 22 in (559mm)
Width: 18.5 in (470mm)
Wheelbase: 14.2 in (361mm)
Weight: 13 lb (5897 g)

Retail: $999.99
Available for $649.99

INCLUDED:

LST2 assembled monster truck
JR XS3 radio system w/ servos
Spin Start handheld starter
Receiver battery pack and charger
Prepainted body and wing
Pre-glued tires and wheels
Glow driver

NEEDED:

Fuel – Team Losi recommends Nitrotane 20% Nitro Fuel (LOSF0120 Quart, LOSF0020 Gallon)
Fuel bottle – 500cc fuel bottle (LOSB5201)
Glow driver – Glow driver and charger (LOSB5221)
8 AA batteries (for transmitter)
6-cell stick pack and charger (for Spin Start)

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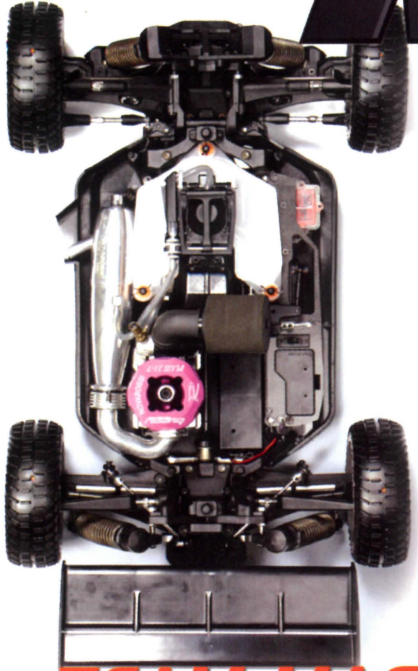
THE POWER OF TEAM MAGIC

available exclusively through team trinity



M1-B

THE POWER OF TEAM MAGIC



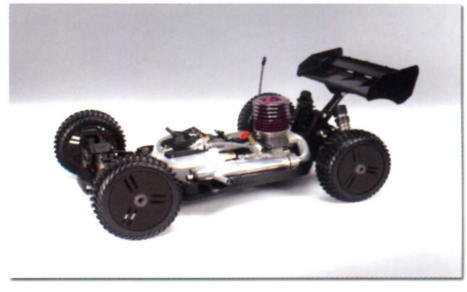
TEAM MAGIC M1-B 1/8TH BUGGY
Part Number: 56001

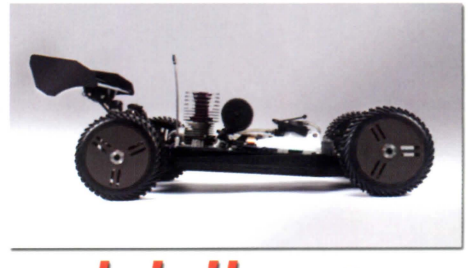
The most advanced 1/8th off-road buggy made for serious off-road racing.

The M1-B incorporates the philosophies of superior handling, smart design,user friendliness and long cycle life.

Features:
7075 aluminum chassis with one piece engine mount.
Shaft drive with 3 adjustable gear differentials.
Centered fuel tank keeps handling consistent as fuel burns off.
Low center of gravity gearboxes.
Low profile shock towers are less likely to break on roll over.
Easy to remove radio tray and fuel tank for cleaning.
Aero body design with built in fuel door.
Low center of gravity one-piece center differential mount.
Aluminum-nylon Flying Wing™ composite suspension arms.
28mm low profile dual lay-down servo design.

Engine, pipe, radio gear, etc. not included.





TEAM MAGIC USA, www.teamtrinity.com